

LAKE / ORANGE COUNTY CONNECTOR (US 27 TO SR 429) PROJECT ADVISORY GROUP (PAG) MEETING #2 SUMMARY

Date/Time: Tuesday, February 12, 2019; 1:30 p.m. – 3:30 p.m.

Location: Central Florida Expressway Authority (CFX), 4974 ORL Tower Road, Orlando, FL 32807, Board Room

Attendees: 31 PAG members and ten staff members attended. See sign-in sheets attached.

I. Notifications

Invitation letters were emailed to 69 members of the PAG on January 15, 2019.

II. Welcome

Kathy Putnam, CFX's Public Involvement Coordinator (GEC), called the meeting to order at 1:34 p.m. and welcomed everyone. She gave a brief introduction about the meeting and Title VI compliance. She also mentioned that the meeting was being recorded and there were participants on the phone via GoToMeeting. Attendees introduced themselves and the organizations they represented.

III. Lake / Orange County Connector Feasibility / PD&E Study Presentation

Will Sloup, Consultant Project Manager with Metric Engineering, presented the following information:

- **Study Objective**
 - The Lake / Orange County Connector Feasibility / PD&E study will determine if a limited access facility between US 27 in south Lake County and State Road 429 in west



Orange County is economically and environmentally viable in accordance with CFX policies and procedures.

- The study area lies within Lake County and Orange County and the limits are described as: Porter Road on the north; SR 429 on the east; Old YMCA Road on the south; and US 27 on the west.
- At the present time, the study area is generally undeveloped.

- **Future Land Use**

- The study area falls within the Wellness Way Area Plan and the Horizon West Special Planning Area.
- The Wellness Way Area Plan has been recognized for many years as an area that has significant potential for economic development in southeast Lake County.
- Horizon West is a fast-growing, master-planned community in southwest Orange County.

- **Project Development Process**

The proposed Lake / Orange Connector has gone through several steps in CFX's Project Development Process:

- Studies were conducted in 2002, 2007 and 2017 to determine if a limited-access, tolled connection between US 27 and SR 429 was feasible. These studies are available for review upon request.
- It is identified in the CFX Visioning +2040 Master Plan, and in the Lake County and Orange County Long Range Transportation Plans.
- The PD&E study and design phases are currently funded in the CFX Five-Year Work Plan.
- The proposed Lake / Orange County Connector project is currently at the PD&E study step of the project development process.
- CFX follows a project development process for new alignment expansion projects. At each step in the process, before construction commences, the project could be placed on hold to be revisited in the future.

- **Project Needs**

- The need for a transportation project arises from deficiencies, issues or concerns that currently exist or are expected to occur within the study area. In short, the need establishes the rationale for pursuing a project.
- The proposed Lake / Orange County Connector has six project needs as shown on the slide.
 - Improved connections between area roads

- Future transportation demand
- Consistency with local & regional plans
- Economic viability & job creation
- Intermodal opportunities
- Evacuation & emergency services

- **PD&E Study**

- Simply stated, the PD&E Study will determine if there is an engineering and environmentally feasible alternative to meet the project needs.
- Using the results of previous studies as a foundation, the study began with an Alternative Corridor Evaluation which identified a recommended corridor area.
- We are now conducting alternatives analysis which will help us identify the recommended preferred alternative.



- **Alternative Corridor Evaluation**

- During the Alternative Corridor Evaluation, a series of 800-foot wide corridors were developed and evaluated to determine how well the six project needs are satisfied.
- The corridors were also evaluated, to the same desk-top level of detail, based on engineering, environmental and socio-economic criteria that were tailored to fit the characteristics of the study area.
- Evaluation matrices were developed based on these criteria, to facilitate the comparison of the alternative corridors.

- **Stakeholder Outreach**

- The development of the corridor alternatives was closely coordinated with our project stakeholders.
- Individual meetings were held over the past several months with each stakeholder.
- In addition, staff from Lake and Orange counties have been working with us as part of the study team.

- **Public Involvement**

Public involvement and interagency coordination have been and will continue to be an integral part of the assessment process.

- **PAG Input Received – July 30, 2018**

Additionally, as we developed our corridor alternatives, we considered the input we received from you in July.

- **Alternative Corridor Evaluation**

- The results obtained show Corridors 12, 17 and 20 could each provide a superior solution with an adequate balance between the three decisional components.
- To allow for flexibility in the alternatives analysis phase, the recommended corridor encompasses the area that is bordered by Corridor 20 on the north and Corridor 17 on the south.
- The results of the Alternative Corridor Evaluation are documented in the Alternative Corridor Evaluation Report. This document is available for review upon request.
- Four project alternatives have been developed.
- Alternatives 1 and 2 are the northern routes while Alternatives 3 and 4 are the southern routes.
- All alternatives end at a common location at SR 429, whereas there are four potential tie-in locations at US 27.
- New interchanges are proposed with US 27, the future extension of County Road 455 (a potential diamond interchange is being used for analysis purposes), the future Valencia Parkway (partial interchange) and SR 429 (systems interchange).
- The conceptual designs show US 27 shifted to the east; this is to accommodate the interchange with US 27 while avoiding impacts to Lake Louisa State Park lands.
- The No-Action or No-Build Alternative serves as the baseline for comparison against the various build alternatives.
- There is always the possibility that the No-Build Alternative could be chosen as the preferred alternative.

- **Proposed Typical Section**

- The proposed typical section for all four project alternatives is shown on this slide.
- A potential right-of-way width of 330 feet would accommodate an initial 4-lanes and future widening to 8-lanes.

- Future widenings are to the inside and provide for potential multi-use lanes in the median.
- Right of way will vary in locations that accommodate interchanges.

- **Alternatives Analysis**

- Analysis requires a comparative evaluation to assess the project alternatives (including the No-Action Alternative).
- The objective of an alternatives evaluation matrix is to compare the performance of each viable alternative in meeting the evaluation criteria, and to quantify its impacts to the natural, social, cultural and physical environment.
- The evaluation matrix is on display today at the meeting.
- Analysis requires a comparative evaluation to assess the project alternatives (including the No-Action Alternative).
- The objective of an alternatives evaluation matrix is to compare the performance of each viable alternative in meeting the evaluation criteria, and to quantify its impacts to the natural, social, cultural and physical environment.
- We will continue to solicit public input on the project alternatives and eventually identify a recommended preferred alternative.
- Detailed engineering and environmental analysis will be performed on that alternative with the results documented in a series of engineering and environmental reports.

IV. Questions & Discussion

Kathy Putnam invited questions and discussion on the presentation and/or project study.

Rex Clonts, Clonts Groves: Our property is located about a mile away. We would not choose Alternative 1. Trout Lake is a signature lake in the area and considered a town center. This alternative would degrade the view looking across the lake.

Raphael Jiminez, CEMEX: We recognize the need for robust transportation system and commend the study. The Four Corners Sand Mine will provide FDOT (Florida Department of Transportation) quality sand for the next 20 years. That grain of sand is a scarce resource and a critical component for concrete – widely used in construction materials. Our Phase 1 mining



parcels are north of Schofield Road and Phase 2 are south of Schofield. Most alternatives would impact our Phase 2 mining. Lake County requires that Phase 2 not open until Phase 1 is done. These alternatives will sterilize that. Alternatives 1 and 2 have the greatest impact to the Phase 2 operation, rendering over 50% of those reserves south unusable. Those alternatives would have the most impact on two to three million tons of high value sand. Please factor in those in evaluating the alternatives.

Brian Sanders, Orange County: We appreciate the team working with Orange County. A reminder that the Valenica Parkway connection is a future 4-lane corridor, along with associated drainage, and access management at Schofield Road. We look forward to working with you in the future on this project.

David Hill, Southern Hill Farms: We're very happy with options you have chosen.

Jim Carr, Southlake Crossing: Will the road be ground level?

Will Sloup, Metric Engineering: It will be at grade unless it's crossing another road.

Fred Milch, East Central Florida Regional Planning Council: Any plans for wildlife crossings? There is valuable upland habitat near 5-Mile/Schofield Roads. We identified that as a potential wildlife corridor.

Will Sloup: We are looking to confirm this. It was mentioned at the Environmental Advisory Group meeting, as well.

Loren Bender, Valencia College: We are thrilled with the location. We've been there 10 years and view this as a great benefit. This could be a very large regional campus.

Kathy Putnam, Quest Corporation of America: Are there any considerations or new information that you have learned or seen since the first meeting that you would like to share with us?

Cedric Moffett, Orange County: We are concerned about a 20-acre park facility we have planned near the planned interchange with SR 429. We'll provide a copy of the map with the park.

Shannon Schmidt, City of Clermont: Does CFX have any policies for right of way for shared use paths?

Glenn Pressimone, CFX Director of Engineering: We would not have anything in the limited access right of way. There is a history of having discussions about that and we would be happy to talk with you and hear your thoughts about that.

Greg Moore, Walt Disney Imagineering: – The SR 429 interchange is one of the highest points in the area. Some of the flyovers you're looking at could be even higher. Perhaps you'd want to look at going under instead of over to save costs.

Will Sloup: That's good information. We'll review that.

Cedrick Moffett: Orange County has an extensive trail network planned through Horizon West. This may be a good opportunity to extend over to connect with Lake County's trail network. We would encourage that option.

Shannon Schmidt: Lake County has programmed, as part of its parks master plan, trails along the spine of US 27, including developers planning trail access as part of their developments.



Richard Levey, Levey Consulting: What is the schedule from here?

Will Sloup: We're in the second round of public meetings during the alternatives alignment phase. We have a public information meeting on March 7. Taking comments from that and other stakeholder meetings, we'll identify a preferred alternative. We'll develop documentation in support of that alternative that would be presented at a June public hearing. Those draft documents will be available for public review nearly a month prior to the public hearing. There will then be further

evaluation by CFX, then this summer we expect the decision to be made whether to advance the project.

Richard Levey: Do you have to redo your traffic and revenue analysis at the end of this process?

Glenn Pressimone: That's happening concurrent with this process.

Kathy Putnam spoke of the March 7 public meeting at Bridgewater Middle School in west Orange County. The final PAG meeting is anticipated for May and the public hearing in late June. She asked if there were any other questions or comments.

Loren Bender: Assuming everything goes through, what is the expected timeline for the project?

Will Sloup: If this moves through, it could be put into service within five to seven years.

Kathy Putnam closed out the meeting with a review of the project contact information and thanked the attendees for their participation.

END OF SUMMARY

This meeting summary was prepared by Kathy Putnam, Public Involvement Coordinator with Quest Corporation of America. It is not verbatim, but is a summary of the meeting activities and overall discussion. If you feel something should be added or revised, please contact Kathy Putnam by email at LakeOrangeStudy@CFXway.com or by telephone 407-802-3210 within five days of receipt of this summary.

SIGN IN



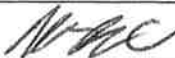


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CFX Project No.: 599-225

CFX Headquarters, 4974 ORL Tower Rd, Orlando, FL 32807

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Name	Organization	Address	City/State/Zip	Email Address	Initials
David Bass	City of Orlando – Public Works	400 S. Orange Avenue	Orlando, FL 32802	david.bass@cityoforlando.net	
Loren Bender	Valencia College	P. O. Box 3028	Orlando, FL 32802	lbender2@valenciacollege.edu	
Julie Bendure	Floribra-Bradshaw, LLC	P.O. Box 617138	Orlando, FL 32861	bendure@floribra.com	
Scott Boyd	West Orange South Lake Transportation Economic Development Task Force	City of Winter Garden Chamber 300 W. Plant Street	Winter Garden, FL 34787	scottboyd.orange@gmail.com	
Stoney Brunson	City of Clermont	685 W. Montrose Street	Clermont, FL 34711	sbrunson@clermontfl.org	
Rex Clonts	Clonts Groves			wrclonts@yahoo.com	
Jennifer Codo-Salisbury	Central Florida Regional Planning Council	555 E. Church Street	Bartow, FL 33830	jcodosalisbury@cfrpc.org	
David Colby	South Lake Chamber of Commerce	620 W. Montrose Street	Clermont, FL 34711	davidc@southlakechamber-fl.com	
John Davis	Orlando Economic Partnership	301 E. Pine St., Ste. 900	Orlando, FL 32801	john.davis@orlando.org	
Diana Dethlefs	Orange County Government	201 S. Rosalind Avenue	Orlando, FL 32801	District1@ocfl.net	
Chris Dougherty	Floribra-Bradshaw, LLC	P.O. Box 617138	Orlando, FL 32861	cdougherty@smeinc.com	
Jonathan Droor	Lennar Land Development			Jon.droor@lennar.com	
Stina D'Uva	West Orange Chamber of Commerce	12184 W. Colonial Drive	Winter Garden, FL 34787	sduva@wochamber.com	
Terry Dykehouse	City of Clermont	685 W. Montrose Street	Clermont, FL 34711	tdykehouse@clermontfl.org	
Harry Fix	Lake County Public Schools	201 W Burleigh Boulevard	Tavares, FL 32778	fixh@lake.k12.fl.us	
George Gadiel	Lake County Engineering	350 N Sinclair Avenue	Tavares, FL 32778	ggadiel@lakecountyfl.gov	

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Name	Organization	Address	City/State/Zip	Email Address	Initials
Tracy Garcia	Lake County Agency for Economic Prosperity – Elevate Lake Economic Development	20763 U.S. Highway 27	Groveland, FL 34736	tgarcia@lakecountyfl.gov	
Tanja Gerhartz	City of Winter Garden	300 W. Plant Street	Winter Garden, FL 34787	tgerhartz@wintergarden-fl.gov	
Steve Greene	Lake County Planning & Zoning	315 W. Main Street, 5th Floor	Tavares, FL 32778	sgreene@lakecountyfl.gov	
Mark Griffith	Cra-Mar Groves	P.O. Box 78386	Winter Garden, FL 34778	mgriffith@griffithfs.com	
Hugh Harling	East Central Florida Regional Planning Council	455 N. Garland Avenue, Fourth Floor	Orlando, FL 32801	hharling@ecfrpc.org	
Jose Hernandez	Orange County Utilities	9150 Curry Ford Road	Orlando, FL 32825	Jose.Hernandez2@ocfl.net	
David Hill	Southern Hill Farms	522 S. Hunt Club Blvd., #310	Apopka, FL 32703	david@southernhillfarms.com	
Lisa Hill	Southern Hill Farms	522 S. Hunt Club Blvd., #310	Apopka, FL 32703	hlongfarms@aol.com	
Gary Huttman	MetroPlan Orlando	250 S. Orange Avenue, Ste 200	Orlando, FL 32801	ghuttman@metroplanorlando.org	
Mark Ikeler	Orange County Utilities	9150 Curry Ford Road	Orlando, FL 32825	MarkC.Ikeler@ocfl.net	
Barbara Jenkins	Orange County Public Schools	6721 Hanging Moss Road	Orlando, FL 32807	barbara.jenkins@ocps.net	
Rafael Jimenez	CEMEX	1501 Belvedere Road	West Palm Beach, FL 33406	rafael.jimenez@cemex.com	
Steve Johnson	Greater Orlando Builders Association	1953 Clayton Heritage Way	Maitland, FL 32751		
Herb Kahlert	Davidson Harvest LLC (Karl Corp)	500 Australian Ave. S., Ste. 701	West Palm Beach, FL 33401	herb@karlcorp.com	







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Jim Karr	South Lake Crossing	P.O. Box 135	Windermere, FL	landminus@aol.com	
Nick Lepp	MetroPlan Orlando	250 S. Orange Avenue, Ste 200	Orlando, FL 32801	nlepp@metroplanorlando.org	
Richard Levey	Levey Consulting			rlevey@leveyconsulting.com	
Mark Massaro	Orange County Public Works	4200 S. John Young Parkway	Orlando, FL 32839	mark.massaro@ocfl.net	
Tim McClendon	Lake County Planning & Zoning	315 W. Main Street, 5th Floor	Tavares, FL 32778	tmccclendon@lakecountyfl.gov	
Fred Milch	East Central Florida Regional Planning Council	455 N. Garland Avenue, Fourth Floor	Orlando, FL 32801	fmilch@ecfrpc.org	
Cedric Moffett	Orange County Parks & Recreation	4801 West Colonial Drive	Orlando, FL 32808	Cedric.moffett@ocfl.net	
Greg Moore	Walt Disney World	1365 Avenue of the Stars	Orlando, FL 32836	Greg.a.moore@disney.com	
Stephanie Murray	Walt Disney World Imagineering (WDI)	1365 Avenue of the Stars	Orlando, FL 32836	stephanie.n.murray@disney.com	
Renzo Nastasi	Orange County Community, Environmental and Development Services	4200 S. John Young Parkway	Orlando, FL 32839	renzo.nastasi@ocfl.net	
Steve Pash	City of Winter Garden	300 W. Plant Street	Winter Garden, FL 34787	spash@cwgd.com	
Rusty Payton	Florida Association of Homebuilders	2600 Centennial Place	Tallahassee, FL 23208	rpayton@fhba.com	
James Penny	Greater Orlando Builders Association	1953 Clayton Heritage Way	Maitland, FL 32751		
Douglas Pickell	Water Conserv II Operators w/ WSP	17498 McKinney Road	Winter Garden, FL 34787	douglas.pickell@wsp.com	

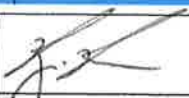




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Regina Ramos	Orange County Parks & Recreation	4801 W. Colonial Drive	Orlando, FL 32808	regina.ramos@ocfl.net	
Todd Rimmer	Walt Disney World Imagineering (WDI)	1365 Avenue of the Stars	Orlando, FL 32836	todd.rimmer@disney.com	
Scott Ruland	Water Conserv II Operators w/ Woodard & Curran	17498 McKinney Road	Winter Garden, FL 34787	scott.ruland@waterconservii.com	
Shannon Schmidt	City of Clermont	685 W. Montrose Street	Clermont, FL 34711	sschmidt@clermontfl.org	
Fred Schneider	Lake County Engineering	350 N. Sinclair Avenue	Tavares, FL 32778	fschneider@lakecountyfl.gov	
Dennis Seliga	Boyd Development Corp.	7586 W. Sand Lake Road	Orlando, FL 32819	dseliga@boyddev.com	
Mike Shannon	FDOT - District Five	719 S. Woodland Blvd	DeLand, FL 32720	mike.shannon@dot.state.fl.us	
Patricia Steed	Central Florida Regional Planning Council	555 E. Church Street	Bartow, FL 33830	psted@cfrpc.org	
Lee Steinhauer	Greater Orlando Builders Association	1953 Clayton Heritage Way	Maitland, FL 32751	lee@greaterorlandoBA.com	
David Strong	Orlando Health Hospital			david.strong@orlandohealth.com	
Adam Swanson	City of Clermont	400 12th Street	Clermont, FL 34711	aswanson@clermontfl.org	
Chip Tatum	Apartment Association of Greater Orlando			chip@aago.org	
Marcie Tinsley	Davidson Harvest LLC (Karl Corp)	500 Australian Ave. S., Ste. 701	West Palm Beach, FL 33401	marcie@cleswpb.com	
Alissa Torres	Orange County Planning	P. O. Box 1393	Orlando, FL 32802	alissa.torres@ocfl.net	

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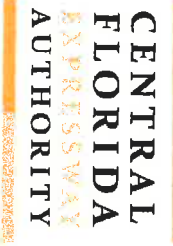
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Eric Ushkowitz	Orange County Planning	P. O. Box 1393	Orlando, FL 32802	eric.ushkowitz@ocfl.net	
Lee VanDever	City of Clermont	685 W. Montrose St.	Clermont, FL 34711	lvandever@clermontfl.org	
Bill Wen	Orange County Public Schools	6721 Hanging Moss Road	Orlando, FL 32807	william.wen@ocps.net	
Thomas Werner	City of Clermont	685 W. Montrose Street	Clermont, FL 34711	twerner@clermontfl.org	
William White	Lake County Engineering	350 N. Sinclair Avenue	Tavares, FL 32778	wwhite@lakecountyfl.gov	
Cuqui Whitehead	City of Clermont	685 W. Montrose Street	Clermont, FL 34711	cwhitehead@clermontfl.org	
Virginia Whittington	MetroPlan Orlando	250 S. Orange Avenue, Ste 200	Orlando, FL 32801	vlwhittington@metroplanorlando.org	
Ed Williams	City of Winter Garden	300 W. Plant Street	Winter Garden, FL	ewilliams@cwgd.com	
Michael Woods	Lake-Sumter MPO	225 W. Guava Street, Suite 211	Lady Lake, FL 32159	mwoods@lakesumtermo.com	
Jim Yawn	Walt Disney World Imagineering (WDI)	1365 Avenue of the Stars	Orlando, FL 32836	jim.yawn@disney.com	MW.
BRIAN SANDERS	ORANGE Co	4200 S JOHN YAWG PARKWAY	ORL FL	BRIAN.SANDERS@OCFL.NET	
Steve Koontz	Town of Oakland	200 N. Tubb St.	Oakland	SKoontz@oaklandfl.gov	SK
JOSE FERNANDEZ	Valencia	Kirkman	Orlando FL 32833	jfernandez@ValenciaCollege.edu	JF
Sheri Olson	Save the Hills	1900 Joe Willie	Clermont	Sheri.olson@valdeshills.com	SO



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Name	Organization	Email Address	Initials
Joseph Berenis	Central Florida Expressway Authority	Joseph.Berenis@CFXWay.com	
Will Hawthorne	Central Florida Expressway Authority	William.Hawthorne@CFXWay.com	
Brian Hutchings	Central Florida Expressway Authority	Brian.Hutchings@CFXWay.com	BH
Glenn Pressimone	Central Florida Expressway Authority	Glenn.Pressimone@CFXWay.com	GP
Keith Jackson	Dewberry	KJackson@dewberry.com	
Kevin Knudsen	Dewberry	KKnudsen@dewberry.com	KK
Jonathan Williamson	Dewberry	JWilliamson@dewberry.com	JW
Merissa Battle	Dewberry	MBattle@dewberry.com	MB
Will Sloup	Metric Engineering	William.Sloup@metriceng.com	WS
Gabriela Garcia	Metric Engineering	Gabriela.Garcia@metriceng.com	
Jazlyn Heywood	Metric Engineering	Jazlyn.Heywood@metriceng.com	JH
Rob Myers	Metric Engineering	Rob.Myers@metriceng.com	

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Kathy Putnam	Quest Corporation of America	Kathy.Putnam@qcausa.com	KP
Kelly Hiden	The Valerin Group, Inc.	Kelly@valerin-group.com	KH
Emily Brown	CFX	emily.brown@cfxhm.com	EB
Tomison Edwards	Metric Engineering	tomison.edwards@metriceng.com	TE