

Brinson, Seralyn

From: Gary Johnson
Sent: Tuesday, December 10, 2002 4:57 PM
Subject: A Press Release from Seminole County, FL
Attachments: Wekiva-Beltway Resolution.pdf

SEMINOLE COUNTY COMMISSION RECEIVES BRIEFING ON WEKIVA TASK FORCE/WESTERN BELTWAY

On December 10, 2002, the Seminole County Board of County Commissioners received a briefing on preliminary recommendations recently developed by the Wekiva Basin Area Task Force. Chairman Daryl McLain identified that these recommendations would be a topic of further discussion, public input and potential action at the upcoming December 16 and 17 meetings of the Task Force. Based upon significant concerns of detrimental impacts for the citizens of Seminole County, the Board adopted a resolution opposing any toll route or expressway facility that crosses the Wekiva River into Seminole County. The Commission further requested that the Task Force remove from consideration any such proposed corridor in Seminole County and urged partner agencies in central Florida's transportation planning to consider other alternatives to address the Governor's Executive Order which created the Task Force.

The resolution further identifies that the Seminole County Expressway Authority should be recognized and included as the legislatively established decision-making authority if further consideration of an extension of the western beltway into Seminole County were to occur. This resolution, background and a report of the County Commission's discussions will be delivered to the Task Force by County Commissioner Randy Morris, Chairman of the Seminole County Expressway Authority during the upcoming two-day Task Force meeting.

For further information, please contact the Seminole County Expressway Authority, Gary Johnson, Executive Director/Seminole County Public Works Director, at 407-665-5601.

For further information, please contact:

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CERTIFIED COPY
MARYANNE HORSE
CLERK OF CIRCUIT COURT
SEMINOLE COUNTY, FLORIDA
BY S. McCann
DEPUTY CLERK

RESOLUTION

THE FOLLOWING RESOLUTION WAS ADOPTED AT THE REGULAR MEETING OF THE BOARD OF COUNTY COMMISSIONERS OF SEMINOLE COUNTY, FLORIDA, ON THE 10th DAY OF December, A.D., 2002.

WHEREAS, Seminole County has been an active participant and collaborative partner in addressing regional transportation issues; and

WHEREAS, the Seminole County Board of County Commissioners has been a part of the ongoing effort by the Wekiva Basin Area Task Force to find the most appropriate location for a highway route that connects State Road 429 to Interstate 4 and which causes the least disruption and provides the greatest protection to the citizens of the region and the Wekiva Basin ecosystem; and

WHEREAS, the Board of County Commissioners have previously stated that State Road 46 west of Orange Boulevard in Seminole County can only be upgraded to a 4-lane non-limited (controlled) access facility and that a Western Beltway should begin at a point north of Seminole County and not cross the Wekiva River; and

WHEREAS, a preliminary recommendation currently under consideration by the Task Force would be inconsistent with prior Seminole County Expressway Authority actions as well as the approved Comprehensive Plan in Seminole County and the Long Range Plan of MetroPlan Orlando; and

WHEREAS, the MetroPlan Orlando Long Range Plan and the Comprehensive Plan of Seminole County are of extreme importance to Central Florida's citizenry; and

WHEREAS, both these plans were based on regional decisions to properly plan for future generations and provide transportation facilities to meet their needs; and

WHEREAS, the proposed corridor in Northwest Seminole County between the Wekiva River and Interstate 4 under consideration by the Wekiva Basin Area Task Force would negatively impact these approved and important plans;

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Seminole County, Florida, in open meeting duly assembled this 10th day of December, A.D., 2002, that:

- The Seminole County Commission opposes any toll route or expressway facility that crosses the Wekiva River into Seminole County;
- The County Commission further requests that the Wekiva Basin Area Task Force remove from consideration any such proposed toll or expressway corridor in Seminole County;

- The Seminole County Commission urges the Department of Community Affairs, the Florida Department of Transportation and the Wekiva Basin Area Task Force to consider recommending the acceleration of the Apopka Bypass as a toll facility and that funding be provided to construct the Volusia/Seminole Connector between State Road 417 (Seminole County) and Interstate 95 (Volusia County);
- The Seminole County Commission requests that if the Task Force considers recommending an extension of the Western Beltway into Seminole County, the Seminole County Expressway Authority be recognized and included as the legislatively established decision-making authority in any process for selecting such route;
- The Chair of the County Commission or his designee is hereby authorized and directed to transmit this resolution to the following:
 - (a) The Governor of the State of Florida;
 - (b) The Secretary of the State Department of Community Affairs;
 - (c) The Florida Department of Transportation;
 - (d) The Orlando-Orange County Expressway Authority;
 - (e) The Seminole County Expressway Authority;
 - (f) The Members of the Wekiva Basin Area Task Force.

BE IT FURTHER RESOLVED that this Resolution be spread upon the official minutes of the Board of County Commissioners of Seminole County, Florida.

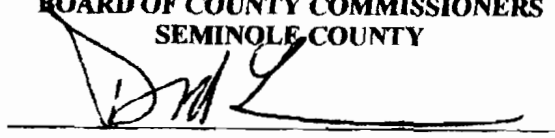
ADOPTED THIS 10th day of December, A.D., 2002.

ATTEST:



MARYANNE MORSE, Clerk to the Board of County Commissioners in and for Seminole County, Florida.

**BOARD OF COUNTY COMMISSIONERS
SEMINOLE COUNTY**



Daryl G. McLain, Chairman

Approved as to Legality, Form and Sufficiency for Seminole County, Florida.



County Attorney

HIGHLIGHTS OF WESTERN BELTWAY HISTORY

Long Range Plan

- Began in MPO 1970 Long Range Plan (Adopted 1973)

Inter-County Beltline from Interstate 4 / E.E. Williamson Road westward along Apopka-Vineland Road to Interstate 4, south at Beeline. To be built by 1979

- Remained in other Long Range Plan updates but moved north and west.

- 2010 Plan (Adopted 1990)

Shows extension from Interstate 4 at Eastern Beltway westward along abandoned railroad right-of-way. Beltway was part of Needs Network but not part of Financial Feasible Plan.

- 2020 Plan Update (Adopted 1995)

Western Beltway dropped from all Long Range Plans due to financial constraints and environmental actions. 2020 Plan Update was approved with 4-laning State Road 46 (non-limited access facility) and building a 2-lane arterial roadway from North U.S. Highway 441 to State Road 46 in Lake County. Most of environmental actions were created by the Florida Department of Transportation (FDOT) securing an environmental permit to replace the bridge at State Road 46 over the Wekiva River during the Long Range Plan update.

- MPO Actions from 1995 to 2002

Western Beltway has been discussed but is not in any plan.

Seminole County Expressway Authority (SCEA) Actions

- Alignment and Right-of-Way (R-O-W) Corridor for Western Beltway from 1987 – 2000

In 1987, the SCEA concurred with FDOT's recommended alignment in Seminole County, which crossed the Wekiva River and ran east substantially along the Old Railway Corridor south of State Road 46. Right-of-Way Reservation Maps, various public hearings and Northwest Beltway Study (PD&E) were completed by FDOT in 1989. However, the Florida Supreme Court ruled that the State Statute under which right-of-way reservation maps were being filed was unconstitutional in April of 1990. Any maps filed by FDOT were subsequently removed and shelved since the financial feasibility criteria of the Supreme Court's ruling would not be met.

- GreeneWay / Interstate 4 Interchange design concept was revised in 1995 to exclude provisions for a future Western Beltway tie-in. This change was directly related to decisions/recommendations by other regional agencies, including FDOT, the Orlando-Orange County Expressway Authority (OOCEA), the Economic Development Commission and the MPO.
- In November of 1999, following a presentation by OOCEA, the SCEA approved and recommended to the MPO that State Road 46 not be an expressway facility and that a connection from Lake County into Volusia County, west of the Wekiva, be evaluated.

Review of Western Beltway Taskforce Recommendations

- Inconsistent with prior SCEA actions. State Road 46 is to be non-limited access facility not expressway and no alignment north or south of State Road 46 should be considered.
- Inconsistent with approved Comprehensive Plan and MetroPlan Orlando Long Range Plan. Disrupts established land uses (both residential and non-

residential) that were based on reliance of MetroPlan Orlando Long Range Plan (no Western Beltway in Seminole County).

- Any impact on established land use patterns and environmentally sensitive area outside of the existing State Road 46 alignment are unacceptable.

RECOMMENDATIONS

- Ratify existing Board direction stating that only improvements in Seminole County would be State Road 46 upgrading as a non-limited access facility and that the western beltway begin north of Seminole County and not cross the Wekiva River.
- Mitigate traffic demand on U.S. Highway 441 from Lake County by accelerating construction of the Apopka Bypass as a toll facility.
- Mitigate traffic demand on Interstate 4 from Volusia County by seeking funds to build the Volusia/Seminole Connector between State Road 417 (Seminole County) and Interstate 95 (Volusia County).

1987-2002 KEY POLICY ACTIONS
Chronological Summary for
Western Beltway/State Road 46 from the Lake County Line East to I-4

WHO	WHEN	WHAT
Seminole County	1999	Board of County Commissioners enters into Wekiva Global Compliance Settlement Agreement with Department of Community Affairs; numerous specific provisions subsequently adopted into the Seminole County Comprehensive Plan and Land Development Code.
Florida Department of Transportation	1999	Northwest Arterial study initiated to assess mobility needs and project feasibility for a new 2 lane arterial, extending from US 441 to State Road 46, along with widening of State Road 46; Florida Department of Transportation has subsequently identified from the study that the new arterial would not adequately serve travel demand.
East Central Florida Regional Planning Council	1999	Initiates development of "Wekiva Model: A Design and Decision-Support Tool for Guiding Ecological Change" on behalf of Seminole County under the Global Compliance Agreement.
Seminole County Expressway Authority	11/9/1999	Following a presentation by Orlando Orange County Expressway Authority, motion was made and passed unanimously that State Road 46 was not to be an Expressway facility; however, State Road 46 was not restricted to its current 2 lanes. Further, as part of MetroPlan's 2025 Plan update, evaluation of an additional Western Beltway alignment extending north from Lake County into Volusia County is recommended, subject to Lake County and Volusia County interests.
MetroPlan Orlando Board	11/10/1999	Commissioner Van Der Weide related the Seminole County Expressway Authority's action.
MetroPlan Orlando Board	12/13/2000	Long Range Plan adopted unanimously, including State Road 46 as 4 lanes.
Representative Keller	2001	Transportation Summit identifies continuing transportation concerns/needs for a Northwestern Beltway extension/completion.
Federal Highway Administration	2002	Provided grant to begin Project Development and Engineering study for State Road 46 widening work programmed to begin in 2005 by Florida Department of Transportation.
Governor	9/26/2002	Executive Order 02-259 creating the Wekiva Basin Area Task Force issued.
Wekiva Basin Area Task Force	11/25/2002 11/26/2002	Preliminary recommendations for a highway route that connects expressway State Road 429 (from US 441) to I-4 include: use of the State Road 46 crossing of the Wekiva River; the facility through Seminole County is to be limited access (i.e., Expressway); and the route and point of the connection to I-4 between the St. John's River Bridge and the GreeneWay/I-4 interchange to be left open for future Seminole County determinations.

1987-2002 KEY POLICY ACTIONS
Chronological Summary for
Western Beltway/State Road 46 from the Lake County Line East to I-4

WHO	WHEN	WHAT
Seminole County Expressway Authority	10/28/1987	Motion made and passed to concur with the Florida Department of Transportation's recommendation of alignment [B-8] for the Western Beltway in Seminole County (along old railroad corridor south of State Road 46).
Florida Legislature	1988	Established Wekiva River Protection Area under the Wekiva River Protection Act (Part II, Chapter 369, Florida Statutes).
Seminole County Expressway Authority	1/25/1989 5/24/1989	Updates on proposed right-of-way reservation maps, public hearing process, and Northwest Beltway (PD&E) study received from Florida Department of Transportation.
Seminole County	1990	Voters pass Natural Lands Referendum; numerous acquisitions follow, including in Northwest Seminole County, often in partnership with State agencies/programs.
Florida Supreme Court	4/26/1990	Ruled that the State statute under which right-of-way reservation maps were being filed was unconstitutional.
Seminole County Expressway Authority	5/8/1990	Receives report on State Supreme ruling and that the Florida Department of Transportation has initiated the process of removing its reservation maps.
Seminole County	1995	Northwest High Intensity Planned Development Area Master Plan approved by Board of County Commissioners without reflection of Western Beltway.
MetroPlan Orlando Board	1995	Northwest Arterial and State Road 46 widening added for the 2020 Long Range Plan update to replace Western Beltway Part B.
Seminole County Expressway Authority	5/31/1995 7/26/1995	GreeneWay/I-4 interchange revised design concept approved to exclude provisions for a future Western Beltway tying in, due to a number of regional factors including: * the Economic Development Commission published a transportation plan for the year 2015 in which it recommended that the Northwest Beltway from I-4 into Lake County down to US 441 not be built primarily because of environmental concerns and be replaced with an extension of Maitland Boulevard; * in doing traffic modeling for the I-4 Master Plan, the Florida Department of Transportation made the decision not to include the segment from I-4 to US 441 (Northwest Beltway/aka Western Beltway Part B); * based on environmental concerns, Orlando Orange County Expressway Authority has decided not to contribute financially to the Western Beltway segment between US 441 and I-4; and, * while the Technical Committee and Board of the MetroPlan Orlando Board were still considering the issue as to whether the Western Beltway should remain on the Long Range Plan to be finished in December 1995, the MetroPlan Technical Committee and Orlando Board supported a position of designing the GreeneWay interchange with I-4 without the Western Beltway tying in.
Seminole County	3/9/1998	Design of Wekiva Trail West (along old railroad corridor, south of State Road 46) initiated under Local Agency Program funding agreement between Florida Department of Transportation and Seminole County Board of County Commissioners.