

**SEMINOLE COUNTY EXPRESSWAY AUTHORITY  
PUBLIC HEARING AND BIENNIAL MEETING  
Seminole County Services Building  
1101 East First Street; Room 1028; Sanford, Florida**

**November 9, 2010  
7:00 P.M.**

**MINUTES**

**MEMBERS PRESENT**

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

**MEMBERS ABSENT**

None

**STAFF PRESENT**

Jerry McCollum, P.E., Acting SCEA Executive Director  
Joe Forte, Acting County Manager  
Susan Dietrich, Assistant County Attorney  
Nicole Guillet, Director, Growth Management Department  
Antoine Khoury, P.E., Assistant County Engineer, Public Works Dept./Engineering Division  
Shad Smith, P.E., Principal Engineer, Public Works Department/Engineering Division  
Brett Blackadar, Principal Engineer, Public Works Department/Engineering Division  
Tony Matthews, Principal Planner, Growth Management Department/Planning Division  
Dick Boyer, Growth Management Department/Planning Division  
Sheralyn Brinson, Administrative Assistant, SCEA Recording Secretary/Public Works Dept.

**GUESTS PRESENT**

**ORLANDO-ORANGE COUNTY EXPRESSWAY AUTHORITY**

Michael Snyder, P.E., Executive Director  
Joseph Passiatore, General Counsel  
Robert Mallett, Right-of-Way Counsel (Broad & Cassel Law Firm)  
Michelle Maikisch, Coordinator of Public Affairs  
Lindsay Hodges, Manager of Public Relations and Communications

**CH2M HILL ENGINEERS**

Mark Callahan, P.E.

**FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)**

George Lovett, Director of Transportation Development, FDOT-District V  
Brian Stanger, Environmental Management Office, FDOT-District V

**ITEM #1: CALL TO ORDER** - *Chairman Gary L. Brender*  
Chairman Gary Brender called the meeting to order at 7:00 P.M.

**ITEM #2: INVOCATION AND PLEDGE OF ALLEGIANCE**

**Chairman Brender** called for a brief moment of silence. He called on the Elvis Garcia family to lead the Pledge of Allegiance.

**ITEM #3: PUBLIC HEARING TO ADOPT THE RECOMMENDED PREFERRED ALTERNATIVE FOR THE WEKIVA PARKWAY (SR-429) / SR-46 REALIGNMENT PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY**

**NOTE: PUBLIC COMMENT ON THE FOLLOWING AGENDA ITEMS WILL BE LIMITED TO THREE (3) MINUTES PER SPEAKER:**

**Item 3 (a) Open Public Hearing**

**Chairman Brender stated:**

Anyone wishing to speak before the Board this evening will need to fill out a Speaker Request Form located in the lobby, and give it to our Administrative Assistant.

This is the Public Hearing to adopt the Recommended Preferred Alternative for the Wekiva Parkway (SR-429/SR-46) Realignment Project Development & Environment (PD&E) Study. This is almost the end of a very long and arduous process which has been going on for about eight to ten years. I have likened it many times to an archer taking a shot at a target. He moves right, moves left, moves up, moves down; eventually, if you are going to compete, you have to take the shot. We believe we have an aim and we believe we are going to take the shot. You should remember however that this is only the end of a chapter; it is not the end of a book. This brings almost to a close the end of the PD&E Study; we only have some Federal Highway Administration approvals to get through the process; that will mark the end of the PD&E process; but it marks the beginning of the final design process. It's in that final design process that many of the details of this road will be discussed; we will be having ongoing discussions and working with great diligence behind the scenes in that final design process to try to meet as many of the requirements, demands, and suggestions of Seminole County residents as this next process begins.

I ask that during the Public Hearing process your comments be limited to three (3) minutes; we have a timer; when you get to the end of your time, I will ask you to finish your thought and then please take your seat. If you have a statement that is being repeated, you are more than welcome to signal your approval of that statement by applause. But there is no reason to have 20 or 30 people coming up and repeating the same thing 20 or 30 times. Remember, this is a right-of-way and alignment approval. We do not have anything on the agenda nor are we discussing the Interlocal Agreement which was approved a couple of months ago. We are by law bound to discuss what we have in front of us and that is as I just read, adopt the Recommended Preferred Alternative. We will proceed from there.

**Chairman Brender** called for other comments from the Board. None was presented.

**Chairman Brender stated:**

Public comment on the following agenda items will be limited to three (3) minutes. For those who do not have an agenda in front of you, the Public Hearing is now open. We will first hear a presentation by the Engineers and the Orlando-Orange County Expressway Authority on the length of the project. We will take questions from the Board. Public comment and questions will begin after that. Then there will be Board discussion and a recommendation at the end. There are several regular agenda items that will follow the Public Hearing, if time allows.

Chairman Brender called for Mark Callahan.

**Item 3 (b): Presentation by Engineers and the Orlando-Orange County Expressway Authority (OOCEA) on the Project (PowerPoint)**

**Mark Callahan stated:**

Thank you Mr. Chairman and Board Members. I appreciate the opportunity to come and give you an update related to the Wekiva Parkway PD&E Study. We have a few folks here, who I will introduce. As you may recall, the Seminole County portion of this PD&E Study, as we refer to it, is being managed by the Florida Department of Transportation. We have present today George Lovett, Director of Transportation Development for District V, which oversees this area, as well as Brian Stanger, from the Department's Environmental Management Office. We have been working directly with Brian and George as it relates to the Seminole County portion. In addition, we have Mike Snyder from the Orlando-Orange County Expressway Authority present today.

We will review the alternatives analysis we have undertaken over the last several years for the Wekiva Parkway Project, and then review the proposed build alternative for the Seminole County portion specifically. We will then review the Public Hearing we held last week and update you on some of the comments we received.

**Alternatives Analysis.** The Project started in early 2005; we developed a series of initial alternatives; we culled them down to a smaller group of viable alternatives and then identified a recommended alternative that we also had some refinements to during the 2007 timeframe. In 2008, through our interactions with the Wekiva Parkway Community Coalition (WPCC), we reviewed additional alternatives. We will briefly go through each of those steps.

The initial alternative alignment concepts included what you see here on the map, three (3) northern alignment alternatives as well as the alignment along SR-46 tying to I-4 at SR-46; and then an alignment that diagonals down to the south and east tying in where the existing SR-417 Interchange hits I-4. We looked at these four (4) alignments; the two most northern alignments were eliminated in 2005 due to their public land impacts, that included State park impacts, the Black Bear Wilderness Preserve, etc., and also concerns raised regarding the Wekiva River Protection Area and other impacts as well; that was very early in the project in 2005. That left us with three (3) basic points of where we would tie into I-4, one right at US 17/92, one at SR-46 and the third at SR-417. We looked at these initial alternatives; in December 2005 we came to this Board and presented some of our initial findings with these initial alternatives; what we found is that the alignment there in yellow had some fairly significant impacts to the Black Bear Wilderness Preserve that the County purchased. Also, there are about 32 residential impacts associated with this alignment. There would be some impacts to the Port of Sanford as well as interchange and river impacts at I-4 where US 17/92 is. Based on those discussions, this Board recommended that we remove that alignment from further consideration which we did because we felt we had enough information relating to it at that point.

Fast forward to 2006. At this point we had viable alternatives: one where we would continue the alignment of the Wekiva Parkway along SR-46, which I will review later. And the other where we would angle down to the south and east and tie into SR-417. Here are the two that we looked at tying into I-4 along the SR-46 corridor. We had a couple of different interchange concepts trying to figure out how to make that work best and we developed those. As it relates to those on SR-46, both of the alignments on SR-46 had substantial impacts to commercial properties directly adjacent to SR-46 and the fire station; I believe it's Fire Station #34 that would be impacted. When we looked at putting the interchange at SR-46, the main problem we had is, given the close proximity of the local access at SR-46 and the SR-417 Interchange on the east side as well as SR-46A, we were not really able to get all the access between SR-417 and the Wekiva Parkway up at SR-46. This created a lot of congestion and traffic problems which essentially dumped traffic onto local streets which became, through our traffic analysis, a fairly large problem and impacted SR-46A, SR-46 and Rinehart Road. With that, we felt this did not meet the travel requirements or needs in the corridor. Back in 2006 when we looked at

this, the issue is we have a local interchange for SR-46 out there today. We need to maintain that local interchange; but now we have this beltway system coming in from the west. Putting those two types of interchanges together in any location is fairly complicated. When you have other interchanges in close proximity, it really complicates things and you are not able to get all the connections that you need. There is some routing associated with that which was very problematic, which spilled out into many of the local streets. We looked at that and could not find a solution that adequately addressed those concerns. From that we recommended moving forward without the SR-46 alignments.

Also during the 2006 timeframe, it was requested that we consider a connection that would come down the International Parkway Corridor, go along SR-46 and then take a turn to the south along the International Parkway Corridor and then turn back to the east at SR-417. We looked at a couple of different alignments; there are some complications with these as well. First of all, that is an area that the County has identified as a high intensity land use area. These concepts would have a fairly significant impact to those lands. Also, as you look at this connection to SR-417, it would create a lot of geometric problems especially getting a tie from the connection down to the south to and from the north. In other words, for traffic coming from Volusia County or wanting to get to Volusia County, getting those ramps to turn to the north would be very tight; it would not meet today's design standards that we feel obligated to follow from a safety standpoint. With introduction of this concept, we were very concerned about that in terms of meeting those safety standards, given our desire to provide for that limited access connection as a beltway system. Especially for those movements to and from the north going from the beltway, it would be very problematic to get those connections in.

That brought us back in 2007 to focusing on the alignment that came east along SR-46, turned to the south just west of Orange Boulevard, and in a diagonal fashion went to the south and east, then tied into SR-417; we have included access at International Parkway with this concept. We are working with several of the stakeholders; we looked at several refinements of this alignment which were fairly minor adjustments. We were looking at how best to minimize the impacts along this corridor; and you can see a few of those here where we tried different geometric approaches to that. I came to this one which I believe is the final one; we may have made some minor shifts since then but this is fairly consistent with what we are proposing for our recommendation.

From that point, we identified a Recommended Preferred Alternative and presented it to this Board as well as to the other counties. The Wekiva Parkway Community Coalition came forward with 7 or 8 different ideas. The Department of Transportation asked us to look at those; we looked at a few of them and as we looked at them we continued to meet with the Wekiva Parkway Community Coalition. It was their indication that this map, which we refer to as the Map G Concept, was the best one that met their objectives the fullest. We looked at that concept fairly rigorously and provided input on it. There are some clear advantages to this concept that we need to recognize. First of all, the Map G Concept has advantage in that it reduces traffic on SR-46 just east of I-4 by making that connection on SR-46 further to the east past Rinehart Road. Also, we see traffic benefits on International Parkway to the south. There are less community impacts; it's up in the Black Bear Wilderness Area and goes around those communities up to the north. It would eliminate the need for reconstructing the SR-417 Interchange or any interchange on I-4. The initial idea was to take this alignment up, cross I-4 without an Interchange at least initially, come down, tie into SR-46 with an Interchange and then connect to SR-417 and allow people to route back to I-4 via SR-417. As we looked at it in further detail, we saw that there are a lot of traffic impacts associated with it. We saw a lot more traffic getting on SR-46 heading west trying to get to Lake County or other points that way which created fairly significant impacts on SR-46 west of I-4. We saw impacts on Orange Boulevard due to this alignment. It would accelerate the need to make improvements on SR-

46. There were a lot of environmental effects associated with it in this area in Seminole County to the west of I-4 in the Black Bear Wilderness Area. It had some impacts to the State park there, the Lower Wekiva State Reserve, and other impacts. As it crossed I-4, it is near the Port of Sanford; it had some effects there and to some neighborhoods. As we got to the east, there were additional effects that we noted. The biggest thing as we look at this particular idea was the circuitous routing and not necessarily addressing some of the transportation needs in the area. We went ahead and tested and looked at the possibility of at least providing access to and from the north or east direction on I-4 at this location, which would be right at the railroad. There would be impacts and costs associated with that. That made the performance of the alignment work better; but the impacts associated with the alignment are fairly significant. The Black Bear Wilderness Area as most of you know is a flood plain area. It's seasonally wet and we would have several issues associated with that. We did not see a clear advantage or any benefits this alignment provided that outweighed the impacts associated with the alignment. At that point, we felt it did not meet the purpose and need of the project as well in terms of providing for the traffic connection we laid out.

That has led us to the proposed build alternative which you see here on our alignment which starts at the river crossing, continues to the east along the SR-46 corridor, primarily widening providing additional right-of-way on the north side given the more dense development on the south side, continuing on SR-46 to the east. Just west of Orange Boulevard it would diverge from the SR-46 corridor, go to the south and east, have an interchange connection with International Parkway and then tie into I-4. Here you see a typical section of that portion along the SR-46 corridor; we would be providing one-way frontage roads on either side of the Wekiva Parkway. The Wekiva Parkway would likely be four (4) lanes initially in this area but expandable to six (6) lanes, which is what we estimate we would need in ultimate design year condition.

From SR-46 to SR-417 as we take that turn to the south and east, we move into a 4-lane initially, expandable to six-lane, configuration. We looked at tightening the right-of-way up in this area as opposed to the normal 300 feet we used just to minimize the impacts out there; that's the typical section we have there. Most of that would be walled through that area which we have tried to represent here, trying to avoid those impacts. A further part of our project was on SR-46 itself, to go ahead and get the environmental clearance to six-lane SR-46 from where the Wekiva Parkway takes its turn to the south and east and provide a six-lane controlled access facility on SR-46 all the way through I-4; that need is out there in some segments today. That is also part of the PD&E Study.

We had our public hearings, a session in each County. They were well attended; there were over 1200 total attendees; over 440 attended in the Seminole County area. We received a total of 69 oral and written comments: 26 in favor, 24 opposed. Several comment forms requested additional information. I also want to point out that the Wekiva Parkway Community Coalition gave us a petition that had over 500 signatures on it. Many of you probably have seen that petition. The Public Hearing record closed last night at midnight; we are still accumulating those comments. We will be responding to all the comments we received and moving forward with the project from there.

Here you see the overall project, the Seminole County portion is to the right. The project goes from Seminole County to the west, turns to the south, south of Mt. Plymouth and Sorrento in Orange County; it goes due south and ties into SR-441 where the John Land Expressway will soon be constructed to terminate; and then we have the SR-46 reconstruction portion of it that branches off in Orange County to the west towards Mt. Dora and the SR-46/US-441 Interchange.

That's our presentation; we'll answer any questions you have.

### **Item #3 (c) Questions from the SCEA Board**

**Chairman Brender called for questions from the Board.**

**Commissioner Carey stated:**

On the typical section where you showed the 4-lane expandable to six, and it shows 260 feet, you made a comment earlier that the typical right-of-way width for a road like this would be 300 feet. In the area where you threaded the needle, you have 226 feet. Is there anything that would stop you from being able to classify that as the 300 feet needed so you could have additional buffers and those type things. I know you were trying to keep the homes down to a minimum impact but obviously it's going to have an impact on the residents. We have worried about the bears and the environment and all of that but we have not worried about the humans a whole lot. If we had that 300 feet corridor, you could have a wider buffer area. When I go back and read the original Task Force Study, it is very specific about what this is going to look like. I will read a section of it, "Within this idea was the concept of creating a parkway similar in stature to the Blue Ridge Parkway." Ten (10) principles were identified. What I see here does not resemble the sections of the Blue Ridge Parkway that I've been on or many other parkways that I have been on. If this is going to affect the community anyway, wouldn't we be better off to go ahead and take the typical 300 feet right-of-way, put the buffers in that need to be there even if it means another home or two is taken? I know it's going to cost more money but this is costing a lot of money already. I understand how we got here with the alignment; I understand that we looked at a lot of different things; I think you have done a great job of trying to go through all the different processes, even Map G that was given to you by the Coalition. If we swung this through and took it through the woods area, the thousands of acres at Yankee Lake; that's a beautiful area to travel through; yes there would be impacts; yes it would be expensive; yes the Black Bear Wilderness area would have some impacts; but it would not be right through the middle of a very built-out community. I have some concerns with trying to keep it tight. We are trying to keep it with few impacts; but it's going to impact. I don't think we are meeting the intent of what came out of the original Final Report from the Wekiva Task Force because this is not looking like a parkway; it's looking like an expressway, in very tight quarters. (audience applause). Is there some reason why?

**Mark Callahan stated:**

As we looked at the section of the road that comes down to the south and the east, there is fairly significant development in there. There were some areas that presented opportunities for the alignment. When we looked at the full 300 feet width corridor, it required us to get into some subdivisions; we have been able to avoid the major subdivisions. We have a school and churches there; we are already hitting some church property there with this as it stands. The Department wanted to focus on reducing the effects to the community especially as it relates to direct impacts to homes in those subdivisions including Tall Trees and several others.

**Commissioner Carey stated:**

I understand that; but if you are coming up adjacent to a subdivision with big tall walls and an expressway through it, you are affecting it no matter what. I think that if this road is going to move forward, the citizens of this County would certainly prefer to have a little more impact and have a little more buffer from the impacts this road will have on it, which I think was the intent of the original legislation that got passed in this Final Report. I don't see anything in here that says, keep it tight, keep it as small as you can, less impactful. The normal right-of-way on a road like this would be 300 feet. (audience applause)

**Mark Callahan stated:**

There are clear directives in there that would suggest we need to minimize impacts to the communities as well and that's where we focused.

**Commissioner Dallari stated:**

Mark, can you go to the section Commissioner Carey is inquiring about and talk about the buffers and how that's going to work?

**Mark Callahan stated:**

With this particular section, the portion of the roadway that comes down to the south and east and ties into SR-417, we would put reinforced retaining walls on the outside of the alignment and then we might have a need to deal with drainage on the outside, whether it would be offsite or otherwise, which you can see the swales in there. There is essentially 50 plus feet from that wall to the right-of-way line as it is proposed and laid out, with 226 feet rights-of-way.

**Commissioner Dallari stated:**

What type of buffer is in the 50 feet you're talking about? I'm looking at a grassy area.

**Mark Callahan stated:**

It would be a grass area.

**Commissioner Dallari stated:**

Can you do anything with landscaping? With a raised berm?

**Mark Callahan stated:**

There are several things that could be considered and done in there to try to soften the effect of the wall.

**Commissioner Dallari stated:**

Can you articulate something to us?

**Mark Callahan stated:**

Certainly, landscaping and treatments could be used to soften those impacts.

**Commissioner Carey asked:** What is the height of the road at that point?

**Mark Callahan stated:**

It varies from up to about 26-30 feet tall, the wall; it probably doesn't get much lower than 15 feet in the lowest area.

**Commissioner Dallari stated:**

I think you need to comment more about that; what can we expect? What type of latitude do we have? Can we require additional landscaping? Can we require additional buffers? Can we do a raised berm?

**George Lovett stated:**

My name is George Lovett; I represent the Florida Department of Transportation. Yes, Commissioner, as we go through the design process, we will be looking at addressing all community concerns. We have heard this loud and clear from the community; there is an expectation that we will design buffers, landscape features and other sorts of things that are appropriate to mitigate the impacts of the roadway through here. It is difficult when we are still in the study and conceptual stage to really identify specific mitigating factors; but we expect to design and construct the facility out here that softens the impact to the communities.

**Commissioner Dallari stated:**

Let me frame the question this way. If we went with the 226 feet as located on that slide, and we asked you to do some type of berm effect with landscaping to mitigate the hardscape and to give the parkway effect that Commissioner Carey is talking about, would you design to that?

**George Lovett stated:**

That may be more appropriately a question for Mike Snyder. If the FDOT was going to pay for it, I could address that issue directly. Again, in this process there is no magic; we are not asking for a commitment to a specific design detail; we understand the need to address the concerns of this Commission, the Expressway Authority, as well as the citizens as we go through the process. There is nothing in the PD&E process that precludes us from doing that. Again, I think it is the full expectation of everybody on the project team that we will be doing some really extraordinary mitigation buffering in these areas.

**Commissioner Dallari stated:**

I understand that. My concern is, hypothetically if we did move forward and we agree to this slide because that's what someone is asking us, are we going to be looking at a grass lawn or some type of berm with landscaping?

**Mike Snyder stated:**

At the funding plan we are looking at today, OOCEA is perhaps the lead agency. What you will see is what we have done on the rest of our system. You will see landscaping, terracing, buffering. If it takes, like is being committed in certain other portions here, a berming effect, we will do what is necessary to soften the impact of the road on the community. We have committed to that; we have even offered to take part of the community out to take a look at our system to see how we operate, to see what it would look like, what types of things we would do. If you take a look at SR-408, the terracing and landscaping we've done in a very urban setting, I think you will be very impressed with the work we do. That's the kind of commitment we have made all through this process and we will make that same commitment tonight.

**Commissioner Brender stated:**

Regarding both edges of the map to the outside of the trees, is that where you are talking about a retaining wall?

**Mike Snyder stated:**

The wall that Mark is talking about is right along the edge of the paved surface, if you will, the shoulders, etc. There is no way to really be specific until you start doing the engineering and develop your profile and until you know what the existing terrain is out there and exactly what that height will be; but that's where the wall will be.

**Commissioner Brender stated:**

The only other wall necessary is where you're going up over, for instance, Wilson Road.

**Mike Snyder stated:**

Again, I don't want to say yes or no to that. Until we get into engineering and do all the necessary surveying and geological analyses that have to be done. From time to time you run into locations that take retaining walls, etc. to support the project. Our intent is on the main line linear to the roadway to when you elevate to bring up the reinforced earth retaining walls. Reinforced earth retaining walls can be textured and colored to look a certain way; it doesn't have to be like you see in some instances along the interstate and along our system; there's a lot of texture, a lot of coloring that can be done. If you go back and see what things have been done over the years in a lot of states, there are a lot of opportunities to do it right out here.

**Commissioner Henley stated:**

Commissioner Carey made the statement about widening the road if I understood you correctly taking in more land and perhaps more homes. If we were to go to the 300 feet there, how many more homes would we be taking? How deep would we be going into the subdivisions? Can you give us an idea?

**Mark Callahan stated:**

I do not have an exact number; I think it would be 10 to 20 additional homes.

**Commissioner McLean stated:**

This might be more of a question for you Mike since you have the purse strings. There has been some discussion about option increases. Commissioner Carey mentioned as she was going through that discussion it would cost more. I would like to get an idea of proportionately in dollars what we are talking about and maybe use something definitive to compare to what we're looking at for the preferred alternative. And then perhaps compare those to the Map G Concept. I recall a discussion in a previous meeting where we talked about the total cost could be closing in on double of what we are looking at. Is that the proportion we are playing with?

**Mark Callahan stated:**

Speaking to the right-of-way requirements specifically, it will be about 40% more right-of-way requirements for that portion of the roadway; it will be a fairly significant addition in terms of acreage of right-of-way. That being said, it's very hard to give you a cost number because if we are taking part of a parcel versus all of a parcel, all those things play into the cost. There would be potentially some savings in construction if we were able to get slide slips out etc. within the 300 feet. It would be a fairly significant add-on in terms of right-of-way; in terms of per square foot, this is the highest right-of-way area we have in the entire project.

**Commissioner McLean stated:**

If we don't have a definitive cost, I certainly understand; but obviously we are looking at more dollars. I guess my concern is at some point we will get to a number that's going to jeopardize being able to finance this project. I'm trying to get an idea of where we may be in that scenario.

**Mike Snyder stated:**

We are pushing it now; if you take a look at the project and the project costs, we are taking a look right now at whether the OOCEA is in the position to completely fund this project and whether we need partners. As we talked many times, we will continue to look for partners and we have always said that. We will continue working with FDOT, continue working with the Turnpike, continue working with Federal Highway Administration; hence, we have kept it under the NEPA process to make it eligible for that. But we are pushing it at this point in time; when you take a look at the economy, even though construction costs are down, so is the traffic that will be using this system. Therefore the revenue that will be generated as a toll roll is going to be down. Everything we add to it jeopardizes our potential to build it. There's not a lot of other people that have come to the table to offer anything. If we continue to add things to this, it's going to jeopardize the ability to make it happen. At the moment, we are taking a look at our ability to do it and do it by ourselves. I don't know the answer to that; I won't know the answer to that for several months; but I know if we keep adding to it, we are not going to get there.

**Commissioner McLean stated:**

So it may put you folks in the position of seeking partners who may not necessarily be there.

**Mr. Snyder responded,** "correct".

**Commissioner Woodruff stated:**

Am I looking at the sections correctly from the Wekiva to Orange Boulevard? We are constructing four lanes of the parkway and then east of that we are constructing 6 lanes to I-4 and 6 lanes on SR-46?

**Mark Callahan stated:**

Let me clarify that; one of the graphics does not have the colors quite right. What we are proposing: If the project moves forward in the next few years, we believe we will need only 4 lanes initially and that will include from I-4 and SR-417 all the way into Lake County and even into Orange County. But in a design year out as we look at 2030, 2035, based on the traffic projections, we recognize we will need six (6) lanes. What we are going to do is build the road so that we can expand it to 6 lanes within those rights-of-way to the inside for both sections; that's what we propose. The portion from SR-46 west of Orange Boulevard to the east, that 6-lane section would likely be an FDOT project when they have funding, when the needs get there, etc. They would probably take that on as it's already 4 lanes there.

**Commissioner Woodruff stated:**

In terms of buffering or landscaping or anything with specific design, once this Board approves an alignment, does it have any real say in those decisions?

**Mike Snyder stated:**

The answer is absolutely yes. Jerry and I have worked together for a very long time as I have with a lot of you, whether with FDOT or the Expressway Authority. We will continue to work very closely with Seminole County as we move ahead with the engineering and all of the engineering details associated with it. We will stay very close because we want to build a system that meets the transportation needs and environmental concerns we are trying to address. At the same time, as best we can, address the community's concerns as we have heard over and over again, with the buffering, etc. We will be working very closely with Seminole County as we move forward. I will commit to you that we will do everything we can to make you happy and build this road in the fashion that will be satisfactory to you.

**Commissioner Van Der Weide stated:**

Nobody here is suggesting that we are going to realign this road now. We are talking about add-ons. Commissioner Brenda Carey mentioned that; and that's talking about money. I know there will be people out there that would like to have the road realigned; but every time you realign it, you make certain people happy; and then at the next meeting a whole different group of people is unhappy; we witnessed that before. We have been at this forever and I think we have a recommended alignment now. If we can put some bells and whistles on it to satisfy the citizens where it goes through their neighborhood, I certainly would not be against that as long as we don't get to the point where we can't fund it.

**Commissioner Brenda Carey stated:**

The expressway portion is elevated through the whole thing; so we are talking about an elevated roadway coming down SR-46 and cutting through this neighborhood. Mike, I hear what you're saying, that you will work with us every step of the way; but the fact is the Orlando-Orange County Expressway Authority wants to build this parkway.

**Mr. Snyder responded:**

No, the Expressway Authority wants to do what the region wants to do and that's why our Board has stepped forward to take the bold action of putting a toll regime in place to do what the region wants; it's not what OOCEA wants to do; it's what the region wants to do.

**Commissioner Carey stated:**

Your Board is about to change; you are about to have a new County Chairman; we are about to have a new Governor. Maybe he will quit raiding the Transportation Trust Fund and we will be able to get extra money to do this road right. We have a new Seminole County Commissioner about to come on this Board; we have a new City Commissioner coming on the Seminole County Expressway Authority. Is there any reason why we need to make all these decisions tonight on this alignment? Quite frankly what the Agreement says is that once we set this alignment, the ball is in your court. I understand you will try to work with us. I have said this before; you have always tried to work with us when you were at FDOT and since you have been at the Expressway Authority. This is not about you; this is not about Jerry McCollum; he's retiring next year; you are probably retiring before this road is done; this is about what action we take and agree to. If the devil is not in the details when we get this done, I'm afraid it won't ever get done because there won't be enough money; the impacts will be too great. Is there some reason that's so pressing that we could not wait until all these newly-elected officials are in place? Maybe they have some ideas about how we could better approach this. We all understand it's going to be an impact; we all understand whether it's the Coalition's alignment or this alignment or any other alignment that you do, there will be impacts to the citizens; we all understand that. But I think we, as a Board, have given up our ability to control the end result of this. I am asking my fellow Board members, is there any reason why we need to do this tonight; why we couldn't wait until all the newly-elected officials are in place that we could maybe have some discussion, and give you time to look at all the things that you are unsure about. You are unsure about how many homes it would impact; you are unsure about what that cost would be; you are unsure about what it would look like. In another vote at an earlier time, we gave up the right to be able to say no, it has to be this, because our job now is to pick the preferred alternative. This is the last bite at the apple in an agreement-type situation we have to make sure our community is looked after, which is why I didn't support giving up our support to the Expressway Authority earlier. You knew that was my concern. So, is there some reason why we need to do this tonight and not wait until all these other players are in place?

**Mike Snyder responded:**

My answer is I think it needs to move on. We have been studying this for 5 ½ years now. We have been before you over and over and over again with all the various alternatives; the world has not changed; we have brought all the changes to you as we have gone through the process. The Recommended Preferred Alternative has been before this Board many times and we discussed the issues many times. The WPCC alternative has been to this Board and presented to you by FDOT in the past; and we have been through all of these issues. The process needs to continue on. This is not the final stage; I have to go to Lake County; I have to go to my Board; and then we have to go back to the Federal Highway Administration. This is a very time-consuming process to move this project forward. Every time we slow down, it delays the project more and we run into additional costs. My sense is we have to move ahead. We have had the discussions; we have been through the Public Hearing; that's the purpose of the Public Hearing. We are here to discuss the final alignment with you and request approval of the final alignment; but I think we have to continue on.

**Commissioner Carey asked:**

Have you had the final alignment approved by Lake County?

**Mr. Snyder responded, no.**

**Commissioner Carey stated:**

So, you want it to be done tonight here and you don't even have the piece from Lake County to get you from where you're at to where you're trying to connect to? I hear what you're saying and I know that you would like for this to move on but I just don't see the urgency.

**Mike Snyder stated:**

There is a step-by-step process. We are here tonight; we will be in Lake County in a couple of weeks; I will be at my Board a week after that. We are continuing to move on. We are not dragging our feet; we are trying to get this done; we are trying to get people to work; we are trying to get construction going; and we are trying to do a project that has been talked about in this region for over 20 years.

**Commissioner Carey stated:**

And if we did this vote tonight, when will construction start?

**Mike Snyder stated:**

I am not going to give you an absolute promise; but we could be under construction in about four (4) years, depending on getting all the approvals that we have to get. In the event the Federal Highway Administration gives us a finding of no significant impact in the spring of this year, we would start the engineering, coming up through this area; and then we have to buy the right-of-way.

**Commissioner Carey stated:**

So, delaying this a month or two to allow you to get through Lake County, see what their concerns are, get the new Board members seated, get your new Board members in place, a new Governor will be seated, we can't wait until then?

**Mike Snyder stated:**

I see no reason to wait.

**Commissioner stated:**

I see plenty of reason to wait.

**Commissioner Van Der Weide stated:**

We are constantly having change in Board members; we have discussed that before; we can't realign the road every time we have a new Board member.

**Commissioner Carey stated:**

Commissioner, at the vote that was taken to sign that Agreement, we really gave up our right to say what happens after we pick the preferred alternative. (audience applause). And yes they can work with us and I am sure they will; but at the end of the day, if it doesn't meet their cost analysis, their impacts, the way they want to do it, then they are going to do it the way they want to do it. I am concerned that if we don't get what we need now before we approve this, we may not ever get it.

**Commissioner Henley stated:**

This has been discussed a long time as Mike said, almost ever since I've been here; I don't know whether it has been discussed as long as you have been here Commissioner Van Der Weide (Commissioner Van Der Weide responded that it had been). We have looked at different alternatives and every time the citizens group came up with another suggestion, FDOT spent the money to do the studies. They have shown us at every previous meeting on every one of these alignments how many homes are affected, what the approximate cost would be, etc. I think they have done everything they can do and regardless of whether it's delayed a

month or two months, the impacts will probably be the same if we stick with the alignment the way it is. This is not the first time we have gone into this. We have the SR-417 toll road built by the Turnpike; Seminole County did not build that road; we gave up the same type of situation there with them; we did not dictate to them exactly what they could and could not do. It's not a new concept; it takes a little faith. We have had people stand up here and tell us they will do what they can do to work with us. I think we probably should go ahead and try to get the rest of the permits and move because the impacts will be basically the same unless we go and widen the road; then that's more expense, more homes taken which is not very pleasant. I went through that when I was growing up; my mother's home was taken in the State of Tennessee to build the Highway 45 Bypass around our hometown; it left us with a 20 feet wide and 150 feet long piece of property because the law would not let them have any more than they absolutely needed. I can understand what people are thinking about here; but at the same time, I have ridden that road numerous times since then and it was the right thing to do and in the right place. I believe after all the studies that were done, this is the best option we have; every time we build roads, it seems like we impact somebody.

**Commissioner Brender stated:**

I will address this to Mike, George and Mark. The Board recognizes that we have a preferred alternative in front of us. By and large we are recognizing the fact that there is going to be a road here. What you are hearing from us is the difficulty we are having with the siting and noise impacts. In other words, the impacts not so much to the residents that we are taking. I talked to quite a few people that were here on the 28<sup>th</sup>; there were quite a few people who knew their land was going to be directly impacted and they knew they were going to be taken care of in whatever real estate transaction takes place, whether it's a taking or whether it's a real estate transaction at fair price. The problem we have is with the people that are left; the people whose land we don't need for the project. What we are trying to do is find ways to minimize as much as possible the impacts to those people; we are trying to address the person with the 26 feet wall in his back yard. The person we are plowing over (audience applause), we know he's ok; we are concerned about the person that we are going to be dealing with and that's our hang-up. My question to you is this, if that hang-up can be addressed in final design, I can support this right-of-way. I think this is the most direct route and the best and most environmentally sound way we have of getting from point A to point B.

**George Lovett stated:**

I will make an attempt to address that. Some of the concerns expressed are legitimate concerns. The process we go through and the NEPA (National Environmental Policy Act) Process we follow are intended to address these concerns. I want to make sure everybody understands; we have talked a little bit about this. A month or two from now we are not going to have more detail than we have tonight about specifically how we might address these issues. At this point in the process we are looking at an alignment only; the commitment we have made is on the record tonight and it has been on the record that as we move forward in the process we are going to address these issues. It is very difficult for Mike or me or anyone else today to talk about what we are going to do out here because we are not at that point in the process. What we have made are commitments that we will continue to engage the public, continue to engage the Expressway Authority here in Seminole County to address these issues, and make sure that folks are a part of the process. The Agreement may not address those issues and I understand the concern; but the process is something that we need to trust moving forward to address these issues. It is not just for the Expressway Authority or the FDOT to go forward and ignore the commitments that we have made to the community. These are on the record; they are commitments that we have made that we will make good. Commissioner, a couple of months in the whole scheme of things when we look at 25 years does not seem like a lot of time; but the project momentum going forward and addressing issues is very important. We are substantially behind schedule. I think our opportunities to

find additional funding partners has a lot to do with showing that we have support from the local communities here. It's a very challenging and very difficult process; there has been an extraordinary amount of effort to engage the public and to engage the three counties that are involved in this process. The FDOT and the Expressway Authority will not have the option to go ahead and design a project that does not meet the community concerns. I can't say that every single person sitting here in the audience and every single person impacted by the project is going to be happy when we are finished with the exact design. But there is no chance that we will ignore the wishes of the public. We will not be able two months from now to give a lot more detail about specific mitigating factors; but we will be here two months from now if that's the desire of this Expressway Authority, making the same commitments we are making tonight, that this project is going to be designed and constructed with community input in an effort to address legitimate concerns that are being expressed by the communities.

**Commissioner Carey stated:**

Again George, I understand that you all have been wonderful at doing that in the past; I also understand this is an 800 pound gorilla of a road, that funding is going to be tight and that will mean everything else is going to be tight. I agree that this alignment is probably the alignment; but these typical sections are also part of what we are approving and they show a 260 foot right-of-way instead of 300 feet. They show 260 feet and 200 feet instead of 300 feet. All I'm saying is if the road is going to impact this community anyway, they need to have some buffer from it. If we had a 300 foot right-of-way for the entire length of this corridor that you are proposing and we knew that was going to be the width of the right-of-way even though it costs more, even though the impacts are greater, then I have a much more comfortable feeling than I do just leaving it all to an unknown. I understand what Mark is trying to accomplish; I understand what the FDOT is trying to accomplish; and I understand what the Expressway Authority is trying to accomplish. But what we are being asked to approve are these typical sections and this preferred alternative. Because of that and because of the fact that I don't believe it has met the intent of a parkway, I cannot support the project because it does not meet the criteria that I think it needs to meet. We probably won't see final design of what this impact is for several years, before we actually get down to the devil of the detail about what this is going to look like in Mr. Smith's or Mr. Jones' backyard. Regarding the example Commissioner Henley gave, yes they took that property and they ended up with a little sliver of land; but they did not end up with a road 30 feet from his back yard and him still living in the house. That's my concern about threading the needle here, taking this through the community and not just going ahead and saying we are going to take a 300 foot swath which is what we typically do. (audience applause)

**George Lovett stated:**

There is nothing in the PD&E process that we are doing tonight that precludes us as we move into design to have a wider alignment. We have run some preliminary estimates; from our calculation, the current typical sections throughout the entire project will acquire residential relocations of 18 homes. We are looking at potentially a 50% increase or maybe doubling that number of homes. If that's the desire of the community, there is nothing we are doing tonight that is going to keep us from going forward and when we get into design to go to a 300 foot alignment. There is nothing, if it gets approved, in the Department or the NEPA process, to preclude the Expressway Authority or the FDOT from going forward to a wider alignment. The preliminary numbers look like it's going to be very expensive, into tens of millions of dollars to acquire those additional properties. One of the things the NEPA Process asks you to do is try to mitigate impacts; but it is a deliberative process. This is the beginning of the process, not the end of the process. I understand the sensitivity of the issue about the folks impacted by the road. I have spent most of my career on the right-of-way side of the business; most of the projects we build have these types of challenges. This is an extraordinary project; the concerns are legitimate but we are pledging that we will address those concerns. We are not

going to read the Agreement that says this Commission and the community have given up the right to go ahead and continue to express those concerns. We are going to build the right kind of roadway out here.

**Commissioner Brender stated:**

Can those pledges that you just mentioned be put into the final environmental documents?

**George Lovett stated:**

I think I probably have by saying them on the record. They will be a part of the record.

**Commissioner Carey stated:**

Even though FDOT is not going to build the road?

**George Lovett stated:**

But we are a part of the NEPA process.

**Mark Callahan stated:**

Just to clarify, we already have in the document that during the design phase, we will re-evaluate the noise impacts, re-assess whether noise mitigation criteria is met with any changes that occur as we move through to design. As George has mentioned, we can certainly put in the commitments as they relate to buffering, landscaping, etc. as part of the commitments formally in the document.

**Commissioner Woodruff stated:**

From the other point of view, if right-of-way can be widened after the alignment is chosen, if it were set at 300 feet during the design, would you be able to narrow it?

**Mark Callahan stated:**

Yes we could. I don't think we are really looking to make it any narrower if we don't have to.

**Commissioner Carey stated:**

You don't have it at 300 feet anywhere in this section in Seminole County.

**Commissioner Woodruff stated:**

I think I would feel better if you were going from 300 feet down if necessary rather than from 226 feet larger if possible.

**Mark Callahan stated:**

Part of the National Environmental Policy Act (NEPA) asks us to look at trying to minimize impacts out of the gate; those impacts include not only people, but wetlands, etc. That's what we have attempted to do with this alignment as it stands and of course most importantly to meet the purpose and need of the project as well; that's what we have done to this point. I think we have been very open and honest and presented this to you over the course of several years. What you see today is the best alignment that's out there. I have studied it; our folks have studied it a lot and I really feel like this is what we have.

**Item #3 (d) Public Comment and Questions**

**Chairman Brender stated:**

Speakers are asked to come to the podium, identify yourself and give your address; you may speak for three (3) minutes; try to keep your comments vectored toward the fact that we are talking about right-of-way and alignment and not necessarily a final design. The Public Hearing will now begin.

**Chairman Brender** asked the Recording Secretary, Sheralyn Brinson, to call the speakers.

**Sheralyn Brinson** called for Lisa Beyer and Sid Bennett.

**Lisa Beyer stated:**

My Name is Lisa Beyer; I am a resident of the Berrington Club; I live at 217 Southern Magnolia Lane; my husband and I bought our house three years ago, knowing that there might be a road in the future. Now, it's actually coming to fruition it seems. I hope we are not wasting our time here tonight. I was at the meeting on the 28<sup>th</sup> and I heard the people opposed and for this proposal. I can guarantee you that the people who were for the proposal were not from the area that's being impacted near I-4 and SR-46. Seems to me this whole thing is a bad and unnecessary plan designed to fulfill someone's dream of completing the loop around Orlando. Most of us who live in the area don't see the traffic needs we are being told exist regarding I-4, SR-46, etc. I really appreciate Commissioner Carey's comments, especially her statement that this is not an emergency. We have seen what happens when government creates a false emergency to pass legislation they deem to be necessary for the people. We are asking you to protect our interests. I will not lose my home but some people will; I will lose value in my home and I will lose a quality of life as well as some of these other people. We moved to this area because it's the least congested part of Seminole County. We can all hope that we are going to gaze into that crystal ball and that the right decisions are made regarding noise and a view, etc. But we all know that we can be disappointed when we trust people to make decisions once they have been given the go-ahead. It's not an emergency. I'm asking you to please delay this vote a little bit and think about it some more. I really appreciate that; thank you. (audience applause)

**Sid Bennett stated:**

My name is Sid Bennett; I represent myself and the interest of 12 Oaks RV Park. I want to break my comments into two sections tonight. First, Mr. Callahan presented the slide stating that the project began in 2005, and after that the various alignments were conceived and in about 2006 the current RPA was identified. I have a remembrance a little bit different from that. As early as 2003 and 2004 Mary Brooks was running around the County meeting with people; she met with Tom Vellanti and me at the Cracker Barrel Restaurant with a layout then of exactly what the RPA is now. There were 2 or 3 other ones on there. But she indicated that the RPA you are talking about tonight was probably the one that was going to be taken. So that whole thing has been set in place a long time before now. I made the comments at the meeting the other night that this whole thing wasn't set in stone but it sure was in somebody's mind that this was going to be the route come hell or high water; and that's what we are seeing come to past.

Second point, about Alternative G, it goes through State lands. Do I see a problem? No, I don't see a problem; that's what the State has the land for out there, for the people to see and enjoy. So you're going to put it out there and then you're going to forbid anybody from going in there. You only need to drive through it. Flood plains? Isn't the road going to be an elevated road; that was the whole idea. All the environmentalists have been griping about was getting it up there so you didn't block the corridor; so what are you going to do? How high are you going to build it? How high are the floods going to be? Regarding the St. Johns River, one of the big things in our discussions with FDOT and Mark Callahan was with the route coming across, the northern route as we choose to call it, they were going to add a half billion dollars to the cost of the project because they were going to have to widen all the bridges coming across the St. John's River. Well, that's probably going to have to happen any way, isn't it? The other thing about the cost was, we had it coming down through where Martin Luther King Boulevard is; we had it drawn on one side of the road and when they got it they put it on the other side of the

road. We had it coming across the beer distributor and vacant lands; when they got finished with it, it came across two churches; now figure that.

Expressway Landscaping. What will happen with that? We have heard all these guys say exactly what they have been saying all the time. We will work with you; we want to work with you; but just give us the authority to do what the heck we want to; that's what you did when you signed the Interlocal Agreement; you signed away the whole thing; this is the last chance you have to retain any autonomy with these guys. They say they will work with you and they may want to; but they certainly didn't put it in that Interlocal Agreement, did they? They have it written strictly for their benefit; they can do whatever they want to; they sit here and give you lip service like they have been doing forever; but they don't have to do anything they don't want to do. And you're signing away any right you have to do anything about it and make them do it.

I feel like I'm at a funeral tonight; I really wanted to bring some flowers. Mr. Van Der Weide sat right here and confirmed exactly what we have been saying the whole time. This RPA is going to be the route; it's been that way; forget everything else. This is the last nail in the coffin; you have one more chance to gain any autonomy, any authority, any say-so, any imposition of will, and anything that you want to do on this project. You cannot vote to accept this alignment; all it takes is four of you; it doesn't take the whole Board. I know we have some real sympathetic people on this project and if you look to the campaign contributions you can probably see why. But at the same time, you don't have to vote for this. You have one last chance; if you do this, you are driving a nail in the coffin. A few years ago there was a movie called "Dead Man Walking". That's exactly what I feel like tonight; I feel like a piece of road kill and that's exactly what we're all going to be; everyone of us is going to be road kill. (audience applause)

**Sheralyn Brinson called for Dan Macaluso and Blaine Henry.**

**Dan Macaluso stated:**

My name is Dan Macaluso; I live at 6675 Silverwoods Drive in Sylvan Lake Reserve. I am the President of the Sylvan Lake Reserve HOA and a member of the Wekiva Parkway Community Coalition. At the recent PD&E Study Public Hearing we submitted approximately 100 PD&E Study Comment Forms and approximately 1,000 signed petitions that are unanimously and unequivocally against the current placement and design of the Wekiva Parkway Recommended Preferred Alternative into Seminole County. I can only hope they have been reviewed and acted upon because we have yet to receive any response. As you know, we have participated in this process and we have offered other alternatives, namely the often mischaracterized Northern Alternative or Map G. The Seminole County Expressway Authority has even instructed the PD&E Study Team to work with us; yet, since the announcement of the RPA in 2007, nothing has changed. Up to now the only non-judicial process dictated to us has proven that we are just a few checkmarks on a pre-determined list of required activities and milestones which must be executed before a freeway is bulldozed through our neighborhoods and communities. During this process, we have been mis-represented in the media, ignored and denied input during an investigative process of the alternatives that we put forth, purposely discredited and as recently as two weeks ago during the PD&E Study Public forum, we were told publicly by a process stakeholder that if it wasn't us opposing this it would be someone else, so just git-er done. That comment also was made tonight. This combination of elitist, arrogant, mistrustful and tone-deaf attitudes we have experienced throughout this process was undeniably renounced and defeated during last week's national elections. It is very frustrating to see that what the majority of our nation has already learned and loudly proclaimed last week is still escaping certain individuals here. An analogy that can be drawn here is trying to force an unfunded, highly intrusive freeway down people's throats because of some made-up, time sensitive agenda that serves an outside and unaccountable interest which would adversely affect these people until they die. We urge you to open your eyes and ears to what the Wekiva

Parkway Act requires and continue the longstanding tradition of Seminole County representatives in standing up to outside interests and insisting on doing what is right for Seminole County residents. This is why we the people voted for you. We are asking the Seminole County Expressway Authority to reject the Seminole County Recommended Preferred Alternative proposed by the PD&E Study Team. We are asking that the Seminole County Expressway Authority not become part of this tone-deaf group and that you unequivocally reject bulldozing this expressway through our neighborhoods and communities and dividing them forever. This decision is yours to make; there are less intrusive, much more reasonable alternatives and better ways to just git-er done. We are hoping that you understand what is happening here and how voters who are ignored and treated in this manner will react to your decision. Thank you for your support and action. I also have a letter, which most of the Commissioners have a copy, from our legal representative for WPCC, Tom Feeney. I would like to submit this also and thank you for your comments and thank you Commissioner Carey for yours also. (audience applause)

**Blaine Henry stated:**

My name is Blaine Henry; I live at 208 Capri Cove Place in Seminole County. I am on the Board of the Capri Cove HOA and we will as you can imagine be directly impacted by tonight's actions. Mr. Chairman, you stated at the beginning of this meeting that this could be the end of one chapter and the beginning of a new one. It will be a new one and a much more expensive chapter for us all if you approve this alignment tonight. At the last Authority meeting a month ago where you approved the Interlocal Agreement on this project, you ceded all authority over the design, building, operation and future development of this expressway in perpetuity to the Orlando-Orange County Expressway Authority. You have heard them tonight. Will they commit to anything? No. They say trust me. Where I'm from, trust me is a euphemism for something else and it's a euphemism for something else in Seminole County as well. At the last meeting Carlton Henley shrugged his shoulders and said I think this is the best deal we are going to get for someone to come here and build us a road. Mr. Henley, I have news for you; this road is not for the people of Seminole County or their benefit; this road is for the benefit of people who live elsewhere and want to bypass Seminole County and its businesses as fast as they possibly can. You, our elected representatives, are about to give over all authority to build, operate and profit I would note from this road to people who don't live here, don't care about our quality of life, and have blatantly shown time and time again over the last five years they don't care about our concerns. (audience applause). This has been clearly evidenced at the so-called consultation process that CH2M HILL, a Denver-based project completion company with 23,500 employees and \$6.5 Billion Dollars in annual billings, has orchestrated on behalf of the OOCEA and the FDOT for the last five years. You have heard on several occasions that we have all seen this exact alignment for five years. Mr. Callahan and Mr. Snyder gave a presentation to a group in January 2004 that had this exact alignment on it as it stands tonight. If you cede over the authority to outside interests of Seminole County, I say to each of you, shame on you. We elected you to do a job and we expect you to do it. (audience applause). Everybody knows you have to have a successful economic base. To have a successful economic base, you have to have a ring road around your major metropolitan area, right? Wrong. We have suburban sprawl and sell lots of property to get you a ring road and that's what this is all about. This is not about saving the Wekiva; it's just eliminating it as a pesky environmental barrier to urban sprawl. According to data from the Seminole County Appraiser's Office, the proposed alignment tonight seriously impacts over 250 homesteads of people that live in Seminole County. That's people that live within 500 yards of the road. We are not talking about the properties that are going to be taken; we are talking about the properties of people like myself and my neighbors who will have to live with it. These are people whose principal asset is their home and they are being asked to compromise on their quality of life and their future economic destiny because you can't be bothered to do what you are elected to do; or are you doing what you were elected to do? The particular alignment you

are being asked to approve tonight disproportionately benefits, and we are talking tens of millions of dollars, Colonial Town Center Office Park and Shopping Center and the Paulucci property empire which owns a major tract of land upon which the interchange for the alternative would be built. I am sure each of you will remember them because they are maximum multiple contributors to all of your election campaigns. I would ask you tonight in particular to reconsider the SR-46 Alignment to I-4 which we looked at earlier. This requires no compulsory purchase of property; has no detrimental impact on established neighborhoods and serves the needs of the majority of Seminole County's citizens and businesses. This is the same alternative the Seminole County Engineer recommended and I would ask that you as a Board go back to the Engineer, ask him to appoint an objective person to re-evaluate these alternatives and come back in the beginning of the new year with a recommendation in terms of the people that will actually be impacted as opposed to the properties they will need to acquire. Thank you for your attention. (audience applause).

**Sheralyn Brinson called for Ruth Weeks and Peter Ingrasia**

**Ruth Weeks stated:**

Good evening Commissioners; my name is Ruth Weeks; I live at 435 Still Forest Terrace. I was not intending to speak tonight; so I apologize for my lack of preparation. I have been frustrated beyond belief with the banging of our heads against the wall and the feeling that we are not being heard. We have heard from other people saying the same thing, that this has been put in stone a long time ago and the alternatives that have been presented basically feel like an appeasement to us. There's a little tiny thing wrong with it; I don't really get what's wrong with Map G at all. The fact that property has already been purchased by the FDOT just south of Wilson Road in anticipation of this without your approval of this or Lake County's, just cements the fact that this is set in stone. There has been a lot of spanking of you washing your hands of this roadway; the decision that you all made to just be done with it is absolutely frowned upon by your constituents. Is this set in stone?

**Commissioner Carey stated,** there is no termination language in the Agreement.

**Ms. Weeks stated:**

With that in mind then, I think you have two choices: you either vote against this or you put into place some concrete requirements. The feedback that I have gotten when I have gone to these many meetings about what's going to happen with my backyard, will there be a wall? No, there won't be a wall; there's not enough density there at Tall Trees to substantiate the cost of a wall. So, we are going to put a big old honking highway in your backyard instead. I have no alternative; I don't have the opportunity to build a wall myself; I can't do that at the easement of my property. You have really left me with no choices here; there's been some talk tonight about how the process needs to be trusted; our trust is gone. The propaganda they passed out at the meeting at the Civic Center the other night indicated that there was one Seminole County resident who was going to be displaced. We have heard talk tonight that that's not an accurate number; but it was on the printed piece of paper they gave us, that one family would be displaced. At that meeting, they asked people to stand who were going to be displaced; there was more than one. The number of people that should be displaced far exceeds the number that are being displaced; they really need to be looking at the properties they are devaluing and buy those people out. (audience applause). I would just like to know if Mike and George are going to buy my house; because nobody else wants it. (audience applause)

**Peter Ingrassia stated:**

My name is Peter Ingrassia, 200 Middle Beauty Terrace in Sanford, Florida; I am a resident of Berrington Club HOA. I am not exactly happy with the three-minute limit given that I came here prepared with a timed set of comments. I have heard a bunch of comments that raise

more questions. But I won't address what has arisen in my mind here; I'll talk about my comments. I will start off by trying to give some validity to what I'm about to say. For 30 plus years I was a design engineer and department head in a company that built sophisticated electronic systems for the Air Force, Navy and NASA. The word design is a subtle word; it's fuzz; there are many interpretations of the word; so when I hear that we are talking about a design phase to yield details after you've been working for six years, you must be in a room with one designer and a computer, not to give more definition than what has been presented. There are no illustrations of the impact of the road on the communities it's going to override. That other drawing is what we call a horse title. During the proposal phase you do not make a picture of a horse and entitle it horse. He shows me six lanes and he entitles it a six-lane highway. Where is the definition of what you are looking for as well as us to know really how we are going to be impacted? At the meeting last week or the week before, one of CH2M HILL staff explained that the overpasses on SR-46 are going to be 16 feet to the minimum height and maybe 20-25 feet above that. The crossroad is Orange Boulevard and two preceding crossroads. Because they wanted to avoid the roller coaster effect if they went up and down, there would be one continuous elevated road probably all the way to the intersection with I-4 and SR-417. I tried to envision that; what I see is an elevated road. There is nothing else to look at; I don't know how you people can figure out spending what must be a billion or two dollars from my experience and what I understand. How you can envision the impact of the road that's got a dirt embankment, elevated street illuminated lines on the roads, lamp posts and maybe a toll booth with EasyPass lanes and cash lanes in our neighborhood? That's what I see when I go to Orlando International Airport along SR-108, opposite the skyscrapers on one side and the lake on the other side, and that is not a residential area. I'm not sure where you came from in Tennessee if you're the one that made that comment sir, but that is not what we have here. What I don't understand is why we don't see more of the impact. You asked whether we are going to have embankments and whether we are going to have sidewalks. What's been going on for six years? When we proposed a job in my career, we had a conceptual phase that went into the proposal; you had to show that customer your idea of the equipment you are going to sell them. What we are talking about here is the conceptual phase. How do you know that you can't go here, there or the other way unless you have in mind what you want to construct and where you want to construct it? Why is it not depicted so that you can make a clear decision? I like it because it's not going to impact or I don't like it because it isn't. During the process of proposing and implementing a contract, there are design reviews. The design reviews are presented with drawings, analyses, test data and a lot of information. I presume the PD&E Study had design reviews. The first question I would ask you is has anybody here attended any of the design reviews? If you did not and I gather you didn't, then you would not know if there were any illustrative drawings that could communicate what's in this gentleman's mind and the people that he represents. What I would suggest is that you wait until these gentlemen and their staff create the conceptual detailed drawing, not design detail, conceptual drawings, layout drawings in the areas that they propose to build so they can evaluate them and decide if you like it or not. If you take my suggestion, I would postpone unquestionably the decision to accept this road they are talking about. Thank you. (audience applause)

**Sheralyn Brinson called for Stephen Barger.**

**Steven Barger stated:**

I am Steven Barger, 365 Meadow Beauty Terrace, also in Berrington Club. I don't have a prepared speech tonight. We appreciate Ms. Carey and what she had to say about the situation. Mr. Brender talked about shooting the arrow; that's exactly what they are proposing to do; it's easier to shoot the arrow directly through our neighborhood than it is to go with Map G and go around them. From what I understand, Map G and the 2006 Alternative that would come down the International Parkway corridor affects no homes or a very minimal amount of

homes. From the statistics other people have said, we are affecting 250 homes with this current proposal. Ms. Carey asked why are we rushing when several staff members are changing. We need to wait and see what their opinions are towards this because as you can see we are opposed to it. It's affecting many families, many children, 250 of whom are not here. I appreciate you letting me speak. (audience applause)

**Commissioner Brender stated:**

No other comment forms have been put forward so we will close Public Hearing at this time and bring the matter back to the Board for further discussion.

**Item #3 (e) Board Discussion and Recommendation**

**Commissioner Carey stated:**

Mr. Chairman, I would like to put a motion on the floor that we postpone the decision on this alignment until we have some of the unanswered questions answered. I agree with the gentleman's comment about having a conceptual plan of how this impacts throughout this corridor particularly. You are not talking about a long distance, this roadway, the missing link in Seminole County, especially in light of the fact that we have already on a 4-3 vote given the authority of this Board to the Expressway Authority. We need to have questions answered: how many more homes will be impacted if you have a 300 foot corridor which is typical for this type of a road? What's the cost? What does it look like? What does it feel like? Bring some of the conceptual drawings that we could see; get the new Board seated. If that's two or three months, whatever that is, I would certainly like an opportunity for members of this Board to meet with the new Expressway Authority members and see if they have some thoughts on it. That would be a motion to postpone the decision until sometime the beginning of next year.

**Commissioner Art Woodruff seconded the motion.**

**Commissioner Brender called** for discussion.

**Commissioner Dallari stated:**

Mark, I have a couple of questions for you. If we move forward this evening with the alignment, would you be coming back for approval for the actual design?

**Mark Callahan stated:**

No, I don't believe so. Obviously, if the Board wants us to come back and give you an update we could do that. I don't think we would need to come back for an approval as far as I know. I'll yield to Jerry McCollum on that.

**Jerry McCollum stated:**

No, the authority the Board has is the actual recommendation of the preferred alternative; design is a totally different deal. Obviously they could come back and brief the Board; but our charge is the recommended alternative.

**Commissioner Dallari:**

So with the comments that you have been hearing this evening, how do we know that the cross section you are showing us will have the design elements we are looking for?

**Mark Callahan stated:**

Again, as we have discussed, and what George Lovett and Mike Snyder committed to, both these agencies will work with Seminole County as we move forward with the design. The design involves several County roads so all of that would have to be worked through the County Engineer as you would typically do. There will be a proactive process with your staff

throughout the design; there are a lot of issues -- utilities, County roads, etc.-- that have to be worked through as we move forward with the design. I am certain that if this Board wanted an update or the Commission wanted an update, either one of these parties would immediately agree to that and provide you the update.

**Commissioner Dallari asked:**

What assurances do we have the buffers, sound attenuation and landscaping are going to happen? What do we have in the Agreement?

**Mark Callahan stated:**

This portion of the project, the study, is under the auspices of the FDOT. George Lovett indicated his commitment today. The commitment is already in on the noise barrier re-evaluation. As it relates to additional study treatments and buffering, that again will be a commitment that we work on as we move into design. That was also stated today; it will be part of the official NEPA document we will be finalizing with Federal Highway assuming they would approve it.

**Commissioner McLean stated:**

Commissioner Carey mentioned in her comments, the last bite of the apple. That certainly is appropriate for me and my esteemed colleague to my right (Commissioner Woodruff). This will be my last meeting as an elected official of Seminole County; I would like to remind the folks out there that this has been a discussion many years in the making, even long before the 2005 discussions. This is at least 10 years in the making; depending on your point of view, it could be longer than that. I had the pleasure of chairing this group last year; we had a lot of discussion about specific criteria. One was cost; the second was environmental impacts to our community; and the third was how we are going to tie this back into an interchange at either I-4 or SR-417. I have a lot of respect for the hard work a lot of you have put in to do this, particularly the WPCC folks. Personally, of all the alternatives and I think there have been some great ones, I have not seen anything that says this will be the same cost or less. This approach will not violate the impacts environmentally or be able to tie down that interchange. That's the challenge we have as we sit before you tonight. I don't think there is any question that we are going to be talking about soundproofing and landscaping; that has to be done. Take a look at other areas of the parkway and see what has been done. Let's not assume they are not going to do the job. Let's at least give the benefit of the doubt to see what has been done. Commissioner Carey mentioned increasing right-of-way to 300 feet. In a perfect world, that sounds like a wonderful idea; but again if we talk about cost, we are talking more money impact. Home takings, there will be more. I don't know what that number is but I can tell you just because it's a home taking, not each and every one of those people want it to happen; they may be getting a check and that's fine; but I am sure there are a lot of them who would rather that situation not even be discussed. And we are going to be adding that to it. So, my suggestion would be Mr. Chairman, my fellow members, this is a choice between this approach and to do nothing. Is this approach perfect, no; we have discussions to have, certainly. Ladies and gentlemen, I don't think we have the option to do nothing. I have not heard anything that has been any different or any more significant. We have been talking about this, I know I have, for the 4 years I've been here. We could come back and talk in three months. The situation is going to be the same; there is no change other than to have a few different people sitting up here speaking to you. (audience interjections). They are not at the point in the process where that makes sense. (audience interjections). I don't want to have a running dialogue with you folks; (audience interjections). Excuse me, if I could finish folks. I see this as the criteria we have looked at from the beginning. I have not seen an alternative to the preferred alternative that we could hit the costs we need to hit. We are now talking partners that may not be there; then nothing happens and we put in all this time and talent treasure for nothing. Until I see something that hits the impacts, the cost, and be able to tie this back to

interchanges, and I haven't seen that, I am in favor of the preferred alternative as I sit here tonight. (audience interjections)

**Commissioner Carey stated:**

Commissioner McLean, if we had not agreed to do the Expressway Authority Agreement that was approved, I would not feel as strongly about making sure we had all this information before we make this final decision. But this is our last bite at the apple to get the devil in the details and for us to know that they are going to look at 300 feet.

Mark, a question for you. In the NEPA process, you submitted these plans that you submitted to us, 260, 226, 200 feet of right-of-way. Is that correct?

**Mark Callahan responded,** correct.

**Commissioner Carey stated:**

So that's what you are asking the Federal Highway people to approve; **(Mark Callahan responded, that's correct)**. So if we go forward with that and we don't go in with 300 feet and it becomes smaller because of cost and all those other things, it's going to be hard pressed to say we're going to come back and make this wider.

**Mark Callahan stated:**

There is a specific process within the National Environmental Policy Act Process that as we move into design, any changes required, which is referred to as a re-evaluation of the environmental documents, would be processed through Federal Highway Administration; it's the standard process. If those are significant, it would involve additional public involvement, etc.

**Commissioner Carey stated:**

But if we pause for a moment and make the changes and get the information, understand what it really is, cost impacts, impacts to the citizens, what it looks like, what 300 feet look like, what does that do to this project, then you would continue to go forward with your NEPA Process; that's what we approve. I think we have a better chance of getting that; and again, I don't see the urgency and why we can't at least get all the data. I know we have been talking about this for 4 years but for 4 years when we were talking about this up until the last time this Board met, Seminole County Commissioners had a say in all of those things; and now we don't. That's my concern. (audience applause).

**Commissioner Van Der Weide stated:**

This is what you pay us for; it's not easy. We have been here not just four years, we have been here for years working on this. I just can't tell you how many years; my memory is failing me. The crowd tonight is probably one fourth of what we started out with; I can remember having these meetings when the place was jammed wall to wall, because there was another group of people here that disagreed with you. I can remember when people came in here and basically threatened us before the meeting. I think some of these gentlemen are here tonight. When they got to the meeting, they found out that somebody from Forrest Lake was here and they were all wearing green shirts and they outnumbered them by 4 to 1. When we asked them to raise their hand, that kinda solved that issue so to speak. This is not an easy process and if they want to continue this, that's fine. (audience interjections).

**Commissioner Brender stated:**

I'm sensing that you think we are in a catch 22. I certainly feel that way. We are asking for things now that you obviously don't know the answer to. I am also sensing you won't know the

answers until you know from us that you are going to have a road. Is that a fair statement? If we either postpone or reject the preferred alternative this evening, obviously nothing happens from here. However, in order for you to go forward with some additional detail about addressing some of the problems you have heard from the Board and these citizens here tonight, you need to get an o.k. to have a road first. We have to approve something then you can come back and tell us what you can do to change it. Because right now we don't have anything.

**Mark Callahan stated:**

Quite honestly Mr. Chairman, this Board set this meeting; we did not set the meeting. We are here presenting the information we have available to you and we are here to listen to what action you are going to take. Based on that action, we will have to reconvene and decide how we move forward or what we need to do next. I think you have heard pretty clearly from Mr. Snyder and Mr. Lovett that we need to get the process moving or we may lose some opportunities in several areas; that's the indication they are giving you.

**Commissioner Carey stated:**

Mr. Chairman, the motion is to postpone it; it's not to throw this alignment out; it is to clarify what this alignment really is.

**Commissioner Woodruff stated:**

It makes sense to me to delay it so we can find out exactly what the impacts are going to look like especially in the part from SR-46 up to I-4, what it looks like where, where can the right-of-way be extended to 300 feet and provide greater buffer, or are there places where that's not feasible? Choosing this alignment and setting that right-of-way is the last real decision this Board gets to make. (audience applause). And if it turns out that saying no, put it at 300 feet makes sense and will provide the residents a better road with less impact, then I think we should take that opportunity to say that's what it has to be. (audience applause)

**Commissioner Van Der Weide stated:**

We have two members here that won't be here at our next meeting (referring to Commissioners Art Woodruff and Michael McLean). This is going to keep going around and around. Whatever the Board wants to do, I am willing to live with it. I have been here a long time and willing to stay here a lot longer. When we first started this process, this whole room was full. (audience interjections). Then they started hiring attorneys to represent them; and then they started wearing different colored T-shirts; and now we are down to a few people here and we still can't make a decision. (audience interjections). We can put this off; I'm not against putting this off; but they have told us we are going to be here with the same thing next time.

**Commissioner Brender stated:**

We have a motion and a second to postpone the vote until early in 2011, until we get the information we are looking for.

**Chairman Brender called** for a roll call vote, which was facilitated by Sheralyn Brinson, Recording Secretary:

| <b><u>Board Member</u></b> | <b><u>Vote</u></b> |
|----------------------------|--------------------|
| Commissioner Henley        | No                 |
| Commissioner Van Der Weide | No                 |
| Commissioner McLean        | No                 |
| Commissioner Woodruff      | Yes                |
| Commissioner Carey         | Yes                |
| Commissioner Dallari       | No                 |
| Commissioner Brender       | No                 |

**Commissioner Brender stated:**

The motion dies. We will bring it back to the Board for other discussion or a motion or we can take questions of staff.

**Commissioner Carey made a motion** to deny the right-of-way.

There was no second.

**Commissioner Brender stated** the motion dies for lack of a second.

**Commissioner McLean** made a motion to adopt the Recommended Preferred Alternative to the Wekiva Parkway SR-429/SR46 Realignment Project and PDE Study; the motion was seconded by Commissioner Van Der Weide.

**Chairman Brender** called for further discussion.

**Commissioner Henley stated:**

Mr. Chairman, once we tell them which alignment they are to work on, then we will be able to get some of the information we are asking for. But to ask them to develop all that information without a firm decision on the alignment, I don't think they are willing to spend that kind of money and then come in here and we say no. You will recall when our local Legislative Delegation was here, they told you in no uncertain terms they did not want to see this project delayed. The Legislature gave us the authority to make the alignment decision; but they can easily take it away and do it themselves if they choose to do so.

**Commissioner Brender stated:**

If this passes tonight, I will ask that some of these questions be addressed. Mr. Callahan, Mr. Snyder and George Lovett, you are welcome to come back before this Board at a Special Call Meeting early in the year to address some of these specific issues and work with us through these details. I realize we do not have a Sword or Damocles over your head to make you do anything. At the same time I also recognize that we are talking about 5.2 miles of a 25 mile roadway. It's a very difficult 5.2 miles. So I will ask you to come back before this Board at either a Special Call Meeting or our Regular Meeting in May whichever the Board decides to address some of these issues and let us see if we can continue the discussion from there.

**Commissioner Carey stated:**

Mr. Chairman, I won't be supporting the motion for all the reasons I stated earlier. I don't believe the design we have before us tonight meets the intent of the Wekiva Basin Area Task Force Final Report that was done in 2004. (audience applause)

**Commissioner Brender called** for other discussion.

There was none; he called for a roll call vote, which was facilitated by Sheralyn Brinson, Recording Secretary:

| <u>Board Member</u>        | <u>Vote</u> |
|----------------------------|-------------|
| Commissioner Dallari       | Yes         |
| Commissioner Carey         | No          |
| Commissioner Woodruff      | No          |
| Commissioner McLean        | Yes         |
| Commissioner Van Der Weide | Yes         |
| Commissioner Henley        | Yes         |
| Commissioner Brender       | Yes         |

**Commissioner Brender stated:**

The motion passes; the Recommended Preferred Alternative is approved and we will continue working with the OOCEA. (audience interjections). We hope we will be able to put together an environmentally sound and accurate road.

**Commissioner Brender stated:**

We have a few other items of business; the chair will entertain a motion to postpone those if you wish.

**Commissioner Van Der Weide** made a motion to postpone the remaining agenda items; the motion was seconded by Commissioner Dallari.

**Chairman Brender stated:**

The Executive Director just reminded me we have a couple of resolutions to bring forward.

**Commissioner Van Der Weide** withdrew the motion; Commissioner Dallari agreed to withdraw the second.

**ITEM #5: CHAIRMAN'S REPORT** – Commissioner Gary L. Brender, Chairman (taken out of order)

- (a) Resolution Honoring Commissioner Michael J. McLean for Service on the SCEA Board
- (b) Resolution Honoring Commissioner Art Woodruff for Service on the SCEA Board

**Chairman Brender stated:**

I have two resolutions and I would like to read them.

(audience interjections)

**Chairman Brender** asked persons in the audience to clear the gallery or refrain from yelling outbursts.

**Chairman Brender read** into the record and presented a Resolution of Service to retiring Sanford City Commissioner Art Woodruff whose term on the SCEA Board ends in January 2011.

**Commissioner Van Der Weide** made a motion to approve the Resolution; the motion was seconded by Commissioner Dallari; the motion carried unanimously.

**Commissioner Woodruff stated:**

First of all, I have gotten more from you on this Board than this Board has gotten from me. When it was suggested by the City of Sanford that I take this position, the discussion was that there is not much going on but there is talk of an expressway going from SR-417 to I-95; and so we want to make sure we keep a representative from Sanford on the Board.

**Chairman Brender** read into the record and presented a Resolution of Service to County Commissioner Michael J. McLean, whose BCC and SCEA terms end in November 2010.

**Commissioner Van Der Weide** made a motion to approve the Resolution; the motion was seconded by Commissioner Dallari; the motion carried unanimously

**Commissioner Dallari stated:**

Mr. Chairman while you're presenting the Resolution, I would like to make a motion to approve the Minutes of the June 8, 2010; July 27, 2010; and August 10, 2010. **(Agenda Item #4, APPROVAL OF MINUTES - taken out of order)**. The motion was seconded by Commissioner Carey, and carried unanimously.

**Commissioner Dallari** made a motion to continue Items 6, 7 and 8 to the next meeting. The motion was seconded by Commissioner Van Der Weide. The motion carried unanimously

**Commissioner Carey** asked Mr. McCollum for clarification as to whether Item 7, Approval of Renewal of the Intergovernmental Coordination and Review (ICAR) and Public Transportation Coordination Joint Participation Agreement, needed to be approved before January.

**Jerry McCollum stated:**

If possible, I would like to get that approved this evening; it's a standard agreement for coordination between the expressway authorities, SCEA, OOCEA, and the aviation authorities.

**Commissioner Henley** stated that it is legislatively required.

**Jerry McCollum** agreed and requested that the Board review Agenda Item #7 at this time.

**Commissioner Dallari** removed the motion for continuance from the floor; Commissioner Van Der Weide agreed and removed the second from the floor.

**Chairman Brender** brought forth Item #7 - New Business

**ITEM #7: NEW BUSINESS** - *Jerry McCollum, P.E., Acting Executive Director*

- (a) Approval of Renewal of the Intergovernmental Coordination and Review (ICAR) and Public Transportation Coordination Joint Participation Agreement Between the Florida Department of Transportation; the Orlando Urban Area Metropolitan Planning Organization d/b/a METROPLAN ORLANDO; the East Central Florida Regional Planning Council; the Central Florida Regional Transportation Authority d/b/a LYNX; the Greater Orlando Aviation Authority and the Sanford Airport Authority; the Orlando-Orange County Expressway Authority and the Seminole County Expressway Authority (Florida Department of Transportation Form 525-010-03) *(Enclosure)*

**Commissioner Carey** made a motion to approve Item #7; the motion was seconded by **Commissioner Van Der Weide**; the motion carried unanimously.

**Commissioner Dallari made a motion** to continue the remaining agenda items, Item #6 and Item #8, to a date to be announced; the motion was seconded by Commissioner Woodruff; the motion carried unanimously.

**ITEMS TABLED – ITEM #6 AND ITEM #8:**

**ITEM #6: REORGANIZATION OF THE AUTHORITY FOR 2010-2011:**

**ELECTION OF OFFICERS**

- (a) Gavel passed to the Executive Director
- (b) Election of Chairman and Vice Chairman
- (c) Gavel passed to the Elected Chair
- (d) Election of Secretary-Treasurer  
(Fred Coulter, Financial Manager, Seminole County Fiscal Services Department, is the incumbent and has indicated his willingness to continue serving in this office.)

**ITEM #8: OTHER BUSINESS**

- (a) SCEA Member Reports

**END OF REGULAR BUSINESS AGENDA**

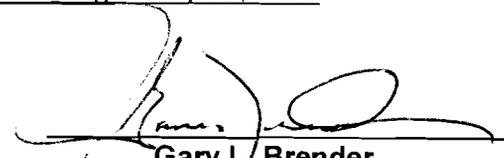
**ITEM #9: ADJOURNMENT**

The meeting was adjourned by Chairman Brender at 9:00 P.M.

The Next Regularly Scheduled Meeting Date: Biannual Meeting – May 10, 2011

  
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**Jerry McCollum, P.E.**  
**Acting Executive Director**

/sb

  
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**Gary L. Brender**  
**Chairman**

Approved: 05-10-2011

**Attachments**

1. Wekiva Parkway PD&E Study Update - PowerPoint Presentation Dated 11-09-2010 (Agenda Item #3)
  
2. Intergovernmental Coordination and Review (ICAR) and Public Transportation Coordination Joint Participation Agreement (Agenda Item #7 (a))
  
3. Speaker Request Forms  
    Lisa Beyer  
    Sid Bennett  
    Dan Macaluso - Speaker Request Form with attachments:  
        (a) November 9, 2010 Memo from Dan Macaluso, Sylvan Lake Reserve, HOA President; Wekiva Parkway Community Coalition Executive Member  
            Subject: The Wekiva Parkway in Seminole County  
        (b) November 8, 2010 Letter from Attorney Thomas C. Feeney, III, on behalf of the Wekiva Parkway Community Coalition, to Commissioner Brenda Carey Regarding the Wekiva Parkway  
    Blaine Henry  
    Ruth Weeks  
    Peter Ingrasia  
    Steven Barger
  
4. Written Comments Forms  
    Margaret Hackey  
    Matt Weber  
    Stefanie Garcia  
    Archana Virmani  
    William A. Bragg
  
5. Resolution Honoring Sanford City Commissioner Art Woodruff (Retiring)
  
6. Resolution Honoring Commissioner Michael J. McLean (End of BCC/SCEA Term)