

POINCIANA PARKWAY EXTENSION

ENVIRONMENTAL ADVISORY GROUP (EAG) MEETING #1 – SUMMARY

DATE/TIME: Thursday, August 15, 2018, 9 a.m. – 11 a.m.

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

ATTENDEES: There were 18 attendees and 10 staff members. See sign-in sheets attached.

I. Notifications

Invitation letters were emailed to 111 members of the EAG on July 27, 2018. A GotoMeeting invitation was sent to members who needed to join remotely. Eight people participated by GotoMeeting.



II. Welcome

General Engineering Consultant Nicole Gough, of Dewberry, called the meeting to order and welcomed everyone. Attendees introduced themselves and the organization they represented. Public Involvement Coordinator Mary Brooks, of Quest Corporation of America, gave a brief introduction about the meeting and provided safety, housekeeping and Title VI information.

III. Study Overview and Background

Consultant Project Manager Clif Tate, with Kimley-Horn, reviewed the study background. The purpose of this EAG meeting was to review the project, present an update on the status of potential impacts and receive feedback. The corridors are being evaluated in greater detail by CFX after previous studies reached various levels of approvals.

In 2005, Osceola County adopted a Comprehensive Plan that proposed several new corridors to meet the county's anticipated growth. The Osceola County Expressway Authority (OCX) Master Plan 2040 was finalized in 2013, defining the county's expressway needs and providing a program of projects to implement the plan. In September 2016, an interlocal agreement was approved, transferring the lead for developing the remainder of the OCX 2040 Master Plan to CFX. CFX then incorporated the OCX Master Plan segments into its Master Plan and conducted Concept, Feasibility, and Mobility (CF&M) Studies on four of the OCX Master Plan projects.

In March 2018, the CFX Governing Board approved two of the projects, including the Poinciana Parkway Extension, to move forward to the Project Development & Environment (PD&E) study phase. This PD&E study began in July 2018.

IV. Advisory Group Roles

Clif explained the roles of the Environmental and Project Advisory Groups, saying this group serves as a resource to provide input on environmental conditions and potential impacts of various project alternatives.



During the previous CF&M study phase, public involvement efforts for all four projects included six public meetings that attracted 1,300 participants and generated 630 comments.

V. Project Development Process

The CF&M study phase was completed last spring, and the project is currently in the PD&E phase. If the CFX Governing Board moves the project forward, it would first go into design and then, later, construction.

VI. Previous Feasibility Study

Clif gave an overview of the CF&M study:

- Evaluated extending Poinciana Parkway to Interstate 4 (I-4)
- Included five alternative alignments between Poinciana Parkway and County Road (CR) 532
- Included three alternative alignments between CR 532 and I-4
- Concluded the project may be viable under CFX criteria
- Concluded advantages of a phased connection from Poinciana Parkway to CR 532 and, subsequently, from CR 532 to I-4

VII. Benefits of Phased Approach

Clif explained the benefits of breaking the extension of Poinciana Parkway to I-4 into two phases:

- I-4 connection requires approval from the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA).
- The connection to I-4 needs to be planned in concert with FDOT's "Beyond the Ultimate" plans for I-4.
- This will require extensive planning and coordination and will be years in the making.
- This study is looking at the extension of Poinciana Parkway to CR 532, which will advance the project and could provide traffic relief in the short-term for the area.
- This will tie in with improvements planned by others, such as Osceola County's plan to widen CR 532 and FDOT's interim plans for the I-4/CR 532 interchange.

VIII. PD&E Study

The study is focusing on extending Poinciana Parkway to CR 532, and is considering alternative alignments that would be compatible with a future connection to I-4 at State Road (SR) 429 or CR 532.

IX. Purpose and Need

The purpose and need for this study includes:

- Enhance mobility between CR 532 and Poinciana Parkway
- Reduce roadway congestion and delays
- Expand regional connectivity
- Provide transportation infrastructure for planned growth
- Provide consistency with local plans and policies
- Enhance safety



X. Study Methodology

We will follow FDOT's PD&E manual. This study will result in a Project Environmental Impact Report (PEIR) with CFX's approval. This study will analyze and document physical, natural, social, and cultural impacts.

XI. Typical Section on New Alignment

The typical section for this roadway would be 330 feet wide. It would have two lanes in each direction with a 92-foot-wide median. The median would accommodate future widening and room for multi-modal options.

XII. Constraints

The constraints apparent in this area include:

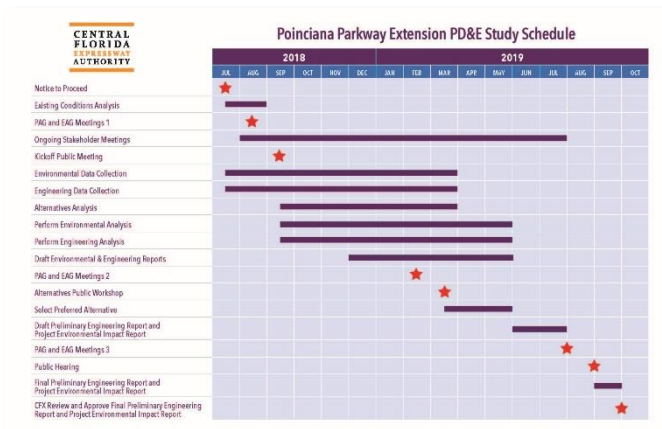
- Reedy Creek Mitigation Bank
- Wetlands
- Cemeteries
- Places of Worship
- Loughman Park
- Loughman Community
- Utility Underground Pipes and Overhead Lines
- Power Substations
- Gas Transmission Substations
- Businesses and Residences

XIII. Anticipated Impacts & Alignment Elimination

The PD&E Study will take a closer look at the physical, natural, cultural and social impacts anticipated from the various alignments from the CF&M study. Since Alternatives 2 and 3 had high social and natural impacts, they were eliminated from further consideration. The PD&E Study now focuses on Alternatives 1, 4 and 5.

XIV. Polk County, Osceola County & OCX Agreement

The PD&E study is adhering to agreements with Osceola County, Polk County and the Osceola County Expressway Authority stating that a connection with Ronald Reagan Parkway will remain if Poinciana Parkway is extended to I-4. Alternative 1 has considered that connection, but 4 and 5 did not. That connection to those alternatives is now being added to study the impacts. The study team is working on this with Polk County as the study continues.



XV. Schedule

Next month we'll have a public kickoff meeting. We anticipate our second EAG and PAG meetings in February 2019, and the third round in July 2019.

XVI. Public Involvement

There will be multiple opportunities for participation, including the EAG and PAG meetings, as well as public meetings. The

kickoff meeting is scheduled for September 25, 2018. We anticipate the Alternatives Workshop in March 2019 and the Public Hearing in August/September 2019. The study team also will make Board Presentations to CFX, Osceola and Polk Board of County Commissioners and will hold

stakeholder meetings. The public can get information through the CFX study webpage and Facebook page.

XVII. Open Discussion

Nicole Gough opened the meeting up for questions and comments.

Henry Pinzon, Florida's Turnpike Enterprise: What happened with the connection to SR 429?

Clif Tate, Kimley-Horn: We've been coordinating with FDOT District Five. We must be consistent with FDOT's Beyond the Ultimate. FDOT will decide how to do it.

Henry Pinzon: So, is that still on table?

Clif Tate: Yes, but they'll decide the timing.

Marge Holt, Sierra Club: Has anyone the from mitigation bank commented or weighed in?

Mary Brooks, Quest: We haven't received any comments or questions about that.

Marge Holt: Are there any plans to bridge the mitigation bank?

Clif Tate: That's not in the plans, but we can evaluate it.

Marge Holt: What does "may be" feasible mean?

Clif Tate: The project needs to produce enough traffic to cover half of the roadway's cost within a 30-year period. During the concept study phase, we took a higher look and it was on the bubble on whether it was feasible. This PD&E will give us more information to determine viability.



Josh DeVries, Osceola County Transportation and Transit: So, with a CFX expressway there's the potential for extending a local road a mile as needed to connect with the existing network. And feasibility relies on CR 532 and partnership with FDOT and Osceola. We're looking at adding the four-laning of CR 532 to our work program. Inclusion of a mile-long stretch where that may be, depending on right-of-way, is 98-110 feet, and there's 200 feet there, so it's feasible. If CFX does that, then Osceola could extend (CR 532) to Old Lake Wilson Road.

Fred Milch, East Central Florida Regional Planning Council (ECFRPC): You need to be looking at social impacts and what that does to lower income folks in the area and how they'll be relocated. There are low wages in tourism and that's where these folks live. Eventually there will be a shift in the type of people who will live there due to transit improvements. Also, there may be a disparity in what local governments want and what CFX wants. CFX looks at traffic and the money

it will produce to cover bonds. That might not be so critical here because Osceola wants it, too, but CFX is driving land use plans, which is the prerogative of the local government. It's not bad here, but Wekiva is an example of land use driven by CFX and not getting great input from local governments. I've mentioned this with other projects. We want to make sure low-income areas and other impacts are considered. Watching low-income housing is a responsibility of CFX to mitigate, because it's what impacts these people.

Clif Tate: I can't speak to others, but on this project, this was done in conjunction with and driven by Osceola County, because they needed a beltway for their urban boundary plan.

Lee Pulham, Reedy Creek Improvement District (RCID): Our concern is the connection to SR 429, so this is premature. A lot of employees who live in the RCID would benefit from this to get from their homes to work. It's nice to have an expressway, but tolls could be tough on lower income workers. RCID and Disney are supportive of improved transportation. Disney often mitigates their projects in their own mitigation banks, but this one is used for some of Disney's impacts.



Chad Allison, South Florida Water Management District (SFWMD): If it went through Alternative 1 in Loughman, that's Polk County. I'm under the impression that Polk is involved in this?

Clif Tate: As part of the concept [CF&M] study we presented to Polk County and to the Polk County Transportation Planning Organization as recently as last week. We've been coordinating and they're supportive.

Chad Allison: To echo the regional planning council (Fred Milch) on residents and social costs – looking at the park in Loughman, I echo concerns about the impact on that community and residents' ability to access the park.

Clif Tate: It goes around the local park. We have bridges, but it does impact the community.

Casey Lyon, FDOT District Five: D5 has credits in Reedy Creek for Beyond the I-4 project. I can't imagine some of these credits haven't already been released. We recommend an evaluation of some wildlife crossings if you're going through conservation areas.

Marian Ryan, Sierra Club: I would emphasize what Casey said about wildlife crossings. We've been trying to get these constructed for 25 years and nothing has happened. Crossings are vital to the future of these populations as growth constrains their movements.

Fred Milch, ECFRPC: I hear people talking about bridging wildlife crossings near mitigation banks, but wildlife corridors are needed farther out with the growth that's going to occur as a result of this. Are you identifying wildlife corridors south of this and how they're going to be maintained?

Lynn Kiefer, Kimley-Horn: Yes, we'll evaluate that and what will be impacted with a road through here. We've also noted other comments here about accommodating wildlife movement through this area.



XVIII. Next Steps:

EAG comments will be reviewed as part of the alternatives' evaluation. The public will be able to comment on the alternatives at the Sept. 25 Kickoff Public Meeting.

XIX. Action items:

Everyone will receive a copy of the presentation with the exhibits, which will be posted on the study webpage.

There being no further questions or comments, the meeting was adjourned.

END OF SUMMARY

This meeting summary was prepared by Mary Brooks, Public Involvement Coordinator with Quest Corporation of America. It is not meant to be verbatim, but is a summary of the meeting activities and overall discussion. If you feel something should be added or revised, please contact Mary Brooks by email at mary.brooks@qcausa.com or by telephone 407-694-5505 within (5) days of receipt of this summary.