

BOARD MINUTES FOR 05/14/08

MAY 14, 2008

THE BOARD OF COUNTY COMMISSIONERS, IN AND FOR WASHINGTON COUNTY, MET ON THE ABOVE DATE AT 9:00 A.M. AT THE WASHINGTON COUNTY ANNEX. BOARD MEETING ROOM, 1331 SOUTH BOULEVARD, CHIPLEY, FLORIDA WITH COMMISSIONERS FINCH, SAPP, HOLMAN, PATE AND STRICKLAND PRESENT. ADMINISTRATOR HERBERT, ATTORNEY HOLLEY, CLERK COOK AND DEPUTY CLERK CARTER WERE ALSO IN ATTENDANCE.

LT. MIKE QUALLS CALLED THE SPECIAL MEETING TO ORDER.

STACY WEBB, COUNTY GRANTS PERSON, ADDRESSED THE BOARD REQUESTING THEIR APPROVAL OF THE LOCAL HOUSING ASSISTANCE PLAN FOR 2008-2011 FOR THE WASHINGTON COUNTY SHIP PROGRAM. IT IS THE SAME PLAN THAT HAS BEEN SUBMITTED REPEATEDLY OVER THE YEARS.

COMMISSIONER FINCH OFFERED A MOTION, SECONDED BY COMMISSIONER STRICKLAND AND CARRIED TO APPROVE OF THE LOCAL HOUSING ASSISTANCE PLAN FOR 2008-2009, 2009-2010 AND 2010-2011 FOR THE WASHINGTON COUNTY SHIP PROGRAM AND FORWARD IT TO FLORIDA HOUSING.

CHAIRMAN PATE STATED THE PURPOSE OF THE MEETING WAS TO HOLD A PUBLIC HEARING ON A TOLL FACILITY BEING PROPOSED THROUGH WASHINGTON COUNTY. HE ASKED EVERYONE TO HOLD THEIR COMMENTS AND QUESTIONS FOR THE QUESTION AND ANSWER PERIOD. HE ASKED THEM TO NOT INTERRUPT ANY SPEAKER. ANYONE WISHING TO SPEAK MUST SIGN IN ON THE SIGN IN SHEET. HE ADVISED THEY COULD SUBMIT WRITTEN COMMENTS TO THE BOARD IF THEY DESIRED. EACH SPEAKER SHALL HAVE A MAXIMUM OF THREE MINUTES TO SPEAK, ASK QUESTIONS, ETC. EVERYONE THAT SIGNED IN WILL HAVE AN OPPORTUNITY TO SPEAK. HE ASKED THEY KEEP IT CIVIL, LET QUESTIONS BE ASKED AND ANSWERED WITHOUT INTERRUPTION AND IN A CIVIL MANNER. HE THANKED THEM FOR THEIR COOPERATION.

EDWARD PRESCOTT, THANKED THE BOARD FOR THE OPPORTUNITY THE FOCUS 2000 GROUP HAS TO COME AND PRESENT INFORMATION AS THEY AND THE COMMUNITY LOOK AT MAKING SOME IMPORTANT DECISIONS AS IT RELATES TO THE ECONOMIC PROSPERITY OF THIS COMMUNITY AND TRANSPORTATION THROUGH THIS COMMUNITY. HE UPDATED THE BOARD ON HIS BACKGROUND; HE WAS BORN AND RAISED IN CHIPLEY AND WASHINGTON COUNTY AND HAS LIVED HERE ALL HIS LIFE. HE HAS ACTUALLY HAD TO GO ELSEWHERE TO STAY THREE DIFFERENT TIMES IN ORDER TO CONTINUE TO PROVIDE FOR HIS FAMILY AND WORK. BUT, CHIPLEY AND WASHINGTON COUNTY IS HOME. HE HAS RAISED HIS FAMILY HERE SO ANY DECISIONS THAT ARE MADE IN REGARDS TO WASHINGTON COUNTY AND THIS COMMUNITY IS DEAR TO HIS HEART. SO, HE WANTED TO BE PART OF THE DISCUSSION TODAY IN THIS PUBLIC HEARING TO PROVIDE SOME INFORMATION FOR EACH AND EVERYONE PRESENT TO GIVE SOME THOUGHT TO AS THEY TRY TO DECIDE WHAT THEY NEED TO DO. HE ADDRESSED HIM SPENDING ABOUT THIRTY SEVEN YEARS IN THE TRANSPORTATION INDUSTRY; HE SPENT THIRTY FIVE YEARS OF THAT WITH THE FL-DOT AND RETIRED HERE AS THE DISTRICT SECRETARY OVER ALL THE TRANSPORTATION IN NORTHWEST FLORIDA. HE WANTS TO BE ABLE TO SHARE SOME INFORMATION AS IT IS RELATED TO THIS POTENTIAL TOLL ROAD OR FACILITY THAT IS BEING TALKED ABOUT FROM THE MONTGOMERY AREA DOWN TO THE DOTHAN AREA AND THEN ON TO THE VACINITY OF THE PANAMA CITY AIRPORT. HE REPORTED:

A. THIS PARTICULAR TOLL FACILITY IS A LIMITED ACCESS TYPE FACILITY; IT WILL BE BUILT PRETTY MUCH TO INTERSTATE STANDARDS

B. THEY ARE DISCUSSING PUBLIC/PRIVATE PARTNERSHIPS. HE REFERRED TO PEOPLE COMING UP TO HIM, BECAUSE THEY KNOW HE IS INVOLVED IN

TRANSPORTATION, AND EXPRESSING CONCERNS ABOUT TALK THEY HAD HEARD ABOUT PEOPLE WOULD BE GETTING ON THE TOLL ROAD AT MONTGOMERY AND WOULDN'T BE ABLE TO GET OFF UNTIL THEY GET TO THE BAY COUNTY AIRPORT. EDWARD ADVISED THAT WAS MISINFORMATION AND WAS NOT CORRECT; TO HIS KNOWLEDGE, THERE IS NO SUCH TYPE FACILITY IN THE WHOLE UNITED STATES THAT DOESN'T PROVIDE ACCESS FOR THE PUBLIC TO GET ON AND TO GET OFF. HE ASKED WHY WOULD FOCUS 2000 WANT TO RESTRICT A FACILITY THAT IS GOING TO BE PAID FOR WITH A TOLL; THEY WANT TO ENCOURAGE PEOPLE TO USE THAT FACILITY. IF THE FACILITY WINDS UP COMING THROUGH CHIPLEY, WASHINGTON COUNTY COMMUNITY, THERE WILL BE MAJOR INTERCHANGE ACCESS TO GET ON THIS TOLL FACILITY, EGRESS TO GET OFF THIS FACILITY THROUGH- OUT WASHINGTON COUNTY AS YOU CROSS MAJOR CORRIDORS, WHETHER THAT IS STATE ROAD 77, INTERSTATE 10, OR STATE ROAD 20 ON THE SOUTH END.

EDWARD ADDRESSED PEOPLE TELLING HIM THEY ARE AWARE HE KNOWS ABOUT TRANSPORTATION; BUT, EXPLAINED THEY LIVED ON A SMALL PAVED ROAD AND ASKED IF THEY WERE GOING TO COME THROUGH WITH THE TOLL ROAD AND JUST CUT IT INTO AND BLOCK THEM. THE PEOPLE TOLD HIM THEY HAD TO DRIVE TO WORK IN CHIPLEY EVERYDAY, BUY GROCERIES EVERYDAY AND GET BACK HOME WHICH IS OUTSIDE THE CITY LIMITS INTO THE COUNTY.

EDWARD SAID HE TOLD THE PEOPLE FOCUS 2000 WAS NOT GOING TO BLOCK THE ROAD OFF WITH THE TOLL FACILITY. THIS FACILITY WILL HAVE OVERPASS TYPE STRUCTURES THAT CROSSES JUST LIKE THE RAILROAD AND THEY ARE NOT GOING TO BLOCK THE RAILROAD THAT COMES THROUGH WASHINGTON COUNTY. HE REITERATED THERE WOULD BE OVERPASSES ACROSS OTHER TRANSPORTATION FACILITIES IN THE COUNTY. HE SAID A GOOD EXAMPLE IS INTERSTATE 10 WHERE THEY HAD TO HAVE OVERPASS STRUCTURES ON THE ORANGE HILL HIGHWAY AND FALLING WATERS ROAD; THEY WILL BE OVERPASS STRUCTURES ON THESE OTHER SMALL ROADS AS WELL. FOCUS 2000 WANTS TO LAY TO REST THERE IS GOING TO BE ACCESS AND INTERCHANGES AND THIS WILL BRING ECONOMIC PROSPERITY TO THE COUNTY IF A DECISION IS MADE FOR IT TO BE HERE AS A TOLL FACILITY. THE PEOPLE WILL STILL BE ABLE TO USE THE TRANSPOR- TATION SYSTEM THAT EXISTS HERE TODAY; THEY WILL BE ABLE TO GO TO WORK AND GO HOME THROUGHOUT THE COMMUNITY.

EDWARD WANTED TO CONVEY INFORMATION, AS THEY TRY TO MAKE A DECISION AS TO WHAT THIS COMMUNITY NEEDS TO DO, ON SOME OTHER MATTERS THAT WAS BROUGHT TO HIM. HE HAD PEOPLE COME TO HIM SAYING THEY KNEW HE HAD WORKED HARD WHEN HE WAS WITH FL-DOT ON TRYING TO GET THE EXISTING CORRIDORS MULTI-LANED; THEY KNEW THE GROWTH WAS OCCURRING ON THE COASTLINE FIRST AND KNEW THE AIRPORT WAS GOING TO BE BUILT AND NEEDED TO START MULTI-LANING ROUTES GOING NORTH AND SOUTH UP TO THE INTERSTATE AND ON INTO THE ADJOINING STATES. EDWARD SAID HE STARTED WORKING TOWARD DOING THAT ON STATE ROAD 77 AND STATE ROAD 79 AND MAYBE SIX LANING U.S. 231 OR FOUR LANING U.S. 331 IN WALTON COUNTY. IT TAKES A LOT OF FUNDING IN ORDER TO DO THAT. HE HAS HAD PEOPLE RECENTLY COMING UP TO HIM ASKING IF THEY START TALKING ABOUT THIS PUBLIC/PRIVATE PARTNERSHIP IN A TOLL ROAD, IS THAT GOING TO PUT BRAKES ON THE FL-DOT AND THEY WILL JUST STOP AND WALK AWAY FROM US AND NEVER TRY TO MULTI-LANE STATE ROAD 77. HE SAID THAT IS NOT THE CASE. HE SAID THEY WORKED JUST AS HARD AS THEY COULD TO TRY AND GET SOME FUNDING; THEY ARE MULTI-LANING HIGHWAY 77 NOW IN BAY COUNTY AND ARE COMING NORTH. THE FL-DOT HAS ACTUALLY HAD FUNDING TO DESIGN PORTIONS OF STATE ROAD 77 IN THE SOUTHERN END OF THE COUNTY AND HAVE DESIGNED SOME PORTIONS OF STATE ROAD 77 UP NEAR INTERSTATE 10. THEY HAVE NOT HAD THE FUNDING TO DO THE PIECE IN THE MIDDLE NOR DO THE DESIGN FOR THE PIECE THAT GOES ON TO THE ALABAMA STATE LINE NOR HAVE THEY HAD THE FUNDING TO ACQUIRE THE RIGHT OF WAY FOR THE ENTIRE CORRIDOR THROUGH WASHINGTON

COUNTY NOR HAVE THEY HAVE THE FUNDING TO CONSTRUCT THE FACILITY FROM STATE ROAD 20 WHERE THE BAY/WASHINGTON COUNTY LINE IS TO THE ALABAMA LINE. THAT IS A TREMENDOUS AMOUNT OF MONEY TO DO THAT. HE THINKS THE FL-DOT HAS WORKED HARD. HE IS NOT GOING TO SPEAK FOR THE FL-DOT; LARRY KELLY, DISTRICT SECRETARY FOR THE FL-DOT, IS PRESENT AND THE PEOPLE HERE CAN ASK HIM. BUT, EDWARD ASSURED THOSE PRESENT THE FL-DOT IS TRYING TO SUPPORT AND DO TRANSPORTATION IN NORTHWEST FLORIDA; LARRY KELLY IS GOING TO DO EVERYTHING IN HIS POWER TO CONTINUE TO PROVIDE TRANSPORTATION IN NORTHWEST FLORIDA. AS THEY LOOK AT WHAT HAS OCCURRED WITH THE ECONOMY IN THE STATE OF FLORIDA IN THE LAST COUPLE OF YEARS, THE LEGISLATURE HAD TO COME IN AND TAKE APPROXIMATELY A BILLION DOLLARS OUT OF THE TRANSPORTATION STATE WIDE. HE ASKED DID THE PEOPLE KNOW WHAT THAT DID TO LARRY KELLY AND THE NORTHWEST FLORIDA DOT DISTRICT. BUT, ALL OVER THE STATE, THEY HAD TO START SHUFFLING PROJECTS TRYING TO DO EVERYTHING THEY COULD TO HOLD ON TO WHAT THEY HAD AND NOT LOSE PROJECTS. HE KNOWS FOR A FACT IN LOOKING AT THE FIVE YEAR WORK PROGRAM THE FL-DOT HAS TODAY, THEY DO NOT HAVE ANY ADDITIONAL FUNDING FOR STATE ROAD 77 TO ACQUIRE THE RIGHT-OF-WAY OR TO FINISH THE DESIGN TO BUILD THIS STRUCTURE FUNDED IN THEIR FIVE YEAR WORK PROGRAM. HE KNOWS THEY WERE WORKING AND LARRY AND THE FL-DOT IS CONTINUING TO WORK TO SAY WELL, WE CAN GET IT INTO THE NEXT FIVE YEARS AND THAT PROJECT CAN MOVE FORWARD. THEY HAVE BEEN WORKING IN THAT DIRECTION TRYING TO HOLD ONTO THAT AND MOVE IT FORWARD. JUST A COUPLE OF WEEKS AGO, EDWARD SAID THE LEGISLATURE AS IT CAME TO A CLOSE, TOOK ANOTHER \$300,000,000 OUT OF THE CURRENT YEAR OF TRANSPORTATION FROM THE FLORIDA TRANSPORTATION TRUST FUND AND THROUGH THE REDUCTIONS OF FUNDING, IT IS GOING TO AMOUNT TO SOMETHING LIKE \$1.3 BILLION DOLLARS OVER THE NEXT FIVE YEARS. IN THE STATE OF FLORIDA, THE FLORIDA DEPARTMENT OF TRANSPORTATION IS REQUIRED BY FLORIDA STATUTES TO MAINTAIN THE EXISTING SYSTEM. THEY ALWAYS LOOK AT SAFETY PROJECTS FIRST; THEY ARE GOING TO MAINTAIN THE CURRENT SYSTEM. THAT MEANS THEY CAN'T LET AN EXISTING TWO LANE ROAD FILL UP WITH POTHOLES; THEY HAVE TO RESURFACE THAT ROAD. IF THERE IS A BRIDGE THAT IS STRUCTURALLY DEFICIENT, THEY ARE GOING TO HAVE TO REPLACE THAT BRIDGE BECAUSE FLORIDA STATUTE TELLS THEM THEY ARE GOING TO HAVE TO DO THAT. WITH THESE KIND OF REDUCTIONS IN THE FUNDING, WHAT FUNDING IS LEFT OVER IS WHAT YOU DO FOR WHAT THEY NORMALLY CALL CAPACITY PROJECTS WHERE YOU GO IN AND START ADDING LANES TO EXISTING ROADS, LIKE FOUR-LANING 77 OR SIX-LANING 231 OR FOUR-LANING U.S. 331 IN WALTON COUNTY, ETC. THAT IS THE FIRST FUNDING THAT GOES; THERE IS NOT ENOUGH FUNDING TO DO THOSE KIND OF PROJECTS BECAUSE FLORIDA STATUTE SAYS YOU WILL MAINTAIN THE CURRENT SYSTEM YOU HAVE TODAY. FLORIDA DOT CAN'T IGNORE THAT AND HE KNOWS FOR A FACT, THEY DON'T HAVE THE FUNDING FOR STATE ROAD 77 IN THE CURRENT FIVE YEAR PLAN; NOW, THEY HAVE LOST THE MONEY WHERE THEY WERE GOING TO PROBABLY TRY TO GET IT INTO THE NEXT FIVE YEAR PLAN. IT MAY GET PUSHED SLAM OUT INTO THE THIRD FIVE YEAR PLAN; THAT IS OUT TEN TO FIFTEEN YEARS FROM NOW. THE AIRPORT IS ALREADY BEING CONSTRUCTED AND WILL BE COMPLETE WITHIN A FEW YEARS; THE DEVELOPMENTS THAT ARE OCCURRING ON OUR COASTLINE ARE GOING TO CONTINUE TO OCCUR.

EDWARD SAID THERE IS A DOWN TURN IN THE ECONOMY; BUT, IT IS FIXING TO TURN BACK UP BEFORE LONG. THAT GROWTH IS EXPERIENCING DOWN THERE; THEY ARE HAVING THE SAME TYPE OF GROWTH IN ALABAMA, IN HOUSTON COUNTY AND DALE COUNTY TO THE NORTH OF US. IF THE COUNTY DECIDES THEY ARE GOING TO SIT HERE AND NOT HAVE ANY TRANSPORTATION OTHER THAN WHAT THEY HAVE GOT BECAUSE HE ASSURED THEM LARRY KELLY AND THE FL-DOT IS NOT HOLDING THIS COMMUNITY BACK. KELLY JUST DON'T HAVE THE FUNDING OR HE WOULD PROVIDE IT

TO THE COUNTY; HE KNOWS HE WILL DO THAT. EDWARD SAID HE TRIED TO DO THAT AND KELLY WILL TRY TO DO THAT AND WILL KEEP WORKING ON THAT TO THE BEST OF HIS ABILITY; BUT, THERE IS JUST NOT FUNDING TO DO THAT. IF WE SIT HERE AND SAY WE DON'T WANT A TOLL ROAD EITHER, WE DON'T WANT ANYTHING TO PROVIDE ANY TRANSPORTATION BETWEEN THE ECONOMIC GROWTH OCCURRING NORTH OF US AND THE ECONOMIC GROWTH SOUTH OF US SO WE COULD HAVE A LITTLE BIT OF ECONOMIC PROSPERITY IN THIS COMMUNITY. HE REFERRED TO EVERYBODY KNOWING AROUND LUNCH TIME WHEN YOU TRY TO GET ON THE ROAD ON HIGHWAY 77, EVERYBODY COMPLAINS BECAUSE THE TRAFFIC IS HERENDOUS. HE SAID THE COUNTY HASN'T SEEN ANYTHING YET; WAIT FIVE, TEN, FIFTEEN YEARS. HE DIDN'T KNOW IF YOU COULD GET ON THE ROAD WITH A BULLDOZIER THE CONGESTION WILL BE SO BAD AND IT WILL BE EVERY ROAD THEY HAVE ACROSS WASHINGTON COUNTY AND IT IS GOING TO GO NORTH AND SOUTH TOWARD THAT DEVELOPMENT AND TOWARD THAT AIRPORT AS WELL AS TO THE NORTH TOWARD HOUSTON COUNTY INTO THE DOTHAN METROPOLITAN AREA.

THESE FOCUS 2000 PEOPLE THAT CAME IN WITH AN OPPORTUNITY AND SAID THEY COULD DO A PUBLIC/PRIVATE PARTNERSHIP AND FUND EVERY BIT OF IT WITH PRIVATE FUNDING. THEY ARE NOT ASKING THE STATE OF FLORIDA TO PUT MONEY INTO THIS; THEY ARE NOT ASKING THE FEDERAL GOVERNMENT TO PUT MONEY INTO THIS. THEY WILL FUND IT TOTALLY. THEY WILL HAVE TO PUT A TOLL ON.

EDWARD ADDRESSED PEOPLE SAYING THEY DIDN'T WANT TO HAVE TO PAY A TOLL. HE TOLD THEM THEY DIDN'T HAVE TO RIDE ON IT; NOBODY IS GOING TO MAKE THEM RIDE ON THE TOLL ROAD. YOU CAN KEEP RIDING ON 77 AND THESE OTHER ROADS; THEY ARE GOING TO BE SO CONGESTED, YOU WILL PROBABLY WON'T TO JUMP UP THERE ON THE TOLL ROAD IF THEY BUILD IT. IT IS A HUGE DECISION TO BE MADE AND THEY HAVE TO LOOK AT THIS. HE WISHES THE FL-DOT COULD GO AHEAD AND MULTI-LANE THESE ROADS AND DO THEM; BUT, IT IS PROBABLY GOING TO BE TEN TO FIFTEEN YEARS.

HE GAVE AN EXAMPLE; LET'S SAY A MIRACLE HAPPENS, MONEY FALLS OUT OF THE SKY AND LARRY KELLY COMES TO THE WASHINGTON COUNTY BOARD OF COUNTY COMMISSIONERS AND SAYS I HAVE GOT THE WHOLE \$300,000,000 TO MULTI-LANE HIGHWAY 77 AND THEY ARE GOING TO TRY TO GET STARTED IN THE 7TH OR 8TH YEAR. IF THEY USE THE ENTIRE AMOUNT ON THAT ONE ROAD, THE FIRST THING HE HAS TO DO IS FINISH DESIGNING THE CORRIDOR; THAT IS ABOUT A TWELVE MONTH PROCESS AT A MINIMUM TO DESIGN THE REST OF THE CORRIDOR HE HASN'T EVEN STARTED A DESIGN ON. TO ACQUIRE THE RIGHT-OF-WAY ON HIGHWAY 77 IS A MINIMUM OF ANOTHER TWO YEAR PROCESS; NOW, TO FINISH THE DESIGN AND TO ACQUIRE THE RIGHT OF WAY CARRIES YOU OUT TO YEAR TEN AND NOW YOU ARE READY TO START CONSTRUCTING IT. TO CONSTRUCT THIRTY MILES OR SO THROUGH WASHINGTON COUNTY, IT IS ONLY GOING TO TAKE THREE TO FIVE MORE YEARS. WHAT HE IS TELLING THE BOARD, EVEN IF LARRY HAD THIS MONEY AND THEY ARE TRYING TO SCRAPE IT UP, HE GUARANTEES THEY ARE TRYING TO SCRAPE IT UP, IT IS NOT GOING TO HAPPEN IN THE NEXT TEN TO FIFTEEN YEARS. WE ARE SITTING HERE TRYING TO MAKE A DECISION; NOBODY WANTS A TOLL ROAD. THE ONLY THING WORSE THAN HAVING TO PAY A TOLL IS HAVING TO WAIT IN LINE TO PAY A TOLL. HE HATES THAT IN SOUTH FLORIDA.

EDWARD SAID THEY HAVE THE OPPORTUNITY TO PLAN THE TOLL FACILITY RIGHT AND NOT TURN OUT LIKE A FT. LAUDERDALE OR MIAMI, ETC. THIS IS HIS HOME; HE WANTS TO LIVE HERE AND WANTS TO CONTINUE TO BE PART OF THIS COMMUNITY. HE IS SADDENED HIS CHILDREN GOT GROWN AND HAD TO LEAVE THIS COMMUNITY AND GO TO OTHER PARTS OF THE UNITED STATES TO MAKE A LIVING INSTEAD OF HAVING ECONOMIC PROSPERITY HERE. HE WISHED THEY WERE HERE; HIS GRANDCHILD IS 2000 MILES AWAY FROM HERE AND THAT IS AN UNHAPPY SITUATION. HE WANTED TO PUT THOSE FACTS OUT HERE; THE FOCUS 2000 GROUP

CAN COME IN WITH PRIVATE FUNDING, CONSTRUCT THE TOLL FACILITY, GIVE THE COMMUNITY ACCESS AND NOT TEAR THE COMMUNITY UP SO THEY CAN'T USE THE EXISTING SYSTEM AND HAVE IT UP AND RUNNING IN THREE TO FIVE YEARS. THAT IS TEN YEARS SOONER THAN FL-DOT CAN DO IT AND THAT IS ASSUMING DOT CAN GET ALL THE MONEY, WHICH THEY WANT. TRUST HIM, THEY WANT AS HE HAS BEEN THERE; HE WAS THE DISTRICT SECRETARY FOR ELEVEN YEARS AND HE KNOWS HOW DIFFICULT THAT IS.

EDWARD SAID THE LAST THING HE WANTED TO SHARE WITH THE PEOPLE, BECAUSE HE LIVED IN THIS COMMUNITY, IS PEOPLE SAY DRAW ME A LINE SO THEY CAN SEE IF THE ROAD IS GOING OVER THE TOP OF THEIR HOUSE. HE EXPLAINED EDWARD WANTS TO KNOW IF IT IS GOING OVER HIS TOO; HE LIVES IN THIS COUNTY. THAT IS NORMALLY HOW GOVERNMENT DOES. EVERYBODY THAT HAS BEEN INVOLVED IN GOVERNMENT, FL-DOT NOR THE FEDERAL GOVERNMENT IS NO DIFFERENT. THEY WILL LOOK AT TRANSPORTATION CORRIDORS, PICK TWO OR THREE LINES AND SAY IT MIGHT GO HERE, OR IT MIGHT GO HERE, ETC. AND YOU KEEP STUDYING FOR TWO OR THREE MORE YEARS, HOLD MORE PUBLIC HEARINGS, PUBLIC MEETINGS AND EVENTUALLY YOU GET IT DOWN TO ONE LINE AND SAY THAT IS THE ONE THEY ARE GOING TO DO. THEY DRAW IT ON A PIECE OF PAPER AND SOMETIMES IT GOES OVER SOMEBODY'S HOUSE AND SOMETIMES IT DON'T. FL-DOT THEN IS NOT AT LIBERTY TO SAY SHOULD I MOVE IT OFF THAT PERSON'S HOUSE AND DODGE HIS HOUSE; NO, THEY HAVE DONE DRAWED THE LINE ON THERE AND DONE PUBLICIZED THAT TO EVERYBODY IN THE WORLD AND WHEN THE LINE HITS ON EDWARD'S HOUSE AND THAT IS WHERE THE FACILITY IS GOING TO BE, HE ASSURED THE GOVERNMENT WOULD COME ALONG AND HAVE TO USE EMINENT DOMAIN AND SAY EDWARD, WE ARE SORRY WE CAN'T DODGE YOUR HOUSE, WE HAVE GOT TO TAKE YOUR HOUSE. THAT IS NOT THE CASE WITH A PUBLIC/PRIVATE PARTNERSHIP. THAT IS A HUGE DIFFERENCE IN REGARD TO EMINENT DOMAIN. A PRIVATE ENTITY CAN'T COME IN AND DO EMINENT DOMAIN; THAT IS WHY IT HAS TO BE A PUBLIC/PRIVATE PARTNERSHIP WITH THE FEDERAL GOVERNMENT, STATE GOVERNMENT, COUNTY GOVERNMENT OR WHOMEVER IT IS AND FOCUS 2000 HAS CHOSEN TO WORK WITH THE COUNTY. WHAT FOCUS 2000 DOES HAVE LIBERTY TO DO IS, AND THAT IS WHY THEY HAVE NOT COME IN TODAY AND SAID LET ME DRAW A LINE ON HERE BECAUSE EVERYBODY IN THIS ROOM WOULD WANT TO KNOW IF IT HAS WENT OVER THE TOP OF THEIR HOUSE. HE USED HIS HOUSE WEST OF TOWN; IT SITS ON A FORTY ACRE BLOCK. IF THEY HAD A LINE DRAWED RIGHT ON TOP OF HIS HOUSE AND FOCUS 2000 COMES TO HIM AND SAYS THEY ARE COMING RIGHT ACROSS THE TOP OF HIS HOUSE AND TAKING HIS HOUSE, HE IS GOING TO SAY WHAT ABOUT PUTTING IT BACK THERE ON HIS BACK FORTY AS HE NEEDS TO KEEP THE HOUSE. FOCUS 2000 CAN DO THIS. STATE GOVERNMENT AND FEDERAL GOVERNMENT DON'T EVEN LIKE TO EXERCISE EMINENT DOMAIN. HE ASSURES THE PEOPLE THE COUNTY AND LOCAL GOVERNMENTS DON'T LIKE TO EXECUTE EMINENT DOMAIN AS FAR AS EXERCISING THAT OPTION. WHAT FOCUS 2000 WILL DO IS WORK WITH THIS COMMUNITY TO WEAVE THE ALIGNMENT THROUGH THE COUNTY. IF THEY GET TO A PIECE OF PROPERTY IN A CORRIDOR AND IT CROSSES SOMEBODY'S HOUSE, FOCUS 2000 WILL WORK WITH THEM TO GO AROUND IT. THEY DON'T WANT TO TAKE THAT PERSON'S HOUSE; THEY ARE NOT GOING TO EXERCISE EMINENT DOMAIN AND THEY CAN MOVE THE LINE READILY. IT IS NOT LIKE THE FL-DOT THAT DRAWED THE LINE ON A MAP, PUBLICIZED IT FOR FIVE YEARS; THEY COULDN'T MOVE IT IF THEY WANTED TO. BUT, FOCUS 2000 CAN; THEY CAN DODGE AROUND THE LINE. EDWARD SAID HE WOULD ADMIT FOCUS 2000 IS NOT GOING TO BE ABLE TO DODGE A PIECE OF PROPERTY THE SIZE OF THE KNIGHT CORPORATION, WHAT HE HAS KNOWN ALL HIS LIFE AS MOODYS PASTURE. IT IS ABOUT 55,000 ACRES AND YOU CAN'T HARDLY DODGE IT. HE WILL ASSURE FOCUS 2000 WILL WORK WITH THE KNIGHT CORPORATION; THEY WILL WORK WITH THEM TO PROVIDE THEM WHATEVER ACCESS IS

NEEDED FOR WHATEVER SECTOR PLAN AND DEVELOPMENT THEY DO. THEY WILL HELP WORK WITH THE KNIGHT CORPORATION ON WHICH SIDE THEY WANT THE ALIGNMENT ON BECAUSE FOCUS 2000 IS A PRIVATE ENTITY AND THEY CAN DO THAT. FL-DOT CAN'T DO THAT; GOVERNMENT CAN'T DO THAT WHEN THEY DO EMINENT DOMAIN. WHEN THEY DRAW THAT LINE ON A PLAN THAT GOES ACROSS EDWARD PRESCOTT'S HOUSE, IT IS A GONER. THEY WILL BE COMING TO HIM AND TELLING HIM IF THEY DON'T TAKE MARKET VALUE FOR IT, THEY ARE GOING TO TAKE IT AND IT IS A GONER.

EDWARD REITERATED HE WANTED TO BRING THIS INFORMATION TO THE BOARD AND PEOPLE JUST SO IN THEIR THOUGHT PROCESS, THEY CAN HELP MAKE SOME DECISIONS. HE WANTS THIS COMMUNITY TO BE AS PROSPEROUS AS ANYBODY; IT IS ALL ABOUT ECONOMIC PROSPERITY. IT IS NOT ABOUT A ROAD; A ROAD IS JUST SOMETHING THAT IS GOING TO HAPPEN BECAUSE OF THE ECONOMIC PROSPERITY THAT IS OCCURRING TO THE SOUTH AND NORTH OF US. WHY WOULDN'T WE WANT TO HAVE A LITTLE BIT OF THAT ECONOMIC PROSPERITY HERE IN WASHINGTON COUNTY. WE CAN HAVE IT WITH ACCESS; WE CAN HAVE IT WITH A FACILITY THAT COMES REAL SOON TO US. HE WANTED TO LAY THAT INFORMATION OUT SO THE BOARD WOULD KNOW SOME OF THE FACTS. IF WE GO FORWARD WITH THIS TOLL FACILITY, WE ARE NOT STOPPING FL-DOT FROM MULTI-LANING HIGHWAY 77. HE ASSURED THE BOARD WHEN THIS FACILITY GETS BUILT AND LARRY KELLY AND THE FL-DOT DOES FINALLY GET THE FUNDING TO MULTI-LANE IT, IT IS GOING TO BE NEEDED BY THEN. THE FL-DOT WILL NEED TO NOT ONLY MULTI-LANE 77, THEY WILL NEED TO FINISH MULTI-LANING HIGHWAY 79 AND MULTI-LANE FROM FOUR LANES TO SIX, U.S. 231 AND THE SAME THING WITH U.S. 331 IN WALTON COUNTY BECAUSE EVERYTHING IN THE PANHANDLE NEEDS TO COME OFF THE COASTLINE WHERE THE DEVELOPMENT IS AND GET UP HERE TO I-10 IN ORDER FOR THE COMMERCE IF OUR ECONOMY PASSES. YOU DON'T HAVE TO RIDE ON THE TOLL ROAD AND PAY THAT TOLL IF YOU DON'T WANT TO; BUT, LETS DON'T PREVENT THE PEOPLE THAT HAS TO DELIVER THINGS TO THAT AIRPORT OR HAS TO DO THINGS, PROVIDE SERVICES UP TO THE DOTHAN AREA TO HAVE TO WEAVE AROUND THROUGH TOWN WITH EIGHTEEN WHEELER TRUCKS AND BLOCK UP ALL THE TRAFFIC. IT IS GOING TO GET BAD IN THE NEXT TEN TO FIFTEEN YEARS. HERE IS AN OPTION THAT CAN BAIL US OUT AND HE DOESN'T KNOW IF WE WANT TO DO IT. HE ASKED THE BOARD TO THINK ABOUT IT AND THEY CAN DECIDE; HE JUST DOESN'T WANT THE COUNTY TO GET TO THE POINT THAT IT HAPPENS IN A NEIGHBORING COUNTY OR SOMETHING AND ABOUT FIVE TO TEN YEARS FROM NOW WE SAY "YOU KNOW, WE COULD HAVE BEEN A PART OF THAT AND WE DIDN'T."

EDWARD TURNED THE PUBLIC HEARING OVER TO STEVE SHAW TO PRESENT A LITTLE BIT MORE INFORMATION TO THE BOARD ABOUT THE PROPOSED TOLL FACILITY.

STEVE, PRESIDENT OF COUCH U.S.A., ADDRESSED THE BOARD STATING HE HAD BEEN INVOLVED WITH THIS PROJECT FOR ABOUT A YEAR, WORKING ON IT. THERE ARE A LOT OF WONDERFUL PEOPLE; SOME OF THOSE PEOPLE ARE HERE IN THIS ROOM THAT HAVE BEEN INVOLVED IN THIS PROJECT FOR TWENTY YEARS. THIS IS SOMETHING THAT HAS BEEN GOING ON AT THE FISH FRY'S WITH TOM WILDER, SR. THAT HAD THIS VISION. STEVE CONTINUED SAYING HE HAS BEEN IN THE CONSTRUCTION BUSINESS DOWN IN NORTHWEST FLORIDA AND SOUTHEAST ALABAMA ALL HIS LIFE. HE KNOWS THE BUSINESS AND UNDERSTANDS IT. HE HAS BEEN INVOLVED WITH MR. RON MEARS IN LEARNING A LOT ABOUT PUBLIC/PRIVATE PARTNERSHIPS AND THAT IS THE WAY TO MAKE THIS TOLL FACILITY HAPPEN. HE IS EXCITED ABOUT IT, PASSIONATE ABOUT IT AND HE IS HERE TO HELP; HE HAS PUT RESOURCES INTO IT TO MAKE THIS HAPPEN AND THINKS IT IS GOING TO BE A WONDERFUL THING FOR OUR COMMUNITY. DALE, HOUSTON, GENEVA, JACKSON, WASHINGTON AND BAY REPRESENTATIVES HAVE ALL BEEN INVOLVED WITH THIS

PROJECT FOR A LONG TIME; THIS ISN'T ANYTHING NEW. FROM HIS HEART, STEVE SAID HE FELT THIS ISN'T ABOUT US IN THIS ROOM TODAY; IT IS REALLY ABOUT OUR CHILDREN AND OUR GRAND- CHILDREN AND PROVIDING JOBS. IT IS NOT JUST WASHINGTON COUNTY; IT IS HOUSTON COUNTY; THEY NEED JOBS AND OPPORTUNITY. HE HAS TALKED TO GENEVA COUNTY AND THEY WANT THE SAME THING WE ALL WANT AND DALE AND BAY COUNTY IS EXPLODING DOWN THERE. THERE IS A TREMENDOUS OPPORTUNITY AND THAT IS REALLY THE MAGNET THAT ATTRACTS PEOPLE THROUGH OUR COMMUNITY TO GET TO BAY COUNTY TO THE BEAUTIFUL BEACHES DOWN THERE. THERE ARE EIGHT MILLION PEOPLE A YEAR THAT ARE MAKING THAT TRIP DOWN TO THOSE BEACHES AND COMING THROUGH OUR COMMUNITY. WE HAVE TO PROVIDE A NORTH/SOUTH CORRIDOR TO ALLOW THIS TO HAPPEN. THAT IS WHAT WE ARE ALL ABOUT BECAUSE OUR GOVERNMENT CAN'T DO IT; WE HAVE GOT TO LOOK AT PUBLIC/PRIVATE PARTNERSHIPS AS THIS IS THE ONLY WAY TO MAKE IT HAPPEN. HE IS ASKING THE BOARD TO LISTEN TO THE SPEAKERS AND HE LOOKS FORWARD TO ANSWERING THEIR QUESTIONS BECAUSE THIS IS SOMETHING THEY NEED TO THINK ABOUT. THEY DON'T NEED TO MAKE A SNAP DECISION ON THE TOLL ROAD; THEY NEED TO TAKE TIME, AND HE THINKS THEY ALL DO, AND LOOK AT IT BECAUSE THIS IS AN IMPORTANT DECISION THAT IS GOING TO IMPACT US FOR THE NEXT HUNDRED YEARS AND OUR CHILDREN. HE THINKS THEY NEED TO JUST SLOW DOWN AND TAKE A LOOK AT THAT AND SEE WHERE THIS LEADS US. HE THINKS WE HAVE A WONDERFUL OPPORTUNITY AND HE SAID HE WOULDN'T BE INVOLVED IN IT IF IT WASN'T. HE IS EXCITED ABOUT IT AND THINKS THEY HAVE A GREAT OPPORTUNITY AND LOOKS FORWARD TO ANSWERING QUESTIONS. HE THEN CALLED ON DOUG CALLAWAY, PRESIDENT OF FLORIDIANS FOR BETTER TRANSPORTATION.

DOUG INTRODUCED HIMSELF AND SAID HE WAS THE PRESIDENT OF FLORIDIANS FOR BETTER TRANSPORTATION BASED IN TALLAHASSEE. FLORIDIANS FOR BETTER TRANSPORTATION WAS CREATED TWENTY YEARS AGO BY THE FLORIDA CHAMBER OF COMMERCE AND THE FLORIDA COUNCIL 100 AND ITS PURPOSE WAS TO BE AN ADVOCATE FOR TRANSPORTATION, NOT FROM A TRANSPORTATION STANDPOINT, FROM A BUSINESS STANDPOINT. THAT IS WHAT THEY DO. HIS ONLY CONNECTION IS PUBLIC POLICY; THEY ARE INTERESTED IN BETTER TRANSPORTATION IN THE STATE OF FLORIDA. THAT IS WHY HE IS HERE; NONE OF THE FOCUS 2000 GROUP ARE MEMBERS OF HIS ASSOCIATION. TO GIVE THEM A SNAPSHOT OF WHO THEY ARE, THEY HAVE WHAT THEY CALL USUAL SUSPECTS WHICH YOU WOULD EXPECT, ENGINEERING FIRMS AND ROAD BUILDERS, AND THEY ALSO HAVE AN AWFUL LOT OF FOLKS THAT ARE NOT THE USUAL SUSPECTS SUCH AS PUBLIC SUPERMARKETS, SUNTRUST BANKS, LOCAL CHAMBERS OF COMMERCE, PENSACOLA CHAMBER OF COMMERCE, ETC. A LOT OF FOLKS LOCAL CAN UNDERSTAND HOW IMPORTANT TRANSPORTATION IS TO THEIR LIVLIHOOD. THAT IS WHY HE IS HERE TODAY. HE JUST WANTED TO GIVE THEM A 40,000 FOOT VIEWPOINT; THE HIGH ALTITUDE VIEWPOINT OF TRANSPORTATION IN FLORIDA KIND OF LIKE EDWARD DID.

HE REFERRED TO SOMETHING RONALD REAGAN HAD SAID A LONG TIME AGO; THE PHRASE STATUS QUO IS LATIN FOR THE PHRASE THE MESS WE ARE IN. WE HAVE A STATUS QUO IN THE STATE OF FLORIDA AND IT IS A HELL OF A MESS. THE BOTTOM LINE IN FLORIDA, EVEN WITH THE ECONOMIC DOWN TURN, THERE IS STILL 500 TO 700 PEOPLE MOVING TO FLORIDA EVERY SINGLE DAY; IT USED TO BE A 1,000 EVERY SINGLE DAY. HE SAID TO ASK YOURSELF WHAT THIS EQUATES TO. WHEN IT WAS A 1,000 PEOPLE MOVING TO FLORIDA EVERY SINGLE DAY, IT IS LIKE ADDING A NEW TOWN, A NEW CITY THE SIZE OF TAMPA TO FLORIDA'S POPULATION EVERY SINGLE YEAR. THAT HAPPENS. THE REASON HE IS TELLING THIS IS BECAUSE IT IS A REALITY CHECK. GROWTH IS HAPPENING EVEN IN A SLOW TIME ECONOMICALLY.

HE REFERRED TO A MOVIE WITH KEVIN COSTNER, THE FIELD OF DREAMS AND THE GREAT LINE IN THE MOVIE; IF YOU BUILD IT, PEOPLE COME. UNFORTUNATELY

PEOPLE TURN THAT AROUND AND MISAPPLY THAT TO TRANSPORTATION BECAUSE THERE ARE SOME FOLKS THAT SAY IF YOU DON'T BUILD IT, PEOPLE WON'T COME. HE SAID PEOPLE ARE COMING WHETHER YOU BUILD IT OR NOT AND IN FACT, THEY ARE ALREADY HERE. THE QUESTION IS HOW ARE YOU GOING TO ADDRESS THAT IN WAYS THAT ARE BALANCED, REASONABLE AND COMMON SENSE.

HE GAVE THE BOARD A SNAPSHOT; HE WAS THE GUY IN WASHINGTON FOR OVER TWELVE YEARS BACK AND FORTH FIGHTING AGAINST MORE OF OUR GAS TAX DOLLARS BACK FROM WASHINGTON. WHEN HE STARTED IN JANUARY OF 1989, THE STATE OF FLORIDA GOT 73 CENTS BACK FOR EVERY \$1.00 IN GAS TAX MONEY SENT TO WASHINGTON; THAT IS HORRIBLE. THEY DIDN'T GET A \$1.00 BACK BY THE TIME HE LEFT TWELVE YEARS LATER; BUT, THEY HAD INCREASED IT FROM \$.73 TO \$.86 ON THE \$1.00. THAT IS STILL NOT OUR FAIR SHARE; THE SAD PART IS, IT IS NOT GOING TO PROVE A WHOLE LOT BETTER. THE FEDERAL GOVERNMENT IS NOT GOING TO BE THE KNIGHT IN SHINING ARMOR RIDING OVER THE HILLSIDE TO GIVE US MONEY. IN FACT, THE FEDERAL HIGHWAY TRUST FUND IS SLATED TO GO BANKRUPT NEXT YEAR; FOR THE FIRST TIME IN HISTORY, THEY ARE NOT GOING TO HAVE ENOUGH MONEY SO WE REALLY CAN'T WAIT FOR THE FEDERAL GOVERNMENT TO HELP US.

DOUG SAID HIS JOB PRIMARILY NOW IS TO BE AN ADVOCATE FOR TRANSPORTATION WITH THE LEGISLATURE IN TALLAHASSEE. WHEN HE TOOK THIS JOB IN JANUARY OF 2003, HE WAS ON THE JOB FOR A MERE TWO WEEKS AND AT THAT POINT THEN GOVERNOR BUSH AND THE LEGISLATURE GOT THIS CRAZY IDEA THEY OUGHT TO DIVERT \$200,000,000 OUT OF THE STATE TRANSPORTATION TRUST FUND. THOSE ARE GAS TAX DOLLARS YOU AND I PAY EVERYTIME YOU FILL UP; THEY FOUGHT THIS AND LIMITED IT TO A ONE YEAR AID. THIS YEAR, WITHIN THE PAST MONTH, THE FL-DOT HAD TO SWALLOW A BITTER PILL; THE FLORIDA HOUSE OF REPRESENTATIVE WANTED TO DIVERT \$640,000,000 AWAY FROM TRANSPORTATION. FL-DOT FOUGHT THEM TOOTH AND NAIL AND LIMITED THAT TO ONLY \$300,000,000. HE POINTED OUT WE NEED BILLIONS OF DOLLARS MORE FOR TRANSPORTATION IN FLORIDA; THAT IS NOT DOUG CALLAWAY MAKING THIS UP; THAT IS THE STATE OF FLORIDA. GOING BACK FIVE YEARS AGO, THE FIGURE FROM 2003 WAS AN ASTOUNDING FIGURE THAT FLORIDA NEEDED AN ADDITIONAL \$23 BILLION STATEWIDE OVER THE NEXT TEN YEARS JUST TO MAINTAIN WHAT THEY HAVE, NOT TO IMPROVE ONE STEP OF HIGHWAY. THEY HAVE THIS INBALANCE; THEY HAVE GROWING NEEDS, GROWING POPULATION AND DECLINING FUNDING.

OVER THE PAST THREE YEARS, DOUG SAID THE FL-DOT HAS HAD TO DEFER, DUE TO RISING CONSTRUCTION COST TWO OR THREE YEARS AGO AND DECLINING REVENUES OVER THE PAST YEAR. THE FIVE YEAR WORK PROGRAM IS THE STATE'S PROMISE TO THE PUBLIC WHAT PROJECTS THEY ARE GOING TO DO. OVER THE PAST THREE YEARS, FL-DOT HAS HAD TO DEFER 268 PROJECTS STATEWIDE AT A TOTAL COST OF \$5.7 BILLION. NORMALLY FOR EVERY ONE DOLLAR YOU INVEST IN TRANSPORTATION, ACCORDING TO U.S. DOT, YOU GET A \$5.50 RETURN. IT IS A GREAT INVESTMENT; BUT, IT IS NOT A SEXY SUBJECT. TRANSPORTATION IS NOT SOMETHING FOLKS TALK ABOUT AT COCKTAIL PARTIES; BUT, WHAT THEY DO TALK ABOUT IS TRAFFIC AND THAT IS WHAT IS GOING TO STRANGLE FLORIDA. IN THE WASHINGTON COUNTY AREA, YOU HEAR ABOUT THE GROWING GROWTH AROUND THEM AND IT IS GOING TO COME THROUGH HERE AS WELL, THAT IS TO BE THE PROBLEM. FL-DOT IS DOING THE BEST JOB THEY CAN; BUT, EVEN THE FLORIDA CHAMBER OF COMMERCE ISSUED A REPORT BACK IN DECEMBER CALLED "NEW COUNERSTONE REVISITED" FROM AN ECONOMIC ASPECT OF TRANSPORTATION THEY GAVE FL-DOT CREDIT FOR DOING AN AWESOME JOB ON THE TWO PRIORITIES WHICH ARE SAFETY AND PRESERVATION OR MAINTENANCE. THE PROBLEM IS THIS USES UP ALMOST ALL THE MONEY. WE DON'T HAVE THE MONEY IN FLORIDA TO DO THAT. HE HAS ALREADY TOLD THE BOARD FL-DOT HAS HAD TO CUT \$5.7 BILLION WORTH OF

PROJECTS OVER THE PAST THREE YEARS AND WILL HAVE TO CUT ANOTHER \$300 MILLION. THE ACTUAL FIGURE OVER FIVE YEARS WHAT THAT \$300 MILLION WILL TRANSLATE INTO IS \$1.6 BILLION DOLLARS WORTH OF PROJECTS BEING PUSHED BACK. YOU HAVE A PRETTY HORRIBLE SITUATION.

DOUG REFERRERD TO THE FAR SIDE COMIC STRIP AND SAID WHAT HE FEELS LIKE RIGHT NOW THERE WAS A CARTOON FROM FAR SIDE THAT HAD A DINASAUR BEHIND THE PODIUM SPEAKING TO AN AUDIENCE OF DINASAURS AND HE SAID THE SITUATION IS PRETTY BLEAK, THE WORLD'S CLIMATES ARE CHANGING, THE MAMMALS ARE TAKING OVER AND WE ALL HAVE THE BRAIN ABOUT THE SIZE OF A WALNUT. NOW THAT IS FUNNY; BUT, THE GIDDIES FOR US IS THE SITUATION IS WE. WE HAVE A BRAIN AND WE CAN DO SOMETHING ABOUT IT AND THAT IS WHY HE IS HERE. NOT BECAUSE ANY OF THE FOCUS 2000 FOLKS ARE MEMBERS OF HIS ASSOCIATION; BUT, BECAUSE HE UNDERSTANDS HOW IMPORTANT TRANSPORTATION IS FROM A BUSINESS PROSPECTIVE AND HOW HE WANTED TO SHARE SOME INFORMATION. THE BOTTOM LINE IS OVER THE LAST TEN TO FIFTEEN YEARS IN THE STATE OF FLORIDA, SOMEWHERE AROUND THE ORDER OF 90% TO 95% OF ALL THE NEW ROADS BUILT WERE TOLL ROADS. HE GREW UP IN SOUTHEAST FLORIDA; IF HE HAD HIS CHOICE AS A KID, HE WOULD RIDE ON A PERCEIVED FREE ROAD INSTEAD OF HOPPING ON A TURNPIKE BACK THEN. TIMES HAVE CHANGED BECAUSE CONGESTION HAS GOTTEN SO BAD. HE SAID HE WAS DOWN IN SOUTH FLORIDA LAST WEEK, HE RODE THE WHOLE WAY ON A TURNPIKE SIMPLY BECAUSE IT WAS A WHOLE LOT SMOOTHER AND SAFER. THE TIMES HAVE CHANGED ALSO BECAUSE WAY BACK WHEN IT WAS A PAIN TO HAVE TO STOP EVER SO OFTEN AND TOSS COINS IN SOME BASKET SOMEWHERE; YOU DON'T HAVE THAT ANY MORE. NOW THEY HAVE SUNPASS, THEY CALL ELECTRONIC TOLLING, YOU CAN STICK UP IN YOUR WINDSHIELD AND YOU CAN ZOOM RIGHT ALONG AT THE SAME SPEED. YOU DON'T HAVE TO STOP ANYMORE. SO NOW YOU NOT ONLY DON'T HAVE TO STOP ANY MORE ON A TOLL ROAD TO PAY TOLLS; BUT, YOU DON'T HAVE TO STOP BECAUSE THERE WON'T BE ANY CONGESTION LIKE THERE IS ON THESE FREE ROADS.

DOUG WANTED TO LEND SOME SUPPORT TO THE NOTION OF A PUBLIC/ PRIVATE PARTNERSHIP. HE HAS SPOKEN IN FAVOR OF THE PUBLIC/PRIVATE PARTNERSHIPS AND HE HAS SPOKEN AGAINST THEM. WHAT HIS ASSOCIATION BELEIVES IS FOR A PUBLIC/PRIVATE PARTNERSHIP TO MAKE SENSE IT OUGHT TO ACHIEVE TWO OBJECTIVES; IT OUGHT TO ADD CAPACITY, OUGHT TO BE A NEW ROAD, A NEW LANE AND ADD MONEY. WITH THE PROPOSED TOLL ROAD, YOU ARE TALKING ABOUT A NEW ROAD THAT IS GOING TO ADD MONEY THAT DOESN'T EXIST OTHERWISE AND IT IS GOING TO ADD CAPACITY YOU DON'T HAVE. IN HIS BOOK, THAT IS A GOOD DEAL.

HE CLOSED WITH A WILL ROGERS QUOTE "EVEN IF YOU ARE ON THE RIGHT TRACK, YOU WILL GET RUN OVER IF YOU JUST SIT THERE." HE TOLD THE BOARD THEY WERE ON THE RIGHT TRACK; BUT, THEY HAVE TO KEEP MOVING.

LUTHER STRANGE, LAWYER INVOLVED IN FOCUS 2000, STATED HIS WHOLE CAREER HAS BEEN INVOLVED WITH ECONOMIC DEVELOPMENT WORK IN PROJECTS. HE HAS SEEN WHAT HAS HAPPENED AND WHAT IT TAKES TO BRING JOBS TO COMMUNITIES. HE REITERATED THERE IS NOT ENOUGH MONEY AVAILABLE FOR THE FEDERAL GOVERNMENT TO BUILD THESE KIND OF INFRASTRUCTURE PROJECTS. BUT, IF THEY ARE GOING TO ATTRACT THE VOLKSWAGON AND MAJOR EMPLOYERS TO OUR PART OF THE COUNTRY, THEY ARE GOING TO HAVE TO HAVE THE INFRASTRUCTURE AND HAVE TO HAVE THE ROADS. IT IS AN ECONOMIC DEVELOPMENT CORRIDOR AS HE SEES IT. WHAT HE SEES EXCITING ABOUT THIS IS IT IS A RESPONSE TO WHAT THE GOVERNMENT HAS ALREADY TOLD US. IN ALABAMA, AND HE KNOWS IT IS THE SAME CASE HERE IN FLORIDA, THE GOVERNOR HAS SAID FLAT OUT, THEY DON'T HAVE THE MONEY TO DO THE INFRASTRUCTURE; WE WOULD LOVE TO HAVE IT AND IT IS IMPORTANT IF WE ARE GOING TO BUILD JOBS TO OUR ECONOMY BUT YOU GUYS NEED TO BE ABLE TO THINK OUTSIDE OF THE BOX IF YOU WANT TO GET THIS DONE.

SO WHAT THE BOARD IS HEARING ABOUT TODAY IS A CREATIVE, UNIQUE STRATEGY POSSIBILITY TO ACCOMPLISH THIS. IT WON'T BE EASY. THERE ARE A LOT OF QUESTIONS TO BE RESOLVED; BUT, IT IS THE ONLY WAY, IN HIS OPINION, IT CAN BE ACCOMPLISHED FOR ALL THE REASONS THEY HAVE HEARD TALKED ABOUT HERE. HE SAID HE WOULD PASS ANY QUESTIONS ASKED TO THE PERSON BEST SUITED TO ANSWER THEM FOR FOCUS 2000.

BYRON BIDDLE, PRESIDENT AND REPRESENTATIVE OF THE VERNON MERCHANTS ASSOCIATION, SAID HE WAS HERE IN TWO CATEGORIES; THE MERCHANTS ASSOCIATION AND THREE OAKS WINERY IN VERNON WHICH HE OWNS. HE SAID HE HAD NOT HEARD MUCH MENTIONED ABOUT HIGHWAY 79 IN FOCUS 2000'S PRESENTATION. THE WEST SIDE OF THE COUNTY HOLDS MOST ALL OF THE NATURAL RESOURCES IN THE COUNTY; CREEKS, RIVERS, LAKES. THE PRIMARY IS FOR THE FUTURE DEVELOPMENT. IT LOOKS LIKE TO HIM FROM THE PRESENTATION A LOT OF THESE AREAS ARE GOING TO BE BYPASSED. HE HEARD NO MENTION OF AN EXIT FOR VERNON; PARTICULARLY HE HEARD AN I-10 EXIT AND AND I-20 EXIT MENTIONED. THE MERCHANTS ASSOCIATION, IN PARTICULAR, OPPOSES THE TOLL ROAD BECAUSE THEY HAVE NOT HEARD ANYTHING ABOUT AN EXIT FOR VERNON. THEY ALSO OPPOSE BECAUSE THEY HAVE A HECK OF A TIME PULLING TRAFFIC OFF OF HIGHWAY 79 AS IT IS. THE RESTAURANTS, WINERY AND THE MERCHANTS THERE WORK HARD TO PULL WHAT TRAFFIC THAT TRAVELS HIGHWAY 79 FROM ALABAMA, GEORGIA AND TENNESSEE. FRANKLY, THE DEPARTMENT OF AGRICULTURE IN FLORIDA HAS, THEY HAVE UNDERGONE MANY SERIOUS PROMOTIONS ABOUT ECO-TOURISM AND A COUPLE OF NEW FLORIDA PROMOTIONS THAT ARE CONTINUING TO PROMOTE TOURISM. BUT, 79 AND 77 HAVE STRUGGLED TO BRING THIS PART OF THE BUSINESS TO FRUITION. WITH THE FOURLANING OF 77 AND 79, THAT WAS THE THING ON THE HORIZON THAT WAS A REAL PLUS FOR VERNON. WITH THE TURNPIKE GOING THROUGH, THEY ARE AFRAID PEOPLE WILL GET ON IN BIRMINGHAM, MONTGOMERY AND COMING FROM ATLANTA AND PARTS OF GEORGIA AND GO STRAIGHT TO THE BEACH AND VERNON WILL NEVER HAVE AN OPPORTUNITY TO PULL THAT STUFF OFF. HE HAS A LITTLE BIT OF AN ADVANTAGE WITH THE WINERY BECAUSE THE STATE OF FLORIDA PROVIDES THEM WITH LAW THAT ALLOWS THEM TO PUT SIGNAGE ON STATE RIGHT OF WAYS. BUT, STILL IT IS A BIG PROBLEM. THE BOTTOM LINE IS THE MERCHANT'S ASSOCIATION IN VERNON IS OPPOSED TO IT. HE WOULD SUGGEST FIRST OF ALL THERE BE FUTURE SAFEGUARDS PUT INTO ANY AGREEMENT, ASSUMING THERE IS AN AGREEMENT, THAT WOULD PROVIDE AN EXIT IN VERNON IN ADDITION TO THOSE OTHER PLACES AND TIE IT TO A CONTRACT SO TO SPEAK WITH THESE VARIOUS ECONOMIC DEVELOPMENT AGENCIES OR FOCUS 2000 THAT WOULD SPECIFICALLY SAY THAT EXITS ARE PROVIDED FOR IN WASHINGTON COUNTY FOR CHIPLEY, VERNON AND EBRO SO THOSE AREAS WOULD NOT BE COMPLETELY IGNORED. HOWEVER, AT THE PRESENT TIME, THE VERNON MERCHANT'S ASSOCIATION IS GOING TO OPPOSE IT TO SAY NO ROAD BECAUSE THEY THINK IT IS GOING TO PULL TOO MUCH TRAFFIC OFF OF 79 AND 77 AND THEY NEED THAT TRAFFIC. IT MEANS A LOT TO THEM; THAT IS WHY THEY HAVE ESTABLISHED BUSINESSES TO PICK UP THAT TRAFFIC. HE SEES NOTHING PRESENTED HERE TODAY, AND HE KNOWS THERE ARE HEAVY HITTERS HERE TODAY PROMOTING THIS, THAT CONVINCES HIM IT IS THE BEST THING TO DO.

LUTHER RESPONDED SAYING THOSE WERE VERY GOOD QUESTIONS AND THAT HAS BEEN AN ISSUE AS FAR AS HE CAN TELL WITH EVERY ROAD THAT HAS BEEN BUILT. WHEN I-10 WAS ORIGINALLY CONSTRUCTED THAT WAS THE ARGUMENTS HE LOOKED AT IN SOME OF THE ARCHIVES THAT IT WOULD BYPASS COMMUNITIES. YOU KNOW HOW THAT HAS WORKED OUT. THAT IS A LEGITIMATE QUESTION AND ISSUE; BUT, THERE HAS BEEN NO ROUTE DETERMINED NOR WHERE ANY INTERSECTION WOULD BE. FROM THE STANDPOINT OF A TOLL ROAD, IT IS TOTALLY IN THE INTEREST OF THIS ROAD TO HAVE AS MANY RIDERS GETTING ON AND OFF OF IT AS POSSIBLE. IT WOULD BE THE WORST IDEA TO PASS A POPULUS AREA; IF YOU HAVE A TOLL ROAD YOU WANT

TO GENERATE REVENUE AND THAT MEANS LETTING PEOPLE GETTING ON THE ROAD AND GETTING OFF THE ROAD.

RON MEARS WITH FOCUS 2000 SAID HE HAS HAD A GREAT BLESSING IN THIS PAST YEAR; HE HAS PROBABLY PUT ABOUT 20,000 MILES RIDING UP AND DOWN THE CORRIDOR. HE REALIZES WASHINGTON COUNTY IS A GREAT PLACE AND A GREAT AREA. YESTERDAY, HE GOT ANOTHER ENLIGHTENMENT. HE WAS DOWN IN THE CITY OF VERNON AND MET WITH THE MAYOR AND PRESIDENT OF THE CITY COUNCIL AND WAITING FOR HIS INVITE TO TAKE HIM OUT IN THE CREEK TO LEARN HOW TO SMELL FISH. BUT, HE TOLD ME HE HAD JUST COME BACK FROM FISHING BECAUSE THE MAYOR TOLD HIM TO GET HIS BOAT BACK HERE BECAUSE FOCUS 2000 IS COMING AND WE HAVE GOT TO KNOW WHAT IS GOING ON. HE CAME OFF THE BOAT, HAD A STRING OF ABOUT 75 SHELLCRACKER AND SAID AFTER HEARING WHAT RON HAD TO TALK ABOUT, HE WAS GOING BACK FISHING AND NOT EVEN COMING TO THE MEETING TOMORROW BECAUSE HE HAD HIS QUESTIONS ANSWERED. HE WAS CONVINCED FOCUS 2000 WAS GOING TO TAKE CARE OF VERNON. AGAIN IT WAS SAID, THIS IS NOT ABOUT A ROAD; IT IS ABOUT QUALITY OF LIFE TODAY AND THE FUTURE AND THE EXCITING PART IS VERNON WILL HAVE EAST OF VERNON AN INTERCHANGE. THIS IS ABOUT ECONOMIC DEVELOPMENT AND NOT ABOUT A ROAD. FOCUS 2000 IS A NON-PROFIT ENTITY SO EVERYTHING THEY KNEW FROM STEVE'S STANDPOINT, THEY HAVE BEEN UP THERE FOR TWENTY-FIVE YEARS TALKING ABOUT THIS AND HE SAID HE WAS TIRED OF TALKING ABOUT IT AND TOLD RON HE HAD TO GET SOMETHING DONE. THIS IS HOW FOCUS 2000 GOT HERE AND THEY ARE TOTALLY OPEN; HE WILL MEET WITH ANYBODY ONE ON ONE AND THEY ARE ABOUT DOING WHAT IS BEST FOR THE CITIZENS OF WASHINGTON COUNTY. THEY ARE ABOUT GROWTH AND DEVELOPMENT AND WANT TO DO IT THE RIGHT WAY. HE REFERRED TO HIM BEING IN ORLANDO FOR OVER SIXTY YEARS; THERE WAS 50,000 PEOPLE AND A GREAT PLACE TO LIVE IN THE FIFTIES. TODAY HE DRIVES A 2000+ VEHICLE AND HE HAS TO LOOK AT LIFE THE WAY IT IS TODAY. WE HAVE AN OPPORTUNITY TO PLAN OUR GROWTH SO WE HAVE A GREAT COMMUNITY FOR THE FUTURE AND THAT IS WHAT THEY ARE ABOUT.

ED PRESCOTT AGREED TO SPEAK ON THE QUESTION OF WHAT WAS GOING TO HAPPEN TO HIGHWAY 79. HE SAID HE PROBABLY COVERED THAT GENERICALLY WHEN HE SAID THERE WASN'T FUNDING FOR 77. HE MADE MENTION OF 77, 79, U.S.331 IN WALTON COUNTY AND U.S. 231, THE SIX LANING IN JACKSON COUNTY. ALL OF THESE CORRIDORS ARE GOING TO BE NEEDED AS FAR AS TRANSPORTATION IN THE FUTURE TO HAVE ADDITIONAL CAPACITY, ADDITIONAL LANES JUST BECAUSE OF THE GROWTH THAT IS OCCURRING HERE IN NORTHWEST FLORIDA. THERE IS NO ADDITIONAL FUNDING FOR PROJECTS OTHER THAN WHAT FL-DOT CURRENTLY HAS IN THEIR WORK PROGRAM FOR STATE ROAD 79. HE ASSURED PEOPLE THEY WERE GOING TO BE TRYING TO GATHER WHATEVER FUNDING THEY CAN TO DO THESE CORRIDORS, WHETHER IT IS 77, 79, 331, 231, WHATEVER IT MIGHT BE. BUT, THEY HAVE BEEN REDUCED FOR TWO OR THREE YEARS NOW UNTIL THEY ARE DOWN TO BASICALLY WHAT THE FLORIDA STATUTES REQUIRES THEM TO DO; BASIC PROJECTS FIRST AND THEN MAINTAIN THE CURRENT SYSTEM. THAT MEANS THEY CAN'T LET AN EXISTING ROADWAY ON THE STATE HIGHWAY SYSTEM TURN INTO POTHOLES WHILE THEY ADD LANES TO STATE ROAD 79. THAT IS NOT WHAT FLORIDA STATUTES SAYS; FLORIDA STATUTES SAYS THEY HAVE TO MAINTAIN THE EXISTING SYSTEM. THAT IS THEIR FIRST PRIORITY, THE FIRST CALL ON THEIR FUNDING IS TO RESURFACE AND MAINTAIN THE EXISTING SYSTEM AND REPLACE NEEDED BRIDGES. IF THERE IS ANY FUNDING LEFT OVER, THEN IT CAN GO TOWARD THE PASSING PROJECTS AND THAT IS WHAT FL-DOT IN DISTRICT III NORTHWEST FLORIDA IS GOING TO BE GRAFFLING WITH; WHERE WILL THEY PUT THE FEW DOLLARS THEY HAVE LEFT. DO THEY PUT THEM IN PENSACOLA, TALLAHASSEE, PANAMA CITY OR HERE IN WASHINGTON COUNTY. THERE IS JUST NOT ENOUGH MONEY TO COVER THAT. THEY DO HAVE A PROJECT IN VERNON ACROSS HOLMES CREEK, A BRIDGE HE BELIEVES IS TO BE BUILT IN FY

2009; HE IS HOPING IT IS STILL THERE. BUT, THERE IS NOT ADDITIONAL PROJECTS FUNDED AT THIS POINT ON 79.

COMMISSIONER FINCH SAID HE UNDERSTANDS EARLY DISCLOSURE AND HOW IT IMPACTS PROPERTY VALUES AND GETS PEOPLE EXCITED. HE IS A LITTLE CONCERNED HEARING ABOUT HOW LONG THE PROJECT HAS BEEN IN THE WORKS AND A MONTH AGO OR LESS, WASHINGTON COUNTY HEARD ABOUT IT. WE CAN TALK ABOUT HOW WONDERFUL IT IS AND RIGHT OFF, IT DOESN'T SOUND LIKE A BAD DEAL; BUT, HE DOESN'T KNOW ENOUGH ABOUT IT. HE THINKS IF MR. PRESCOTT WANTED ANOTHER LINE OF BUSINESS, HE COULD BE A PREACHER; HE PUTS ON A PRETTY GOOD SPEECH AND HE APPRECIATES IT. THE MAIN THING PEOPLE WANT TO KNOW IS WHERE THE ROAD IS GOING AND THAT IS WHY THIS WHOLE CROWD OF PEOPLE IS HERE TODAY. HE KNOWS THEY CAN'T DRAW A LINE EXACTLY WHERE; BUT, THEY NEED SOME GENERAL IDEA TO PUT PEOPLE'S MIND AT REST. IS IT GOING TO EAST, WEST AND WHEREABOUTS EAST OR WEST. IN A GENERAL SENSE, WHERE IS THE ALIGNMENT GOING. HE THINKS ONCE FOCUS 2000 DISCLOSES SOME- THING LIKE THAT, PROBABLY HALF THE PEOPLE HERE WILL LEAVE. BUT, THEY FEEL LIKE THE ROAD IS GOING ACROSS THEIR HOUSE. HE DOESN'T KNOW WHAT THEY NEED TO DO TODAY TO ALLOW PEOPLE TO HAVE A BETTER UNDERSTANDING ABOUT THAT; THAT IS WHERE WE ARE AT AND THAT IS THE CONCERN OF PROBABLY 90% OF THE PEOPLE IN HERE. THINGS ARE DIFFERENT AND PEOPLE ARE SOMEWHAT FRIGHTENED OF NEW THINGS THEY DON'T KNOW HOW IT IS GOING TO IMPACT THEM. THAT IS WHAT THEY NEED TO PUT TO REST IF THEY POSSIBLY CAN.

MEARS SAID AS THE PRESIDENT SAID THE GREATEST THING ABOUT FEAR IS FEAR ITSELF. HE WISHES HE COULD PUT A MAP UP AND SHOW EXACTLY WHERE IT IS GOING BECAUSE FOCUS 2000 DON'T KNOW; THEY DO KNOW NOT TO BE FLIPPID. THEY DO KNOW IT IS GOING SOUTH AND TO THE FIRST OCEAN; THEY START BACKING UP FROM THERE. BACK IN 2001, THE STUDY WAS DONE AND PRESENTED TO THE COUNTY OF ONE TO THREE POSSIBLE ROUTES. THAT IS STILL HOLDING TRUE IN THEIR 30,000' GENERAL PLANNING. ONE OF THE MAIN REASONS THEY CAN'T QUITE DO WHAT COMMISSIONER FINCH ASK TODAY IS BECAUSE THEY ARE PRIVATE. TO TELL THEM WHAT HAS HAPPENED TO HIM ALREADY, RON SAID ONE OF THE COUNTY BANKERS WENT TO HIS ENGINEER, WHO DIDN'T KNOW IT WAS HIS ENGINEER, AND TRIED TO FIND OUT WHERE THE RIGHTOFWAYS WERE SO THEY COULD GO BUY IT. THEY ARE NOT LIKE THE FEDERAL GOVERNMENT AND UNLIMITED FUNDS; THEY WANT TO BE ABLE TO GO BUY THEIR LAND AT A REASONABLE PRICE, NOT TO WHERE SOMEBODY IS TRYING TO TRIPPLE THE PRICE FOR PROFIT. FROM A BUSINESS, HE THINKS EVERYBODY WILL GRANT HIM THAT, THEY NEED A REASONABLE WAY; THE CHEAPER THEY CAN BUY THIS, THE CHEAPER THEY CAN GET IT BUILT, THE QUICKER THEY CAN GET IT PAID FOR AND GIVE IT BACK TO THE COUNTY. THEY WILL LET THAT BE KNOWN AS SOON AS THEY REALLY KNOW; BUT, HE CAN TELL THEM HE KNOWS WHERE HE THINKS IT OUGHT TO GO BUT HE IS NOT THE ENGINEER. HE IS HAVING THE ENGINEERS LOOK AT THAT PROPOSED ROUTE; BUT, HE CAN TELL THEM THEY ARE NOT GOING TO TAKE HARDLY ANY HOUSES.

HE REFERRED TO HAVING WENT TO HIGH SCHOOL IN ORLANDO BACK IN THE FIFTIES AND THEY WERE ALL TAUGHT TO USE THE KISS APPROACH, TO KEEP IT SIMPLE STUPID. HE QUALIFIED FOR THE STUPID PART. BUT, WHAT HE IS SAYING, IF IT TAKES TIME, THEY ARE NOT GOING TO DO THAT. THEY HAVE A SHORT PERIOD OF TIME TO GET THIS DONE AND IT IS NOT WORTH ARGUING OVER YOUR HOUSE BECAUSE IT PROBABLY ISN'T WHERE THEY ARE GOING ANYWAY. HE WANTS TO ANSWER THEIR QUESTION AND THEY WILL ANSWER IT AS SOON AS THEY GET THE ROUTE PROFESSIONALLY IDENTIFIED. HE CAN TELL THEM IT IS NOT GOING THROUGH CREEKS BECAUSE THEY HAVE TO STAY OUT OF THE WATER.

COMMISSIONER FINCH ASKED HOW LONG BEFORE FOCUS 2000 WILL HAVE A ROUTE IDENTIFIED. MEARS SAID ONCE THEY GET THIS THROUGH AND GET THEIR

ENGINEERS REALLY FOCUSED THIS IS WHERE WE THINK IT OUGHT TO GO, SOMEWHERE IN THE THREE TO SIX MONTHS. THEY ALREADY HAVE ALL THAT TECHNICAL STUFF; HE GETS LOST IN THE DETAILS. JUST LOOKING AT IT AS A LAYMAN, HE THINKS THE THREE TO SIX MONTHS. IT IS NOT THAT THEY DON'T WANT TO TELL PEOPLE; THAT IS NOT THEIR PURPOSE. THIS GROUP IS A PUBLIC GROUP AND BECAUSE THEY ARE PUBLIC, EVERYTHING IS WIDE OPEN AND THEY HAVE TO BE AS TRANSPARENT AS THEY CAN BE. IF THEY ARE NOT TRANSPARENT, PLEASE REMIND THEM OF THIS.

CHAIRMAN PATE CALLED FOR A FIFTEEN MINUTE BREAK. PURSUANT TO A BREAK, LUTHER ADDRESSED A QUESTION THAT COME UP DURING THE BREAK ABOUT FOCUS 2000. WHAT THEY ARE TALKING ABOUT IN A PUBLIC PRIVATE PARTNERSHIP IS DOING THE ROAD WITH PRIVATE FUNDS IN ASSOCIATION OR WITH THE BLESSING OF A PUBLIC ENTITY USING NON-PROFIT AND POSSIBLY NON-TAXABLE OR SOME POSSIBLE TAXABLE BONDS SENT OUT TO PUBLIC MARKET. A NON-PROFIT CORPORATION WILL BE SET UP; FOCUS 2000, THE WIREGRASS IS WHAT HE REPRESENTS, WHICH IS A GROUP ON THE OTHER SIDE OF THE FOCUS 2000 GROUP, WILL BE SET UP IN FLORIDA. THIS IS ALL SET UP NOW TO HAVE AN ENTITY TO INVESTIGATE THESE ISSUES THEY ARE TALKING ABOUT. THE WAY IT WOULD WORK IS THE NON-PROFIT ENTITY QUOTE PUBLIC/PRIVATE ENTITY WOULD DESIGN, BUILD, FINANCE COBBERATE THIS ROAD AND AT THE END OF THE TIME THAT ROAD IS PAID OFF THROUGH THE TOLLS, THE DEVELOPER WOULD GO BACK TO THE SPONSORING COUNTY THAT SPONSORED THE ROAD SO AT THE END OF THE DAY THE COUNTY HAS GOT, THE REGION GETS THE ROAD ONCE IT IS PAID FOR WITHOUT SPENDING ANY FEDERAL, STATE, OR LOCAL FUNDS ON IT. THE NON-PROFIT ENTITY PAYS FOR ALL OF IT. THAT IS WHAT FOCUS 2000 IS HERE TO TALK ABOUT. THERE IS A QUESTION THAT HAS COME UP TO ABOUT A MAP THAT IS APPARENTLY CIRCULATING AROUND. HE WANTED RON MEARS TO ADDRESS THIS.

RON SAID HE HAS SEEN A BUNCH OF MAPS. COMMISSIONER PATE SAID APPARENTLY THERE ARE SOME FLOATING AROUND IN HERE AND HE WOULD LIKE TO CLEAR UP AS TO HOW ACCURATE OR NOT ACCURATE THEY ARE.

RON REFERRED TO COMMISSIONER FINCH'S QUESTIONS, THEY HAVE NO ROUTE PUBLICLY OR PRIVATELY BECAUSE THEY DON'T KNOW. THE MAP HE HAS SEEN THAT HAS PBS&J'S NAME ON IT, HE HAS NO IDEA WHERE THAT CAME FROM. FOCUS 2000 USED IT INTERNALLY AND SOMEHOW IT GOT OUT; IT WAS ONLY TO SHOW FLORIDA AND ALABAMA AND IT WAS MEANT TO BE INTERNALLY. BUT, SOMEHOW IT GOT OUT AND HE THINKS IT WAS BEING SOLD FOR A NICKEL A COPY. HE CAN PUT TO REST THERE ARE A LOT OF MAPS OUT THERE, INCLUDING THE ONE THEY SPEAK OF AND INCLUDING THE ONES THAT WAS DONE IN THE METRIC REPORT BACK IN 2001 AND A BUNCH OF OTHERS. THEY HAVE A FOLDER FULL; BUT, THE ONE WITH PBS&J ON IT WAS THE FIRST MAP THAT REALLY SHOWED MONTGOMERY TO PANAMA CITY. THAT WAS STRICTLY TO BE USED INTERNAL AND AT ONE OF THEIR MEETINGS, IT GOT OUT THE BACK DOOR. THERE IS NOTHING TO THAT MAP AT ALL. OBVIOUSLY, IT GOES THROUGH WASHINGTON COUNTY; THAT PART IS RIGHT BUT ANYTHING ELSE HAS NO VALIDITY AT THIS TIME.

TY PEEL STARTED OFF BY SAYING THE GROUP FROM ALABAMA, AND HE SAYS IT WITH THE HIGHEST RESPECT, GOT THE RIGHT MAN FOR THE JOB WITH MR. PRESCOTT; HE IS A GOOD FELLOW. TY SAID HE TOO WAS FROM WASHINGTON COUNTY AND HE TOO LIKES THE WAY OUR QUALITY OF LIFE HERE IS IN WASHINGTON COUNTY. MR. PRESCOTT DOES HAVE A VESTED INTEREST; BUT, THE GROUP DID GOOD GETTING MR. PRESCOTT TO PRESENT THIS. HE REITERATED HE MEANT THAT WITH RESPECT. FIRST OFF, HE KNOWS ABOUT THE MEETING AND HE WOULD LIKE TO KNOW WHY, IF THIS IS SUPPOSE TO BE OUTFRONT, ON APRIL 8TH IT WAS CALLED AS A SOMEWHAT A SECRETIVE MEETING IN APRIL. WHY NOT ALL THE COMMISSIONERS AND WHY WAS IT NOT A PUBLIC HEARING IF IT WAS ABOVE BOARD;

WHY WAS IT CALLED IN A SECRET TYPE OF ENVIRONMENT. IF IT WAS ABOVE BOARD, HE THOUGHT COMMISSIONER PATE ATTENDED DIDN'T HE.

COMMISSIONER PATE SAID HE DID ATTEND THE MEETING AND THERE WAS NOTHING SECRETIVE ABOUT IT; IT WAS A FORMATION MEETING.

TY ASKED WAS THERE NOT A CONFIDENTIALITY THEY HAVE TO SWEAR TO. COMMISSIONER PATE SAID "YES" AND THAT HAPPENS EVERYDAY IN TY'S BUSINESS AND EVERYBODY ELSE'S. TY SAID THERE WAS CONFIDENTIALITY AND ASKED IF THAT WAS RIGHT. HE THEN ASKED ATTORNEY HOLLEY A QUESTION IF THERE WAS A RESOLUTION THAT WAS PROPOSED FROM ALABAMA THAT WAS TO BE DRAWN UP BY HIM. ATTORNEY HOLLEY SAID HE HAD NEVER BEEN ASKED TO DRAW UP THE RESOLUTION.

TY ASKED ATTORNEY HOLLEY IF HE HAD SEEN A RESOLUTION. HOLLEY SAID HE HAD SEEN THE ONE IN HOUSTON COUNTY, A BLANK ONE; BUT, HE WASN'T ASKED TO DRAW IT UP THOUGH.

TY ASKED THE COMMISSION, WITH ALL THESE PEOPLE HERE FOR THIS PUBLIC HEARING, WHY THEY DIDN'T HAVE THIS RESOLUTION TODAY TO VOTE ON IT. IS IT BECAUSE PEOPLE DIDN'T KNOW ABOUT THIS PROJECT AND THEY GOT IN AN UPROAR. HE UNDERSTANDS THERE IS SUPPOSE TO BE A RESOLUTION THAT WAS GOING TO BE PRESENTED TODAY FOR A RESOLUTION. HE WANTS THESE PEOPLE IN WASHINGTON COUNTY TO KNOW, THE COUNTY COMMISSION HAS GOT THE AUTHORITY TO TAKE THE PROPERTY. IF THEY WANT A COPY OF THE FLORIDA STATUTES, IT IS HERE WITH EMINENT DOMAIN AND IT SPEAKS ON THAT AND IT HAS TO BE DONE BY RESOLUTION. IF THERE IS NOT A RESOLUTION TODAY, WHEN IS IT GOING TO BE PRESENTED TO THE CITIZENS OF WASHINGTON COUNTY.

THESE GENTLEMEN HERE, AND HE APPRECIATES THEIR BUSINESS, THEY SPEAK OF THE QUALITY OF LIFE. TY SAID HE LIVES ON A HOMESTEAD HIS GREAT GRANDFATHER HOMESTEADED AND HE HAS CHILDREN THAT LIVE HERE AND HE WOULD LIKE TO SEE INDUSTRY HERE. HE HAS NO INTENTION OF GIVING UP HIS HOMESTEAD FOR FOCUS 2000, A ROAD OR ANYBODY ELSE. WHEN YOU START TALKING ABOUT TAKING PEOPLE'S PROPERTY, AND THEN ASKED MR. STRANGE HOW MUCH MONEY FOCUS 2000 WAS WILLING TO PUT OUT EXTRA TO BYPASS SOMEBODY'S PROPERTY; \$2,000,000 OR \$3,000,000. HE SAID HE KNOWS IT DEPENDS ON A LOT OF THINGS; BUT, IF THEY CAME OVER TO HIS PROPERTY AND HE TELLS THEM THEY CAN'T COME OVER HIS PROPERTY, HOW MUCH IS FOCUS 2000 WILLING TO PUT OUT TO BYPASS HIS PROPERTY.

TY THEN ASKED ABOUT THE EMS SERVICE WITHIN WASHINGTON COUNTY. WHEN YOU START BLOCKING THESE ROADS OFF, WHAT ABOUT THE EMS SERVICE TO GET FROM ONE SIDE OF THE COUNTY TO THE OTHER. WHAT ABOUT THE TRAFFIC COUNT. HE AGREES WITH MR. PRESCOTT; THEY HAVE A LOT OF PEOPLE ON HIGHWAY 77 AND 79. BUT, DOES THAT NOT BRING PEOPLE INTO THE CITY OF CHIPLEY, INTO VERNON AND IS THAT NOT WHAT WE WANT TO COME DOWN TOWN FOR THE VENDORS, SOME PLACE TO EAT, GAS UP. A LOT OF PEOPLE HE HAS SEEN GOING SOMEWHERE EITHER EATS OR DOES SOMETHING. HIS CONCEPTION OF A TOLL ROAD, AND HE HAS BEEN ON THEM AND THE BOARD HAS, IS TO GO FROM POINT A TO POINT B IN A HURRY. YOU DON'T SAY LETS STOP HERE, LETS GET OFF THIS TOLL AND GO IN AND VISIT THE DOWNTOWN MERCHANTS AND SEE WHAT THEY HAVE TO OFFER. YOU GET ON FROM POINT A TO POINT B TO GET THERE IN A HURRY AND THAT IS WHAT HE SEES HAPPENING. HE UNDERSTANDS FROM MONTGOMERY DOWN, IT IS KIND OF DIVERTED OVER TO CAMPBELLTON NOW ON DOWN TO THIS WAY. HE HAS JUST SEEN MAPS, PORTIONS OF MAPS.

TY ADDRESSED AN ARTICLE CALLED SMART MONEY AND IT REFERS TO THE ST. JOE COMPANY AND IT TALKS ABOUT THE VALUE OF THE LAND RIGHT NOW. OF COURSE IT IS DOWN. WOULD THIS BE THE OPPORTUNE TIME FOR FOCUS 2000 TO COME IN IF THEY WANTED TO SAY WELL THE FAIR MARKET IS NOW ? WHEN IT IS DOWN. IT IS NOT WHAT IT WAS TWO YEARS AGO. HE HAS A LOT OF OTHER

QUESTIONS; BUT, HE IS LOOKING AT EACH COMMISSIONER RIGHT NOW AND HAS TALKED TO EVERY ONE OF THEM EXCEPT COMMISSIONER SAPP. HE TOLD SAPP HE REPRESENTED THE PEOPLE OF WASHINGTON COUNTY. HE ASKED THE BOARD IF THEY WERE WILLING TO MEET HERE AND LOOK THESE PEOPLE IN THE EYES AND SAY, WE ARE GOING TO CONDEMN YOUR PROPERTY. IF THEY ARE NOT GOING TO DO THAT, THEY CAN STOP THE PROJECT NOW BY SAYING THEY DON'T SUPPORT THE PROJECT. THAT IS ALL IT WOULD TAKE AND IT WOULD ALL BE OVER WITH. HE ASKED IF THE COMMISSION COULD NOT MAKE A PROPOSAL.

COMMISSIONER PATE SAID HE IS GOING TO LISTEN TO FOCUS 2000 PROPOSAL FIRST BEFORE HE ANSWERS TY'S QUESTION. HE HAS ALREADY PERSONALLY ANSWERED TY'S QUESTIONS.

TY SAID THIS COMMISSION COULD TAKE A VOTE ON THEY DON'T SUPPORT THIS PROJECT. COMMISSIONER PATE SAID EVERYBODY SIGNED IN AND THERE IS A THREE MINUTE TIME LIMIT AND THERE IS A LOT OF PEOPLE HERE THAT NEEDS TIME TO BE HEARD.

SOMEONE IN THE AUDIENCE YELLED " EDWARD PRESCOTT GOT TO TALK MORE THAN THREE MINUTES". COMMISSIONER PATE INFORMED HIM THAT WAS PART OF THE PRESENTATION AND TOLD HIM IF HE OUTBURSTS AGAIN, HE WILL BE REMOVED. HE TOLD THE PERSON THEY WOULD COME UP AND ADDRESS THE BOARD IN A CIVIL MANNER AND HE WASN'T GOING TO STAND FOR ANY MORE OUTBURSTS.

TY ASKED PATE IF HE WAS GOING TO SUPPORT CONDEMNING SOMEBODY'S PROPERTY. PATE ASKED TY WHAT HE HAD TOLD HIM THE OTHER DAY ON THE PHONE "NO". TY ASKED THE BOARD AGAIN, IS IT YES OR NO; THAT IS ALL HE WANTS TO KNOW.

COMMISSIONER PATE ASKED TY WHAT PART OF NO DOES HE NOT UNDER- STAND. TY SAID IT WAS GOING TO COME TO THAT. JOEL SAID GIVE MEARS A CHANCE TO GIVE TY THE ANSWERS TO HIS QUESTIONS.

TY ASKED COMMISSIONER PATE IF HE WAS GOING TO HAVE HIM ARRESTED. PATE SAID HE WOULD HAVE HIM REMOVED IF HE DIDN'T BEHAVE HIMSELF BECAUSE THEY HAVE ALL OF THIS GOING AND THEY CAN'T HAVE THIS KIND OF INTERRUPTION. MEARS IS GOING TO ANSWER TY'S QUESTION.

RON MEARS SAID HE WOULD TRY TO ANSWER ALL OF TY'S QUESTIONS TO THE BEST OF HIS ABILITY:

1. EMINENT DOMAIN IS PROBABLY THE BIGGEST QUESTION OUT THERE. MR. PRESCOTT HAS SAID NOBODY LIKES EMINENT DOMAIN; WHEN THE STATE, USES EMINENT DOMAIN, THEY HAVE CERTAIN RULES. FOCUS 2000 DON'T HAVE THOSE RULES. HE HAS A MANDATE SO THEY CAN RIDE THIS THING IN FOUR YEARS. HE DON'T HAVE TIME TO WAIT. HE DOESN'T KNOW IF ANY OF YOU ALL HAVE EVER GONE THROUGH THE EMINENT DOMAIN PROCESS; IT IS NOT OVERNIGHT AND IT TAKES TIME. HAVING TO GET THE APPRAISALS, HAVING TO GET THE ATTORNEY'S, HAVING TO GET THE JUDGE; BY THE TIME YOU GO THROUGH THE WHOLE PROCESS, IT TAKES TIME AND HE DOESN'T HAVE TIME. HE DOES WANT TO SEE THIS ROAD GO THROUGH BECAUSE THEY HAVE 12,000,000 PEOPLE THAT ARE GOING TO BE DOWN AT THE BEACHES IN THE NEXT FIVE YEARS WHICH MEANS MORE CONGESTION. IF THEY HAVE TO USE EMINENT DOMAIN, HE HAS TO KEEP IT UNDER THE TABLE BECAUSE IF THEY DIDN'T, IT WOULD PUT A BLOCK BY ONE PERSON. THEY ARE LOOKING AT ANYWHERE FROM 77 TO 100 LANDOWNERS THEY ARE GOING TO BE VISITING WITH; THAT IS THE HIGHS AND LOWS WITH WORKING WITH THE RESIDENTS. IF THEY DON'T HAVE THE OPPORTUNITY FOR EMINENT DOMAIN, THEN, SOMEBODY, MELICIOUSLY SOMEBODY CAN PUT A LINE ACROSS THE TABLE AND STOP THE PROJECT. THERE MAY BE 100 PEOPLE FOR IT AND 1 AGAINST IT AND THAT IS NOT SERVING THE PUBLIC. HE CAN ASSURE THE PEOPLE, FROM A FINANCIAL AND A TIME CONSTRAINT, IF IT COMES TO YOUR PROPERTY, THEY ARE NOT GOING TO HAVE ANYONE CHAIN THEMSELVES TO A TREE. INSTEAD, THEY ARE GOING TO GO AROUND YOU. THEY

DON'T WANT CONFRONTATION; THEY WANT THIS ROAD TO GO THROUGH IN ITS TIME FRAME AND THEY HAVE FLEXI- BILITY AND NEGOTIATION. IF IT COMES UP TO YOUR HOUSE AND THEY SIT AND NEGOTIATE WITH YOU AND THEY CAN'T MAKE A DEAL, THEY ARE GOING DOWN THE ROAD AND FIND WHERE THIS HAS LESS RESISTANCE. THEY DON'T WANT THAT CONFRONTATION; THEY ARE NOT SEEKING EMINENT DOMAIN. IT IS THE WORST THING A DEVELOPMENT PROJECT CAN HAVE.

TY SAID MEARS AS AN INVESTOR CAN'T SAY HE IS NOT GOING TO ENCOUNTER THAT THROUGH THIS COUNTY. MEARS SAID AGAIN, IF HE HAS 100 PEOPLE, HE CAN PROBABLY GUARANTEE THERE WILL BE ONE OR TWO SITUATIONS MINIMUM THAT MIGHT POP UP. THEN, EVERYTHING IS GOING TO BE SRETCHED TO GO AROUND THAT PIECE OF PROPERTY; IF THEY CAN'T, THEY ARE GOING TO TAKE THAT HOMEOWNER AND TURN THEM OVER TO HIS OTHER RELATIVES THAT WANTS TO GET THE PROJECT THROUGH AND TRY TO FIGURE OUT A WAY INTERNALLY TO MAKE THIS WORK. MEARS REITERATED THEY ARE NOT SEEKING EMINENT DOMAIN.

TY ASKED MR. SHAW IF COUCH CONSTRUCTION WOULD BE MAKING QUITE A BIT OF MONEY ON THIS PROJECT. CHAIRMAN PATE TOLD TY TO LET MEARS ANSWER THE EMINENT DOMAIN QUESTIONS AND IT DOESN'T MATTER IF SHAW IS MAKING ANYTHING OUT OF ANYTHING. THIS IS ABOUT A ROAD HERE TODAY AND WHETHER THE BOARD WOULD LIKE THE CONCEPT. HE REITERATED HE WAS GOING TO CONTROL THIS MEETING ONE WAY OR ANOTHER.

TY TOLD COMMISSIONER PATE HE HAD ASKED A QUESTION. PATE ADVISED TY THAT MEARS WAS TRYING TO ANSWER HIS QUESTION; TY'S QUESTION WAS TO MEARS AND THEY WILL GET TO MR. SHAW. BUT, THEY ARE NOT GOING TO SPEND ALL DAY WITH TY ASKING A BUNCH OF QUESTIONS; THERE ARE OTHER PEOPLE WHO HAVE SIGNED UP TO SPEAK AND THEY ARE GOING TO SPEAK.

TY QUESTIONED AS IMPORTANT AS THIS ISSUE IS, DIDN'T PATE THINK EVERYBODY SHOULD HAVE PLENTY OF TIME TO AIR EVERYTHING OUT. THIS IS IMPORTANT JOEL.

COMMISSIONER PATE ASKED TY IF HE RUNS THIS MEETING AND ANSWERED "NO" HE DOES NOT. TY SAID EXCUSE ME; HE THOUGHT THIS WAS OPEN GOVERNMENT. PATE SAID IT IS SUPPOSE TO BE.

2. ON THE QUESTION OF SECRECY, MEARS SAID AS THEY STARTED THE PROCESS, EVERYBODY'S BUSINESS IS NOBODY'S BUSINESS; LOOSE LIPS SINK SHIPS AND THEY HAVE HEARD ON AND ON A WHOLE BUNCH OF THINGS. THERE IS AN ORDER AS A PRIVATE COMPANY THAT YOU START. IF THEY HAD STARTED THIS PROJECT AND SAID LETS GO TO THE NEWSPAPER FIRST AND TELL THEM OUR PLANS, THAT IS NOT THE WAY YOU DO BUSINESS. YOU START FROM A SMALL GROUP AND WITH WHAT THEY WERE, THEY CAME TO THE COUNTY COMMISSIONERS, CHAMBER OF COMMERCE AND ECONOMIC DEVELOPMENT AND SAID GUYS, WE HAVE A PLAN AND WOULD LIKE TO EXPOSE IT TO YOU. FOCUS 2000 CAME AND HAD THE MEETING AT GULF ELECTRIC USING THEIR BOARD ROOM AND EXPLAINED IT TO THE FOLKS. WE ASKED, WHICH IS VERY COMMON AND IS THE RULE, WHEN NEW PRIVATE INDUSTRY OR PRIVATE ANYTHING COMES TO A TABLE AND SAYS GUYS WE WANT TO TALK TO YOU, WE NEED CONFIDENTIALITY SO THEY DON'T SEE IT IN THE NEWSPAPER THE NEXT DAY TO GIVE US A CHANCE TO DEVELOP. THERE IS A PECK IN ORDER IN DEVELOPING BUSINESS; THEY CAME IN, THEY VISIT, THEY TALKED TO THE CHAIRMAN AND SAID CHAIRMAN WE NEED TO HAVE A PUBLIC HEARING. THE CHAIRMAN REGISTERED ACCORDING TO ALL THE SUNSHINE RULES AND IT WAS DONE A NUMBER OF DAYS BEFORE IT BROKE IN THE NEWSPAPERS. SO THEY WERE ASKING FOR THE PUBLIC MEETINGS TODAY BEFORE IT HIT THE NEWSPAPER. WELL, ONCE IT GOT OUT, THE EMOTIONS AND WHAT HAVE YOU, THE EMOTIONS GOT AHEAD OF THEM BEFORE THEY HAD A CHANCE TO TELL THE PEOPLE WHAT THEY ARE HEARING TODAY. THERE HAS NEVER BEEN A SECRECY; IT IS A PRIVATE/PUBLIC PARTNERSHIP. IT IS A NON-PROFIT ENTITY BY IRS AND ALL THE RULES THEY LIVE BY HAVE TO BE OPEN TO

THE PUBLIC; ANY AND EVERYTHING PEOPLE WANT TO KNOW HAS TO BE OPEN AND AVAILABLE TO THEM. YES, BELIEVE IT OR NOT, PEOPLE IN DEVELOPMENT AND CONSTRUCTION ARE GOING TO MAKE A PROFIT. THERE ARE FOURTEEN ENGINEERING RELATED HIGHWAY DEPARTMENT INDUSTRIES UP HERE IN WASHINGTON COUNTY; THOSE FOLKS ARE GOING TO MAKE A PROFIT AND BE PART OF IT. OVER 98% OF THIS PROJECT IS GOING TO BE DONE BY LOCAL PEOPLE IN THE REGION. IT IS NOT OUTSIDERS COMING DOWN FROM TEXAS OR WHEREVER TO DO THESE JOBS; THEY ARE TRYING TO KEEP THE JOBS BECAUSE IN THE NEXT TWO YEARS, IF THIS DOESN'T COME TO YOUR MARKET, THE ROAD INDUSTRY, CONSTRUCTION INDUSTRY IS GOING TO BE A LOT OF PEOPLE WITH EXISTING JOBS THAT WON'T BE HERE BECAUSE THE NEW WORK, THE MONEY IS NOT THERE.

3. THERE WILL BE A RESOLUTION THE COUNTY IS REQUESTED TO ASK FOR IT. THEY DIDN'T ASK FOR A VOTE TODAY. THE RESOLUTION HASN'T BEEN PREPARED FOR THE COUNTY TO EVEN LOOK AT. THE MEETING HERE TODAY WAS TO INFORM YOU FOLKS TO ASK ANY AND ALL QUESTIONS; HE WORKS 24/7, ONE ON ONE, WHATEVER THE CASE MAY BE, NOTHING IS MEANT TO BE SECRET. IF IT WAS TAKEN THAT WAY, THEY ARE SORRY FOR THAT; BUT, THAT IS NOT THE INTENT BUT AS A PRIVATE BUSINESS, THEY HAVE CERTAIN RIGHTS AS YOU WOULD HAVE WITH YOURS.

4. EMS-EDWARD ANSWERED BEFORE ALL ROADS WILL HAVE BYPASSES. MEARS SAID HE WAS WITH THE MAYOR YESTERDAY. THE MAYOR SAID THIS IS GOING TO BE A GREAT DEAL BECAUSE THEY HAVE A LOT OF SENIOR PEOPLE DOWN HERE AND THE AMBULANCE CAN COME DOWN THE ROAD, GET OFF AND GET THEM TO THE HOSPITAL QUICKER BY HAVING THAT KIND OF ROAD AS EMERGENCY.

5. STUDIES HAVE PROVEN, IF THEY HAVE TO EVACUATE THE BEACHES AND THEY ALL SAW BERMA WITH WHAT HAPPENED THERE AND BELIEVE HIM IT COULD HAPPEN IN PANAMA CITY AND UNFORTUNATELY THOSE HORRIBLE THINGS HAPPEN AND HAPPEN AT THE WORSE TIME AND IT COULD HAPPEN DOWN ON THE BEACHES. IT COULD BE THEIR 10,000 PEOPLE DEAD DOWN THERE TODAY INSTEAD OF BERMA. TODAY IT TAKES THIRTY PLUS HOURS TO VACATE THE BEACHES; HEARTLAND SECURITY SAYS THE MILITARY FROM ALL THE OTHER REGIONS, WE HAVE TO HAVE EVACUATION ROUTES WITH THAT MANY PEOPLE. WASHINGTON COUNTY IS STUCK WITH THE RESPONSIBILITY TO HAVE TO COME NORTH BECAUSE THEY CERTAINLY ARE NOT GOING TO GO SOUTH DOWN TO THE BEACH. WITH THE TOLL ROAD IN, IT IS PROVEN THEY WILL BE ABLE TO EVACUATE IN NINE HOURS.

6. IN TALKING ABOUT 77, WHEN HE CAME UP HIGHWAY 77 THE OTHER DAY, HE COUNTED 13 WHITE CROSSES ON THE ROAD; THAT IS 13 PEOPLE THAT DIED. HEAD ON COLLISIONS; WHEN HE GOT HIS DRIVERS LICENSE, THEY HAD TWO LANE DRIVES. TODAY HIS GRANDKIDS DON'T KNOW HOW TO DRIVE ON A TWO LANE ROAD. THEY DON'T KNOW THE SAFETY OF THE LINES, SOFT SHOULDERS, WHATEVER. THEY ARE USE TO INTERSTATE DRIVING. AS THIS TRAFFIC PICKS UP, THOSE WHITE CROSSES ARE GOING TO GROW. IN 1963, HE TRAVELLED HIGHWAY 90 BACK AND FORTH CALLING EVERY HIGH SCHOOL UP AND DOWN THE ROAD. COULD YOU IMAGINE IF I-10 WASN'T BUILT WHAT THEY WOULD DO WITH THOSE PEOPLE. IT WOULD BE BUMPER TO BUMPER.

7. EXITS IN WASHINGTON COUNTY-THEIR BEST CASE, WORSE CASE SHOWS FOUR TO SEVEN EXITS IN WASHINGTON COUNTY SO THEY ARE GOING TO HAVE EXITS THAT PROMOTE ECONOMICS. IT IS NOT ABOUT A ROAD; IT IS ABOUT ECONOMICS, LIVIHOOD AND QUALITY OF LIFE.

SHAW SAID HE WOULD TRY TO ANSWER TY'S QUESTION ABOUT COUCH CONSTRUCTION. HE SAID HE WAS NOT IN THE ROAD CONSTRUCTION BUSINESS; HIS FAMILY WAS IN IT BACK IN THE MID EIGHTY'S, COUCH CONSTRUCTION. THE COMPANY SOLD TO ADMON OIL IN ABOUT 1999. THE ASPHALT ROAD CONSTRUCTION IS PART OF APAC AS IT IS TODAY. HE DOES WORK FOR REDI-MIX U.S.A., WHICH IS A CONCRETE AND BLOCK PRODUCER. HE WILL BID ON THIS WORK JUST LIKE

ANYBODY WILL BID ON IT. YES, THE COMPANY COULD MAKE SOME PROFITS OFF OF THIS JOB. BUT, THE WAY HE WAS ENGAGED ON THIS PROJECT WAS HE WAS ON THE BOARD OF DIRECTORS FOR THE CHAMBER OF COMMERCE FOR HOUSTON COUNTY AND ALLAN CLARK WHO IS THE CHAIRMAN OF THE DOTHAN AREA CHAMBER OF COMMERCE, ASKED HIM TO GET INVOLVED WITH THIS PROJECT BECAUSE OF HIS BACKGROUND. HE GOT INVOLVED IN THIS FACILITY BECAUSE HE IS A CITIZEN THAT WANTED TO AND HE IS PASSIONATE ABOUT THIS AND UNDERSTANDS THE RURAL CONSTRUCTION BUSINESS AND KNOWS THE ASPHALT BUSINESS. HE IS IN NO WAY ASSOCIATED WITH AN ASPHALT COMPANY AT ALL; THEY WERE, BUT NO LONGER.

GEORGE OWENS, A TAXPAYER IN WASHINGTON COUNTY, ADDRESSED THE BOARD STATING HE DON'T BUY COWS UNSEEN AND HE DON'T WANT TO HAVE TO BUY A ROAD UNSEEN. IF THEY CAN'T GET A MAP SHOWING WHERE THIS ROAD IS GOING. IF THIS MAN IS SAYING IT IS GOING TO AFFECT 100 HOUSES, HOW DOES HE KNOW IF HE DOESN'T HAVE A MAP WITH THE ROAD WITH A LINE DRAWN ON IT. LETS DO BUSINESS IN A BUSINESS LIKE WAY. HE HAS CONSIDERED YOU GUYS AS BUSINESSMEN AND HE APPRECIATES WHAT THEY HAVE DONE IN THE PAST. ALL HE ASKED THE BOARD TO DO IS MIND THE TAXPAYERS BUSINESS AND DON'T GET CARRIED AWAY WITH THE GUY FROM ORLANDO TALKING THIS STUFF THAT MAY OR MAY NOT COME TRUE. IF HE CAN BUILD A ROAD IN FOUR YEARS, THEY ARE GOING TO PAY SOMEBODY'S PROFIT.

OWENS SAID HE WASN'T SURE THEY NEEDED ECONOMIC DEVELOPMENT IN WASHINGTON COUNTY; WE HAVE A PRETTY GOOD LIFE HERE NOW. HE CAN WAIT ON HIGHWAY 77 FOR THE LACK OF CHANGE; HE DOESN'T HAVE TO BE IN THAT BIG OF HURRY. OUR CHILDREN IS NOT GOING TO STAY HERE AND ASKED WHY COULDN'T THEY BE A BEDROOM COMMUNITY TO DOTHAN OR PANAMA CITY. HE LIKES TO HEAR THE BIRDS SING. THERE IS SOME THINGS TO BE CONSIDERED WHEN THE BOARD DOES THIS. IF THE BOARD DOES RIGHT, THIS ROAD WON'T COME THROUGH WASHINGTON COUNTY BECAUSE HE CAN'T THINK OF ONE POSITIVE IMPACT IT IS GOING TO HAVE. IT IS GOING TO DRIVE THE BUSINESSES IN CHIPLEY AND THE LITTLE MAN'S WINERY IN VERNON AND IT IS GOING TO DRIVE A LOT OF THINGS AND THE FARM, HE HAS GOT IN CARYVILLE, HE WILL GO UP TO U.S. 90 TO GET TO IT. DON'T KID YOURSELF AND DON'T STAND HERE AND TELL ME THEY DON'T CUT THE ROADS OFF. GO TO KENT ROAD WHERE I-10 CUT IT OFF. IT HAPPENS AND IT IS GOING TO HAPPEN; THEY ARE NOT GOING TO PUT AN OVERPASS OVER CLAYTON ROAD AND EVERYBODY ELSE'S. LETS DO BUSINESS JUST LIKE A BUSINESSMAN WOULD; KEEP HIS BEST INTEREST AND THE PUBLIC OF WASHINGTON COUNTY'S BEST INTEREST AT HEART AND THE ROAD PROJECT WILL FADE AWAY.

MEARS RESPONDED TO THE QUESTION ON HAND ABOUT KNOWING THE ROUTE AND KNOWING THE HOUSES. WHAT HE HAD SAID WAS THEY HAD 77 TO ROUGHLY 100; THEY LOOKED AT THREE DIFFERENT ROUTES AND THAT IS THE RANGE. THEY CAN'T TELL THEM EXACTLY THE NUMBER BECAUSE THEY DON'T KNOW THAT ROUTE; BUT, HERE SHORTLY THEY WILL KNOW THAT ROUTE AND THEN THEY WILL APPROACH IT BECAUSE THEY ARE TRYING TO TAKE THIS AS A BUSINESS APPROACH. RIGHT NOW AS THEY LOOK AT THE ROUTE, 77 TO 100 PLUS IS THE NUMBER OF PROPERTY OWNERS; HE SAYS PROPERTY OWNERS BECAUSE SOME OF IT IS LAND AND SOME OF IT IS TIMBERLAND. BUT, HE CAN ASSURE YOU, THERE IS NOT THAT MANY HOUSES IF AT ALL.

THERON WILSON ASKED HOW LONG HAD FOCUS 2000 BEEN WORKING ON THIS PROJECT. STEVE SHAW SAID ABOUT A YEAR.

THERON SAID THEY HAVE BEEN WORKING ON IT A YEAR AND THEY DON'T KNOW WHERE IT IS GOING TO GO. IF HE HAD BEEN WORKING ON SOMETHING FOR A YEAR, YOU COULD BET FOR SURE, HE WOULD KNOW WHERE IT IS GOING. HE DIDN'T FALL OFF A TURNIP TRUCK LAST NIGHT; IF HE DID, HE WAS DRIV- ING A NEW TRUCK.

COMMISSIONER PATE ASKED THERON TO BE KIND OF CIVIL. THERON SAID HE WAS CIVIL.

THERON SAID HE WAS LIKE TY PEEL; HE LIVES ON HIS GRANDFATHER'S ESTATE AND HE WOULD HATE TO SEE A ROAD COME THROUGH THERE. COMMISSIONER PATE SAID HE COULD UNDERSTAND THAT HIMSELF.

COMMISSIONER FINCH SAID IF HE STARTED BUYING PROPERTY AT THE JACKSON COUNTY LINE OR FLORIDA LINE AND BOUGHT A PIECE OF PROPERTY ALL THE WAY THROUGH TO ALABAMA, WHAT PERMISSION DOES FOCUS 2000 NEED. IF IT IS PRIVATE MONEY AND THEY ARE NOT GETTING ANY STATE OR FEDERAL MONEY, WHY COULDN'T THEY GO BUILD OTHER THAN THE EMINENT DOMAIN SITUATION, HE UNDERSTANDS THAT. IS THERE ANY OTHER REASON FOCUS 2000 SHOULDN'T BE ABLE TO BUILD A ROAD.

MEARS SAID "NO". THEY CAN BUY THE LAND, BUILD THE ROAD, AND GO THROUGH ALL THE PERMITTING PROCESSES. AGAIN THERE IS NO FINANCIAL REQUEST FROM THE COUNTY BECAUSE THEY DON'T NEED ANYTHING FROM THE COUNTY OTHER THAN STRUCTURING FOR NON-PROFIT.

FINCH SAID HE JUST DIDN'T KNOW WHAT KIND OF RESOLUTION THERE IS GOING TO BE. CERTAINLY THE COUNTY CAN DO THE MARKETING THING AND SAY THEY SUPPORT THE PROJECT OR THEY DON'T SUPPORT THE PROJECT, ETC. BUT, HE WONDERED WHAT KIND OF PERMISSION FOCUS 2000 NEEDS FROM THE COUNTY COMMISSION ABOUT BUILDING THE ROAD IF THEY OWN THE PROPERTY.

COMMISSIONER PATE ADVISED FOCUS 2000 NEEDS THE 5013C STATUS TO GET BONDS, ETC. TO BUILD THE ROAD. HE SAID IT WAS THE SAME THING THEY DID FOR THE OUTFIT OUT OF CALIFORNIA THAT BOUGHT THOSE 7500 LOTS AND CAME TO THE BOARD AND WANTED PERMISSION TO FLOAT A BOND.

MEARS ANSWERED THE QUESTION WHAT THEY NEED THE COUNTY FOR. THEY NEED THE COUNTY FOR A RESOLUTION NO DIFFERENT THAN COUNTIES THROUGHOUT THE COUNTRY WHEN YOU HAVE BOND PEOPLE COME IN FOR INDUSTRIAL DEVELOPMENT THAT WANT TO BUILD A WAREHOUSE OR A WATERPLANT. THEY COME TO THE COUNTY TO GET A RESOLUTION TO BE ABLE TO GO TO THE BOND MARKET. IT STRICTLY ALLOWS FOCUS 2000 THE MECHANISM THAT IS IN PLACE FOR BONDING AND FINANCING AND IT IS A RESOLUTION THAT SAYS WHEN THE ROAD IS PAID FOR, THE COUNTY WILL TAKE IT BACK. THOSE ARE THE ONLY TWO THINGS FOCUS 2000 REALLY NEED THE COUNTY FOR.

COMMISSIONER PATE ASKED A QUESTION; THE COUNTY DOESN'T GET IT BACK AND KEEP IT. THERE IS A CERTAIN LENGTH OF TIME BEFORE THEY HAVE TO TURN IT OVER TO THE FL-DOT. THEY DON'T KEEP IT A LONG PERIOD OF TIME. ATTORNEY HOLLEY ADVISED THEY KEEP IT 91 DAYS.

MEARS SAID IT GOES TO A STATE ENTITY AND THIRTY YEARS OUT, WHO KNOWS WHAT THEY MIGHT HAVE HAD STRUCTURED.

JOHN FOSTER, FOSTER FOLLY NEWS.COM, WASHINGTON COUNTY RESIDENT FOR A LONG TIME, ASKED WHO THE ACTUAL CLIENTS WERE FOR FOCUS 2000. THE NAMES OF PEOPLE, THE COMPANIES, ETC. MEARS AGREED TO GET HIM A PRINT OUT ON THIS INFORMATION.

FOSTER ASKED WHAT THE PROJECTED AVERAGE DAILY VEHICLE USAGE ON THIS ROAD IS WITHIN TEN YEARS. THE REASON HE ASKED IS BECAUSE THERE ARE TWO TOLL ROADS IN FLORIDA THAT AREN'T DOING VERY WELL FINANCIALLY AND THEIR POPULATION NUMBERS ARE WAY UP COMPARED TO OURS.

FOSTER SAID THE LAST QUESTION IS SUNPASS IS KIND OF FUNNY FOR A ROAD THAT IS GOING TO BE USED PRIMARILY BY TOURIST WHERE THEY USE IT ONCE, TWICE OR THREE TIMES A YEAR. THEY WANT BE BUYING SUNPASS. LOCALLY THEY WANT BE USING SUNPASS UNLESS THEY HAVE A JOB THAT TAKES THEM FROM POINT A TO POINT B IN AN AREA REPEATEDLY DAY AFTER DAY LIKE A DELIVERY MAN. OTHER THAN THAT, SUNPASS HAS NO ADVANTAGE. HE HAS WATCHED THE BRIDGE

ACROSS THE CHOCTOHATCHEE BAY WITH TOURISTS AND 90% OF THE PEOPLE HAVE TO GO THROUGH THE COIN WHEN IT IS TOURIST SEASON BECAUSE THEY DON'T BUY PASSES BECAUSE THEY DON'T GO THERE OFTEN ENOUGH. UNLIKE THE TURNPIKE IN SOUTH FLORIDA, HE THINKS THEY ARE GOING TO HAVE SOME SERIOUS DELAYS IN PROFIT.

MEARS RESPONDED TO FOSTER'S QUESTIONS. THEIR CLIENTS AT THIS TIME IS FOCUS 2000; THEY HAVE ONE CONSULTANT IN A LEGAL CAPACITY WHICH IS MR. STRANGE AS THEIR COUNSEL. AS A NEW COMPANY, AS THEY HAVE TALKED ABOUT ALMOST A YEAR, THE PROJECT HAS BEEN UNDERWAY FOR ALMOST TWENTY FIVE YEARS AND THEY ARE PUTTING THE STRUCTURE TOGETHER AND THEY STARTED IN ALABAMA AND AS THEY STARTED DOWN FROM DOTHAN COMING TO I-10, NINE MONTHS OF THIS TWELVE MONTHS HAS BEEN DONE IN ALABAMA. IN THIS PRIVATE/PUBLIC PARTNERSHIP, AS ROADS AND AS A FINANCIAL SITUATION, THE FEDERAL TRUST FUND IS GOING BANKRUPT IN 2009. THE STATE DOESN'T HAVE THE MONEY SO IT HAS PRESENTED A NEED. NECESSITY IS THE MOTHERHOOD OF INVENTION; UNFORTUNATELY, THESE OPPORTUNITIES HAVE COME UP AND THEY STARTED IN ALABAMA WORKING THEIR WAY SOUTH. AS THEY GOT THE COOPERATION FROM ALABAMA TO DO THAT PORTION, THEY CAME TO FLORIDA, WHICH IS THEIR NEXT PORTION. GOING BACK TO THE SPECIFIC QUESTION OF FOSTER, MEARS SAID THE ONLY PERSON THEY HAVE HIRED IS LUTHER STRANGE AS THEIR COUNSEL. THE ENGINEERING FIRM FOR THIS PROJECT, THEY ARE NOT THERE YET. THEY ARE GETTING CLOSE TO START WORK ON SELECTING THEM.

ON THE QUESTION OF AVERAGE DAILY USAGE IN TEN YEARS, THEIR FEASIBILITY STUDY IS BEING DONE THAT WOULD TELL THEM THIS; THEY DON'T KNOW THAT YET. THEY DO KNOW THAT IT IS A PRIVATE PARTNER- SHIP AND PRIVATE MONEY AND IF NOBODY RIDES IT, THAT IS THEIR INVESTORS PROBLEM. THOSE WHO ARE IN THAT REALIZE WHEN YOU HAVE TODAY, THEY HAVE 8,000,000 PEOPLE AT THE BEACHES, 33% OF THOSE ARE COMING FROM ALABAMA COMING THROUGH THE COUNTY GOING TO THE BEACHES AND THEY HAVE A MAP SHOWING WHERE THEY ALL LIVE AND WHAT HAVE YOU; BUT, THEN THEY ARE COMING THROUGH.

MEARS ADDRESSED SUNPASS; HE CAN GET WITH HIS LOCAL PASS ALL OVER THE STATE AND IT IS RECOGNIZED. IF PEOPLE COMING FROM COLUMBUS, MEMPHIS, ETC. THESE TOLL PASSES WILL BE RECOGNIZED AND HONORED. MORE AND MORE TOLLS ARE BEING PUT IN STATES AND THEY WILL HAVE RESAPROPOSITY WITH THOSE PASSES TO HELP SPEED THAT ALONG. PEOPLE ON THE TOLL ROAD, BY GETTING A PASS, TYPICALLY WILL GET A CHEAPER RATE THAN THOSE USING A BUCKET. YOU GO FROM 300 PEOPLE AN HOUR TO ABOUT 2000 PEOPLE AN HOUR, SO, THE COST OF COLLECTIONS IS PASSED ON TO THOSE PEOPLE WHO GET THE PASS TO WHERE YOU CAN DRIVE YOUR 70 MPH RIGHT ON THROUGH AND NOT HAVE TO STOP. HE ASKED THE PEOPLE TO KEEP IN MIND, THE ROAD SYSTEM HERE IN WASHINGTON COUNTY, NOBODY HAS TO RIDE THE TOLL ROAD, IT IS PURELY AN OPTION. IF YOU WANT TO RIDE IT BECAUSE YOU CAN SAVE TIME AND \$4.00 A GALLON GAS, IT DOESN'T TAKE MUCH TO DO THE MATH IF IT IS A GOOD DEAL OR NOT. IF IT IS NOT A GOOD DEAL, YOU WANT USE IT. AS A MATTER OF PRINCIPAL, YOU MAY NOT WANT TO RIDE IT. BUT, IT IS YOUR OPTION. YOU ALWAYS HAVE THAT OPTION; THAT IS NEVER TAKEN AWAY FROM YOU.

JOHN FOSTER ASKED WHO WE IS. MEARS SAID WE IS OUR TEAM AND THEIR TEAM IS FOCUS 2000. FOCUS 2000 RIGHT NOW IS STEVE SHAW, HIMSELF, BOB BUNNING, MAYOR OF OZARK OF THE WIREGRASS. THEY ARE FORMING FOCUS 2000 OF FLORIDA AND THEIR OFFICES WILL BE PUT TOGETHER HERE THIS WEEK.

BEN GILBERT ADDRESSED THE BOARD STATING HE WAS HERE OUT OF CONCERN AND HE HAS QUESTIONS. DURING THE BREAK HE HAD SPOKEN WITH MEARS AND SOME OF HIS QUESTIONS HE INDICATED WOULD NOT BE ADDRESSED AT THIS MEETING. THAT BEING, WHERE THE ROUTE THIS ROAD WILL TAKE. MEARS TOLD HIM WHAT WAS

UNDER CONSIDERATION WAS THE THREE CORRIDORS THAT METRIC DID A STUDY ON A FEW YEARS BACK. THIS IS A THREE MILE WIDE AREA. THAT AREA WILL OFFSET HIM AND HIS WIFE AND THE LAND THEY OWN. HE HOPES THE BOARD CAN SEE HIS CONCERN THERE.

BEN REQUESTED THE BOARD CONSIDER, BEFORE TAKING ANY ACTION ON ANY OF THIS, REGARDLESS OF WHETHER THIS CROSSES LAND HE OWNS OR WHO OWNS, IF FOCUS 2000 ARE MEETING WITH THE PROPER OFFICIALS THAT CAN SAY YES OR NO ON ISSUES, GIVE THEM AN OPPORTUNITY TO ASK QUESTIONS AND RECEIVE ANSWERS. WHEN YOU GO BEYOND THAT POINT, BEFORE THEY TAKE ACTION ON IT AS A BOARD, GIVE THE PEOPLE OF WASHINGTON COUNTY AN OPPORTUNITY TO EXPRESS THEIR VIEWS, THEIR VOTE. IF THIS IS TO BE A BONDED ISSUE, THAT MEANS PRIVATE MONEY. AT ONE POINT IN THE FUTURE, THAT WILL BE PAID OFF. AT THAT POINT, SOMEBODY WILL BE THE OWNER OF IT. IF WASHINGTON COUNTY IS THE OWNER, THEN WASHINGTON COUNTY WILL HAVE TO PAY THE EXPENSES. GIVE THE PEOPLE AN OPPORTUNITY TO EXPRESS THEIR VIEWS.

BILL DOBBINS ADDRESSED THE BOARD STATING HE OWNED A BUSINESS IN VERNON THAT WOULD BE GREATLY AFFECTED BY THIS PROJECT. THAT DOESN'T CONCERN HIM AS MUCH AS THESE GENTLEMEN IN HERE TODAY THAT IS GIVING US A LOT OF TALK ABOUT HOW GOOD THE TOLL ROAD IS. THIS IS VERY REDUNDANT; BUT, NOBODY KNOWS WHAT IS HAPPENING. PEOPLE NEED TO KNOW WHERE IT IS. THERE IS NOT A ONE OF THE FOCUS 2000 GROUP FROM A BUSINESS DECISION IF THEY WERE SITTING ON THE BOARD OF COUNTY COMMISSIONERS WOULD VOTE FOR THE TOLL ROAD WITH THE INFORMATION THEY HAVE. THEY WOULDN'T MAKE A DECISION ON THE INFORMATION THEY HAD IF THEY LOOKED AT IT FROM A BUSINESS STANDPOINT. THESE FOLKS HERE ARE LOOKING AT IT FROM A BUSINESS STANDPOINT. HE TOLD MR. STRANGE AT NO OFFENSE, THERE WOULD BE A LOT OF KUDO'S FOR HIM IF HE WENT BACK AND SAID THE COUNTY VOTED ON THE TOLL ROAD. LET'S FACE IT, EVERYBODY HAS KNOWN ABOUT THIS. HE REPHASED IT AND SAID MOST EVERYBODY HAS KNOWN ABOUT THIS. YOU FIVE, THE COMMISSIONERS, GOT INVOLVED SOMEWHERE DOWN THE LINE; BUT, THEY GOT INVOLVED AFTER THIS DECISION WAS ALREADY MADE. IF THE COMMISSIONERS WERE A CHAIN, THE WEAKEST IN A CHAIN WHEN IT BREAKS, THE COMMISSIONERS IS THE STRONGEST LINK RIGHT NOW. THEY HAVE A DECISION TO MAKE THAT IS GOING TO BE THE BIGGEST DECISION THAT WAS EVER MADE IN WASHINGTON COUNTY PROBABLY WITH THE EXCEPTION OF WHEN THE COUNTY SEAT WAS MOVED FROM VERNON TO CHIPLEY.

DOBBINS ADDRESSED EMINENT DOMAIN AND REFERRED TO THE GENTLEMAN HAVING SAID EMINENT DOMAIN WOULD BE KIND OF JUST SWEEPED UNDER THE TABLE; HE TOLD TY THAT HE WOULD JUST GO AROUND HIM. DOBBINS SAID HE DON'T THINK THAT IS THE CASE.

GOV WEBB ADDRESSED THE BOARD STATING HE WAS NOT QUITE PREPARED FOR THIS AND WAS KIND OF OVERWHELMED BECAUSE THEY HAVE A GROUP OF PROFESSIONALS. FOCUS 2000 MADE A PRESENTATION AND HE DOESN'T FEEL THE PEOPLE AT THE MEETING HAS EQUAL TIME; BUT, ON THE NEXT MEETING, HE WILL HAVE SOMEBODY PREPARED AND HE WILL BE READY. HE SAID THE PICTURE HAS BEEN PAINTED HERE; HE HAS NEVER GOT SOMETHING FOR NOTHING. SOMEBODY HAS GOT TO MAKE SOME MONEY OUT OF THIS TOLL ROAD. SOMEBODY HAS GOT A PROFIT OUT OF THIS. HE TOLD A STORY ABOUT CONCERNS HE HAS. IT SEEMS THAT MARCEL WAS ATTENDING A TENT REVIVAL AND HAD BEEN GOING A WHILE. HE GOT SORT OF FULL OF THE REVIVAL AND TOWARD THE END OF IT THE TENT LEADER SAID IF ANYBODY HAD ANY PROBLEMS, COME ON DOWN. MARCEL GETS IN LINE AND THE TENT LEADER ASKS HIM WHAT WAS HIS PROBLEM. MARCEL TOLD THE TENT LEADER HE WAS WORRIED ABOUT HIS HEARING. THE TENT LEADER PUT HIS HANDS ON MARCEL, SAID A LOT OF PRAYERS AND PUT HIS HANDS OVER MARCEL'S EARS. HE

THEN ASKED MARCEL WHAT ABOUT HIS HEARING. MARCEL SAID IT IS STILL TWO WEEKS OFF.

HE REFERRED TO ONE GENTLEMAN WITH FOCUS 2000 TELLING THE PEOPLE HERE ABOUT HOW THE ECONOMY IS FIXING TO BOUNCE BACK AND GET GOOD. HE SAID HE DIDN'T MEAN ANY DISRESPECT; BUT, THE GENTLEMAN NEEDS TO GO TO WASHINGTON BECAUSE THEY ALL KNOW. YOU DON'T BORROW YOURSELF OUT OF DEBT. ANOTHER THING HE HASN'T HEARD ADDRESS WAS MAYBE THEY SHOULD HAVE SOME BICYCLE TRAILS DOWN THERE BECAUSE OF THE GAS PRICES, THEY MAY HAVE TO RIDE THEM.

WEBB SAID HE DID BUSINESS ON THE BEACH FOR MANY YEARS AND WAS IN THE GARBAGE COLLECTION BUSINESS. THOSE PEOPLE WANTED HIM TO REALLY SERVICE FOR ABOUT 100 DAYS AND THEN THEY WANTED HIM TO GO AWAY. HIS EQUIPMENT, YOU CAN'T JUST LET IT GO AWAY; THE SAME AS A LIGHT POLE. THAT IS THE WAY WITH THE TOLL ROAD. AT FIRST THERE MAY BE A LOT OF RELYING ON THE TOLL ROAD FOR TRAFFIC; BUT, SOMEBODY HAS GOT TO MAKE A PROFIT.

JOHN ROBBINS, CHAIRMAN OF PANAMA CITY PORT AUTHORITY, AND HE HAD THE PLEASURE ONE TIME IN HIS LIFE TO SERVE AS COUNTY COMMISSIONER AND THE COUNTY COMMISSIONERS HERE DO HAVE A VERY DIFFICULT TASK IN FRONT OF THEM SAID THERE IS A LOT OF GOOD PEOPLE IN THIS AUDIENCE AND THEY HAVE PERSONAL REASONS AND DEEP SET REASONS TO WANT TO PROTECT THE PROPERTIES THAT BELONG TO THEM. HOWEVER, HIS ROLE IS A LITTLE DIFFERENT TODAY IN THAT HE IS CHALLENGED WITH MAKING THE BOARD AWARE OF WHAT AN OPPORTUNITY AS ANOTHER ROAD WOULD BE FOR THE PORT. RECENT-LY THE PORT AGREED TO AND ARE IN THE PROCESS OF WORKING WITH THE CHAMBER OF COMMERCE IN WASHINGTON COUNTY TO EXTEND THE FREE TRADE ZONE. A COUPLE OF WASHINGTON COUNTY'S LOCAL FACILITIES AND HE BELIEVES THEY ALREADY HAVE ANNOUNCED ONE NEW INDUSTRY AND THINKS THERE MAY BE SOME OTHERS IN THE PROCESS OF LOOKING AT THE FREE TRADE ZONE. TOGETHER, THEY HAVE TO BE IN THE ECONOMIC DEVELOPMENT ARENA AS A TEAM. HE DOESN'T THINK ANY OF US EVEN HAVE AN IDEA OF WHAT THE NEW AIRPORT IS GOING TO DO FOR HOLMES, BAY, WASHINGTON AND A NUMBER OF OTHER SURROUNDING COUNTIES. ONE OF THE THINGS THEY HAVE TO COMPETE WITH AS A PORT IS BEING ABLE TO GET TRAFFIC IN AND OUT AND THAT IS A CHALLENGE TODAY. THEY HAVE A COPPER EXCHANGE LOCATED AT THE PORT, ONE OF ONLY A HANDFUL IN THE UNITED STATES; 20% OF THE COPPER IMPORTED INTO THE UNITED STATES CAME THROUGH THE REGIONAL PORT. THEY HAVE OPPORTUNITIES TO EXPAND. THEY HAVE JUST COMPLETED A FIVE YEAR PLAN AND THEY ARE ABOUT TO EMBARK ON A MAJOR EXPENDITURE AND FURTHER DREDGING, ADDING NEW DOCKAGE; THEY ARE TALKING ABOUT MILLIONS AND MILLIONS OF DOLLARS OVER THE NEXT FIVE YEARS. THERE IS A PART OF HIM THAT JOINS SIDES WITH ALL THESE PEOPLE HERE ABOUT THEIR PERSONAL PROPERTY AND HE SINCERELY HOPES THERE CAN BE COMPROMISES WORKED OUT SO EMINENT DOMAIN WILL NOT HAVE TO BE USED. THEY ARE FACED WITH THAT SAME DILEMMA RIGHT NOW AT PORT PANAMA CITY BECAUSE THEY HAVE VERY LITTLE SPACE TO GROW. BUT PRETTY MUCH, THEY HAVE STATED AS A BOARD, THEY HAVE TAKEN A POSITION THEY DON'T WANT TO GO THE ROUTE OF EMINENT DOMAIN. FORTUNATELY, THEY HAVE HAD SOME LANDOWNERS COME TO THEM IN THE SURROUNDING AREAS AND OFFERED SOME PROPERTY AND THEY ARE STILL IN NEGOTIATIONS WITH SOME OF THOSE. THEY AS A PORT COULD CERTAINLY USE A NEW LIMITED ACCESS HIGHWAY; IT WOULD HELP THEM TO PROBABLY RECRUIT ADDITIONAL BUSINESS. HE HOPES IT CAN BE DONE IN A WAY THAT INDIVIDUALS DON'T GET HURT.

ROBERT BOONE, REPRESENTING THE FLORIDA WILDLIFE FEDERATION, ADDRESSED THE BOARD. WHILE HE IS A RESIDENT OF WALTON COUNTY AND HE HAS NO PROPERTY IN WASHINGTON COUNTY AND NO VESTED INTEREST ONLY AS GOOD FRIENDS AND OCCASIONALLY HAVING THE OPPORTUNITY TO COME OVER TO WASHINGTON COUNTY TO HUNT. NOT HAVING A VESTED INTEREST IN THIS PROJECT,

HE SAID HE WOULD NOT SPEAK IN OPPOSITION TO OR A PROPONENT OF THIS ISSUE. HE WILL LEAVE THAT DECISION UP TO THE PROPER AUTHORITIES, THE COUNCIL, THE CITIZENS AND THE BUSINESS PEOPLE OF THIS COMMUNITY TO EXPRESS THEMSELVES BECAUSE THEY HAVE A LOT MORE KNOWLEDGE THAN HE DOES AS FAR AS THE IMPACTS OF THIS PROJECT IS CONCERNED. HIS CONCERN IS FROM THE ENVIRONMENTAL IMPACT ASPECTS OF THIS PROJECT. IN THE PRESENTATION THIS MORNING, HE SAID HE WAS SOMEWHAT CONCERNED THAT HE HEARD ABSOLUTELY NO MENTION OF ANY CON- sideration of environmental impacts in this project. THE WILDLIFE FEDERATION IS CONCERNED FROM THE ENVIRONMENTAL IMPACT ASPECTS OF THIS PROJECT. HE WOULD ASK THE BOARD TO TAKE INTO CONSIDERATION, IF THIS PROJECT IS APPROVED, THAT AS THEY GO FORWARD, THEY PLEASE GIVE CONSIDERATION TO HABITAT IMPACTS THAT MAY AFFECT ENDANGERED WILDLIFE SPECIES AND PARTICULARLY AS IT RELATES TO IMPACTS ON ANY WETLANDS THAT MAY BE UNDER CONSIDERATION IN THE DESIGN AND ERECTION OF THE TOLL ROAD. THE WILDLIFE FEDERATION WILL BE GLAD TO WORK WITH YOU AND WOULD LIKE TO STAY VERY MUCH INFORMED AS YOU PROGRESS IF THE DECISION IS MADE TO GO FORWARD THEY BE APPRAISED OF ANY IMPACTS THAT WERE SEEN THEY GIVE CONSIDERATION TO ENVIRONMENTAL IMPACT STATEMENTS AND TO ANY CONCERNS THE LOCAL, STATE AND FEDERAL GOVERNMENT HAVE THAT REGULATE THESE AREAS. HE WOULD ANTICIPATE THE COUNCIL WOULD CERTAINLY BE A PLACE OF BUSINESS TO WORK IN THIS AREA AND THEY WOULD ASK THEY PLEASE BE AWARE OR COGNIZANT AS YOU GO FORWARD WITH THIS PROJECT IF THE PEOPLE OF THIS COMMUNITY DECIDE THAT IS WHAT THEY WANT TO DO. HE HAS NO QUESTIONS; BUT, HE EXPRESSED HIS CONCERN AGAIN IN THAT SO FAR HE HAS NOT HEARD ANY CONSIDERATION GIVEN TO THE ENVIRONMENTAL ASPECTS OF THESE PROJECTS.

ED PRESCOTT RESPONDED TO MR. BOONE'S CONCERNS IN REGARD TO THE ENVIRONMENT. HE SAID IT DOESN'T MATTER IN A PUBLIC/PRIVATE PARTNERSHIP OR WHETHER IT IS A TOTALLY PRIVATE FACILITY OR A TOTALLY PUBLIC FACILITY, HE WOULD ASSURE HIM ALL OF US WHO LIVE HERE IN WASHINGTON COUNTY IS GOING TO BE CONCERNED ABOUT THE ENVIRONMENT. FOCUS 2000 IS GOING TO COMPLY WITH ALL THE REQUIREMENTS THAT RELATE TO REGULATORY AGENCIES AS IT RELATES TO THE HABITAT AND OUR ENVIRONMENT. IT CERTAINLY WANT BE NEGLECTED. THAT IS PART OF THE REASON AS MR. MEARS INDICATED THEY HAVE NOT EVEN SELECTED WHERE THE ALIGNMENT IS; THE ENGINEER HAS NOT EVEN HAD THE OPPORTUNITY TO LOOK AND SEE WHERE THE WETLANDS ARE, TO SEE WHERE PIECES OF PROPERTY THEY MIGHT BE ABLE TO WEAVE A CORRIDOR THROUGH. ALL OF THOSE THINGS WILL HAVE TO BE DONE OVER THE NEXT THREE TO SIX MONTHS BEFORE THEY CAN COME BACK AND SAY "HERE IS WHERE IT IS".

LINDA CAIN, MAYOR OF THE CITY OF CHIPLEY, ADDRESSED THE BOARD REPRESENTING THE CITY OF CHIPLEY. THEY NO VERY LITTLE ABOUT THIS PROJECT; NOBODY HAS REALLY MET WITH THE CITY OR TALKED TO THEM ABOUT ANYTHING. SHE APPRECIATES MR. MEARS MEETING WITH VERNON; BUT, SHE WOULD LIKE FOR HIM TO MEET WITH THE CITY OF CHIPLEY ALSO. THE CITY'S CONCERN IS THEIR DOWNTOWN AREA JUST LIKE HER FRIEND FROM VERNON BEING CONCERNED ABOUT HIS DOWNTOWN AREA. SHE KNOWS THERE IS A LOT OF TRAFFIC ON 77; BUT, ALL THAT TRAFFIC ON 77 PASSES THROUGH THE CITY OF CHIPLEY AND IT PUTS A LOT OF DOLLARS INTO THE MERCHANTS IN THE CITY OF CHIPLEY. IT PUTS A LOT OF TAX DOLLARS IN WASHINGTON COUNTY FOR THE GAS SOLD HERE. SHE APPRECIATES WHAT THEY DO AND APPRECIATES EACH ONE OF THEM; BUT, SHE JUST WANTS THEM TO REMEMBER, THEY NEED TO LOOK OUT FOR THESE CITIES. THEY DO NEED EXITS SO PEOPLE CAN GET OFF AND ON. SHE ADDRESSED HER DRIVING TO ORLANDO QUITE FREQUENTLY AND GETS ON THAT TOLL ROAD; THAT TOLL ROAD RIGHT NOW TODAY NEEDS REPAIR. WHY IS IT NOT REPAIRED; DOES IT NOT MAKE ENOUGH MONEY ON THE TOLLS TO REPAIR THE ROAD. THAT IS ANOTHER QUESTION THEY

NEED TO LOOK AT. CHIPLEY'S OTHER CONCERN WAS WHEN WASHINGTON COUNTY WOULD TAKE THE ROAD OVER. HOWEVER, THEY HAVE ANSWERED THIS AND SAID WASHINGTON COUNTY WOULDN'T KEEP IT BUT NINETY DAYS BEFORE THEY TURN IT OVER TO THE STATE. SHE ASKED WOULD THE STATE ACCEPT THAT ROAD AND IF THEY DON'T WHO IS GOING TO KEEP UP THAT TOLL ROAD. SHE REPLIED THE CITIZENS OF WASHINGTON COUNTY. THERE IS A LOT OF THINGS THE BOARD NEEDS TO THINK ABOUT BEFORE VOTING FOR THIS.

JOHN ROBERT MIDDLETON FROM PANAMA CITY SAID HE HAD BEEN CONCERNED ABOUT SOME OF THE STATEMENTS THAT HAS BEEN MADE HERE BY THIS GROUP OF MEN, FOCUS 2000, WHOEVER THAT IS. MR. PRESCOTT MADE A STATEMENT ABOUT IT BEING FIFTEEN YEARS BEFORE THEY WOULD HAVE ANY FURTHER ROADWORK ON 79; THAT IS NOT ACCURATE. HIGHWAY 79 IS GOING TO BE FOURLANED LONG BEFORE ANY FIFTEEN YEARS. HE HAPPENS TO BE INVOLVED IN THAT AND HE QUESTIONS THAT STATEMENT VERY MUCH.

MR. MIDDLETON ADDRESSED ALL THIS TALK ABOUT THIS BEING DONE TO GET TO THE AIRPORT IN PANAMA CITY. HIGHWAY 79 IS ONLY ABOUT 4.5 MILES FROM THE AIRPORT. IF YOU WANT TO GET ACCESS TO THE AIRPORT, ALL YOU HAVE TO DO IS PAVE 388, FOUR LANE IT, SIX LANE IT OR EIGHT LANE IT DOWN TO HIGHWAY 79 AND YOU'VE GOT ALL THE ACCESS TO THE INTERSTATE AND YOU WILL BEFORE LONG. LONG BEFORE THEY BUILD THE TOLL ROAD. THIS IS A RED HERRING'S IDEA THIS IS BEING DONE TO GET TO THE AIRPORT; THAT IS NOT NECESSARY AND IT WOULD BE A WASTE OF MONEY IF YOU BUILT THE PROJECT FOR THAT.

MIDDLETON CONTINUED SAYING ANOTHER THING THAT BOTHERS HIM VERY MUCH; THEY HAVE WORKED ABOUT SIX YEARS TO DEVELOP A SECTOR PLAN IN NORTHERN BAY COUNTY. IT IS A WONDERFUL PLAN AND INCLUDES 41,000 ACRES OF A PRESERVATION ZONE. IT HAS AN OVERLAY THAT DON'T SHOW ANYTHING LIKE A ROAD LIKE THIS COMING THROUGH IT. IT WOULD BE A TRAGEDY TO CUT THAT THING INTO GOING THROUGH THIS PRESERVATION AREA FOR THE BELATED ACCESS ROAD; IT WOULD BLOCK IT FROM ONE SIDE OF THE SECTOR PLAN TO THE OTHER. IT WOULD CUT THROUGH THESE AREAS THEY HAVE CONSIDERED TO BE SO IMPORTANT TO THE ENVIRONMENT. YOU CAN'T AVOID THOSE; YOU CAN'T AVOID THEIR SECTOR PLAN AND YOU CAN'T AVOID THEIR PRESERVATION ZONE. ALL HE WILL SAY ABOUT THAT IS HE IS NOT GOING TO JUST COME UP HERE AND TALK ABOUT THIS; HE IS GOING TO FIGHT THAT ANYWAY HE CAN TO SEE THAT DOESN'T HAPPEN.

MIDDLETON CONTINUED SAYING ANOTHER THING THAT BOTHERS HIM IS FOCUS 2000 IS SAYING THEY ARE GOING TO POO POO THIS OUT OF EMINENT DOMAIN; THEY ARE NOT GOING TO BUILD A ROAD LIKE THIS WITHOUT HAVING TO USE EMINENT DOMAIN A LOT. THIS IS A PRIVATE ENTITY BEING GIVEN THE POWER TO TAKE LAND; THAT BOTHERS HIM ALOT. HE THINKS IF HE, AND IT MAY COME TO IT AS HE HAS A FARM IN NORTHERN BAY COUNTY, THOUGHT HE COULD HAVE HIS FARM CUT INTO WITHOUT HIS CONSENT BY A PRIVATE COMPANY, IT WOULD UPSET HIM JUST AS IT UPSETS THESE PEOPLE IN WASHINGTON COUNTY.

MIDDLETON SAID HE IS CONCERNED ABOUT THIS BEING A PRIVATE OPERATION; BUT, THE SECRECY AND CONFIDENTIAL MEETINGS BOTHER HIM. THESE INTERNAL MAPS MR. MEARS SPOKE OF; IF THIS IS GOING TO BE AN ENTITY THAT HAS THE RIGHT OF EMINENT DOMAIN, THEY OUGHT NOT BE ANY INTERNAL MAPS THAT AREN'T AVAILABLE TO THE PUBLIC.

MIDDLETON SAID HE WAS A LITTLE BIT CONCERNED ABOUT THE WAY THIS MEETING HAS BEEN CONDUCTED AND HE SAID THIS RESPECTFULLY; FOCUS 2000 HAD THE FIRST 45 MINUTES AND THEY HAVE GOTTEN UP TO ANSWER QUESTIONS AND TO REBUT AND PROMOTE THEIR PROJECT. HE THINKS THE PUBLIC HAS BEEN SHORTCHANGED A LITTLE BIT IF THEY DON'T MIND HIM SAYING SO.

WES SWANSON, LYNN HAVEN, ADDRESSED THE BOARD STATING EXTENDING NORTH OUT OF TAMPA IS THE SUNCOAST PARKWAY; A PROJECT SIMILAR TO WHAT IS BEING DISCUSSED HERE THIS MORNING. RUNNING PARALLEL TO BUT SEPARATE FROM THE SUNCOAST PARKWAY IS THE SUNCOAST TRAIL WHICH IS AN ASPHALT PATH DESIGNED SPECIFICALLY FOR BICYCLISTS AND PEDESTRIANS THAT IS 41.2 MILES LONG. HE WONDERED IF THIS PROJECT BEING DISCUSSED THIS MORNING DOES COME TO FRUITION, IF THERE IS ANY CONSIDERATION GOING TO BE GIVEN TO CONSTRUCTING A BICYCLING, PEDESTRIAN CORRIDOR SIMILAR TO THAT OF THE SUNCOAST TRAIL.

MEARS RESPONDED TO SWANSON'S QUESTION. AS THEY ARE IN THE PROCESS OF DEVELOPING THE TOLL ROAD FACILITY, THEY HAVE A LOT OF OPPORTUNITIES AS THEY WILL HAVE EXTRA LAND, THEY WILL HAVE A LOT OF THINGS TO BE ENVIRONMENTAL. THEY ARE SO HOPEFUL THIS WILL BE THE FIRST GREEN PARKWAY IN AMERICA; THEIR GOAL IS TO MAKE THIS A GREEN DESIGNATION AND IN DOING SO, IT WILL BRING ATTENTION TO THEM, WASHINGTON COUNTY AND ATTENTION TO WHAT THEY ARE DOING. THEY ARE WORKING UNDER THE LEAGUES AND THE GREEN AND ALL THOSE THINGS THAT GIVE THEM THE PROPER DESIGNATION AND THE BICYCLE. THESE ARE THINGS THEY ARE TRYING TO DO. AS THEY GET TO MOVING FORWARD, THEY WILL HAVE A LOT OF MEETINGS ABOUT WAYS TO MAKE THE TOLL FACILITY EVEN MORE ENJOYABLE. AS YOU HEAR FOCUS 2000 TALK ABOUT THE QUALITY OF LIFE, RIDING BICYCLES MAY BECOME MORE THAN A QUALITY; IT MAY BECOME MORE OF A NECESSITY. IN DOING SO, THEY LOOK FORWARD TO SERVING THE PUBLIC WITH THOSE KIND OF OPPORTUNITIES.

DEBORAH ANDREWS ADDRESSED CONCERNS SHE HAD. SHE HAS HEARD PEOPLE SAY THEY ARE FEARFUL THE INTERSTATE WILL SPLIT THE COUNTY AND THEY WILL HAVE TO DRIVE ALL THE WAY TO HIGHWAY 20 OR ALL THE WAY TO CHIPLEY TO GET AROUND IT. THEY ARE CONCERNED ABOUT LIMITED ACCESS. HER QUESTION WAS, BEING FAMILIAR WITH SOME OF THE INTERSTATES THAT ARE BUILT ABOVE GROUND, IF THIS WAS GOING TO BE SOMETHING THAT WAS GOING TO BE BUILT ABOVE SO THEY WOULD HAVE OVERPASSES AT THEIR CURRENT MAJOR ROADS, SUCH AS CLAYTON ROAD OR THE DIFFERENT ROADS ALONG THE WAY SO AS NOT TO DIVIDE THE COUNTY. IF IT IS AN OVERPASS SYSTEM, THEY WILL HAVE TO WORRY ABOUT THE RUNOFF AND THE IMPACT ON THE ENVIRONMENT. SHE IS ALSO CONCERNED ABOUT THE SAFETY VEHICLES. IF THE TOLL ROAD IS BUILT ON THE GROUND, THEY HAVE TROUBLE WITH THEIR SAFETY VEHICLES BEING ABLE TO ACCESS AT JUST HIGHWAY 90 AND HIGHWAY 20. THAT ALSO NEEDS TO BE ADDRESSED.

ANDREWS MENTIONED THE LIMITED ACCESS AGAIN AND WHETHER THE TOLL ROAD IS GOING TO BE ABOVE GROUND OR ON GROUND LEVEL AND ABOVE GROUND IN CERTAIN AREAS. ANY IMPACT ON TRANSPORTATION, SUCH AS THE SCHOOLS, BECAUSE TRANSPORTATION HERE THEY SEEMINGLY DO CROSS EAST AND WEST AND THEY HAVE TO BE ABLE TO CROSS AT MORE THAN ONE OR TWO PLACES IN THE COUNTY.

SINCE WE DON'T KNOW THE ENGINEERING COMPANY YET OR THE ROUTE YET, IT MAY SEEM LIKE A MUTE POINT.

ED PRESCOTT SAID THEY APPRECIATE THE QUESTIONS AND CONCERNS THAT ANDREWS RAISED ABOUT CUTTING THE COUNTY INTO AND NOT PROVIDING ACCESS. HE BELIEVED MR. MEARS INDICATED, IN LOOKING AT THE BROAD AREA THEY ARE LOOKING AT, CURRENTLY, THERE WOULD BE A MINIMUM OF FOUR TO SEVEN INTERCHANGES HERE IN WASHINGTON COUNTY. EDWARD SAID HE ALSO MADE MENTION ANY OF THE OTHER CORRIDORS THAT WERE SIGNIFICANT CORRIDORS WOULD BE JUST LIKE WHERE THEY CROSS, FOR INSTANCE, ON THE ORANGE HILL HIGHWAY WHERE THEY CROSS LIMITED ACCESS TODAY, FALLING WATERS ROAD WHERE THEY CROSS LIMITED ACCESS TODAY, VERNON HIGHWAY WHERE THEY CROSS LIMITED ACCESS TODAY, ALL OF THOSE TYPES OF CONSIDERATIONS WILL BE DONE WITH THIS CORRIDOR IN ORDER TO PROVIDE NOT ONLY THE TOLL FACILITY BUT THE RIDE

ACCESS IN THIS COMMUNITY. WE WANT TO LIVE IN THIS COMMUNITY AND BE PART OF THIS COMMUNITY SO THEY ARE GOING TO CERTAINLY PROVIDE FOR THOSE TYPE OF THINGS IN ORDER TO MAKE IT COMPATIBLE.

ILA BURR, WASHINGTON COUNTY RESIDENT, SAID SHE HAD SAT HERE THIS MORNING LISTENING TO FOCUS 2000'S GREAT PRESENTATION; BUT, THE BIG PICTURE SHE GETS IS ALL THEY ARE ASKING FOR IS PERMISSION FROM THE BOARD OF COUNTY COMMISSIONERS A RESOLUTION TO FORM A CORPORATION. WE AS RESIDENTS DON'T HAVE ANY RIGHTS AT ALL TO SAY IF IT CAN GO BY THIS PERSON'S PROPERTY OR ANOTHER . NOTHING HAS BEEN SAID IF FOCUS 2000 HAS TO GET PERMISSION FROM FL-DOT IF THEY CAN PUT THIS ROAD IN; HOWEVER, IF SHE HAS A HOME AND SOMEBODY WANTS TO PUT A WAREHOUSE NEXT TO HER, SHE HAS TO COME AND REQUEST A LAND USE CHANGE. THAT IS NOT EVEN BEING DISCUSSED. HER QUESTION IS WHERE ARE HER RIGHTS; OBVIOUSLY SHE DOESN'T HAVE ANY. IT IS ALL IN THE COUNTY'S HANDS WITH THIS ONE RESOLUTION AND THEN FOCUS 2000 COULD JUST RUN IF THEY WANT TOO. HER QUESTION IS, AS A RESIDENT OF WASHINGTON COUNTY, IF IT COMES TO PASS AND LOOK HOW MANY PEOPLE ARE HERE CONCERNED WITH IT, CAN THEY PUT THIS ON A BALLOT FOR A WASHINGTON COUNTY RESIDENT TO VOTE ON IT TO SAY THEY DO OR DO NOT WANT THE LIMITED ACCESS HIGHWAY TO WASHINGTON COUNTY. THAT IS ALL SHE IS ASKING; SHE DOESN'T KNOW HOW TO WORD IT. BUT, SINCE SHE HAS NO RIGHTS, SHE ASKED AGAIN IF THERE WAS ANY WAY THEY CAN DO THAT. IF THEY, AS RESIDENTS, HAVE TO SIGN A PETITION TO PUT IT ON THE BALLOT, THEN LETS ADDRESS IT. IF THERE IS NO INTEREST, FINE, WE LET IT FALL THROUGH THE CRACKS OURSELVES. IF THERE IS, THERE IS PEOPLE HERE THAT SUPPORT IT AND PEOPLE THAT DON'T. IT IS ALL IN THE BOARD'S HANDS WITH ONE RESOLUTION TO FORM A CORPORATION; IT IS LIKE THE RESIDENTS HAVE NO CONTROL. SHE ASKED AGAIN THE BOARD GIVE CONSIDER- ATION TO PUT THE LIMITED ACCESS HIGHWAY TO WASHINGTON COUNTY ON A BALLOT. CERTAINLY THE TOLL ROAD IS GOING TO TAKE FIVE TO TEN YEARS TO HAPPEN; SO, THEY HAVE PLENTY OF TIME FOR THE PEOPLE TO VOTE ON IT.

MR. MEARS SAID WE ALL WANT OUR RIGHTS PROTECTED AND IN THIS PROCESS, THEY HAVE TO GO THROUGH, AS ILA SAID A WAREHOUSE GUY COMES, THEY ARE NO DIFFERENT THAN THE WAREHOUSE GUY. IF A GENTLEMAN COMES IN TOWN TODAY AND WANTS TO GO OUT AND BUY TWENTY ACRES AND PUT IN A NICE SUBDIVISION, HE HAS TO GO THROUGH A LOT OF HEADACHES. THAT IS WHY THE WORD DEVELOPER IS GETTING FEWER AND FEWER; BUT, FOCUS 2000 HAS TO CONFORM TO EACH AND EVERY ONE OF THOSE RIGHTS THAT ILA HAS. SHE GIVES UP ABSOLUTELY NOTHING.

WHETHER IT IS 77 OR 110 PEOPLE, ONCE FOCUS 2000 KNOWS THAT ROUTE, SAY THERE ARE 77 LANDOWNERS AND ALL 77 WANT TO SELL, DO THEY NOT HAVE THE RIGHT TO SALE. ILA SAID YES. MEARS SAID WHAT HE IS SAYING IF THEY DON'T WANT TO SELL, THEN FOCUS 2000 IS OUT OF HERE. THEY CAN ONLY DO WITH WHAT THE LANDOWNER LETS THEM DO.

ILA SAID AS A LANDOWNER, IF YOU PUT A WAREHOUSE NEXT TO HER WITH ALL THESE LOTS, YOU PUT A HIGHWAY TO IT AND ALL THIS NOISE, THAT IS GOING TO AFFECT HER QUALITY OF LIFE SO SHE DOES THINK THERE IS SOME CONSIDERATION GIVEN WITH THAT.

MEARS SAID ILA'S QUESTION WAS ABOUT RIGHTS. NOW THE QUALITY OF LIFE BECOMES ANOTHER ISSUE AS THEY TALKED ABOUT ADDING A GREEN HIGHWAY. THE GREEN HIGHWAY ADDRESSES THOSE. BUT, TO REFER TO ILA'S QUESTIONS ABOUT RIGHTS, HE HAS TO GO THROUGH EVERYTHING, COME BACK TO THE COUNTY, TALK ABOUT THIS AND ALL THE THINGS TO GET HIS PERMITS TO BUILD. IT IS NOT GIVEN TO HIM; HE HAS TO GO THROUGH ALL THE CONCEPTS. ON THE TIME, HE DOESN'T HAVE TEN YEARS; THEY ARE TALKING ABOUT 3.5 TO 4 YEARS AND SOMEBODY IS SAYING 5 YEARS. BUT, IN THAT 4 TO 5 YEARS, WE WILL BE RIDING ON THE ROAD. BUT ILA'S RIGHTS AS A LANDOWNER AND A NEIGHBOR ARE

PROTECTED; THEY HAVE NO AUTHORITY TO WAIVER. HE CAN'T BUILD ANYTHING WITHOUT GETTING PERMITS.

COMMISSIONER PATE SAID HE WAS GOING TO LET THE COMMISSIONERS CONSIDER WHAT THE LADY SAID ABOUT THE ROAD AND EXPRESS THEIR OPINION AT THIS TIME IF THEY SO WISH.

COMMISSIONER STRICKLAND SAID SOME OF THE PEOPLE IN THE AUDIENCE HAS A LOT OF LAND AND HE AGREES WITH THEM. THERE IS NO WAY HE COULD SET ON THE BOARD AND GO FOR EMINENT DOMAIN. THERE IS A LOT OF STUFF THEY STILL DON'T KNOW; CONCERN FOR THE AMBULANCE. WE CAN'T SUPPORT THE PEOPLE IN THE COUNTY WITH THE AMBULANCE SERVICE THEY HAVE NOW MUST LESS THAN VEHICLES ON THIS OTHER HIGHWAY THATS COMING IN. THERE IS A LOT OF STUFF THE BOARD NEEDS TO LEARN MORE ABOUT BEFORE THEY CAN DO ANYTHING. WHERE IT'S GOING? HE HAS BEEN HERE SINCE 2004 AND HE HAS NEVER SEEN THE OTHER THREE ROUTES FOCUS 2000 HAS BEEN TALKING ABOUT. WE NEED TO HAVE SOME PUBLIC HEARINGS IN CHIPLEY, VERNON AND EBRO SO THEY CAN BE INVOLVED. HE IS NOT GOING TO SIT UP HERE AND HAVE ONE MEETING AND BE DONE WITH IT. BEFORE HE VOTES ON ANYTHING, IT WILL BE OUT IN THE OPEN AND THEY WILL HAVE MORE THAN ONE PUBLIC HEARING TO DECIDE THIS.

COMMISSIONER FINCH SAID THEY KEEP TALKING ABOUT THREE ROUTES AND HE IS CERTAINLY FAMILIAR WITH THREE ROUTES AS HE WAS WORKING WITH METRIC ENGINEERING AT THE TIME THEY ACTUALLY WORKED ON THOSE AND HELPED DEVELOP THOSE ROUTES. BUT, HE CERTAINLY HASN'T BEEN SHOWN THAT EITHER ONE OF THOSE ROUTES IS THE ONE THEY ARE TAKING. FOR GENERAL INFORMATION, THOSE THREE ROUTES ARE PUBLIC INFORMATION. IF YOU WANT A COPY OF THAT, YOU CAN CERTAINLY GO GET THAT FROM FL-DOT. HE DOESN'T KNOW IF THAT IS GOING TO SHOW US ANYTHING; BUT, THAT IS PUBLIC INFORMATION AND IS AVAILABLE. IT IS A CORRIDOR AND IT IS SEVERAL MILES WIDE AS IT COMES THROUGH THOSE THREE ROUTES. IT IS NOT ANY SPECIFIC TYPE OF ROUTE.

COMMISSIONER FINCH SAID HE THOUGHT THE BIGGEST PROBLEM TODAY AND THE COMMISSION AND HE IS SPEAKING FOR HIM, THE BIGGEST PROBLEM HE IS HAVING IS HE STILL DOESN'T KNOW ENOUGH ABOUT ANYTHING AND HE DOESN'T WANT TO KILL THE PROJECT. BUT, HE DOESN'T WANT TO PAT FOCUS 2000 ON THE BACK AND TELL THEM HE APPROVES IT EITHER BECAUSE HE DON'T KNOW ENOUGH TO DO EITHER ONE. HE WOULD HATE TO JUST SAY "NO, WE ARE NOT GOING TO EVEN ENTERTAIN THE IDEA OF LISTENING" BECAUSE IT COULD BE A BIG BOOST FOR WASHINGTON COUNTY. IN INSTANCES THERE ARE FOUR OR FIVE INTERCHANGES THROUGHOUT WASHINGTON COUNTY, ONE AT VERNON AND ONE AT WHEREVER DOWN THE ROUTE, IT GIVES AN OPPORTUNITY FOR GROWTH. YOU CAN LOOK AT I-10 AND 77 AND THAT IS PROBABLY CERTAINLY ONE OF THE BIGGEST GROWTH AREAS IN WASHINGTON COUNTY. HE CAN SEE THAT BEING; BUT, HE DON'T WANT AND AGREES WITH COMMISSIONER STRICKLAND, TO GIVE FOCUS 2000 RIGHTS TO TAKE TY'S OR ANYBODY ELSE'S PROPERTY IF THEY DON'T WANT TO GET RID OF IT. BUT, HE WOULD HATE TO THINK THE DEAL HAS BEEN DONE AND IT IS GOING TO HAPPEN AND TY SAYS HE DON'T WANT TO DO IT AND FOCUS 2000 SAYS THEY ARE GOING TO MOVE TO THE NEXT PROPERTY OWNER.

TY SAID THE COUNTY COMMISSION HAS THE RIGHT TO DO IT. COMMISSIONER FINCH SAID HE DON'T HAVE A RIGHT TO MAKE A DECISION ON SOMETHING HE DON'T KNOW ABOUT. HE KNOWS THERE ARE A LOT OF PEOPLE AGAINST IT; BUT, HE KNOWS THERE IS A LOT OF PEOPLE FOR IT. HE IS JUST SAYING HE WANTS TO BE FULLY INFORMED BEFORE HE MAKES ANY KIND OF DECISION.

COMMISSIONER PATE SAID "YES" THE COUNTY DOES HAVE THE RIGHT FOR EMINENT DOMAIN; BUT, THAT DOES NOT MEAN THEY WILL EXERCISE IT.

TY SAID HE WANTED EVERYBODY TO UNDERSTAND THE COUNTY CAN TAKE THE PROPERTY.

BILL WILLIAMS, REPRESENTING HIMSELF, HIS CHILDREN, FAMILY, COLLEAGUES AND FRIENDS, SAID HE HAS HEARD A LOT HERE THIS MORNING AND HAS HEARD THE QUALITY OF LIFE. HE DON'T NEED A TOLL ROAD TO ENHANCE HIS QUALITY OF LIFE; HE HAS QUALITY OF LIFE IN WASHINGTON COUNTY RIGHT NOW. ONCE A TOLL ROAD COMES THROUGH HERE, IT IS GOING TO CHANGE THEIR WAY OF LIFE FOREVER. IT WOULD CHANGE THEIR ENVIRONMENT. ONE OF THE ROUTES HE HAS BEEN TOLD ABOUT THAT COMES RIGHT DOWN THROUGH ALLIGATOR CREEK BASIN WHICH WOULD COME RIGHT THROUGH HIS PROPERTY. SO HE THINKS IT WOULD DESTROY THE QUALITY OF LIFE WE KNOW IN WASHINGTON COUNTY.

BILL SAID THE OTHER WORD HE HAS HEARD IS PROGRESS. THE ONLY PROGRESS HE CAN SEE IS FOR THE PEOPLE BUILDING THESE ROADS. HE HAS HEARD NON-PROFIT. WE MAY NOT BE REAL SMART IN WASHINGTON COUNTY; BUT, WE HAVE MORE SENSE THAN TO THINK SOMEBODY IS NOT GOING TO PUT MONEY IN THEIR POCKET OUT OF THIS ROAD. HE IS A LITTLE HUMILIATED TO HEAR WHAT HAS BEEN PRESENTED TO US THIS MORNING TO THINK WE WOULD BE FOOLISH ENOUGH TO ACCEPT SOMETHING LIKE THIS AND NOT EVEN GIVEN ANYTHING. MAYBE WHEN FOCUS 2000 COMES IN HERE AND GIVES THEM THREE ALTERNATIVE ROUTES AND PUTS THEM IN HERE. HE SAID IT ALL SMELLS FISHY TO HIM; HE COULDN'T BUY IT. HE TOLD THE BOARD THEY COULD NIP THIS IN THE BUD THIS MORNING AND IT WOULD BE VERY EASY. ALL THEY WOULD HAVE TO DO IS VOTE ON A RESOLUTION NOT TO ACCEPT THE TOLL ROAD IN WASHINGTON COUNTY AND THEY WOULD BE FINISHED WITH THE PROJECT. IF THEY REPRESENT THE VOTERS IN WASHINGTON COUNTY, HE ENCOURAGED THEM TO DO THAT TODAY AND STOP THIS WHILE THEY HAVE A CHANCE AND IT WOULD ELIMINATE A LOT OF HEADACHES DOWN THE ROAD.

AL MANNY, MAYOR OF VERNON, SAID HE DID MEET WITH MR. MEARS YESTERDAY ABOUT 4:00 P.M. HE HAD JUNIOR MCKEITHON, VERNON COUNCIL PRESIDENT AND THE FISHERMAN IN THE GROUP. MR. MEARS CALLED AND SAID HE COULD GIVE THEM A LITTLE BRIEFING TO FIND OUT WHAT WAS GOING ON WITH THIS TOLL ROAD. THERE IS SO MANY PEOPLE THAT DON'T UNDERSTAND WHAT WAS GOING ON. MYSELF, HE HEARD JUST ONE EXIT AND THAT WAS GOING TO BE ON I-10. WE ARE JUST REALLY LACKING A LOT OF INFORMATION; THE INTERCHANGES, THE OVERPASSES, THE AVAILABILITY FOR EMS TO USE THE INTERSTATE OR TOLL ROAD. IS THIS GOING TO BE A GOOD THING FOR WASHINGTON COUNTY.

VERNON IS A SMALL COMMUNITY; THEY HAVE A GOOD QUALITY OF LIFE. THEY DO NOT WANT TO BE BYPASSED. BUT, THEN AGAIN, THEY DON'T WANT TO BECOME A LARGE CITY. VERNON IS NOT THAT WAY. BUT, WE ARE ALL WASHINGTON COUNTY RESIDENTS ON TOP OF THAT. WE ARE NOT INDEPENDENT PEOPLE; WE ARE WASHINGTON COUNTY RESIDENTS AND WE HAVE TO THINK ABOUT THAT AND WHAT IS BEST FOR WASHINGTON COUNTY. AND ALSO, WHAT IS GOOD FOR OUR CITY, THE SAME WAY AS CHIPLEY'S MAYOR. WE HAVE A RIGHT TO FIND OUT WHAT IS GOING ON. WE NEED MUCH MORE INFORMATION ON HOW IT IS GOING TO AFFECT US ECONOMICALLY AND ENVIRONMENTALLY. HE IS SURE FOCUS 2000 CAN'T DO ANYTHING WITHOUT FL-DEP GETTING THEIR HANDS IN THERE SOMEWHERE. FL-DOT HAS GOT TO BE INVOLVED. HE IS SURE THEY ARE GOING TO TELL FOCUS 2000 IF THEY ARE GOING TO BUILD A ROAD, THIS IS THE WAY IT HAS GOT TO BE BUILT. HE CAN'T BELIEVE YOU COULD BUILD A CORRIDOR RIGHT THROUGH THE COUNTY AND NOT BE ABLE TO GO BACK AND FORTH ACROSS. HE ASKED RON WHO IS LIABLE FOR THE INTERCHANGES IF THEY ARE GOING TO PUT AN OVERPASS; WHO BUILDS THAT. RON TOLD HIM FOCUS 2000 WILL DO THIS. HE IS WONDERING WHERE IS IT GOING TO END UP WHEN THIRTY YEARS GOES BY. HE JUST FOUND OUT TODAY, THIS WAS SOMETHING NEW, IT GOES BACK TO THE COUNTY. IS THE COUNTY GOING TO BE ABLE TO MAINTAIN IT. WELL, NO, IT IS GOING TO END UP WITH THE STATE. IS THE STATE GOING TO MAINTAIN IT; HOW MUCH IS IT GOING TO COST US WHEN IT GOES THAT WAY. THERE IS SO MANY QUESTIONS HE IS SURE THE PEOPLE NEED TO

HAVE ANOTHER CHANCE TO COME BACK AND BRING THEIR QUESTIONS. THEY CAN'T JUST THROW THIS ON US AND SAY WHAT IS YOUR QUESTION AND TODAY IS THE DAY YOU HAVE TO ANSWER IT. HE ASKED IF THE BOARD WAS GOING TO ENTERTAIN ANOTHER MEETING WHERE THE PEOPLE CAN COME BACK AND WRITE DOWN THE QUESTIONS THEY WANT TO KNOW SUCH AS WHAT ABOUT THIS HIGHWAY, ARE YOU GOING TO BUILD AN OVERPASS, ETC. THEY HAVE REALLY BEEN IN THE DARK AND SOME OF THE THINGS HAVE BEEN BROUGHT OUT; THE AMOUNT OF INTERCHANGES FROM 4 TO 7. THAT IS A WHOLE LOT OF DIFFERENCE; BUT, DOES IT REALLY DO US GOOD. HE DID ASK RON AND RON DID SAY FOCUS 2000 WOULD NOT BE BUILDING TOLLWAY PLAZAS SO PEOPLE WILL BE COMING THROUGH AND GETTING THEIR GAS ON THE TOLLWAY AND EATING ON THE TOLLWAY; THEY WILL HAVE TO GET OFF. HE JUST WANTED TO LET THE COUNTY COMMISSIONERS KNOW VERNON DIDN'T ENDORSE THE TOLL ROAD. JUNIOR LIKES TO FISH AND HE IS NOT GOING TO RIDE THE TOLLWAY; HE KNOWS THE BACK ROADS AND THAT IS ALL HE WANTS TO DO. AL SAID HE LIKES A TOLLWAY IF YOU HAVE TO USE IT, FINE. HE MOVED TO VERNON AND HE LIKES A SMALL COMMUNITY. WHEN HE WORKED BEFORE HE RETIRED, HE WAS ALWAYS IN A BIG CITY AND HE IS SO TIRED OF IT. HE DOESN'T LIKE GOING TO PANAMA CITY BECAUSE TRAFFIC IS TERRIBLE AND HE DOESN'T LIKE THAT. TOLLWAYS DON'T MAKE HIM HAPPY EITHER OR DRIVING DOWN THE INTERSTATE; HE HAD RATHER DRIVE DOWN THE OTHER ROADS. HE JUST THINKS THEY NEED A LOT MORE INFORMATION YET AND A TIME TO GET THEIR QUESTIONS IN TO GET ANSWERED. PEOPLE REALLY NEEDED A CHANCE TO GET ALL THEIR QUESTIONS IN.

COMMISSIONER PATE SAID THIS IS AN INFORMATIONAL MEETING AND THERE IS NO DOCUMENTS TO SIGN OR APPROVE TODAY; IT IS ALL TO BE WORKED OUT. THAT WAS A MISCONCEPTION THAT GOT OUT ALONG WITH SEVERAL OTHER PLANS, ETC. AND THAT HAS CAUSED A LOT OF CONSULTATION. THERE WILL BE SEVERAL MORE MEETINGS.

COMMISSIONER SAPP SAID HE WOULD LIKE TO BRING SOME THOUGHT CAPACITY INTO THE PROCESS TODAY; NOT NECESSARILY FOR THE PROJECT OR AGAINST IT. HE IS AGAINST PART OF IT. HE WOULD LIKE FOR CONSIDERATION FROM THE GROUP TO THINK ABOUT WASHINGTON COUNTY RESIDENTS AND FOCUS 2000 GROUP. THE WAY HE WOULD FORESEE THIS BENEFITTING THE COUNTY, AND NOT IMPACTING THE COUNTY AS SUCH, IS IF THEY COULD COME TO I-10, WOULD GIVE ACCESS TO INTERCHANGE ON UP TO MONTGOMERY, WHATEVER BUT NOT DIVIDE THE COUNTY AS SUCH. THEY COULD HIT I-10 AND THEY COULD GO EAST OR WEST; THAT POTENTIAL PROBABLY WOULD ENHANCE THE FOUR LANING OF 79 AND 77 MORE RAPIDLY WHICH WOULD GIVE THEM PLENTY OF ACCESS FROM BAY COUNTY FROM THE PORT AUTHORITY, ETC. TO THE TOLL ROAD. THIS YET WOULD NOT IMPACT THE COUNTY IN SUCH A WAY ANYBODY'S PROPERTY WOULD BE IMPEDED AS SUCH; BUT, IT WOULD ALSO GIVE US THE BENEFIT FOR A LOT OF ECONOMIC GAIN TO THE COUNTY BY HAVING THIS RURAL ACCESS THATS NOT GOING TO DIVIDE THE COUNTY IN HALF. YES IT WOULD INTERSECT I-10 WHICH WOULD GIVE US A MORE POSITIVE INFLOW OF TRAFFIC EAST AND WEST PLUS NORTH AND SOUTH. HE IS NOT AGAINST THE FOCUS 2000 GROUP AS LONG AS THEY KEEP IN MIND WHAT IS THE BEST INTEREST OF WASHINGTON COUNTY. IF THEY COULD DO SOMETHING TO LIMIT THAT ROUTE TO SAY NO FARTHER SOUTH THAN I-10 UNLESS THERE IS A NEED TO IN THE FUTURE YEARS; BUT, NOT AT THIS POINT IN TIME. IF WE COULD SEE THE DEVELOPMENT PROCESS TO I-10, HE THINKS IT WOULD GIVE A MORE LOBBYING AFFECT ON THE STATE TO WORK WITH THESE PEOPLE TO GIVE US FUNDS TO FINISH UP 79 AND 77 IF THEY PUT THE TOLL ROAD IN TO I-10. MAYBE HAVE A ROAD AROUND TO THE EDGE OF CHIPLEY AND DON'T COME RIGHT DOWN THROUGH TOWN; COME TO THE OUT- SKIRTS OF CHIPLEY AND HAVE A NICE INTERCHANGE THERE WHERE THAN CAN ACCESS CHIPLEY AND NOT GO AROUND IT. THAT WOULD GIVE US THE BEST OF BOTH HE THINKS FOR WASHINGTON COUNTY.

LAVONNA HOWELL ADDRESSED THE BOARD SAYING HER SUGGESTION WAS JUST FOR THE COMMISSION; MR. STRICKLAND ADDRESSED WHAT SHE WANTED TO SAY. SHE DOES AGREE THERE SHOULD BE OTHER PUBLIC MEETINGS THROUGHOUT THE COUNTY. SHE THINKS VERNON AND OTHER AREAS AND SHE ALSO THINKS IT SHOULD BE AT A TIME WHEN THERE ARE PEOPLE WHO WORK CAN COME. MOST OF THESE PEOPLE HERE ARE EITHER RETIRED OR PRIVATELY EMPLOYED AND SHE DOES THINK THERE ARE A LOT OF PEOPLE WORKING IN OTHER AREAS WHO WOULD LOVE TO BE AS INFORMED AS THEY ARE TODAY. SHE SUGGESTED THE BOARD HAVE OTHER MEETINGS THROUGHOUT THE COUNTY AND TO TRY TO SCHEDULE SOME AT A NON-WORKING TIME.

LARRY KELLY, DISTRICT SECRETARY OF TRANSPORTATION FOR NORTHWEST FLORIDA, SAID HE APPRECIATED THE OPPORTUNITY TO SPEAK; HE WAS ONLY GOING TO SPEAK IF HE WAS ASKED TO BUT HE ALWAYS STANDS READY TO OFFER ANY CLARIFICATION TO ANY OF THE ISSUES FROM A DOT STANDPOINT. THEY HAVE ALWAYS TRIED TO BE PART OF THE COMMUNITIES HERE IN NORTHWEST FLORIDA AND THEY ALWAYS STAND BY FOR TECHNICAL ADVICE TO CITIES AND COUNTIES WHEN THAT NEED ARISES. IT LOOKS LIKE THEY ARE AT THAT POINT. HE WANTED TO CLARIFY AT LEAST THREE THINGS:

1. WHAT THE PARTICIPATION IS OF FL-DOT IN THE PROJECT
2. THE POSITION OF FL-DOT IN REGARDS TO MANY OF THESE THINGS
3. THE AFFECT THIS PROJECT COULD OR COULD NOT HAVE ON OTHER PROGRAMS FL-DOT HAS GOING

AS FAR AS THE PARTICIPATION LEVEL, LARRY SAID HE THINKS SOME REPRESENTATIVES FROM ALABAMA AND POSSIBLY SOME OF THIS GROUP DID TRAVEL TO TALLAHASSEE A FEW MONTHS BACK AND MEET WITH THE SECRETARY OF TRANSPORTATION, WHO IS HIS BOSS IN TALLAHASSEE, WHO IS OVER THE WHOLE STATE AS FAR AS TRANSPORTATION GOES. HE DON'T KNOW THE TOTAL CONVERSATION THAT TOOK PLACE. HE THINKS IT IS JUST A HEADS UP THEY WERE ABOUT TO PROCEED IN PURSUING THIS INITIATIVE IN NORTHWEST FLORIDA AND GIVING HER AN IDEA THIS WAS GOING TO TAKE PLACE. HE THINKS THAT WAS WHAT HAPPENED; HE WASN'T INVITED TO THE MEETING AND HE HASN'T HAD ANY DISCUSSIONS WITH THIS GROUP AS FAR AS HIS POSITION IN NORTHWEST FLORIDA. SO WE ARE NOT A PARTY IN DOT DIRECTLY TO THIS PUBLIC/PRIVATE PARTNERSHIP. FOCUS 2000 HAS DECIDED TO WORK THROUGH THE COUNTY IN THIS CASE AND THAT IS FINE. THAT IS OKAY WITH FL-DOT; THERE ARE MANY DIFFERENT KINDS OF PUBLIC/PRIVATE PARTNERSHIPS IN FLORIDA RIGHT NOW AS FAR AS TRANSPORTATION GOES. THE FL-DOT IS A PARTY TO SOME IN OTHER PARTS OF THE STATE AND TO HIS KNOWLEDGE THEY ARE NOT A PARTY TO ANY IN NORTHWEST FLORIDA. THEIR PARTICIPATION LEVEL RIGHT NOW WITH FOCUS 2000 IS JUST A BYSTANDER WATCHING WHAT IS GOING ON AND AT A PROPER TIME, IF CERTAIN THINGS HAPPEN, THEY MAY BE DIRECTED IN. SOME OF THOSE CERTAIN THINGS MIGHT BE IF FOCUS 2000 CONNECTS TO THE INTERSTATE, FL-DOT WOULD BE CALLED IN TO WORK WITH THEM ON A CONNECTION PERMIT. IF SOMEBODY ALONG THE WAY FEELS THAT FL-DOT MIGHT END UP WITH THE PRODUCT IN THE END, THEY WILL WANT TO HAVE A SAY SO TO SOME DEGREE ON HOW THE PROJECT IS DESIGNED TO CERTAIN SAFETY STANDARDS. BUT, JUST TO CLARIFY THE FL-DOT'S PARTICIPATION AT THIS POINT, LARRY SAID THEY ARE NOT DIRECTLY INVOLVED WITH FOCUS 2000 NOR HAVE THEY HAD CONVERSATION WITH THIS GROUP AT HIS LEVEL AND THEY ARE STANDING BY TO SEE WHAT PROGRESSES.

THE POSITION ON FL-DOT, AS FAR AS THIS PROJECT, HOW THEY FEEL ABOUT IT, YOU ARE NOT GOING TO FIND HIMSELF OR ANY TRANSPORTATION OFFICIAL PROBABLY ANYWHERE THAT IS NOT GOING TO SPEAK GOOD ABOUT ADDITIONAL LANES BEING PROVIDED. ANY ADDITIONAL LANES, ESPECIALLY IN THIS CASE, COMING OFF THE COAST INCREASES THE SAFETY FACTOR OF EVACUATION AWAY FROM THE

BEACHES. ANY ADDITIONAL LANES BY ANY MEANS, WHETHER IT IS FOCUS 2000 OR ANY ORGANIZATION OR DOT, ANY ADDITIONAL LANES ANYWHERE USUALLY PROVIDES SOME DEGREE OF RELIEF TO CONGESTION ON SOME OTHER ROAD SOMEWHERE. HE HAS TO SAY FL-DOT SUPPORTS, AND LISTEN CAREFULLY, THEY SUPPORT THE ADDITION OF LANES IN NORTHWEST FLORIDA THAT PROVIDES RELIEF TO EVACUATION AND CONGESTION. HOWEVER, FL-DOT FEELS IF THE COUNTY IS INVOLVED OR ANY PRIVATE GROUP DOING BUSINESS IN NORTHWEST FLORIDA TO THE MAGNITUDE THIS WILL BE THERE IS A PUBLIC AND A PRIVATE RESPONSIBILITY TO DO BUSINESS IN A GOOD, ETHICAL WAY. THEY CERTAINLY WOULD SUPPORT, AND FEEL LIKE, THAT ANY ENTITY, THE FL-DOT OR FOCUS 2000, WOULD HAVE THE RESPONSIBILITY OF DEFINING WHAT THE PROCESS IS THEY ARE GOING TO GO THROUGH TO GET FROM WHERE WE ARE NOW TO POSSIBLY TO AN END PRODUCT AND SHARE THAT WITH THE PUBLIC AND THEY PRIDE THEMSELVES IN FL-DOT IN HAVING A PROCESS PUBLICIZED THAT DOES CONSIDER ADVERSE IMPACTS TO PROPERTY OWNERS, THE PUBLIC AND COMMUNITIES. FL-DOT CAN'T ALWAYS ACCOMODATE THEM AND OFTEN TIMES THEY DO HAVE TO VOTE THE EMINENT DOMAIN PROCESS TO GET THERE. BUT, THEY ALWAYS TRY TO REMEMBER THE GREATER PUBLIC NEED AS THE DRIVING INFLUENCE THERE. FL-DOT DOES SUPPORT A PROJECT THAT ADDS LANES THAT OFFERS THIS KIND OF RELIEF; THEY ARE CONCERNED THAT ANY ORGANIZATION THAT THEY FOLLOW THE PROCESS THAT DOES LISTEN TO AND AS MUCH AS POSSIBLE NOT HAVE ANY ADVERSE IMPACTS ON COMMUNITIES AND PRIVATE INDIVIDUALS.

THE ISSUE OF DOT TAKING THE ROAD OVER, LARRY SAID HE DIDN'T BRING AN ATTORNEY WITH HIM AND HE IS NOT FAMILIAR WITH WHAT THEY ARE TALKING ABOUT THAT THE ROAD MUST GO TO THE STATE IN NINETY ONE DAYS. USUALLY, OF COURSE WHEN YOU HAVE THE LAW LOOKING AT YOU IN THE FACE, THEY TRY NOT TO BREAK THE LAW AND IF THAT DICTATES THINGS AT THAT TIME, THAT IS WHAT WILL HAPPEN. USUALLY THE DOT IS INVOLVED INITIALLY IN SOMETHING LIKE THIS AND THEY DISCUSS SOME OPPORTUNITIES POSSIBLY TO END UP IN THE STATE'S HANDS IN THE END. THEY EXPRESS THEIR CONCERNS EARLY ON TO CERTAIN THINGS BEING BUILT TO CERTAIN STANDARDS IF THEY ARE GOING TO END UP BEING THE OWNER.

LARRY WANTED TO ALSO MENTION HE COULDN'T DISPUTE ANY OF THESE GENTLEMEN'S DISCUSSION ABOUT THE FINANCIAL SITUATION OF THE STATE AND DOT AT THIS POINT IN TIME. THEY ARE ON A DECLINE INSTEAD OF AN INCLINE; PEOPLE ARE STILL LOOKING FOR THE BOTTOM IN THIS ECONOMIC SITUATION AND NOBODY CAN PREDICT THE FUTURE. NOT HIMSELF, NOT ANYBODY ELSE SO THEY DON'T KNOW WHERE THE BOTTOM IS. THEY LISTEN TO SOME EXPERTS AND THINK THERE IS A BOTTOM SOMEWHERE IN THE NEXT COUPLE OF YEARS AND THAT IT WILL TAKE A TURN BACK UP. THE FINANCIAL SITUATION IS AS THESE PEOPLE HAVE DESCRIBED IT. FL-DOT IS LIMITED IN FUNDS RIGHT NOW; THEY ARE ON STANDBY TRYING TO FIGURE OUT WHAT HAPPENED IN THE LEGISLATIVE SESSION AND HOW THAT RELATES TO THEIR INDIVIDUAL PROGRAMS IN DOT AND HE HOPES TO HAVE SOME WORD IN A COUPLE OF WEEKS ON THAT. THE DOLLAR SITUATION IS SERIOUS AND DOT SUPPORTS PUBLIC/PRIVATE PARTNERSHIPS AS A FUTURE MECHANISM TO DEAL WITH THEIR TRANSPORTATION NEEDS ALL OVER THE STATE. EVERYWHERE HE GOES PEOPLE ASK HIM WHAT IS THE FUTURE OF TRANSPORTATION AND HE HAS TO TELL THEM WITH ALL HIS WISDOM, WHICH IS NOT MUCH SOMETIMES, THEY ARE SOMEWHERE BETWEEN THE OLD WORLD AND THE NEW WORLD. THEY ARE KIND OF AT A PIVOT POINT HERE AND THEY HAVEN'T FIGURED OUT THE NEW WORLD YET; BUT, THE OLD WORLD IS NOT GOING TO WORK IN THE FUTURE WITH THE PRESENT TAX SYSTEM LIKE IT IS. IT IS GOING TO TAKE SOME PRIVATE DOLLARS IN THE FUTURE TO BUILD THE ROADS THEY ARE GOING TO NEED. DOT DOES SUPPORT, GENERALLY SPEAKING, THE CONCEPT OF PUBLIC/PRIVATE PARTNERSHIPS.

LARRY ADDRESSED HOW THIS TOLL ROAD MIGHT AFFECT OTHER THINGS FL-DOT HAS GOING ON. DOT IS NOT RUNNING OUT TRYING TO REMOVE ANY OF THEIR

IMPROVEMENT PROJECTS THAT ARE PROGRAMMED ON 77 AND 79. IT IS TRUE, ASIDE FROM WHAT YOU SEE FOUR LANED RIGHT NOW, DOT ONLY HAS MONEY WITHIN THEIR FIVE YEAR PROGRAM TO FOUR LANE ABOUT AN ADDITIONAL EIGHT MILES ON HIGHWAY 79, WHICH WOULD BRING THEM ABOUT SIX OR SEVEN MILES NORTH OF EBRO. THAT IS THE ONLY CONSTRUCTION DOLLARS THEY HAVE IN THEIR PROGRAM TO CONTINUE FOUR LANING. THEY ARE CONTINUING TO DO DESIGN WORK AND HE THINKS THEY HAVE ABOUT FOURTEEN MILLION DOLLARS PRESENTLY BUDGETED TO DO DESIGN WORK ALL THE WAY UP TO I-10 ON STATE ROAD 79. ON STATE ROAD 77, THEY ARE DOING DESIGN WORK ON A SOUTHERN SEGMENT NORTH OF THE FOUR LANING THAT EXISTS AT THE COUNTY LINE AND THEY ARE DOING DESIGN WORK JUST SOUTH OF CHIPLEY. AS MR. PRESCOTT MENTIONED, THERE IS A GAP IN THE MIDDLE THEY HAVEN'T ADDRESSED YET. THEY HAVE AN INVESTMENT ON CONTINUING TO DEVELOP PLANS TO FOUR LANE 77 AND 79. IT IS PRACTICALLY IMPOSSIBLE TO DETERMINE HOW LONG THAT WILL TAKE BECAUSE SOME OF THESE FUNDS HE JUST MENTIONED MAY TAKE A HIT IN THIS LATEST LEGISLATIVE SESSION. BUT, THE NEEDS ARE GREAT. HE DID SOME ROUGH NUMBERS BEFORE HE CAME TO THIS MEETING AND TO TOTALLY FOUR LANE 77 AND 79, FROM WHERE THE FOUR LANE ENDS NOW ALL THE WAY TO I-10, IT IS GOING TO TAKE ABOUT \$800 MILLION DOLLARS. THAT IS DESIGN, RIGHT OF WAY CONSTRUCTION, CONSTRUCTION INSPECTIONS AND ANY MITIGATION FOR ENVIRONMENTAL PERMITS. THEY ONLY HAVE ABOUT \$180 MILLION OF THAT \$800 MILLION PLUS PROGRAMMED AT THIS TIME; SO, THE NUMBERS PRETTY MUCH DICTATE SOME OTHE METHOD THAN THE OLD STATE GAS TAX DOLLAR FOR SOLVING ALL THE PROBLEMS IN THE FUTURE WHICH IS WHY THEY SUPPORT PRIVATE INITIATIVES AND PUBLIC/PRIVATE PARTNERSHIPS. LARRY SAID HE HOPED THIS HAS CLARIFIED SOME OF THE THINGS THAT HAVE BEEN TALKED ABOUT THIS MORNING. FL-DOT SUPPORTS THE CONCEPT, PARTNERSHIP, ADDITIONAL LANES; BUT, AS MANY OF THE PEOPLE HERE, THEY DON'T SEE THEMSELVES AS THE PROTECTORS OF THE COMMUNITY NECESSARILY. BUT, THEY ARE CONCERNED WITH THE PROCESS THAT IS FOLLOWED ALONG THE WAY TO GET FROM BEGINNING TO END.

LUTHER STRANGE PRECLUDED FOR FOCUS 2000 SAYING THANK YOU TO THE CHAIRMAN AND ALL THE COMMISSIONERS FOR LETTING THEM HAVE THIS OPPORTUNITY. THEY REGRET THERE WAS ANY MINSINFORMATION OR FAULTY, ERRONEOUS MAPS, ETC. THAT GOT OUT; BUT, HE CAN TELL THEM FROM HIS OWN EXPERIENCE IN DOING MAJOR CORRIDORS THROUGHOUT THE SOUTHEAST, THE PROCESS THE COMMISSIONERS FOLLOWED IS STANDARD PROCEDURE AS FAR AS HIS EXPERIENCE GOES. BECAUSE IF SOMEONE WANTS TO CONSTRUCT SOMETHING, COME HEAR THE COMMUNITY. ANY COMMUNITY WITH AN ECONOMIC DEVELOPMENT PROJECT, THEY WOULD TYPICALLY GO TO ONE PERSON, MAYBE THE CHAMBER EXECUTIVE, ECONOMIC DEVELOPMENT RECRUITOR OR THE CHAIRMAN OF THE COMMISSION AND ASK THEM TO SIGN A CONFIDENTIALITY AGREEMENT IF THEY TALK ABOUT SPECIFICS OF WHAT THEY PLAN TO DO. THEN THE NEXT STEP IS ACTUALLY TO COME BEFORE THE PUBLIC AND THROUGH ACTING THROUGH THE COUNTY GOVERNMENT EXPLAIN IT AS YOU GO FORWARD. THAT IS REALLY WHAT THE PURPOSE OF THIS MEETING IS; THIS IS THE FIRST TIME YOU ARE HEARING ALL OF THIS AND AS THEY TRIED TO EXPLAIN AT THE VERY BEGINNING, THIS IS CREATIVE. THEY CAN'T GO ON THE INTERNET AND SAY EXACTLY WHAT IS THIS BECAUSE IN TODAY'S ENVIRONMENT WHAT HAS BEEN SAID ABOUT THE AVAILABILITY OR LACK OF AVAILABILITY OF STATE AND FEDERAL FUNDS AND COUNTY MONEY, THERE IS NOT EVEN ENOUGH MONEY TO REPAIR THE ROADS WE HAVE. IF YOU ARE GOING TO BUILD AN ECONOMIC DEVELOPMENT CORRIDOR, YOU HAVE TO BE CREATIVE AND THINK OF SOMEWAY TO DO IT. IN THIS CASE, PUBLIC/ PRIVATE PARTNERSHIP USING A NON-PROFIT ENTITY SIMPLY MEANS UNDER THE TAX LAWS, THERE HAS TO BE, IF YOU WANT TO DO THIS WITH NON-TAXABLE FINANCING, YOU GO TO WALL STREET AND SAY WILL YOU SUPPORT THIS PROJECT AND BUY THESE BONDS AND PAY FOR THIS ROAD AND LET US PAY YOU BACK

WITH REVENUE FROM A TOLL ROAD, YOU HAVE TO HAVE A PUBLIC FUND FOR THOSE FUNDS. THAT SIMPLY MEANS YOU HAVE TO HAVE A PARTNERSHIP THAT WOULD BE A PRIVATE CONSTRUCTION PROJECT HERE; IT WILL BUILD, DESIGN AND OPERATE THIS THING, PAY FOR IT AND GIVE IT BACK TO THE SPONSORING STATE ENTITY. THAT IS KIND OF THE STRUCTURE; THAT IS WHAT IS CREATIVE. THAT IS WHAT IS INTERESTING ABOUT IT.

LUTHER REFERRED TO SOMEBODY SAYING IS ANYBODY GOING TO BE MAKING MONEY OUT OF THIS TOLL ROAD. HE SAID HE GUESSED IT IS TO SAY, HE LOOKS AT IT THE SAME WAY AS A REPAIR OF 77; HE GUESSED SOMEBODY HAS GOT TO PAY TO GO TO PUT SOME ASPHALT DOWN TO FIX THE POTHOLES. THAT IS KIND OF THE WHOLE BUILD OF A PUBLIC/PRIVATE PARTNERSHIP. THE FEDERAL GOVERNMENT SAYS THEY HAVE NO MONEY TO DO ANYTHING LIKE THIS. FOR TWENTY FIVE YEARS, PEOPLE HAVE BEEN MEETING GOVERNORS HE WAS TOLD; HE WOULDN'T AT ALL THESE FISH FRYS. THE GOVERNORS OF FLORIDA AND ALABAMA HAVE BEEN GETTING TOGETHER EVERY YEAR ON A BORDER SOMEWHERE SAYING THEY SURE DO NEED TO HAVE A CORRIDOR THAT GOES NORTH/SOUTH. THEY HAVE HEARD FROM HOUSTON COUNTY AND PORT OF PANAMA CITY. IT HAS BEEN TWENTY FIVE YEARS AND WE SAY AS I UNDERSTAND IT THIS PROJECT HAS BEEN GOING FOR TWENTY FIVE YEARS. BASICALLY, WE SAY HOW ARE WE GOING TO GET THIS THING BUILT AND WHERE WILL IT GO. THERE HAS BEEN THREE ROUTES PLANNED. FIVE OR SIX YEARS GOVERNORS AND THE NEW SENIOR FOLKS IN THE COMMUNITIES FROM ALL AROUND HERE HAVE BEEN MEETING FOR TWENTY FIVE YEARS AND THEY HAVE NEVER FIGURED OUT HOW TO DO IT. WHAT FOCUS 2000 IS COMING WITH THEM TODAY AND THIS IS THE FIRST TIME THE PEOPLE ARE HEARING IT, THEY HAVE BEEN THINKING AND SCRATCHING THEIR HEADS ABOUT HOW THIS MIGHT WORK AND SO HE CAN UNDER- STAND ALL THESE QUESTIONS. HE HOPES THERE WILL BE A LOT MORE MEETINGS AS THEY GO THROUGH THIS SO THEY WILL ALL GO THROUGH IT AND UNDERSTAND IT AND THEN THE COUNTY WILL HAVE TO MAKE THE DECISION AS TO WHETHER OR NOT THIS IS SOMETHING THEY WOULD LIKE TO CONSIDER. THEN, THERE WILL BE A TON OF MORE STEPS TO GO ON PAST THAT INVOLVING THE ENVIRONMENT, PERMITTING, NEGOTIATIONS, PUBLIC NOTICE, ETC. HAVING SAID THAT, IF IT IS A PRIVATE FIRM, IT CAN BE DONE FASTER, QUICKER TO THE STATE DOT STANDARDS, FEDERAL STANDARDS, ETC. HE THANKED THE PEOPLE FOR THEIR PATIENCE AND APPRECIATED THEIR QUESTIONS; FOCUS 2000 WILL CONTINUE TO ANSWER THEM AND LOOK FORWARD TO THE NEXT OPPORTUNITY TO DO THAT. HE WILL BE AVAILABLE TO ANSWER ANY QUESTIONS AT ANY TIME AS THEY MOVE FORTH.

COMMISSIONER PATE THANKED FOCUS 2000 FOR COMING AND MAKING A PRESENTATION; HOPEFULLY, THEY ANSWERED THE QUESTIONS THAT HAVE BEEN BROUGHT UP. PATE SAID THEY ARE NOT EVEN CLOSE TO MAKING ANY DECISIONS TODAY ON IT. FOCUS 2000 HAS IT DOWN TO THREE ROUTES AND THEY HAVE TO ANALYZE THEM.

MR. PRESCOTT WANTED TO MAKE ONE LAST COMMENT; IN PART OF THE THINGS HE STATED, HE MADE A REFERENCE TO ONE OF THE HUGE PROPERTY OWNERS DOWN IN THE SOUTHERN PART OF THE COUNTY AND BAY COUNTY, THE KNIGHT CORPORATION, AND HE DIDN'T INTEND TO IMPLY THIS ROADWAY HAD SOMETHING TO DO WITH IMPACTING WHAT IS BEING DONE THERE. HE WANTED TO MAKE SURE THAT WAS CLEAR; THIS ROADWAY IS NOT NECESSARILY CONNECTED TO WHATEVER IS DONE THERE. THOSE THINGS ARE INDEPENDENT OF ONE ANOTHER.

COMMISSIONER FINCH ASKED IF THERE WAS ANY KIND OF IDEA OF THE SCHEDULE WHEN OTHER MEETINGS WOULD TAKE PLACE AND MAYBE PEOPLE COULD COME AFTER TODAY WITH SOME QUESTIONS THEY COULD SUBMIT THROUGH THE COMMISSION OR MR. PRESCOTT OR SOMEBODY SO FOCUS 2000 WOULD ACTUALLY HAVE THE QUESTIONS THE PEOPLE WANT ANSWERED AHEAD OF TIME. HE THINKS PEOPLE ARE STILL GOING AWAY ABSOLUTELY NOT KNOWING ALOT; BUT, CERTAINLY KNOWING MORE

THAN THEY DID. HE SAID HE APPRECIATED FOCUS 2000 COMING AND MAKING A PRESENTATION; IT WAS GOOD. HE STILL THINKS THEY HAVE A LONG WAY TO GO.

COMMISSIONER FINCH SAID THROUGH FL-DOT THEY ALWAYS KNEW FIVE TO TEN YEARS WHAT THE PLAN WAS WHEN HE WORKED WITH FL-DOT. THEY HAVE JUST LEAPED FORWARD AND ALL OF A SUDDEN THEY HAVE KNOWN ABOUT A MONTH THERE IS SOMETHING THAT IS GOING ALL THE WAY THROUGH THE COUNTY AND THAT IS SORT OF STARTLING TO HIM.

COMMISSIONER PATE SAID ACTUALLY THEY ARE IN YEAR ONE WITH THE FIVE YEAR PLAN ON THIS THING.

COMMISSIONER FINCH SAID IT DIDN'T SOUND LIKE TO HIM FOCUS 2000 WAS GOING TO WAIT FIVE YEARS TO START BUILDING; THEY WILL BE DRIVING ON IT IN FIVE YEARS IS WHAT HE UNDERSTOOD.

MEARS TOLD THE BOARD HE HAD BEEN MIDLAND CITY AND HIGHWAY 231; THE DESIGN WORK FROM 231 TO 84 HAS ALREADY STARTED. IT STARTED UP THERE BECAUSE THAT WAS THE WISHES OF THE ALABAMA DOT. THE THING IS THEY GOT TO ACROSS THE CIRCLE; GOING AROUND THAT AREA WHEN YOU HIT THE NORTH END OF THE SOUTH END AND IF YOU ARE LUCKY, IT IS AN HOUR ALMOST GETTING AROUND. SO THE PRESSURE HAS BEEN REALLY UP THERE ON ALABAMA DOT BY THE RESIDENTS OF HOUSTON COUNTY TO HELP GIVE THAT CITY SOME RELIEF. EVERYTHING HAS ITS STARTING POINT AND THAT WAS THE STARTING POINT. AS WE COME SOUTH, IT WILL START SLOWING DOWN BECAUSE ALABAMA HAS DONE A LITTLE MORE ON THE FRONT END OF THE CURVE.

COMMISSIONER FINCH SAID HE AGREES WITH COMMISSIONER SAPP TOO. HE THINKS IT WOULD BE A GREAT THING IF THEY HAD SOMETHING DESIGNED TO I-10 FIRST AND THAN MAYBE SOMEHOW PHASING IN THE FUTURE IF IT GOES FORWARD AND AGAIN HE DOESN'T KNOW IT IS. ASSUMING THE COUNTY WOULD MOVE FORWARD, THEY HAVE SO MANY THINGS FOCUS 2000 HAS AGREED THEY WILL DO THIS, PUT IN INTERCHANGES, ETC., HE WOULD LIKE TO SEE THAT DOCUMENTED IN A CONTRACTURAL DOCUMENT THAT SAYS ACTUALLY THIS IS WHAT IS GOING TO HAPPEN. WHEN HE TRIES TO MAKE A DECISION, HE WANTS TO PUT THE PLUSSES AND MINUSSES. HE ASKED FOCUS 2000 TO PREPARE A LIST OF THE PLUSSES AND MINUSSES BEFORE THEY COME BACK TO THE NEXT MEETING; THEY KNOW WHAT IS GOING TO WORK AND WHAT IS NOT. HE REITERATED ONE OF THE BIG THINGS AND THE PEOPLE ARE CONCERNED ABOUT IS ACCESS TO IT IF IT WERE TO HAPPEN. JUST BECAUSE HOUSTON ROAD MAY BE A DIRT ROAD, THEY WOULD STILL LOVE TO GET ACROSS IT AND THOSE KIND OF SITUATIONS, YOU DON'T WANT TO CUT THE COUNTY APART. BY DOCUMENTING WHAT FOCUS 2000 WOULD DO OR WOULD NOT DO. HE OWNS A SMALL BUSINESS AND DEALS WITH PEOPLE EVERY DAY AND PEOPLE WILL LIE TO YOU.

MEARS SAID FOCUS 2000 HAS HEARD WHAT THE BOARD HAS SAID. THEY ARE A LOT MORE ENLIGHTENED ABOUT WHAT COMMISSIONER SAPP SUGGESTED, WHAT COMMISSIONER PATE SAID AND COMMISSIONER STRICKLAND. FOCUS 2000 HAS GOTTEN A LOT OUT OF THIS MEETING THEMSELVES. THAT IS WHY THEY WANTED IT BECAUSE THEY HAVE TO LISTEN AND IT IS A JOINT EFFORT. FOCUS 2000 WILL LIKELY GET BACK SOMEWHERE HERE IN PROBABLY WITHIN THE NEXT TWO OR THREE WEEKS BECAUSE THEY WANT TO DEFINITELY KEEP IT GOING SO THEY CAN GAIN KNOWLEDGE IN BOTH ENDS, FROM THE PUBLIC AS WELL AS FROM FOCUS 2000'S END.

COMMISSIONER HOLMAN COMMENTED THE EMINENT DOMAIN HE IS AGAINST. IF THERE IS ANY WAY THEY CAN WORK AROUND THAT, IT WOULD BE DIFFERENT. HE IS AGAINST EMINENT DOMAIN AND HE WILL NOT VOTE ON THIS RESOLUTION WITH HAVING TO USE THAT BECAUSE PEOPLE WORK HARD FOR THEIR PROPERTY. THERE IS PEOPLE THAT IS RETIRED; WHAT LITTLE BIT HE HAS HE IS PROUD OF IT AND HAS WORKED HARD FOR IT AND HE WOULD HATE TO KNOW THIS BOARD LOOKED AT HIM AND TOLD HIM HE HAD TO GIVE IT UP. THAT WOULD BE HARD TO DIGEST.

SECONDLY, COMMISSIONER HOLMAN ADDRESSED THE LADY MAKING THE COMMENT ABOUT THE RIGHT TO VOTE ON THIS ISSUE. TO THAT, HOLMAN SAID THE CITIZENS OF WASHINGTON COUNTY ELECTED THE BOARD OF COMMISSIONERS TO MAKE DECISIONS FOR THE COUNTY AND FOR THE PEOPLE OF WASHINGTON COUNTY. IT IS JUST LIKE WE ARE VOTING FOR A PRESIDENT THIS YEAR; WE WILL VOTE FOR THAT PRESIDENT HOPING HE WILL DO WHAT IS RIGHT FOR THE AMERICAN PEOPLE. SOMETIMES THAT DON'T HAPPEN; BUT, WE DID VOTE FOR HIM OR HER OR WHOMEVER THEY VOTE FOR. IT IS JUST LIKE THE PEOPLE OF WASHINGTON COUNTY; THEY VOTED TO PUT THE COMMISSIONERS UP HERE TO MAKE DECISIONS FOR YOU AND THE BENEFIT OF WASHINGTON COUNTY. HE IS FOR CHANGE; HE IS FOR GROWTH AND HE IS LOOKING AT THE FUTURE OF HIS CHILDREN AND GRANDCHILDREN. BUT, ALSO, WHAT KIND OF AFFECT WILL THIS TOLL ROAD HAVE ON OUR ECONOMY; WHAT KIND OF AFFECT IF WE DON'T AGREE TO WORK WITH FOCUS 2000. IN TEN TO TWENTY YEARS, DO WE WANT TO JUST BE A GHOST TOWN. HE REFERRED TO MEARS SAYING WITHIN THREE TO SIX MONTHS, FOCUS 2000 WOULD KNOW THE ROUTE. HE SAID HE FELT LIKE THEY ALREADY KNOW THE ROUTE; BUT, THERE AGAIN, THAT IS HIS OPINION. AS HE SAID, HE IS FOR GROWTH AND FOR CHANGE AND HE DOES BELIEVE THERE IS A LOT OF THINGS THAT STILL NEED TO BE DISCUSSED. BEFORE HE MAKES A DECISION, HE WOULD LIKE TO KNOW DEFINITELY WHAT ROUTE IT IS GOING AND WHO ALL IT IS GOING TO AFFECT.

COMMISSIONER PATE THANKED THE PUBLIC FOR COMING OUT AND EXPRESSING THEIR OPINION. DUE TO TIME CONSTRAINTS, ETC., THEY HAD TO DO CERTAIN THINGS A CERTAIN WAY. HE TOLD THEM THEIR WORDS HAVE BEEN HEARD AND IS IN THE RECORDS. HE IS SURE AS IT GOES ALONG, THE FOCUS 2000 GROUP, YOU HAVE TO KNOW THE PROCESS TO KNOW WHAT IS GOING ON. IF FOCUS 2000 DON'T, THEY HAVE PEOPLE COMING ON BOARD THAT WILL AND SO LOOK AT THAT. AS FAR AS HIS OPINION ON FOCUS 2000, HE DOESN'T MAKE A DECISION UNTIL HE HAS EVERYTHING IN. HE TOLD THE FOCUS 2000 GROUP FROM THE DAY HE MET WITH THEM, WHICH BY THE WAY WAS NOT A BACKDOOR DEAL, AND HE RESENTS WHO SAID THAT VERY MUCH. IT WAS A MEETING SET UP JUST WHAT WE ARE DOING HERE TODAY AND IT GOT BLOWN OUT OF HAND. BUT BEING THERE AS IT MAY, NOW IS THE TIME FOR IT TO SETTLE DOWN; THE PEOPLE HAS ABOUT AS MUCH INFORMATION AS THE BOARD. IT CAN BE A GOOD THING FOR THE COUNTY OR IT CAN BE JUST SO SO OR IT MIGHT NOT BE GOOD FOR THE COUNTY AT ALL. BUT, NOBODY IN THIS ROOM HAS ENOUGH INFORMATION TO MAKE THAT DECISION BECAUSE YOU JUST DON'T KNOW HOW MANY INTERCHANGES OR WHETHER YOU CAN DEVELOP AN INTERMOBILE PARK OUT THERE, ETC. IT IS ALL MADE ON SUPPOSITION; THE PROCESS THEY HAD AT FL-DOT WHEN HE WORKED OUT THERE AND THEY STILL USE THE SAME PROCESS AT WORK IS TO LET IT WORK OUT. LET'S LET THE PROCESS WORK OUT; THE BOARD IS NOT MAKING A DECISION TODAY. HE DOESN'T KNOW WHEN THEY WILL GET ONE TO MAKE A DECISION; BUT, THERE CERTAINLY WILL BE OTHER TALKS AND ANOTHER MEETING.

HE EXPRESSED APPRECIATION TO THE AUDIENCE COMING OUT AND PARTICIPATING AND INVITED THEM TO COME TO ANY OTHER MEETINGS FOCUS 2000 HAS LATER ON. THE BOARD WILL BE A VEHICLE TO SET UP THE MEETINGS.

KATHY FOSTER ASKED WILL THE LAND ACQUISITION BEGIN BEFORE YOU HAVE TO LET DEP GIVE APPROVAL.

EDWARD ADVISED YOU WOULD HAVE TO GO THROUGH THE COMP PLAN PROCESS, PERMITTING, ETC. UNLESS THERE IS A PROPERTY OWNER WILLING TO SELL THEIR PROPERTY TO A PRIVATE INDIVIDUAL TO USE. KATHY SAID SHE UNDERSTANDS THAT; SO, IF THAT HAPPENS, IT CAN PROCEED THAT WAY.

KATHY ASKED WHETHER THE ROAD WILL OR WILL NOT GO BACK TO THE STATE AND THE COUNTY OR IS THE COUNTY GOING TO KEEP IT.

KELLY SAID WHATEVER FLORIDA STATUTE IS IN PLACE AT THE END OF THIRTY YEARS WOULD GOVERN IT. MOST OF THE TIME THESE PROVISIONS ARE PART OF THE

ORIGINAL AGREEMENT WHO IS GOING TO END UP WITH THE ROAD AND NEGOTIATED UPFRONT.

COMMISSIONER PATE SAID HIS UNDERSTANDING IS IT WOULD GO BACK TO THE COUNTY FOR A TOTAL OF UP TO 91 DAYS BEFORE IT WENT TO THE AGENCIES NAME IS THAT HANDLES THE TOLL ROADS. IS THAT ABSOLUTELY TRUE, HE DOESN'T KNOW.

ATTORNEY HOLLEY UPDATED THE BOARD ON HIM HAVING A MEETING LAST FRIDAY WITH THE OTHER COUNTY ATTORNEYS INVOLVED; JACKSON COUNTY, BAY COUNTY AND THEY ALL AGREED IT WOULD GO BACK TO THE COUNTY FOR 91 DAYS AND THEN TO THE STATE.

KATHY ASKED WOULD FOCUS 2000 BE WILLING TO GO ON WITHOUT EMINENT DOMAIN AS THAT SEEMS TO BE THE BIGGEST ISSUES.

MEARS SAID AS THEY HAD STRESSED, IF THERE ARE 100 RESIDENTS AND 99 WANTS THE TOLL ROAD AND 1 DOESN'T, THE COUNTY WILL HAVE TO MAKE THAT DECISION. KATHY ASKED WOULD THAT FALL BACK ON THE COUNTY. MEARS SAID IT WOULD FALL BACK ON THE COUNTY AND THE OTHER 99 PEOPLE. AS MUCH AS HE HAS SEEN UP HERE, IF YOU HAVE 99 PEOPLE, HALF OF THEM ARE RELATED. SO HOPEFULLY, THAT ONE PERSON, WHATEVER IS KEEPING IT FROM HAPPENING, THEY CAN FIND A WAY TO BRING THAT TO A HAPPY ENDING. IF THAT DOESN'T HAPPEN AND THEY CAN'T MOVE AND DO THIS, THE 99 PEOPLE IN THE COUNTY HAVE GOT TO DECIDE DO WE REALLY WANT THIS PUBLIC PURPOSE. AT THE ELEVENTH HOUR, THAT DECISION WILL HAVE TO BE MADE BY YOU ALL, NOT BY FOCUS 2000.

KATHY ASKED WOULD HAVE TO BE MADE BY THE COUNTY COMMISSIONERS. MEARS SAID BY YOU ALL. HE SAID HE USED THAT WORD REFERRAL OF YOU ALL AS ALL OF YOU ALL; SO, ALL OF YOU ALL INCLUDING THE COUNTY AND ITS CITIZENS WILL MAKE THAT DECISION.

KATHY SAID THE COUNTY COMMISSIONERS WOULD BE THE ONE TO IMPLEMENT IT. MEARS SAID RIGHT; THEY WOULD BE THE COUNTY OFFICIALS AS THEY ARE NOW.

KATHY ASKED IF FL-DOT IN TALLAHASSEE GIVE FOCUS 2000 THEIR INITIAL NOD OF APPROVAL TO PROCEED WITH THIS. MEARS SAID THE MEETING THERE WITH DOT, THEY TALKED ABOUT A PROGRAM, TALKED ABOUT THE OPTIONS AND HOW THEY WERE GOING. AGAIN IT IS PRIVATE SO WE'RE JUST GOING FORWARD. AGAIN AS MR. KELLY SAID, IT WAS JUST INFORMATIVE.

COMMISSIONER PATE HAD LEFT THE MEETING. VICE-CHAIRMAN HOLMAN CONDUCTED THE REMAINDER OF THE MEETING.

LINDA WALLER ADDRESSED THE BOARD ON THE COUNTY HAVING A COMPREHENSIVE PLAN THAT CLEARLY DEFINES THE PROCESS FOR BUILDING ROADS IN WASHINGTON COUNTY. THIS ROAD IS NOT EXEMPT FROM THAT PROCESS. DURING THAT PROCESS THERE IS ANOTHER SERIES OF PUBLIC HEARINGS THEY CAN SCHEDULE. THERE IS A SAFETY NET THERE FOR APPROVAL OF THIS ROAD SHOULD IT BE APPROVED; THERE IS A PROCESS THERE. SHE JUST WANTED TO REMIND EVERYONE THERE IS A COMPREHENSIVE PLAN FOR WASHINGTON COUNTY THAT CONTROLS THE CONSTRUCTION OF A NEW ROAD.

COMMISSIONER HOLMAN THANKED EVERYONE FOR COMING AND ADJOURNED THE MEETING. ATTEST:_____

DEPUTY CLERK

CHAIRMAN

END OF MINUTES FOR 05/14/08