ATTACHMENTS

ATTACHMENT 1

- Project Schedule
- Project Cost Estimate by Segment
- Wekiva River Basin Coordinating Committee Final Report: Recommendation for Enhanced Land Use Planning Strategies and Development Standards to Protect Water Resources of the Wekiva River Basin, March 16, 2004
- Wekiva Parkway and Protection Act

Wekiva Corridor Draft Program Schedule - Combined Traditional Bid-Build and D/B (7/1/11)

Wekiva Parkway Funding and Scheduling Assumptions

Fiscal Year	PDC	2012	2013	2014	2015	2016	2017	2018	2019
Section 4A Design Build									
Costs									
Wetland Impacts		$0							
Wildlife Impacts	($300,000)	($300,000)							
Construction	($6,222,081)		($6,427,410)						
CEI	($497,766)		($514,193)						
Subtotal	($7,019,847)	($300,000)	($6,941,602)	$0	$0	$0	$0	$0	$0
Funding									
DDR									
DI									
DS									
Subtotal		$0	$0	$0	$0	$0	$0	$0	$0
Balance		($300,000)	($6,941,602)	$0	$0	$0	$0	$0	$0
Section 4B Design Build									
Costs									
Wetland Impacts	($1,450,000)	($1,450,000)							
Wildlife Impacts	($170,000)	($170,000)							
Construction	($38,801,277)		($40,081,719)						
CEI	($3,104,102)		($3,206,538)						
Subtotal	($43,525,379)	($1,620,000)	($43,288,256)	$0	$0	$0	$0	$0	$0
Funding									
DDR									
DI									
DS									
Subtotal		$0	$0	$0	$0	$0	$0	$0	$0
Balance		($1,620,000)	($43,288,256)	$0	$0	$0	$0	$0	$0
Section 1(a) Design Bid Build									
Costs									
Design	($6,106,000)		($6,106,000)						
Wetland Mitigation	($167,000)		($167,000)						
Right of Way	($24,500,000)			($24,500,000)					
Construction	($76,325,000)					($86,934,175)			
Utilities	($1,000,000)					($1,000,000)			
CEI	($6,106,000)					($6,954,734)			
Subtotal	($114,204,000)	$0	($6,273,000)	($24,500,000)	$0	($94,888,909)	$0	$0	$0
Funding									
LF (OOCEA)				$0					
Subtotal		$0	$0	$0	$0	$0	$0	$0	$0
Balance		$0	($6,273,000)	($24,500,000)	$0	($94,888,909)	$0	$0	$0

Fiscal Year	PDC	2012	2013	2014	2015	2016	2017	2018	2019
Section 1(b) Design Bid Build									
Costs									
Design	($6,922,000)		($6,922,000)						
Wetland Mitigation	($167,000)		($167,000)						
Right of Way	($35,300,000)		($10,000,000)	($25,300,000)					
Construction	($86,520,000)				($95,345,040)				
Utilities	($1,000,000)				($1,000,000)				
CEI	($6,921,600)				($7,627,603)				
Subtotal	($136,830,600)	$0	($17,089,000)	($25,300,000)	($103,972,643)	$0	$0	$0	$0
Funding									
LF (OOCEA)									
DS									
Subtotal		$0	$0	$0	$0	$0	$0	$0	$0
Balance		$0	($17,089,000)	($25,300,000)	($103,972,643)	$0	$0	$0	$0
Section 2A Design Bid Build									
Costs									
Design	($3,396,000)		($3,396,000)						
Wetland Mitigation	($389,500)				($389,500)				
Wildlife Mitigation	($2,000,000)				($2,000,000)				
Right of Way	($25,000,000)			($25,000,000)					
Construction	($42,451,000)					($48,351,689)			
Utilities	$0					$0			
CEI	($3,396,080)					($3,868,135)			
Subtotal	($76,632,580)	$0	($3,396,000)	($25,000,000)	($2,389,500)	($52,219,824)	$0	$0	$0
Funding									
LF (OOCEA)									
TPK Bonds									
Subtotal		$0	$0	$0	$0	$0	$0	$0	$0
Balance		$0	($3,396,000)	($25,000,000)	($2,389,500)	($52,219,824)	$0	$0	$0

Fiscal Year	PDC	2012	2013	2014	2015	2016	2017	2018	2019
Section 2B/2C Design Bid Build									
Costs									
Design	($7,326,000)		($7,326,000)						
Wetland Mitigation	($168,500)								
Wildlife Mitigation	($14,281,000)					($168,500)			
Right of Way	($45,000,000)			($45,000,000)		($14,281,000)			
Construction	($91,582,000)						($107,700,432)		
Utilities	($2,000,000)						($2,000,000)		
CEI	($7,326,560)						($8,616,035)		
Subtotal	($167,684,060)	$0	($7,326,000)	($45,000,000)	$0	($14,449,500)	($118,316,467)	$0	$0
Funding									
LF (OOCEA)									
TPK Bonds									
Subtotal		$0	$0	$0	$0	$0	$0	$0	$0
Balance		$0	($7,326,000)	($45,000,000)	$0	($14,449,500)	($118,316,467)	$0	$0
Section 5/6 Design Bid Build									
Costs									
Design	($21,802,000)		($21,802,000)						
Wetland Mitigation	($2,718,000)					($2,718,000)			
Wildlife Mitigation									
Right of Way	($55,100,000)				($50,100,000)	($5,000,000)			
Construction	($272,530,000)						($320,495,280)		
Utilities	($7,500,000)						($7,500,000)		
CEI	($21,802,400)						($25,639,622)		
Subtotal	($381,452,400)	$0	($21,802,000)	$0	($50,100,000)	($7,718,000)	($353,634,902)	$0	$0
Funding									
TPK Bonds									
Subtotal		$0	$0	$0	$0	$0	$0	$0	$0
Balance		$0	($21,802,000)	$0	($50,100,000)	($7,718,000)	($353,634,902)	$0	$0

Fiscal Year	PDC	2012	2013	2014	2015	2016	2017	2018	2019
Section 7(a) Design Bid Build									
Costs									
Design	($11,713,000)		($11,713,000)						
Wetland Mitigation									
Wildlife Mitigation									
Right of Way	($61,300,000)				($15,667,415)	($40,632,585)	($5,000,000)		
Construction	($146,412,000)							($177,890,580)	
Utilities	($10,000,000)							($10,000,000)	
CEI	($11,712,960)							($14,231,246)	
Subtotal	($241,137,960)	$0	($11,713,000)	$0	($15,667,415)	($40,632,585)	($5,000,000)	($202,121,826)	$0
Funding									
LF (OOCEA)									
TPK Bond									
DS									
Subtotal		$0	$0	$0	$0	$0	$0	$0	$0
Balance		$0	($11,713,000)	$0	($15,667,415)	($40,632,585)	($5,000,000)	($202,121,826)	$0
Section 8 Design Build									
Costs									
Design									
Wetland Mitigation	($2,222,000)							($2,222,000)	
Wildlife Mitigation									
Right of Way	($77,700,000)				($77,700,000)				
Construction	($305,142,000)								($382,953,210)
Utilities	($4,000,000)								($4,000,000)
CEI	($22,603,080)								($28,366,866)
Subtotal	$0 ($411,667,080)	$0	$0	$0	($77,700,000)	$0	$0	($2,222,000)	($415,320,076)
Funding									
LF (OOCEA Financed)									
DS/DDR									
ACNH									
TPK									
Subtotal		$0	$0	$0	$0	$0	$0	$0	$0
Balance		$0	$0	$0	($77,700,000)	$0	$0	($2,222,000)	($415,320,076)

Wekiva Parkway Funding and Scheduling Assumptions

Fiscal Year	PDC	2012	2013	2014	2015	2016	2017	2018	2019
Section 3A/3B Design Bid Build									
Costs									
Design	($4,703,000)		($4,703,000)						
Wetland Mitigation	($1,228,000)						($1,228,000)		
Wildlife Mitigation	($1,809,000)						($1,809,000)		
Right of Way	($30,700,000)				($30,700,000)				
Construction	($58,786,000)						($69,132,336)		
Utilities	($500,000)						($500,000)		
CEI	($4,702,880)						($5,530,587)		
Subtotal	($102,428,880)	$0	($4,703,000)	$0	($30,700,000)	$0	($78,199,923)	$0	$0
Funding									
LF (OOCEA Financed)									
DS/DDR									
Subtotal		$0	$0	$0	$0	$0	$0	$0	$0
Balance		$0	($4,703,000)	$0	($30,700,000)	$0	($78,199,923)	$0	$0
Section 7(b) Design Build									
Costs									
Design									
Wetland Mitigation									
Wildlife Mitigation									
Right of Way									
Construction	($17,259,000)						($20,296,584)		
CEI	($1,380,720)						($1,623,727)		
Subtotal	($18,639,720)	$0	$0	$0	$0	$0	($21,920,311)	$0	$0
Funding									
DS									
Subtotal		$0	$0	$0	$0	$0	$0	$0	$0
Balance		$0	$0	$0	$0	$0	($21,920,311)	$0	$0

COST GRAND TOTAL	PDC	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
	($1,701,222,506)	($1,920,000)	($122,531,859)	($119,800,000)	($280,529,558)	($209,908,818)	($577,071,603)	($204,343,826)	($415,320,076)

WEKIVA RIVER BASIN COORDINATING COMMITTEE FINAL REPORT

Recommendations for Enhanced Land Use Planning Strategies and Development Standards to Protect Water Resources of the Wekiva River Basin

MARCH 16, 2004

Wekiva River Basin
Coordinating Committee

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Florida Senate, District 22

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Secretary
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The Honorable Charles H. Bronson
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Charles L. Siemon, Facilitator

Maria Abadal-Cahill, Staff Coordinator

March 16, 2004

Dear Governor Bush and Interim Secretary Hughes:

In July 2003, Governor Bush created the Wekiva River Basin Coordinating Committee by Executive Order 2003-112. The Committee was created as a forum to identify land use planning strategies and development standards that are consistent with protected property rights and which improve and assure protection of surface and groundwater resources, including the recharge potential of the Wekiva Study Area.

The Executive Order directed the Committee to present its report to the Governor and the Department of Community Affairs by February 15, 2004. Executive Order 2003-112 was amended by Executive Order 2004-10, which extended the committee's work for an additional 30 days to March 16, 2004.

Therefore, on behalf of the Committee it is my pleasure to transmit our recommendations in this final report. The final report and vote to approve these recommendations reflect significant consensus among diverse interests from state and regional agencies, county and municipal representatives within the Wekiva Study Area to citizens groups, the agricultural community, property owners and environmental organizations.

The Committee's report makes recommendations for building the Wekiva Parkway, protecting the Wekiva River Basin's fragile environment and promoting innovative planning and development. The Committee supports development of the Wekiva Parkway and recommends legislative action and funding to expedite land acquisition of conservation lands adjacent to the Wekiva Parkway. Agency actions to study and undertake rule making or seek legislation, as needed, to protect surface water and groundwater resources in the Wekiva Study Area is also recommended. Innovative planning and development strategies include coordination of land use and water supply planning activities, land use strategies that protect recharge areas, public education and best management practices for water conservation and protection of water quality. Finally, the report recommends implementation through legislation and funding, identifies key reporting timeframes, implementation strategies for the recommendations, and creates an oversight committee to monitor implementation.

I commend all those, including staff from the many agencies and local governments, who provided their timely and able assistance to this effort and the people of Central Florida for their participation and help in bringing our deliberations to a successful conclusion.

Governor, thank you for creating the Coordinating Committee and selecting members who are knowledgeable about the issues and committed to finding solutions. On behalf of the Committee, it has been my pleasure to serve the citizens of the Wekiva River Basin in this capacity.

Sincerely yours,

Lee Constantine

Senator Lee Constantine, Chair
Wekiva River Basin Coordinating Committee

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Secretary
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(Secretary, Department of Community Affairs when appointed to the Committee)
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William P. Battaglia
President
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The Wekiva River Basin Coordinating Committee expresses its sincere appreciation to the following counties and cities in the Wekiva Study Area, and their staff, for their assistance and support: Lake County and the municipalities of Eustis and Mount Dora; Orange County and the municipalities of Apopka, Eatonville, Maitland, Oakland, Ocoee, Orlando and Winter Garden; and Seminole County and the municipalities of Altamonte Springs, Lake Mary and Longwood. The Committee also expresses its appreciation to the following individuals and organizations:

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Top Photo Wekiwa Springs, *Visit Florida*

Bottom Photo Wekiva River, *Florida Photographic Collection, State Archives*

Introduction

The Wekiva River system and its associated springshed areas are of irreplaceable value to the quality of life and well-being of the people of the State of Florida. Its tributaries have been designated an Outstanding Florida Water, a National Wild and Scenic River, a Florida Wild and Scenic River, and a Florida Aquatic Preserve. The River is a spring-fed system that derives a majority of its base flow from numerous springs whose source of water is the Floridan Aquifer.

In 1988, the Florida Legislature enacted the Wekiva River Protection Act, codified in Part II of Chapter 369, Florida Statutes, to protect the resources of the Wekiva River system. The Act delineated an area comprising portions of Lake, Orange, and Seminole Counties as the Wekiva River Protection Area.

Protection of the surface and groundwater resources, including recharge within the springshed that provides for the Wekiva River system, is crucial to the long-term viability of the Wekiva River and springs and the central Florida region's water supply. The primary groundwater recharge area of the Wekiva River system lies to the west and south and outside the Wekiva River Protection Area.

Construction of the Wekiva Parkway and other roadway improvements to the west of the Wekiva River system will add to the pressures for growth and development already affecting the surface and groundwater resources within the recharge area. The Wekiva Basin Area Task Force, created by Governor Bush in 2002 by Executive Order 2002-259, was charged with considering, evaluating and making recommendations for the most appropriate location for an expressway that connects State Road 429 to Interstate 4 in Seminole County, and which causes the least disruption and provides the greatest protection to the Wekiva Basin ecosystem. The Task Force submitted its recommendations to Governor Bush in a final report dated January 15, 2003.

The Governor appointed the Wekiva River Basin Coordinating Committee (Committee) on July 1, 2003, by Executive Order 2003-112, ***Appendix A***, to build upon the recommendations of the Wekiva Basin Area Task Force through a cooperative, coordinated effort by local governments, state and regional agencies, and affected interests charged to protect this natural resource. The Executive Order directs the Committee to present its report to the Governor and the Department of Community Affairs by February 15, 2004. Executive Order 2003-112 was amended by Executive Order 2004-10, ***Appendix B***, which extended the Committee's work to March 16, 2004.

Undertaking the Committee's Charge

The Committee was charged by Executive Order 03-112 with presenting a report and making recommendations to (1) delineate the Wekiva Study Area; (2) identify enhanced land use planning strategies and development standards consistent with protected property rights, and which improve and assure protection of surface and groundwater resources of the Wekiva Study Area; (3) consider the recommendations of the Wekiva Basin Area Task Force, and the most current and new information being developed regarding groundwater recharge in the Wekiva Study Area; (4) consider the use of innovative planning and development strategies; (5) address the issues of compatibility with existing comprehensive plans and land development regulations of local governments with jurisdiction over lands within the Wekiva River Protection Area; (6) consider, evaluate and make recommendations concerning mechanisms for coordinating federal, state, regional and local efforts, public education and state and regional agency actions for protection of the Study Area's resources and for implementing the identified land use planning strategies and development standards; and (7) solicit and consider public comment from affected citizens and state, regional and federal agencies.

Subsequent to the appointment of the Committee, meetings were held August 27-28, 2003, September 16-17, 2003, October 15-16, 2003, November 5-6, 2003, December 17-18, 2003, January 9, 2004, January 28-29, 2004, and February 25, 2004. The work plan generally followed the charges as laid out in the Executive Order. The meeting agendas provided for background briefings on key issues, presentations by environmental, property owner and neighborhood coalitions, and public comment.

Wekiva Study Area

At the August 27-28, 2003 meeting, the Committee delineated the Wekiva Study Area to include an appropriate portion of the land area that contributes surface and groundwater to the Wekiva River system. The majority of the land within the Wekiva Study Area contributes groundwater recharge to the Wekiva River and springs. ***Figure 1*** delineates the Wekiva Study Area, and the surface water and groundwater basin, including recharge areas, of the Wekiva River system. ***Figure 2*** delineates the local governments located within the Wekiva Study Area. They include the following counties and municipalities: Lake County and the municipalities of Eustis and Mount Dora; Orange County and the municipalities of Apopka, Eatonville, Maitland, Oakland, Ocoee, Orlando and Winter Garden; and Seminole County and the municipalities of Altamonte Springs, Lake Mary and Longwood. A legal description of the Wekiva Study Area is provided in ***Appendix F***.

Background Briefings

During the first five meetings, the Committee received presentations from experts, and the staff of federal, state and regional agencies on the following topics:

- Wekiva River Protection Act;
- Wekiva Basin Area Task Force Report;
- Surface and Groundwater Characteristics;
- Proposed Wekiva Study Area;
- Transportation Issues, including the status of the SR 429 Extension;
- Regional Growth and Economic Trends;
- Agricultural Issues, including Economic and Environmental Considerations;
- The Rural and Family Lands Protection Act;
- Overview of the Wekiva-Ocala Greenway;
- Overview of Rural Lands Stewardship Program and the Collier County Experience;
- Land Use Strategies and Land Development Techniques;
- Stormwater Management Techniques and Practices;
- Overview of Wekiva River Basin State Parks;

Figure 1. Wekiva Study Area: Surface Water Basin, Groundwater Basin and Recharge

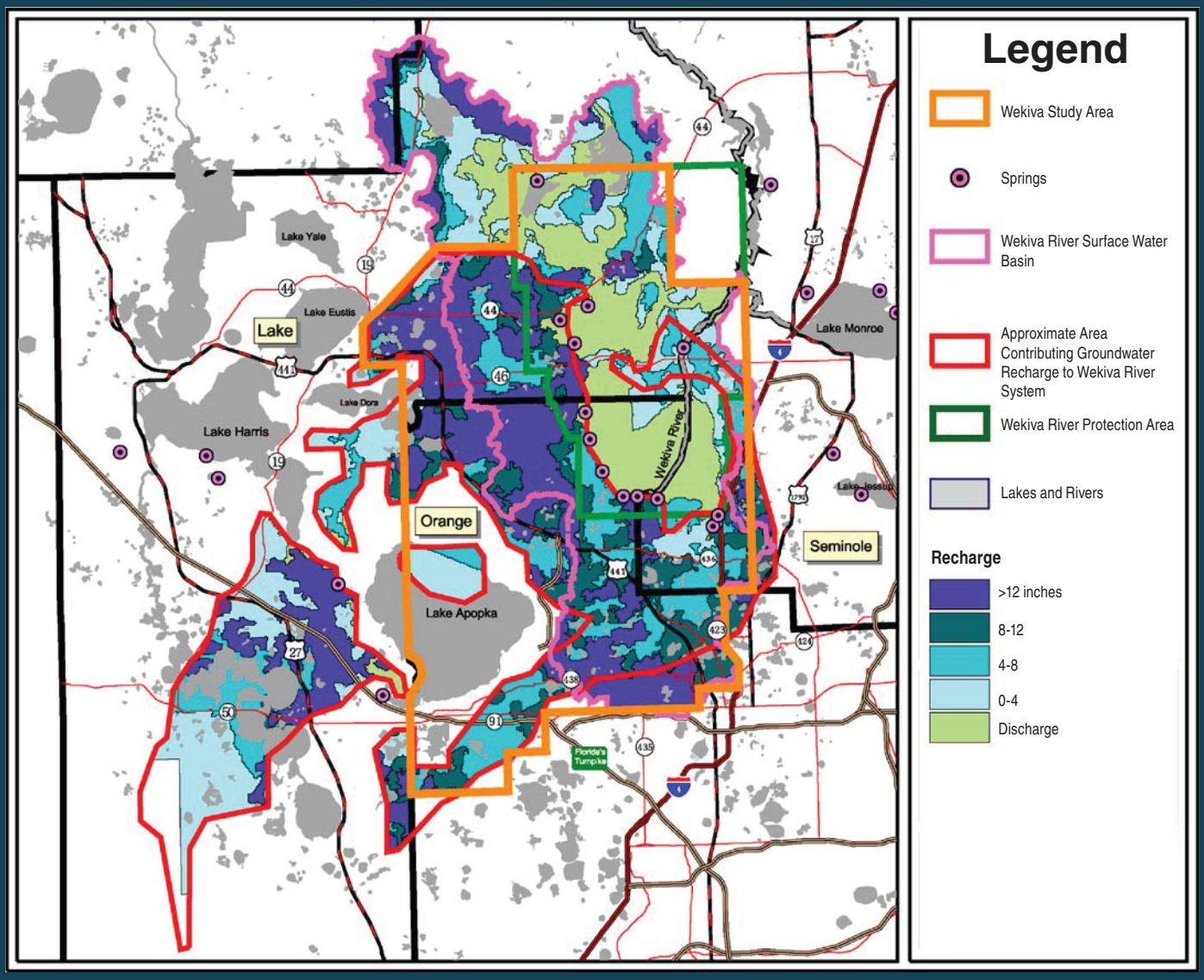
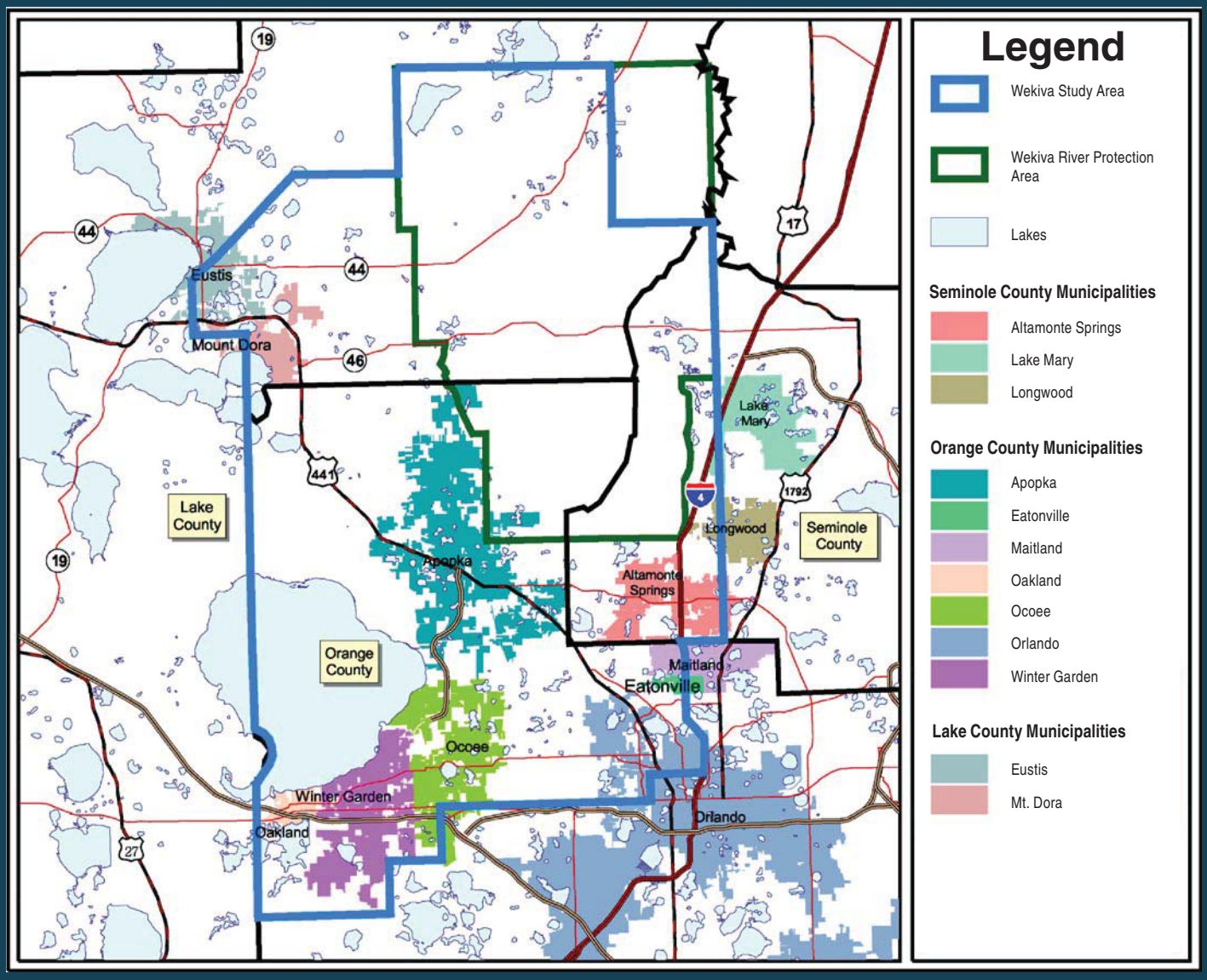


Figure 2. Local Governments within the Wekiva Study Area



- Groundwater Flow Conditions in Central Florida;
- Hydrologic Water Balance Model;
- Mt. Plymouth Sorrento Framework Plan;
- Orlando Utilities Commission Water Permit Status; and,
- Fish and Wildlife Resources in the Wekiva Basin.

To assist the Committee with its deliberations, several reports were prepared and presented to the Committee, pursuant to the Executive Order, including:

- *St. Johns River Water Management District Preliminary Report to the Wekiva River Basin Coordinating Committee pursuant to Executive Order No. 03-112*, including the report on agricultural practices in Wekiva Study Area by the Department of Agriculture and Consumer Services, presented at the October 15-16, 2003 meeting;
- Department of Transportation preliminary report on the feasibility of land acquisition and implementing legislation, presented at the November 5-6, 2003 meeting;
- *Department of Community Affairs Report to the Wekiva River Basin Coordinating Committee on the Efficacy of Local Government Comprehensive Plans and Land Development Regulations to Protect the Surface Water and Groundwater Resources of the Wekiva Study Area*, presented at the November 5-6, 2003 meeting; and,
- *Department of Community Affairs Recommendations to the Wekiva River Basin Coordinating Committee for Enhanced Comprehensive Planning and Land Development Regulations*, presented at the December 17-18, 2003 meeting.

In addition, the Committee received recommendations from the Department of Community Affairs for agency coordination and implementation, presented at the January 9, 2004 meeting; information from a joint report prepared by the Departments of Transportation and Environmental Protection, the St. Johns River Water Management District and the Florida Communities Trust on Funding Alternatives for Land Acquisition and Construction of the Wekiva Parkway, presented at the December 17-18, 2003 meeting; and State Road (SR) 429 Working Group report, presented at the January 28-29, 2004 meeting. Subsequent to the December 17-18, 2003 meeting and consistent with Executive Order 03-112, the Department of Transportation issued the *Wekiva Parkway Land Acquisition Feasibility Study* on January 14, 2004.

Public Comment

All meetings included periods for public comment. All speakers agreed about the importance of protecting the fragile and unique ecosystem in the Wekiva Basin Area. Many speakers expressed concern with the environmental impact of locating a new road corridor within the Protection Area, particularly impacts related to water resources, wildlife and wildlife habitat. Speakers suggested that consideration of appropriate corridor alignment, design and elevation of the new road could minimize environmental impacts, and bear kills could actually decline in the area as a result of the completion of the Wekiva Parkway.

Speakers also voiced concern about induced development from a new expressway and the related impacts on the springs recharge area, water quality and quantity, existing residential neighborhoods, and established businesses. They commented on the need for land use controls to regulate impacts from development and expressed concern about possible impacts to private property through condemnation for the roadway.

Participation by Local Governments

Pursuant to the Executive Order, representatives of each county and the municipalities of Apopka, Eustis, Oakland,

Altamonte Springs and Mount Dora from within the Wekiva River Basin participated on the Committee. The Committee heard overviews from local governments, including Lake County, Eustis, Mount Dora, Seminole County, Altamonte Springs, Oakland, Orlando, Winter Garden, and Orange County.

Local governments voiced concerns with annexations, protection of property rights, comprehensive plan requirements duplicating regulatory programs, impacts of recommendations on affordable housing, urban infill and redevelopment, the need for funding for alternative sources of water supply and implementing recommendations, the need for science-based information to support recommendations, and the effect of water consumption on resources of the Wekiva River and springs.

Group Presentations

The Committee heard presentations from a number of organizations, including agricultural associations, the Nature Conservancy, Wekiva Property Owners Alliance, Northwest Orange County Coalition of Communities, as well as 1000 Friends of Florida, Sierra Club and Friends of Wekiva River. Speakers voiced concerns with the impacts of development on quality of life, protection of neighborhoods and rural character, the need to expedite land acquisitions of critical recharge lands, the impacts of growth to springs and recharge areas, and the impacts of regulations to businesses, including agriculture.

Access to Committee Proceedings

To ensure that the public, as well as all Committee members and support staff had complete access to all meeting notices, agendas and data, a site on the Department of Community Affair's webpage was established, including an easy-to-remember address: www.wekivacommittee.org. The site includes all materials discussed at the meetings, including agendas, maps, power point presentations, reports and comments. In addition, each meeting was audio and video taped. The audiotapes were summarized after each meeting and the written minutes were approved by the Committee and then posted online.

The www.wekivacommittee.org website will be maintained during the next two years to allow any interested person to review reports, materials and data from the Wekiva River Basin Coordinating Committee.

Recommendations

Build the Wekiva Parkway

Population growth in the Orlando Metropolitan Area has placed an ever-increasing demand on the transportation network. The Committee received background information from the Department of Transportation about the regional transportation system and the purpose and need for a route to link State Road (SR) 429 to Interstate 4 in Seminole County – the Wekiva Parkway. The Committee also received testimony from the SR 429 Working Group created by the East Central Florida Regional Planning Council in cooperation with, and support from, the Orlando-Orange County Expressway Authority to implement Recommendation 8 of the Wekiva Basin Area Task Force Final Report.

The Florida Turnpike and Interstate 4, both of which are heavily traveled, currently serve the region. Another primary component of the regional transportation system is an eastern beltway (SR 417) around Orlando and a portion of a western beltway located between Interstate 4 on the south in Osceola County and US 441 in Apopka, which serve as bypasses for Interstate 4. Completing the beltway connector is an essential component of meeting regional transportation needs, including:

- **Regional connectivity** – only three east-west travel options exist in a 25-mile envelope.
- **Improved safety** – from 1997 to 2001, SR 46 has been the location of 14 traffic fatalities and more than 30 bear kills.
- **Projected growth** – both population and economic growth as forecasted in local government comprehensive plans.
- **Increased travel demands** – the capacity for SR 46 is 24,900 vehicles per day; with historical traffic volume growth exceeding seven percent per year, by 2025, SR 46 would have to support more than 33,000 vehicles per day.

According to the Department of Transportation, by the year 2025, a complete beltway system around the Orlando Metropolitan Area would divert 46,000 daily trips from Interstate 4, with the Wekiva Parkway carrying up to an estimated 27,000 daily trips.

The SR 429 Working Group studied a number of proposed corridors for a new limited access expressway —SR 429 Northwest (NW) Extension— that would link the Wekiva Parkway to US 441 in northwest Orange County and east Lake County. The SR 429 Working Group's final recommendation eliminated the NW Extension of SR 429, as previously envisioned. In lieu of the SR 429 NW Extension, the Working Group identified an overall transportation improvement program that included the Wekiva Parkway, the Apopka Bypass — that is, the extension of

Maitland Boulevard west to link to SR 429 and US 441— and a partial realignment of SR 46 to be known as the SR 46 Bypass around the communities of Mt. Plymouth and Sorrento. The SR 46 Bypass will be integrated with the Wekiva Parkway. The SR 429 Working Group's final recommendations, adopted January 16, 2004, and map are included in ***Appendix C***.

Wekiva Parkway Location and Design

Recommendation 1: The Committee supports development of the Wekiva Parkway and endorses the following recommendations of the Wekiva Basin Area Task Force, *Appendix D*:

- ***Task Force Recommendation 2*: Recommended Corridor for the Wekiva Parkway, *Figure 3*, incorporating the corridor alignment recommended by the SR 429 Working Group, *Figure 4*;**
- ***Task Force Recommendations 3 and 4*: Guiding Principles for the Wekiva Parkway Design Features and Construction;**
- ***Task Force Recommendation 7*: Interchanges Along the Wekiva Parkway;**
- ***Task Force Recommendation 9:* Local Government Review of Long-Range Transportation Plans; and,**
- ***Task Force Recommendation 10:* Application of Guiding Principles to State Road 44.**

Implementation Strategy: *Consistent with Recommendation 4 below, the Committee recommends initiation of legislative action and amendment of the Metropolitan Planning Organization's Long-Range Plans to initiate feasibility studies, planning and project development for the Wekiva Parkway. The federal process will need to be followed to maintain the Wekiva Parkway's eligibility for federal funding. Local government comprehensive plans should be amended to include the Wekiva Parkway.*

Interchange Land Use Plans

Recommendation 2: Consistent with Recommendation 13 of the Wekiva Basin Area Task Force, *Appendix D*, the Committee recommends local governments hosting an interchange on the Wekiva Parkway adopt into their comprehensive plans interchange land use plans (excluding the interchange with Interstate 4) to address the following: appropriate land uses and compatible development; secondary road access; access management; right-of-way protection; vegetation protection and water conserving landscaping; and the height and appearance of structures and signage. The major objectives of the interchange land use plans are to allow for development which is appropriate in scale and intensity given the land uses in the area, to assure development is compatible with the surrounding area, and to assure protection of surface water and groundwater resources and important wildlife habitat.

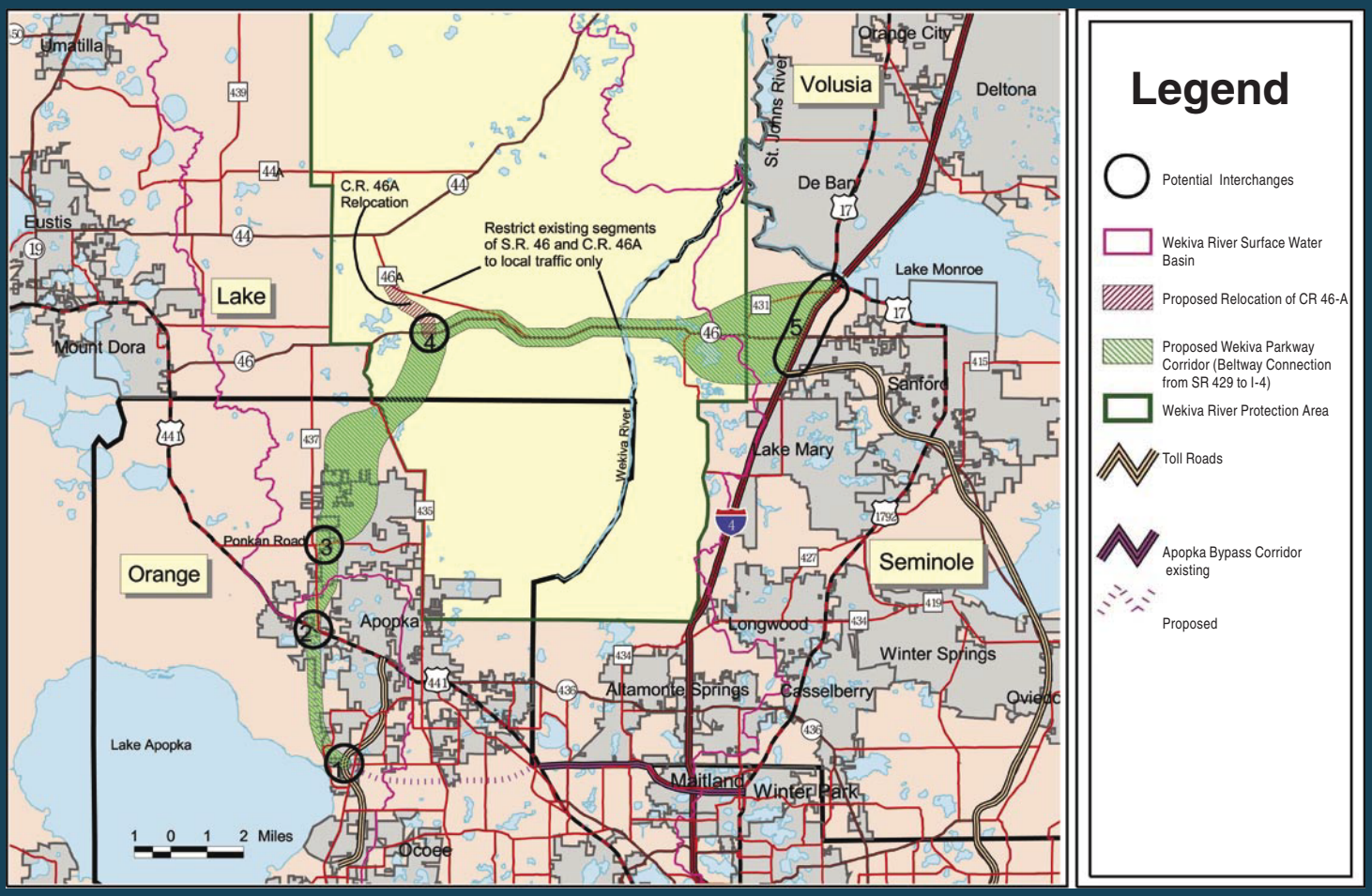
Implementation Strategy: *The Committee recommends implementation of legislation to direct planning for interchanges by local governments.*

Land Acquisition

In addition to the recommendations made above, the Committee endorsed the Department of Transportation's strategy for legislative action to expedite land acquisition to purchase conservation land surrounding or adjacent to Wekiva Parkway. The Department of Transportation presented its recommendations and the *Wekiva Parkway Land Acquisition and Feasibility Study* to Governor Bush in a final report dated January 14, 2004. Executive Order 03-112 directed the Department of Transportation to:

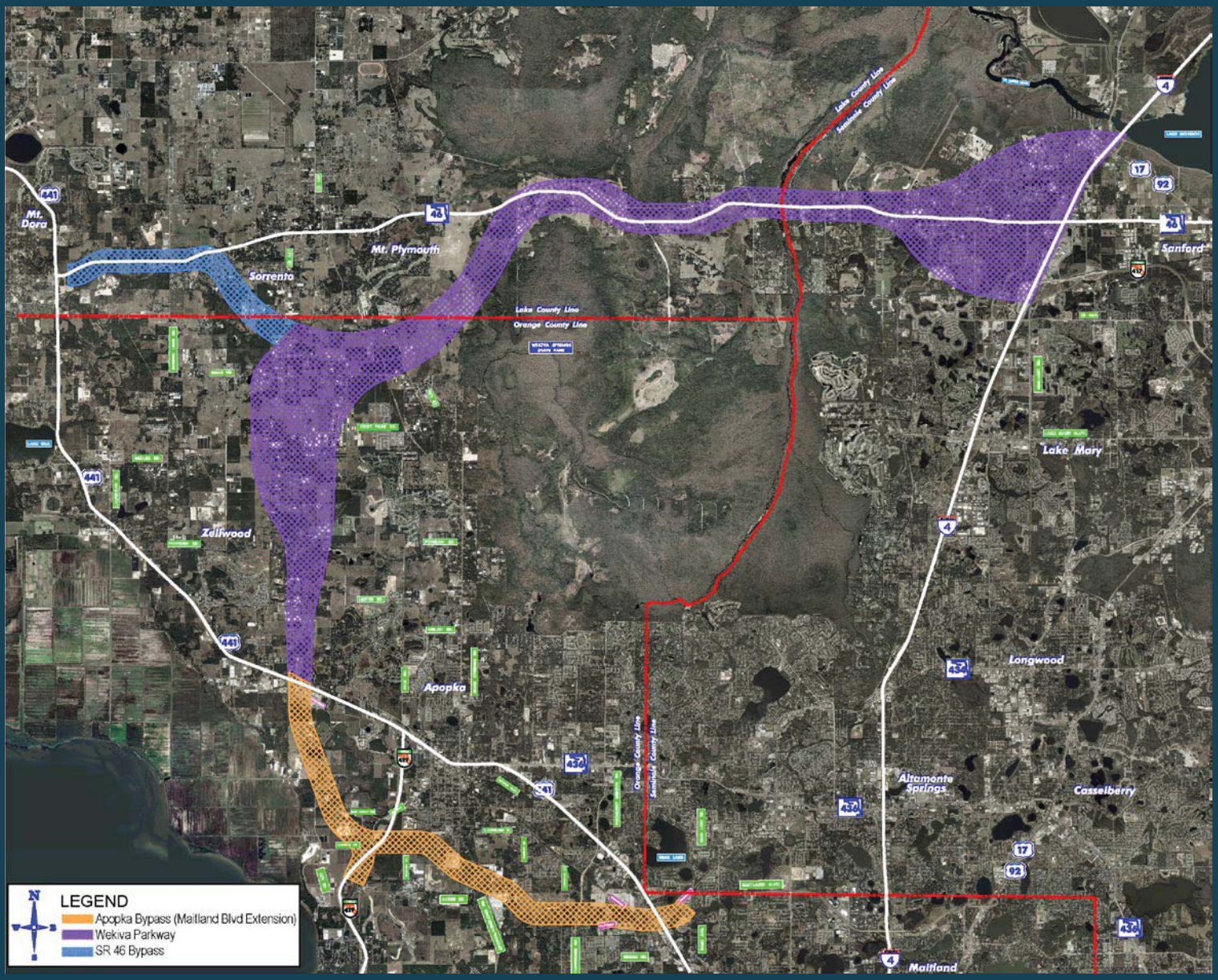
10. The Department of Transportation, using existing authority under Florida Statutes, Chapters 334, 335, and 338, including, but not limited to, sections 334.03, 334.044, 335.02, 335.18, 338.001 and related rules, shall:

Figure 3. Recommended Corridor for the Wekiva Parkway with Potential Interchange Locations



Source: Wekiva Basin Area Task Force, January 15, 2003

Figure 4. SR 429 Working Group Recommended Corridor for the Wekiva Parkway



a. *By January 15, 2004, report to the Governor and Legislature on:*
   (i) *both the feasibility and time frames for acquiring lands identified in Task Force Recommendation 16 through the mitigation bank; and*
   (ii) *any legislation needed to acquire fee-simple or less-than-fee-simple interest in lands in the Wekiva Study Area or Wekiva River Protection Area in excess of that which may be required for right-of-way and associated construction of the Wekiva Parkway.*

b. *By November 1, 2004, and in consultation with the Turnpike Enterprise, the Orlando-Orange County Expressway Authority, and the Seminole County Expressway Authority, report to the Governor and Legislature joint recommendations for a funding plan and lead agency for the Wekiva Parkway. The funding plan shall be developed to maximize implementation of the location, design and construction principles included in Task Force Recommendations 2, 3, 4, 6, and 7.*

c. *At the appropriate time, assure that future planning for improvements to SR 44 considers Task Force Recommendation 10.*

d. *By December 1, 2003, the Department of Transportation shall present its preliminary recommendations developed pursuant to paragraph 10a, to the Committee and state, regional and federal agencies and request their comments. The Department shall consider comments from the Committee and affected citizens and the state, regional and federal agencies in developing its final recommendations to the Governor and Legislature.*

Subsection 10.a of the Executive Order references four (4) parcels listed in Recommendation 16 of the Wekiva Basin Area Task Force Report issued on January 15, 2003. The four parcels: Neighborhood Lakes (1,587 acres), Seminole Woods / Swamp (approximately 5,500 acres), New Garden Coal (1,643 acres), and Pine Plantation (approximately 700 acres) and their location within the Wekiva-Ocala Greenway project boundary are highlighted on ***Figure 5***.

Since issuance of the Executive Order, the Department of Transportation has coordinated closely with a number of state agencies including the Department of Environmental Protection, St. Johns River Water Management District and Orlando-Orange County Expressway Authority. Additionally, the Department of Transportation obtained information and input from staff members of various local governments including Orange County, Lake County and the City of Apopka. The alternative strategies were presented to the Committee November 5, 2003 and December 17, 2003.

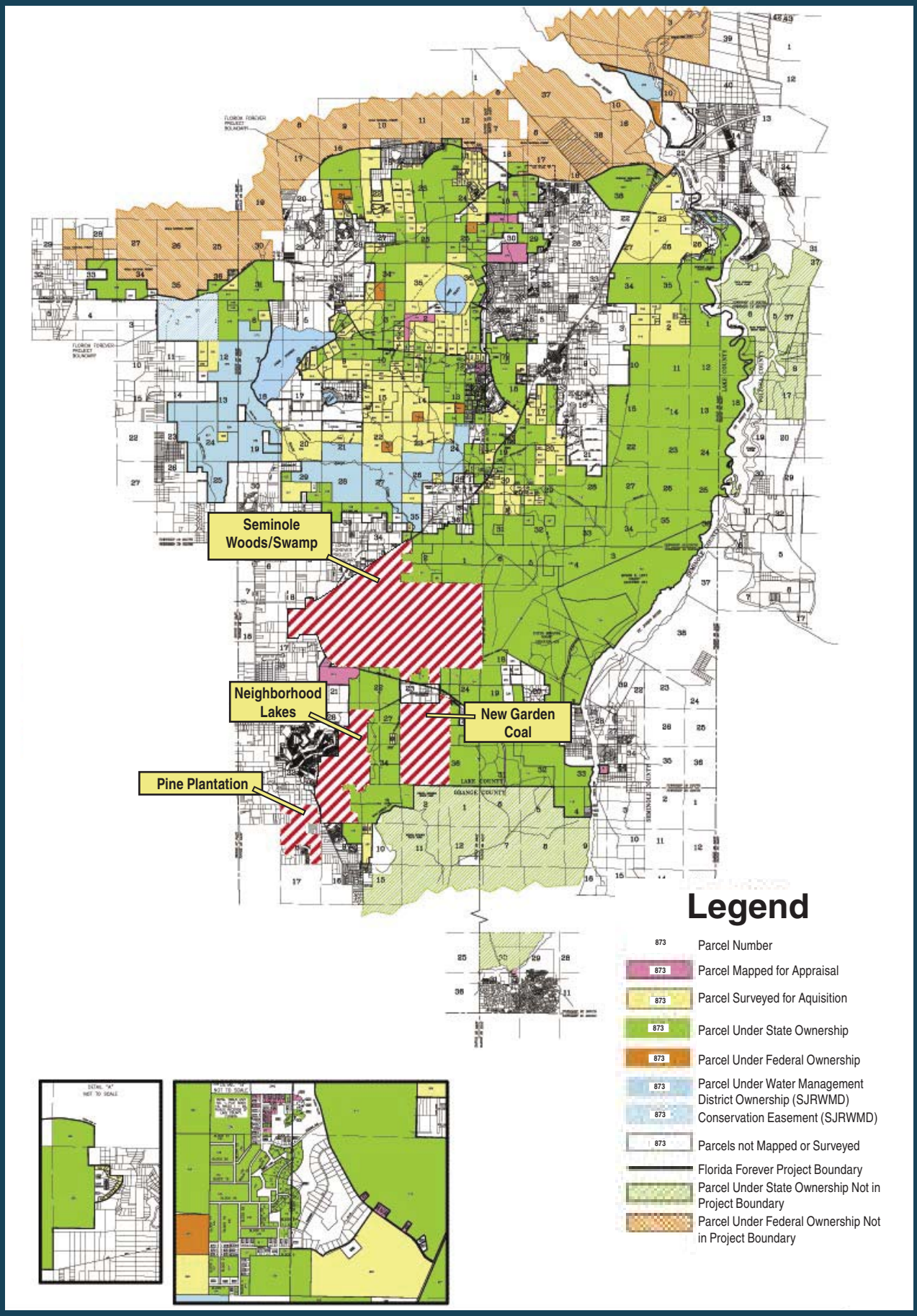
The strategy endorsed by the Committee and its details are: Department of Transportation recommended Alternative 4, legislative action for Department of Transportation acquisition of the parcels and both Department of Environmental Protection and St. Johns River Water Management District concurred with this recommendation. The Wekiva River Basin Coordinating Committee reached a consensus to support the legislative action strategy.

In addition to the legislative action, the agencies are continuing to coordinate on a funding program for the land acquisition. Due to the limited resources available to the agencies, it may be necessary to include a special appropriation from the Florida Legislature to "jump start" the acquisition process.

<u>Recommendation 3</u>: The Committee endorses the following recommendations of the Wekiva Basin Area Task Force, *Appendix D*:

- ***Task Force Recommendation 5:*** **Legislation Authorizing and Funding for Acquisition; and,**
- ***Task Force Recommendation 6:*** **Land Acquisition and Mitigation of Impacts Prior to Construction.**

Figure 5. Wekiva-Ocala Greenway Florida Forever Project Boundary



Consistent with Recommendation 16 of the Wekiva Basin Area Task Force, the Committee recommends initiation of legislative action and the appropriation of funds to expedite acquisition of Neighborhood Lakes, Seminole Woods/ Swamp, New Garden Coal, and Pine Plantation. Cooperative efforts should be initiated by the Department of Transportation, the Department of Environmental Protection, the St. Johns River Water Management District, and other land acquisition entities to purchase conservation land surrounding or adjacent to Wekiva Parkway as the alignment has been modified by the SR 429 Working Group with special emphasis on high quality wetland and upland habitat in Orange and Lake County as shown in *Figure 6*.

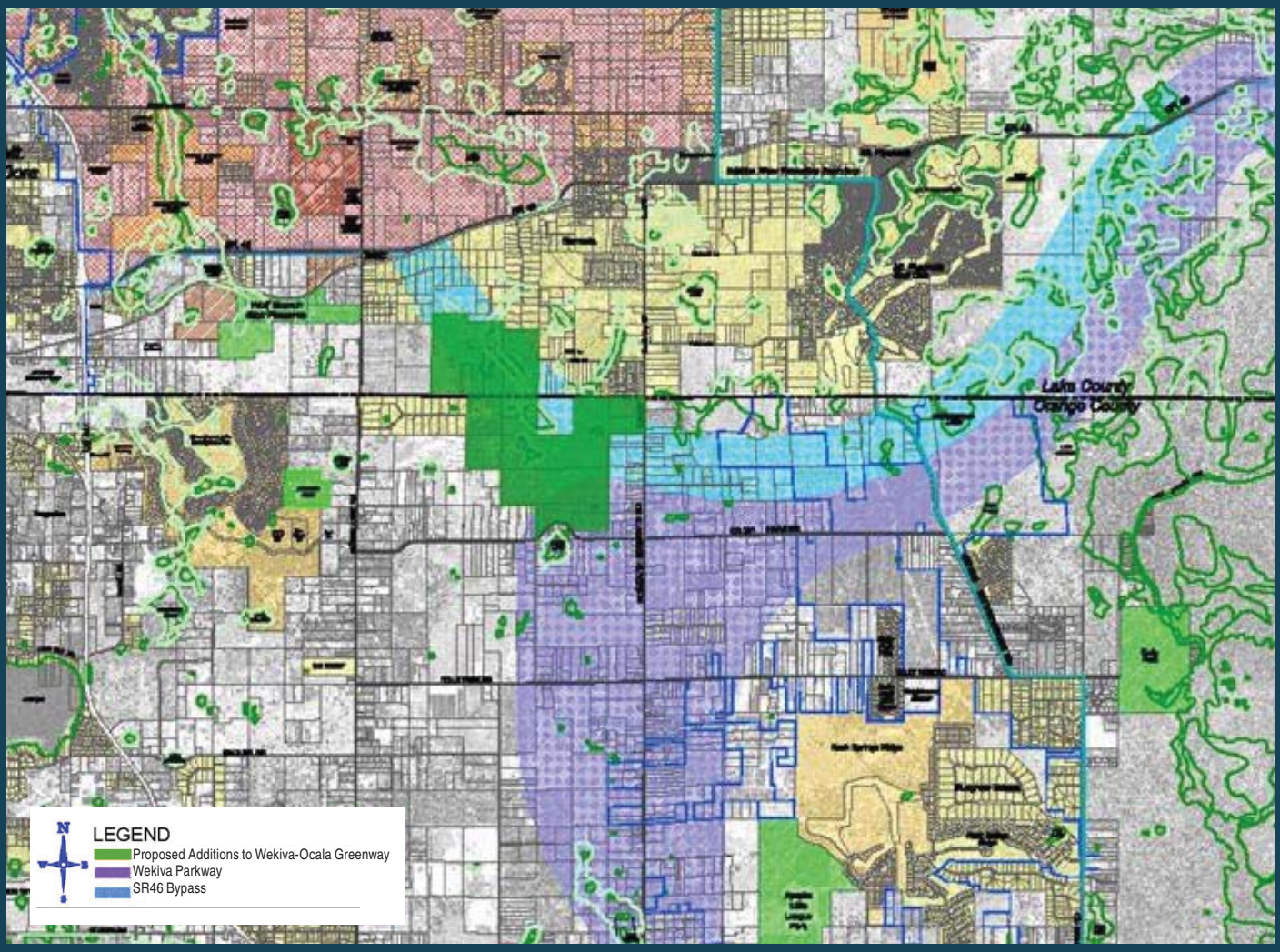
The Committee also recommends the Board of Trustees amend the Wekiva-Ocala Greenway Florida Forever project boundary to include the Pine Plantation parcel as shown on *Figure 5* and wetland and upland (including Scrub Oak) parcels as shown on *Figure 6*.

Legislation should define: the need to acquire the four parcels, including right-of-way acquisition and mitigation of environmental impacts; the Department of Transportation as the acquiring agency; and, the funding partnerships between agencies, including the Department of Transportation, the Department of Environmental Protection, the St. Johns River Water Management District, and other land acquisition entities to expeditiously complete the acquisitions.

The Department of Transportation should initiate the acquisition process, including appraisals. Land acquired by the Department of Transportation that is not required for highway use should be transferred to the Department of Environmental Protection for management under the Wekiva-Ocala Greenway project.

Implementation Strategy: *The Committee recommends initiation of legislative action that specifies the Department of Transportation as the lead agency and provides a special appropriation of non-recurring dollars to initiate the acquisition process. Consistent with Task Force Recommendation 5, the Committee recommends coordination of a funding plan and multi-agency partnership including local governments to acquire these properties. In addition to road right-of-way and mitigation purposes, the Committee further recommends that lands owned by the State and other public entities shall be limited to traditional conservation uses appropriate for lands acquired under the Florida Forever Program.*

Figure 6. Proposed Additions to Wekiva-Ocala Greenway



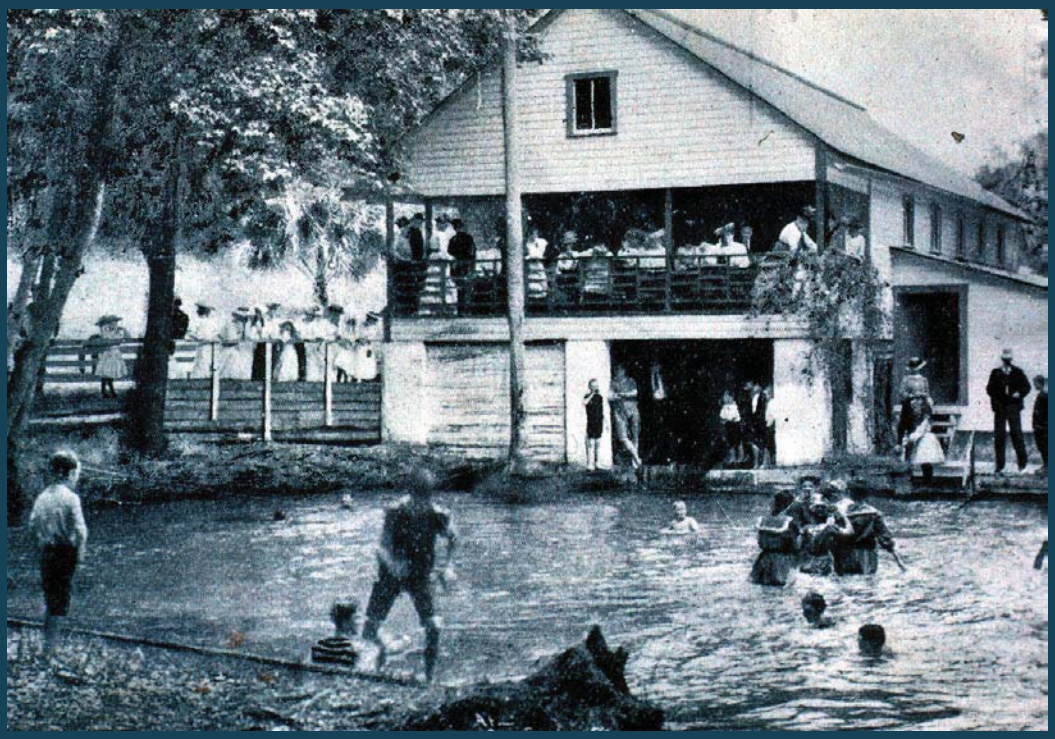
Protect The Wekiva River Basin Environment

In general, Florida springs, whether found in urban or rural settings, public parks or private lands, are threatened by actual and potential flow reductions and declining water quality. Since the 1960s, scientists have documented a decline in water quality and water quantity in a number of springs. While some of the decline in quantity is tied to changes in rainfall, Florida's population quadrupled from 1950 to 1990 and there has been an unavoidable increase in water use, as well as extensive land use changes. As a result of climate patterns and population changes, over the past thirty years, many of Florida's springs have begun to exhibit signals of distress, including increasing nutrient loading and lowered water flow. The nature and magnitude of threats to a spring vary according to land use practices and the geology within each springshed.

There are 27 known springs in the Wekiva River basin. The springshed for these springs or the land area that contributes recharge to the aquifer from which springs discharge, is approximately 300,000 acres. Each spring is vastly different in environmental and cultural setting, making the entire system one of the State's most valuable environmental and water resource. Of the 27 springs, 19 are within public ownership and eight are on private property. The largest spring is Wekiwa Spring, a second magnitute spring, with a long-term average discharge of 43 million gallons a day (mgd) followed by Rock Spring, a second magnitude spring, with an average discharge of 38 mgd. The remaining 25 springs are small with discharges less than 26 mgd. However, it is estimated these springs contribute a combined flow of 71 mgd to the Wekiva River basin surface water system. Periodic discharge measurements for Wekiwa Springs and Rock Springs go back as far as the 1930s. The historic discharge measurements for these springs show that spring discharges can experience significant variation in flow within years, and from year to year.

Along with this observed variability, springflows were generally increasing from the 1930s with the highest flows occurring in the early 1960s following several major hurricanes. Since then springflows have experienced some decline. Up to now, the observed variability and trends in springflows can be explained by rainfall variation and decreases in aquifer storage due to increased withdrawals and reduced recharge.

Minimum flows, expressed as a minimum average, have been established for many of these springs. Although data from the St. Johns River Water Management District shows that the mean flow through Wekiwa Springs has declined from 80 cubic feet per second (cfs) in the 1960s to a little more than 60 cfs, and at Rock Springs the flow has decreased from nearly 70 cfs in the 1960s to 50 cfs, under



Wekiwa Springs, 1910, Source Unknown

current conditions spring flows are above minimum flows. However, springflows are projected to fall below minimum flows at some of the springs in the future if projected water supply needs for the 20-year planning horizon are met from groundwater alone.

The springshed itself is highly varied in topography, land use and hydrologic character. Generally, the springs are located in the lower elevations where water pressures in the Floridan aquifer supply the driving force for spring discharge. While to the west in the higher topographic elevations of the springshed the character of these lands are considered high recharge areas to the Floridan aquifer.

Historically, the springshed has been dominated by agricultural land use in the form of citrus and pasture. After the severe freeze of 1983-84 much of the land remained unplanted. As the metropolitan Orlando area grew, much of the agricultural and undeveloped lands were converted to residential and urban development. By 2000, 80,000 acres of agriculture were converted to other land uses of which 32,000 acres had been converted to urban residential use.

The groundwater that feeds springs is recharged by seepage from the surface and through direct conduits such as sinkholes. Because of this, the health of spring systems is directly influenced by activities and land uses within the spring recharge basin. Numerous studies by Florida's water management districts and the United States Geological Survey clearly demonstrate contamination attributable to changes in land use. In other words, what occurs on the land directly and indirectly affects the quality and quantity of water moving through the subsurface conduits.

Water can carry contaminants from the land surface through the subsurface conduits into the groundwater and springs. Stormwater

runoff can carry oil, fertilizer, pesticides, and bacteria. Septic tanks, wastewater effluent discharging to groundwater and leaking underground storage tanks can contribute nutrients, bacteria and chemicals via seepage. This contamination seeps to the groundwater and travels to the spring. Increased nutrients, including soluble forms of nitrogen, essentially fertilize the water in springsheds. Nitrogen arrives from numerous sources: animal wastes; automobile and industrial exhaust; and lawn, golf course or agriculture field fertilization. While these nutrients are required by aquatic organisms for growth and reproduction, when they make their way into groundwater and surface waters at higher than natural levels, problems often arise.

The quantity of water feeding a spring and its corresponding discharge can also be dramatically affected by land use. The natural flow of water to springs is controlled by complex interactions. These include the amount and frequency of rainfall, the porosity and permeability of the aquifer, the hydrostatic head within the aquifer, and the hydraulic gradient of the land. Flows can be reduced by drought or eliminated by over-pumping water from the aquifer for irrigation or potable water needs. Any of these negative impacts are unlikely to remain confined to a spring.

Springs and groundwater once damaged by overuse can be restored through good stewardship, including effective planning strategies and best management practices (BMPs) to preserve and protect the spring and its springshed. Prudent land use planning decisions can protect and improve water quality and quantity, as well as upland resources of a springshed. Managing land use types and their allowable densities and intensities of development, followed by specific site planning to further minimize impacts, rank as an important goal.

Water quality in Wekiwa Springs and Rock Springs has changed over time. Early records (prior to 1961) for Wekiwa Springs and Rock Springs indicate that nitrate-nitrogen concentrations were below .8 mg/L. During the past three decades, nitrate-nitrogen concentrations increased to a high of 2 mg/L at Wekiwa Springs in 1995 and a high of 1.84 mg/L at Rock Springs. Under current conditions, nitrate-nitrogen concentrations at both springs are between 1 and 2 mg/L, substantially above background levels (0.2 mg/L) for the Floridan aquifer system. The nitrate-nitrogen levels at these springs are approximately 50 to 100 times higher than the levels in the near pristine springs found in the Ocala National Forest.

Limited data suggest that the sources of the nutrients are derived from fertilizers alone or a combination of fertilizers along with human or animal wastes. Nitrates are nutrients that feed aquatic plants in springs and spring runs. They cause rapid growth of nuisance algae forming obnoxious mats above and below the surface. The algae also turns the clear blue water cloudy green and coats native eelgrass.

The nitrates that feed algae growth in the Wekiva River Basin, come from fertilizers, thousands of septic tanks and 46 sewage treatment facilities that discharge treated wastewater to groundwater.

State groundwater quality standards are set at the public water drinking standard of 10 mg/L. Although the nitrate-nitrogen concentrations recorded at springs have not violated state groundwater quality standards, these standards may not adequately address declines in ecological health. For this reason, scientific studies are underway to document the relationship of observed declines in the ecological health of spring systems when nitrate-nitrogen levels are substantially elevated above background levels.

Effects of nutrient enrichment include an increase of exotic aquatic plants and algae species, such as Lyngbya, water hyacinth, water lettuce, elephant ears, torpedo grass and paragrass. Nitrates have caused other ecological changes in springs including

declines in apple snail populations which result in declines in limpkins that feed on the apple snail. Limpkin populations have declined in the Wekiva River Basin from 43 pair reported in a 1992 survey, to 28 pair in 2002.

Florida's planners and water managers face an ongoing struggle: to continue to allow development with a plentiful supply of clean drinking water while maintaining spring water quality and discharge. The mounting challenges of accommodating Florida's rapid population growth demand effective tactics to protect our world-renowned springs.

Improving and Assuring Protection of Surface Water and Groundwater Resources

The Committee's recommendations and implementation actions, when taken as a whole, are intended to achieve the objective of improving and assuring protection of surface water and groundwater resources.

To sustain surface water resources, the volume of water discharging to surface waters from new development should be managed to sustain a healthy, functioning ecosystem. Water from point and non-point sources must be adequately treated before discharging to surface waters.

To sustain groundwater resources, the volume of recharge that occurs after development must be no less than the volume before development. Recharge must be adequately treated consistent with the rules of the Department of Environmental Protection and the St. Johns River Water Management District.

The quality of surface waters and groundwater recharge should be improved, where possible, by addressing existing problems.

The St. Johns River Water Management District was directed by Executive Order 03-112 to review its permitting rules to determine whether additional criteria specific to the Wekiva Study Area was appropriate to protect the water quality and flow of springs and prepare a report of its findings. In its report the St. Johns River Water Management District recommended that it undertake the following actions:

1. The St. Johns River Water Management District will initiate rulemaking to amend the recharge criteria in Rule 40C-41.063(3), Florida Administrative Code, to expand the area within which the standard is applied to include the Wekiva Study Area.
2. The St. Johns River Water Management District will initiate rulemaking to adopt a consolidated Environmental Resources Permit (ERP)/Consumptive Use Permit (CUP) permitting process for projects that require both an ERP and a CUP and that involve irrigation of urban landscape, golf course or recreational areas.
3. The St. Johns River Water Management District will complete an assessment of the significance of water uses below the current CUP permit thresholds in the Wekiva Study Area to determine if rulemaking should be initiated to lower CUP thresholds.
4. The St. Johns River Water Management District will conduct an analysis of the impact of redevelopment projects in the Wekiva River basin upon aquifer recharge and consider whether to adopt a rule amendment to require those redevelopment projects exceeding a specified threshold to meet the Wekiva River basin recharge criteria. The effect of redevelopment upon aquifer recharge will be analyzed and then the costs of regulation will be analyzed.

In its report, the Department of Agriculture and Consumer Services in consultation with the St. Johns River Water Management District conducted a review of the rules and regulations affecting agriculture and water resource protection in the Wekiva Study Area. The Department of Agriculture and Consumer Services has promulgated Best Management Practices (BMPs), in accordance with sections 403.067 and 576.045, Florida Statutes, that address all appropriate agricultural practices in the Wekiva Study Area, where needed, for the protection of water resources. When

implemented by agricultural producers, this comprehensive framework provides the assurance that water resources are protected. Also, in accordance with state law, where scientific information is developed that indicates the need for enhanced or site-specific BMPs in the Wekiva Study Area, the Department of Agriculture and Consumer Services is committed to develop and implement such BMPs.

The Total Maximum Daily Load (TMDL) program administered by the Department of Environmental Protection has been established to improve impaired water bodies. ***Figure 7*** delineates impaired surface water bodies of the Ocklawaha and Middle St. Johns Basins, located within the Wekiva Study Area, that do not meet water quality standards. The Wekiva River, located in the Middle St. Johns Basin, has been designated impaired for dissolved oxygen. The Environmental Protection Agency (EPA) has approved the designation of impaired water bodies for the Ocklawaha Basin. The majority of TMDLs were established in 2003. For the Middle St. Johns Basin, the list of impaired water bodies has been submitted to the EPA for approval, TMDLs will not occur until 2008.

The types of actions that may be required to achieve a TMDL include reduction and treatment of urban stormwater runoff through stormwater retrofits, replacement of septic tanks, improvement of development design and construction, implementation or enhancement of best management practices including reduction and treatment of agricultural runoff through best management practices, reduction of pollutant loads from permitted discharges, and carrying out water body restoration projects. The Department of Agriculture and Consumer Services will be the lead agency in coordinating reduction of agricultural non-point sources of pollution.

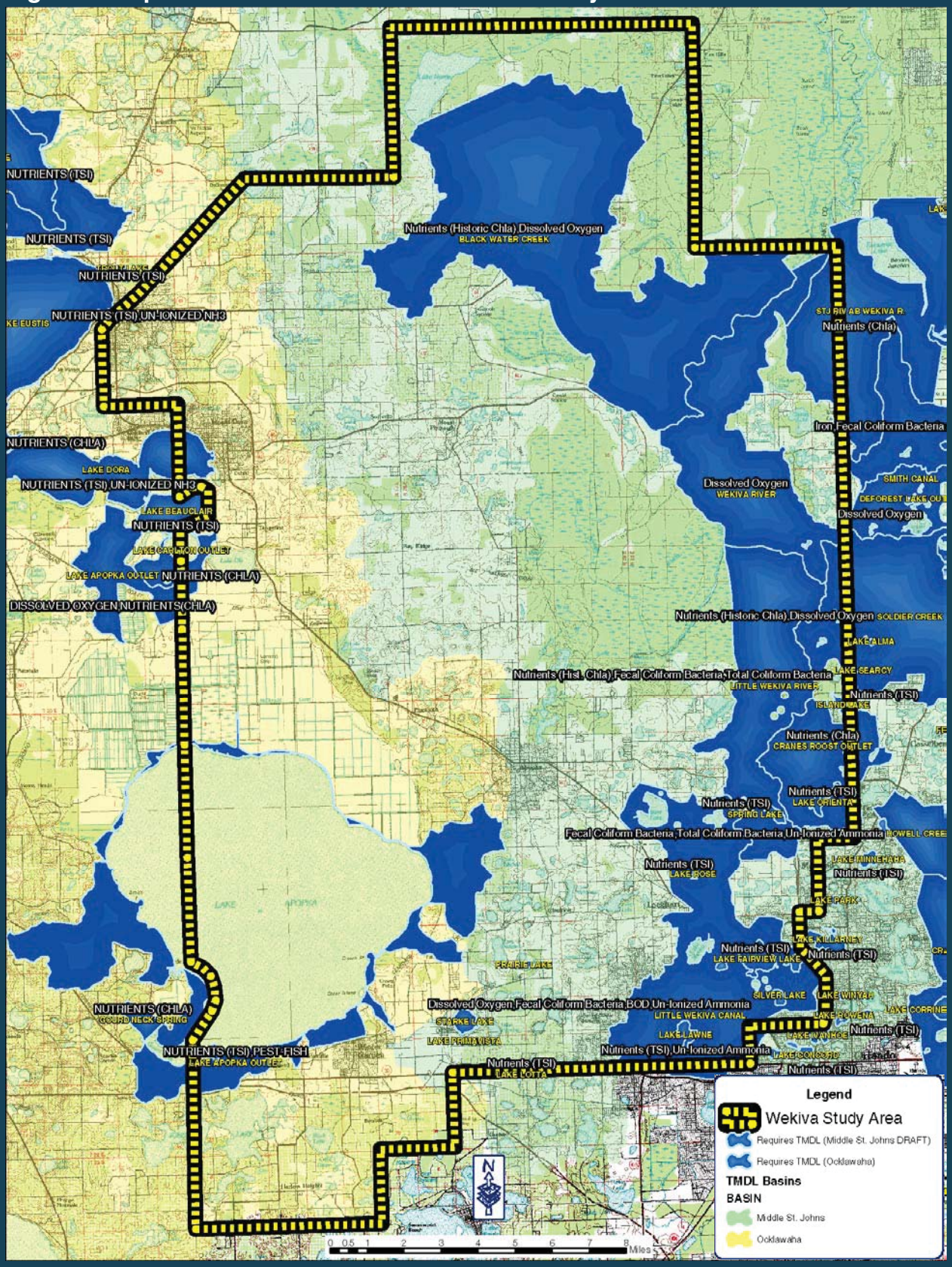
Water Quantity and Quality

Recommendation 4: The Committee endorses the St. Johns River Water Management District's recommendations. However, the Committee recommends the St. Johns River Water Management District's Recommendation 1 be modified so post-development recharge volume conditions within the Wekiva Study Area approximate pre-development recharge volume conditions. The St. Johns River Water Management District should study and undertake rulemaking to accomplish this standard on a development-specific basis. The Committee further recommends the St. Johns River Water Management District update the minimum flow and level standards for Rock Springs and Wekiwa Springs by December 1, 2007. The St. Johns River Water Management District should also revise the consumptive use permit thresholds in the Wekiva Study Area to address proposed water withdrawals above 50,000 gallons per day. Revisions to the consumptive use thresholds should provide for a general permit, if possible, and include a transition period that allows continued access to water supply for users that were not previously subject to the permitting process.

> ***Implementation Strategy:*** *The Committee recommends the St. Johns River Water Management District, working in conjunction with the Department of Environmental Protection, initiate rulemaking by March 1, 2005, as supported by the studies necessary to implement this Recommendation. In the interim, the Committee recommends, for all recharge lands within the Study Area, the St. Johns River Water Management District adopt the recharge criteria in Rule 40C-41.063(3), F.A.C. (i.e., the three-inch (3") standard or an alternative engineering analysis) for on-site stormwater management.*

Recommendation 5: The Committee recommends, where needed to achieve reductions in agricultural non-point source pollutants, the Department of Agriculture and Consumer Services study and undertake rulemaking for new or revised best management practices for improving and protecting water bodies, including those

Figure 7. Impaired Water Bodies in the Wekiva Study Area



basins with impaired water bodies addressed by the Total Maximum Daily Loads (TMDL) program.

> ***Implementation Strategy:*** *The Department of Agriculture and Consumer Services will be the lead agency in coordinating reduction of agricultural non-point sources of pollution.*

Recommendation 6: The Committee recommends the St. Johns River Water Management District establish Pollution Load Reduction Goals (PLRGs) by December 1, 2005, to assist the Department of Environmental Protection in adopting PLRGs and TMDLs by December 1, 2006.

> ***Implementation Strategy:*** *The Department of Environmental Protection should coordinate with the St. Johns River Water Management District to expedite the adoption of these PLRGs and TMDLs.*

Recommendation 7: The Committee recommends each local government within the Wekiva Study Area develop a Master Stormwater Management Plan that: assesses existing problems and deficiencies in the community; identifies projects to meet long range needs; establishes priorities to address existing deficiencies; establishes measures to address redevelopment; establishes a schedule to complete needed improvements; evaluates the feasibility of stormwater reuse; and includes requirements for inspection and maintenance of facilities. The Plan should also identify a funding source, such as a stormwater utility fee, to fund implementation of the plan and maintenance program. In addition, the Committee recommends local governments establish a water reuse and irrigation program that allows for reuse of stormwater to minimize pumpage of groundwater for non-potable usage. Local governments should amend the appropriate elements of the comprehensive plan, including the capital improvements element, to ensure implementation of the Master Stormwater Management Plan and to address pollution load reductions necessary in conjunction with the TMDL program.

> ***Implementation Strategy:*** *The Committee recommends legislation requiring each local government to amend the appropriate elements of the comprehensive plan, including the capital improvements element, to ensure, through its local development regulations, implementation of the Master Stormwater Management Plan and to address, in conjunction with the TMDL program, necessary pollution load reductions.*

Recommendation 8: The Committee finds significant issues have been raised about the sufficiency of existing water quality standards to protect surface and groundwater in the Wekiva Study Area. Accordingly, the Committee recommends the Department of Environmental Protection study and undertake rulemaking addressing water quality and wastewater treatment standards, if required, to achieve nitrogen reduction using best available technologies to protect water quality within the Wekiva Study Area.

> ***Implementation Strategy:*** *The Department of Environmental Protection should study and report to the Governor and the Department of Community Affairs, no later than December 1, 2004, the efficacy and applicability of water quality and treatment standards needed to achieve nitrogen reduction protective of water quality within the Wekiva Study Area. Based upon the conclusions of this report, the Department of Environmental Protection shall, as appropriate:*
>
> 1. *By March 1, 2005, initiate rule-making to achieve nitrogen reduction protective of water quality; or*
>
> 2. *Recommend legislation for additional statutory authority needed to implement the report recommendations.*

Recommendation 9: The Committee recommends the Department of Health, in coordination with the Department of Environmental Protection, study and, where necessary, undertake rulemaking to achieve nitrogen reduction for on-site disposal systems to protect water quality within the Wekiva Study Area.

Implementation Strategy: *The Department of Health, in coordination with the Department of Environmental Protection, should study and report to the Governor and Department of Community Affairs, no later than December 1, 2004, the efficacy and applicability of on-site disposal system standards needed to achieve nitrogen reduction protective of water quality within the Wekiva Study Area. In conducting this study, the Department of Health shall consider:*

- *For new developments within the Wekiva Study Area, and any existing development within the Wekiva River Protection Area, using on-site disposal systems, a more stringent level of wastewater treatment, including the use of multiple tanks to combine aerobic and anaerobic treatment (i.e., as required in the Florida Keys) to reduce the level of nitrates (< 10 mg/L).*

- *The implementation of a septic tank maintenance and inspection program. In developing a septic tank inspection and maintenance program [1], the Department of Health should consider:*

  1. *Upgrading grandfathered on-site disposal systems permitted prior to 1982 to meet minimum Department of Health standards;*

  2. *Replacing failing systems and systems not meeting current standards; and*

  3. *Funding mechanisms for supporting a septic tank inspection and maintenance program.*

Based upon the conclusions of this report, the Department of Health shall, as appropriate:

1. *By March 1, 2005, initiate rule-making to achieve nitrogen reduction protective of water quality; or*

2. *Recommend legislation for additional statutory authority needed to implement the report recommendations.*

Wildfire Management for Habitat and Wildlife Protection

Recommendation 10: The Committee recommends the agency conducting a prescribed burn coordinate any smoke management concerns with law enforcement agencies (FHP, Sheriff's Office, etc.) and transportation agencies with jurisdiction over the specific highway. The appropriate transportation agency shall exercise its authority to implement procedures for temporary traffic speed reductions, detours and road closures to facilitate prescribed burns in maintaining healthy vegetative communities on conservation lands in the Wekiva Study Area while maintaining public safety. The procedures should include the ability to notify motorists with variable message signs in coordination with FHP and other appropriate law enforcement agencies.

Implementation Strategy: *The Division of Forestry within the Department of Agriculture and Consumer Services shall take the lead to work with other agencies conducting controlled/prescribed burns to develop coordination strategies and procedures with law enforcement and transportation agencies.*

[1] Similar programs can be found in the Green Swamp Area of Critical State Concern and Escambia County

Promote Innovative Planning and Development

To assist the Committee in meeting its charge, the Department of Community Affairs, in consultation with the Department of Environmental Protection, the Department of Agriculture and Consumer Services, and the St. Johns River Water Management District, evaluated the efficacy of existing local plans and land development regulations to protect the surface water and groundwater resources of the Wekiva Study Area, and reported its findings to the Committee. The Department presented an inventory and evaluation of local government comprehensive plan and land development regulation strategies and techniques for the following areas: future land use; coordination of planning activities; and protection of water quality and water quantity. The Department also recommended enhanced comprehensive planning and land development regulations based on the findings of the efficacy report.

In addition to the Committee recommendations for local government protection of water resources through stormwater management planning and wastewater facility planning, the Committee agreed to recommendations in four broad areas to promote innovative planning and development including: coordination of planning; land use strategies; public education; and, best management practices.

Coordination of comprehensive plans and the Regional Water Supply Plan is important for protection of water resources and to promote the continuity of effective planning and development. Local government water supply work plans are currently required to be adopted by January 1, 2005, prior to the St. Johns River Water Management District completion of its update to the Regional Water Supply Plan due by 2005.

The types of land uses within the Wekiva Study Area dictate the health of the Wekiva River System. Planned community initiatives that promote sustainable growth and patterns of development that optimize open space through density credits or incentives that protect recharge lands and native vegetation, and promote water reuse and conservation are crucial for protecting the Wekiva River spring system. Public education and best management practices that minimize impacts to the quality and quantity of recharge, including agricultural practices and landscape designs that conserve water resources and reduce the need for fertilizers and pesticides, and low impact development techniques, such as clustering of development and non-structural stormwater management practices that reduce impervious surfaces and incorporate water re-use, should be encouraged.

Coordination of Planning

Recommendation 11: To assure orderly and timely coordination of comprehensive planning and municipal annexation throughout the Wekiva Study Area, the Committee recommends the City Commission of the City of Apopka and the Orange County Commission convene a joint meeting of the Commissions to address the subject of coordinated planning and municipal annexation. In the event either Commission declines to participate, the Committee recommends the other Commission initiate conflict resolution proceedings pursuant to Chapter 164, Florida Statutes.

Recommendation 12: The Committee recommends through their review of local government comprehensive plan amendments, pursuant to Section 163.3184, Florida Statutes, the Department of Community Affairs and the St. Johns River Water Management District assure amendments that increase development potential demonstrate adequate potable water consumptive use permit capacity is available. To provide local governments the opportunity to use the 2005 regional water supply plan, by January 1, 2006, and thereafter, the comprehensive plan should include an up-to-date 10-year water supply facility work plan for building potable water supply facilities necessary to serve existing and new development and for which the local government is responsible.

The Committee further recommends local governments coordinate with the St. Johns River Water Management District and other public and private utilities, on a county-wide or multi county-wide basis, to implement cooperative solutions for development of alternative water sources necessary to supplement groundwater supplies consistent with the Regional Water Supply Plan. The St. Johns River Water Management District, local governments and public and private utilities should use consistent projections of population and development to forecast water supply demand.

Implementation Strategy: *The Committee recommends amending Chapters 163, Part II, and 373, Florida Statutes, to coordinate water supply and comprehensive planning as stated above. The St. Johns River Water Management District shall continue to assist local governments with development of alternative water supply sources, their water supply facility work plans, water conservation efforts, funding of alternative water supply projects which contribute to regional solution, and ensuring the use of consistent and coordinated population projections used to forecast anticipated water supply demand for use in comprehensive planning.*

The Committee recommends to the Florida Legislature a statewide funding program to address the development of alternative water sources to resolve regional water supply issues. This funding should not come from state land acquisition programs. The Committee further recommends the St. Johns River Water Management District undertake a study to determine the amount of water being exported from the Wekiva Study Area for the use by utilities with service areas outside of the Wekiva Study Area. The study should determine if the export of water outside the Study Area has an adverse impact on water resources within the Basin. If the District determines the export of water is causing adverse impacts on the Basin, the District shall recommend specific corrective actions to address the adverse impacts.

Land Use Strategies

Recommendation 13: The Committee recommends, within joint planning areas and utility service areas where central wastewater systems are not readily available, local governments be required to develop a wastewater facility plan. The facility plan shall include the delineation

of areas within the utility service area that are to be served by central facilities within 5 years, a financially feasible schedule of improvements, infrastructure work plan to build the facilities needed to implement the facility plan, including those needed to meet enhanced treatment standards adopted by the Department of Environmental Protection, and a phase out of existing on-site septic tank systems where central facilities are available. The facility plan should also include a long-range component addressing service of the joint planning area or utility service area. In addition, the Committee recommends that local governments establish a water reuse program that allows for reuse of reclaimed water to minimize pumpage of groundwater for non-potable usage.

Implementation Strategy: *The Committee recommends legislation requiring each local government with joint planning areas and utility service areas within the Wekiva Study Area adopt a Wastewater Facility Plan as recommended above. The Committee further recommends, for those basins where the Total Maximum Daily Loads (TMDL) program requires reductions in point source pollutants or as required by legislation for enhanced treatment standards, local governments update their wastewater facility plans.*

Recommendation 14: The Committee recommends local governments amend their comprehensive plans to establish land use strategies that optimize open space and promote a pattern of development on a jurisdiction-wide basis that protects most effective recharge areas, karst features, and sensitive natural habitats including Long Leaf Pine, Sand Hill, Sand Pine Scrub and Xeric Oak Scrub. Such strategies shall recognize protected property rights and the varying circumstances within the Wekiva Study Area including urban and rural land use patterns. Local comprehensive plans should map, using best available data from the St. Johns River Water Management District and the Florida Fish and Wildlife Conservation Commission, recharge areas and sensitive upland habitats for this purpose. Local governments should be given flexibility to achieve this objective through comprehensive plan strategies that may include: density credits and density incentives which result in permanent protection of open space; coordinated greenway plans; dedication of conservation easements; land acquisition; clustering of development; and low to very low density development. Local governments, with the assistance of the Division of Forestry, should develop strategies for wildfire protection and management of open space, including where clustered development occurs in fire adaptive vegetative communities.

Implementation Strategy: *The Committee recommends legislation directing local governments in the Wekiva Study Area to adopt comprehensive plan amendments that incorporate land use strategies that will optimize open space and promote a pattern of development on a jurisdiction-wide basis that protects most effective recharge areas, karst features, and sensitive natural habitats including Long Leaf Pine, Sand Hill, Sand Pine Scrub and Xeric Oak Scrub. Comprehensive plan amendments to establish land use strategies shall be adopted by January 1, 2006, and shall be exempt from the two per year comprehensive plan amendment restriction. Implementing regulations shall be adopted no later than January 1, 2007.*

Recommendation 15: In recognition of the need to balance resource protection, existing infrastructure and improvements planned or committed as part of approved development consistent with existing municipal or county comprehensive plans and economic development opportunities, the Committee recommends planned community development initiatives that assure protection of surface and groundwater resources while promoting compact, ecologically and economically sustainable growth be encouraged. Small area studies, sector plans, or similar planning

tools should support these community development initiatives. In addition, the Committee recommends the Department of Community Affairs make available best practice guides that demonstrate how to balance resource protection and economic development opportunities.

Best Management Practices

Recommendation 16: The Committee recommends local comprehensive plans, through land development regulations, require the use of best management practices for landscaping, general construction, and golf course siting, design and management. The relevant BMP publications and a summary of the key practices are identified in *Appendix E*.

The Committee recommends local governments encourage the use of best management practices for agriculture. For agricultural best management practices the Committee recommends local governments consult with the Department of Agriculture and Consumer Services to identify appropriate best management practices. Following such consultation, if needed, the Department of Agriculture and Consumer Services shall develop and adopt appropriate best management practices. Local governments may include the need to apply agricultural best management practices adopted by the Department of Agriculture and Consumer Services in a comprehensive plan amendment, and may reference these specific adopted practices in a land development regulation.

Implementation Strategy: *The Committee recommends local government comprehensive plans and land development regulations encourage the use of appropriate best management practices adopted by the Department of Agriculture and Consumer Services.*

Public Education

Recommendation 17: The Committee recommends promoting public education of the Florida Yards and Neighborhood Program, the St. Johns River Water Management District's Water Conservation Initiative, and landscaping and lawn best management practices for protection of water resources as outlined in the Florida Green Industries, *Best Management Practices for Protection of Water Resources in Florida*.

Implementation Strategy: *The Committee recommends the St. Johns River Water Management District and the East Central Florida Regional Planning Council implement this recommendation.*

IMPLEMENTATION

Executive Order 03-112 directs the Committee to include recommendations for agency coordination and for implementing the identified land use planning strategies and development standards in communities within the Wekiva Study Area. The recommendations are to include an implementation schedule and provisions for monitoring the implementation activities. The Committee recommendations will be implemented through legislation, including requirements for amendments to local government comprehensive plans and land development regulations that are necessary to implement the recommendations. In addition, the Committee is recommending the creation of an oversight committee to assist with agency coordination and to monitor implementation.

Attached is a schedule summarizing the timeframes for reports established in the Executive Order, the meeting dates where the Committee considered the reports, and additional reporting timeframes adopted by the Committee to implement the Final Report's recommendations.

Recommendation 18: The comprehensive plan amendments necessary to implement these recommendations shall be adopted by January 1, 2006, and shall be exempt from the two-per-year comprehensive plan amendment restriction. Implementing land development regulations shall be adopted no later than January 1, 2007. During the period prior to adoption of the comprehensive plan amendments required by this report, any local comprehensive plan amendment adopted by a city or a county that applies to land located within the Wekiva Study Area shall protect surface and groundwater resources and be reviewed by the Department of Community Affairs, pursuant to Rule 9J-5, F.A.C., using best available data, including the information presented to the Wekiva River Basin Coordinating Committee.

Recommendation 19: The Committee recommends the Wekiva River Basin Commission be established and authorized to monitor and ensure the implementation of state, regional and local efforts consistent with the Committee's recommendations. The Commission shall report annually to the Governor, the Florida Legislature and the Department of Community Affairs on implementation progress and recommendations for funding assistance to local governments required for planning and implementation.

Implementation Strategy: *The Committee recommends the Florida Legislature create the Commision consistent with this recommendation and the East Central Florida Regional Planning Council provide staff support to the Commission with funding assistance from the Department of Community Affairs. To assist the Commission in its mission, the regional planning council, in coordination with the applicable regional and state agencies, shall serve as a clearinghouse of baseline or specialized studies through modeling and simulation, including collecting and disseminating data on demographic, economic, and environment of the Wekiva Study Area, including the changing conditions of the Wekiva River surface and groundwater basin and associated influence on the Wekiva River springs.*

Key Reporting Timelines

Wekiva Basin Area Task Force (E.O. 2002-259)

September 26, 2002	Executive Order (E. O.) 2002-259 creates Wekiva Basin Area Task Force
January 15, 2003	Wekiva Basin Area Task Force Final Report

Wekiva River Basin Coordinating Committee (E.O. 2003-112)

July 1, 2003	E.O. 2003-112 directs protection of Wekiva River Basin Area and creates Wekiva River Basin Coordinating Committee
WRBCC Meeting Dates	
August 27 - 28, 2003	By September 1, 2003, WRBCC delineates the Wekiva Study Area, pursuant to E.O. 2003-112, *paragraph 4*.
October 15 -16, 2003	By November 1, 2003, SJRWMD Preliminary Report on Protection of Water Resources in the Wekiva River Basin and DACS Report on Agricultural Uses and Best Management Practices, pursuant to E.O. 2003-112, *paragraph 8.a.*
November 5 - 6, 2003	By November 1, 2003, DCA Report on Efficacy of Local Comprehensive Plans and Land Development Regulations to Protect Water Resources in the Wekiva Study Area, pursuant to E.O. 2003-112, *paragraph 9.a.* By December 1, 2003, DOT Preliminary Report on Feasibility and Timeframes for Land Acquisition and implementing Legislation, pursuant to E.O. 2003-112, *paragraph 10.a.*
SJRWMD Governing Board, December 9, 2003	By December 16, 2003, SJRWMD Final Report to Governor, the Commissioner of Agriculture, Department of Environmental Protection and Department of Community Affairs, pursuant to E.O. 2003 – 112, *paragraph 8.a.*
December 17 –18, 2003	By December 1, 2003, DCA Report on Enhanced Comprehensive Planning and Land Development Regulations, pursuant to E.O. 2003-112, *paragraph 9.a. and 5.*
January 9, 2004	DCA Recommendations on agency coordination, agency coordination, public education and implementation of identified land use planning strategies and development standards, pursuant to E.O. 2003-112, *paragraph 6.* DOT, DEP, SJRWMD and FCT Joint Report on Funding Alternatives for Land Acquisition and Construction of the Wekiva Parkway. By January 15, 2004, DOT Report to Governor and Legislature on Feasibility and Timeframes for Land Acquisition and Implementing Legislation, pursuant to E.O. 2003-112, *paragraph 10.a.*
January 28 – 29, 2004	SR 429 Working Group Final Report and Recommendations, pursuant to E.O. 2003-112, *paragraph 13.* WRBCC Approval of Draft Report and Final Recommendations, pursuant to *paragraphs 5., 6. and 7.* of E.O. 2003-112
January 29, 2004	E.O. 2004 - 10, Extending the Wekiva River Basin Coordinating Committee from February 15, 2003 until March 16, 2004
February 25, 2004	Approval of Final Report
WRBCC Final Report	
March 16, 2004	WRBCC Final Report pursuant to E.O. 2003-112, pursuant to *paragraphs 4., 5., 6. and 7.*, and E.O. 2004 -10

Key Reporting Timelines

Wekiva River Basin Coordinating Committee (E.O. 2003-112)

No date established	Assist Committee with assessment of potential additional demand for water supply and effect on regional water supply, pursuant to E.O. 2003-112, *paragraph 8.b.*
March 31, 2004	SJRWMD Notice of Rule Development, pursuant to E.O. 2003-112, *paragraph 8.a.*
June 15, 2004	DCA Report to the Governor regarding the extent to which Committee recommendations implement requirements of E.O. 2003-112 and progress of local governments toward implementation, pursuant to E.O. 2003-112, *paragraph 9.d.*
November 1, 2004	DOT, in consultation with Turnpike Enterprise, Orlando-Orange County Expressway Authority and Seminole County Expressway Authority, Joint Report on Funding Plan for Wekiva Parkway, pursuant to E.O. 2003-112, *paragraph 10.b.*
Prior to Wekiva Parkway Permits	DEP Report to the Governor and DCA on the progress of completing acquisition of Wekiva-Ocala Greenway, pursuant to E.O. 2003-112, *paragraph 11.a.*

Wekiva River Basin Coordinating Committee Final Report

December 1, 2004	DEP Study on Water Quality and Wastewater Standards, pursuant to *Recommendation 8.*
December 1, 2004	DOH Study on On-site Disposal Systems Treatment Standards and Implementation of Septic Tank Maintenance and Inspection Program, pursuant to *Recommendation 9.*
March 1, 2005	SJRWMD initiate rulemaking for pre and post standard for stormwater and consumptive use thresholds, pursuant to *Recommendation 4.*
No date established	SJRWMD study of export of water outside Wekiva Study Area and impact on water resources within the Basin, pursuant to *Recommendation 12.*
March 1, 2005	DEP initiate rulemaking, if required, on Water Quality and Wastewater Standards or recommend legislation needed for additional statutory authority, pursuant to *Recommendation 8*
March 1, 2005	DOH initiate rulemaking, where necessary, on On-site Disposal Systems Treatment Standards and Implementation of Septic Tank Maintenance and Inspection Program or recommend legislation needed for additional statutory authority, pursuant to *Recommendation 9.*
December 1, 2005	SJRWMD establishes Pollution Load Goals, pursuant to *Recommendation 5.*
January 1, 2006	Local government adoption of comprehensive plan amendments necessary to implement recommendations including implement land use strategies, pursuant to *Recommendation 14.*
December 1, 2006	DEP establishes Total Maximum Daily Loads, pursuant to *Recommendation 5.*
January 1, 2007	Local government adoption of land development regulations necessary to implement recommendations including land use strategies, pursuant to *Recommendation 14.*
December 1, 2007	SJRWMD update of Minimum Flows and Levels for Rock Springs and Wekiwa Springs, pursuant to *Recommendation 4.*

Appendix A

Executive Order 2003-112

STATE OF FLORIDA
OFFICE OF THE GOVERNOR
EXECUTIVE ORDER NO. 03-112

Directing Protection of the Wekiva River Basin Area

WHEREAS, it is the policy of the State of Florida to protect and manage its natural resources for the health, safety, and enjoyment of all citizens; and

WHEREAS, the Wekiva River System and its associated springshed areas are of irreplaceable value to the quality of life and well-being of the people of the State of Florida; the Wekiva River and its tributaries have been designated an Outstanding Florida Water, a National Wild and Scenic River, a Florida Wild and Scenic River, and a Florida Aquatic Preserve; the Wekiva River is a spring-fed system that derives a majority of its base flow from numerous springs whose source of water is the Floridan Aquifer; and protection of the surface and ground water resources, including recharge within the springshed that provides for the Wekiva River System, is crucial to the long-term viability of the Wekiva River and Springs and the Central Florida region's water supply; and

WHEREAS, in 1988, the Legislature enacted the Wekiva River Protection Act, codified in part II of chapter 369, to protect the resources of the Wekiva River Basin, and the Wekiva River Protection Act delineates an area comprising portions of Lake, Orange, and Seminole Counties as the Wekiva River Protection Area; and

WHEREAS, the future transportation needs of the Central Florida region compel a careful balance of developing and improving roadways while addressing land use and development and the protection of the Wekiva River and Springs; and

WHEREAS, the Wekiva Basin Area Task Force ("Task Force"), created in 2002 by Executive Order 2002-259, was charged with considering, evaluating and making recommendations for the most appropriate location for an expressway that connects State Road 429 to Interstate 4, and which causes the least disruption and provides the greatest protection to the Wekiva Basin ecosystem, and provided its recommendations in a final report dated January 15, 2003; and

WHEREAS, construction of the Wekiva Parkway and other roadway improvements to the west of the Wekiva River System will add to the pressures for growth and development already affecting the surface and ground water resources within the recharge area;

WHEREAS, there exists a need to provide for land use decisions that recognize protected property rights and ensure the maintenance of the long-term viability of the Wekiva River and Springs; and

WHEREAS, a cooperative, coordinated effort by local governments, state and regional agencies, and affected interests can best develop the mechanisms to protect this area's natural resources;

WHEREAS, recognizing that local governments should act on pending comprehensive plan amendments and land development orders in a timely and appropriate fashion, it is not the intent of this order that any such actions should be accelerated or delayed;

NOW, THEREFORE, I, JEB BUSH, Governor of the State of Florida, by the powers vested in me by the Constitution and laws of the State of Florida, do hereby promulgate the following Executive Order, effective immediately:

1. I hereby create the Wekiva River Basin Coordinating Committee, hereinafter referred to as the "Committee."

2. Members of the Committee shall be appointed by and serve at the pleasure of the Governor. The Chairperson of the Committee shall be appointed by and serve at the pleasure of the Governor. The Committee shall include the Commissioner of Agriculture; the Secretaries of the Department of Community Affairs, the Department of Environmental Protection, and the Department of Transportation; the Executive Directors of the St. Johns River Water Management District (SJRWMD), the Florida Fish and Wildlife Conservation Commission, and the East Central Florida Regional Planning Council; the Chairperson of the Orlando-Orange County Expressway Authority; a member of the Florida Senate; a member of the Florida House of Representatives; a member of each of the Boards of County Commissioners for Lake, Orange, and Seminole Counties, as designated by those Boards; and two municipal elected officials to serve as representatives of municipalities located within Lake County, two municipal elected officials to serve as representatives of municipalities located within Orange County, and one municipal elected official to serve as a representative of municipalities located within Seminole County. The Committee will also include eight appointed individuals with balanced representation from citizen groups, the agricultural community, property owners, and environmental or conservation organizations. In addition, the Committee shall include the Chairpersons of Metroplan Orlando and the Seminole County Expressway Authority as non-voting members. The state and regional governmental Committee members may designate a senior staff person to represent their entity who shall have full voting authority. The Chairperson of the Committee may appoint technical subcommittees as needed to assist in the completion of the work of the Committee and such technical subcommittees may include qualified persons not on the Committee.

3. The Secretary of the Department of Community Affairs, with the assistance from the East Central Florida Regional Planning Council, shall arrange for technical assistance and administrative support to the Committee. All agencies under the control of the Governor are directed, and all other agencies and local governments are requested, to render assistance to, and cooperate with, the Committee.

4. With the assistance of the SJRWMD, the Committee shall delineate an appropriate portion of the land area that contributes surface and ground water to the Wekiva River System to be known as the Wekiva Study Area for purposes of this order. In delineating the study area, the Committee shall take into consideration the boundaries of the Potential Sector Planning Area, the Wekiva River Protection Area and the Wekiva River Springshed/Recharge Area as outlined in Figure 5 of the Final Report of the Wekiva Basin Area Task Force. The Committee shall solicit and consider public comment from the parties listed in paragraph 7 of this order in defining the Wekiva Study Area. In preparing the legal description of the Wekiva Study Area, the Committee shall use Section, Township Range and physical features such as roads. The Committee shall determine the Study Area no later than September 1, 2003.

5. The Committee shall be a forum to identify enhanced land use planning strategies and development standards that are consistent with protected property rights and which improve and assure protection of surface and ground water resources, including the recharge potential of the Wekiva Study Area. The Committee shall consider the recommendations of the Wekiva Basin Area Task Force; the most current and new information being developed regarding quantity, quality, distribution and timing of groundwater recharge in the Wekiva Study Area; and wildlife in the Wekiva Study Area, particularly the habitat of listed species. In addition to the more traditional tools of development density and intensity standards, the Committee shall consider the use of innovative planning and development strategies such as rural land stewardship and other mechanisms for concentrating development in appropriate areas, and the use of the latest science-based information and methods and performance based planning strategies and development standards. The Committee shall also address issues of compatibility with the existing comprehensive plans and land development regulations of those local governments with jurisdiction over lands located within the Wekiva River Protection Area. The Committee shall present a report with its recommendations for enhanced land use planning strategies and development standards to the Governor and the Department of Community Affairs by February 15, 2004.

6. In addition, the Committee shall consider, evaluate and make recommendations concerning:

a. Mechanisms for coordinating state, federal, regional and local efforts to protect the Study Area's rivers, springs, wetlands and ground water recharge.

b. Recommendations for state and regional agency action.

c. Recommendations for public education.

d. Recommendations for implementing the identified land use planning strategies and development standards in communities in the Study Area, including an

implementation schedule and provisions for monitoring implementation activities.

7. To assist with its deliberations, the Committee shall solicit and consider public comment from the following:

a. Affected citizens, including property owners, agricultural interests, affected business interests, and environmental advocates.

b. Affected state, regional, and federal agencies.

8. The St. Johns River Water Management District, in consultation with the Department of Environmental Protection and the Department of Agriculture and Consumer Services, using existing authority under Florida Statutes, Chapter 373, including, but not limited to, sections 373.042, 373.139, 373.219, 373.223, 373.413-373.416, 373.426, and 373.1131, shall:

a. Review its permitting rules to determine whether additional criteria specific to the Wekiva Study Area are appropriate to protect the water quality and flow of springs in accordance with state water quality standards and s. 373.042 in the Wekiva River System as defined in s. 369.303(10), and prepare a report of its findings. The review shall consider Task Force Recommendation 15. The report shall include, but need not be limited to the consideration of, criteria that address enhanced protection of surface and ground water resources including: aquifer recharge protection; permitting thresholds to prevent significant adverse impacts to the springs; concurrent action on consumptive use permit and environmental resource permit applications; landscaping irrigation regulation to reduce water use; best management practices for stormwater management and recharge protection; and use of reclaimed water to reduce the use of groundwater. During the development of the report, the District shall consult with the Department of Agriculture and Consumer Services regarding any recommendation or finding affecting agriculture, including agricultural best management practices. The District shall present a preliminary report by November 1, 2003, to the Committee and provide the opportunity for and consider comments from the Committee, affected citizens, and state and regional agencies in developing its final report. The District shall report its findings by December 16, 2003, to the Committee, the Governor, the Commissioner of Agriculture, the Department of Environmental Protection, and the Department of Community Affairs. Based on the District's report and comments received, the Governing Board shall determine whether additional rule criteria are appropriate, and, if appropriate, the District shall publish a Notice of Rule Development by March 31, 2004.

b. Assist the Committee with an assessment of the potential additional demand for water supply and its effect on the region's water supply that may result from enhanced land use strategies and development standards that may be considered by the Committee in the Study Area.

c. Consider the use of fee simple and less than fee simple acquisition of lands, including uplands, in the Wekiva Study Area; and

d. Assure that its review of local government comprehensive plan amendments pursuant to Florida Statutes, section 163.3184 and related rules, considers the best available data related to lands within the Wekiva Study Area, as delineated by the District, and comment accordingly.

9. The Department of Community Affairs shall:

a. By November 1, 2003, and in consultation with the Department of Environmental Protection, the Department of Agriculture and Consumer Services, and the St. Johns River Water Management District, evaluate the efficacy of existing local plans and land development regulations to protect the surface water and groundwater resources of the Wekiva Study Area, and report its findings to the Committee. By December 1, 2003, the Department shall recommend to the Committee enhanced comprehensive planning and land development regulations to assist the Committee in meeting the charge outlined in paragraph 5 of this Order.

b. Using existing authority under Florida Statutes, chapter 163, part II, and chapter 369, Part II, and related rules, assist local governments in the preparation of comprehensive plan amendments and land development regulation changes to implement the Committee's recommended land use planning strategies and development standards.

c. Assure that its review of local government comprehensive plan amendments pursuant to Florida Statutes, section 163.3184 and related rules, considers the best available data related to lands within the Wekiva Study Area, including data and analysis presented to the Wekiva Basin Area Task Force, created by Executive Order 02-259. In the report of its review, the Department may provide advisory comments regarding the extent to which a proposed plan amendment is compatible with Task Force recommendations.

d. By June 15, 2004, report to the Governor the extent to which the Committee recommendations implement the requirements of this Executive Order and the progress of local governments toward implementation of the recommended enhanced planning strategies and development standards for the comprehensive plan and land development regulations in the Wekiva Study Area.

10. The Department of Transportation, using existing authority under Florida Statutes, Chapters 334, 335, and 338, including, but not limited to, sections 334.03, 334.044, 335.02, 335.18, 338.001 and related rules, shall:

a. By January 15, 2004, report to the Governor and Legislature on: (i) both the feasibility and time frames for acquiring lands identified in Task Force Recommendation 16 through the mitigation bank; and (ii) any legislation needed to acquire fee-simple or less-than-fee-simple interest in lands in the Wekiva Study Area or Wekiva River Protection Area in excess of that which may be required for right-of-way and associated construction of the Wekiva Parkway.

b. By November 1, 2004, and in consultation with the Turnpike Enterprise, the Orlando-Orange County Expressway Authority, and the Seminole County Expressway Authority, report to the Governor and Legislature joint recommendations for a funding plan and lead agency for the Wekiva Parkway. The funding plan shall be developed to maximize implementation of the location, design and construction principles included in Task Force Recommendations 2, 3, 4, 6, and 7.

c. At the appropriate time, assure that future planning for improvements to SR 44 considers Task Force Recommendation 10.

d. By December 1, 2003, the Department of Transportation shall present its preliminary recommendations developed pursuant to paragraph 10a, to the Committee and state, regional and federal agencies and request their comments. The Department shall consider comments from the Committee and affected citizens and the state, regional and federal agencies in developing its final recommendations to the Governor and Legislature.

11. The Department of Environmental Protection, using existing authority under Florida Statutes, Chapters 259 (which provides for the Florida Forever and Preservation 2000 programs), 369, 373 and 403, including, but not limited to, sections 369.307(5), 373.118, 373.414-373.416, and 373.426 and related rules, shall:

a. After considering Task Force Recommendation 16, use all means at its disposal, including evaluating the feasibility of a partnership with the Florida Department of Transportation and Orlando-Orange County Expressway Authority, to complete acquisition of parcels in the Wekiva-Ocala Greenway as prioritized in Recommendation 16. Prior to issuing permits for the construction of the Wekiva Parkway, the Department of Environmental Protection shall report its progress in completing acquisition of the Wekiva-Ocala Greenway to the Governor and the Department of Community Affairs.

b. Assure that its review of local government comprehensive plan amendments pursuant to Florida Statutes, section 163.3184 and related rules, considers the best available data related to lands within the Wekiva Study Area, and comment accordingly.

12. The Department of Agriculture and Consumer Services is requested to review the agricultural uses within the boundaries of the Wekiva Study Area. The Department of Agriculture and Consumer Services, in consultation with the St. John's River Water Management District, is requested, by November 1, 2003, to analyze the agricultural practices in use in the Wekiva Study Area and provide a report to the Committee, Governor and the Department of Community Affairs as to which agricultural best management practices are appropriate to protect the water quality and flow of springs in the Wekiva River System and which planning strategies best provide for the long term viability of agriculture within the Wekiva Study Area. This report may be provided as part of the report required pursuant to paragraph 5 of this order.

13. The Orlando-Orange County Expressway Authority shall assure that any planning, design, engineering, or right of way acquisition for the "U.S. 441 Bypass" follows the recommendations of the Wekiva Basin Area Task Force, created in 2002 by Executive Order 02-259, as applicable.

IN TESTIMONY WHEREOF, I have hereunto set my hand and have caused the Great Seal of the State of Florida to be affixed at Tallahassee, The Capitol, this 1st day of July, 2003.

Appendix B

Executive Order 2004-10

STATE OF FLORIDA
OFFICE OF THE GOVERNOR
EXECUTIVE ORDER NO. 04-10
Extending the Wekiva River Basin Coordinating Committee
until March 16, 2004

WHEREAS, the Wekiva River Basin Coordinating Committee ("Committee") was established by Executive Order 03-112 to identify enhanced land use planning strategies and development standards that are consistent with protected property rights and which improve and assure protection of surface and ground water resources of the Wekiva River and its associated springshed areas, including the recharge potential of the Wekiva Study Area; and

WHEREAS, Executive Order 03-112 ordered the Committee to submit a report with its recommendations for enhanced land use planning strategies and development standards to the Governor and the Department of Community Affairs by February 15, 2004; and

WHEREAS, the Chair of the Committee has advised the Governor that the duties required of the Committee by Executive Order 03-112 have not yet been completed; and

WHEREAS, the Chair of the Committee has further advised the Governor that an extension of both the Committee's existence and the final report deadline is necessary for the Committee to complete the duties prescribed in Executive Order 03-112 and submit the final report; and

WHEREAS, it is in the best interest of the State of Florida to extend the Executive Order to allow the Committee to complete its duties.

NOW, THEREFORE, I, JEB BUSH, Governor of the State of Florida, by the powers vested in me by the constitution and laws of the State of Florida, do hereby promulgate the following Executive Order, effective immediately:

Section 1. Executive Order 03-112 is ratified and reaffirmed, and extended for an additional period of thirty days, to and including March 16, 2004.

Section 2. Executive Order 03-112 is amended such that the Committee shall continue in existence only until its objectives are achieved, but not later than March 16, 2004, and such that the Committee's final report shall be submitted to the Governor and the Department of Community Affairs on or before March 16, 2004.

IN TESTIMONY WHEREOF, I have hereunto set my hand and have caused the Great Seal of the State of Florida to be affixed at Tallahassee, The Capitol, this 29th day of January, 2004.

Appendix C

SR 429 Working Group Final Recommendations

Adopted January 16, 2004

The SR 429 Working Group finds that future mobility needs of Northwest Orange and East Lake counties warrant the development of a limited-access transportation system, and further recognizes that this system must be designed with special consideration for the unique natural resources of the Wekiva Basin and Springshed. Recommendation 8 of the Wekiva Basin Area Task Force Final Report dated January 15, 2003 specifies that this shall include a limited-access facility linked with the Wekiva Parkway, west of the Wekiva River Protection Area. Pursuant to this, the Working Group recommends the following:

- The Florida Department of Transportation (FDOT) and Orlando-Orange County Expressway Authority (OOCEA) should coordinate efforts to develop a limited-access extension of SR 429, herein referred to as the "Project".

- The Project should consist of three components: the Apopka Bypass, the Wekiva Parkway, and a SR 46 By-Pass Corridor.

- The Apopka Bypass should originate at the Maitland Exchange on US 441, interfacing with SR 429 south of US 441, and terminating at US 441 in the vicinity of CR 437.

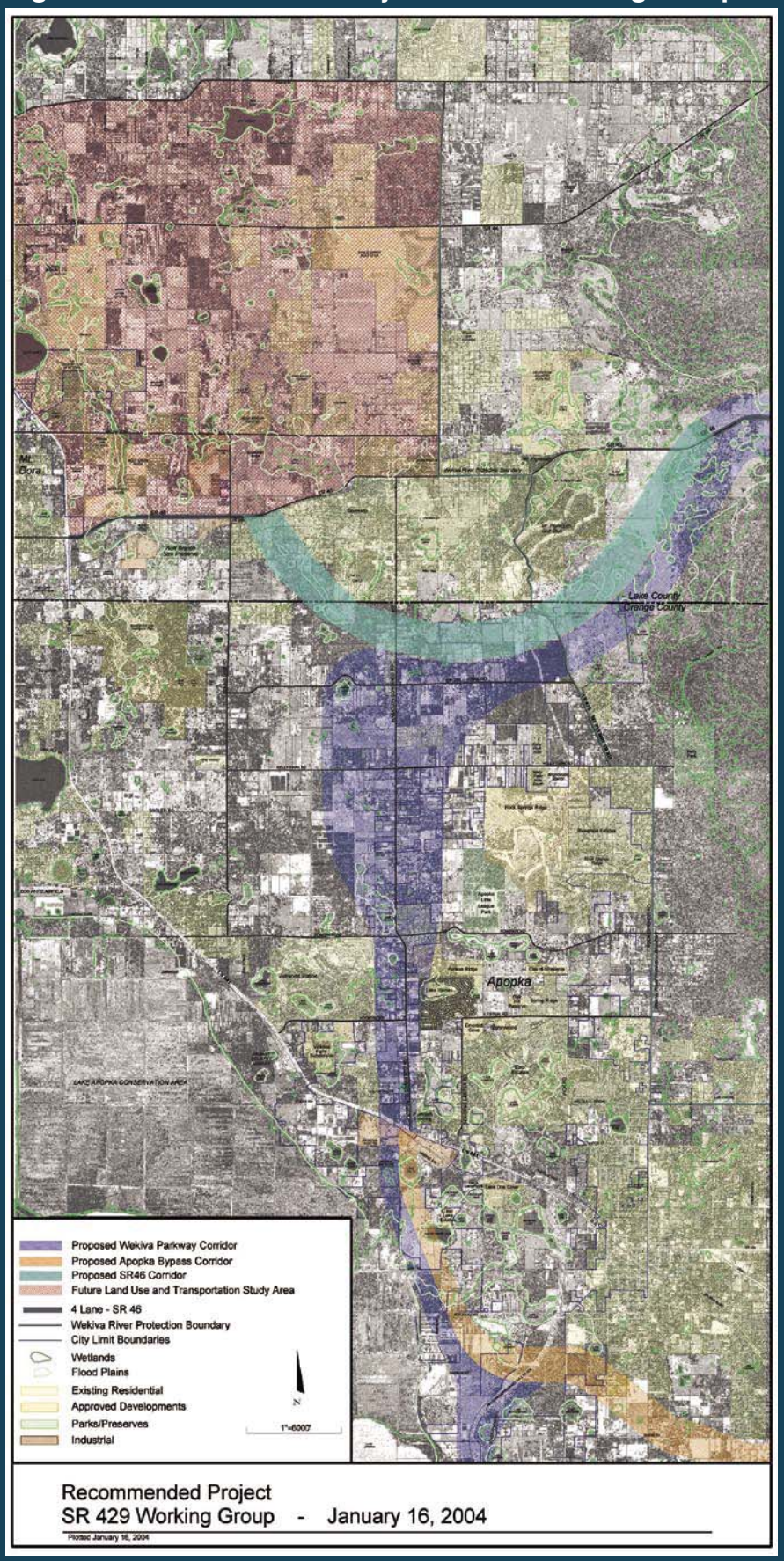
- The SR 46 By-Pass Corridor should be a limited-access facility connecting SR 46 west of Mt. Plymouth-Sorrento with SR 46 east of Mt. Plymouth-Sorrento. The SR 46 By-Pass Corridor should be integrated with the Wekiva Parkway to provide a limited-access alternative to SR 46 south of Sorrento-Mt. Plymouth to include a systems interchange near the Lake County, Orange County line. The SR 46 By-Pass Corridor should be designed with the dual purpose of providing a toll-free facility for SR 46 traffic while serving as a limited-access feeder to the SR 429 Expressway System.

- Guiding principles of the Wekiva Parkway should be applied to the SR 46 By-Pass Corridor. Cooperative efforts should be initiated by FDOT, OOCEA, and state agencies to purchase conservation land surrounding or adjacent to the SR 46 By-Pass Corridor, with special emphasis on high quality wetland and upland habitat located in Orange County and Lake County generally north of Ondich Road.

- The FDOT and OOCEA should initiate a PD&E study of the Project described herein.

A Project of the East Central Florida Regional Planning Council

Figure 8. Recommended Project SR 429 Working Group



Appendix D

Wekiva Basin Area Task Force Recommendations (Excerpts)

Recommendation 2: The Task Force recommends that the appropriate transportation agency(ies) use the corridor that is depicted on Figure 3, "Recommended Corridor for the Wekiva Parkway" to undertake the environmental and engineering studies to determine the precise alignment. In addition to the studies, the appropriate transportation agency(ies) shall also apply the "Guiding Principles for Corridor Location" listed herein in selecting the final roadway alignment. The final alignment within Seminole County shall be subject to the approval of the Seminole County Expressway Authority. The Wekiva Parkway must be planned in its entirety, rather than in phases.

Recommendation 3: The Task Force recommends that the appropriate transportation agency(ies) use the following "Guiding Principles for the Wekiva Parkway Design Features and Construction." The guiding principles should also be applied to the construction of new expressways and the expansion of existing expressways, as applicable. When the design of any new expressway facility is completed it should:

a. Provide that all new expressways be fully limited access, with interchanges;

b. Promote a "Parkway" look with appropriate natural buffers between the roadways and the adjacent areas;

c. Include the maximum provision for bridging through strategically important wetlands;

d. Elevate (bridge) identified functionally significant wildlife corridors, and provide appropriate wildlife bridges with barriers to direct wildlife to safe crossing points;

e. Design storm water treatment facilities to minimize habitat loss and promote restoration of impacted sites and assure capture and treatment of runoff from bridges over Outstanding Florida Waters to Outstanding Florida Waters standards;

f. Offer opportunities to view, understand, and access the environmental uniqueness of the Wekiva River ecosystem;

g. Provide non-intrusive and minimal roadway and bridge lighting in the Wekiva River Protection Area to support the conservation of dark skies in the basin; and

h. Incorporate safety and access design features to promote the continuation of prescribed burning in the basin.

Recommendation 4: The Task Force further recommends that when the design and construction of the Wekiva Parkway is completed it should:

a. Reduce hazards to wildlife by relocating CR 46-A to tie into SR 46 at the proposed SR 46 interchange;

b. Close the portions of CR 46-A that parallel and duplicate SR 46 (east of the recommended relocation) and serve only the traffic necessary to provide access to local property;

c. Elevate the Wekiva Parkway through the Wekiva River Protection Area to the maximum extent feasible, and have bridges and adequate barriers as often as practical to provide for adequate wildlife passages;

d. Bridge Wekiva River wetlands and floodplains on publicly owned lands that are adjacent to the Wekiva Parkway where known wildlife crossings exist;

e. Close existing SR 46 at an appropriate location west of the Lake-Seminole County line so that the remaining sections of SR 46 continue to be open only to provide local access to private properties and recreational and conservation lands, and prevent through traffic; and

f. Where the at-grade portions of the existing SR 46 remain in place to provide local access, there will be no need to provide wildlife passages on this low-volume, low-speed service road.

Recommendation 5: The Task Force recommends that the Florida Department of Transportation, the Orlando-Orange County Expressway Authority, and the Seminole County Expressway Authority consider the recommendations of the Task Force and prepare a report to the Governor and Legislature of their joint recommendations for the appropriate transportation entity(ies) to operate the Wekiva Parkway. The report shall also include joint recommendations on the following:

a. A funding plan that addresses the Task Force recommendations, including those related to wider rights of way to promote the parkway concept, preserve rural character, buffer interchanges, and other design features; and

b. Any legislation needed to secure the authority needed to acquire private lands or development rights within the Wekiva River Protection Area and the proposed Wekiva River Springshed Protection Area in excess of that which is required for right-of-way and associated roadway construction.

Recommendation 6: The Task Force recommends that the plan for mitigating impacts of the construction of the Wekiva Parkway shall assure that to the maximum extent feasible, land acquisition and mitigation occur prior to roadway construction, and mitigation must occur only within the Wekiva River Protection Area, Wekiva River Basin, or Wekiva River Springshed.

Recommendation 7: The Task Force recommends that the number of interchanges located along the Wekiva Parkway not exceed five, and be located as follows:

a. SR 429, south of US 441. The most southerly interchange would occur south of US 441 and serve as a junction with the current SR 429 to allow a continuation of the route to the northwest and then north and also to serve as a future connection to the proposed extension to Maitland Boulevard (the Apopka Bypass).

b. *US 441* - An interchange would be located where SR 429 reaches US 441.

c. *Between US 441 and SR 46* – A single interchange, at an appropriate location, between US 441 and SR 46 and a potential system connection to the proposed US 441 bypass to be determined by the appropriate transportation agencies, in cooperation with local governments, consistent with the guiding principles for corridor location, as applicable. The ultimate location of the interchange will be reflected in the transportation component of the sector plan developed pursuant to Recommendation 11.

d. *SR 46* – An interchange would be located at SR 46 near the area where CR 46-A should be relocated.

e. *Interstate 4* – An interchange would be located where the Wekiva Parkway reaches I-4 in Seminole County no farther north than the St. John's River Bridge and no farther south than the SR 417 interchange on I-4.

Recommendation 8: The Task Force recommends creation of a working group of stakeholders of applicable local governments, transportation agencies, environmental groups, citizen representatives, and state and regional agencies to study the corridor for a new, limited access facility — the US 441 Bypass –to link the Wekiva Parkway south of SR 46 and west of the Wekiva River Protection Area, to US 441 to Lake and northwest Orange Counties. As recommended above, the "Guiding Principles for Corridor Location and the Guiding Principles for the Wekiva Parkway Design and Construction," as applicable, shall also be applied to the corridor selection, design, and construction of the US 441 Bypass. The US 441 Bypass shall be planned in its entirety, rather than in phases. This working group shall also consider, evaluate, and make recommendations concerning the potential capacity expansion of the other roadways listed in Table 1, as identified in Recommendation 9 in light of the creation of a US 441 Bypass and the Wekiva Parkway.

Recommendation 9: The Task Force recommends that all affected local governments review their long-range transportation improvement plans in light of the Task Force's recommendations. Transportation agencies and local governments in the Wekiva Basin area have plans to increase the number of travel lanes on certain roadways located within the Wekiva River Protection Area and within the recharge area for the Wekiva River springshed. The Task Force anticipates that the Wekiva Parkway and the US 441 Bypass should replace the need to widen many of the existing

two-lane rural roads in this area, including the proposed expansion of SR 44 from two to four lanes. Widening these existing rural roads will add to the development pressures, and make it more difficult to maintain the rural character of the area and protect the springs recharge areas.

Recommendation 10: The Task Force recommends that if any improvements are considered to SR 44 through the Wekiva River Protection Area, that the appropriate "Guiding Principles for Designing and Construction" be applied.

Recommendation 13: The Task Force recommends that legislation to implement its recommendation related to creation of a Wekiva River Springshed Protection Area and the related sector planning process should include provisions for land use planning requirements for each potential interchange recommended for the Wekiva Parkway. The interchange land use plans should address appropriate land uses and compatible development, secondary road access, access management, right-of-way protection, vegetative protection and landscaping, signage, and the height and appearance of structures. The interchange land use plans will also direct appropriate changes to land development regulations. The interchange land use plans should be adopted as an amendment to the local government comprehensive plans pursuant to Chapter 163, Part II, Florida Statutes, by May 30, 2004.

Recommendation 16: The State of Florida shall use all means at its disposal to complete the acquisition of the Wekiva-Ocala Greenway Florida Forever Project. The highest priority shall be given to completing the acquisition of the following specific parcels prior to construction associated with the Wekiva Parkway and US 441 Bypass:

-Neighborhood Lakes (1,587 acres)
-Seminole Woods/Swamp (approx. 5,500 acres)
-New Garden Coal (1,643 acres)
-Pine Plantation (approx. 700 acres)

In addition, effort should be made to identify and acquire additional lands located within the Wekiva River Springs recharge area. To the maximum extent feasible, these lands shall be managed as part of the Florida State Park System or by another appropriate state land management agency.

Appendix E

Best Management Practices (BMPs) Publications

Agriculture BMPs:

Current Publications

Rule 5E-1.023 (4)(b) Nitrogen BMPs for Florida Ridge Citrus (2002; FDACS)
Rule 5M-2 Water Quality/Quantity BMPs for Indian River Area Citrus Groves (2000; University of Florida Indian River Research & Education Center)
Rule 5E-1.023 (4)(a) Irrigation & Nutrient Management Practices for Commercial Leatherleaf Fern Production in Florida (1995; University of Florida Institute of Food & Agriculture Services)
Rule 5I-6 Silvicultural Best Management Practices (Revised 2000; FDACS)
Water Quality BMPs for Cow/Calf Operations in Florida (1999; FDACS)
BMPs for Blended Fertilizer Plants in Florida (1997; Florida *Fertilizer & Agrichemical Association, FDACS, & FDEP)*
Rule 5L-3 Aquaculture BMPs (2000; FDACS)
BMPs for Agrichemical Handling & Farm Equipment Maintenance (2003; FDACS)
Rule 5E-1.023 (5)(c) Nitrogen Interim Measure for Florida Producers of Container-Grown Plants (2003; FDACS)

Publications Under Development
Water Quality/Quantity BMPs for Vegetable & Agronomic Crops - Draft (2003; FDACS)
Statewide Equine BMP Manual

A complete list of commodity-specific agricultural BMP manuals can be found at the following Office of Agricultural Water Policy (FDACS) website:
www.floridaagwaterpolicy.com

Silviculture BMPs

Silvicultural Best Management Practices (Revised 2000; FDACS)

Key Practices for Agricultural and Silvicultural
Best management practices that protect surface and groundwater water quality be implemented as recommended by Florida Department of Agriculture and Consumer Services, the U.S. Department of Agriculture, and the Institute of Food and Agricultural Sciences.

Silvicultural activities should follow BMPs, including all criteria and setbacks for primary streamside management zones, outlined in the publication titled *Silvicultural Best Management Practices* (Revised 2000, Florida Department of Agriculture and Consumer Services).

Intensive agriculture such as concentrated animal feeding operations or row crops on intensively prepared sites within environmentally sensitive areas of the springshed (wetlands and karst features such as sinkholes and fractures and their associated buffers) should abide by agricultural best management practices adopted by the Department Agriculture and Consumer Services.

Landscaping BMPs

Florida Green Industries Best Management Practices for Protection of Water Resources in Florida (2002; the Florida Green Industries, FDEP, FDACS, DCA, water management districts and the University of Florida)

Key Practices for Landscaping

Landscape design, installation and management including irrigation and application of fertilizers that utilize techniques recommended in the publications: *Protecting Florida's Springs: Land Use Planning Strategies and Best Management Practices* (2002), and *Florida Green Industries Best Management Practices for Protection of Water Resources in Florida* (2002) for professionals, or the Florida Yards and Neighborhood program for homeowners, in order to maintain and improve groundwater and surface water quality and quantity such as plant selection-based existing conditions, horticultural science principles of "right plant, right place," plant species that are drought and freeze tolerant and water efficient, and moisture sensing or rain shut-off equipment to avoid irrigation during periods of sufficient soil moisture.

Golf Course BMPs

Protecting Florida's Springs: Land Use Planning Strategies and Best Management Practices (2002; DCA)

Key Practices for Golf Course Siting, Design and Management

A comprehensive approach to address golf course siting, construction and management is important to protect water quantity and quality in the Wekiva Study Area. Best management practices as recommended on the publication *Protecting Florida's Springs: Land Use Planning Strategies and Best Management Practices* dated November 2002 should be utilized at each stage of the development and operation of golf courses. These practices focus on preventing the movement of nutrients and pesticides into surface and groundwater resources.

Prior to development approval, local governments shall require an area-wide evaluation of the proposed golf course site for assessing site suitability. An area-wide evaluation shall include a site-context map that depicts the following information: critical natural features, flood plains, and karst features. It is critical that the site assessment examine all potential pathways for surface and groundwater pollution. Local governments shall coordinate and work closely with the DEP, SJRWMD, U.S. Geological Survey and Florida Geological Survey to gather best available data.

Environmentally based design for golf courses should be required. This approach includes incorporating Special Management Zones, Best Management Practices, irrigation system with soil moisture sensors to conserve water and Integrated Pest Management which establishes chemical application guidelines to be used.

Berms, swales, vegetative strips, grease traps, shall be used in parking areas drainage systems and golf course equipment maintenance and fueling facilities to reduce the potential for pollution to surface and groundwaters.

New golf courses in a springshed should be required to prepare a golf course-specific Natural Resources Management Plan (NRMP) for daily operation and maintenance. The focus of the management plan is on prevention, management, and monitoring. The NRMP should contain a detailed Integrated Pest Management (IPM); a Water Quality and Environmental Monitoring program to assess the effectiveness of the management program, a Irrigation Plan; and a Wildlife Conservation plan.

The NRMP should be updated as part of a yearly re-certification audit by a nationally recognized golf course certification program such as the Audubon International Signature Program. An annual re-certification by an independent entity is of great assistance to local and county government to ensure the best management practices are effective in protecting ground and surface water resources.

Construction BMPs

Florida Stormwater, Erosion, and Sedimentation Control Inspector's Manual (2002; FDEP)

Key Practices for General Construction

Best management practices for the control of soil erosion and sedimentation should be utilized during construction as recommended in the publications: Florida Stormwater, Erosion, and Sedimentation Control Inspector's Manual and Protecting Florida's Springs: Land Use Planning Strategies and Best Management Practices (2002). These practices should be utilized for all road construction, urban development and agricultural activities in order to protect natural water bodies, watercourses and wetlands from siltation. These practices should also be utilized, as necessary, to protect the function of stormwater management systems (e.g., exfiltration systems) from excess sediment loads. Erosion and sediment control practices include those of the Soil Conservation Service, Florida Department of Transportation, DEP, Department of Agriculture and Consumer Services, and the Institute of Food and Agricultural Sciences, or other agencies.

Appendix F

Legal Description of Wekiva Study Area

A portion of Lake, Orange and Seminole County, Florida, being more particularly described as follows:

Begin at the northwest corner of Section 6, Township 18 South, Range 28 East, Lake County, Florida, said corner lying on the north line of Township 18 South; thence Easterly along said north line of Township 18 South to the northeast corner of Section 5, Township 18 South, Range 29 East; thence Southerly along the east line of said Section 5 to the northeast corner of Section 8, Township 18 South, Range 29 East; thence Southerly along the east line of said Section 8 to the northeast corner of Section 17, Township 18 South, Range 29 East; thence Southerly along the east line of said Section 17 to the northeast corner of Section 20, Township 18 South, Range 29 East; thence Southerly along the east line of said Section 20 to the northeast corner of Section 29, Township 18 South, Range 29 East; thence Southerly along the east line of said Section 29 to the northeast corner of Section 32, Township 18 South, Range 29 East; thence Southerly along the east line of said Section 32 to the southeast corner thereof, said corner lying on the south line of Township 18 South; thence Easterly along the south line of said Township 18 South to an intersection with the east line of Range 29 East; thence Southerly along the east line of said Range 29 East to the southeast corner of Section 24, Township 21 South, Range 29 East; thence Westerly along the south line of said Section 24 to the southeast corner of Section 23, Township 21 South, Range 29 East; thence Westerly along the south line of said Section 23 to an intersection with the centerline of Interstate Highway No. 4; thence generally Southerly along the centerline of Interstate Highway No. 4 to an intersection with the south line of Section 13, Township 22 South, Range 29 East; Thence Westerly along the south line of said Section 13 to the southeast corner of Section 14, Township 22 South, Range 29 East; thence Westerly along the south line of said Section 14 to the southeast corner of Section 15, Township 22 South, Range 29 East; thence Westerly along the south line of said Section 15 to the northeast corner of Section 21, Township 22 South, Range 29 East; thence Southerly along the east line of said Section 21 to an intersection with the centerline of State Road No. 50; thence Westerly along the centerline of said State Road No. 50 to the northeast corner of Section 30, Township 22 South, Range 28 East; thence Southerly along the east line of said Section 30 to the northeast corner of Section 31, Township 22 South, Range 28 East; thence Southerly along the east line of said Section 31 to the southeast corner thereof, said corner lying on the south line of Township 22 South; thence Westerly along said south line of Township 22 South to the northeast corner of Section 2, Township 23 South, Range 27 East; thence Southerly along the east line of said Section 2 to the northeast corner of Section 11, Township 23 South, Range 27 East; thence Southerly along the east line of said Section 11 to the southeast corner thereof; thence Westerly along the south line of said Section 11 to the southeast corner of Section 10, Township 23 South, Range 27 East; thence Westerly along the south line of said Section 10 to the southeast corner of Section 9, Township 23 South, Range 27 East; thence Westerly along the south line of said Section 9 to the southeast corner of Section 8, Township 23 South, Range 27 East; thence Westerly along the south line of said Section 8 to the southeast corner of Section 7, Township 23 South, Range 27 East; thence Westerly along the south line of said Section 7 to the southwest corner thereof, said corner lying on the line of demarcation between Orange County and Lake County, thence generally Northerly and along said county line to the northeast corner of Section 12, Township 20 South, Range 26 East, said corner lying on the east line of Range 26 East; thence generally Northerly and along said east line of Range 26 East to the southeast corner of Section 24, Township 19 South, Range 26 East; thence Westerly along the south line of said Section 24 to the southeast corner of Section 23, Township 19 South, Range 26 East; thence Westerly along the south line of said Section 23 to the southwest corner thereof; thence Northerly along the west line of said Section 23 to the southwest corner of Section 14, Township 19 South, Range 26 East; thence Northerly along the west line of said Section 14 to the southwest corner of Section 11, Township 19 South, Range 26 East; thence generally Northeasterly to the southwest corner of Section 1, Township 19 South, Range 26 East; thence generally Northeasterly to the southwest corner of Section 31, Township 18 South, Range 27 East; thence generally Northeasterly to the southwest corner of Section 29, Township 18 South, Range 27 East; thence generally Northeasterly to the northwest corner of Section 28, Township 18 South, Range 27 East; thence Easterly along the north line of said Section 28 to the northwest corner of Section 27, Township 18 South, Range 27 East; thence Easterly along the north line of said Section 27 to the northwest corner of Section 26, Township 18 South, Range 27 East; thence Easterly along the north line of said Section 26 to the northwest corner of Section 25, Township 18 South, Range 27 East; thence Easterly along the north line of said Section 25 to an intersection with the west line of Range 28 East; thence Northerly along the west line of said Range 28 East to the northwest corner of Section 6, Township 18 South, Range 28 East, and the Point of Beginning.

The Wekiva River Basin Coordinating Committee

Seated, left to right: Catherine C. Hanson, Lake County Board of County Commissioners; Lee Constantine, Florida Senate, District 22; Colleen M. Castille, Secretary, Department of Community Affairs; Vivian Garfein, Central District Director, Department of Environmental Protection.

Standing, left to right: Allan E. Keen, Chair, Orlando-Orange County Expressway Authority; Frederick Brummer, Florida House of Representatives, District 38; Bill Battaglia, President, Battaglia Fruit Company; Robert W. Theisen, Jr., Chair, Tilt-Con Corporation; Harold Barley, Executive Director, MetroPlan Orlando; Gwendolyn M. Manning, Eustis, Mayor; Pedro P. Diaz-Bordon, M.D.; Ysela Llort, State Transportation Planner, Department of Transportation; Patricia T. Harden, Vice President, Friends of the Wekiva; John H. Land, Apopka, Mayor; Steve Wolfram, Altamonte Springs, Commissioner; James E. Yatsuk, Mount Dora, Mayor; Kirby Green III, Executive Director, St. Johns River Water Management District; Charles Lee, Senior Vice President, Audubon of Florida; Chuck Aller, Director, Office of Agricultural Water Policy; Daryl G. McLain, Chair, Seminole County Board of County Commissioners; Bob Sindler, Orange County Board of County Commissioners; Sandra Glenn, Executive Director, East Central Florida Regional Planning Council; Randall C. Morris, Chair, Seminole County Expressway Authority; Brindley B. Pieters, President, Brindley Pieters and Associates; Jon M. VanderLey, Oakland, Mayor.

Not pictured: Anita Simpson, President, Simpson Fruit Company; Dennis David, Northeast Regional Director, Florida Fish and Wildlife Conservation Commission.

Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 487-4545
http://www.wekivacommittee.org

WEKIVA RIVER BASIN COORDINATING COMMITTEE FINAL REPORT

CHAPTER 2004-384

Committee Substitute for Committee Substitute for Committee Substitute for Senate Bill No. 1214

An act relating to the Wekiva Parkway and Protection Act; creating part III of ch. 369, F.S., consisting of ss. 369.314, 369.315, 369.316, 369.317, 369.318, 369.319, 369.320, 369.321, 369.322, 369.323, and 369.324, F.S.; providing legislative intent; providing a legal description of the Wekiva Study Area; defining the Wekiva Parkway; providing guiding principles for the Wekiva Parkway Design Features and Construction; limiting the number of interchanges along the Wekiva Parkway; granting the Department of Transportation certain eminent domain authority for the Wekiva Parkway construction; requiring that certain entities locate the precise corridor and interchanges for the Wekiva Parkway in Seminole County consistent with this act; providing that the Orlando-Orange County Expressway Authority is granted authority to act as a third-party acquisition agent on behalf of the Board of Trustees of the Internal Improvement Trust Fund or the St. Johns River Water Management District; providing that certain properties shall be acquired prior to the completion of the parkway; requiring certain entities and agencies to cooperate and establish funding responsibilities and partnerships; requiring certain studies by the Department of Environmental Protection, the Department of Health, the St. Johns River Water Management District, and the Department of Agriculture and Consumer Services; providing for a master stormwater plan; providing for a wastewater facility plan; requiring certain local government comprehensive plan amendments; providing for the coordination of land use and water supply with the Wekiva Study Area; providing that comprehensive plans and comprehensive plan amendments be reviewed for compliance by the Department of Community Affairs; creating the Wekiva River Basin Commission; amending s. 163.3184, F.S.; amending the definition of "compliance"; creating s. 348.7546, F.S.; authorizing the construction and financing of the Wekiva Parkway; creating s. 348.7547, F.S.; authorizing the construction and financing of the Maitland Boulevard Extension and Northwest Beltway Part A; providing an effective date.

WHEREAS, the Wekiva River System and its associated springshed areas are of irreplaceable value to the quality of life and well-being of the people of the State of Florida, and

WHEREAS, protection of the surface and groundwater resources, including recharge within the springshed that provides for the Wekiva River System, is crucial to the long-term viability of the Wekiva River and springs and the central Florida Region's water supply, and

WHEREAS, construction of the Wekiva Parkway and other roadway improvements to the west of the Wekiva River System will add to the pressures for growth and development already affecting the surface and groundwater resources within the recharge area, NOW, THEREFORE,

CODING: Words ~~stricken~~ are deletions; words <u>underlined</u> are additions.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Part III of chapter 369, Florida Statutes, consisting of sections 369.314, 369.315, 369.316, 369.317, 369.318, 369,319, 369.320, 369.321, 369.322, 369.323, and 369.324, is created to read:

PART III
Wekiva Parkway and Protection Act.

369.314 Short title.—This act may be cited as the "Wekiva Parkway Protection Act."

369.315 Intent.—

(1) The Legislature finds that, in general, Florida springs whether found in urban or rural settings, public parks, or private lands, are threatened by actual and potential flow reductions and declining water quality. As a result of climate patterns and population changes, over the past 30 years, many of Florida's springs have begun to exhibit signals of distress, including increasing nutrient loading and lowered water flow. The groundwater that feeds springs is recharged by seepage from the surface and through direct conduits such as sinkholes.

(2) The Legislature further finds that springs and groundwater once damaged by overuse can be restored through good stewardship, including effective planning strategies and best management practices to preserve and protect the spring and its springshed. Prudent land use planning decisions can protect and improve quality and quantity, as well as upland resources of a springshed. Managing land use types and their allowable densities and intensities of development, followed by specific site planning to further minimize impacts, rank as an important goal.

(3) It is the intent of the Legislature that the recommendations of the Wekiva River Basin Coordinating Committee as stated in its final report dated March 16, 2004, be taken and implemented as a whole to achieve the objective of improving and assuring protection of surface water and groundwater resources. Coordination of comprehensive plans and the Regional Water Supply Plan is important for protection of water resources and to promote the continuity of effective planning and development.

(4) It is not the intent of the Legislature to place an undue burden on local governments within the Wekiva Study Area. Any required Wekiva Study Area comprehensive plan amendments may be adopted in conjunction with other amendments not required by this part.

369.316 Wekiva Study Area.—The Wekiva Study Area is defined to include the following land: Begin at the northwest corner of Section 6, Township 18 South, Range 28 East, Lake County, Florida, said corner lying on the north line of Township 18 South; thence Easterly along said north line of Township 18 South to the northeast corner of Section 5, Township 18 South, Range 29 East; thence Southerly along the east line of said Section 5 to the northeast corner of Section 8, Township 18 South, Range 29 East; thence Southerly along the east line of said Section 8 to the northeast corner

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of Section 17, Township 18 South, Range 29 East; thence Southerly along the east line of said Section 17 to the northeast corner of Section 20, Township 18 South, Range 29 East; thence Southerly along the east line of said Section 20 to the northeast corner of Section 29, Township 18 South, Range 29 East; thence Southerly along the east line of said Section 29 to the northeast corner of Section 32, Township 18 South, Range 29 East; thence Southerly along the east line of said Section 32 to the southeast corner thereof, said corner lying on the south line of Township 18 South; thence Easterly along the south line of said Township 18 South to an intersection with the east line of Range 29 East; thence Southerly along the east line of said Range 29 East to the southeast corner of Section 24, Township 21 South, Range 29 East; thence Westerly along the south line of said Section 24 to the southeast corner of Section 23, Township 21 South, Range 29 East; thence Westerly along the south line of said Section 23, to an intersection with the centerline of Interstate Highway No. 4; thence generally Southerly along the centerline of Interstate Highway No. 4 to an intersection with the south line of Section 13, Township 22 South, Range 29 East; thence Westerly along the south line of said Section 13 to the southeast corner of Section 14, Township 22 South, Range 29 East; thence Westerly along the south line of said Section 14 to the southeast corner of Section 15, Township 22 South, Range 29 East; thence Westerly along the south line of said Section 15 to the northeast corner of Section 21, Township 22 South, Range 29 East; thence Southerly along the east line of said Section 21 to an intersection with the centerline of State Road No. 50; thence Westerly along the centerline of said State Road No. 50 to the northeast corner of Section 30, Township 22 South, Range 28 East; thence Southerly along the east line of said Section 30 to the northeast corner of Section 31, Township 22 South, Range 28 East; thence Southerly along the east line of said Section 31 to the southeast corner thereof, said corner lying on the south line of Township 22 South; thence Westerly along said south line of Township 22 South to the northeast corner of Section 2, Township 23 South, Range 27 East; thence Southerly along the east line of said Section 2 to the northeast corner of Section 11, Township 23 South, Range 27 East; thence Southerly along the east line of said Section 11 to the southeast corner thereof; thence Westerly along the south line of said Section 11 to the southeast corner of Section 10, Township 23 South, Range 27 East; thence Westerly along the south line of said Section 10 to the southeast corner of Section 9, Township 23 South, Range 27 East; thence Westerly along the south line of said Section 9 to the Southeast corner of Section 8, Township 23 South, Range 27 East; thence Westerly along the south line of said Section 8 to the southeast corner of Section 7, Township 23 South, Range 27 East; thence Westerly along the south line of said Section 7 to the southwest corner thereof, said corner lying on the line of demarcation between Orange County and Lake County; thence generally Northerly and along said county line to the northeast corner of Section 12, Township 20 South, Range 26 East, said corner lying on the east line of Range 26 East; thence generally Northerly and along said east line of Range 26 East to the southeast corner of Section 24, Township 19 South, Range 26 East; thence Westerly along the south line of said Section 24 to the southeast corner of Section 23, Township 19 South, Range 26 East; thence Westerly along the south line of said Section 23 to the southwest corner thereof; thence Northerly along the west line of said Section 23 to the

southwest corner of Section 14, Township 19 South, Range 26 East; thence Northerly along the west line of said Section 14 to the southwest corner of Section 11, Township 19 South, Range 26 East; thence generally Northeasterly to the southwest corner of Section 1, Township 19 South, Range 26 East; thence generally Northeasterly to the southwest corner of Section 31, Township 18 South, Range 27 East; thence generally Northeasterly to the southwest corner of Section 29, Township 18 South, Range 27 East; thence generally Northeasterly to the northwest corner of Section 28, Township 18 South, Range 27 East; thence Easterly along the north line of said Section 28 to the northwest corner of Section 27, Township 18 South, Range 27 East; thence Easterly along the north line of said Section 27 to the northwest corner of Section 26, Township 18 South, Range 27 East; thence Easterly along the north line of said Section 26 to the northwest corner of Section 25, Township 18 South, Range 27 East; thence Easterly along the north line of said Section 25 to an intersection with the west line of Range 28 East; thence Northerly along the west line of said Range 28 East, to the northwest corner of Section 6, Township 18 South, Range 28 East, and the Point of Beginning.

316.317 Wekiva Parkway.—

(1) The "Wekiva Parkway" means any limited access highway or expressway constructed between State Road 429 and Interstate 4 specifically incorporating the corridor alignment recommended by Recommendation 2 of the Wekiva River Basin Area Task Force final report dated January 15, 2003, and the recommendations of the SR 429 Working Group that were adopted January 16, 2004.

(2) The Wekiva Parkway and related transportation facilities shall follow the design criteria contained in the recommendations of the Wekiva River Basin Area Task Force adopted by reference by the Wekiva River Basin Coordinating Committee in its final report of March 16, 2004 and the recommendations of the Wekiva Coordinating Committee contained in its final report of March 16, 2004, subject to reasonable environmental, economic and engineering considerations.

(3) With the exception of the road commonly referred to as the Apopka Bypass, the construction of any other limited-access highway or expressway that is identified by the Final Recommendations of the State Road 429 Working Group adopted January 16, 2004 within the Wekiva Study Area shall adhere to transportation and conservation principles identified within the Final Report of the Wekiva River Basin Coordinating Committee dated March 16, 2004. If any other limited-access highway or expressway is considered within the Wekiva Study Area, then such a project shall adhere to the extent practicable with transportation and conservation principles identified within the Final Report of the Wekiva River Basin Coordinating Committee dated March 16, 2004.

(4) Access to properties adjacent to SR 46 shall be maintained through appropriate neighborhood streets or frontage roads integrated into the parkway design.

(5) In Seminole County, the Seminole County Expressway Authority, the Department of Transportation, and the Florida Turnpike Enterprise shall

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locate the precise corridor and interchanges for the Wekiva Parkway consistent with the legislative intent expressed in this act and other provisions of this act.

(6) The Orlando-Orange County Expressway Authority is hereby granted the authority to act as a third-party acquisition agent, pursuant to s. 259.041 on behalf of the Board of Trustees or chapter 373 on behalf of the governing board of the St. Johns River Water Management District, for the acquisition of all necessary lands, property and all interests in property identified herein, including fee simple or less-than-fee simple interests. The lands subject to this authority are identified in paragraph 10.a., State of Florida, Office of the Governor, Executive Order 03-112 of July 1, 2003, and in Recommendation 16 of the Wekiva Basin Area Task Force created by Executive Order 2002-259, such lands otherwise known as Neighborhood Lakes, a 1,587+/- acre parcel located in Orange and Lake Counties within Sections 27, 28, 33 and 34 of Township 19 South, Range 28 East, and Sections 3, 4, 5 and 9 of Township 20 South, Range 28 East; Seminole Woods/Swamp, a 5,353+/- acre parcel located in Lake County within Section 37, Township 19 South, Range 28 East; New Garden Coal; a 1,605+/- acre parcel in Lake County within Sections 23, 25, 26, 35 and 36, Township 19 South, Range 28 East; Pine Plantation, a 617+/- acre tract consisting of eight individual parcels within the Apopka City limits. The Department of Transportation, the Department of Environmental Protection, the St. Johns River Water Management District, and other land acquisition entities shall participate and cooperate in providing information and support to the third-party acquisition agent. The land acquisition process authorized by this paragraph shall begin no later than December 31, 2004. Acquisition of the properties identified as Neighborhood Lakes, Pine Plantation, and New Garden Coal, or approval as a mitigation bank shall be concluded no later than December 31, 2010. Department of Transportation and Orlando-Orange County Expressway Authority funds expended to purchase an interest in those lands identified in this subsection shall be eligible as environmental mitigation for road construction related impacts in the Wekiva Study Area.

(a) Acquisition of the land described in this section is required to provide right of way for the Wekiva Parkway, a limited access roadway linking State Road 429 to Interstate 4, an essential component in meeting regional transportation needs to provide regional connectivity, improve safety, accommodate projected population and economic growth, and satisfy critical transportation requirements caused by increased traffic volume growth and travel demands.

(b) Acquisition of the lands described in this section is also required to protect the surface water and groundwater resources of Lake, Orange, and Seminole counties, otherwise known as the Wekiva Study Area, including recharge within the springshed that provides for the Wekiva River system. Protection of this area is crucial to the long term viability of the Wekiva River and springs and the central Florida region's water supply. Acquisition of the lands described in this section is also necessary to alleviate pressure from growth and development affecting the surface and groundwater resources within the recharge area.

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(c) Lands acquired pursuant to this section that are needed for transportation facilities for the Wekiva Parkway shall be determined not necessary for conservation purposes pursuant to ss. 253.034(6) and 373.089(5) and shall be transferred to or retained by the Orlando-Orange County Expressway Authority or the Department of Transportation upon reimbursement of the full purchase price and acquisition costs.

(7) The Department of Transportation, the Department of Environmental Protection, the St. Johns River Water Management District, Orlando-Orange County Expressway Authority and other land acquisition entities shall cooperate and establish funding responsibilities and partnerships by agreement to the extent funds are available to the various entities. Properties acquired with Florida Forever funds shall be in accordance with s. 259.041 or chapter 373. The Orlando-Orange County Expressway Authority shall acquire land in accordance with this section of law to the extent funds are available from the various funding partners, but shall not be required nor assumed to fund the land acquisition beyond the agreement and funding provided by the various land acquisition entities.

(8) The Department of Environmental Protection and the St. Johns River Water Management District shall give the highest priority to the acquisition of the lands described and identified in subsection (6) for Florida Forever purchases.

369.318 Studies.—

(1) The Department of Environmental Protection shall study the efficacy and applicability of water quality and wastewater treatment standards needed to achieve nitrogen reductions protective of surface and groundwater quality within the Wekiva Study Area and report to the Governor and the Department of Community Affairs no later than December 1, 2004. Based on the December 2004 report, the Department of Environmental Protection shall, if appropriate, by March 1, 2005, initiate rulemaking to achieve nitrogen reductions protective of surface and groundwater quality or recommend any additional statutory authority needed to implement the report recommendations.

(2) The Department of Health, in coordination with the Department of Environmental Protection, shall study the efficacy and applicability of onsite disposal system standards needed to achieve nitrogen reductions protective of groundwater quality within the Wekiva Study Area including publicly owned lands and report to the Governor and the Department of Community Affairs no later than December 1, 2004. Based on the December 2004 report, the Department of Health shall, if appropriate, by March 1, 2005, initiate rulemaking to achieve nitrogen reductions protective of water quality or recommend legislation for any additional statutory authority needed to implement the report recommendations. The study shall consider:

(a) For new developments within the Wekiva Study Area and any existing development within the Wekiva River Protection Area using onsite disposal systems, a more stringent level of wastewater treatment, including, but not limited to, the use of multiple tanks to combine aerobic and anaerobic treatment to reduce the level of nitrates.

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(b) The implementation of a septic tank maintenance and inspection program which includes upgrading certain onsite disposal systems permitted prior to 1982 to meet minimum Department of Health standards; replacement of failing systems and systems not meeting current standards; and providing funding mechanisms for supporting a septic tank inspection and maintenance program.

(3) The St. Johns River Water Management District shall initiate rulemaking to:

(a) Amend the recharge criteria in Rule 40C-41.063(3), Florida Administrative Code, to apply to all recharge lands within the Wekiva Study Area.

(b) Adopt a consolidated environmental resources permit/consumptive use permit for projects that require both an environmental resource permit and a consumptive use permit that involve irrigation of urban landscape, golf course or recreational areas.

(4) By March 1, 2005, the St. Johns River Water Management District in conjunction with the Department of Environmental Protection, shall initiate rulemaking to amend the recharge criteria in Rule 40C-41.063(3), Florida Administrative Code, to provide that the post-development recharge volume conditions within the Wekiva Study Area approximate predevelopment recharge volume conditions. The district shall study and undertake this rulemaking to accomplish this standard on a development-specific basis. The rule shall permit the utilization of existing permitted municipal master stormwater systems with adequate capacity to meet the new standards in lieu of onsite retention and shall provide applicants with the ability to submit appropriate geotechnical information demonstrating that a specific site is not within a most effective recharge area of the Wekiva springshed.

(5) The St. Johns River Water Management District shall complete an assessment of the significance of water uses below the current consumptive use permit thresholds in the Wekiva Study Area to determine if rulemaking should be initiated to lower consumptive use permit thresholds.

(6) The St. Johns River Water Management District shall conduct an analysis of the impact of redevelopment projects in the Wekiva River basin upon aquifer recharge and shall consider whether to adopt a rule amendment to require those redevelopment projects exceeding a specified threshold to meet the Wekiva Basin recharge criteria. The effect of redevelopment upon aquifer recharge shall be analyzed and then the costs of regulation shall be analyzed.

(7) By December 1, 2007, the St. Johns River Water Management District shall update the minimum flows and levels standards for Rock Springs and Wekiva Springs. Further, the district shall revise the consumptive use permit thresholds in the Wekiva Study Area to address proposed water withdrawals above 50,000 gallons per day. Revisions to the consumptive use thresholds shall provide for a general permit, if possible, and include a transition period that allows continued access to water supply for users that were not previously subject to the permitting process.

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(8) By December 1, 2005, the St. Johns River Water Management District shall establish pollution load reduction goals for the Wekiva Study Area to assist the Department of Environmental Protection in adopting total maximum daily loads for impaired waters within the Wekiva Study Area by December 1, 2006.

(9) The Department of Agriculture and Consumer Services shall be the lead agency in coordinating the reduction of agricultural nonpoint sources of pollution. The Department of Agriculture and Consumer Services shall study, and if necessary, initiate rulemaking to implement new or revised best management practices for improving and protecting water bodies, including those basins with impaired water bodies addressed by the Total Maximum Daily Loads Program.

369.319 Master stormwater management plan.—Each local government within the Wekiva Study Area shall develop a master stormwater management plan that: assesses existing problems and deficiencies in the community; identifies projects to meet long-range needs; establishes priorities to address existing deficiencies; establishes measures to address redevelopment; establishes a schedule to complete needed improvements; evaluates the feasibility of stormwater reuse; and includes requirements for inspection and maintenance of facilities. The plan shall also identify a funding source, such as a stormwater utility fee, to fund implementation of the plan and maintenance program. In addition, the local government shall establish a water reuse and irrigation program that allows for reuse of stormwater on a site basis for development over a size threshold to be determined by the local government or on a jurisdiction-wide basis to minimize pumpage of groundwater for nonpotable usage.

369.320 Wastewater facility plan.—

(1) Local governments within the Wekiva Study Area shall develop a wastewater facility plan for joint planning areas and utility service areas where central wastewater systems are not readily available. The facility plan shall include: the delineation of areas within the utility service area that are to be served by central facilities within 5 years; a financially feasible schedule of improvements; an infrastructure work plan to build the facilities needed to implement the facility plan, including those needed to meet enhanced treatment standards adopted by the Department of Environmental Protection; and a phase-out of existing onsite septic tank systems where central facilities are available. The term available shall be interpreted consistent with the definition of s. 381.0065(2)(a). The facility plan shall also include a long-range component addressing service of the joint planning area or utility service area. In addition, local governments shall establish a water reuse program that allows for reuse of reclaimed water on a site-by-site basis for development over a size threshold to be determined by the local government or on a jurisdiction-wide basis to minimize pumpage of groundwater for nonpotable usage.

(2) Local governments shall update their wastewater facility plans required in subsection (1) where the Total Maximum Daily Loads Program requires reductions in point source pollutants for a basin or as required by legislation for enhanced treatment standards.

369.321 Comprehensive plan amendments.—By January 1, 2006, each local government within the Wekiva Study Area shall amend its local government comprehensive plan to include the following:

(1) Local governments hosting an interchange on the Wekiva Parkway shall adopt an interchange land use plan into their comprehensive plans. Each interchange land use plan shall address: appropriate land uses and compatible development; secondary road access; access management; right-of-way protection; vegetation protection and water conserving landscaping; and the height and appearance of structures and signage. Local governments within which the Wekiva Parkway is planned shall amend their local government comprehensive plan to include the Wekiva Parkway.

(2) Local governments shall amend the appropriate elements of the comprehensive plan, including the capital improvements element, to ensure implementation of the master stormwater management plan.

(3) Local governments shall amend their comprehensive plans to establish land use strategies that optimize open space and promote a pattern of development on a jurisdiction-wide basis that protects the most effective recharge areas, karst features, and sensitive natural habitats including Longleaf Pine, Sand Hill, Sand Pine, and Xeric Oak Scrub. Such strategies shall recognize property rights and the varying circumstances within the Wekiva Study Area, including rural and urban land use patterns. Local comprehensive plans shall map, using best available data from the St. Johns River Water Management District and the Fish and Wildlife Conservation Commission, recharge areas and sensitive upland habitats for this purpose. Local governments shall have flexibility to achieve this objective through comprehensive plan strategies that may include, but are not limited to:

(a) Coordinated greenway plans;

(b) Dedication of conservation easements;

(c) Land acquisition;

(d) Clustering of development;

(e) Density credits and density incentives which result in permanent protection of open space; and

(f) Low to very low density development.

(4) An up-to-date 10-year water supply facility work plan for building potable water facilities necessary to serve existing and new development and for which the local government is responsible as required by paragraph 163.3177(6)(c).

(5) Comprehensive plans and comprehensive plan amendments adopted by the local governments to implement this section shall be reviewed by the Department of Community Affairs pursuant to s. 163.3184, and shall be exempt from the provisions of s. 163.3187(1).

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(6) Implementing land development regulations shall be adopted no later than January 1, 2007.

(7) During the period prior to the adoption of the comprehensive plan amendments required by this act, any local comprehensive plan amendment adopted by a city or county that applies to land located within the Wekiva Study Area shall protect surface and groundwater resources and be reviewed by the Department of Community Affairs, pursuant to chapter 9J-5, Florida Administrative Code, using best available data, including the information presented to the Wekiva River Basin Coordinating Committee.

369.322 Coordination of land use and water supply within the Wekiva Study Area.—

(1) In their review of local government comprehensive plan amendments for property located within the Wekiva Study Area pursuant to s. 163.3184, the Department of Community Affairs and the St. Johns River Water Management District shall assure that amendments that increase development potential demonstrate that adequate potable water consumptive use permit capacity is available.

(2) Local governments located within the Wekiva Study Area shall coordinate with the St. Johns River Water Management District and other public and private utilities, on a countywide or multicounty basis, to implement cooperative solutions for development of alternative water sources necessary to supplement groundwater supplies consistent with the St. Johns River Water Management District Regional Water Supply Plan.

(3) In recognition of the need to balance resource protection, existing infrastructure and improvements planned or committed as part of approved development, consistent with existing municipal or county comprehensive plans and economic development opportunities, planned community development initiatives that assure protection of surface and groundwater resources while promoting compact, ecologically and economically sustainable growth should be encouraged. Small area studies, sector plans, or similar planning tools should support these community development initiatives. In addition, the Department of Community Affairs may make available best practice guides that demonstrate how to balance resource protection and economic development opportunities.

369.323 Compliance.—Comprehensive plans and plan amendments adopted by the local governments within the Wekiva Study Area to implement this act shall be reviewed for compliance by the Department of Community Affairs.

369.324 Wekiva River Basin Commission.—

(1) The Wekiva River Basin Commission is created to monitor and ensure the implementation of the recommendations of the Wekiva River Basin Coordinating Committee for the Wekiva Study Area. The East Central Florida Regional Planning Council shall provide staff support to the commission with funding assistance from the Department of Community Affairs. The commission shall be comprised of a total of 19 members appointed by the

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Governor, 9 of whom shall be voting members and 10 shall be ad hoc nonvoting members. The voting members shall include:

(a) One member of each of the Boards of County Commissioners for Lake, Orange, and Seminole Counties.

(b) One municipal elected official to serve as a representative of the municipalities located within the Wekiva Study Area of Lake County.

(c) One municipal elected official to serve as a representative of the municipalities located within the Wekiva Study Area of Orange County.

(d) One municipal elected official to serve as a representative of the municipalities located within the Wekiva Study Area of Seminole County.

(e) One citizen representing an environmental or conservation organization, one citizen representing a local property owner, a land developer, or an agricultural entity, and one at-large citizen who shall serve as chairman of the council.

(f) The ad hoc nonvoting members shall include one representative from each of the following entities:

1. St. Johns River Management District.

2. Department of Community Affairs.

3. Department of Environmental Protection.

4. Department of Health.

5. Department of Agriculture and Consumer Services.

6. Fish and Wildlife Conservation Commission.

7. Department of Transportation.

8. MetroPlan Orlando.

9. Orlando-Orange County Expressway Authority.

10. Seminole County Expressway Authority.

(2) Voting members shall serve 3-year, staggered terms, and shall serve without compensation but shall serve at the expense of the entity they represent.

(3) Meetings of the commission shall be held in Lake, Orange, or Seminole county at the call of the chairman, but shall meet at least twice a year.

(4) To assist the commission in its mission, the East Coast Regional Planning Council, in coordination with the applicable regional and state agencies, shall serve as a clearinghouse of baseline or specialized studies through modeling and simulation, including collecting and disseminating data on the demographics, economics, and the environment of the Wekiva

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Study Area including the changing conditions of the Wekiva River surface and groundwater basin and associated influence on the Wekiva River and the Wekiva Springs.

(5) The commission shall report annually, no later than December 31 of each year, to the Governor, the President of the Senate, the Speaker of the House of Representatives, and the Department of Community Affairs on implementation progress.

Section 2. Paragraph (b) of subsection (1) of section 163.3184, Florida Statutes, is amended to read:

163.3184 Process for adoption of comprehensive plan or plan amendment.—

(1) DEFINITIONS.—As used in this section, the term:

(b) "In compliance" means consistent with the requirements of ss. 163.3177, 163.31776, when a local government adopts an educational facilities element, 163.3178, 163.3180, 163.3191, and 163.3245, with the state comprehensive plan, with the appropriate strategic regional policy plan, and with chapter 9J-5, Florida Administrative Code, where such rule is not inconsistent with this part and with the principles for guiding development in designated areas of critical state concern and with part III of chapter 369, where applicable.

Section 3. Section 348.7546, Florida Statutes, is created to read:

348.7546 Wekiva Parkway, construction authorized; financing.—Notwithstanding s. 338.2275, the Orlando-Orange County Expressway Authority is hereby authorized to exercise its condemnation powers, construct, finance, operate, own, and maintain the Wekiva Parkway as part of the authority's long-range capital improvement plan. The "Wekiva Parkway" means any limited access highway or expressway constructed between State Road 429 and Interstate 4 specifically incorporating the corridor alignment recommended by Recommendation 2 of the Wekiva River Basin Area Task Force final report dated January 15, 2003, and the recommendations of the SR 429 Working Group that were adopted January 16, 2004. This project may be financed with any funds available to the authority for such purpose or revenue bonds issued by the authority under s. 11, Article VII of the State Constitution and s. 348.755(1)(b).

Section 4. Section 348.7547, Florida Statutes, is created to read:

348.7547 Maitland Boulevard Extension and Northwest Beltway Part A Realignment construction authorized; financing.—Notwithstanding s. 338.2275, the Orlando-Orange County Expressway Authority is hereby authorized to exercise its condemnation powers, construct, finance, operate, own, and maintain the portion of State Road 414 know as the Maitland Boulevard Extension and the realigned portion of the Northwest Beltway Part A as part of the authority's long-range capital improvement plan. The Maitland Boulevard Extension will extend from the current terminus of State Road 414 at U.S. 441 west to State Road 429 in west Orange County.

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The realigned portion of the Northwest Beltway Part A will run from the point at or near where the Maitland Boulevard Extension will connect with State Road 429 and will proceed to the west and then north resulting in the northern terminus of State Road 429 moving farther west before reconnecting with U.S. 441. However, under no circumstances shall the realignment of the Northwest Beltway Part A conflict or contradict with the alignment of the Wekiva Parkway as defined in s. 348.7546. This project may be financed with any funds available to the authority for such purpose or revenue bonds issued by the authority under s. 11, Article VII of the State Constitution and s. 348.755(1)(b).

Section 5. This act shall take effect July 1, 2004.

Approved by the Governor June 29, 2004.

Filed in Office Secretary of State June 29, 2004.

ATTACHMENT 2

- Benefit Cost Analysis Report and Economic Impact Analysis Report

FLORIDA DEPARTMENT OF TRANSPORTATION

WEKIVA PARKWAY

TIGER DISCRETIONARY GRANTS

BENEFIT COST ANALYSIS & ECONOMIC IMPACT ANALYSIS REPORT-SUPPLEMENTARY DOCUMENTATION

OCTOBER 2011

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1. Introduction

This document provides detailed technical information on the economic analysis conducted in support of the Grant Application for the Wekiva Parkway project.

Section 2, Methodological Framework, introduces the conceptual framework used in the Benefit-Cost Analysis (BCA). Section 3, Project Overview, provides an overview of the project, including a brief description of existing conditions and proposed alternatives; a summary of cost estimates and schedule; and a description of the types of effects that the Wekiva Parkway is expected to generate. Section 4, General Assumptions, discusses the general assumptions used in the estimation of project costs and benefits, while estimates of travel demand and traffic growth can be found in Section 5, Demand Projections. Specific data elements and assumptions pertaining to the long-term outcome selection criteria are presented in Section 6, Benefits Measurement, Data and Assumptions, along with associated benefit estimates. Estimates of the project's Net Present Value (NPV), its Benefit/Cost ratio (BCR) and other project evaluation metrics are introduced in Section 7, Summary of Findings and BCA Outcomes. Section 8, BCA Sensitivity Analysis, identifies the variables and model parameters whose variations have the greatest impact on the BCA outcomes. Detailed economic impact estimates can be found in Section 9, Economic Impact Analysis, along with descriptions of the data sources and modeling tools used in the analysis. Results of an additional analysis on the Wekiva Parkway without Segment 7B are contained in Section 10, Additional Analysis on Segment 7B. Additional data tables, including annual estimates of costs and benefits, are in Section 11, Supplementary Data Tables.

2. Methodological Framework

Benefit-Cost Analysis (BCA) is a conceptual framework that quantifies in monetary terms as many of the costs and benefits of a project as possible. Benefits are broadly defined. They represent the extent to which people impacted by the project are made better-off, as measured by their own willingness-to-pay. In other words, central to BCA is the idea that people are best able to judge what is "good" for them, what improves their well-being or welfare.

BCA also adopts the view that a net increase in welfare (as measured by the summation of individual welfare changes) is a good thing, even if some groups within the society are made worse-off. A project or proposal would be rated positively if the benefits to some are large enough to compensate the losses of others.

Finally, BCA is typically a forward-looking exercise, seeking to anticipate the welfare impacts of a project or proposal over its entire life-cycle. Future welfare changes are weighted against today's changes through discounting, which is meant to reflect society's general preference for the present, as well as broader inter-generational concerns.

The specific methodology developed for this application was developed using the above BCA principles and is consistent with the TIGER guidelines. In particular, the methodology involves:

- Establishing existing and future conditions under the build and no-build scenarios;

- Assessing benefits with respect to each of the five long-term outcomes identified in the Notice of Funding Availability (NOFA)[1];
- Measuring benefits in dollar terms, whenever possible, and expressing benefits and costs in a common unit of measurement;
- Using DOT guidance for the valuation of travel time savings, safety benefits and reductions in air emissions, while relying on industry best practice for the valuation of other effects;
- Discounting future benefits and costs with the real discount rates recommended by the DOT (7 percent, and 3 percent for sensitivity analysis); and
- Conducting a sensitivity analysis to assess the impacts of changes in key estimating assumptions.

3. Project Overview

The Wekiva Parkway is a 27-mile highway that will complete the Western Beltway (SR 429) around metropolitan Orlando and provide an alternative travel route to Interstate 4 (I-4), a heavily utilized corridor through the State by commuters, tourists, and freight shipping. The Parkway is anticipated to improve safety and reduce vehicle crash fatalities, particularly along SR 46, one of the deadliest roads in Florida for both people and wildlife. Its unique design will minimize impacts to Wekiva River Basin resources while also improving wildlife habitat connectivity between conservation lands and reduce vehicle-wildlife conflicts.

Completion of the Western Beltway will allow regional traffic to bypass the most heavily congested segment of I-4 (from south of the Osceola/Orange County line to south of the Seminole/Volusia County line) which travels through the City of Orlando and is the main thoroughfare providing access to Walt Disney World, Sea World, Universal Studios, and other area attractions. In addition to providing relief to regional motorists, the completed Western Beltway will ease congestion on local roadways and provide a needed expressway connection between northwest Orange, eastern Lake, and western Seminole Counties.

3.1 Base Case and Alternatives

In the Base Case, the Wekiva Parkway would not be built and thus travelers in the region would need to use existing roads to reach their destinations. In particular, drivers traveling between areas close to I-4 around Sanford, FL and Mount Dora and Apopka will be constrained to use only existing roads.

In the alternative, the Wekiva Parkway will be build according to the schedule presented in the following subsection, with segments opening to the public as soon as they are built. In this case, travelers between Sanford, Mount Dora and Apopka will be able to choose between using the Parkway and using alternate non-tolled routes to reach their destinations.

[1] U.S. Federal Register, Federal Register / Vol. 76, No. 156 / Friday, August 12, 2011 / Notices, Notice of Funding Availability for the Department of Transportation's National Infrastructure Investments under the Full-Year Continuing Appropriations, 2011; and Request for Comments.

Additionally, this analysis includes a scenario in which the Wekiva Parkway is built without Segment 7B. Under this scenario the existing 4-lane segment of SR 46 will not be widened to 6 lanes. This analysis allows for a better understanding of the relative impact of Segment 7B.

3.2 Project Cost and Schedule[2]

The Wekiva Parkway project is broken down into 8 segments with construction scheduled to start in July 2012 and be completed in September 2019. The completion of each individual segment as well as its length is described in the table below.

Table 1. Completion Dates and Length for Wekiva Parkway Segments

Segment	Completion Year (Based on Funding Assumptions)	Segment Length (miles)
Section 7B	2014	1.875
Section 3B	2015	0.466
Section 4A	2016	1.833
Section 4B	2016	2.447
Section 1A	2017	2.132
Section 1B	2017	2.383
Section 2A	2017	1.822
Section 2B	2017	1.402
Section 2C	2017	0.775
Section 3A	2017	2.083
Section 5	2017	1.796
Section 8	2017	2.636
Section 7A	2018	3.532
Section 6	2019	4.924

[2] All cost estimates in this section are in millions of dollars of 2011, discounted to 2011 using a 7 percent real discount rate.

Full Build Alternative

In the case of the Full Build, the Parkway will have a length of 30.1 miles, and the yearly construction of segments is anticipated to occur according to the following table.

Table 2. Yearly Construction Goals for Full Build

Year	Yearly Segment Length Added (miles)	Percent of Total Project Length	Cumulative Percentage	Cumulative Segment Length (miles)
2014	1.9	6.2%	6.2%	1.9
2015	0.5	1.5%	7.8%	2.3
2016	4.3	14.2%	22.0%	6.6
2017	15.0	49.9%	71.9%	21.7
2018	3.5	11.7%	83.6%	25.2
2019	4.9	16.4%	100.0%	30.1
Grand Total	**30.1**	**100%**		

The total capital cost for the Full Build is estimated at $1,646.9 million dollars of 2011, of which more than $25 million are directly associated with mitigating wildlife and wetland impacts. Table 3 shows the capital cost for the Full Build broken down into its main categories.

Table 3. Capital Cost Breakdown for Full Build

Capital Cost Category	Amount (2011 $)
Design	$59,988,383
Wildlife Impacts	$6,374,153
Wetland Mitigation	$19,831,075
Right of Way	$343,272,023
Construction	$1,105,547,297
Utilities	$25,169,409
CEI	$86,693,271
Total	**$1,646,875,611**

Operation and maintenance (O&M) costs for the roadway are assumed to average $250,000 dollars per year for the entire Parkway. Additionally, costs for operating and maintaining the tolling operations are assumed to average of $77,638 dollars per lane per year.

Full Build without Segment 7B Scenario

For the examination of the building the Parkway without Segment 7B, to better understand the relative impact of Segment 7B, the project length totals 28.2 miles and the yearly construction of segments is anticipated to take place according to the following table.

Table 4. Yearly Construction Goals for Wekiva Parkway without Segment 7B

Year	Yearly Segment Length Added (miles)	Percent of Total Project Length	Cumulative Percentage	Cumulative Segment Length (miles)
2015	0.5	1.7%	1.7%	0.5
2016	4.3	15.2%	16.8%	4.7
2017	15.0	53.2%	70.0%	19.8
2018	3.5	12.5%	82.6%	23.3
2019	4.9	17.4%	100.0%	28.2
Grand Total	**28.2**	**100%**		

The total capital cost for the Wekiva Parkway without Segment 7B is estimated at $1,628.8 million dollars of 2011. Table 5Table 3 shows the capital cost for this scenario broken down into its main categories.

Table 5. Capital Cost Breakdown for Wekiva Parkway without Segment 7B

Capital Cost Category	Amount (2011 $)
Design	$59,988,383
Wildlife Impacts	$6,374,153
Wetland Mitigation	$19,831,075
Right of Way	$343,272,023
Construction	$1,088,839,649
Utilities	$25,169,409
CEI	$85,356,659
Total	**$1,628,831,352**

As with the analysis of the full Parkway including Segment 7B, operation and maintenance (O&M) costs are assumed to average $250,000 dollars per year and costs for operating and maintaining the tolling operations are assumed to average of $77,638 dollars per lane per year.

3.3 Effects on Long-Term Outcomes

The largest benefit from the Wekiva Parkway Project comes from increased travel time savings for cars and trucks. These travel time savings directly improve the livability for residents and workers along the corridor, and may lead to greater economic growth as the productivity of local shippers increases and the area becomes more attractive to businesses and residents than it otherwise would have been.

Another important benefit of project is improved overall roadway safety, in the form of reduced accident costs. This benefit is a result of the reduced number of projected accidents

along the network that will arise due to the Parkway. Finally, the project will also generate a small residual value related to the depreciated value of its physical features (except right-of-way, which is not depreciated) and reductions in emissions.

The main benefit categories associated with the project are mapped into the five long-term outcome criteria set forth by the DOT in the table below.

Table 6: Expected Effects on Long Term Outcomes and Benefit Categories

Long-Term Outcomes	Benefit Categories	Description	Monetized	Quantified	Qualitative
State of Good Repair	Residual value	Value of underappreciated infrastructure and Right of Way acquired to build Parkway	Y		
Economic Competitiveness	Truck travel time savings	Reduction in travel time for truck operators	Y		
	Inventory cost savings	Reduced inventory cost for goods transported by truck due to reduced travel time	Y		
	Truck out-of-pocket Vehicle Operating Cost reduction	Reduction in out-of-pocket vehicle operating costs for trucks due to reduced travel time.			Y
Livability	Passenger vehicles travel time savings	Reduction in travel time for passenger vehicle users	Y		
	Passenger vehicle out-of-pocket Vehicle Operating Cost reduction	Reduction in out-of-pocket vehicle operating costs for trucks due to reduced travel time.			Y
	Reduced congestion	Reduced congestion at local roads due to start of operation of Parkway		Y	
Environmental Sustainability	Emissions reduction	Reduction in emission costs of greenhouse gases of motorized vehicles due to shorter travel times.	Y		
Safety	Accident reduction	Reduction in number of motorized vehicle accidents and their cost due to project improvements	Y		

4. General Assumptions

The BCA measures benefits against costs throughout a period of analysis beginning at the start of construction and including 20 years of operations.

The monetized benefits and costs are estimated in 2011 dollars with future dollars discounted in compliance with TIGER requirements using a 7 percent real rate, and sensitivity testing at 3 percent.

The methodology makes several important assumptions and seeks to avoid overestimation of benefits and underestimation of costs. Specifically:

- Input prices are inflated to 2011 dollars;
- The period of analysis begins in 2012 and ends in 2038. It includes project development and construction years (2012 - 2019) and 20 years of operations for the entire Parkway (2019 - 2038)[3];
- A constant 7 percent real discount rate is assumed throughout the period of analysis. A 3 percent real discount rate is used for sensitivity analysis;
- Opening year demand for each segment of the Parkway is an input to the BCA and is assumed to be fully realized in the same year the segment starts operations (i.e. no ramp-up); and
- Unless specified otherwise, the results shown in this document correspond to the effects of the Full Build alternative (construction of the 8 segments that make up the Wekiva Parkway).

Special consideration was given to a scenario that seeks to analyze the additional impact of Segment 7B (Full Build alternative compared to Full Build without Segment 7B) due to its early construction schedule.

5. Demand Projections

Demand projections are at the core of the analysis of highway projects, as most benefits are accrued by motorized-vehicle users. The Orlando Urban Area Transportation Study (OUATS) travel demand model (four-step model) was used to estimate vehicle miles traveled, vehicle hours traveled and number of trips on the impacted roads under the base case, the alternative (Full Build) and a special scenario (Segment 7B). These traffic inputs were aggregated by the model to estimate system-wide overall travel time, average trip length, vehicle operating costs, emissions, and accidents. The regional traffic demand model uses the characteristics of the current network, cost feasible future improvements, and those of the improvements associated to the Wekiva Parkway to simulate choices faced by individual travelers. First, the model identifies areas where jobs and recreational activities are located and areas where residents live to estimate origins and destinations as well as number of trips in the region. Based on the

[3] Due to the phased start of operations for different segments of the Parkway, some benefits will begin to be generated as soon as 2014 (specifically, after completion of segment 7B).

characteristics of the drivers, the model finds the least expensive path (in terms of generalized transportation costs) and assigns drivers to the different routes. After the assignments have been made, performance indicators such as congestion are derived for each route.

The travel demand model results, and post processing of the same, was used to generate the following statistics -

- Vehicle miles traveled (VMT)
- Vehicle hours traveled (VHT)
- Peak and Off-Peak split
- Percentage of trucks and passenger vehicles
- Breakdown of demand by trip purpose
- Percentage of vehicles originating in low-income areas
- Emissions for carbon monoxide, hydrocarbon, oxides of nitrogen and carbon dioxide
- Average number of accidents by accident type
- Number of trips and average trip length

The travel demand model estimates these variables for a base year of 2000 and a horizon year of 2025. The 2025 estimates are made for each one of the relevant scenarios: base case, full build and Parkway without Segment 7B.

Yearly projected values for VMT and VHT are obtained by interpolating and extrapolating the output of the travel demand model under each scenario. These values are estimated by growing VMT and VHT using an estimated yearly compound growth rate (obtained from the travel demand model outputs) and, during the construction years of the Parkway, adjusting the estimates to reflect the percentage of completion of the project. Projections for VMT and VHT in each one of the scenarios analyzed are presented in the table below.

Table 7: Demand Estimates and Projections

Variable	First Segment Opening Year (2014)	Opening Year for Entire Parkway (2019)	2025	Last Year of Analysis (2038)
Daily VMT – Base case	73,488,940	83,499,136	97,327,143	105,835,095
Daily VMT – Full Build	73,500,022	83,773,635	97,748,360	106,353,978
Daily VMT – Wekiva Parkway without Segment 7B	73,489,469	83,548,563	97,402,957	105,928,465
Daily VHT – Base case	3,975,907	5,216,397	7,225,899	8,652,161
Daily VHT – Full Build	3,975,137	5,194,399	7,185,831	8,597,711
Daily VHT – Wekiva Parkway without Segment 7B	3,975,805	5,205,410	7,205,881	8,624,953

6. Benefits Measurement, Data and Assumptions

This section describes the measurement approach used for each benefit category identified in Table 6 6 (Expected Effects on Long Term Outcomes and Benefit Categories) and provides an overview of the associated methodology, assumptions, and estimates.

6.1 State of Good Repair

To quantify the benefits associated with the State of Good Repair Outcome, the residual value of the infrastructure built is being monetized. In the case of the Wekiva Parkway, this consists of the right of way acquired to build the toll-road since the remaining components of the infrastructure (including the roadway itself) are assumed to be fully depreciated after 20 years of operation.

6.1.1 Methodology

The methodology used to estimate the residual value consists of estimating the cost of the right of way acquired for the construction of the project and discount it to the appropriate rate. The information on the cost of the right of way can be found in the project's cost estimates shown in section 3.2 of this appendix.

6.1.2 Assumptions

The assumption used in the estimation of the residual value of the project is that the right of way does not depreciate throughout the life of the project.

6.1.3 Benefit Estimates

The cost of the right of way for the project is $343.3 million. However, this benefit will be realized in 2039, after 20 years of operation of the entire project. In order to make it comparable with the rest of the benefits estimated, that amount must be discounted to 2011 dollars. This results in the residual value of the project at the end of the 20 years of operation being $52 million at a discount rate of 7 percent and $150 million at a discount rate of 3 percent. The following table summarizes this result.

Table 8: Estimates of State-of-Good-Repair Benefits, in Millions of 2011 Dollars

Benefit Category	In Entire Parkway Opening Year (2019)	Over the Project Lifecycle	
		In Constant Dollars	Discounted at 7 Percent
Residual Value – Right of Way	$0	$343.3	$51.6

6.2 Economic Competitiveness

The proposed project would contribute to enhancing the economic competitiveness of the Nation through improvements in the mobility of goods within and across the study area. In this analysis, two measures of mobility are presented: travel-time savings and inventory cost savings for trucks.

By providing a more direct connection between the northeastern and western areas of Orlando, the Parkway will reduce travel time for trucks (and the goods they carry) originating from or bound for the Port of Sanford and the Orlando Sanford International Airport. Furthermore, by completing a crucial part of the Orlando beltway, the Parkway will speed up the transportation of goods across the greater Orlando region and reduce total travel time for truck drivers that may be bound for destinations in other regions of Florida.

Finally, the reduction in travel times for trucks means goods will arrive to their final destination faster. As a result, shippers will be able to reduce the total time goods spend in transit to their final customers. This reduction in transportation time for goods is associated with a reduction in inventory costs and the amount of reduced cost varies depending on the time sensitiveness of the merchandise being transported. For example, perishable goods tend to have a higher inventory cost than bulk goods.

6.2.1 Methodology

In order to estimate travel time savings for truck drivers, the projections for truck VHT (derived from the output of the regional travel demand model) are used for the base case and the alternative along with the value of time for truck operators and the average number of operators per truck.

The estimation of change in inventory costs for the goods transported by truck depends on the truck VHT projections under the base case and the alternative and the value of time for the goods transported. This last variable depends on the specific combination of goods that are being transported by individual loaded trucks driving in the area.

The methodology used in the estimation of the economic competitiveness benefits is presented below, including the methodology that could be used in the estimation truck operating cost changes.

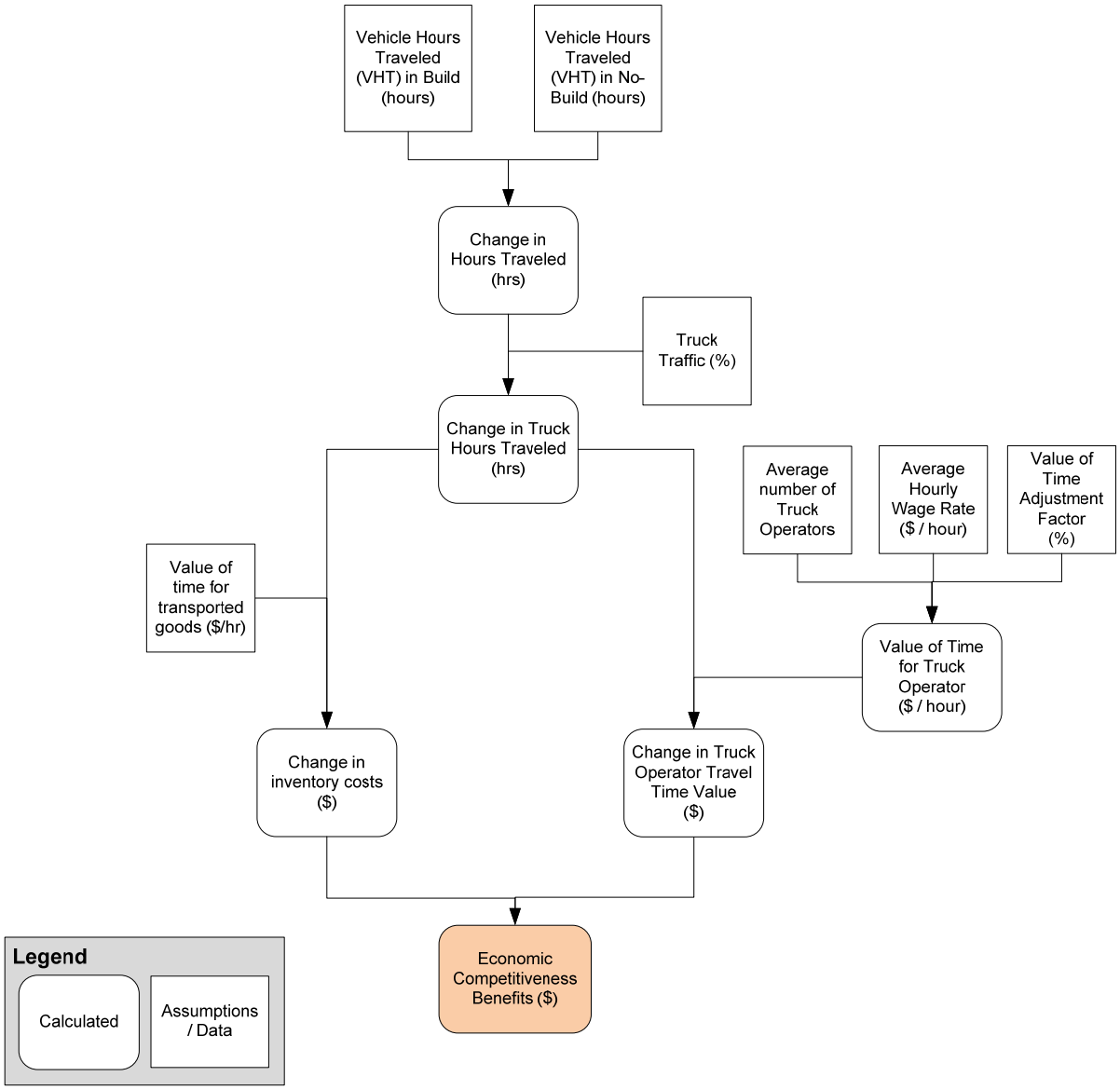

Figure 1. Methodology to Estimate Economic Competitiveness Benefits

6.2.2 Assumptions

The assumptions used in the estimation of travel time savings for truck operators and out-of-pocket vehicle operating costs for trucks are summarized in the tables below.

Travel time savings for truck operators are estimated by applying the number of average truck drivers in each truck to the change in truck VHT resulting from the travel demand model. This is

monetized using the value of time for truck operators, which grows at an annual rate to reflect increases in productivity.

Table 9: Assumptions used in the Estimation of Travel Time Savings for Truck Operators

Variable Name	Unit	Value	Source
Percentage of Truck VMT	Percentage	10%	Travel Demand Model
Truck Vehicle Occupancy Rate	Truck operators per truck	1.00	HDR Assumption
Value of Time for Truck Operators	Dollars per hour	$24.75	U.S. DOT Revised Departmental Guide on Valuation of Travel Time in Economic Analysis (Inflated through first half of 2011)
Real Annual Growth Rate of Value of Time	Percentage	1.6%	U.S. DOT Revised Departmental Guide on Valuation of Travel Time in Economic Analysis

The estimation of inventory cost savings is based on the change in truck VHT as a result of the project and the value of the goods transported by loaded trucks in the area. The percentage of loaded trucks is applied to the change in truck VHT to estimate the change in travel time for trucks loaded with goods. Finally, the value of the goods transported is applied to this travel time reduction to estimate the change in inventory costs.

Table 10. Assumptions used in the Estimation of Inventory Cost Savings

Variable Name	Unit	Value	Source
Truck Commodity Value	Dollars per hour	$30.00	HDR for the Office of Economic and Strategic Analysis, U.S. DOT, Assessing the Full Costs of Congestion on Surface Transportation Systems and Reducing Them through Pricing, February 2009

As stated before, the estimation of out-of-pocket travel costs for trucks has not been considered in this analysis.

6.2.3 Benefit Estimates

Economic competitiveness benefits of the Wekiva Parkway arise from the time savings for shippers and, in the long run, reduce transportation costs for goods using the project's infrastructure.

The project saves 86,524 hours of daily truck travel time- through the 20-year analysis period, which represent important travel time and/or inventory costs savings.

Table 11: Estimates of Economic Competitiveness Benefits, in Millions of 2011 Dollars

Benefit Category	In Entire Parkway Opening Year (2019)	Over the Project Lifecycle	
		In Constant Dollars	Discounted at 7 Percent
Truck Operator Travel Time Savings	$16.20	$753.42	$261.60
Inventory Cost Savings	$17.29	$680.16	$245.47

6.3 Livability

The proposed project would contribute to enhancing livability and quality of life in the study area through a reduction of travel time savings for passenger vehicle users and reduced congestion in the area.

Travel time savings will primarily benefit passenger vehicle users traveling between the northeastern regions of I-4 (around the Port of Sanford) and the western regions of Orlando (including the areas of Mount Dora and Apopka). With the project, these travelers will be able to choose between the routes existing in the base case or the faster route using Wekiva Parkway. Aggregation of all individual choices will result in different VHT for the base case and the alternative.

By attracting passenger vehicles into using the Wekiva Parkway, the project will relieve congestion in roads considered alternatives to the Parkway. As such, congestion externalities will be realized from the project. This benefit, however, will not be monetized in this analysis.

6.3.1 Methodology

Travel time savings for automobile users are estimated from the change in automobile VHT. This change is combined with travel distribution and trip purpose considerations (included as assumptions in the travel demand model) to estimate the change in VHT weighted by trip purpose and travel distribution. This weighted change in VHT is then combined with the passenger vehicle occupancy rate to estimate the change in travel time on a per-passenger basis. Finally, a weighted value of time estimate (that represents the same travel distribution and trip purpose as the change in VHT) is applied to monetize the travel time savings benefits for all passengers using automobiles.

Figure 2 2 shows the methodology employed to estimate the livability benefits generated by the project.

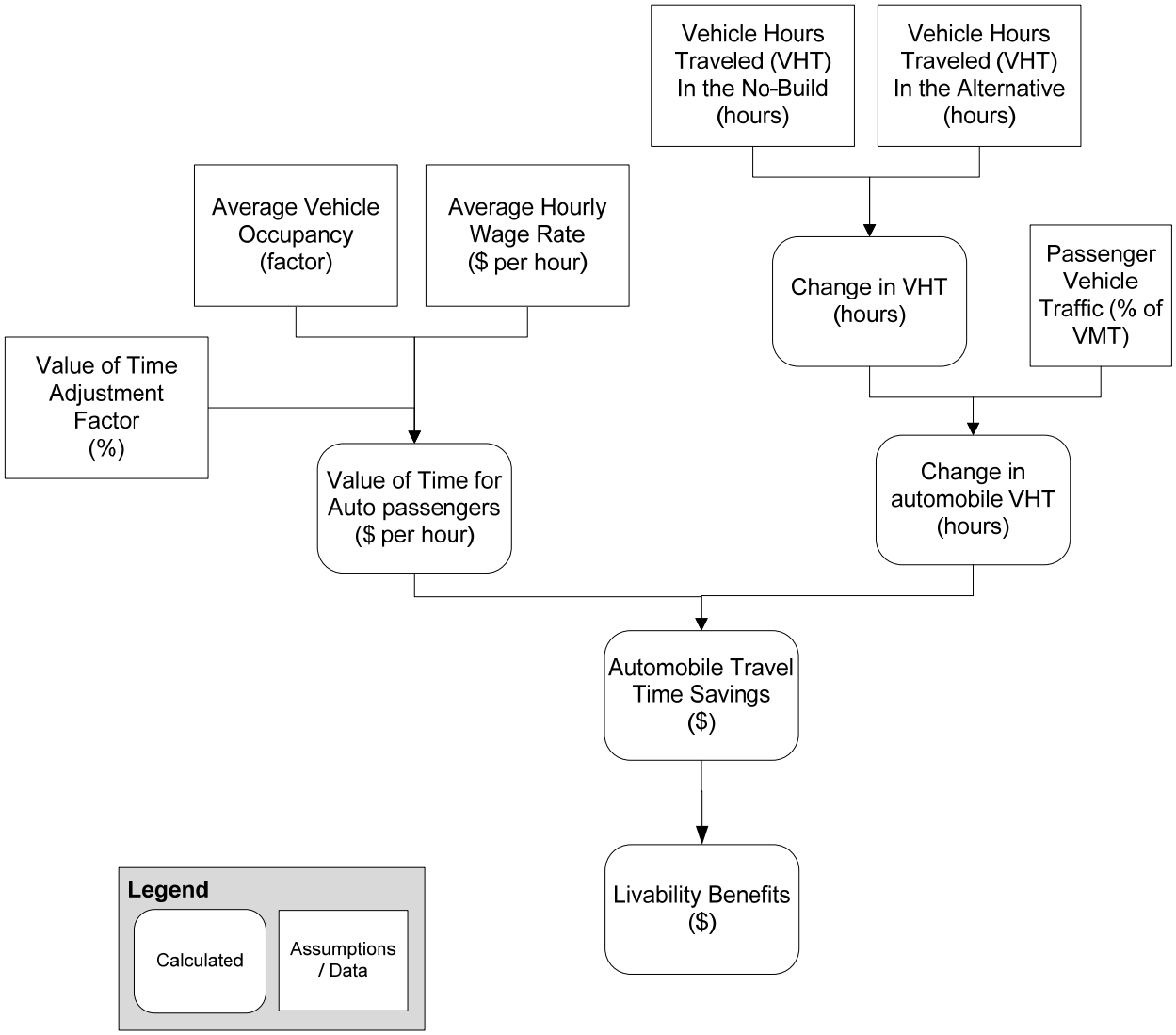

Figure 2. Methodology to Estimate Livability Benefits

6.3.2 Assumptions

The assumptions used in the estimation of livability benefits are summarized in the table below.

Table 12: Assumptions used in the Estimation of Livability Benefits

Variable Name	Unit	Value	Source
Percentage of Auto VMT	Percentage	90%	Travel Demand Model
Passenger vehicle occupancy rate	Persons per vehicle	1.25	2011 Urban Mobility Report
Travel Time Cost -Personal Travel	Dollars per hour	$12.47	U.S. DOT Revised Departmental Guide on Valuation of Travel Time in Economic Analysis (Inflated through first half of 2011)
Travel Time Cost – Business Travel	Dollars per hour	$23.84	U.S. DOT Revised Departmental Guide on Valuation of Travel Time in Economic Analysis (Inflated through first half of 2011)
Share of Personal Travel	Percentage	95.4%	U.S. DOT Revised Departmental Guide on Valuation of Travel Time in Economic Analysis
Share of Business Travel	Percentage	4.6%	U.S. DOT Revised Departmental Guide on Valuation of Travel Time in Economic Analysis
Weighted Average Travel Time Cost	Dollars per hour	$12.99	HDR Calculation
Real Annual Growth Rate of Value of Time	Percentage	1.6%	U.S. DOT Revised Departmental Guide on Valuation of Travel Time in Economic Analysis
Average out-of-pocket vehicle operating cost	Dollars per mile	$0.43	Based on AAA Average Driving Cost (gas, maintenance, tires, depreciation)
Percentage of Passenger Vehicle Originating in Low-Income Areas	Percentage	9.57%	Travel Demand Model

6.3.3 Benefit Estimates

Livability benefits represent important savings for passenger vehicle drivers in the region, especially in the travel time savings category. Since the existence of the Parkway will increase VMT in the region, the out-of-pocket travel costs will increase as a result of the project. However, the savings generated by the reduced travel time outweigh the increase in out-of-pocket costs, creating net benefits in this outcome.

The project saves 778,720 hours of daily automobile travel time through the 20-year analysis period but increases VMT by 8.1 million during the same period (which indicates that the Parkway provides a longer yet faster route). A summary of livability estimates is presented below.

Table 137: Estimates of Livability Benefits, in Millions of 2011 Dollars

Benefit Category	In Entire Parkway Opening Year (2019)	Over the Project Lifecycle	
		In Constant Dollars	Discounted at 7 Percent
Automobile Travel Time Savings	$109.53	$5,094.21	$1,544.92

Approximately 9.5 percent of the passenger vehicles who will benefit from travel time savings originate their trips in low-income areas. This means that low-income drivers will receive an estimated $147.85 million in benefits from travel time savings.

6.4 Environmental Sustainability

The proposed project would contribute to environmental sustainability through reduced emissions from trucks and passenger vehicles. Emissions are a function of travel speed and their relationship can be described as being U-shaped, with the lower emissions occurring at speeds of 40 to 50 miles per hour. In other words, for speeds below 40 miles per hour and speeds above 50 miles per hour, vehicles pollute more the farther the speed is from 40 or 50 miles per hour. Therefore, despite the fact that the existence of the Parkway will increase total VMT in the region, the increase in average speed in the alternative will cause a reduction in total emissions as estimated using standard emissions rates from EPA.

6.4.1 Methodology

The emission cost for carbon monoxide (CO), nitrogen oxides (NO_x) and carbon dioxide (CO_2) will be monetized using the methodology shown in Figure 3Figure 3. The output of the regional travel demand model includes an estimate for total CO, NO_x and CO_2 emissions under the base case and the alternative. Once the difference between the total emissions in both cases is calculated, they are combined with values of emission costs to determine the monetized reduction in emission costs.

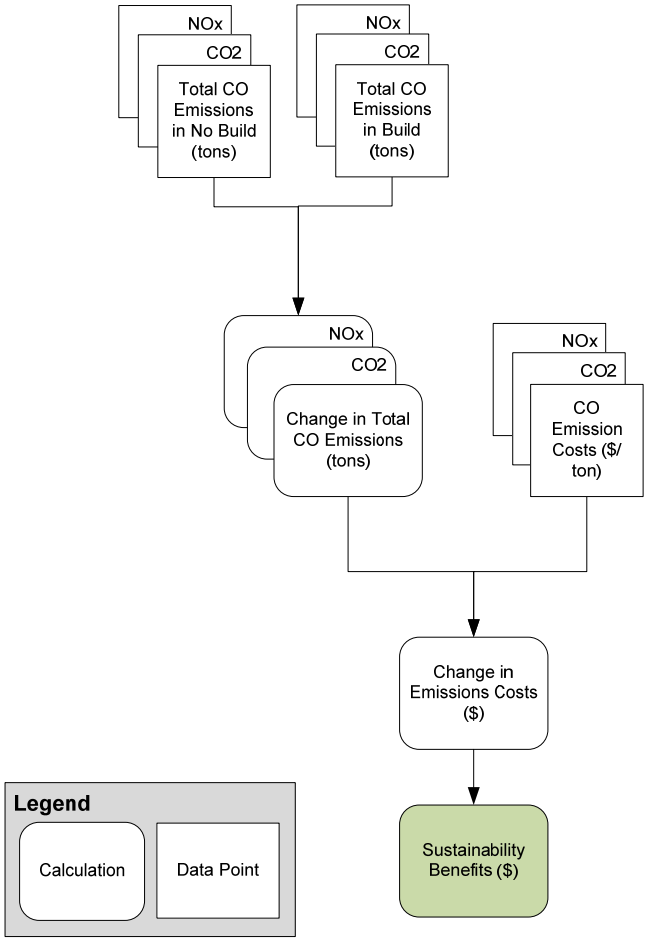

Figure 3. Methodology to Estimate Emission Cost Reduction Benefits

6.4.2 Assumptions

The key assumptions used in the estimation of sustainability benefits are the per unit values/costs per emission by type. These unit values are used to determine the monetized value of this benefit. The assumptions are summarized in the table below.

Table 14: Assumptions used in the Estimation of Environmental Sustainability Benefits

Variable Name	Unit	Value	Source
Value of Carbon Monoxide (CO) Emissions	Dollars per metric ton	$0	HDR calculation based on Social Cost Estimates from NHTSA 2009 and 2010 CAFÉ Reports
Value of Nitrogen Oxides (NO_x) Emissions	Dollars per metric ton	$5,630	HDR calculation based on Social Cost Estimates from NHTSA 2009 and 2010 CAFÉ Reports
Value of Carbon Dioxide (CO_2) Emissions – 2011	Dollars per metric ton	$23.6	HDR calculation based on Interagency Working Group on Social Cost of Carbon

6.4.3 Benefit Estimates

Emission reduction cost savings contribute approximately $70 million to the project's total benefits. Since emissions affect everyone in the community, the benefits will be realized by all inhabitants of the region.

The project will reduce 50,611 metric tons of CO, 5,582 metric tons of NO_x and almost 3 million metric tons of carbon dioxide CO_2 through the 20-year period of operation of the Parkway. A summary of the results of this benefit category is presented below.

Table 15: Estimates of Environmental Sustainability Benefits, in Millions of 2011 Dollars

Benefit Category	In Entire Project Opening Year (2019)	Over the Project Lifecycle	
		In Constant Dollars	Discounted at 7 Percent
Reduction in Emission Savings	$3.03	$134.97	$70.17

6.5 Safety

The proposed project would contribute to promoting DOT's long-term safety outcome through reductions in the number and cost of vehicle accidents in the region due occurring because of Parkway and the region's increased capacity. Better road conditions, as well as limited points of access to the Parkway are expected to contribute to the reduction in accident rates in the region across all accident categories.

6.5.1 Methodology

The travel demand model post processor estimates total accidents under the base case and the alternative. This estimate is disaggregated by accident type using FDOT's crash severity levels. The equivalence between FDOT's crash severity levels and the scale suggested by US DOT in the NOFA is shown in the following table:

Table 16. Crash Severity Equivalence Table

FDOT accident type	MAIS equivalence
1=None	PDO
2=Possible	Average of MAIS 2 AND 1
3=Non Incapacitating	MAIS 3
4=Incapacitating	Average of MAIS 5 AND 4
5=Fatal (within 30 days)	MAIS 6

Since the accidents are estimated in the model following FDOT's classification, the difference in yearly accidents by type is then monetized using an average value of accident costs (by type).

The following structure and logic diagram shows the methodology used to estimate the reduction in accident costs.

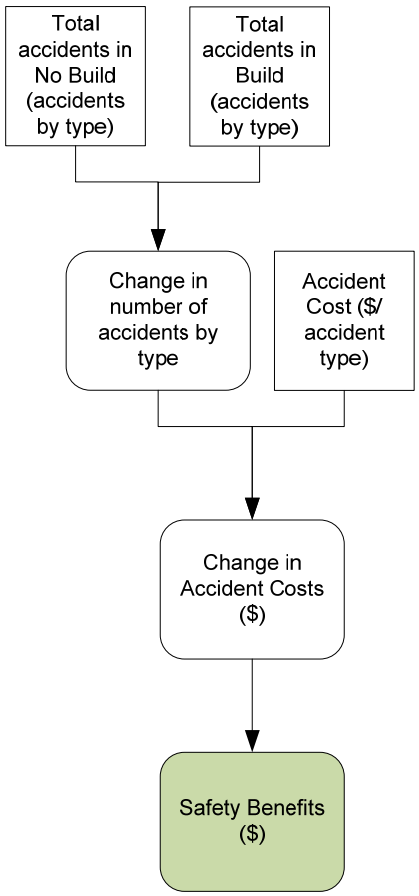

Figure 4. Methodology to Estimate Reduction in Accident Costs

6.5.2 Assumptions

The assumptions used in the estimation of safety benefits are related to the monetization of accident costs and are summarized in the table below.

Table 17: Assumptions used in the Estimation of Safety Benefits

Variable Name	Unit	Value	Source
Average Cost of Accident Type 1	Dollars per accident	$3,368	HDR calculation based on Table 16
Average Cost of Accident Type 2	Dollars per accident	$155,000	HDR calculation based on Table 16
Average Cost of Accident Type 3	Dollars per accident	$651,000	HDR calculation based on Table 16
Average Cost of Accident Type 4	Dollars per accident	$2,662,900	HDR calculation based on Table 16
Average Cost of Accident Type 5	Dollars per accident	$6,200,000	HDR calculation based on Table 16

6.5.3 Benefit Estimates

A summary of the safety benefits can be found in the following table.

Table 18: Estimates of Safety Benefits, in Millions of 2011 Dollars

Benefit Category	In Entire Project Opening Year (2019)	Over the Project Lifecycle	
		In Constant Dollars	Discounted at 7 Percent
Accident Cost Reduction Savings	$84.34	$2,332.09	$786.71

7. Summary of Findings and BCA Outcomes

The tables below summarize the BCA findings. Annual costs and benefits are computed over the lifecycle of the project (20 years). As stated earlier, construction of the entire Wekiva Parkway is expected to be completed by 2019. However, benefits accrue during the operation of individual segments of the project that start operating as early as 2014 (Segment 7B).

Table 19: Overall Results of the Benefit Cost Analysis in Millions of 2011 Dollars unless Specified Otherwise

Project Evaluation Metric	7% Discount Rate	3% Discount Rate
Total Discounted Benefits	$2,961	$5,575
Total Discounted Costs	$1,309	$1,581
Net Present Value	$1,651	$3,994
Benefit / Cost Ratio	2.3	3.5
Internal Rate of Return (%)	16%	

Considering all monetized benefits and costs, the estimated internal rate of return of the project is 16 percent. With a 7 percent real discount rate, the $1,309 million investment would result in $2,961 million in total benefits and a Benefit/Cost ratio of approximately 2.3.

With a 3 percent real discount rate, the Net Present Value of the project would increase to $3,994 million, for a Benefit/Cost ratio of 3.5.

Table 20: Benefit Estimates by Long-Term Outcome for the Entire Parkway

Long-Term Outcomes	Benefit Categories	7% Discount Rate	3% Discount Rate
State of Good Repair	Residual value – right of way	$52	$150
Economic Competitiveness	Truck travel time savings and inventory cost	$507	$963
Livability	Passenger vehicle travel time savings	$1,545	$2,964
Environmental Sustainability	Emission cost savings	$70	$79
Safety	Accident cost reduction	$787	$1,419
Total Benefit Estimates		**$2,961**	**$5,575**

Several transportation highway users will benefit from the addition of the Wekiva Parkway into the Central Florida region. Shippers will have an alternative route which is anticipated to reduce shipping times and decrease accidents. Residents will also benefit from the Wekiva Parkway. Local auto users will begin seeing reductions in travel time with the improvements that will be made. Lastly, the entire community will reap environmental benefits from reduced emissions.

Furthermore, Wekiva Parkway communities have experienced a higher percentage of unemployment than the national average since 2007 (as shown in Table 21). These communities will benefit the most from the project.

Table 21: Unemployment Rates in Project Area Cities and in Florida (in percentage)

Year	U.S. Unemploy-ment Rate	Unemployment Rates (%)						
		Florida	Sanford city, FL	Difference vs US	Apopka city, FL	Difference vs US	Orlando-Deltona-Daytona Beach, CSA	Difference vs US
2008	4.6	6.2	6.8	*2.2*	5.5	*0.9*	6.0	*1.4*
2009	5.8	10.2	11.0	*5.2*	9.1	*3.3*	10.3	*4.5*
2010	9.3	11.5	12.4	*3.1*	10.8	*1.5*	11.6	*2.3*

8. BCA Sensitivity Analysis

The BCA outcomes presented in the previous sections rely on a large number of assumptions and long-term projections; both of which are subject to considerable uncertainty.

The primary purpose of the sensitivity analysis is to help identify the variables and model parameters whose variations have the greatest impact on the BCA outcomes: the "critical variables."

The sensitivity analysis can also be used to:

- Evaluate the impact of changes in individual critical variables – how much the final results would vary with reasonable departures from the "preferred" or most likely value for the variable; and
- Assess the robustness of the BCA and evaluate, in particular, whether the conclusions reached under the "preferred" set of input values are significantly altered by reasonable departures from those values.

The outcomes of the quantitative analysis for the construction of the entire Wekiva Parkway using a 7 percent discount rate are summarized in the table below. The table provides the percentage changes in project NPV associated with variations in variables or parameters (listed in row), as indicated in the column headers.

For example, a 30 percent reduction in the value of time leads to a 32 percent reduction in the project NPV. A 20 percent increase in value of time raises the project NPV by 21 percent.

Table 22: Quantitative Assessment of Sensitivity, Summary

Parameters	Change in Parameter Value	New NPV	Change in NPV	New B/C Ratio
Value of commodities transported by truck	20% Reduction in Value Used	$1,640	($49)	2.3
	20% Increase in Value Used	$1,739	$50	2.3
Percentage of truck traffic	15% of truck traffic	$1,857	$168	2.4
	5% of truck traffic	$1,522	($167)	2.2
Value of Time	30% Reduction in Recommended Value	$1,148	($541)	1.9
	20% Increase in Recommended Value	$2,051	$362	2.6
Passenger Vehicle Occupancy Rate	10% Increase in Value Used	$1,844	$155	2.4
	10% Decrease in Value Used	$1,535	($154)	2.2
Capital Cost Estimate	25% Reduction	$2,017	$328	3.1
Annual O&M Cost Estimate	25% Reduction	$1,708	$19	2.3

9. Economic Impact Analysis

The Minnesota IMPLAN Group's input-output model has been used to estimate the direct, indirect and induced effects of the Wekiva Parkway project, in terms of employment, labor income and value added.

Employment effects represent full-time and part-time jobs created for a full year (unless noted otherwise). Labor income consists of total employee compensation (wage and salary payments, as well as health and life insurance benefits, retirement payments and any other non-cash compensation) and proprietary income (payments received by self-employed individuals as income). Value added represents total business sales (output) minus the cost of purchasing intermediate products and is roughly equivalent to gross regional/domestic product.

9.1 Short-Term Impacts from Capital Expenditures

Estimated spending on project engineering and construction (capital expenditures) between 2012 and 2019 is used to compute short-term economic impacts.

The project is expected to generate 24,527 job-years during the project development phase. It is also expected to create $1.88 billion in value added, including $1.27 billion in labor income. A breakdown of short-term impacts by type of effect (direct, indirect and induced) is provided in the table below.

Table 23: Direct, Indirect and Induced Impacts during Project Development Phase

	Spending (Millions of 2011 Dollars)	Direct	Indirect	Induced	Total
Employment*	$1,269.3	9,855	5,349	9,322	24,527
Labor Income**		$510.6	$328.4	$435.5	$1,274.6
Value Added**		$580.2	$525.2	$773.5	$1,878.9

*Note: * Employment impacts from IMPLAN reflect total employment (full time plus part time). On average, the ratio of FTE to total employment is estimated at 90 percent. **Millions of 2011 Dollars.*

Another method to estimate job-years from additional spending uses the Council of Economic Advisors' (CEA) methodology as presented in a 2009 analysis[4]. This method assumes that for every $92,000 of government spending, one job-year is created. The following table shows the difference in job-year estimates using the IMPLAN and CEA methodologies.

Note that the estimated employment impacts are lower when using CEA's approach. Specifically, the simplified computation produces a more conservative estimate of 13,797 job-years.

[4] Executive Office of the President, Council of Economic Advisers, "Estimates of Job Creation from the American Recovery and Reinvestment Act of 2009," Washington, D.C., May 11, 2009.

Table 24: Job Year Estimates with IMPLAN and CEA Methodology

	Spending (Millions of 2011 Dollars)	Direct	Indirect	Induced	Total
IMPLAN *	$1,269.3	9,855	5,349	9,322	24,527
CEA		8,830		4,967	**13,797**

*Note: * Employment impacts from IMPLAN should not be interpreted as full-time equivalent (FTE) as they reflect the mix of full and part time jobs that is typical for each sector.*

A breakdown of short-term economic impacts (using IMPLAN estimates) in terms of employment (job-hours), labor income and value added is provided by quarter in the table below.

Table 25: Short-Term Impacts Resulting from Capital Expenditures

Period	Spending (Millions of 2011 Dollars)*	Total Job-Hours**	Direct Job-Hours**	Total Labor Income (Millions of 2011 Dollars)	Total Value Added (Millions of 2011 Dollars)
2012 - Q1	$5.7	197,561	79,384	$5.8	$8.5
2012 - Q2	$5.7	197,561	79,384	$5.8	$8.5
2012 - Q3	$5.7	197,561	79,384	$5.8	$8.5
2012 - Q4	$5.7	197,561	79,384	$5.8	$8.5
2013 - Q1	$22.5	775,684	311,685	$22.6	$33.3
2013 - Q2	$22.5	775,684	311,685	$22.6	$33.3
2013 - Q3	$22.5	775,684	311,685	$22.6	$33.3
2013 - Q4	$22.5	775,684	311,685	$22.6	$33.3
2014 - Q1	$26.7	918,885	369,226	$26.8	$39.5
2014 - Q2	$26.7	918,885	369,226	$26.8	$39.5
2014 - Q3	$26.7	918,885	369,226	$26.8	$39.5
2014 - Q4	$26.7	918,885	369,226	$26.8	$39.5
2015 - Q1	$56.3	1,939,725	779,420	$56.5	$83.3
2015 - Q2	$56.3	1,939,725	779,420	$56.5	$83.3
2015 - Q3	$56.3	1,939,725	779,420	$56.5	$83.3
2015 - Q4	$56.3	1,939,725	779,420	$56.5	$83.3
2016 - Q1	$102.7	3,537,763	1,421,544	$103.1	$151.9
2016 - Q2	$102.7	3,537,763	1,421,544	$103.1	$151.9
2016 - Q3	$102.7	3,537,763	1,421,544	$103.1	$151.9
2016 - Q4	$102.7	3,537,763	1,421,544	$103.1	$151.9
2017 - Q1	$64.0	2,204,467	885,799	$64.2	$94.7
2017 - Q2	$64.0	2,204,467	885,799	$64.2	$94.7

Period	Spending (Millions of 2011 Dollars)*	Total Job-Hours**	Direct Job-Hours**	Total Labor Income (Millions of 2011 Dollars)	Total Value Added (Millions of 2011 Dollars)
2017 - Q3	$64.0	2,204,467	885,799	$64.2	$94.7
2017 - Q4	$64.0	2,204,467	885,799	$64.2	$94.7
2018 - Q1	$25.6	882,091	354,442	$25.7	$37.9
2018 - Q2	$25.6	882,091	354,442	$25.7	$37.9
2018 - Q3	$25.6	882,091	354,442	$25.7	$37.9
2018 - Q4	$25.6	882,091	354,442	$25.7	$37.9
2019 - Q1	$13.9	480,317	193,001	$14.0	$20.6
2019 - Q2	$13.9	480,317	193,001	$14.0	$20.6
2019 - Q3	$13.9	480,317	193,001	$14.0	$20.6
2019 - Q4	$13.9	480,317	193,001	$14.0	$20.6
Total	**$1,269.3**	**43,745,974**	**17,578,007**	**$1,274.6**	**$1,878.9**

*Notes: *Includes engineering ($124.8 million), construction ($1,105.5 million), wetland mitigation ($17.7 million), and utilities ($23.1 million); ** Assuming average weekly hours of 34.3 (Bureau of Labor Statistics estimate).*

The table below presents the short-term increase in employment and labor income resulting from capital expenditures in key industries employing low-income people. 15,238 cumulative job-years (or 62.1 percent of total job-years) are expected to be created in those industries by the end of 2019, bringing in an additional $684.4 million in labor income. Two-thirds of these jobs will be created in the Construction sector.

Table 26: Short-Term Impacts in Key Industries Employing Low-Income People

Sectors	Employment (Job-Years)	Labor Income (Millions of 2011 Dollars)
Agriculture, forestry, fishing and hunting	247	$7.7
Construction	9,988	$517.3
Retail trade	1,798	$57.7
Truck transportation	277	$13.8
Administrative and support and waste management and remediation services	1,065	$36.0
Nursing and residential care facilities, home health care services	587	$17.3
Accommodation and food services	1,094	$26.5
Personal and laundry services	181	$8.1
Total	**15,238**	**$684.4**

Note: Low-income sectors are identified in BLS, A Profile of the Working Poor, March 2009; BLS, Characteristics of Minimum Wage Workers, March 2009; and Carsey Institute, Issue Brief No. 2, Summer 2008.

9.2 Long-Term Impacts from Incremental Operation and Maintenance Expenditures

In addition to short-term job creation, the operation and maintenance of the Wekiva Parkway is expected to generate long-term employment opportunities. Unlike those resulting from capital expenditures, these jobs are expected to exist through the useful life of the project (for 25 years).

The table below presents estimates of the long-term employment impacts resulting from the operation and maintenance of the project.

Table 27: Long-Term Job Creation

	Annually	Total over 25 Years of Operations
Net incremental spending (Millions of 2011 Dollars)	$4.3	$107.9
Total job-years created	86	

Estimates of long-term job creation in industries employing low-income people can be found in the table below.

Table 28: Long-Term Impacts from O&M in Key Industries Employing Low-Income People

Industries	Employment (Job-Years)	Labor Income (Millions of 2011 Dollars)
Agriculture, forestry, fishing and hunting	1	$0.0
Construction	38	$2.3
Retail trade	7	$0.4
Truck transportation	1	$0.1
Administrative and support and waste management and remediation services	3	$0.1
Nursing and residential care facilities, home health care services	2	$0.1
Accommodation and food services	4	$0.1
Personal and laundry services	1	$0.0
Total	**57**	**$3.1**

Note: Low-income sectors are identified in BLS, A Profile of the Working Poor, March 2009; BLS, Characteristics of Minimum Wage Workers, March 2009; and Carsey Institute, Issue Brief No. 2, Summer 2008.

Overall, 57 long-term job-years (two-thirds of the total) are expected to be created in industries employing low-income people, including 38 job-years in Construction, and 7 job-years in Retail Trade.

10. Additional Analysis on Segment 7B

The purpose of this additional scenario is to examine the benefits (at the margin) generated by the construction of Segment 7B. The benefits generated under this additional scenario are similar to those considered in the previous scenario (when the alternative case was the construction of the entire Parkway, including Segment 7B) and their estimates are displayed in the table below. Comparison of the benefits of the Wekiva Parkway both with and without Segment 7B illustrates the relative importance of this key component of the project.

The breakdown of benefits by category is given in the following table:

Table 29. Benefit Estimates by Long-Term Outcome for the Wekiva Parkway without Segment 7B

Long-Term Outcomes	Benefit Categories	7% Discount Rate
State of Good Repair	Residual value – right of way	$52
Economic Competitiveness	Truck travel time savings and inventory cost	$500
Livability	Passenger vehicle travel time savings	$1529
Environmental Sustainability	Emission cost savings	$63
Safety	Accident cost reduction	$750
Total Benefit Estimates		**$2,894**

By estimating the difference between the benefits generated in the additional scenario and the benefits generated in the original alternative case (i.e., the construction of the entire Wekiva Parkway), the additional benefits of the Wekiva Parkway generated by Segment 7B can be estimated. As such, subtracting the benefits reported in Table 29 from those reported in Table 20, the benefits associated with Segment 7B are:

Table 30. Benefit Estimates by Long-Term Outcome for Segment 7B

Long-Term Outcomes	Benefit Categories	7% Discount Rate
State of Good Repair	Residual value – right of way	$0
Economic Competitiveness	Truck travel time savings and inventory cost	$7
Livability	Passenger vehicle travel time savings	$16
Environmental Sustainability	Emission cost savings	$7
Safety	Accident cost reduction	$37
Total Benefit Estimates		**$67**

The discounted cost for Segment 7B is $22 million (using a discount factor of 7 percent), which indicates a Benefit/Cost ratio of 3.0 at 7% discount rate.

11. Supplementary Data Tables

This section breaks down all benefits associated with the five long-term outcome criteria (State of Good Repair, Economic Competiveness, Livability, Sustainability, and Safety) in annual form for the construction of the entire Wekiva Parkway.

11.1 Annual Estimates of Total Project Benefits and Costs in 2011 Dollars

Calendar Year	Project Year	Total Benefits (2011)	Total Costs (2011)	Undiscounted Net Benefits ($2011)	Discounted Net Benefits at 7%	Discounted Net Benefits at 3%
2012	1	$0	$70,646,571	-$70,646,571	-$66,024,832	-$68,588,904
2013	2	$0	$209,111,720	-$209,111,720	-$182,646,274	-$197,107,851
2014 (opening)	3	$9,321,251	$237,710,037	-$228,388,787	-$186,426,704	-$209,008,093
2015	4	$12,741,395	$289,192,873	-$276,451,479	-$210,891,459	-$245,623,558
2016	5	$39,450,912	$425,762,181	-$386,311,269	-$275,387,915	-$333,235,494
2017	6	$141,213,782	$266,684,952	-$125,471,170	-$83,406,785	-$105,080,130
2018	7	$179,786,151	$110,408,309	$69,377,841	$43,500,240	$56,410,534
2019	8	$235,245,342	$65,346,621	$169,898,721	$99,320,134	$134,119,619
2020	9	$257,438,084	$9,599,502	$247,838,582	$135,340,290	$189,947,636
2021	10	$281,691,485	$9,599,502	$272,091,983	$138,957,004	$202,461,989
2022	11	$308,188,062	$9,599,502	$298,588,560	$142,615,305	$215,706,729
2023	12	$337,128,439	$9,599,502	$327,528,937	$146,316,503	$229,722,207
2024	13	$368,730,650	$9,599,502	$359,131,148	$150,061,899	$244,550,837
2025	14	$403,231,609	$9,599,502	$393,632,107	$153,852,790	$260,237,195
2026	15	$416,484,062	$9,599,502	$406,884,561	$148,753,380	$261,163,716
2027	16	$430,188,751	$9,599,502	$420,589,249	$143,831,901	$262,097,315
2028	17	$444,361,335	$9,599,502	$434,761,833	$139,082,182	$263,038,059
2029	18	$459,018,018	$9,599,502	$449,418,516	$134,498,265	$263,986,013
2030	19	$474,175,563	$9,599,502	$464,576,061	$130,074,401	$264,941,236
2031	20	$489,828,793	$9,599,502	$480,229,291	$125,792,570	$265,891,315
2032	21	$506,016,175	$9,599,502	$496,416,673	$121,659,537	$266,848,423
2033	22	$522,756,146	$9,599,502	$513,156,644	$117,670,127	$267,812,604
2034	23	$540,067,778	$9,599,502	$530,468,276	$113,819,348	$268,783,898
2035	24	$557,970,801	$9,599,502	$548,371,299	$110,102,379	$269,762,342
2036	25	$576,485,622	$9,599,502	$566,886,120	$106,514,571	$270,747,968
2037	26	$595,633,354	$9,599,502	$586,033,852	$103,051,435	$271,740,807
2038	27	$615,435,831	$9,599,502	$605,836,329	$99,708,640	$272,740,885
2039	28	$343,272,023	$0	$343,272,023	$51,628,872	$150,036,221
Total		$9,545,861,414	$1,857,253,801	$7,688,607,613	$1,651,367,802	$3,994,103,519

11.2 Annual Demand Projections

Calendar Year	Project Year	Total VMT	VMT Auto	VMT Truck
2014 (opening)	3	73,500,022	66,150,020	7,350,002
2015	4	75,405,251	67,864,726	7,540,525
2016	5	77,387,398	69,648,658	7,738,740
2017	6	79,508,853	71,557,968	7,950,885
2018	7	81,605,564	73,445,008	8,160,556
2019	8	83,773,635	75,396,272	8,377,364
2020	9	85,955,641	77,360,077	8,595,564
2021	10	88,194,479	79,375,031	8,819,448
2022	11	90,491,632	81,442,469	9,049,163
2023	12	92,848,617	83,563,755	9,284,862
2024	13	95,266,993	85,740,294	9,526,699
2025	14	97,748,360	87,973,524	9,774,836
2026	15	98,384,859	88,546,373	9,838,486
2027	16	99,025,503	89,122,953	9,902,550
2028	17	99,670,318	89,703,287	9,967,032
2029	18	100,319,333	90,287,400	10,031,933
2030	19	100,972,573	90,875,316	10,097,257
2031	20	101,630,067	91,467,061	10,163,007
2032	21	102,291,843	92,062,659	10,229,184
2033	22	102,957,928	92,662,135	10,295,793
2034	23	103,628,349	93,265,515	10,362,835
2035	24	104,303,137	93,872,823	10,430,314
2036	25	104,982,318	94,484,087	10,498,232
2037	26	105,665,922	95,099,330	10,566,592
2038	27	106,353,978	95,718,580	10,635,398
Total		2,351,872,575	2,116,685,318	235,187,258

11.3 Vehicle Hour Saved Calculation

Calendar Year	Project Year	No Build Daily VHT			Full Build Daily VHT			Daily VHT Savings			Annual VHT Savings		
		Auto	Truck	Total	Auto	Truck	Total	Auto	Truck	Total	Auto	Truck	Total
2014 (opening)	3	3,578,316	397,591	3,975,907	3,577,623	397,514	3,975,137	693	77	770	207,860	23,096	230,956
2015	4	3,778,032	419,781	4,197,813	3,777,053	419,673	4,196,726	978	109	1,087	293,544	32,616	326,160
2016	5	3,988,894	443,210	4,432,104	3,985,777	442,864	4,428,642	3,116	346	3,463	934,895	103,877	1,038,772
2017	6	4,211,525	467,947	4,679,472	4,200,095	466,677	4,666,772	11,430	1,270	12,700	3,428,977	380,997	3,809,975
2018	7	4,446,581	494,065	4,940,646	4,431,721	492,413	4,924,134	14,861	1,651	16,512	4,458,195	495,355	4,953,550
2019	8	4,694,757	521,640	5,216,397	4,674,959	519,440	5,194,399	19,798	2,200	21,998	5,939,387	659,932	6,599,319
2020	9	4,956,784	550,754	5,507,538	4,934,783	548,309	5,483,093	22,001	2,445	24,445	6,600,194	733,355	7,333,548
2021	10	5,233,436	581,493	5,814,928	5,209,048	578,783	5,787,831	24,387	2,710	27,097	7,316,184	812,909	8,129,093
2022	11	5,525,528	613,948	6,139,475	5,498,556	610,951	6,109,507	26,972	2,997	29,968	8,091,455	899,051	8,990,505
2023	12	5,833,922	648,214	6,482,136	5,804,154	644,906	6,449,060	29,768	3,308	33,076	8,930,389	992,265	9,922,655
2024	13	6,159,529	684,392	6,843,922	6,126,737	680,749	6,807,486	32,792	3,644	36,436	9,837,674	1,093,075	10,930,749
2025	14	6,503,309	722,590	7,225,899	6,467,248	718,583	7,185,831	36,061	4,007	40,068	10,818,320	1,202,036	12,020,355
2026	15	6,594,051	732,672	7,326,724	6,557,107	728,567	7,285,675	36,944	4,105	41,049	11,083,161	1,231,462	12,314,623
2027	16	6,686,059	742,895	7,428,955	6,648,215	738,691	7,386,905	37,844	4,205	42,049	11,353,280	1,261,476	12,614,756
2028	17	6,779,351	753,261	7,532,612	6,740,588	748,954	7,489,543	38,763	4,307	43,070	11,628,773	1,292,086	12,920,858
2029	18	6,873,944	763,772	7,637,716	6,834,245	759,361	7,593,606	39,699	4,411	44,110	11,909,736	1,323,304	13,233,040
2030	19	6,969,858	774,429	7,744,286	6,929,204	769,912	7,699,115	40,654	4,517	45,171	12,196,269	1,355,141	13,551,410
2031	20	7,067,109	785,234	7,852,344	7,025,481	780,609	7,806,090	41,628	4,625	46,254	12,488,472	1,387,608	13,876,080
2032	21	7,165,718	796,191	7,961,909	7,123,097	791,455	7,914,552	42,621	4,736	47,357	12,786,448	1,420,716	14,207,164
2033	22	7,265,703	807,300	8,073,003	7,222,068	802,452	8,024,520	43,634	4,848	48,483	13,090,300	1,454,478	14,544,778
2034	23	7,367,082	818,565	8,185,647	7,322,415	813,602	8,136,017	44,667	4,963	49,630	13,400,136	1,488,904	14,889,039
2035	24	7,469,876	829,986	8,299,863	7,424,156	824,906	8,249,062	45,720	5,080	50,800	13,716,061	1,524,007	15,240,068
2036	25	7,574,105	841,567	8,415,672	7,527,311	836,368	8,363,679	46,794	5,199	51,993	14,038,187	1,559,799	15,597,985
2037	26	7,679,788	853,310	8,533,097	7,631,899	847,989	8,479,888	47,889	5,321	53,210	14,366,623	1,596,291	15,962,915
2038	27	7,786,945	865,216	8,652,161	7,737,940	859,771	8,597,711	49,005	5,445	54,450	14,701,485	1,633,498	16,334,983
Total		152,190,202	16,910,022	169,100,225	151,411,482	16,823,498	168,234,980	778,720	86,524	865,244	233,616,002	25,957,334	259,573,336

11.4 Economic Competitiveness: Annual Benefits Estimates

Calendar Year	Project Year	Annual Truck VHT Savings	Truck Travel Time Cost (2011$/Hour)	Inventory Cost (2011$/Hour)	Truck Travel Time Savings (in million of 2011 dollars)	Truck Inventory Cost Savings (in million of 2011 dollars)	Discounted Truck Travel Time Savings (in million of 2011 dollars)	Discounted Inventory Cost Savings (in million of 2011 dollars)	Total Discounted Truck Benefits (in million of 2011 dollars)
2014 (opening)	3	23,096	$26.0	$30.0	$0.60	$0.69	$0.49	$0.57	$1.06
2015	4	32,616	$26.4	$30.0	$0.86	$0.98	$0.66	$0.75	$1.40
2016	5	103,877	$26.8	$30.0	$2.78	$3.12	$1.98	$2.22	$4.21
2017	6	380,997	$27.2	$30.0	$10.37	$11.43	$6.91	$7.62	$14.53
2018	7	495,355	$27.7	$30.0	$13.70	$14.86	$8.53	$9.25	$17.79
2019	8	659,932	$28.1	$30.0	$18.55	$19.80	$10.79	$11.52	$22.32
2020	9	733,355	$28.6	$30.0	$20.94	$22.00	$11.39	$11.97	$23.36
2021	10	812,909	$29.0	$30.0	$23.58	$24.39	$11.99	$12.40	$24.39
2022	11	899,051	$29.5	$30.0	$26.50	$26.97	$12.59	$12.81	$25.40
2023	12	992,265	$29.9	$30.0	$29.72	$29.77	$13.19	$13.22	$26.41
2024	13	1,093,075	$30.4	$30.0	$33.26	$32.79	$13.80	$13.61	$27.41
2025	14	1,202,036	$30.9	$30.0	$37.16	$36.06	$14.41	$13.99	$28.40
2026	15	1,231,462	$31.4	$30.0	$38.68	$36.94	$14.02	$13.39	$27.41
2027	16	1,261,476	$31.9	$30.0	$40.25	$37.84	$13.64	$12.82	$26.45
2028	17	1,292,086	$32.4	$30.0	$41.89	$38.76	$13.26	$12.27	$25.53
2029	18	1,323,304	$32.9	$30.0	$43.59	$39.70	$12.90	$11.75	$24.64
2030	19	1,355,141	$33.5	$30.0	$45.35	$40.65	$12.54	$11.24	$23.78
2031	20	1,387,608	$34.0	$30.0	$47.18	$41.63	$12.19	$10.76	$22.95
2032	21	1,420,716	$34.5	$30.0	$49.08	$42.62	$11.85	$10.29	$22.15
2033	22	1,454,478	$35.1	$30.0	$51.05	$43.63	$11.52	$9.85	$21.37
2034	23	1,488,904	$35.7	$30.0	$53.09	$44.67	$11.20	$9.42	$20.62
2035	24	1,524,007	$36.2	$30.0	$55.22	$45.72	$10.89	$9.01	$19.90
2036	25	1,559,799	$36.8	$30.0	$57.42	$46.79	$10.58	$8.62	$19.20
2037	26	1,596,291	$37.4	$30.0	$59.70	$47.89	$10.28	$8.25	$18.53
2038	27	1,633,498	$38.0	$30.0	$62.07	$49.00	$9.99	$7.89	$17.88
Total		**25,957,334**			**$862.59**	**$778.72**	**$261.60**	**$245.47**	**$507.07**

11.5 Livability: Annual Benefit Estimates

Calendar Year	Project Year	Annual Auto VHT Savings	Auto Travel Time Cost (2001$/Hour)	Auto Travel Time Savings (in million of 2011 dollars)	Discounted Auto Travel Time Savings (in million of 2011 dollars)
2014 (opening)	3	207,860	$17.0	$3.54	$2.89
2015	4	293,544	$17.3	$5.08	$3.88
2016	5	934,895	$17.6	$16.44	$11.72
2017	6	3,428,977	$17.9	$61.26	$40.82
2018	7	4,458,195	$18.2	$80.92	$50.39
2019	8	5,939,387	$18.4	$109.53	$63.75
2020	9	6,600,194	$18.7	$123.67	$67.27
2021	10	7,316,184	$19.0	$139.28	$70.80
2022	11	8,091,455	$19.3	$156.50	$74.35
2023	12	8,930,389	$19.7	$175.49	$77.92
2024	13	9,837,674	$20.0	$196.41	$81.50
2025	14	10,818,320	$20.3	$219.45	$85.11
2026	15	11,083,161	$20.6	$228.42	$82.79
2027	16	11,353,280	$20.9	$237.73	$80.53
2028	17	11,628,773	$21.3	$247.39	$78.32
2029	18	11,909,736	$21.6	$257.42	$76.16
2030	19	12,196,269	$22.0	$267.83	$74.06
2031	20	12,488,472	$22.3	$278.64	$72.01
2032	21	12,786,448	$22.7	$289.85	$70.00
2033	22	13,090,300	$23.0	$301.49	$68.05
2034	23	13,400,136	$23.4	$313.56	$66.14
2035	24	13,716,061	$23.8	$326.09	$64.29
2036	25	14,038,187	$24.2	$339.09	$62.48
2037	26	14,366,623	$24.5	$352.57	$60.71
2038	27	14,701,485	$24.9	$366.56	$58.99
Total		**233,616,002**		**$5,094.21**	**$1,544.92**

11.6 Environmental Sustainability: Annual Benefit Estimates

Calendar Year	Project Year	Emission Cost Reduction in 2011 Dollars
2014 (opening)	3	$90,205
2015	4	$123,087
2016	5	$379,302
2017	6	$1,347,897
2018	7	$1,700,149
2019	8	$2,200,138
2020	9	$2,377,763
2021	10	$2,568,239
2022	11	$2,770,813
2023	12	$2,986,402
2024	13	$3,215,975
2025	14	$3,460,546
2026	15	$3,480,957
2027	16	$3,503,106
2028	17	$3,526,940
2029	18	$3,552,412
2030	19	$3,579,474
2031	20	$3,595,615
2032	21	$3,612,911
2033	22	$3,631,321
2034	23	$3,650,799
2035	24	$3,671,307
2036	25	$3,692,804
2037	26	$3,715,253
2038	27	$3,738,618
Total		**$70,172,032**

11.7 Safety: Annual Benefit Estimates

Calendar Year	Project Year	Accident Cost Savings in 2011 Dollars
2014 (opening)	3	$3,579,877
2015	4	$4,330,663
2016	5	$11,867,601
2017	6	$37,599,650
2018	7	$42,374,329
2019	8	$49,085,425
2020	9	$47,559,755
2021	10	$46,081,523
2022	11	$44,649,255
2023	12	$43,261,519
2024	13	$41,916,932
2025	14	$40,614,150
2026	15	$38,554,738
2027	16	$36,599,761
2028	17	$34,743,921
2029	18	$32,982,192
2030	19	$31,309,800
2031	20	$29,722,215
2032	21	$28,215,136
2033	22	$26,784,479
2034	23	$25,426,370
2035	24	$24,137,129
2036	25	$22,913,264
2037	26	$21,751,458
2038	27	$20,648,566
Total		$786,709,710

ATTACHMENT 3

- Federal Wage Rate Certificate

Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

ANANTH PRASAD, P.E.
SECRETARY

Federal Wage Rate Certification

October 4, 2011

SR 46 Widening and Reconstruction and Realignment Project – Wekiva Parkway Segment 7B
Lake County, Seminole County and Orange County, Florida

I certify that, if awarded this grant, the Florida Department of Transportation will assure compliance with Federal Prevailing Wage Rate requirements (40 USC Chapter 31, Subchapter IV).

Noranne Downs, P.E.
District Secretary
District Five
www.dot.state.fl.us

ATTACHMENT 4

- Letters of Support

Orlando-Orange County Expressway Authority
Senator David Simmons
Representative Corrine Brown
Florida Department of Economic Opportunity (DEO)
Florida Department of Environmental Protection (DEP)
East Central Florida Regional Planning Council
Metroplan Orlando
Lake~Sumter Metropolitan Planning Organization
Orange County
Seminole County
Lake County
City of Apopka
City of Mount Dora
City of Sanford (City Manager and City Mayor)

EXPRESSWAY AUTHORITY

ORLANDO - ORANGE COUNTY

4974 ORL TOWER RD., ORLANDO, FLORIDA 32807
TELEPHONE (407) 690-5000 • FAX (407) 690-5011 • WWW.OOCEA.COM

October 25, 2011

Mr. John Zielinski
FDOT District Five SIS Coordinator / DIRC Chairman
133 South Semoran Boulevard
Orlando, Florida 32807

RE: TIGER Discretionary Grant Application for the Wekiva Parkway and Segment 7B

Dear Mr. Zielinski,

The Orlando-Orange County Expressway Authority has been a partner and advocate of the Wekiva Parkway throughout the PD&E Study. Our commitment to this very important regional transportation facility continues to be demonstrated through our coordination and partnership. I am pleased to offer this letter of support for the TIGER III Discretionary Grant application that will be submitted to the U.S. Department of Transportation.

Not only will the Wekiva Parkway complete the beltway around the Orlando metropolitan area, but it will also assist in addressing regional traffic congestion, improving safety along SR 46, and address environmental concerns within the Wekiva River Basin.

We are pleased to participate in this historical project and look forward to the benefits our transportation users and visitors will experience on our regional roadway network. We urge USDOT to select this project for grant funding. Their investment paired with the funding partners' commitment will create much-needed jobs and have a long-term effect on our regional mobility.

Sincerely,

Mike Snyder
Executive Director

WALTER A. KETCHAM, JR. *Chairman*
TANYA J. WILDER *Vice Chairman*
TERESA JACOBS *Secretary/Treasurer Ex Officio Board Member Orange County*
R. SCOTT BATTERSON, P.E. *Board Member*
NORANNE B. DOWNS, P.E. *Ex Officio Board Member Florida Department of Transportation*
MICHAEL SNYDER, P.E. *Executive Director*

THE FLORIDA SENATE

Tallahassee, Florida 32399-1100

COMMITTEES:
Budget - Subcommittee on Education Pre-K - 12 Appropriations, *Chair*
Agriculture
Budget
Budget - Subcommittee on Higher Education Appropriations
Judiciary
Rules - Subcommittee on Ethics and Elections

SENATOR DAVID SIMMONS
Majority Whip
22nd District

October 14, 2011

Mr. John Zielinski
FDOT District Five SIS Coordinator/DIRC Chairman
133 S. Semoran Blvd.
Orlando, FL 32807

Dear John:

I would like to write and share my support of the Wekiva Parkway. I encourage the Florida Department of Transportation (FDOT) to consider giving the Wekiva Parkway a TIGER Discretionary Fund Grant.

I support this project because it is vital for the future development of Central Florida. As population and traffic in Seminole, Orange, and Lake Counties grow, the Wekiva Parkway will provide an alternative to Interstate 4, and relieve traffic congestion on State Road 46 and other roads.

I look forward to a partnership or operating agreement between the FDOT and Orlando-Orange County Expressway Authority.

Thank you for your consideration. If I can be of any assistance, please let me know.

Sincerely yours,

David Simmons

REPLY TO:
☐ 251 Maitland Avenue, Suite 304, Altamonte Springs, FL 32701 (407) 262-7578
☐ 320 Senate Office Building, 404 South Monroe Street, Tallahassee, Florida 32399-1100 (850) 487-5050

Senate's Website: *www.flsenate.gov*

MIKE HARIDOPOLOS **MICHAEL S. "MIKE" BENNETT**

COMMITTEES:

TRANSPORTATION & INFRASTRUCTURE
RAILROADS, PIPELINES AND HAZARDOUS MATERIALS, RANKING MEMBER
COAST GUARD AND MARITIME TRANSPORTATION
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CONGRESSIONAL DIABETES CAUCUS
OLDER AMERICANS CAUCUS
PROGRESSIVE CAUCUS
THE DUMA CONGRESS STUDY GROUP

Congress of the United States
House of Representatives
Washington, DC 20515

CORRINE BROWN
3D DISTRICT, FLORIDA

REPLY TO:

WASHINGTON OFFICE:
☐ 2336 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-0123
FAX: (202) 225-2256

DISTRICT OFFICES:
☐ 101 EAST UNION STREET
SUITE 202
JACKSONVILLE, FLORIDA 32202
(904) 354-1652
FAX: (904) 354-2721

☐ 805 S. KIRKMAN RD.
SUITE 202
ORLANDO, FLORIDA 32811
(407) 290-9031
FAX: (407) 298-9717

GAINESVILLE, FLORIDA
(352) 376-6476

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington D.C. 20590

Dear Secretary LaHood:

I am writing to express my support for Seminole County, Florida's recent efforts under the Transportation Investment Generating Economic Recovery (TIGER) III Grant Program. It is my sincere hope that the Department will give every possible consideration to the County's efforts to improve transportation within the County and the Central Florida region as a whole.

Notably, Seminole County has partnered with several of its neighboring communities in a targeted effort to provide sustainable transportation infrastructure elements that improve livability and multimodal transportation in the region. In particular, the County plays a significant role in the following three critically important efforts:

- **ORLANDO REGIONAL MULTIMODAL PEDESTRIAN SAFETY (ORMPS) PROGRAM**
  Seminole County has joined MetroPlan Orlando member governments (Orange, Osceola and Volusia Counties; the Cities of Orlando, Winter Park, DeBary and Orange City; and the Town of Eatonville) in creating a regional approach to address pedestrian safety. The regional and multi-modal ORMPS Program encompasses 348 construction projects that will provide sidewalks, intersection improvements, mid-block crossings, and other pedestrian safety features on both local and functionally-classified roads. If funded, the Program would provide $18 million in construction projects to improve pedestrian safety and to create and sustain jobs in four counties in the Orlando metropolitan area.

- **TRANSFORMING REGIONAL COMMUNITIES THROUGH CONNECTIVITY PROGRAM**
  The Transforming Regional Communities Through Connectivity Program consists of a series of transportation improvement projects that will provide supporting infrastructure and encourage additional ridership for a Central Florida regional transit system. The project will promote multi-modal access and provide: bicycle and pedestrian improvements with linkage

to new and existing bus stops, bike share facilities, and adaptive traffic signal upgrades for improved efficiency, pedestrian and motorist safety, and transit priority.

- **WEKIVA PARKWAY PROJECT**
  The Wekiva Parkway Project, one of three Florida Department of Transportation applications being submitted under the TIGER III Discretionary Grant Program, will include 23 centerline miles of new toll expressway that will complete the Western Beltway around the Orlando metropolitan area and as well as non-toll roadway improvements which will alleviate traffic congestion and improve freight access to the completed beltway. The project will benefit the regional movement of people and goods throughout Seminole County and the Central Florida for years to come.

As the Department considers funding under the TIGER III Program, I would appreciate your support of Seminole County and Central Florida efforts to make the region a true leader in providing safer, more efficient transportation throughout our region. Please do not hesitate to contact me if I can answer any questions or provide any additional information.

Sincerely,

Corrine Brown
Member of Congress

PRINTED ON RECYCLED PAPER

Rick Scott
GOVERNOR

FLORIDA DEPARTMENT of ECONOMIC OPPORTUNITY

Doug Darling
EXECUTIVE DIRECTOR

October 25, 2011

Mr. John Zielinski
FDOT District Five SIS Coordinator / DIRC Chairman
133 South Semoran Boulevard
Orlando, Florida 32807

RE: TIGER Discretionary Grant Application for the Wekiva Parkway and Segment 7B

Dear Mr. Zielinski,

The Florida Department of Economic Opportunity is pleased to offer this letter of support for the Wekiva Parkway TIGER III Discretionary Grant application. Not only will the project complete the beltway around the Orlando metropolitan area, but will also support future economic opportunity for the State of Florida.

The project is anticipated to reduce some of the high demand for Interstate 4 as it can be used as an alternative route around the Orlando metropolitan area. This is especially important given the amount of visitors that travel through the Central Florida area each year.

We urge USDOT to select this project for grant funding. Their federal investment paired with the investments by the funding partners (Florida Department of Transportation, Florida Turnpike Enterprise, and Orlando-Orange County Expressway Authority) will create much-needed construction jobs and have a positive long-term impact on regional mobility.

Sincerely,

Mike McDaniel

Mike McDaniel, Chief
Bureau of Community Planning

The Caldwell Building | 107 E. Madison Street | Tallahassee, Florida 32399-4120
850.245.7105 | TTY/TDD 1-800-955-8771 Voice 1-800-955-8770 | *FloridaJobs.org*

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Florida Department of Environmental Protection

Central District
3319 Maguire Boulevard, Suite 232
Orlando, Florida 32803-3767

Rick Scott
Governor

Jennifer Carroll
Lt. Governor

Herschel T. Vinyard Jr.
Secretary

October 26, 2011

Mr. John Zielinski
FDOT District Five SIS Coordinator/DIRC Chairman
133 S. Semoran Blvd.
Orlando, FL 32807

Dear Mr. Zielinski

Thank you for providing DEP an update on the Wekiva Parkway project that will include 23 centerline miles of new toll expressway to complete the Western Beltway around the Orlando metropolitan area. We understand DOT is currently seeking a TIGER Discretionary Grant to complete the funding gap. DEP has and continues to support this much needed project. We are confident that completion of this project will assist local commuters and will effectively move freight around the Orlando metropolitan area.

You are welcome to contact me if you need any additional information or recommendations from DEP.

Sincerely,

Vivian F. Garfein
Director, Central District

EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

309 Cranes Roost Blvd. Suite 2000 Altamonte Springs, FL 32701 George Kinney, AICP
Phone (407)262-7772 Fax (407)262-7788 www.ecfrpc.org Interim Executive Director

October 7, 2011

Mr. John Zielinski
FDOT District Five SIS Coordinator/DIRC Chairman
133 South Semoran Boulevard
Orlando, Florida 32807

RE: TIGER Discretionary Grant Application
Wekiva Parkway/Segment 7B

The East Central Florida Regional Planning Council (ECFRPC) pledges support and fully endorses the above referenced application for a TIGER Discretionary Grant Award.

The Wekiva Parkway project includes 23 centerline miles of new toll expressway that will complete the Western Beltway around the Orlando metropolitan region and is the result of extensive collaboration between many stakeholder groups, including residents, environmental advocates, local government representatives, and state government representatives. While most of the project has funding support through various public and private partners, obtaining a TIGER Grant Award would complete the funding gap and assure development.

The project described in the application includes roadway improvements designed to help local commuters, tourists, and freight traffic efficiently gain access to the beltway. In addition, the completed beltway will act as an alternative to Interstate 4 and be constructed in a manner that discourages urban sprawl by concentrating growth at development nodes while maintaining the unique natural habitat of the area.

The East Central Florida Regional Planning Council (ECFRPC) has long supported the completion of the beltway that will generate jobs and benefit the regional movement of people and goods through Central Florida. Accordingly, this effort clearly advances and compliments other past and ongoing regional efforts including the 'How Shall We Grow' regional vision, long range regional transportation planning efforts, and the regional plan for sustainable development (strategic regional policy plan).

Executive Committee

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Cheryl L. Grieb
City Commissioner
City of Kissimmee

Vice Chair
Melanie Chase
Gubernatorial Appointee
Seminole County

Secretary
Patty Sheehan
City Commissioner
City of Orlando

Treasurer
Chuck Nelson
County Commissioner
Brevard County

Member at Large
Welton Cadwell
County Commissioner
Lake County

Serving Brevard, Lake, Orange, Osceola, Seminole, and Volusia Counties.

The East Central Florida Regional Planning Council endorses this project and encourages the favorable review and approval of this grant application. This $1.8 billion multi-party investment advances regional sustainability and will have a favorable impact on transportation in the region.

Sincerely,

George Kinney, AICP
Interim Executive Director, ECFRPC

Cc: Commissioner Cheryl L. Grieb, ECFRPC Chair

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

October 5, 2011

Mr. Raymond H. LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

On behalf of MetroPlan Orlando (the metropolitan planning organization for the Orlando metropolitan area), I am pleased to provide this letter in support of the TIGER Discretionary Grant application for the Wekiva Parkway/Segment 7B that is being submitted by the Florida Department of Transportation.

The Wekiva Parkway project will complete the beltway around the Orlando metropolitan area. It is the result of an extraordinary collaboration involving transportation leaders, environmental organizations and engaged citizens who have come together to develop a responsible plan that meets regional mobility needs, protects the environment and controls growth. The project is included in our adopted Year 2030 Long Range Transportation Plan.

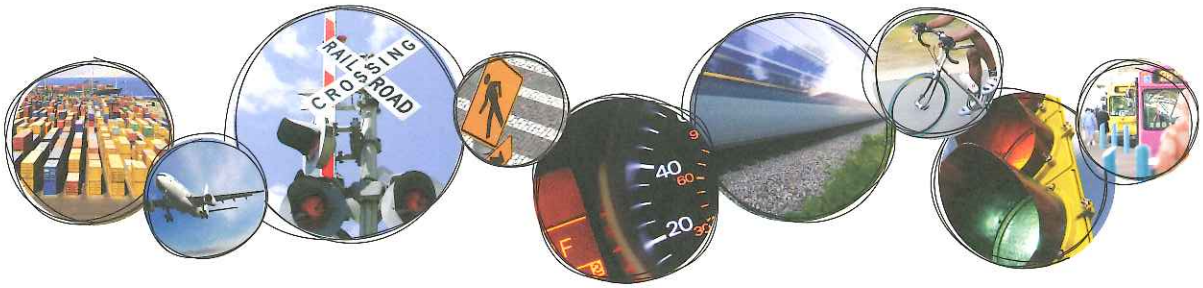
The Wekiva Parkway involves both tolled segments for longer trips of a regional nature and non-tolled segments that serve local trips, providing access to adjacent communities. As such, we have an interesting opportunity to use multiple funding sources - toll revenue and perhaps traditional funding sources - to proceed with this $1.8 billion project. Work to date on the project has been done in accordance with federal environmental and project development standards to make it eligible for federal funding.

We encourage USDOT to approve this grant application. This federal investment, coupled with investments from other project partners, will create much-needed construction jobs and have a profound long-term impact on regional mobility in Central Florida.

Sincerely,

Harold W. Barley
Executive Director

315 East Robinson Street
Suite 355
Orlando, Florida 32801
Ph: 407.481.5672
Fx: 407.481.5680
www.metroplanorlando.com



Lake-Sumter MPO
Metropolitan Planning Organization

Lake County
Sumter County
Town of Astatula
City of Bushnell
City of Center Hill
City of Clermont
City of Coleman
City of Eustis
City of Fruitland Park
City of Groveland
Town of Howey-in-the-Hills
Town of Lady Lake
City of Leesburg
City of Mascotte
City of Minneola
Town of Montverde
City of Mount Dora
City of Tavares
City of Umatilla
City of Webster
City of Wildwood
Florida Central Railroad
Lake County Schools
Sumter County Schools

October 21, 2011

Mr. Raymond H. LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

On behalf of the Lake~Sumter Metropolitan Planning Organization (MPO), I am writing to express the MPO Governing Board's strong and enthusiastic support for the TIGER Discretionary Grant application that is being filed by the Florida Department of Transportation for the Wekiva Parkway/Segment 7B project. We believe that completion of the Wekiva Parkway is needed to provide an alternative to I-4 and relieve S.R. 46, U.S. 441 and other of our area's increasingly congested primary roadways of traffic congestion.

It is of great importance to us that this project has always had a strong focus on protecting of the environment. Throughout the exhaustive planning process, a strong regional partnership was formed between government agencies, local governments and environmental groups. The Florida Department of Transportation and the Orlando-Orange County Expressway Authority engaged all interested parties to ensure the Wekiva Parkway would have minimal impacts on the environmentally sensitive Wekiva River Basin and the wildlife habitats in the corridor. We believe this has been a successful effort.

We recognize the need to continue expanding and enhancing travel opportunities within and between existing communities as means of improving the movement of both people and goods. A robust connected transportation system that will prevail with completion of this project will provide opportunities for us to continue to strengthen our regional economy and every resident's quality of life through improved access. The project embodies a real opportunity to foster economic growth and prosperity and is among our top regional transportation priorities as evidenced by its inclusion in *TRANSPORTATION 2035,* our adopted long range transportation plan.

The Lake~Sumter MPO supports this application and believes that this federal investment in the central Florida region will result in the outcome intended by this grant program. If this grant application is approved, we look forward to continuing our collaboration with the Florida Department of Transportation and our regional partners on this project and to working with the United States Department of Transportation on this most important project.

Sincerely,

T.J. Fish, AICP
Executive Director

"Promoting Regional Transportation Partnerships"
www.LakeSumterMPO.com
1616 South 14th Street, Leesburg, Florida 34748
Phone (352) 315-0170 – Fax (352) 315-0993

ORANGE COUNTY GOVERNMENT
FLORIDA

RECEIVED
OCT 11 2011
INTERMODAL SYSTEMS DEV.

October 7, 2011

Brenda L. Young
Modal Planning Manager
Department of Transportation
Orlando Urban Office
133 S. Semoran Boulevard
Orlando, Florida 32807

SUBJECT: TIGER Discretionary Fund Grant for the Wekiva Parkway

Dear Ms. Young:

I understand that the Florida Department of Transportation has submitted an application for a TIGER Discretionary Fund Grant for the Wekiva Parkway, Segment 7B (a 1.87 mile segment of SR 46 in Sanford between I-4 and the SR 429). The Wekiva Parkway project has been designated as part of the Florida Strategic Intermodal System, which carries more than 90% of the State's high economic impact traffic for freight and tourism as well as commuters.

This important project will benefit the regional movement of people and goods throughout Central Florida, and will generate jobs and help boost our economy. Most of the project has funding support through our various public and private partners, and obtaining a TIGER Discretionary Grant will complete the funding gap for this much-needed project.

We are pleased to support the Department's application for this critical project for our region. Please do not hesitate to contact me if you have any questions or comments.

Sincerely,

James E. Harrison, Esq., P.E.

JEH/lab

c: John Zielinski, SIS Coordinator/DIRC Chairman, FDOT District Five

JAMES E. HARRISON, Esq., P.E.
Director of Office of Regional Mobility
201 South Rosalind Avenue ▪ Reply To: Post Office Box 1393 ▪ Orlando, FL 32802-1393
Telephone: 407-836-5610 ▪ Fax: 407-836-7399 ▪ Jim.Harrison@ocfl.net

BOARD OF COUNTY COMMISSIONERS

SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

October 21, 2011

Mr. John Zielinski
FDOT District Five SIS Coordinator/DIRC Chairman
133 S. Semoran Blvd.
Orlando, FL 32807

Dear Mr. Zielinski:

Seminole County would like to offer our support of the Wekiva Parkway, Segment 7B (1.87 mile segment of SR 46 in Sanford between I-4 and the SR 429) which is one of the three Florida Department of Transportation applications being submitted for a TIGER III Discretionary Fund Grant.

Seminole County has been a long term supporter of the Wekiva Parkway project for many years and we feel that this project will benefit the regional movement of people and goods through Seminole County and Central Florida in the future. As another indication of our support of this project, Seminole County entered into an interlocal agreement with the Orlando-Orange County Expressway Authority in August 2010 in order to move forward the section of this project in Seminole County.

The Wekiva Parkway project will include 23 centerline miles of new toll expressway that will complete the Western Beltway around the Orlando metropolitan area. The project will also include non-toll roadway improvements such as the segment of SR 46 in Seminole County which will assist in helping local commuters and freight access the completed beltway. Obtaining a TIGER III Discretionary Grant will complete the funding gap for this much needed project.

In summary, Seminole County supports this proposed TIGER III Discretionary Grant. We feel that completing this section of the Wekiva Parkway within Seminole County will improve transportation within Seminole County and the Central Florida area.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Brenda Carey

Brenda Carey
Chairman

LAKE COUNTY
FLORIDA

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October 25, 2011

Mr. John Zielinski
District 5 Coordinator
Florida Department of Transportation
133 South Semoran Blvd.
Orlando, FL 32807

RE: Letter of Support for Wekiva Parkway Segment 7B TIGER Discretionary Fund Grant Application

Dear Mr. Zielinski:

On behalf of the Lake County Board of County Commissioners, I am writing to express our Board's enthusiastic support for Florida Department of Transportation's selection of the Wekiva Parkway, Segment 7B, as one of the three applications for the TIGER Discretionary Fund Grant.

The Wekiva Parkway presents an opportunity that will include 23 miles of new toll expressway that will complete the western beltway around the Orlando metropolitan area. Equally important, this project will include non-toll roadway improvements such as Segment 7B in Sanford which will assist in helping local commuters and freight access the completed beltway.

As identified in the state's long range transportation plan in 1970, it has continued to generate interest through the years. This project has received designation on the Florida Strategic Intermodal System which carries more than 90% of the State's high economic impact traffic for freight and tourism as well as commuters and will generate jobs and help boost our economy.

The Lake County Board of County Commissioners supports this application and believes that a federal investment in the central Florida region will result in outcomes above and beyond the purpose of this grant program. If this grant application is approved, we look forward to continuing our collaboration with the Florida Department of Transportation and our regional partners on this project to further enhance regional transportation connectivity in Central Florida.

Sincerely,

Jennifer Hill
Chairman

JH/wt

BOARD OF COUNTY COMMISSIONERS
P.O. BOX 7800 ◆ 315 W. MAIN ST. ◆ TAVARES, FLORIDA 32778-7800 ◆ P 352.343.9850 ◆ F 352.343.9495
Board of County Commissioners ◆ www.lakecountyfl.gov

JENNIFER HILL *District 1* | SEAN M. PARKS, *AICP, QEP* *District 2* | JIMMY CONNER *District 3* | LESLIE CAMPIONE *District 4* | WELTON G. CADWELL *District 5*

P.O. BOX 1229 • APOPKA, FLORIDA 32704-1229
PHONE (407) 703-1700

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October 14, 2011

John Zielinski, SIS Coordinator/DIRC Chairman
Florida Department of Transportation - District Five
133 S. Semoran Boulevard
Orlando, Florida 32807

RE: Wekiva Parkway Section 7B TIGER Discretionary Fund Grant Application

Dear Mr. Zielinski:

The City of Apopka has supported the Wekvia Parkway project since 1970, when it was first placed on the State's Long Range Transportation Plan. The completion of the Wekiva Parkway will represent both public and private investment in the area that has the potential to enhance economic growth and create well-paying jobs for Central Florida. We whole-heartedly support the Florida Department of Transportation's decision to select the Wekiva Parkway, Segment 7B, for the TIGER Discretionary Fund Grant.

Sincerely,

Mayor John H. Land

Mayor: JOHN H. LAND Commissioners: J. WILLIAM ARROWSMITH BILLIE L. DEAN MARILYN U. McQUEEN KATHY S. TILL

CITY OF MOUNT DORA

OFFICE OF THE CITY MANAGER

City Hall
510 N. Baker St.
Mount Dora, FL 32757

Office of the City Manager
352-735-7126
Fax: 352-735-4801

Finance Department
352-735-7118
Fax: 352-735-1406

Human Resources
352-735-7106
Fax: 352-735-9457

Planning and Development
352-735-7112
Fax: 352-735-7191

City Hall Annex
900 N. Donnelly St.
Mount Dora, FL 32757

Parks and Recreation
352-735-7183
Fax: 352-735-3681

Public Safety Complex
1300 N. Donnelly St.
Mount Dora, FL 32757

Police Department
352-735-7130
Fax: 352-383-4623

Fire Department
352-735-7140
Fax: 352-383-0881

Public Works Complex
1250 N. Highland St.
Mount Dora, FL 32757
352-735-7151
Alt. Tel: 352-735-7105
Fax: 352-735-1539
Alt. Fax: 352-735-2892

W. T. Bland Public Library
1995 N. Donnelly St.
Mount Dora, FL 32757
352-735-7180
Fax: 352-735-0074

Website:
www.cityofmountdora.com

October 11, 2011

John Zielinski, SIS Coordinator/DIRC Chairman
FDOT District Five
133 South Semoran Blvd.
Orlando, FL 32807

Re: Support for TIGER Discretionary Grant

Mr. Zielinski:

Please accept this letter as one of enthusiastic support for the Wekiva Parkway Project and your application for a TIGER Discretionary Grant for a segment of this project between I-5 and SR 429. We have been waiting for years to see this project come to fruition and we are supportive of all measures to actually get this project under construction. While we are at the other end of the Parkway from where this TIGER application is being developed, we all benefit from the construction of this needed transportation project.

As you know, Mount Dora is a community that is highly dependent upon the transportation network to provide economic vitality and livability from a downtown oriented toward tourism and a community with many commuters for employment to the surrounding metropolitan area. This project is critical to our future as we see positive impacts for diversification of our economic base with access to other employment centers and job stability for our community. All of these factors are important by-products of this regional transportation project.

Mount Dora wishes much success for your TIGER application and remains committed and supportive of this critical transportation project to build the Wekiva Parkway.

Sincerely,

Michael Quinn

Michael Quinn
City Manager

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www.sanfordfl.gov

MAILING ADDRESS
CITY OF SANFORD
POST OFFICE BOX 1788
SANFORD, FL 32772-1788

PHYSICAL ADDRESS
CITY HALL
300 NORTH PARK AVENUE
SANFORD, FL 32771-1244

TELEPHONE
407.688.5001

FACSIMILE
407.688.5002

CITY COMMISSION

JEFF TRIPLETT
MAYOR

MARK M^C^CARTY
DISTRICT 1

VELMA H. WILLIAMS
DISTRICT 2

RANDY JONES
DISTRICT 3

PATTY MAHANY
DISTRICT 4

NORTON N. BONAPARTE, JR.
CITY MANAGER

OFFICE OF THE MAYOR AND CITY COMMISSION

October 13, 2011

John Zielinski
FDOT District Five SIS Coordinator/DIRC Chairman
133 S. Semoran Blvd.
Orlando, FL 32807

RE: Wekiva Parkway, Segment 7B – State Road 46

Dear Mr. Zielinski:

On behalf of the City of Sanford, I am writing to express our support for the Wekiva Parkway, Segment 7B, the 1.87-mile segment of SR 46 in Sanford that will connect Interstate 4 with SR 429. State Road 429 (Wekiva Parkway) will complete the Western Beltway around metropolitan Orlando and provide a faster and safer alternative to I-4 and many of our local roadways.

The City of Sanford has already invested significant time and effort to assure that the Wekiva Parkway Project becomes a reality with minimal impact to our Citizens and those of Seminole County. This segment of roadway has always been an integral part of the overall vision of improved safety and efficient travel for commercial vehicles and tourism and will help local and regional commuters access the completed beltway system. Additionally this project will boost our economy by creating jobs and enhanced connectivity.

Accordingly, we strongly encourage your favorable consideration of funding for this much needed segment of the Wekiva Parkway.

Sincerely,

Jeff Triplett
Mayor

The Friendly City

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www.sanfordfl.gov

MAILING ADDRESS
CITY OF SANFORD
POST OFFICE BOX 1788
SANFORD, FL 32772-1788

•

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300 NORTH PARK AVENUE
SANFORD, FL 32771-1244

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TELEPHONE
407.688.5001

FACSIMILE
407.688.5002

•

CITY COMMISSION

JEFF TRIPLETT
MAYOR

MARK M^C^CARTY
DISTRICT 1

VELMA H. WILLIAMS
DISTRICT 2

RANDY JONES
DISTRICT 3

PATTY MAHANY
DISTRICT 4

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NORTON N. BONAPARTE, JR.
CITY MANAGER

OFFICE OF THE CITY MANAGER

RECEIVED
OCT 13 2011
INTERMODAL
SYSTEMS DEV.

October 11, 2011

John Zielinski
FDOT District Five SIS Coordinator/DIRC Chairman
133 S. Semoran Blvd.
Orlando, FL 32807

RE: Wekiva Parkway, Segment 7B – State Road 46

Dear Mr. Zielinski:

On behalf of the City of Sanford, I am writing to express our support for the Wekiva Parkway, Segment 7B, the 1.87-mile segment of SR 46 in Sanford that will connect Interstate 4 with SR 429. State Road 429 (Wekiva Parkway) will complete the Western Beltway around metropolitan Orlando and provide a faster and safer alternative to I-4 and many of our local roadways.

The City of Sanford has already invested significant time and effort to assure that the Wekiva Parkway Project becomes a reality with minimal impact to our Citizens and those of Seminole County. This segment of roadway has always been an integral part of the overall vision of improved safety and efficient travel for commercial vehicles and tourism and will help local and regional commuters access the completed beltway system. Additionally this project will boost our economy by creating jobs and enhanced connectivity.

Accordingly, we strongly encourage your favorable consideration of funding for this much needed segment of the Wekiva Parkway.

Sincerely,

Norton N. Bonaparte, Jr.
City Manager

The Friendly City