



DECEMBER 11, 2007

Nice To Have Everybody Viewing An Listening In, Those Who Are Here.

We're Going To Go Ahead And Get Started.

Before We Get Going On The Invocation, I Wanted To Say That How Sorry We Are As A Board.

We Lost A Wonderful County Employee Of 34 Years, Donny Mathis And Unfortunately He Had A Fatal Heart Attack On The Job.

If The Pastor Would Please Include Mr. Mathis An His Family In The Invocation, We Would Appreciate It.

Please, Rise.

Good Morning.

Heavenly Father, We Thank And Praise You For The Gift Of Life And For Family And Friends With Whom We Share Our Life And Our Love.

And We Grieve With The Mathis Family Over The Sudden Loss Of Their Loved Win In This Faithful Employee Of The County.

We Realize Just How Precious And Yet How Fragile Our Life On This Earth Is And We Ask Can You To Use The Gifts And Abilities Of All The Folks In This Room And Those Whom They Represent.

Use The Resource In This Room And The Resources Represented By Those Who Serve And Lead Among Us To Accomplish What You Already Have Planned For This County And Bless Our Leaders And Bless This Meeting In Your Holy And Precious Name We Pray.

Amen.

Amen.

If You Could Remain Standing.

I Pledge Allegiance To The Flag Of The United States Of America And The Republic For Which It Stands, One Nation, Under God, Indivisible With Liberty And Justice For All.

Thank You.

Okay We'll Go Ahead And We Have A Recap Sheet Here.

I Guess That 5:00 Item Will Be Deferred.

So Moved.

Second Shoe We Have A Motion And A Second Discussion.

Do We Need To Take Any Further Action This Evening Or.

All Right, Shall We Hold Off Right Now Then.

Okay, Good Enough, I Appreciate That, David, Any Objection? Motions As.

And We Do Have Agenda Item 13-A With Change In Language And Also Walk-On Item Number One.

We'll Go Right Ahead To The Public Comment On The Consent Administrative Agenda.

I Believe He Would Like To Give A Power Play Presentation.

The Two Of Us Together.

That Will Be Fine, And You Think That There Take Approximately How Long? We're Looking At About 25 Minute.

I Was Going To Keep You To 15 To 20 If I Could? We've Got A Long Morning.

We'll Do Our Best.

And It's Nice To Have You Here This Morning.

Commissioners Merry Christmas.

And My Name Is Gary Edson And I'm The Finder And The Chair Of The Citizen Transportation Coalition.

We Thank You For Leading The Ctc In Our Review Of The I-75 Project And By Default Others To A Massive Financial Undertaking An Undertaking That Will Put A Burden On The Working People Of The Region.

The Ctc Is Opposed To Such Action Is Opposed To The Towing Of I-75.

Our Findings Indicate That The Need For The 10 Lanes Is Based On Exaggerated Figures That Proposed Toll Charges Are Outrageous.

That The Creation Of A Tolled Highway Will Add Maintenance Costs.

And That Exists Proposed Roads Provide Better And Safer Choices.

Putting All Our Eggs In One Basket Is Poor Public Policy.

Gina Downs Will Present Our Findings And I Will Follow With A Brief Closing Summary.

Good Morning Gina.

Good Morning, Thank You.

First Chart Looks At Six Lanes Of Traffic Projected In The Year 2015.

The Blue Line, The Lower Numbers Was Part Of The Initial Study Done By U.R.F., That's The Pro Gentlemen Level Of Traffic.

The Red Line Is The Total Traffic Projected By Will Bear Smith In Their Study.

Curiously Their Numbers Exceeded The Urs Study By 29%.

Jumping Into 10 Lanes In 2015.

The Study Ex-Stepped Urf Projections Of Traffic To 6%.

Six Lanes In 2030.

We're Told We Need It Because All Eight Interchanges Will Be Failing By Them.

And Also We're Told There's No Conventional Funding.

The Bill Burr Smith Projections Of Traffic In The Year 2030 Exceeded Urs Numbers, This Time By 65%.

Again They Look At It As A 10-Lane Project In 2030 And The Numbers Of Projected Traffic Exceed Urs By 54%.

That Made This Citizens Transportation Coalition Obviously Wonder About The Accuracy Of These Numbers.

We Turn To A Study By The Transportation Research Board.

Transportation Research Board Had Done A Study Of 10 Roads In From Florida By Urs, The Original Projector Of This Project.

You Can See From This Slide The 10 Projects That Were Done In Florida By U.R.S., By Year Five Only One Of The 10 Projects Was Exceeding Competitions And That's A Bridge.

Year Three Is Highlighted Here In Red Because Year Three Is Considered Hump Year In A Transportation Project.

By Year Three People Are Accustomed To The Season, They've Bought Their Transponders.

After The Third Year It's Normal Population Growth Is What Increases The Numbers For A Project.

This Told Us What The Dismal Record Was For Urs In Florida But It Did Not Answer The Question On The Accuracy Of Smith's Projections.

We Found A Study That Was Really Done By The "Denver Post" To Experience A New Poll Way Outside, They Looked At 23 Current Projects Around The Nation.

That Was Done In October Of '06.

What They Found 15 Of The 20 Projects Had Reefed The Hump Year.

Of Those Projects We Extrapolated Just The Will Bear Smith Projects.

I'm Going To Turn This Graph It's Best Looked At This Way.

The Zero Line Means The Projection Was Accurate.

Everything Below That Line Is A Miss Projection.

They Weren't Missed By A Little Bit.

They Were Missed By 73%, 40%.

After Looking At The Accuracy Of These Consultants, We Feel We Can Now Say They Will Using Wildly Optimistic Projections.

Urs Failed In Florida Nine Out Of 10 Times.

Wilbur Smith Has Failed 10 Out Of 13 Projects.

What Does This Do To A Project? Affects The Level Of Service They Claim We Need.

Level Of Service Indicated In An Alphabetical Rating, A To F.

This Is A Level Of Service, C In The Corner.

That's Acceptable Level Of Service D Is Some Concern But The Bottom Two Slides Are Emf, Overestimating The Future Traffic Number Skews That Number.

Exaggerated Traffic Means Both The Number Of Lanes Needed And The Year That They Are Needed Will Be Exaggerated.

As Expected The Wilbur Smith Study Shows In 2015 Six Lanes Opening.

Six Of Those Super Changes Would Be Paling.

And 2030 They're Saying That All 10 Inter -- I'm Sorry, All Eight Interchanges Will Be Failing.

But Remember, This Is Based On Numbers That Are 65% Higher Than The Urs Millimeters Write Already High 90% Of The Time.

Wilbur Smith Just This Monday Said To You These Forecasts Do Matter.

There Are Huge Amounts Of Money Involved, And They Are So Right.

The Largest Amount Of Money Spent On This Project So Far Has Gone To Will Bear Smith Almost \$400,000.

Speaking Of Money What Is This Going To Cost To The People Using That Road.

This Is Not Per Mile Pricing.

This Is Zone Pricing.

A Driver In Zone Three Goes Just One Interchange And Pays A Dollar And A Quarter.

A Driver Who Crosses From Zone Three To Zone Two Will Pay Two Zone Pricings.

In This Case On The Left-Hand Side, \$5.50.

You Don't Have To Ravel The Whole 32 Miles Of This Road To Pay A Total Of Three Zone Pricings.

You Merely Need To Cross Three Zones.

In Today's Dollars This Project As Shown In The Preliminary Traffic And Revenue Report Is \$82 A Week Or \$4,000 A Year For A Commuter Who Uses This Road Five Days A Week, 50 Weeks A Year.

Curiously Many Preliminary Studies They Showed These Dollars And 2007 Dollars But They Showed When Their Project Opens.

We Apply A Cpi And Now That \$4,000 A Year Almost \$5,000 A Year To Use The Toll Road.

Again On Monday Will Bear Smith Said To You That The Average Tolerate Was 8 Cents Per Mile To 29 Cents Per Mile.

I Would Say To Be Talking To You In The Terms Of Oil Pricing.

They Are In The Per Mile, They Are Per Zone.

Florida Has A Law Currently That 50% Of The Debt Must Be Paid By The 11th Year.

The Entire Project Must Break Even By The 22nd Year.

Given The Grossly Inaccurate Record Of Traffic Projections.

A Rational Conclusion Must Be Made That This Is Showing An Unattainable Revenue Projection.

Another Failed Toll Project, What Happens Some We Can Tell You What's Happened Across The Nation.

Step One.

Almost Always Done By The Same People That Brought You The First Revenue Secondly.

Now It's A Riskier Project, Issued At Lower Rate But The Company Who Sold The Bonds The First Time Almost Always Reissued Them For The Same 5%.

Revenue Is Increased By Increasing Tolls.

Now I'll Get Into Some Of The Calls Associated With This Row.

Life Span Of A Gantry Is Around 20 Years-You Need Four For Every Interchange Of This Project.

Alone They Add \$24 Million To This Project Every 20 Years.

Cameras To Read Your License Plate.

Average Price We Used \$50 Million For The Cameras For This Project.

Transponder Reader, A Little Over \$2 Million For The Project And The Signage, The Signage Needed For This Project At Over \$6 Million.

They Have A Life Span Of 10 Years.

Another Significant Cost Which Has Not Been Addressed Is The Noise Abatement Law.

Federal Law Requires The Abatement Be Applied When It Goes To A Certain Number.

When You Go From Six Lanes To 12 Lanes, You Will Hear That Number.

It's \$200 A Linear Foot.

That Adds Over A Million Dollars Per Mile To This Project.

These Walls Must Be Installed Where There Be Existing Housing.

This Is A Whole Other Level Of Bureaucracy That's Added To This Project.

Each Toll Zone Fee Into A Central System.

Houses Computers With Employees, Reading The Number Of Traffic So They Can Increase That Variable Toll Pricing On That Dynamic Sign.

Also, You're Calling For Three Customer Service Centers.

I Did Not Misspell Fort Meyer, The \$400,000 Study Misspelled Fort Myers.

You Also Have Account Managers Who Send Out The Bills.

If The People Using The Transponder Are Receiving Automatic Takeoffs On Their Credit Cards, And Then You Also Have A Violation Enforcement System.

Some Of Those Things Can Be Subbed Out But Still Adds To The Cost Of This Project.

The Overall Management Calls For This Project 20 Years Over Half A Billion Dollars.

That Has Nothing To Do With Laying A Mile Of Asphalt For These Roads.

That Is Purely An Additional Recurring Cost Of A Half A Billion Dollars.

This Is Not Glamorous.

This Is Not High-Tech But This Is What We Need In Our Two Counts.

A Logical Grid Of North-South Roadways.

How Ironic That This Morning I-75 Is Shut Down Because Of An Accident.

We Don't Need One Mega Highway.

We Need Alternate Routes.

We Need Space Evacuation Routes.

We Don't Need To Put All Our Eggs In One Basket.

I'll Just Conclude Briefly.

We Ask You Why Rush To 10 Lanes.

10 Lanes Just Divide By Doomsday Scenario With Wildly Optimistic Projections.

In Fact, Three More Years From Now We Will Have Downed Our Capacity.

In 2005 We Only Had Eight Lanes And We'll Have 16 In 2010.

That's U.S. 41 Interstate 75 And The New Livingston Connection We Have Tree Line Which

By The Way Helped Out A Great Deal This Morning.

Call Your Boulevard Would Be A Great Addition As Well As East.

Because That's Where The Growth Is And That's Where Traffic Is Bypass I-75 And Help Relieve The Congestion.

Let's Talk About The Quality Of Life That Is At Stake.

Do You Realize That The Nurses, The Construction Workers, The Teachers They Are Going The Asked To Pay Toll Charge That Would Equal As Much As They Pay In Taxes And I Think On Their Homes.

A Whole Other Layer Of Expense.

Soccer Moms Are Going To Be Asked To Pay As Much As \$10 To Make A Trip Between Zones.

Remember The Zone Prices We Talked About.

Think Have A Choice Indeed.

They Can Sit On The Congested Lanes For Free.

Unable To Use The Fast Lanes Base Hey Already Paid For Those With Their Gas Tax Dollars But The Fast Lanes Are Too Expensive For Them Use.

Because Of The Outrageously High Tolls.

They Can Also Flee To The Side Roads, And The Question That We Have To Ask Is Will These Lane Pros Ride Is The Safe And Smooth Merging Of Traffic Or Are We Looking At Mayhem In The Making.

I Just Want You To Think About This.

We're Building 30 Miles For \$430 Million.

I Know That The Project Is Being Condensed If Implemented Would Be Nearly \$2 Billion.

At A Half A Billion For Every 20 Years, And Put Them All On Top Of Gas Prices, Insurance Costs And Frankly Our Dollars Are Being Stretched Beyond Our Ability.

In Conclusion We Would Like You To Say No To This 10-Lane Scheme.

We Will Like You To Say No To It Just Like Senator Burt Saunders Who Was The Original Sponsor Of This Proposal Who Has Just Sent Out A Letter And Makes A Statement In The Letter.

It Was Not My Intent To See A Financial Burden Placed On The Computers.

This Man Recognizes That There Is A Better And More Costly Solution For Southwest Florida.

Pure And Simple It's Pure Public Policy And We're Asking You To Please Vote No.

Thank You So Much For Your Time And Have A Wonderful Holiday.

Thank You Gary, Thank You Gina.

Thank You.

That's A Lot Of Information In A Short Period Of Time, I Appreciate It.

We Did It.

We Were Almost Dressed Alike This Morning.

Again.

Joel? I Had That Jacket On This Morning.

Good Morning.

Good Morning My Name Is Joel And I'm Chairman Of The Bonita Springs Transportation Committee.

I'm Here To Reemphasize Our Organization Support For The Continuation Of The Expressway Authority To Expedite Construction On Additional Lanes On I-75.

As We Mentioned In Our Position Paper We Shared With You Last Month As The Florida Begins Construction On The Widening Project To Add Two Lanes Recent Traffic Studies Indicate By 2015 Much Of The Interstate Will Experience Unacceptable Levels Of Service Even With The Addition Of These Two Lanes.

Traffic Counts On I-75 Show A Range From 36,000 Average Annual Daily Trips To 86,000 Trips Per Day.

Projections For 2015 Indicate An Increase Over In The Most Congested Segments Between The International Airport.

By 2030 Trips Are Expected To Increase To 140,000 In The Area Of Bonita Beach Road, Exceeding The Capacity Of A Six-Lane Highway.

It Is -- We Expect To Move Forward To Fur Explore The Expanding I-75.

There Are Many Questions The Need To Be Answered In This Study Will Go A Long Way In Finding These Answer.

In Business We Often Leverage Our Assets To Grow Our Business.

So We Can Help Alleviate Our Infrastructure Deficit.

We Trust The Expressway Authority Will Continue To Look At Every Option And Hope We Can Continue Your Support To Allow Hem To Move Forward To Help Us Address One Of The Most Critical Issues Impacting Our Quality Of Life And Economy.

Thank You.

If Phil? Followed By Larry St. Ammond.

Good Morning Phil.

Good Morning Commissioner.

Good Morning, While Mr. Edson And Our Neighbours In Collard County, I Would Like The To Point Out That Our Transportation Needs Relative To Interstate 75 In Southern Lee Crown Quite Different From Those Of Collier County And The Preliminary Data, Indicates There Are Significant Difference In Traffic Figures.

I'm Here To Urge That You Support And Vote For The Undertaking Of The Investment Grade Traffic And Revenue Study Relative To Adding An Additional Six Lanes And Tolling Many Southern Lee County.

Notice I Said Southern Lee County.

The Investment Grade Traffic Is The Only Way We Are Going To Be Able To Obtain Accurate Financial Traffic Projection Information.

Everything We Have Now Is Preliminary, If We're Going To Get Accurate We To Do This.

The Cost For Undertaking This Study Will Brick No Risk To Lee County And Will Take Year To Permit.

If We Don't We Must Obtain Either State Or Federal Funds To Take This Study And I'm Urging You Support This Project For At Least One More Year.

As You Know We Currently Have A \$2.6 Million Dollars Short Fall In Meeting Our League County Transportation Needs As By The M.P.O. 2030 Plan.

This Project Comes A At Critical Time And We Hope To Have Any Chance To Address The Increasing Transportation Needs In Our Community We Must Allow This Project To Go Forward.

Most If Not All Of The Existing Toll Information No Matter How Well Is Presented Is Preliminary.

While I Expect The Various Advocacy Groups And Their Interpretation, Should Not Be Relied

Upon For Its Accuracy.

The Investment Grade Traffic And Revenue Study Will Report Conclusively Whether Or Not Revenue Bonds Can Be Sold And If It Does Not Provide The Project Will Be Trade.

In My Estimation We Cannot Afford.

For You To Plan Properly In The Past Must Be Put Aside.

We Must Look At What We Can Do To Address Future Needs.

Offers Lee County The Best Available Chance To Address Our Transportation Needs In Southern Lee County.

I Urge You To Is Up It.

If Collier County Chooses To Move In A Different Direction, That Is Their Decision.

You Must Choose The Direction That Best Meets The Transportation Needs Of The Citizens Of Our Geographic Area Regardless Of What Other Communities Choose To Do.

Thank You Very Much Commissioners.

Thank You Phil.

Larry? Followed By Andrew Cohen.

Good Morning.

Good Morning Commissioners.

I Didn't Really Know How Loud I Should Talk.

I Didn't Know If I Could Get More Point Across If I Was A Little Bit Louder.

But Anyway.

Trying To Be Funny.

It's Not Working.

But Anyway, I Would Like To Thank Commissioners Big Low And Hall For Responding To My E-Mail Concerning This Issue 13-A And I Feel I've Got A Lot Of Things Written Down But I Just Want To Try To Emphasize A Few Things Here.

Basically It's Looking Like From What I've Are Heard Collier County Is Already Booking Out.

Now It's Just Lee County And Basically You're Looking At Spending Tax Dollars To Further Add Another Tax On The People Of Southwest Florida And I Know It's Not Coming Out Of

County Coffers But It's Coming From State Money And When I Come Into This Commission Meeting Every Tuesday I Hear About Thousand Stated Is Mandating These Things But They Don't Have The Money To Give You.

Now We're Spend The Spending State Money.

I Want You To Think About The Fact That We're Spending State Money.

On All These Surveys, Studies On Thousand Tax People Further.

There's Only So Many Taxes People Are Going To Pay.

I Think That You Guys Need To Think About The Way Things Are Being Done Here.

That's My Spin Of It.

Basically When You Need To Look At People And The Fact That You Got The Special Interest Groups That Are Pushing This And You See How Hard They're Pushing And Gary Was Showing You Some Of The Graphs But I Want To Let You Know You Guys Need To Think About This Because I Think And I'm Really Shocked At A There's Not More People Here And I'm Disappointed, Because They Had It On The Radio This Morning, But It's Been A Quiet Issue But If People Really Realize What's Going To Happen, The State And Federal Government Is Already Paying For Lane Five And Six And Now We'll Consider Putting A Toll On That To Pay For Even More Lanes.

At Some Point It Gist Sounds Ridiculous To Build All These Roads That Already Go North And South And Just Like He Stated, We'll Have A Lot More Lanes Available To Us In The Coming Years.

And You Guys Know All About Those Projects Because Most Of Them Are Starting To Wrap Up.

There Are So Many Things Guys Immediate To Think About.

The Spending Of The Money And The Spending Of The Money And More Tolls And More Taxes At Some Point You've Just Got To Say, What Are We Going To Do? The Other Issue We Have Is When I Look As You All And You're Deciding Things You're Unsure Of The Growth Density.

So, If You're Not Sure About The Growth Density, Why Are We Going To Accelerate This Big Road Program? I Mean You Guys In Your Last Meeting We're Talking About How Serious You Were About Pulling Back On The Density.

Or You're Not Sure What We Should Do In South Lee County.

To Me This Says The Exact Opposite.

It Says Grow, Grow, Go, Go, Go.

I Want You To Take That Into Consideration When You Make Your Vote This Morning.

Andrew Cohen.

Oh Well, We'll Take You Now.

Okay.

That's Okay It's A Public Hearing.

That's The 9:30 Public Hearing? All Right Then We'll Hold Off And I'll Call You Back.

Thank You.

Good Morning Jack.

Followed By Nick.

Good Morning Chairman And Commissioners.

I Do Support Item 13-A.

I Believe Five And Six Reins Are Not Going To Our Traffic Problem In The Future.

By The Time These Lanes Are Open, They Will Be Failing.

We're Every Going To Get Additional Lanes And Notice Is The Time.

There's No More Federal Money Is Going To Come Down.

The Trust Area Is Being Held Dry.

So Much As I Don't Like Toes, I Hate Sitting In Traffic Jams Even More.

So I Think The Decision To Go Forward With The Study To See If The Revenue Fines Can Support Necessary, Whether The Tolls Are Adequate Enough? I Think This Study Should Be Done By The Proposals.

And I Urge You To Support This Item 13-A.

Thank You And Merry Christmas.

Thank You Jack.

Nick Followed By Kim.

Good Morning Nick.

We Are Here Today To Ask You Continue The County Is Up Of I-75 At Least Through The

Completion Of The Investment Grade Study Which Will Give Us All The Answer As To The Viability Of This Important Project.

It Is Well Known And Documented That In The Upcoming Years We Will Not Be Able To Find Easy Funding For Transportation Projects In Lee County Or Any Other Place Many This Country.

Our Federal Highway Trust Fund Is In Crisis.

Projections For 2009 Show A Short Fall Of 4.3 Billion Dollars In Revenue.

That Short Fall Will Require A Reduction About 16 Billion Dollars.

If Nothing Is Done Shortly You Will Go Into Bankruptcy By 2009.

The Major Source Of Revenue For The Highway Trust Fund Is Not It Is A Fixed 18.3 Cents Per Gallon And As Gas Consumption Goes Down, So Does The Amount Of Money The Tax Money To The Trust Fund.

Even If The It Is Revitalized Between An Increase On The Cost Of Gas, It Will Continue To Be Growing Pressure For This Money To Deep Up With The Country's Growing Needs To Maintain Our Aging And Deteriorating Infrastructure.

The State Of Florida Transportation Revenue Conference Really Met To Consider The Financial Impact Of The State Ice Ability To Fund Transportation.

It Was Determined The Short Fall In Revenue Sources Would Require 1.4 Million Dollars Reduction In The Ftoc Five-Year Work Program In 2008 To 2012.

Project In Its 2030 Plan Already Has A \$2.6 Million Deficit And Could Become Worse If The Drought Continues As Expected And Declining Revenue Continues.

It Should Be Clear That The County's Ability To Fund Transportation Needs Are And Will Continue To Shrink.

Potential Income Source From Excess Revenues Could Become A Major News Source Of Income In The Future While Other More Traditional Sources Continue To Dry Up.

It Is In An Opportunity For Lee County To Risk-Free And Cost-Free Guilty The Information Through The Investment Grade Study That Will Tell Us If 10 Lanes Of I-75 Is Financially Viable Project.

Let Us Not Lose The Rare Opportunity For Lee County To Possibly Get The Roads That We Need While At The Same Time Develop A Source Of New Money To Help Pay For Our Financial Immediate For Years Come.

Thank You Very Much.

Thank You Nick.

I Don't See Kitty, She May Be Showing Up Later On.

Bill Barton Followed By Don? Good Morning Bill.

Good Morning Commissioners.

For The Record My Name Is Bill Barton.

Chairman Of The Southwest Florida Expressway Authority.

Commissioners, This Past Week You Heard A Rather Comprehensive So I Don't Intend To Duplicate Any Of That Today.

But I Have A Couple Of Issues That I Would Like To Speak With You About.

As We All Are Aware There Are Those In Our Community And I Emphasize That Word "Preliminary," Traffic Congestion Of Wilber Smith Are Overstated.

You Heard From Some Of Those Words This Morning.

Firstly We Were Fortunate To Have The Preliminary Traffic Study Prepared By Two Prominent Consultants And The Important Conclusions Were The Same For Each.

I-75 Will Have Multiple Segments Of Peak Hour Traffic At Levels Of Service E.F. On Opening Day Of Lanes Five, Six And 20 So.

An All Segments From Immokalee Road By 2015.

But Let's Take A Moment Though And Look At A Snapshot Of 2007.

And With The Downturn In Real Estate, It's Very Likely That 2007 And Probably 2008 Is Going To Show Rising Of Growth In Florida And Certainly In Southwest Florida.

However Historically, Every Rising Of Growth In The State Of Florida Such As A Recession Of The 70s And The 90s Were Followed By Growth Spikes And I Would Suggest To You That With Millions Of Baby Boomers Reaching Retirement Age In The Next Decade, That History Is Certainly Going To Repeat Itself In This Instance And As A Consequence I Think There's No Question That I-75 Is Going To Exceed The Capacities Of Six Lanes Within Approximately The Time Frames Have Been Outlined To You.

In Conclusion, The Resolution Before You Today Is Quite Simple.

Do We Wish As A Community To Continue With A Far More Detailed Investment Grade Traffic And Revenue Study To Provide Us With A Much Clearer Picture Of The I-75 Future And To Begin The Preliminary State And Federal Permitting Projects Or Would We Prefer To Discontinue The Process And Hope That Our Historical Growth Pattern Does Not Continue Or That In The Event That It Does That The Florida Turnpike Enterprise Will Step Into The Shoes Of The Expressway Authority And Move Forward With A Similar Toll Project To

Provide I-75 With The 10 Lanes It Will Most Certainly Require In Time.

Ladies And Gentlemen, The Expressway Authority Is Simply Going To Follow Your Lead.

You Are The Leaders That Was The Way The Legislation Was Written.

We Understand That.

And We Are At Your Beck And Call.

If You Wish To Continue So Be It.

If You Wish To Discontinue.

So Be It.

Thank You For Your Time This Morning.

Thank You Bill.

Don Followed By Robert Pisa.

Good Morning Don.

Chairman And Members Of The Commission, I Would Like To Identify -- I'm With The Eccl, Community Leaders And I Would Like To Identify Comments Made Previously In Terms Of The Bo My At A Being An Area Of Great Concern.

That's Where The Bulk Of The Traffic Is On I-75.

You Look At Those Tables.

It's Overwhelming And It's So It's Really A Lee County Issue And A Lehigh Acres Problem And I Hope To Board Will Address It And Others Have Made The Point Of Lack Of Alternatives And I Think That Is Very, Very Important.

I Happen To Be Owner Of Two Hybrid Vehicles An I'm Paying A Lot Less Gas Tax Than I Used To Pay And There Are A Lot Of Us Out There That Are Like That But I'm A Former Investment Banker And I've Dealt With Revenue Bunch For About 20 Year Of My Life And I Just Like To Talk A Little Bit About This Because I Think It Really Represents A Tremendous Opportunity For Lee County With Collier Not Being A Part Of This Thing.

The Bottom Line Is When You Issue Revenue It's The Bond Hold That's Are Accepting The Risk In That Thing And They Get Two Things In Return For That.

They Get Higher Interest Rates And They Get A Very Substantial Coverage Ratio Designed To Protect Them So There's Enough Of A Revenue Stream That They're Going To Get Paid.

And So, As An Output Of That You End Up With A Fair Amount Of Surplus In Those Early

Years That Often Times Are Used To Reduce The Size Of The Subsequent Bond Issue When Bonds Are Refunded Typically Five, Seven, 10 Years After The Initial Issues.

Usually There's A Covenant That Doesn't Allow You To Refund For A Period Of Time So That Those Bond Holders Get That Interest Rate For Some Period Of Time.

They Get What They're Buying.

And That Type Of Thing But This Traffic And Revenue Study Is Critical And I Say That In The Context That That's The Basis For The Rating Agencies And For The Insurance Companies And For Letter Of Credit Providers Other Security Providers.

To Authenticate The Probability Liability And They're Pretty Risky Types Of Instruments At The Outset.

Now You Have A Send Revenue Stream And You Can Take Those Bonds Out With Other Bonds.

With A New Set Of Bonds.

And At Lower Interest Rates Lower Coverage Ratios And Somewhat Smaller Because You Paid Off Some Of The Principle And You Have This Reserve That Can Be Used If You Want To Use It That Way.

But The Other Thing That's Really Important About It Is That Those Resources Can Be Used For Other Projects That Feed The Interstate Within Five Miles.

So Lee County, With The Expressway Authority Is In The Position To Control The Use Of Those Funds And It Helps To Get Projects In Our Area Done But While Doing So Leaving The Other Resources For Other Areas Of The County.

I Think It's A Win-When For All Of Lee County.

I Thank You For The Time And Continue To Support The Expressway Authority's Effort.

Robert Pisa Followed By David.

Good Morning Sir.

Thank You Mr. Chairman And Thank You For The Tint And I'm This Morning.

My Name Is Bob Pisa, I'm Here To Represent Those Owners And Other Citizens Of Lee County In The Area.

We Encourage The Lee County Commissioners To Continue Your Support For The Southwest Pro Flo Expressway Authority.

If Particular To Take On The Next Step Which Is Authorizing The State Funded Investment Grade Traffic An Revenue Study.

This Study Will Provide The Necessary Information And Assessments With Regard To Future Needs, And The Funding Road Map Moving Forward.

The Details And What Is Necessary And Not Gist The Preliminary Estimates We Have Today.

I Would Like The To Take A Little Bit About Growth If I Can.

Other Economic Growth And Educational Growth In The Area Require An Adequate North-South High Speed Limited Access.

This 4 Remove Substantial Traffic From Our Already Burdened Lee County Roads.

Moving Forward May Provide For The Postponement Of Other Lee County Road Projects.

At Least Will Provide Time For Reconsidering The Projects On The Books Right Now Such As The Extension Of County Road 951 And The Estero Parkway Extension.

From A Financial Perspective Lee County Already Owns The State 75 Corridor And It Does Not For All Of The Other For Some Or Many Of The Projects Currently On The Books And These Could Be More Expensive And More Complicated With Rights Of Way, Land Decision In Addition To The Road Costs.

As We've Heard The Plan Is In Jeopardy As Reported By Wilbur Smith With An Anticipated Deficit Of More Than 2 Billion.

This Deficit Could Easily Become A Larger Deficit As The Traditional Sources Of Funding Continue To Decline As They Have In The Past.

The Question Remains Now, What We Know Must Be Done.

Recently Conducted Public Opinion Polling And Conversations That We Have Had With Residents In Our Own Community Support The Use Of Toll Roads.

It Is The Only Alternative Offered To Date.

In Reality We Believe What The Public Opinion Is Saying, Please Maintain At Least Or Improve Our Quality Of Life And Our Safety On The Roads.

Plan For Expansion, Plan For Success.

And Plan In Time.

Please Make This Decision With Aforethought Now.

We Don't Want To Find Ourselves In Bumper To Bumper Traffic.

Variable Tolerates As Proposed Provide A Means To Balance Usage Versus Cost.

It's A Simple Supply And Demand Equation.

To Use The Toll Lanes Or Not And Provides To Meet The Needs Of Most Everyone.

Traffic Studies Show Areas Along I-75 Will Suffer Most Are In Particular From The Lee County, Collier County Line Through The Airport.

Near And Deer Is The Corkscrew Road Interchange.

Presently It Carries The Highest Usage Along The Lee County Stretch.

The Estero Parkway Will Help Reduce The Traffic But Will Not Address The Add Traffic Of Cars Exiting And Entering I-75 As This Region Continues To Develop And Grow Beyond The Relief That May Be Provided By Estero Parkway.

I'm Going To Ask That You Wrap It Up, Please.

In Conclusion These Points In Our View Carry More Than Enough Merit To Warrant Your Continued Support For The Southwest Florida Expressway Authority And Approve Moving On To The Next Step The More Detailed Study.

Thank You.

Thank You.

David Followed By John Rule.

Good Morning David.

As You Know Time Past President Of The Responsible Growth Management Coalition.

I'm In The Position Of Seeing Some Of My Friends On One Side Of This Issue And Some Of My Friends On The Other Side Of This Issue And I See Friends In Front Of Me.

I Think You Need To Take A Hard Look At This Issue.

I Feel There's Several Things That We Are Not Looking At.

And I Do Feel One Very Simple One Is Light Rail Passenger Service With Buses At The End.

Orlando And I Sent You This Recently Has Now A Commuter Rail Train Headed For Orlando.

Our Organization Has Taken A Very Strong Stance, The Light Rail Which Is Included In The Right Of Way Of I-75 Should Be Part Of This Project.

I Asked A Chairman Bar Ton To Include That And Although He Gave Lip Service To It, I Have Yet To See Anything Coming From Staff As He Did Request To Study This.

I Think Quite Frankly, The Intent Is To Get Us 10 Lanes And If We Immediate To Do Light

Rail We'll Talk About It.

I Think The Fact Is And I'll Give You This The Fact Is That If We Did Light Rail We Might Not Need 10.

And I Have A Real Question About The Safety Of Five Lanes In Each Direction.

I Hate To Admit I'm Now 74 But Us Senior Citizens Are Not Exactly Expert At Changing Lanes On A Five-Lane Road.

And I've Yet To Talk Minute Else Talk About The Safety Issue Of This.

But Many Of Us Down Here Younger Folks Are Moving Down And I Think We're In A Different Situation.

Here's Another Letter That I Will Put On The Record But I Beg You Guys -- And Ladies.

Pardon Me, Tammy.

And I Think That They Didn't Quite Say That But That Was The Implication In The Morning Paper.

I Do Think That We Need To Take A Hard Look At This, If We Go Ahead With The Traffic Feasibility Study, That I Don't Have A Real Problem With That, It's Just Spending More Money And You Will Automatically Get The Kind Of Answer You're Look To Get.

If You Say We Need 10 Lanes, And You Don't Put In A Light Rail I Think You Have Missed The Point.

Thank You.

Thank You, David.

John Rule Followed By Kitty Green.

Good Morning John.

Good Morning.

No Good Morning One And All.

Thank You Very Much For The Opportunity To Be Here.

I Can Tell By The Look On Your Face, I Don't Have To Introduce Myself But At Any Rate My Name Is John Rio.

I Would Like To Paraphrase A Very Well Known Expression By Making This Statement.

It Is Broke And We Immediate To Fix It.

There Are A Number Of Reasons I Feel That We Need The 10 Lanes.

My Background Before I Came Down Here Was Primarily In Public Safety And Law Enforcement.

In Particular I Had Almost 28 Years In The State Police And I Did A Number Of Years On The New York State Through Way.

I Had The Experience In The Winter Of '77 To Fortunately Or Unfortunately Be In Charge Of The Buffalo Zone And The Blizzard Of '77.

Not To Get Off On Too Many Stories, But I Would Like To Use It As An Analogy For Some Of The Concerns That I Have With Understate 75 Right Now.

It Is The Only North-South Arterial.

I Don't Believe Many Of Us Want To Face The Nightmare Scenario Of An Evacuation.

I Can Only Tell You This That You Have No Idea How Bad It's Going To Be Until It Happens.

You Will See Human Behavior Do Things This Are Almost Like A B Movie.

It Is Very, Very Important That We Able To Relieve Our Present Congestion.

It's Almost Like Trying To Put 10 Pounds In A Five-Pound Bag.

We Need That Room To Grow.

We Need That Room For Our Public Safety People.

We Have Instance Now In Public Safety Equipment Be It Police, Fire, Medical Whatever Cannot Get True Because They Don't Have Sufficient Roadways.

It's Not Going To Get Any Better.

So, I Would Ask That We Face One Critical Question Right Now.

Why Wait? Let's Do It While We Have The Opportunity.

Thank You.

Thank You, John.

Kitty Green.

Anyone Else Wish To Comment On Need A Consent Or Administration Item.

Okay, Kitty You're Wrapping It Up.

Good Morning Commissioners.

Thank You For Allowing Me To Address You.

My Name Is Kitty Greenford.

My Paying Job Is As C.E.O. Of Bay Group.

I'm One Of A Minority In This Group Born In Fort Meyers Florida, A Minority.

And Has Intent My Entire Career Here And Watched The Growth Happen Here.

I Think I Was In My Early To By The Time I Realized Not Every Town Grows And The Way Our Town Grew And I Was In My Early 20s That I Realized Heck, There's A Good Reason Why All These People Are Coming To Live In Lee County.

We Have An Incredible Quality Of Life And Heck I Would Want To Move Down Here Too.

We Can Argue About What The Percentage Is For Future Growth And All The Other Issues Why People May Not Want To Move Here, But I Think Everybody Has To Agree People Will Continue Coming Here.

And Our Legislators And Our Community Lead Areas Few Years Ago Said To Themselves That Are Additional Funding Sources Aren't Going To Be Sufficient To Fund Our Infrastructure So I Am Delighted That We Can Find A Way To Fund Our Infrastructure And Widen I-75 Before It Becomes A Complete Mess.

To Me That Is A Wonderful Opportunity That We Have That We Need To Make The Best Use Of.

And There Are Maybe Three Points That I Would Like To Reiterate For Your Consideration That Have Been Brought Up Before, But I Think Are Important.

One Of The Things That Was Mentioned Over The Weekend Was Why Do We Want To Put All Our Eggs In One Basket.

What Happens If Something Happens Like This Morning And We Have To Shut Down The Interstate This That Doesn't Seem To Make Much Sense.

Unfortunately We Have To Deal With The Reality Of What Can Get Done And I Don't Think It's Possible To Get Another Significant North-South Corridor Permitted And Built Many Any Realistic Budget.

While I Think That's A Great Concept I Don't Think It's Workable.

Another Thing I Think Is Important, Responsibility Of The Tolling System Lies With The Southwest Florida Expressway Authority, Not Lee County Government.

If We're Completely Wrong With The Tolling Studies To Develop This System Item Not Going To Be You All To Bail It Out.

You Get A Lot Of Benefit That You Get To Drive The Road Safely But You're Not On The Hook For The Ultimate Success Of It Financially.

The Final Thing That I Would Like To Bring To You Is I Think That Tolls Are A Wonderful Way To Let Market Forces Work.

You Know Some Suggested Oh My God, What If The Tolls, We Put Them Are Very High.

That Can't Work, Because The Way They Get The Most Revenue Is To Put The Toll At The Highest Amounts That The Most People Will Pay.

So If It's Too High People Won't Pay It And They Have To Low It.

If Someone Doesn't Want To Pay A Toll At All, They Don't Have To.

If They've Got Extra Time In Their Hands And Want To Go Into Freelance, They Can Do That.

Finally I Want To Say To You That I Haven't Seen Anybody Else Put Forth A Really Good Alternative.

To Ewing Tolls To Widen I-75.

Public Date Is Crucial To This Issue.

But Without A Viable Alternative What We Vote For If We Don't Vote To Use Tolls Widen I-75 Is We're Voting For Gridlock.

And I Don't Think We're Going To Vote For That.

So, Thank You Very Much.

Thank You Kitty.

Back To The Board Then.

Commissioner Bigelow.

All Right.

Let Me Find Out Where I Am.

Thank You Chairman Judah.

I'm Going To Pull 1-A, 2-A.

2-B,-C And 9-A.

Okay Commissioner Man.

None.

Commissioner Janes Too None.

So Moved.

The Balance Of The Consent Agenda.

We Have A Motion By Commissioner Hall, Discuss, Knox? Motion Passes.

Commissioner Bigelow.

Item 1-A.

Good Morning, 1-A I'm Going To Move The Item.

We Have A Motion By Commissioner Bigelow To Move Item 1-A.

Commissioner Bigelow.

Thank You.

This Is 127 Pages Of Backup.

Lots Of Paper.

All Talled 635 Sheets Of Paper.

We Received An Agenda Item A Memorandum On November 21st, It Was My Understanding We Were Going To Stop Seeing This Amount Of Paperwork An Instead We Were Going To Put It On Cds At A Could Be Recycled.

And Make It Happen Sooner Than Later, A Bit Of Math As To What We Could Be Saving Many Amount Of Paper, Just On Today's Just Little Agenda, A Little Compared To What We've Seen Before.

We Could Be Saving Six Reams Of Paper All Talled Between All Five Of Us If We Were I Should Restate That.

We Would Save Four Reams Of Paper To Adopt How It's Put Forth.

The Backup Is On 100 Pages Or More It Would Be Put On Cd.

I Would Like To Lower That To 50 Pages Or More Because The Difference In Today's Agenda Would Be Four Reams Under Her Proposal, Six Reams Under A Lower Threshold

Then You Multiply That Through All The Meetings Of The Year, It's Significant.

Lots More Tree.

Ollie Did You Want To Comment This Time? Let's Schedule For Management Planning.

When Is It Going To Happen.

In It's 100 Pages Or More.

Send That Out And Perhaps This Was Already Prepared Before That Memo Went Out.

So, The Department Will Receive Copies.

The Only Discussion Is The Page Limit Whether It Be 50, 100.

We'll Make Sure It Is Included In The Next Planning Meeting.

Let Me Point Out This Is One Of The Few In This By The County Manager I've Seen Him Put Forth In The Year To Improve Or Change Anything That They're Doing.

So I Would Is Up I Would Like To See More Efforts In That Regard.

Commissioner Man Seconds That Motion So Could I Have Someone Else.

Second.

Any Objection? Motion Passes.

Item 2-A.

Item 2-A.

Commissioner Bigelow.

This Is A Request For Board Approval, Carryover Capitol Projects As Just Reserves.

Also To Us Interfund Transfers.

And To Fiscal Year 11, 12 Capital Improvement Program Accordingly.

Good Morning Moo We Have Visited An Revisited Many Times Again In The Future Revisit The Am Of Money That We Have Nest Egged, An We Continue To Hold.

This Is Money They've Paid Us And Yet We Seem To Be Doing Little In Total I Think Of A His Period To Spin This Money.

And I Would Point Out If I'm Correct That The Total On Page 17 Of The Backup This Buy Is Way Is 52 Pages In Backup But On Page 17, Your Total On This Item Will Put Us At \$1.759

Billion Dollars And Reserves.

All These Names That I Give It.

Am I Correct Many That Because That's The Number That's Jumping Out For Me.

Good Morning, Die Ma Lewis.

Commissioner Big Low This Is For Carryover Amounts On Active Major Maintenance And Capital Projects That \$1.7 Million, Represents The Five-4 Year C.I.P. Program.

But These Are Dollar.

These Are Actually We Got 'Em Dollars.

These Are Dollars That Represent A Five-Year Program That We Are Preparing To Carry Over Of Active Major Maintenance Some 400 Million No So I Guess You Are Confirming That What I'm Saying Is This Is Money That Has Been Building Up And We've Not Been Spending It And Here We At 1.759 Million In Taxpayer Money Sitting In Bank Accounts, Is That In Short Correct? No.

No, I Would Characterize It As A Is Pin 7 Year And What We're Specifically Talking About, We Were Originally Al Located Which Are On Active Major Maintenance In Capitol Projects That Will Be Used To The Upcoming Year.

Well, What She's Saying I'm Saying Tomato.

I Think This Just Is More Proof That What We Have Been Doing And It's Our Pattern As A Board Not One That I Endorse Mind You To Just Be Taking In Money And Putting More Money On Top Of It, And Outrageous Ways And I Need Too See This The If At All Possible, Start To Come Down.

One More Point, On Page Six, The Capital Improvement Carryover That You Seem To Be Considering To If This Discussion.

It's Only \$592 Approximately.

You Said There's .7, I Say It's 1.8 Round Up 73 By This Page Six Identifies It As \$592 Million.

Capitol Improvement Carriers, Page Six.

Actually It's Probably Two Page Sixes.

Yi There Is, Are You There Some.

Are You On Page Six Of Exhibit A Or B No Capital Improvement Program.

I Don't See That There's Any Marker Here That We've Got Exhibit A Versus B.

I Mean I See It On The Blue Sheet But It's Not Labelled.

Yes, This Is Not In The Spreadsheets.

It's In The Additional Backup To The Capitol Improvements.

The 591 Million Dollars Number That You Are Referring To Represents The Total Of The Original '07 Capital Program Plus The Recommended Carryover So It Reps \$591 Million In '07-'08 With The Carryover.

Okay, Minor Point But I'm Rounding To At 592 Million, That This Is 100,000.

But I Need To When I Refer Odd You To The \$1.8 Billion Dollar Temperature You Suggested Several Times That Was The Capitol Program Amounts.

Those Are The Unspent Right.

Representing The 592 Reps The 07-08 Portion Of The Program.

It's Carried Over So That's One Part Of That 1.8 Million.

Move The Item.

Moved By Commissioner Hall.

Do We Have A Second.

I'll Second It.

We Have A Second.

Into Yeah, Gist To Say I Support This Because We Have To Keep The Money Moving It, But I Don't Support The Policy.

It Says On Our Screen For Public Policy.

But, I Don't See How We As Do This, Maybe I'm Misreading Something, But It Seeps To Me We've Got To Set A New Direction.

Of Our Spending Habits.

Thank You.

Any Objection? Motion Passes.

Commissioner Bigelow, Item-P.

Dinah Will Probably Want To Help Me With This As Well.

This Is To Allocate In Appropriate Budget For Operational And Grand Carryovers.

Looks Like \$34.3 Million And Grants Donations, Ordered Equipment Major Commodity For Non-Completed Projects.

Dinah I Looked At The Backup, Tried To Find Where This One Item Donation Carryovers Of 309,000, It's 1% Of This Total But What's The Donation Carryovers? What Is Inclusive Of That.

A The Donations Would Include Items That Come From Communities, Sometimes Come From Individual Wills That Are Donations Specifically Ear Marked For Particular Problems.

They Are Included In The Total Of Breakout That We Had On The Blue Sheet Was A Summary Of The Sources Of These Grants And Donations, So, The Individual Items That You Will See In The Backup, They Represent A Cull Any Nation Of Several Cultures Such As Grants And Donations.

I Don't Think You Will See Specifically The 308,000 Summary In The Book Up There Various Line Items Within The Backup No So I Can't Find What That Number Includes.

We Can Provide More Specific Detail If You Like.

Well In Here Is A Lee County Animal Trust Fund.

That's Donated Money, Correct? Excuse Me I Didn't Mark It But I Want The To Find It Because It's You Know Where That Is? I Saw It.

It's On Exhibit A, The Last Page Four Of Exhibit A.

That's 386,000.

316,000 Of Donated Money To The Lee County Animal Trust Fund And Yet Your Summary Only Shows A Donation Of 309,000 So That's A Difference Of Call It \$80,000 No The Commissioner The 308 Are The Specific Items From The Previous Year.

If You Look On Exhibit 8 Page Is \$54,000.

That Would Be Included In The 308,000.

Can You Take Know That, Page Four? Exhibit A, The Line Item Lee County Animal Trust Fund.

About A Third Of The Way Down The Page.

There's Two Pages.

Okay.

A The Current Appropriated Amount Is The New Money For's The New Money For 07-08.

The Specific Amount We're Carrying Over Accumulated Is 42 Thaw.

We're Only Carrying Over 54,000 From The Previous Year Which Includes Is Included In The 308,000.

Let Me See If I Understand This Because I'm Confused In The Words You're Using.

The Donation Carryover From The Previous Year Is \$308,725 Right? No, The Grant Carryover From The Previous Here Is \$54,000.

When You Add That To What Was There Before Of 331 You Get A Total Of 386.

Why Are You Calling The Breakdown Under Donation Carryovers 308,725 As A Carryover.

You Called It That Twice Here.

Commissioner Our Summary Is The Specific Amount We're Asking To Carryover From The Previous Year For This Line Item Is \$54,000, That's Part Of The \$308,000 Total.

Okay, Welling I Want To Get On The Record That I'm -- I -- I Am Very Leery About This Trust Fund These Numbers Seem To Just Be Conflicting Each Other.

And I, Um, Am Very, Very Concerned About That.

One Other Point Chairman Judah I Would Like To Make Dinah On Page Seven, Lee County Libraries, \$88 Million? Lee County Libraries, Current Appropriated Totals.

88 Million Dollars.

So Yes That Is The Fund Balance In The Lee County Library Find.

No Okay.

That's How Much We Have? That's Balance, Yes.

Okay, I'm Sorry, I Thought We Were Looking At A \$66 Million Figure.

That's The One That Had Been Floated Around Before When We Were Talking About This In The Budget Cycle.

Talked About Having Enough For Three Libraries, At A \$66 Million Balance Level And Now You're Telling Me We Have \$88 Million In Library Fund Balances Will Change From Day To Day.

I Believe The \$6 Million Was At The Beginning Of The Year Fund Balance As We Finalize The Books For The Previous Year And Add Any Unused Funds And Then You Will Get An Updated Balance.

Okay Then Chairman Judah I Tell You, This Goes To My Earlier Point And This Is Shocking To Me Of Sorts Because In The Budget Hearings We Were Given I Think Very Clear Dollar Amounts With Respect To The Library Fund.

We Were Looking At \$66 Million.

I'm Finding Out Today There's \$22 Million More Than That Millimeter.

As I Recall, I'm New To The Budget Process But I Was Very, Very Concerned With The Amount Of Moneys That We Had Already Squirreled Away From The Libraries Given That Was Enough For Three Libraries And Now We Have A My Number That's Come To Light For Me, That Would I Guess Rationalize Four Libraries And As Far As I Know There's Only Plans For Win In Northeast Scape An Just Recently We Were Going To Hold The Second Planning Forum At The Downtown Library And Day Before It Got Cancelled.

This Is Going Backwards.

This Is Not Going To Forwards.

I Tell You I Just Don't, I'm Not Getting It.

We'll Get Through This Issue On I-75 I Think We've Mismanaged Our Growth.

It Looks Like A Very Good Case That Could Be Made For Our Mismanaging Our Finances.

Okay, Chair And Motion To Move The Item.

So Moved.

Discussion? Objection? I'm Sorry.

I Object.

Okay The Motion Passes.

Commissioner Bigelow I Think You Had Another Item.

The-C.

Two More.

Yes, 2-C.

For The Audience, This Is A Resolution, Ac-3-21 Which Clarifies That Same Day Travel Employee And Official Travel Extends Beyond Lee And Adjacent Counts Would Be Eligible For Meals Reimbursement And I Guess I Need Some Explanation Because I Read Through This And I'm Not Quite Sure I Understand Very Well What We're Proposing To Be Different Than What We Currently Do.

Can You Give Me An Example How An Official Or An Employee Will Now Be Able To Seek Reimbursement For Meal Has They Could Not Previously.

The Policy Written Before This Amendment Would Provide That If You Were Not Traveling Away From Head Quarters Office Which Is Defined As Lee And Adjacent Counts, Even Though You May Be Away Traveling From For The Bulk Of The Day You Will In The Qualify For Meals Reimburse.

What Our Proposal Would Do If Go Past Non-Adjacent Areas And You Were Away For Not Overnight, But Sense The Part Of The Day, I Would Be Eligible For Meals Reimbursement.

Having Heard That It's My Understanding This Which Is Critical For My Ability To Approve This.

If I Go To A Nonadjacent County I Now Can Seek Reimbursement For That Meal? In The Course Of A Normal Busy Day If You Will Because I'm Trying To Do Some County Business But Return Home, That Now I Can Put The Cost Bird Of By Feel On To The County.

Just As If You Were Away From Home Overnight In Non Lee Or Adjacent Counties.

Well I Don't Intent To Support This Because I Think In The Course Of A Normal Business Day If You're Traveling Out If You're Just Traveling You Have To Eat.

Doesn't Make Sense That We Should Put That Burden On The Taxpayers.

I Have Win Other Question While You're There.

There's Not A Page Number But It's Under The Resolution.

Item Four.

Shows This Resolution Shall Become Effective On 07 On Its Adoption By The Board Of County Commissioners, This Is Going Back Several Months There A Change In Florida.

The Object Code Produced The Change In The First Place.

That Was Effective For The Beginning Of The Fiscal Year And To Line Up With Those The Policies Away From Home During The Day.

It Would Like Up With The Typing Of The Change Of The Definition In The Florida Object Codes.

Okay, Whatever.

A Motion By Commissioner Man, Do We Have A Second.

Second.

Second By Commissioner Bigelow, You Have Another Comment They Can On This.

I'm Not Going To Support That But That You Make That Effective Today, Not Two Months Ago.

October 1st I Believe.

That's What The Motion Calls For.

Any Objection? Motion Passes 4-1.

Thank You Donny.

Okay I Think Commissioner Bigelow Had Another Item.

9-Aebischer.

This Is The \$2 Million We're Going To Spend To Partner With The Water Management District To Purchase For The Purposes Of Water Quality Improvement.

17-Acre Parcel Of Land Of Which 1300 Roughly Acres Will Be Used As The Water Quality Component.

There Were Other Discussion Partnering With A District That The Acre Ridge That's Not Included In Here.

Part Of The Difference Between The 1700 Acre Parcel We're Hoping To Pie And The 1300 Used For Water Quality.

Some Of That Is Set Aside For The Potential Economic Benefit.

So That If They See Fit To Use That Frontage For Economic Purposes So Their Tax Base Is Enhanced.

They Are Allowed To Do That, But I Don't Believe That I Really Understood Or Got Confirmation That If That Property Is Sold Then That Money Reverts Back To The Water Costs And Its Costs.

Double You Are Assured That Will Be The Case.

I'm Not Aware Of Any Former Agreement On The Ultimate Disposal Of That Property Nor Have I Got Mig In Writing Other Than They Would Possibly Contribute That Money Back Towards The Project Construction Cost.

The District May Or May Not.

Right, Nor Any Agreement They Have With Glade County But The Way We Purchased It, We're Spending \$10 Million For A Project That Could Exceed 200 Million In Land Decision And Construction.

For 1334, I'm Not Privy Of Any Previous Arrangements They've Made With Glade County.

I Mean -- Um -- So Mr. County Attorney You Don't -- You Don't See Any Possibility There Then The Property Is Sold That We Can Wage A Legal Complaint That Money Does Not Go Directly Back Into The Water Quality Project Expense Noose Do I Not.

You Don't.

No, Sir, When We Discussed This With You Originally, The County Is Investing In The Project.

The Remainder Of That Property Is Not Ours And That's Something That's Between Glades County And The Water Management District.

Our \$10 Million Is Being Put Into The Project For The 1350 Acres That Are Going To Constitute The Project.

I Guess Maybe More Appropriately Stated Is That This Action Seeks To Spend \$10 Million Of Lee County Taxpayer Fund On A 13 Acre, If That's The Case I Suppose It's A Decision Of This Board To Already Move Forward.

I Did Support It Then.

Motion By Commissioner Bigelow.

I'll Move The Item But I Want To Make Sure I Get On The Record My Concerns Here.

Any Further Objection.

No Objections, Motion Passes Moo This Is Just For Clarification.

This Is 13-B.

This Was For I Just Want The To Get A Clarification As The To What Our Process Was Going To Be And What The Timing Of The Collection Was? Scott Gilbertson.

This Is An Effort By Our G.I.S.

Section To Review The Upcoming Census Effort For The 2010 Working With The Census Bureau To Review Addresses And The Targeted Areas For The Census, It's A Reimbursement For Time We Will Be Putting Into The Work.

Preparing For 2010.

Okay, I'll Move The Item.

Second.

Motion By Commissioner Janes, Discussion? Objection? Motion Passes.

And We'll Go On To 13-A.

Dave.

Good Morning.

David Lovlmany With Lee County D.O.T.

We're Available To Answer Any Questions On The Information Presented Earlier Today.

We Are Suggesting Some Revised Motion Language In An Attempt To Try To Reflect What The Board Was Discussing On At Monday's Meeting Where We Thought The Board Was Headed Based On That Discussion.

Mr. Chairman.

Commissioner Hall.

David On Page One Of The Resolution, And The One, Two, Three, Four, Fifth, Where It Says The Authority Will Seek Additional Approval From Lee County Revenue Study, In Essence I Want To Clarify That Means Before We Pull A Trigger To Toll Lanes Five And Six, That Will Be A Discussion Before The Sport And There Will Be Another Approval At That Point In Time That Lee County Wants To Continue Then To Move Forward.

So Basically, I Read This Resolution Interpreted That We're Going In A Very Step By Step Process As Information Becomes Available For Our Review.

And That The Expressway Authority Without Our Approval Cannot Move Forward With Towing Lanes Five And Six.

Without Lee County's Approval And I Wanted That On The Record As A Clarification So Either You Or David Could Present That For You Please.

That's The Intent Of The Language Proposed To Take It A Step At A Time And Have Them Come Book To You After We Had More Detailed Information That Comes Out Of Traffic And Revenue Study.

David, Is That Your Interpretation Also Some.

Yes, Ma'am.

Thank You Very Much, Mr. Chairman.

It's Important To Get That Clarification Out Front.

Move The Item.

So Moved.

Seconded By Commissioner Janes.

Discuss.

Commissioner Bigelow.

Thank You, Mr. Lovlin Could I Ask You Something? Um, If This Goes Forward And We See The Day This Project Has Reached Fruition And Let's Say Best Case From What I've Heard Is That Three Of The Lanes On Say The North Side Or North Direction And South Direction Six To Are Told, Isn't There Some Assurance Necessary To Be Provided For Whoever It Is That's Finding The Project That There Is No Other Competing Projects That Would Then Shift If You Will The Revenue Stream.

For Instance, If You Have That Configuration As I've Described And There Are New Roads Proposed To Give You Alternate Routes To Avoid I-75.

Could It Be That The Financier Legal Position And On The County Attorney, To Come Brain And Stand In The Way Of Our Lee County's To Move Forward With These Projects.

And I'm Contemplating Current Roads, Roadways Whose Right Of Way Has Been Only Contemplating By This Sport.

And I Think If That's Case, We Need To Know That Sooner Than Later.

And Understand That We May Really Be Hog Tying Ourselves In Future Years To Be Able To Do What Everyone Else Is Saying Isn't Out There Which Is To Provide Alternate Commuter True Commuter Roads.

Can I Have Someone Address That? And In Short I Guess Let Me Restate It.

Is It Possible We Will See The Day If This Project Reaches Fruition As Described That We Will Potentially Be In A Position Where The Financier Will Be Able To Seek A Claim, Other Projects That Would Compete With That Facility.

Good Morning Mr. Chairman, Members Of The Board.

Town Attorney, The Answer To That Is Maybe.

Typically When You Do Bond Projects For Toll Facilities You Do Put Provisions In For On Other Toll Facilities Competing Projects.

Yes, Sir.

To Answer That Today, Is Hard To Do Because There's Too Many Variables Out There Yet.

As We Continue On With The Process And Probably Once You Get Your Investment Grade They Done To Give The Board A More Definitive Answer.

The Answer Is Maybe.

We've Done That With Our Facilities Our Toll Bridge Tolls With Other Third Bears Attempting To Come In And Put In Toll Facilities That May Compete No Non-Toll.

We Being The Lee County Government.

I Isn't A Big Of An It Would Compete With The Boons.

Moo Wait A Minute, Answered The Question Done Than I Proposed.

If We Were To Do What We Should Have Been Doing A Decade Ago And Provided The True Computer Corridors To Relieve I-75, And We Were To Do That After This Project Reefs Fruition, Free Travel Routes Could Those Be Objected To By Whatever Financier Has Pro Rated The Money.

Put Up The Money And Assume The Risk In Order To Regain Their Moneys No The Sons Probably Not To No.

Probably Not To No, But It's A Probably.

No, There's No Probably With That.

Any Other.

I'm Engaged And I Have The Floor Chairman Judah If You Don't Mind.

Any Other County Roads That Would Be Built That Would Be Roads To A Toll Road, Would Not Be Interfering With The Bonds.

Typically You Bond Restrictions Dole With Other Toll Facilities That Would Compete With Toll Dollars On That Facility Not Really County Roads.

Not Other Roads That Would Be Built By Developers And Dedicated To The County.

Addressing Other Toll Facilities That Would Be Competing Directly With That Facility.

Okay, As An Example, It's 951 Minimally Tolled Road.

Ha Could Be Revenue Stream Of I-75 No Or A Toll Road, Yes, We Will Have To Look Another.

No If You Don't Mind Could You Help Me With This And Put Something For Me That Would Say That It's Your Opinion As I Understand You're Saying Today That We Probably Won't Be Bared From Doing Road Contribution Are Free, But That The Tolled Facility I'm Just Repeating As I Understand It, Could Therefore Be Complicated.

I Will Provide A Number To The Board If That's A Request Of Board.

Mr. Chairman.

Let Me Commissioner.

I Want To Make Sure Commissioner Bigelow Finished First.

Yeah, I Have Quite A Bit.

You're Going To Decide -- You Know -- Not Provide Me The Opportunity To Opine On This, I Will Like To Know That.

You're Being Given The Opportunity Right Now.

No Okay.

You're Not Finished.

Good, Thank You.

Mr. Chairman, We Have I Think Before Us The Situation That Is Really Kind Of Interesting.

We Hear That You Know Transportation Engineers Plan Roads And Politicians Build Them And I Think What We're Embarking On Here Is Just That.

We Are Hearing From A Lot Of Transportation We're Being Paid Some Nice Money To Propose What They Have Said Is The Only And That With All Due Respect To Them Is Their Opinion An Their Right To Have That Is Something I Would Certainly Hold.

But What I Think Is Really Being Missed By This Decision Today And You Know, I Can Read The Tea Leaves As Well As Anybody Else Up Here, Is That We Are Somehow Being Lulled Into Thinking This Is The Courageous Thing.

This Is The Brave Bold Way To Solve The Problems.

I Would Submit To You That It's To Not Move Forward With This Project Because It's Brave And Courageous Acts Because We Have Allowed Ourselves To Be Lulled Into This Notion That We Can Just A Little Bit By A Little Bit Approve Density In Such A Way That It Spreads It Out Over The Landscape And Just You Know A Little Bit Of Butter Over A Big Piece Of Bread.

And That In My Estimation Is Growth Management.

We've Been Doing That Now For More Than A Decade.

We Need To Address That Habit Of Ours And We Need To Go Into These Communes Which We Know Is The Large Urban Rehigh Acres And Cape Coral And Address The Source Of The Problem At Its Roots.

Because Those Are Pillows That Are Very Far From Where They Need To Be.

Where They Need To Be Is Closer To Where The Office Defects Are And The Industrial Complexes, And The Places Where People Make Their Money In Order To Afford Their Home.

I Think We Would All Agree On The Choice We Would Much Rather Live Closer To That Place Where We Make Our Money.

Unfortunately That's Not The Luxury For A Large Proportion Of This Population.

They Have To Find The Affordable Areas Of Lee County An Hen They Have To Travel Great Lengths To Reach The Place Where They Make The Money.

Those Folks Are Not Well Represented Here Today.

The Affluent Members Of Our Community.

They Are Indeed Out There.

And Their Not Here Today.

And Have Not Been A Participant Many This Issue Before Us Because They're Making Money.

And They're Largely Out To Lunch If You Will On This Issue And That's Not A Criticism Of This, Just Because They Day Are Doing What They Need To Be Doing.

We Are Trying To Accommodate Peak Traffic Demands On This Quarter.

Peak Traffic Demands Doesn't Take An Engineering Rocket Scientist To Figure It Out.

Are Those Morning Commute Hours And Afternoon Commute Hours.

We Heard From The Expressway Authority That Represents 85% Of That Volume.

In Southwest Florida Authority Have Got A Lot Of Differences Of Opinion About What The Real Numbers Are.

But An Overwhelming Proportion Of This Traffic Is Local Cars.

Trying To Make A Local Commute.

That Is The Problem.

The Problem Is Not The Amount Of Asphalt Out There.

The Problem Is As I Just Described As Being Too Far From The Work Praises.

It Takes A Great Deal Of Strength, Courage An Must Muster To Fix That Problem.

Because You Have To Do A Lot Of Heavy Lifting.

You Have To Assemble Plot Ms. Order To Provide This Land To Which The Uses That Are Now So Far From Lehigh And Cape Coral But That's What I Would Like To See Us Work On That Source Of The Problem.

Not This Fallout From That Problem.

A Symptom Of The Disease We're Trying To Treat With This Decision Today Is Some Of The Easiest Fixing To Do.

But It Is Just For Me More Of The Same, We Have On Our Screen Before, Poor Public Policy My This Board To The Commissioners That Have Sat Eye Prior Boards.

We Are Continuing Holdover Policies That Are Disadvantageous And That's An Understatement.

It's A Big Understatement.

We Have To Break This Cycle.

We Have To Break This Cycle.

And If We Don't Break This Cycle, We Are Gist Looking At The Beginning Of More Toll Ways, More Larger Amounts Based On Those Citizens That Can Ill A For It, Are Carrying It And They Can't Carry It.

And Those Costs Though Will Be Shown In Consumer Goods That We All Buy.

This Is A Cycle I Would Like To See Us Trying To Break But Up To Go Back To What I First Led With.

Politicians Build The Roads And If You Notice What Better Saunders Is Doing And Think About His New Race He's In.

He's Taking On A Current Congressman And I Think If You Consider That Maybe That Particular Politician Has This Is Not A Popular Move.

This Is Not One Of Those Issues I Think That Electorate Will Support Which I Believe To Be The Case.

I Think What You See In The Next Year Is A Point In Time In The Ballot Box Where This Particular Issue Will Be Supported Or Not And So, But For That I Have Nothing Good The To Say What The Expressway Proposes To Do.

But I Will Like To Repeat That, This Will Be An Issue In The Upcoming Election And That Will Be A Result Of Today's Decision And That Is A Good Thing.

Thank You Commissioner Bigelow.

Commissioner Jane.

I Want To Just Make A Brief Comment If I Could And That Is That I Think Commissioner Bigelow's Made Some Interesting Statements.

And Purpose And The Answer To Many Of The Questions Will Be Deferred As A Result Of An Investment Grade Study That We're About To Fund.

When I Saw The Word "Investment Grade." That's Key.

That's Going To Determine Whether Or Not It's Worthwhile To Invest In Something.

Within Only Be Used By The Done Board But Everybody In This Area.

That Will Help Provide Us Some Of The Answers By Some Of The Answer We Need To Know To Protest Fur On This.

The Reading We Have To Engage In An Investment Study Is Because A Number Of Questions Have Been Asked.

This Has Raced Some Questions All Every Need To Be Studied And Very Steady.

This Is Probably The Best Way That We Could Proceed To Do This, It's A Logical Step By Step Pros And That's The Reason I'm Supporting This, I'm Hoping We Will Be Able To Get Some Answers That Will Help Determine If The Board How Far Or Where We Should Go And Whether Or Not We Should Continue Many This Effort.

So That's The Reason I'm Supporting This.

I Know It's Easy To Get Off On Congressional Races But The Key Issue Is Whether Or Not We Ought To Support A An Investment Grade Study.

That's The Key.

Thank You Version Janes, Commissioner Hall No Thank You Very Chairman.

I Think It's Important That We Do Understand What We Don't Know.

And The Investment Grade Study Provides Us That Information.

It's Very Easy Of Course To Take The Political Channel And Say Oh Boy, What Is Going To Happen At My Next Race? Is I Going To Affect My Election, And I'm Very In Any Three Years Of Serving On It Hasn't Done That.

This Community Gives Us Terms And Four-Year Terms And Many Those Terms In Working With My Colleague Commissioner Janes And Commissioner Judah, I've Not Seen Them Look

At What's My Next Election Going To Be A Result Of The I Make A Decision That I Know Is A Right Decision And I Know It's Good For This Community But It May Have Opposition.

And I Want To Congratulate Would People And Interest That Call Fuss You Vote For Us, I Won't Support You In Your Next Election.

Wouldn't Bit A Shame If We Took One Of Our Decisions Based On The Latest Poll On Whether I Voted Yes Or No For Something.

I May Or May Not Be Supported On My Next Election.

I Think What We're Doing Is Having A Public Dialogue.

I Want To Make It Very Clear That This Is A Pragmatic Of Course That Before Lanes Five And Six Are Tolloed That Investment Grades Will Come Back To The Sport We Will Review It Another Time.

Public Outrage For People For The Project And Against The Project Will Be Able To Have Their Voices Heard And At The End We May End Up Moving Forward.

There's A Lot Of Variables There But Again It's Hard For Me To Say Do It Or Don't Do It When I Don't Know What I Don't Understand Yet As Far As Polling The Effects This Person May Have.

Existing Projects That A Lot Can Contemplating Tolling.

And Until Which Get To The Next Level All It Is Speculation And A Lot Of Talk With No Real Facts To Base Our Decisions On.

So I Whole Hardly Support This.

We Are Not Vogue Today To Toll Lanes Five And Six.

We're Moving Forward With The Potentially We May Go There But We Don Have All The Information To Make A Good Decision.

I Hope I Hope Ensuring Our Commission Has All The Facts.

Not Just Our Comments.

Thank You Mr. Chairman.

Thank You Economy, Hall, Commissioner Man.

Mr. Lovlin Can I Have You Back For A Second.

Here's The Only Thing I'm Troubled With.

There Are Several Whereas, But The Number Four Is The Basis Of My Question And I'm

Reading Off A Recap Here.

The Action Requested And The Purpose Subject To A Commitment By The Authority That It Will Return To The Board Of County Commissioners And Seek Additional Approval Of The Project Upon Completion Of The Investment Grade Traffic Study.

I Think As We Entered That We Were To Approve Work Other Than The Investment Grade The Day After Which And I Agree With Commissioner Hall Totally Ones We Have Any Information, We Can Go Forward With The Project, We Are Not Doing That Today.

But The Number Four Whereas.

Unless It's Been Changed.

Whereas Board Of County Commissioners Desires To Approve The Expressway Authority Proposed Project As Required By Florida Statute Section Whatever To Move Forward With A Preliminary Design And Environmental Study.

That's Moving For The Projects And You Think That Was Necessary Language Today In Order To Move With This Investment Grade Study.

Commissioner, The Expressway Authority Staff Has Indicated That Their Intention Is To Move Forward With Both Activities, The Investment Grade Traffic And Revenue Study.

There Was Already Done For I-75 That Said You Need 10 Lanes On I-75 By 2030.

That Study Was Done In 2003.

The Six-Lane Project Is An Improvement In That Process.

There Are Modifications That Are Necessary Which Apparently F-Dot Has Already Started Moving Forward Sort Expressway Authority Is Looking To Participate This That Process As It Moves Forward By F-Dot, But That Pde And The Changes And Additional Work Required Are Based On The Contemplation On Moving For The Full 10 Lanes Ultimately Too The Pde Already Called For The Fill 10 Lanes The Changes Are Really Changing The Configuration From The Possibility Of Total Toll Lanes.

That's The Primary Change In The Pde.

My Thick Head Is Not Following This.

As I Expressed At Our Management Meeting The Other Day, I'm Okay With Moving Forward With This They To Have All Of That Information Available But I Didn't Want A.

When I Decided I Want To Build This Thing Yet.

To Be Clear, The Study Modification Is Modifying Already Need That's Out There That Is Not In The Design Phase.

That Actually Is Later, Should The Determination With Be Made There's A Viable Project.

Can You Give Me An Idea With This Work.

I Had Have To Ask Him.

Can Anybody? Mr. Chairman.

I May Have To Ask One Of My Staff Members If They Have An Estimate On What That Might Cost.

Let Me Spend A Moment And Tell You The Words And The Resident Lights Are There For As Mr. Lovlin Mentioned A Moment Ago, The Florida Department Of Transportation Has Already Gun The Modification To The Pd14 Lanes Through The 35-Mile Section Of I-35 In Lee And Collier County.

Being Done By Who? It's Finished.

By.

No, By The Florida Department Of Transportation.

That Was Done Several Years Ago.

That Is Already In Place, Right Now.

The Blending Of The Toll And Free Lanes.

That's Correct.

Pde Is In Place Today As We Speak.

Florida Deposit Of Transportation Has Gun Process Offered Modifying That Pde To Move From Four Tolled Lanes To Six Tolled Lanes.

All We're Looking For From This Commission Is An Opportunity For The Expressway Authority To Be Involved In The Process That The Florida Has Been Done.

It's Within The Budget That You Already Have? Yes, It Is.

Don't Confuse Me Any Further.

You're Not Asking For Any More Dollars.

New York City We Are Not.

Sit Down.

All Right 73.

[Laughter] After We Have A Motion.

We Want To Have A Motion From The Floor.

We're Ready To Roll.

Let Me Share These Thoughts And I Don't Want To Restate What I Aid At The Meeting Before An I Made Reference To They Will Here.

I Want The Additional Information.

I'm Not Voting To Toll Anything At This Time.

I Want To See What's Coming From These Investment Grade Study I Think It's Critical We Have That Information Before Us.

I Want To Tell You, This Guy I Knew A Long Time Ago He Recently Flew From California To Visit His Wife's Parents In Naples And They Were Going To Come Up To Alba And Visit More, Dear Friend.

I Said Come Up I-75, Turn Left Across The River And Straight Down The River And You Will Find Me And Alba.

He Calls Me 45 Minutes Later From His Cell Phone, He Says Frank You Were Born Here.

You Know This Area, What Is The Alternative Route That I Can Get To Alba From Coming To Naples Because I Am Dead Stopped On The Interstate 75.

I've Got To Find A Way To Get Off This In A Shorter Way.

I Said It Will You What To Do Take The First Exit Turn Around And Go Back To Naples And Head To The Town Of Immokalee And A Little Piece Of Collier And Back To Lee County.

And I'll Drive Out An Meet You Because You Will Never Find The Way.

He Says There's No Alternate Route Altogether And He Was Dead Stopped.

I Think That Remains The Point.

It's A Situation Already Today.

It's Already Bad.

And When Slow Growth That We're Experiencing Right Now Nothing Is Going To Get Better And If It's Not This Commission Dealing With It, It's Going To Be A Future Commission Real Soon That's Going To Have To Deal And I Have Looked For The Dollars And As Most And Government Work.

I Know What The Federal Government Is Capable Of Doing In Partnership With Florida.

I Though An No New Taxes, The Able To Deal With These Issues.

The Conclusion Is If We're Going To Improve This Awful Situation Down Here, We're Going To Have To Do It Ourselves An That Means Toll Folks, I Know It May Be Possible Once We Get This New Study In That They Will Say The Resix Is Cost Of Asphalt To Go Down, We're Getting A Much Better Prices We May Be Able To Do Things A Whole Lot Differently? Not Likely.

We Had To Clarify What Is Going To Be Forced Upon Us To Deal With Here Today.

So I Agree Commissioner Bigelow With Virtually Everything You Said And I Wish All That Had Happened At A Years Ago Or Gun 50 Years Ago.

We're Here An Some Of Those Challenges Involve Saying The Lives, We're Going To Save Lives Here We Improve This Highway An We'll Save Money To Inflation If Begin This Process Today.

So I Think We Need To Take This Process.

I'm Prepared To Do It But I Will Be Ever Vigilant To Make Sure Whatever This The Study Says.

Clearly Justifies The Move To Go Ahead That There Are No Further Alternatives But For Us To Do Anything Else Today I Think Is To Do Anything But Move Forward, Is To Punish The People That Come Before Us And The People Living Here Today But The Ones That Get Here After Us Are Going To Be In A Lot Of Trouble No We Do Have A Motion, A Second.

Objection? Hearing No Objection.

Oh, Do We Have An Objection? I Object.

Okay Motion Passes 4-1.

Second, By Commissioner Janes, Second By Commissioner Hall.

Motion Passes On 15-B Moo Move The Item.

Second By Commissioner Janes, Mo Objection, Motion Passes.

Item 15 C.

Second.

Discuss, Objection, No Objection Motion Passes.

We'll Go To The 9:40 A.M.

Public Hearing And We'll Hear From Our Attorney.

Michael Jacob, Assistant Michael Attorney, I've Reviewed The Affidavit And Find It Legally Sufficient To Proceed.

I'll Enter That Into The Record Right Now.

Whatever That's Good For.

This Is A Request For Additional Power For Laguna Lakes Community Development District.

We Have Representative Andy Cohen Here And Staff Here For Any Questions You May Have.

Any Questions For Mike At This Time? No, All Right, Mr. Cohen.

Thank You For Your Patience.

I Have Nothing To Add I Think The Pack Set Pretty Expensive.

I Just Wanted To Make Myself Available Should There Be Any Questions.

Motion By Commissioner Hall.

It's A Public Hearing It's Been A Motion In A Second.

Motion By Commissioner Janes Under Discussion.

Anyone On The Public Wish To Comment, Seeing None Back To Board.

Hear No Objection, Motion Passes And We Now Move On To We Have A Walk-On Item, Power Of Attorney.

Do I Have A Motion.

Wait, Wait.

Yes, Commissioner Bigelow.

What Is The Reason For The Walk-On It's Not On Here, Don? The Reason For The Walk-On Commissioner Is That It's Due By December 13th.

I Just Found Out About It Last Week.

It's What? Due December 13th.

And You Said Something.

I Gist Found Out About It Last Week Wednesday Which Was After Your The Opportunity To

Put It On Regularly, So.

All Right.

Hear No Objection, Motions A.

We Go On To Commissioner Items.

Commissioner Bigelow.

I Have None.

Commissioner Mann.

Mr. Chairman Following Your Wishes And Struck I Have Sent You All A Note Involving Precinct On The Edge Of Lehigh Acres.

It's In That General Area As You Know We Voted To Put A Ballot There.

I Have Been Contact By A Resident Of The Area Known As Varsity Lakes.

And I'm Confident He Is Speaking For A Number Of Folks In That Area That Is There Was Any Way They Could Be Included In The Straw Ballot.

Frankly I Don't Think There's Any Problem With That.

I Would Like To Be Able To Accommodate Them.

Day Are Left Out Of It Because The Straw Ballot, The Boundaries There Were Taken From The Fire District Boundary Bus These Are Right Beside It.

It Would Make Sense Probably To Include Them, However Having Said All That So I'm Making This As Public Information Now.

I Spoke To Mrs. Harrington This Morning Supervisor Who Advises Me That Certain Things Have Already Been Printed And Prepares.

It Would Have To Be Done Today And I'm Afraid In The Haste We May Cause More Problems But I'm Saying This Almost For The Benefit Of The Lee County Legislative Later If The Referendum Should Pass Sub Usual Including That Including The Consider Pratt Boundaries Because It Will Be The Delegation Later That Makes That Ultimate Decision Where They Are.

That's For The Record.

I Want To Let These People Know We're Thinking About Them If It Gets To That Point We Can Accommodate Their Wishes, Thank You Chairman.

Commissioner Janes, Any Commissioner Item.

I Do, And I Believe You Would Bring This Up Too That I Think.

On Thursday? Yes, Sir.

And Jones Recommended That The Commissioners Communicate With As To Whether Or Not Try It Again.

Communicate To Make Sure That They Include The Appropriate Language As A Within Of The Their Development, That Gives Us A Role In It.

Right, We Could Was Thursday, To Incorporate The Agreement In The Application.

I'll Make A Motion That The Chairman Accepted A Letter Request Making That Request For Mely Of The Charlotte County Board Of County Commissioners.

Second.

I Will Be Happy To Second It But Tim Was Hoping That One Of The Commissioners Go Up And Attend The Meeting Because Its Carries More Weights As Well As Contact Whenever The Meeting Takes Place.

I Personally Will Not Be Able To Make It On Thursday.

I Can't Either.

We Have An Opportunity To Call The Commissioners And Moo There Is A They Should Be Called.

If You Don't Mine, Will At Least Have A Representative From The County Office Present Moo Yes, Sir, We Will.

Okay.

Commissioner Biggest, I'm Sorry.

Two Points, Showed Me With This Board Is Up That They Would Then Move It Forward.

I Think She Plans To Be There Right Since She's Taking Over For The Honourable The Tim Jones? Yes, Sir, Either One Or Both Of Us Will Be There.

Okay, Good.

On This Point I Just Have A Point Of Clarification That I Would Like To Seek.

This Is An Item You Notified The Court You Will Be Bringing But Bob Is Bringing It Forward? The Only Reason I Bring That Up Is Because I Had Something Going To Put Forward That It Came To My I Thought We Were Agreeing.

We Would Probably Do It In Enough Advance That The Board Members Could Get On Speed With It Into Bring It Up Next Tuesday.

I Will, Can I Get Clarification How Much Time In Advance Of The Meeting Would We Like To See Notice Given To Other Board Members.

You Know, As Long As You Can Get It To Me Before The Meeting At 9:30 So Even At 9:20 If Need Be.

Good, Good, Thank You.

Certainly.

All Right Any Further Discussion, Any Objection? Motion Passes.

I'll Work With The Attorney's Office On Thatler.

Anything Else, Commissioner Jane? Commissioner Hall.

I Would Like To Request That I Am 4-B Be A Blue Sheet On Thursday And I Make A Motion To That Fact.

A Motion, Second By Commissioner Mann, And Motion Passes.

I Would Like To Make A Motion That We Take The Discussion Off The January 2008 Meeting.

It Was My Intent That We Would Have Clarification, But I Think That We've Probably Talked That Issue To Death.

And I Know Our January Meeting Is Extremely Heavy.

And I Don't See The Benefit Considering The Inconsistency Of The Way We're Voting On These Where Clarification Is Going To Help Us In Any Way.

Let Me Suggest We Keep That On There Commissioner Hall.

In Order To Do So I Hope It Will Address Longer Deliberation At Commission Meetings, If We Can Have That One Tint To Discuss.

I Just Want To Make It Clear That We've Had Management Planning On Cmc Previously And Commissioners Have Been Briefed By Staff One On One On Construction Management Fees.

But Commissioner Judah My Purpose Was In Difference To Possibly My Understanding That There Is Still Misunderstandings But I'm Certainly Ready To Support It To Continue To Stay On It.

But Again It Was Because I Thought There Was Misunderstandings About C.M.T.S But I Just Don't Have That Same Perception Any Long But I'm Happy To Remove My Motion And

Carry On.

That Would Be Okay.

If We're Load Up It Can Be In February.

It Will Be A Short Discussion Anyway.

My Next Item.

Commissioner Main.

I Was Just Going To Say I Hope We Leigh It On.

We Won't Be Taking It As That Specific Agenda Item We Just Took.

This Will Be The General Continues To Me And Mr. Lavender I Know Would Love To Have A Chance.

Next Item Before We Leave That, Can I Have, I Think That's What The Idea Is Here Talk About This? We're Going To Get A Chance To Talk About It In The January, February.

Okay, Well Let Me Just Describe What I'm Seeing Here.

She's Proposing A Commissioner Item For Discuss.

We're Having Some Discussion I Would Like To Get Into That Discussion If You Don't Mind.

No Except We're Going To Have This Discussion At Mmp.

My Item Was To Remove It.

I'm Removing My Request To Remove The Item To January M.P.

There Was No Discussion.

My Commissioner Item Was To Remove Discuss For January Many.

M.P. But I've Hence Removed That Motion And I'm Ready To Move On With My Commissioner Item.

Commissioner Judah You're Going To Give Commissioner Mann And I'm Not? You Get All The Latitude You Need All I'm Suggests Is Commissioner Halls Is Now Reconsidered And Withdrawn Her Request That The Item Be Pulled So We're Going To Have Ample Time To Talk About This Issue.

Now Talk About The Cmc Pros.

I'm Not Here Necessarily To Talk About The C.M.C.

Let Me Give You A Little Bit Of Concern On My Part And That Is I Get A Sense That You Think I Feel This Board Will Bubble Up If We Put Something On An M.M.P. And That We Address It, And That The Board In A Majority Opinion Says This Is The Policy We Adopted That Somehow That's Supposed To Shutout The Minority Opinion.

Not At All.

Okay, -- I'm Just -- Continuing -- If I Might.

When These Agenda Items Cop Up They're There For A Burn And A Commissioner Pulls A Agenda Item They're Not Going To Be Muzzled For Having Any Opposition To That Particular Item.

So, I Don't Want To Be A Participant In This Idea, You Get Majority And Then You're Done With It.

You Will Have Ample Opportunity To Comment On Each Item That's On The Agenda And We Don't Muzzle Anybody On This Board.

No Okay.

I Won't Touch That One.

Next Commissioner Judah I Want To Thank You For Giving Me The Assignment On The Utilities As You Know Over The Past Three Years We Talked About The Challenges We Have In Providing Solid Waste Or I'm Sorry, Sewer An Water And The Challenge You Have In Getting Hook Up To That.

I Would Like To Ask If There's Consensus On The Board.

I Will Like To Work On Administration.

We Had Opportunity To Fine Out That There Are Dollars That Will Participate In Infrastructure Up Improvements Where You Have Heavily Laden Septic Tanks And You're Putting Sewer And Water Lines In There And There Is A Dollar For Hook-Ups And Stuff Like That.

I Like An Opportunity To Meet With Administration And Put Forward A Program For Is To Go Ahead And See What Those Grants Are Available And What It Would Cost For Is To Work With Our Schedule, Coming Legislation.

I Would Like To Be Able To Possibly Walk Something On Because In Order For Us To Do Anything In This Coming Session We Will Need To Submit Things In January And I Know It's Very Short Notice But When I Have An Up The To Meet I Asked Him About That And What The Timing Would Be.

So, With Your Permission I Would Like To Be Able To Walk Something On December 18th With This Board So We Can Move Forward So We Can Have Something By January.

If Not We'll Wait Until The '09 Session.

I Appreciate The Effort.

Certainly.

If That's All Right.

Absolutely.

I Concur With What Commissioner Hall Is Signaturing.

The Discussion Right Now Is Heating Up The Coming Discussion About Extending Sewer Service Through Captiva And It's Very, Very Appropriate That We Can Investigate The Possibilities Of Federal Funding And What Not.

I Would Like To Be A Little Bit More Optimistic On That But I Appreciate The Effort.

The Tenacity Seeps To Be A Tact We Need To Take And We're Dealing With Money.

Next I Would Like To Let The Board Know That We Have Scheduled For December 17th And These Chambers A Town Hall Meeting With Estate, Interested Parties On The Treatment Plants To Go Over The Report.

We Have Sent Out.

We've Been Tracking A Very Large E-Mail List An We Have Sent The Information And The Link To All Those Residents To Who Are Interested.

They In Turn Are You Have Touch Base With Their Neighbours.

We Are Owing Up, There Will Be A Made Release Sent Out.

So December 17th Will Be Our First Meeting.

I Know This Meeting Will Come To Us And So I Would Like To Let You Know We're Following Up With That And Lastly I Want To Thank Lieutenant Governor Jeff For Attending The Boys And Girls Luncheon Last Thursday.

It's Their Annual Luncheon Appreciation For The Sponsors They Have.

It Was A Great Event.

The Students Were There And Did A Great Musical Entertainment.

Boys And Girls Club Is A Wonderful Ram That Supports The Cigarette And Edge Of Our Children And Teenagers In Providing Them Things To Do After School To Keep Them Out Of Harm's Way And Keep Them Focus Of A Track Of Success.

I Want To Thank Him For Taking Time Out Of His Busy Schedule And For Showing His Support To Girls And Boy's Club In Lee County.

Mr. Chairman Subjects Have Been Brought Up And I Will Like To Ask A Question.

On December 18th, Commissioner Hall Did You Say There Is A Town Hall Meeting Here.

I Said December 17th, North Fort Meyers Doesn't Have A Community Department So It's Difficult To Find A Location That's Central That's Large Enough To Host 60 To 100 People No Thank You.

That's All.

Okay, And I Just Wanted To Make Sure That Everybody Was Okay With The Letter From My Signature Concerning The Lake Okeechobee Regulation, So With Approval From The Board.

So Moved.

Second By Commissioner Mann.

Discussion, Objection? I'll Sign That Letter.

Also Wanted To Confirm Here, Commissioner Ewe Been The Appointee On The Southwest Florida Expressway Authority And I Want To An Point You Again.

I Have To Have Somebody Else.

Okay, Commissioner Janes.

You Don't Want Me On That Board? Okay.

You Were A Close Second But, Under Discussion Any Objection Here All Right I'm Losing My.

I Can't Tell You How Much I Appreciate The Opportunity To Spend A Once A Month Four To Five Hours Discussing Expressway Authorities Work.

Then I Don't Want It.

Thank You Commissioner Hall.

Let Me Go Back To Commissioner Bigelow For Committee Appointments.

I Have None.

Commissioner Mann.

None Today.

Commissioner Janes.

None.

Commissioner Hall.

Donaldson Representing District Four Replacing Berardi.

New Appointment Of Don Toyer No Second.

Motion By Commissioner Hall, Second By Commissioner Janes.

Motion Passes.

Thank You Commissioner Hall.

On To County Manager Items.

Mr. Bigelow No Can I Ask Under County Manage Items Can I Ask Condition Last Wednesday I Made Public Records Request With Dinah Lewis.

They Were Regarding Investigations Of Guns And Animal Services Drug Use, Sex With Female Inmates, Wild Animals Specifically Foxes.

And Karla Sorenko's Public Record Request.

I've Asked Her A While Ago And She Said They Would Be Soon Coming But I Haven't Seen Those.

If You Could Help Me With That.

She Told You In The E-Mail She Responding They're Putting Together And They're Getting Them Together For You The Information You Asked For.

But Karla's Request Have Already Been Accumulated And I've Yet To Have A Copy Of It.

Let Me Check With Miss Lewis An See What The Situation Is And Certainly Get Them To You.

Thank You So Much.

Thank You, We Reconvene At 5:00 Public Hearing.

We're Adjourned.

5:00 PUBLIC HEARING

The First One Has To Do With The Improvement Benefit Unit.

Good Evening Mr. Chairman.

Members Of The Board.

Scott, Assistant County Attorney.

We're Here For Agenda Item Number One To Consider An Ordinance Creating The Special Improvement Municipal Service Benefit Unit.

And Lee County Ordinance 06-03.

I Was Published In A Fort Meyers News Press On November 20th, 2007.

I Find It Legally Sufficient To Conduct This Public Hearing And Hereby Enter It Into The Record.

Staff An Myself Are Available To Entertain Any Questions You May Have.

We Have A Motion To Move Adoption To The Ordinance. Do We Have A Second? Second.

For Discussion, I Want To Open Up To The Public.

I Don't Have Any Cards For This Particular Item, But Is There Anyone That Would Like To Speak On The Municipal Service Benefit Unit? Okay We'll Go Back To The Board.

Any Further Discussion? Hearing No Objection, The Motion Passes.

Agenda Item Number Two.

Thank You, Considered Approval Of A Resolution To Use The Uniformed Method Of Special Assessments For The Following United States.

There Are Eight Of Them.

Harbor Road, St. Carlos Island, Emily Lane, Mcgreger Dredging Unit.

Special Improvement Unit.

I've Examined The Affidavit Of Publication And Notices Of Intent That Were Published In The Fort Meyers News Press On November 13, 27 And December 4th.

As Such, I Find It Legally Sufficient As To Form And Content To Conduct This Evening.

We Have To Approve Each One Of These Separately.

No Since Approval For Your Approval Will Be The Same For All The Units.

All Right, We Have A Motion For Adoption.

Do We Have A Second For Discussion? Second.

Second For Discussion Under Discussion Public Comment.

Yes, Ma'am.

Harbor What We're Doing That Portion Of It Is Just A Uniformed Method Of Assessment.

The Next Agenda Item Will Be Open To Discuss Harbor And We'll Discuss That This Evening And Also At A Later Date.

It's Been Deferred To The 8th.

You're Right.

We Deferred It At Our Meeting This Morning.

Correct But I Think We Were Going To Open It Up For Those Individuals For Public Comment.

Yes, Yes.

There Will Be No Action On It.

Okay, So If You Approve That Doesn't Mean.

Correct, This Is Just For How The Assessment Would Be Levied If The Assessment Is Approved.

Okay.

But You've Taken Time To Be Here And You Will Have An Opportunity To Speak On The Next Item.

That's The Purpose.

Okay? Anyone Else Wish To Comment? On The Uniform Method Of Collecting Special Assessments? See None, Back To The Board.

No Objection, Motions Passes.

You Want Us To Officially Move It To Continue To It The 8th And Then Take Public Comment? Yes At 5:00.

I Make A Motion That We Continue This Action Item Until January 8, 2008 At 5:05.

Second.

5:00.

Can I Put The Affidavits Into? By All Means.

And We'll Hold Off On The Motion.

Item Number Three Is To Consider Resolution Of Final Assessment For Harbor Drive Road Paving And Drainage, The Publication And Notice Of Intent That Was Published In Fort Meyers News Press On November 21st, 2007.

As Is Up I Find It Legally Sufficient As To Form And Content To Conduct This Public Hearing.

All Right Now We Have A Motion? Yes, To Continue Until January 8th, 2008 At 5:00 P.M.

In These Chamber.

We Have A Second? We Do.

Under Discussion? Yes.

Did You Want To Comment On Staff's Part First And Then Denise. Good To See You. First Of All I Did Receive Some Letters Against This, So I Would Like To Submit Them Now.

Since People Took The Time To Do That.

But What I Would Like To Say Is That We Had A Problem With Our Database And So Things Were Askew.

So What We Decided To Do Was To Continue The Meeting So That We Could Go Back Review All The Numbers, Make Sure Everything Catches Up To Make Sure When We Bring It Back To You That Everything Is Correct.

So, If You Have Any Questions.

Abundance Of Caution.

Absolutely, Want To Make Sure It's Right.

Any Questions Of Denise At This Time? We'll Open Up To The Public Then And Is It Sidler? Ma'am, Why Don't You Step Forward? I Was Present At The Original Hearing.

And Your Name For The Record? Nora Sideler.

You Have It In Some Of The Paperwork.

Good Evening.

I Was Present At The Original Hearing That Approved The Harbor Drive Painting.

I Was One Of The People That Approved.

And We On That Original Petition And Many Are In This Room And In Front Of You, It Was All Agreed We Were Left With The Understanding That If The Cost Increased, That We Would Have To Pay Proportionate And The Word "Proportionate" Was Used In The Original Petition.

I'm Assuming That Our Cost Per Acre Is Going To Remain The Same Proportion To The Overall Cost As The Cost Per Foot That Was Originally Agreed.

And It Has Not Happened That Way.

In A Last E-Mail I Sent You Gives You A List Of Nine Lots And Every One Is A Different Price And They're All The Same Acreage An You Know, It Varies From \$272.15, Up To \$396.39.

I Mean, And They're All Different Prices.

Just Lots Of The Same Size.

And The Original Petition Should Have Been Down To Whatever.

Supposed To Be \$249 An Acre.

An Acre And These Are All Half Acre Lots.

We Certainly Respond To.

What I Want Is Not That It Be Proportionate, Sorted Out Between Everybody, But That We Go Back To The Original Agreement.

That's What I Want When The Numbers Are Done Again.

We Go Back To The Original Agreement And Keep It In The Same Proportion.

Because 12% Higher, You Can Understand.

300%, No.

I Mean I Just Can't Pay It.

Okay.

Appreciate Your Comments Ma'am.

I Don't Have Your Cards, If You Would Step Forward.

Lady In The Black Top.

Did You Want To Comment At This Time? Or You Can Hold Off Until This Is Re-Scheduled For January.

Either Way.

He's Taking The Time To Be Here This Evening.

My Name Is Wendy Mcfaren.

I Was Against The Paving Of Harbor Drive Because This Is What I Was Afraid Would Happen.

It's A Mess.

What's This Drainage Ditches And I Hope Everything Is Not Set In Stone Until We Get Some Concrete Comfortable Figures.

Okay.

All Right.

Oh And The Access.

One Question Put To Denise By Honey Was The Secured Deed Access To Harbor Drive And We Were Told That She Was Not Allowed To Discuss That? And Because We Have Access Through Kramers To Stringfellow But Our Understanding Is It's Not Understood That We Do Have Access To Harbor Drive.

We'll Have A Response.

And Any Future Development Is Up As Sidewalks, I Understand That Was Willing To Put In.

The Drainage That Was Not Part Of The Original Agreement.

Okay.

Thank You.

Thanks For Getting It On The Record.

Joe Arias.

Mr. Arias, Good Evening, Joel Arias.

My Main Concern When It Comes To Harbor Drive Improvement Is Total Access To The Road That Was Not Completed All The Way To Fuller Drive.

My Understanding Is That's Private Property.

That The Road We're Driving On Is Private Property.

So What Does The City Going To Do About That? What The Owner Of That Property Decides To Close Down That Road, Five Years From Now After I Paid This Amount To The City.

Why Doesn't The City Take Care Of That Problem Legally, Not Grandfathered Like I Heard Before.

Legally, And Pave The Road Completely, And The Amount -- What I Noticed The Increase On The Amount Considering That The Assessment The City Of Cape Coral Have Done On The City, They Went Back And Did A Second Bid On Their Assessment, And They Lowered Their Amount And Here We Are With A Higher Amount.

Doesn't Make Sense To Me.

I Mean The City Of Cape Coral Went Back And Did A Second Bid On Their Improvement When It Came To The Assessment For Us, We Did Not Get That Second Chance.

We Were Stuck With The Amount And I Don't Agree With It.

All Right Thank You Mr. Arias.

Anyone Else To Wish To Comment On This Item For Us.

Then Denise, If You Wouldn't Mind Stepping Forward And Respond To Some Of The Concerns That Have Been Presented To Us This Evening.

Okay The First Thing As I Stated Earlier We Are Going Back And Redoing The Numbers Because Of The Fact That When We Ran The Original Numbers We Had A Problem With The Database.

So We Are Looking At Those Numbers Again.

As Far As The Access, This Road Has Been In Place For Several Years. People Have Been Driving, We Stopped At A Certain Point.

We Went Up A Mile And A Third And We Stopped At That Point Because There Was Going To Be Problems.

It's My Understanding And You Probably Should Be Perhaps The Legal Department And This Point.

That Road Has Been In Place For Several Years And People Have Been Using That Road For Several Years.

So, We've Discussed This All With The Attorneys Before We Went Forward And The Decision Was Made To End The Road Before We Went To That Little In The Road To Actually Save Money And Save On The Whole Easement Issue.

Okay.

We Will Provide More Information On The January Public Hearing.

Okay.

We'll Go Back, Yes, Commissioner Bigelow.

I Guess I'm Little Confused By Your Leading Statement.

You're Going To Go Back And Re -- What Happens Is We Take Information From The Database.

Let Me Ask A More Pointed Question.

Are You Going To Rebid This Project? No, No, The Was Already Built.

That's Something One Of The Residents Indicated.We Put It Out To Bid.

We Had Four Or Five Bids.

We Took The Lowest Bid.

You're Simply Going To Go Back And Double Check Your Database For The Numbers For A Skew When We Ran Those Original Invoices? What Numbers? Prices? Well, Right The Prices.We Don't Know What Happened With The Data.It Became CorruptedAnd So Certain Numbers Sideler Said She Had The Same Parcels And She Had Different Amounts For Certain Parcels.

They Should Have All Been The Same, So We Went Back And We Redownloaded All The Information All The Acreage, We Redid All The Numbers And Were Trying To Put Everything Back Together So That It Will Be Right When We Send Out The Dollar Numbers Somehow.

The Cross Numbers Everything Got Mixed Up With The Data That Was Corrupted When We Came Through.

We Didn't Know That, What Happened Things Were Going To The Wrong Address.

We Don't Know The Information Was Corrupt When Was Sent Out.

Can You Use The Word "Invalid"? Okay, The Information Is Invalid, So We Are Literally Starting From Scratch In Terms Of What The Project Costs.

Who Has What Acreage, Mailing Addresses.

Okay, From Scratch We're Starting.

Let Me Be Sure I Understand.

You're Going To Dot You're Is And Cross Your Ts On The Price.

Yes.

That's One Effort And Is There Something You're Doing With Respect To The Acreage Per Resident Is That Data? Well That Will Change Because Of The Fact That The Data Was Corrupt And Invalid.

When We Did The Mail Merge Things Didn't Click As They Should Have.

And So The Invoices That Went Out Were Invalid, So We're Redoing Them.

So When We See This Again We're Going To See Mr. X Owns This Much Property And It's Then His Assessment Is Proportionate To The Total Based On His Acreage.

That's Correct.

If They Front Harbor.

If They Front Harbor.

Okay, So They're Only Assessed If They Have Frontage On Harbor? No, There's Two Ways. You Can Be Assessed For Strictly Acreage If You Don't Front Harbor, Or If You Front Harbor You're Assessed Acre And Footage.

How Did That Get Decided? Well That Was Decided Four Years Ago When We Were Doing The Methodology When We Created This Originally.

Sounds Like That's What's Leading The Complaint By The First Resident Perhaps -- No, Excuse Me Ma'am.

Thank You.

And That's Exactly What We're Doing Is We're Going Back And We're Relooking Everything.

Okay, I Just Wanted To Figure Out The Approach So When We See This Again I'll Have A Better Understanding.

Okay, Thank You.

There's A Gentlemen That Is Entering In Late.

I Don't Know If You Wanted To Speak On This Issue.

We're Here For Item Number Two.

Which Is Over With.

We've Already Concluded Two.

To Move That Item.

I Apologize, Sir.

We've Already Concluded That.

Action On That Item.

Okay? We Have Any Further Discussion On This Item? I'm Sorry Was There Someone From The Public Who Wished To Comment On This Issue That Didn't Get A Card? Please, Sir, You Need To Step Forward.

Anyone Else Who Wants To Comment On This Item? I'm Sorry, I've Already Taken Your Comment.

Yes, Sir, Good Evening.

My Name Is Robert Murray, I Have Property On Harbor Drive.

I Learned Tonight That There Was Certain Lands Exempted As Marsh Lands, Wet Lands And My Question Is What Lands? Will You Do That? You've Got A Map All Laid Out With It? Thank You Very Much.

Thank You, Sir.

We've Already Taken Public Comments From Folks.

You Don't Come Back Up Again.

But We Are Ready To Move Forward With The Item To Defer.

Yes Commissioner Bigelow.

Maybe This Gentlemen Is Here On Is He Here On Harbor Drive.

No, He's Here On Item Number Two.

Well Item Number Two Includes Harbor Drive.

Any Discussion Or Objections? Motion Passes.

We'll Now Go To Public Comments By Citizens.

Any Issues That You Would Like To Comment.

Yes.

Larry? Yes, I Have A Card.

Would You Like To Speak? Okay.

Thanks For Hanging In There.

It's Been A Long Day.

Yes, Larry, Cape Coral.

Basically I Just Wanted To Finish Up From This Morning Kind Of Ran Out Of Time There.

I Am Still Concerned.I Know ThatYou've Already Voted On It And We're Going To Get The Study On The I-75 Toll.But My Concern IsIt Just Seems Things Are Being Accelerated Too Fast.

You're Not Going To Let The State For The Federal Government Go Ahead And Build These Lanes.And In Addition ToThese Lanes We're Going To Have, We're Going To Have Our Other County Roads That Will Becoming Finished, Such As Tree Line And These Other Roads.

I Don't Know And You Got Livingston.

You're Not Really Giving Those A Chance To See If They Can Take Care Of Our Traffic Problem.

The Other Thing That I See Relates To That Is Like I Said When I Come Into This Counsel Chambers Is We're Always Talking About Density And So If There's A Huge Density Question, And Now All Of A Sudden You Need 10 Lanes And They're Saying The 10 Lanes Are Needed For Local People, It Don't Add Up To Me.

I Want You Guys To Be Caution Of That.

The Other Thing That I Wanted To Talk About Before I Run Out Of Time Here Is The Zemel Situation.

I'm From Cape Coral.

What I See Happening With The Zemel Situation.The ThingThat's Bothered Me About It Is It Seems Like The County Number One I'm Very Upset With The County That They're Suing Cape Coral Number One.

I Don't Think There Should Ever Be A Reason For Two County Governments To Sue Each Other.

Millimeter One, Number Two, It Seems To Be Like A Carrot Dangling Situation Because I've Been Very Involved With The Council Meetings Over There.

At The Last Minute You Guys Pulled It.

There Seems To Be Some Carrot Dangling.

I Just Wanted To Comment On That, That's My Opinion.

Zemel Itself Relates To The I-75 Situation In Reference To What Mr. Bigelow Said This Morning, And That Is If These Communities Can Be More Self-Sustaining We Don't Need To Drive The To Naples To Work.

So, I Think That Has To Come Into The Total Picture And I Didn't Get To Finish So Those Are My Opinions And I Wanted To Let The Board Know.

Thank You, Larry.

Anyone Else Wish To Comment On Matters? Okay, We Go Back To The Board.

We Are Adjourned.

Can I -- No, We're Adjourned.

Thanks.