

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

May 8, 2007
4:00 P.M.
MINUTES

MEMBERS PRESENT:

Commissioner Brenda Carey, Chairperson, Presiding
Commissioner Art Woodruff, Vice Chairman
Commissioner Carlton Henley
Commissioner Bob Dallari
Commissioner Michael McLean
Commissioner Gary Brender

MEMBERS ABSENT:

Commissioner Dick Van Der Weide

STAFF PRESENT:

Gary Johnson, Executive Director
Guy Minter, Deputy County Attorney, SCEA Counsel
Lisa Spriggs, Secretary-Treasurer
Jerry McCollum, County Engineer
Pam Hastings, Manager, Public Works-Administration Division
Antoine Khoury, P.E., Public Works-Engineering Division
Dori DeBord, Director, Planning & Development Department
Dick Boyer, Senior Planner, Planning & Development Department
Steve Olson, Director, Community Information Department
Sheralyn Brinson, SCEA Recording Secretary

GUESTS PRESENT:

Dick Harkey, Congressman John Mica's Office
Mark Callahan, P.E., CH2M HILL, Wekiva Parkway Project Manager
Alison Stetner, Florida's Turnpike Enterprise
Henry Pinzon, P.E., Project Manager, FDOT, Florida's Turnpike Enterprise
Darryl Fort, Public Works Department/Employee Academy

ITEM #1: CALL TO ORDER

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

ITEM #2: INVOCATION AND PLEDGE OF ALLEGIANCE

The invocation was given by Commissioner Henley. The pledge was led by Commissioner Brender.

Commissioner Carey noted for the record that Commissioner Van Der Weide was not feeling well and would not be in attendance at the meeting.

ITEM #3: APPROVAL OF MINUTES OF NOVEMBER 7, 2006 MEETING

Upon motion by Commissioner Dallari and second by Commissioner Henley, the November 7, 2006, Minutes were approved unanimously.

Commissioner Carey welcomed the newest member of the Expressway Authority, Commissioner McLean. She noted that as she was reading the minutes of the last meeting it reminded her that Commissioner Morris was still here and that Commissioner McLean had not had the privilege to serve on the Expressway Authority. She stated that a lot of information is shared during these meetings.

ITEM #4: INFORMATIONAL UPDATES AND DISCUSSION ITEMS

(a) Update: Wekiva Parkway

Mark Callahan, P.E., CH2M HILL, Wekiva Parkway PD&E Study Project Manager
Enclosure: Copy of PowerPoint presentation

Mark Callahan stated:

I'm glad to be here before the Authority. I'd like to give you a quick overview of where we are on the Wekiva Parkway and give you our updates. The key issues we have been dealing with in Seminole County include the alignment along SR-46 where we run parallel within the existing 46 corridor -- whether we widen to the north or to the south; also whether we connect to I-4 at the 417 location or at the SR-46 location. I will discuss some of our initial recommendations and then review our next steps on the project.

From an update standpoint, we have been evaluating our viable alternatives from our meetings held in July and August of last year. We have been coordinating with a lot of the stakeholders; a few of them are here today. We have developed initial recommendations for your review. We are focused on the Seminole County project area which runs from the river to I-4; the study area did extend from 417 all the way up to 17/92 along I-4. We have narrowed that down to 417 to 46 based on some of the earlier coordination with this Board.

The north and south widening of SR-46: What we looked at is if we widen to the north, we have some impacts to the lower Wekiva River Preserve which is a State park and a natural gas pipe line that runs on the north side of the existing 46 right-of-way. It's a fairly sizeable gas line, approximately 26 inches. However, if we go to the south, although we avoid the lower Wekiva and the pipeline, we get into several existing and currently under development residential areas. Also, with the connection to 417, we note that the SR-46 / I-4 interchanges have greater impacts and higher costs and some real concerns with traffic operations which we will review in more detail. The typical section we are looking at along the SR-46 corridor is providing for the Wekiva Parkway in the middle with at least initially two lanes in each direction and frontage roads to the outside at grade to provide local access. We are looking at one-way frontage road operations for that. Here you see a 4-lane expandable to 6 lanes for the Wekiva Parkway as needed for traffic in the future. This shows the north alignment along 46 where we would be impacting the lower Wekiva and having to relocate the pipeline to the north. With the south alignment, there are several impacts to residential areas. We have done comparisons of the

total cost of construction and right-of-way. We found that it's more cost efficient to go to the north even though it involves relocating the pipeline and impacting the lower Wekiva. We have been coordinating with FDEP and they recognize this issue and will work with us as it relates to the impacts to lower Wekiva. They asked us to look at options which we are going to continue to do to minimize our impacts to State property, which is an important conservation land and ties into many of the lands that the County has bought. That is our initial recommendation as it relates to SR-46 and it seems like we have pretty good concurrence on that at. As I mentioned, we did look at continuing the Wekiva Parkway all the way to SR-46 and tying into I-4 at the existing SR-46 interchange where we would have to provide a systems level interchange with the service level interchange that's out there now and will soon be improved. We see some real traffic constraints with that. Here's another option for that interchange that we looked at. What we find with the connections to SR-46, given the proximity of the 417 Interchange to the existing 46 Interchange, we cannot make all the connections necessary to handle the traffic that's coming from SR-417 and wanting to use the Wekiva Parkway. What our modeling has found is if we tie the Wekiva Parkway to I-4 at SR-46, we have fairly significant impacts to many of the local roadways and operational problems along I-4, to the extent that we have great concerns about that concept in general; not to omit the discussion related to the impacts that would occur with implementing a systems interchange where that existing interchange is. However, if we tie at the SR-417 location and provide a complete systems interchange there, reconstructing the existing interchange, allows for the significant amount of travel that would go from 417 into the Wekiva Parkway and tie into the Lake County area. Operationally, it is preferred and that is our recommendation that it tie down at 417 at I-4.

Here you see some of the travel patterns just to emphasize the importance of the connection between 417. For every hundred vehicles we are projecting crossing the Wekiva River on the west side, 37 of those are coming from or going to 417. Twenty-six (26) of those hundred vehicles are coming from I-4. We have quite a bit of traffic wanting to come across I-4 at 417. From a traffic standpoint it makes the most sense to tie it in at the east side beltway terminus location.

Viable Alternatives. All the viable alternatives were presented at our workshop in July in Sanford. What we are discussing here is the alignment of taking it from the 46 corridor down to the 417. There are several neighborhoods that the alignments would be adjacent to and would impact -- some churches, schools, etc. It's a very sensitive area; we have been working with those neighborhoods; representatives from Capri Cove are here today. We have also been working with Tall Trees, Lakeside Fellowship Church, the Rock Church, Twelve Oaks RV Park, just to name a few. Based on the comments we received last year, we developed five (5) additional alignment alternatives trying to balance the impacts in an attempt to minimize our overall impact. We have been working with the stakeholders trying to understand their issues as we moved along and developed these alternatives. The viable alternative impacted the corner of Capri Cove which is west of Orange Boulevard and also impacted the southwest corner of Tall Trees. It also impacted the back side of the Lakeside Fellowship Church property, not the church itself. We have looked at a series of alignments through this area. Based on our work and working with the stakeholders, we are recommending Alternative B. It gets further away from Capri Cove than the initial alignment. It has a little more impact to Lakeside Fellowship Church but does not impact the existing church facility itself. It

impacts some of their expansion plans. They have parking issues as well that we would have to work on with them as we move forward. As it relates to Tall Trees, we have been able to move off of any direct impacts to Tall Trees although the alignment is still near that neighborhood; they have continued to voice their concerns related to those impacts associated with noise, property values, etc. We are not able to move the alignment much further south or look at other alignments to get down to 417 that tie in and have any less impacts or costs. We have looked at this thoroughly and Alternative B is our recommendation. We might try to make additional refinements to minimize impacts to those land uses as we move along; but that is where we are looking at this point. We have gotten off the corner of Capri Cove. I think we are about 80 or 90 feet away from the Capri Cove area and off the corner of Tall Trees as well. We are recommending at this point to connect the SR-417/I-4 Interchange with the Alternative B alignment which was an alignment that was developed based on stakeholder input after a public meeting. There is a little bit of a change here and we are going to continue to look at this to see if there are some things we can do to further reduce those impacts to those folks.

In the basic recommended preferred alternative, we would come across the Wekiva River to the left, widen to the north along SR-46 and then take the turn to the southeast and tie into 417 with a reconstructed interchange. As a part of the study, we are proposing a full 6-lanes throughout the area from where we take off of 46 over to I-4 at 46 in getting that cleared as part of our environmental action.

Commissioner Carey asked if all 6 lanes would be built at one time or would they build 4 with the ability to expand to 6?

Mr. Callahan stated for that part east of the Wekiva River he would expect by the time the Wekiva Parkway is built, all 6 would be needed.

Commissioner Dallari asked whether SR-46 would continue over the Wekiva to the west or stop?

Mr. Callahan stated:

What we are proposing here is that the frontage roads would terminate here and there would be an opening under the bridge to allow a turnaround. That would provide access to the River Oaks Development as well as Wekiva Park Drive. The frontage roads would not go over the river based on this plan as we have it now. The only way you would be able to cross the river would be the Wekiva Parkway itself.

Commissioner Dallari asked whether one would have to go all the way down to Mt. Plymouth and come back in order to go to the opposite side of the river?

Mr. Callahan stated:

In Lake County we have access for those folks that live in the Wekiva Falls area, so they will be able to get on the Wekiva Parkway; however, they will have to get on the Wekiva Parkway to get into Seminole County and they will have to use the Wekiva Parkway to get over to Mt. Plymouth. For those private properties in the "hump" of SR-46 further to the west in Lake County, they also will have a similar access where they can get on the Wekiva Parkway, head into Seminole County or continue to the west. There will be a full interchange available to everybody which will tie into

existing 46 and the realigned CR-46A in Lake County where they can go wherever they need to.

Commissioner Dallari asked whether one would have to go on the Wekiva Parkway in order to cross the river?

Mr. Callahan responded: That's the concept as it stands now.

Commissioner Brender asked whether the 46 bridge as it stands now will be removed?

Mr. Callahan stated:

That's correct. Based on this plan, we would remove the existing 46, replace it with the Wekiva Parkway Bridge; it will be much higher because of the profile required to meet the bridging needed on the roads and the frontage roads. We are also looking at providing an area for a trail across the river, which has been requested by Seminole and Lake Counties.

Commissioner Carey noted that would be part of the Cross Florida Trail.

Commissioner McLean asked: Coming east on 46, where is the cross street where it gets down south towards the 417 Interchange; where are we when that starts moving south?

Mr. Callahan stated:

It's where the Rock Church is under construction now. With Alternative B, we would not be impacting that facility; however, on the north side we would be impacting Twelve Oaks, just west of Orange at Wayside and Center Streets.

We are finalizing our recommendations and making additional refinements on our preferred alternative in each of the three counties. We are completing our engineering and environmental documents. We are in the midst of finalizing our draft noise report. There are several noise impacts within Seminole County and we will be looking at noise mitigation which means basically noise walls. At this point, I don't have all the work done to tell you where the candidate locations would be. Those neighborhoods we discussed previously, Capri Cove, Tall Trees, the church and other areas are those areas that we are seeing some impacts. We will be going to public hearing and seeking review and approvals by FDOT and FHWA for the interchange modification and then public hearing in Fall 2007, September if things continue on track.

Commissioner Carey asked whether the public hearings would be held jointly as one or would they be held in each of the three counties – Orange, Lake and Seminole?

Mr. Callahan stated: We are proposing that we continue having a session in each county; but we will have all the information at each location in the event someone in Seminole County can't make Seminole County and wishes to attend the one in Lake County, they can do that. We will have a series of hearings that will represent a complete public hearing.

Commissioner Brender asked whether the SCEA Board would be asked for a final approval as far as site plans?

Mr. Callahan stated: What I would like to suggest to this Board is after our public hearing, we would come back to you and review the results of what we heard at the public hearing from our stakeholders, offer you our final recommendation, and ask for any input, direction or approval you might have. That would be our suggestion.

Commissioner Brender asked whether the timeframe would be the November meeting, to which **Mr. Callahan** responded, that would probably work out pretty well.

Commissioner Henley asked for a calendar of events.

Mr. Callahan stated:

We are in the process of finalizing. We are getting comments from the Department of Transportation, Orlando Orange County Expressway Authority (OOCEA) for the Orange County piece and incorporating those comments into draft reports which will be completed in June. We are visiting officials in Mt. Dora, also the Lake County Board. We have been before the Orange County Board. We should be finished in June or July and then issue our final documents prior to the public hearing in the July and August timeframe. We would then go to public hearing in mid-to-late September, probably around the 20th of September is the date we are looking at.

Commissioner Carey requested a written schedule. **Mr. Callahan** stated he would provide same; he apologized for not having it as a part of the presentation.

Commissioner Carey asked about the status of funding.

Mr. Callahan stated:

There is \$45M in the DOT's Work Program for right-of-way located in Lake County as a box. They have indicated to me that funding could be moved into Seminole County as opportunities arise. OOCEA has \$30M-\$50M for right-of-way, some advance right-of-way and engineering. Beyond that, no other funds are being discussed. The DOT has indicated they will be pursuing all avenues of funding which may include tolling, public/private partnerships, etc. As those opportunities and alternatives are developed, there would be further coordination with the SCEA as well as the other stakeholders.

Commissioner Carey noted that with estimates they have for right-of-way acquisition in Lake County, \$45M won't get very far.

Commissioner Brender noted they already have the large spots in Lake County.

Mr. Callahan stated: They pick up Neighborhood Lakes which has been finalized. They have the right-of-way that would be needed through that area but there are still some fairly significant chunks in Lake County. I would suggest however that the biggest cost number in right-of-way is in Seminole County in your high intensity area. There are several other areas where there are fairly high values that we will be dealing with.

Commissioner Carey noted those especially along International Parkway.

Commissioner Dallari asked what the total cost of the project would be?

Mr. Callahan stated: We are sitting at about \$1.7B-\$1.8B for the complete project -- Orange, Lake and Seminole Counties in today's dollars -- right-of-way and construction. We will be updating that cost in the next couple of months.

Commissioner Brender asked if there is anything that SCEA can do politically, actively or through Mr. Callahan to start obtaining right-of-way money for Seminole County?

Mr. Callahan stated:

Given the condition of what's going on in Tallahassee, your recognition that there is a need for this project is very important and certainly would garner some attention of some of the elected officials that may be able to help us whether it be federal funding or additional state funding. Anything you could do would be appreciated.

Commissioner Brender stated:

Following up on your statement that the greatest part of the right-of-way acquisition is here. The earlier we can do something is going to be time well spent. Those who will be affected by it need to be informed so everybody can get on with their lives. As it floats around it's very difficult to try to live with that.

Commissioner Carey stated: It's a moving target that's unfunded which makes it even more challenging and as long as they continue to raid the Transportation Trust Fund, who knows when we will get funds for it.

**(b) Update: Seminole Expressway (SR-417) Widening from the Orange County Line (MP 38 to the Rinehart Road Interchange (MP 54)
Henry Pinzon, P.E., Project Manager, FDOT, Florida's Turnpike Enterprise
Enclosure: Copy of PowerPoint Presentation**

Commissioner Carey introduced Alison Stetner with the Florida Turnpike Enterprise.

Ms. Stetner stated:

It's an honor to be here today and thank you for allowing us to present on the SR-417 PD&E, which goes from the Orange County Line to Rinehart. She introduced Mark Callahan to make the presentation.

Mr. Callahan stated:

I'd like to give you an update on the Seminole Expressway, SR-417 Widening Project where we are looking at an ultimate 8-lane section on the Seminole Expressway.

The project location study: We are looking at from the Orange County line up to the Rinehart Road Interchange, about 16 miles. There are 7 interchanges within the project corridor. The Florida Turnpike undertook a PD&E concept report in May 2005; a study was actually initiated in November 2006. An amendment for the 8-laning was approved last year by METROPLAN.

Existing Conditions. We have two (2) lanes, a 64-foot median, 300 feet of right-of-way throughout most of the corridor. **Proposed Build alternatives:** We are looking

at a preferred 8-lane typical section where we would fill in the middle, the median so to speak, with shoulders and additional lanes and do some widening to the outside. As we look at the existing facility and what the ultimate 8 lanes would look like, the outside travel way will move out 5 feet from where it is today, about 5 feet closer to the fence, not that much closer to the land uses outside the right-of-way. There would be quite a bit of construction in the median. This would be phased from a 4-lane, the existing situation, to a six-lane and then to an ultimate 8-lane when needed in future years. We would propose to go ahead and take care of building the middle part earlier than later; this would save cost in the long run. There are some issues with our bridges that the project would allow us to take care of.

Here's the typical section for the Lake Jesup Bridge. What we are proposing to do there is widen all to the outside. The reason for that is the space between the existing two bridges is too narrow to get cranes in and get the construction done adequately. We will do the widening and accomplish it without lowering the clearance between design high water and the existing bridge; so we'll keep the existing clearance. There will be no further reduction in the clearance from the lake area itself. That's what we are looking at there with the improvements to the Lake Jesup Bridge which is a fairly sizeable undertaking as it relates to the construction. We will have two construction zones, one for each direction to the outside.

Commissioner Brender asked whether all 8 lanes would be done at once?

Mr. Callahan stated: I don't know whether the Turnpike has made a decision on that but I think logic would indicate that you would be advised to go straight to 8 instead of getting out in the lake a couple of times. We have discussed it and everybody agrees that would be the way to go.

Mr. Callahan stated: The only proposed right-of-way impacts we have are in the Aloma interchange area where we have some geometry problems which we want to fix as we go in and do this widening. As we look at Aloma, to get to the typical section that the County or State will ultimately need on Aloma, we need to have more room under the bridge. We will be reconstructing the bridge over Aloma and doing some minor realignment to fix up some of that geometry and improve what we call sight distance which allows folks more time to brake if they have to if there is some sort of incident. The right-of-way areas we would need are very limited; you see them here in this red line. We believe we can avoid some of these but given the lack of survey control we have for the study we have shown this much. It is a fairly small amount of right-of-way and we are trying to minimize that and right-of-way impacts along Aloma.

Commissioner Dallari asked if they were aware the site is presently under construction?

Mr. Callahan stated that he was aware of that one and others. No more than 20 feet in any one location beyond the existing would be needed.

Commissioner Carey noted that some of those have set back a significant way in anticipation that this was going to happen.

Mr. Callahan stated:

It would appear at this point we have room in there; I don't have a full control survey. As the project moves into design, the Turnpike will be looking at that specifically.

As it relates to our impact evaluation, there are no significant environmental impacts associated with the widening; no historic or archaeological properties will be affected and we have coordinated with the State Historic Preservation Office on that. There are minimal impacts to wetlands, water quality, flood plains, wildlife and habitat. We will review noise abatement and some of the mitigation we are proposing; construction and contamination impacts are minimal.

Potential Impacts to the existing land uses and where we are looking for noise walls would include the following residential areas: Clayton Crossings, Summer Club Apartments, those residents on the south side of Lake Jesup, Hidden Lakes, Chase Groves, Mystic Grove Apartments, Loma Vista Apartments, Oak Hill Villas, Shed Grove, Worthington, Casa Villa Heights, Renaissance, Village Lake Apartments, Placid Lakes, Stoneybrook, Lincoln Heights and the Pulte Regional Oaks which is popping out of the ground as well. Those are the areas that have qualified under the study for noise walls. The Turnpike will be doing further evaluation during design on noise to determine the exact location and heights of those noise walls, etc. and working with those residents as it relates to their desires on the noise walls as the Department normally does.

Here you see the summary of environmental impacts -- less than an acre of total right-of-way. I think there are some opportunities to minimize that even further. There are 7 parcels that would be affected and we have outlined their current land uses. No real relocations are needed in terms of homes or businesses. There are about 5.6 acres of wetlands primarily within the existing rights-of-way and some flood plain impacts that we will take care of -- about 10-acre feet .

Our schedule: We had our public hearing in April and are looking to get our final reports together in June of this year and we will be complete with the study. We had a series of public information meetings with the hearing in April; we have been working with the Friends of Lake Jesup and the Chelsea Woods HOA. We have a meeting scheduled with them; they had some concerns related to noise and they have been giving us comments based on that over the last several weeks. If you have any questions or comments, Henry Pinzon is available to respond.

Commissioner Carey asked for status on funding.

Ms. Stetner stated:

No phase of the project is funded in the Work Program. Thankfully, during the legislative session we got our bond cap increased; hopefully the Governor will sign that. Once that is signed, we will be advancing those projects that we deferred out of the Work Program back into the Work Program. The first phase of the project would be the section between the County line and SR-434 -- the widening to 6 lanes as a design build. The rest of the project is not funded; it will be funded in phases outside of the 5 Year Work Program but hopefully finished within 30 years.

Commissioner Carey stated:

Regarding the connection from I-4, if you're headed west on I-4, the loop going over to International Parkway: That is a critical piece that would certainly help move some of the traffic that is wanting to continue going west and to all of our businesses along International Parkway. What is the status of that project?

Ms. Stetner deferred to Jerry McCollum since this is a District V project.

Jerry McCollum stated: The project was funded for construction in DOT Fiscal Year 1011; they were really looking at a May or June letting in 2011. They moved it one year to 2011/12 due to funding issues. They were looking at a July or August letting. They have moved it 2-3 months. They moved the fiscal year. What the State has done is very similar to what Ms. Stetner mentioned -- they are planning on worst case conditions; all estimates have been raised substantially. The District is aware of the Seminole County BCC as well as the Expressway Authority's interest in getting the project done. We are putting pressure on them to get it done earlier if funds become available. At this moment, late summer of 2011 is when they are looking at bidding this out for construction.

The PD&E is done; I believe they have negotiated the design contract. They have the money for the design also. The last I talked to the Department I don't believe there is going to be any right-of-way necessary; there may be a little sliver or a corner of parcel out there we need to deal with but in general I believe all the right-of-way is done; production wise, they should be ready within a year-year and a half and then we'll just be waiting to go to construction.

Commissioner Carey stated: My concern is that we have a time limitation on the right-of-way from Colonial Towne and I want to make sure that we are prepared to move that forward during the window that we have for the right-of-way to be donated.

Mr. McCollum stated: It's my understanding moving the 2-3 month date would not impact the window that we need to operate under. If it moves much further, that becomes a different issue. The Department is aware of that issue.

Commissioner Brender stated the last figures he was were \$5.5-6M?

Mr. McCollum stated that with inflated costs, it's now up to \$20M.

Commissioner Brender stated:

I field a lot of calls about the toll between Winter Springs and Oviedo which we have talked about 3-4 years ago when we did the toll study. There has been a lot happening there and as we get ready to widen, I'm wondering about costs per mile in that area and what the plan is.

Ms. Stetner stated:

There is no change in the toll rate scheduled or planned. When we did our last toll rate increase, we deliberately did not hit the ramp plazas; we only increased tolls at the main line barrier plaza. Most trips traveled for the long distance, so they are getting on at SR-434 and continuing down to OOCEA's system and going through the University Plaza. There is a very small number of people using the GreeneWay for the section between 434 and Red Bug. It is not cost effective for us to install new gantries to collect tolls. There are some issues with people thinking they are being

tolled as they get on northbound to collect tolls so they get nervous and take their transponders down. When we did our trip study which was what we called it not to be confused with the new Trip Program, the Toll Rebate Incentive Program, we only had 120 users for that ramp. We did the study for a complete year -- mailed out 50,000 brochures, handed out brochures and posted giant signs. There was 50% Sunpass usage at the time. During that experiment, it raised to 60%. There were a lot of questions whether Sunpass was still in its infancy. This market area is saturated with E-pass; there is a lot of electronic usage. We do not think it is necessary to re-study it for such a small number of users. We are not going to be looking at it. The PD&E was to look at widening and not to look at toll rates.

In response to Commissioner Brender's question regarding cost, **Ms. Stetner stated:** It works out to be 33 cents a mile. On the rest of the GreeneWay it's 12. We try to set tolls so they are equitable for the entire corridor; that's how we bond the project. We understand that some people are going to use the facility for shorter trips; that's not what the GreeneWay is designed to do. It is a regional system and in order to bond the project we have to set tolls in order to maximize revenue to pay for the project. At times there are some inequities for people in the system who are using it for short local trips.

Commissioner Carey stated:

Like I-4, it was not intended to be a local commuter road but that's what it has turned into. If people are going to use the Expressway for that, they will have to be willing to pay.

Ms. Stetner stated: There are 50,000 trips in that section; those trips would be on the local street network if they weren't using the GreeneWay.

Commissioner Woodruff asked if there are any plans to change the Lake Jesup toll to an express toll?

Ms. Stetner stated:

Absolutely. It's moving forward very swiftly as a design build project. We are in design; construction will start sometime next spring. We will set it up for 8 thru lanes, stripe it for 4, with cash lanes on the outside.

Commissioner Woodruff asked whether there are plans to redistribute the toll west to which **Ms. Stetner** replied, "not at this time".

Commissioner Brender asked for the Sunpass versus pay toll ratio?

Ms. Stetner replied:

Sunpass/E-pass usage on the facility at peak is 77%; during off-peak, it's 70%. It is the highest usage in our entire turnpike system. Sunpass is good anywhere in the State.

Commissioner Carey stated:

It is most convenient at the airport for parking; however, when you get to the drop off for curbside check-in, you can enter the parking garage, but you can't get your Sunpass trip. Sunpass is needed there as well.

Ms. Stetner stated she would make that suggestion and maybe something could be worked out with the Airport.

ITEM #5: NEW BUSINESS

(a) Approval of Resolution for the Authority's FY 07/08 Annual Budget (Enclosure)

Commissioner Carey gave the following background:

In June of 2001, all cash balances in the Seminole County Expressway Authority were transferred to Seminole County with the intent that these funds would be used to pay for clearly identified Authority purposes. The Seminole County Expressway Authority is an independent authority and a Special District is required to adopt an annual budget. This budget has been distributed to you. It reflects appropriations for authorized expenditures by Seminole County on behalf of the Authority. These amounts are consistent with the County's adopted 06/07 budget and also the proposed 07/08 Annual Budget. You have the budget before you.

Commissioner McLean asked for an example of a clear Authority purpose. What do we have the monies for?

Pam Hastings responded:

Examples include statutory responsibilities including annual filing fees and notices for your meetings. Costs associated with conducting special public meetings and public hearings, i.e., advertising and conducting those meetings. Other purposes could include conduct of business by the Executive Director or your legal counsel on your behalf as the Authority as opposed to on behalf of the County or City Commissions. Given the status of the amount of money we have at this time, more extensive purposes on behalf of the Authority are probably not financially feasible.

Commissioner Carey noted that the Authority has estimated expenses of \$775.00 and this is the budget for 07/08 effective July 1, 2007 through June 30, 2008.

Motion to approve was offered by Commissioner McLean and seconded by Commissioner Brender, the motion was carried unanimously.

ITEM #6: OTHER BUSINESS

(a) SCEA Member Reports

No member reports were given.

Gary Johnson, Executive Director, recognized the following attendees:

- Guy Minter, representing the Seminole County Attorney's Office. Mr. Minter was new to the County Attorney's Office at the last meeting. We expect that Mr. Minter will be taking on the role of legal counsel to the Authority.
- Darryl Fort, from the Public Works Department, who is attending the Authority meeting today as part of his Employee Academy activities.

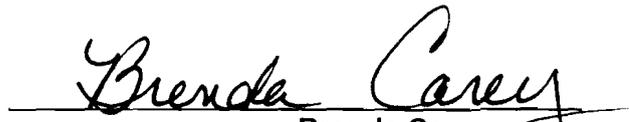
Commissioner Carey recognized Mr. Dick Harkey from Congressman John Mica's office. She thanked him for coming and requested that he take the message back to Congressman Mica that funding is needed in Seminole County for a number of needs.

END OF REGULAR BUSINESS AGENDA

ITEM #7: ADJOURNMENT

There being no further business at this time, the meeting was adjourned at 4:45 P.M.


W. Gary Johnson
Executive Director


Brenda Carey
Chairperson

/sb

Attachments

APPROVED: 11/13/07