COMMENTS AND COORDINATION REPORT

Central Florida Expressway Authority

Poinciana Parkway Extension
Project Development and Environment (PD&E) Study
Project Number: 599-224

Prepared for:



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SECTION 1 – INTRODUCTION

The Central Florida Expressway Authority (CFX) in July of 2018 began conducting the Project Development and Environment (PD&E) Study to extend the Poinciana Parkway north to County Road 532 at the Osceola County / Polk County line. The corridors reviewed as part of the study are in Polk and Osceola counties.

The goals of the proposed 3-mile, limited-access facility included improving the roadway connections from CR 532 to the greater Poinciana area, enhancing mobility for the area's growing population and economy, relieving congestion on local roads and promoting regional connectivity.

The study evaluated engineering, estimated project costs, and all alternatives and their potential impacts to the physical, natural, social and cultural environment. The study determined that the project is viable and fundable in accordance with CFX policies and procedures.

The Preferred Alternative, Alternative 5A without slip ramps to Ronald Reagan Parkway, had the least social impacts, lower natural impacts, and lowest overall cost of the alternatives considered. The Preferred Alternative also had the highest projected traffic.

PROJECT BACKGROUND

An extension of the Poinciana Parkway to Interstate 4 (I-4) in Osceola County has been identified as a need in several local, long-range and master plans. CFX's enabling legislation (Senate Bill 230, Ch. 2014-171) incorporated the parkway extension and other portions of the OCX 2040 Master Plan into the CFX 2040 Master Plan.

CFX in March of 2018 completed a Concept, Feasibility and Mobility (CF&M) Study for the Poinciana Parkway Extension that concluded the project may be viable under CFX criteria. The CFX Board approved that study's findings and authorized moving forward with a PD&E study to determine a refined, preferred alternative.

The PD&E study process involved revising and evaluating the alternatives from the CF&M study in greater detail. The project was broken into phases for further evaluation, with the CFX PD&E study focusing on the extension to CR 532. A later phase, which is being coordinated through the Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise, and the Federal Highway Administration (FHWA), will provide a connection to I-4, either at State Road 429 or at CR 532.

Public involvement and interagency coordination were an integral part of the assessment process, and multiple opportunities for participation were provided. A Public Involvement Plan (PIP) was established to initiate and maintain early, meaningful, continuous and high-level public and stakeholder involvement during the study.

The public involvement techniques utilized provided information to, and helped obtain vital input from: citizens, residential and business groups; elected and appointed officials; other government entities; environmental advocates; and others interested in the implications of the study.

The public was engaged to provide crucial input, resolve issues and minimize negative impacts along this corridor. The robust public engagement program included the establishment and meetings of an Environmental Advisory Group (EAG) and Project Advisory Group (PAG), public meetings held in Poinciana, meetings with local elected and appointed officials, as well as meetings with key stakeholders.

Community groups could request a presentation via the www. CFXWay.com website or by emailing Public Involvement Coordinator Mary Brooks at <u>ProjectStudies@CFXWay.com</u> or calling the study hotline at 407-802-3210. Citizens could submit comments via the website or project email address. And follow the study on Facebook (@PoincianaPkwyExt) for updates as well as to submit comments.

SECTION 2 – STAKEHOLDER COORDINATION AND MEETINGS

2.1 ENVIRONMENTAL ADVISORY GROUP

An Environmental Advisory Group (EAG) was formed to provide input for this study. As a special advisory resource to CFX and the consultant team, the EAG provided input regarding environmental impacts, local needs, concerns and potential physical, natural, social and cultural impacts that are crucial in the evaluation of corridor and alternative alignments.

During these meetings, the CFX study team presented their findings from the development and comparative evaluation of the alternatives and requested input from EAG members. All factors related to the conceptual design and location of the facility, including transportation needs, financial feasibility, social impacts, economic factors, environmental impacts, engineering analysis, and right-of-way requirements, were considered during the study.

EAG meeting invitations were sent to representatives from environmental agencies and organizations, other government agencies, large landholders, community groups and other key stakeholders.

EAG meetings were held on August 15, 2018, February 19, 2019 and May 21, 2019. The meetings were attended by a total of 28 members and 27 study personnel.

August 15, 2018 EAG Meeting: The first EAG meeting was held on August 15, 2018 from 9:30 a.m. – 11:30 a.m. at the Central Florida Expressway Authority, Board Room, 4974 ORL Tower Road, Orlando, FL 32807. Invitation letters were mailed to 111 members of the EAG. A GoToMeeting invitation was sent to members who needed to join remotely. Eight people attended the meeting (plus 10 study staff members) and eight participated by GoToMeeting, including representatives from the following:

- East Central Florida Regional Planning Council
- Florida's Turnpike Enterprise
- Florida Department of Transportation District Five
- Osceola County Transportation
- Reedy Creek Improvement District (RCID)
- Sierra Club
- South Florida Water Management District
- Callan Law Firm

The purpose of the first EAG meeting was to review the study history and background, discuss the advisory group roles, discuss the project purpose and need, describe the study methodology, present reasons for eliminating some alternatives from the PD&E study, and receive comments from the group. Comments and suggestions from the EAG included:

- Coordinate with the Reedy Creek Mitigation Bank.
- Consider bridging the expressway within the mitigation bank.
- Consider Improving CR 532 as part of the project.
- Consider social impacts, especially to the traditionally underserved community of Loughman.
- Consider wildlife crossings.

February 19, 2019 EAG Meeting: The second EAG meeting was held on February 19, 2019 from 9:30 a.m. – 11:30 a.m. at the Central Florida Expressway Authority, Board Room, 4974 ORL Tower Road, Orlando, FL 32807. Invitation letters were mailed to 90 members of the EAG. A GoToMeeting invitation was sent to members who needed to join remotely. Eight people attended the meeting (plus seven study staff members) and four participated by GoToMeeting, including representatives from the following:

- East Central Florida Regional Planning Council
- Florida's Turnpike Enterprise
- Osceola County Transportation
- Osceola County Expressway Authority
- Florida Fish and Wildlife Conservation Commission
- Reedy Creek Improvement District (RCID)
- RLF, Inc.

The purpose of the second EAG meeting was to review changes made to the alternatives in response to EAG and PAG input, changes made to the alternatives due to geometric constraints and coordination with major utilities affected by the alternatives. The results of the evaluation of the alternatives was also presented. General issues raised by the group included:

- Consider phasing the Poinciana Parkway Extension to CR 532.
- Consider an urban expressway (i.e., reduced ROW) for Alternative 1A.
- Osceola County looks forward to working with CFX on improving CR 532.
- The use of bridges over wetlands helps minimize impacts and the group was in favor of minimizing impacts.

May 21, 2019 EAG Meeting: The third EAG meeting was held on May 21, 2019 from 9:30 a.m. – 11:30 a.m. at the Central Florida Expressway Authority, Board Room, 4974 ORL Tower Road, Orlando, FL 32807. Invitation letters were mailed to 89 members of the EAG. A GoToMeeting invitation was sent to members who needed to join remotely. Five people attended the meeting (plus 10 study staff members) and three participated by GoToMeeting, including representatives from the following:

- Florida Fish and Wildlife Conservation Commission
- Osceola County

- Florida's Turnpike Enterprise
- Poinciana Residents for Smart Change
- Audubon Society Central Florida
- South Florida Water Management District
- US Fish and Wildlife Service

The purpose of the third EAG meeting was to present the study team's recommended Preferred Alternative – Alternative 5A Without Slip Ramps to Ronald Reagan Parkway. Reasons for this decision were presented and comments were solicited from the group. General comments from the group included:

- Consider extending the western end of the bridge over the Reedy Creek Mitigation Bank and Upper Lakes Basin Watershed further west (beyond the wetlands) to provide a dry area for wildlife to use.
- As part of the mitigation for impacting the Upper Lakes Basin Watershed, purchase wetlands on the west side of the expressway and transfer the ownership to the SFWMD (this was supported by SFWMD).
- It was noted that Poinciana residents would prefer if the slip ramps to Ronald Reagan were included in the preferred alternative as they provide a better connection (and non-tolled) for access to Posner Park in Polk County.

2.2 PROJECT ADVISORY GROUP

A Project Advisory Group (PAG) was formed to provide input for this study. As a special advisory resource to CFX and the consultant team, the PAG provides input regarding local needs, concerns and potential physical, natural, social and cultural impacts that are crucial in the evaluation of corridor and alternative alignments.

During these meetings, the CFX study team presented their findings from the development and comparative evaluation of the alternatives and requested input from PAG members. All factors related to the conceptual design and location of the facility, including transportation needs, financial feasibility, social impacts, economic factors, environmental impacts, engineering analysis, and right-of-way requirements, were considered during the study.

PAG meeting invitations were sent to representatives from environmental agencies and organizations, other government agencies, large landholders, community groups and other key stakeholders.

PAG meetings were held on August 15, 2018, February 19, 2019 and May 21, 2019. The meetings were attended by a total of 38 members and 24 study personnel.

August 15, 2018 PAG Meeting:

The first PAG meeting was held on August 15, 2018. Invitation letters were mailed to 85 members of the PAG. A GoToMeeting invitation was sent to members who needed to join remotely. Twenty people attended the meeting (plus 10 study staff members) and three participated by GoToMeeting, including representatives from the following:

- Gulfstream Natural Gas
- Loughman Community Association
- Osceola County
- Kissimmee Utility Authority
- Central Florida Regional Planning Council
- Florida Department of Transportation District 5
- Reunion Resort & Golf Club
- Sabal Trail Transmission
- Walt Disney World
- Harris Bauerle Ziegler Lopez

The purpose of the first PAG meeting was to review the study history and background, discuss the advisory group roles, discuss the project purpose and need, describe the study methodology, present reasons for eliminating some alternatives from the PD&E study, and to receive comments from the group. Comments and suggestions from the PAG included:

- Concern about the social impacts of Alternative 1.
- Consider shifting Alternative 1 to the west side of the railroad tracks to reduce social impacts in the Loughman area.
- The project is needed as soon as possible, including a direct connection to I-4.

February 19, 2019 PAG Meeting:

The second PAG meeting was held on February 19, 2019. Invitation letters were mailed to 71 members of the PAG. A GoToMeeting invitation was sent to members who needed to join remotely; however, none utilized the GoToMeeting option. Eight people attended the meeting (plus six study staff members), including representatives from the following:

- Gulfstream Natural Gas
- East Central Florida Regional Planning Council
- Osceola County
- Polk County
- RIDA & Associates (Champions Gate)
- Sabal Trail Transmission
- Reunion

The purpose of the second PAG meeting was to review changes made to the alternatives in response to EAG and PAG input, changes made to the alternatives due to geometric constraints and coordination with major utilities affected by the alternatives. The results of the evaluation of the alternatives was also presented. General issues raised by the group included:

- The changes reduced the impacts to some utilities.
- Osceola County looks forward to working with CFX on improving CR 532.
- Alternative 1A impacts property that Polk County is looking at for a fire station.

May 21, 2019 PAG Meeting:

The third PAG meeting was held on May 21, 2019. Invitation letters were mailed to 70 members of the EAG. A GoToMeeting invitation was sent to members who needed to join remotely. Four people attended the meeting (plus eight study staff members) and three participated by GoToMeeting, including representatives from the following:

- ChampionsGate Community Development District
- East Central Florida Regional Planning Council
- Gulfstream Natural Gas
- Osceola County
- Polk County
- Central Florida Regional Planning Council

The purpose of the third PAG meeting was to present the study team's recommended Preferred Alternative – Alternative 5A Without Slip Ramps to Ronald Reagan Parkway. Reasons for this decision were presented and comments were solicited from the group. General comments from the group included:

- There was concern about congestion on CR 532 without a direct expressway connection to I-4.
- There was support for the Alternative 5A Without Slip Ramps to Ronald Reagan Parkway as the Preferred Alternative.
- It was recommended to coordinate with FDOT in an effort to widen US 17/92 between the existing widening (as part of the Poinciana Parkway improvement) and the widening associated with the interchange with Alternative 5A without slip ramps.

2.3 LOCAL GOVERNMENT OFFICIALS

The Public Involvement Program involved identifying and communicating with state, regional, and local agencies having a potential interest in this project due to jurisdictional review or expressed interest.

Elected and appointed officials were provided notice of all public meetings. Municipal and agency officials also participated in the EAG and PAG meetings. Representatives from Osceola County and Polk County were invited to various progress meetings, with Osceola County officials attending a number of these.

Formal presentations were made to local official boards to gain input and to provide study updates as follows:

- Polk TPO Board August 9, 2018
- Osceola County Expressway Authority Board October 9, 2018
- Polk County Board of County Commissioners Board Meeting April 16, 2019
- Osceola County Board of County Commissioners Board Meeting June 3, 2019
- Central Florida Expressway Authority Board June 3, 2019
- Central Florida Expressway Authority Board October 10, 2019

It should be noted that seven members of the CFX Governing Board sit on local government boards, including the Osceola County Commission.

Multiple meetings were held with stakeholders and government agencies to update them on the progress of the study and to gather their input. Those meetings are summarized below:

The study team met with the following local government entities:

- Polk County
- Osceola County

On November 1, 2018, the study team met with Polk County staff to discuss the Poinciana Parkway Extension PD&E Study and planned developments in Polk County. Alternatives 1 and 1A were reviewed. Alternative 1 is on the east side of the CSX railroad tracks and Alternative 1A is on the west side of the railroad tracks. Both alternatives impact a proposed Fire and Rescue Station on Ronald Reagan Parkway. County staff was concerned about possible impacts to the water system facility on the south side of Ronald Reagan Parkway. Planned developments in the area include a new Publix and new apartments. After reviewing Alternatives 1 and 1A, the County did not support either alternative and encouraged the study team to focus on Alternatives 4 and 5 due to the reduced social impacts and attempt to minimize the natural environment impact associated with these alternatives. The agreement between Polk County, Osceola County and the OCX was discussed, and county staff advised that slip ramps to and from Ronald Reagan Parkway would meet the intent of the agreement.

On March 28, 2019, the study team met with Polk County senior administrative staff to present the study team's recommended Preferred Alternative – Alternative 5A Without Slip Ramps to Ronald Reagan Parkway. Alternatives considered and results of evaluations were presented, along with reasons for identifying the recommended Preferred Alternative. Based on the information presented, the senior administrative staff recommended that these findings be presented to the Polk County Board of County Commissioners at their next Agenda Workshop on April 12, 2019.

On April 12, 2019, the study team presented to the Polk County Board of County Commissioners at their Agenda Workshop. The presentation included background information, study methodology, coordination with Polk County and alternatives evaluated. The study team's recommended Preferred Alternative, Alternative 5A Without Slip Ramps to Ronald Reagan Parkway, was presented. Following the presentation, the County decided to place the Poinciana Parkway Extension PD&E on the agenda for their April 16, 2019 meeting.

On April 16, 2019, the study team attended a Polk County Board of County Commissioners meeting. County staff presented information on the study team's recommended Preferred Alternative and the board passed a resolution:

- 1. Endorsing Alternative 5A without slip ramps for the Poinciana Parkway Extension.
- 2. Directing staff to draft a revised agreement on Poinciana Parkway that removes the requirement for the Poinciana Parkway Extension to include direct access to Ronald Reagan Parkway.
- 3. Requesting CFX to provide technical assistance as needed to evaluate future regional connections to Poinciana Parkway.

On June 3, 2019, the study team presented to the Osceola County Board of County Commissioners. The presentation included background information, study methodology, coordination with Osceola County, and alternatives evaluated. The study team's recommended preferred alternative, Alternative 5A Without

Slip Ramps to Ronald Reagan Parkway, was presented. Comments included support for the project, County efforts to obtain federal funds for Poinciana Parkway Extension, including its connection to I-4 as well as federal funds for I-4 Beyond the Ultimate, and confirmation that the study team is publicizing meeting notices in Spanish.

On October 10, 2019 the CFX Governing Board unanimously approved the Poinciana Parkway Extension Project Development and Environment (PD&E) Study and advanced the approximate three-mile project to the production phase including design and construction.

Design was expected to begin in Spring of 2020 on the proposed expressway, critically needed to ease traffic congestion and improve regional connectivity for Osceola County drivers. Ranked the second fastest growing county in Florida, some Osceola residents commute approximately 43 minutes per trip a day, nearly double the national average. The proposed expressway will enhance mobility by extending the Poinciana Parkway north to County Road (CR) 532 at the Osceola County/Polk County line.

2.4 OTHER STAKEHOLDER MEETINGS

Additional stakeholder meetings were convened with large landholders, community associations, environmental advocates, developers, business and civic groups and other stakeholders.

The study team met with the following stakeholders:

- FDOT District 5
- Polk Transportation Planning Organization (TPO) Technical Advisory Committee (TAC)
- Polk TPO Board
- Cassidy Homes
- Sabal Trail
- Duke Energy
- Kinder Morgan
- Kissimmee Utility Authority
- Kissimmee Rotary Club
- Gulfstream Natural Gas
- Transtate Industrial Pipeline Systems
- Duke Transmission
- Reedy Creek Mitigation Bank
- FDOT District 1
- United States Fish and Wildlife Services (USFWS)
- Lake Wilson Preserve Homeowners Association (HOA)
- United States Army Corps of Engineers (USACE)
- G5 Church and Harris Harris Bauerle Ziegler Lopez

On July 17, 2018, the study team met with and presented project information to FDOT District 5 staff and their consultants. Background information about the study was presented, as well as previous

coordination with FDOT. Although the current PD&E study does not extend to I-4, information regarding the need for the I-4 Beyond the Ultimate improvement to accommodate a connection to the Poinciana Parkway Extension was presented (this had been previously presented to other staff at FDOT). It was noted that based on previous communications with FDOT, it is CFX's understanding that FDOT will be the lead agency for the PD&E study for the connection from I-4 to the Poinciana Parkway Extension at CR 532. CFX is willing to partner with the Department in that PD&E, including participating in the funding for the PD&E study. FDOT staff concluded that they would need to have internal discussions on how to move forward regarding the PD&E study for connecting I-4 to the Poinciana Parkway Extension.

On July 26, 2018, the study team met with the Polk TPO TAC to provide an update on the Poinciana Parkway Extension PD&E. Background information, including the results from the previous CF&M study, was presented. The initial Alternatives 1, 4 and 5 were identified as being evaluated as part of the PD&E study. Polk County noted that maintaining connections to Ronald Reagan Parkway was desirable and the study team stated that they would evaluate maintaining the connection.

On August 9, 2018, the study team presented to the Polk TPO Board and provided a summary of the previous Poinciana Parkway Extension CF&M study, which led up to the current PD&E study. The results of the CF&M study were described and the reasons for the PD&E addressing the extension to CR 532 were explained. Impacts associated with Alternatives 1 through 5 were summarized, and the reasons to evaluate Alternatives 1, 4 and 5 in the PD&E were described. The agreement between Polk County, Osceola County and the Osceola County Expressway Authority regarding the extension of Poinciana Parkway was summarized and it was noted that CFX will work closely with Polk County in the evaluation of the connections from roads in Polk County to the Poinciana Parkway and its extension.

On August 10, 2018, the study team met with representatives from Cassidy Homes and BCC Engineering. The study team provided a summary of the previous Poinciana Parkway Extension CF&M study and the reasons for the PD&E addressing the extension to CR 532 were explained. Impacts associated with Alternatives 1 through 5 were summarized, and the reasons to evaluate Alternatives 1, 4 and 5 in the PD&E were described. Improvements in the Polk TPO Cost-Feasible plan and the Central Polk Parkway were also discussed. It was noted that a connection from Central Polk Parkway to the Poinciana Parkway could possibly occur in the vicinity of US 17/92 (for Alternative 1), or possibly near Cypress Parkway (for Alternatives 4 and 5).

On September 13, 2018, the study team met with various utilities within the study area, including Sabal Trail Transmission, Gulfstream Natural Gas, and Duke Energy. The utilities provided information on their facilities, operations, clearance requirements, and crossing requirements.

On October 18, 2018, the study team had a virtual meeting (conference call with computer video of presentation slides) with the Reedy Creek Mitigation Bank attorneys – Domain Capital Group. The purpose of the call was to discuss the alternatives being evaluated and to obtain feedback from the Reedy Creek Mitigation Bank representatives. The Reedy Creek Mitigation Bank representatives explained that there are numerous flora and fauna species on the bank property, and they have extensive data regarding these resources that they can make available to the project team. A Reedy Creek Mitigation Bank representative expressed that the alternatives would result in significant damage to the bank property and that their preference is for alternatives that do not impact the bank. They indicated they would be preparing formal comments on the project.

On October 19, 2018, the study team met with FDOT District 1 and Polk TPO TAC to coordinate with the Northeast (NE) Polk US 27 Mobility Study. The study team described the previous CF&M study and the current Poinciana Parkway Extension PD&E study. Representatives from RS&H described the status of the NE Polk US 27 Mobility Study. TPO staff noted their current long-range transportation plan (LRTP) assumed that Central Polk Parkway (CPP) was viable; however, now that it is on hold, there will be changes to their LRTP which are expected to include improvements to US 17/92. As a follow up to this meeting, FDOT will request a coordination meeting between the traffic staff for the US 27 Mobility Study and the Poinciana Parkway Extension.

On Tuesday, December 4, 2019, CFX Public Affairs Manager Emily Brown served on a panel for Osceola County Commissioner Brandon Arrington's Community Meeting. Representatives from other local and state transportation agencies also participated. Brown gave a brief presentation on CFX's work in Osceola County, including the Poinciana Parkway Extension PD&E Study. There were no questions regarding the study.

On December 11, 2018, the study team had a virtual meeting (conference call with computer video of presentation slides) with the Sharma Eminent Domain Lawyers who are now representing the Reedy Creek Mitigation Bank. The purpose of the call was to discuss the alternatives being evaluated and to coordinate with the mitigation bank representatives. Steps for obtaining access to the bank were discussed. It was noted that comments can be submitted throughout the duration of the PD&E study.

On December 13, 2018, the study team met with USFWS to discuss the proposed survey methodologies for the project. A brief overview of the history, study area and alternatives were provided. The methodology for surveying federal species was discussed and agreed to.

On December 13, 2018, the study team met with various utilities within the study area, including Sabal Trail Transmission, Kinder Morgan, Florida Southeast Connection, Gulfstream Natural Gas, and Duke Energy. Draft Alternatives 1A, 4A and 5A were presented and needed utility relocations were identified. It is anticipated that some existing utility easements will be replaced with new easements. As a follow up to the meeting, the study team provided the impacted utility owners with KMZ files of the draft alternatives (which are subject to change).

On January 9, 2019, the study team met with the Lake Wilson Preserve HOA to provide an update on the Poinciana Parkway Extension PD&E study. Background information, including the results from the previous CF&M study, was presented. The initial Alternatives 1, 4 and 5 were identified as being evaluated as part of the PD&E. The study team answered questions and received comments from the HOA.

On January 29, 2019, the study team attended an FDOT meeting regarding Segment 5 of the I-4 Beyond the Ultimate planned improvements. Section 5 extends from west of US 27 to west of CR 532. Representatives from FDOT District 5 led the meeting and representatives from FDOT District 1 participated in the meeting.

On January 31, 2019, the study team attended an FDOT District 5 coordination meeting regarding the I-4 Beyond the Ultimate improvements in the vicinity of a possible connection of the Poinciana Parkway

Extension / I-4 Connector with I-4 at SR 429. Draft interchange concepts developed as part of CF&M study were presented and discussed.

On February 28, 2019, the study team met with the USACE to discuss the status of the PD&E study and to obtain feedback on the alternatives presented during the EAG and PAG meetings held on February 19, 2019. USACE is supportive of bridging the wetlands in the bank if Alternative 4A or 5A move forward. But fire management may be an issue that needs to be documented in the study. It was suggested that reductions in the typical section may need to be considered for those sections through the mitigation bank to demonstrate minimization.

On June 5, 2019, the study team met with G5 Church representatives and their attorneys, Harris Harris Bauerle Ziegler Lopez to discuss the status of the PD&E study and to obtain feedback on the alternatives considered and the recommended preferred alternative, which affects the G5 Church property. No comments were received during the meeting.

On October 15, 2019 the study team met with FDOT District One staff conducting the Northeast Polk US 27 Mobility study in Polk County. The meeting was held at the FDOT District Headquarters in Bartow. Six FDOT staffers and seven consultant staff members (representing Kimley-Horn & Associates, Dewberry, RS&H and Quest) for both studies attended the meeting. Consultant Project Manager Clif Tate provided an update on the PD&E study and a review of the preferred alternative. FDOT Project Manager Sarah Catala and consultant staff provided an overview of the corridors and mobility solutions being evaluated as part of the US 27 Mobility Study. FDOT District One staff requested PPE PD&E Study traffic data and had questions about utility impacts and the decision to forego slip ramps at Ronald Reagan Boulevard, which the consultant team addressed. The FDOT project manager indicated that the study would complete the roadway alternatives analysis by June of 2020. D1 will be able to share results on the modeling with CFX by the end of this year or early next year.

2.5 PUBLIC INVOLVEMENT AND MEETINGS

The Public Involvement Plan (PIP) included conducting public meetings to present the latest study information and to gather vital feedback. A coordinated effort to obtain public input regarding the Poinciana Parkway Extension PD&E Study was conducted by holding three public meetings. The Kick-Off Public Meeting was held on September 25, 2018, and the Alternatives Workshop was held on March 14, 2019. The study's Public Hearing was held on August 29, 2019. Each meeting provided attendees with the most up-to-date information, fostered discussion with the public, and encouraged meeting attendees to provide their input.

September 25, 2018 Kick-Off Public Meeting: The Kick-Off Public Meeting, held in the cafeteria at Poinciana High School, 2300 S. Poinciana Boulevard, Kissimmee, FL 34758, was advertised in advance with legal ads in the *Lakeland Ledger* on Sunday, September 9, 2018 and Sunday, September 23, 2018; in the *Osceola News Gazette* on Thursday, September 6, 2018 and Thursday, September 20, 2018; in the Spanish-language *El Sentinel* on Sunday, September 9, 2018 and Sunday, September 23, 2018; and the *Orlando Sentinel's* Orange and Osceola editions on Sunday, September 9, 2018 and Sunday, September

23, 2018. An ad was posted in the *Florida Administrative Register* (FAR) on Friday, September 7, 2018, and a news release was distributed to major media outlets on Monday, September 24, 2018.

Public meeting invitation letters were sent on Wednesday, September 5, 2018, by email to 38 elected officials and their aides, as well as to 97 local, regional, state, and federal agency contacts. An additional 5,013 meeting invitation letters were mailed to property owners and tenants within the corridor on Wednesday, September 5, 2018. Meeting information was also posted on the study website and Facebook page.

There were 116 attendees who signed in at the Kick-Off Public Meeting. A total of 24 written comments were received: 17 at the meeting, and seven emailed within 10 business days of the public meeting.

March 14, 2019 Alternatives Workshop: The second public meeting, the Alternatives Workshop, was also held in the cafeteria at Poinciana High School on March 14, 2019. Newspaper legal advertisements were run in the Orange and Osceola editions of the *Orlando Sentinel*, in the Spanish-language *El Sentinel* and in the *Lakeland Ledger* on Sunday, February 24, 2019 and Sunday, March 10, 2019. The ad also ran in the *Osceola News Gazette* on Thursday, February 28, 2019 and Thursday, March 7, 2019. A news release was distributed to major media outlets on Wednesday, February 27, 2019. An ad was also placed in the FAR.

Public meeting invitation letters were sent on Thursday, February 21, 2019, by email to 38 elected officials and their aides, as well as to 97 local, regional, state, and federal agency contacts. An additional 5,013 meeting invitation letters were mailed to property owners and tenants within the corridor on Thursday, February 21, 2019. Meeting information was also posted on the study webpage and Facebook page.

We had 150 people sign in at the Alternatives Workshop. A total of 40 written and emailed comments were received as of March 28, 2019, the end of the public meeting comment period.

August 29, 2019 Public Hearing: The public hearing for CFX's Poinciana Parkway Extension PD&E Study was held on Thursday, August 29, 2019, from 5:30 p.m. to 8 p.m., at Poinciana High School, 2300 South Poinciana Boulevard, Kissimmee.

The public hearing was advertised in advance with legal ads in the *Lakeland Ledger*, the Orange and Osceola editions of the *Orlando Sentinel* and *El Sentinel* on Sunday, August 11 and Sunday, August 25, 2019; and in the *Osceola News Gazette*, *El Osceola Star* and *La Prensa* on Thursday, August 8 and Thursday, August 22, 2019. An ad was printed in the *Florida Administrative Register* (FAR) on Tuesday, July 30, 2019. A press release was distributed to the following major media outlets on Tuesday, August 20, 2019:

Discover Osceola	La Prensa	Spectrum News 13, Ch. 13
Osceola News Gazette	Telemundo	WESH-TV, Ch. 2
El Osceola Star	Orlando Business Journal	WKMG-TV, Ch. 6
Orlando Sentinel	Lakeland Ledger	WFTV-TV, Ch. 9
El Sentinel	Osceola Woman	WOFL-TV, Ch. 35
Orlando Weekly	Orange Observer	WOTF-TV, Ch. 43
Sunshine State News	Florida Politics	News Service of Florida

WFLA Radio	Florida's Radio Network	WDBO Radio
WMFE-FM	Celebration News	GrowthSpotter
WTLN Radio	Positively Osceola	Engineering News-Record (ENR)

Public meeting invitation letters were sent on Tuesday, July 30, 2019, by email to 49 elected officials and their aides, as well as to 98 appointed officials, regional agency contacts, and federal and state agency contacts and 198 stakeholders. An additional 5,430 meeting invitation letters were mailed to property owners and tenants within the corridor on Wednesday, July 31, 2019. Public hearing notices were posted on the study Facebook page on August 6, 17, 24 and 29.

A total of 72 members of the public and 22 staff members signed in at the public hearing. Some of members of the public declined to sign in. Officials attending included Osceola County Transportation and Transit Executive Director Tawny Olore, Tracy Mullins of Polk County Parks and Natural Resources, Sgt. TJ Thomas of the Polk County Sheriff's Office, and Emam Emam of the Florida Department of Transportation.

During the formal public hearing in the auditorium, attendees viewed a presentation that provided an overview of the study process, history and details about the proposed Preferred Alternative. Attendees were then invited to provide their comments at the microphones for the public record.

None of the attendees chose to speak at the microphones in the auditorium. A letter from the Lake Wilson Preserve HOA was read into the record during the hearing comment period as requested by the HOA. Attendees were also invited to provide written comments, or to speak to court reporters still standing by in the cafeteria. The formal comment period of the hearing was closed at 6:56 p.m.

A total of 14 written comments were received – seven at the meeting and seven emailed or posted on social media within 10 days of the public hearing. One verbal comment was recorded by the court reporter at the open house.

2.6 SUMMARY OF PUBLIC COMMENTS

A total of 24 written comments were received for the Kick-Off Public Meeting: 17 were submitted at the meeting and seven were emailed within 10 business days of the meeting.

Exhibit 2-1 reflects the general nature of the comments received. Many comment forms touched on multiple topics, so referenced numbers may exceed the total number of comment forms received.



Existing Property

Additional Traffic Impacts to CR 532

Environmetnal Impacts

Fix Existing Roads / Project Unnecessary

Support Alt 1

Support Alts 4 or 5

General Questions

Exhibit 2-1: Comment Categories from Kick-Off Public Meeting

Comment categories and related statements from the Kick-Off Public Meeting are listed below (numbers in parentheses indicate how many times, if greater than one, a comment or statement was made).

- Concerns about the impact on CR 532 and Old Lake Wilson Road.
- Questions regarding the decision to extend only to CR 532 in this first phase and not to I-4.
- Alternative 1 seems to impact a lot of homes and wetlands. Does it impact the historical Polk County marker?
- Consider Alternatives 4 or 5 so as not to impact 21 Palms RV Resort that provides homes to 150 families. (2)
- Use Alternative 4 or 5. We need relief here because of growth. Also, we want a decision made soon so we'll know if we need to move or not. Unfortunately, somebody is going to be impacted by this, but we understand it's needed. (2)
- Choose Alternative 4 or 5. That's best for Polk County.
- Alternative 1 would be perfect because it affects fewer families. (4)
- Choose the alternative that has the least impact to wetlands and nature.

As of March 28, 2019, a total of 40 written and emailed comments were received following the Alternatives Workshop held on March 14, 2019.

Exhibit 2-2 reflects the general nature of the comments received. Many comment forms touched on multiple topics, so referenced numbers may exceed the total number of comment forms received.

Exhibit 2-2: Comment Categories from Alternatives Workshop

Prefer No Build Prefer Alt 1A Prefer Alts 4A or 5A Oppose Alt 1A Property Impacted Connect to I-4 or SR 429 Increases Local Traffic Improve Local Roads

Alternatives Workshop Comment Categories

Comment categories and related statements from the Alternatives Meeting are listed below (numbers in parentheses indicate how many times, if greater than one, a comment or statement was made).

• Plan 1A must not move forward! The largest impact on homeowners in Polk County, this must be heavily considered. (16)

10

20

• Plans 4A and 5A are shorter and mostly impacting swamp land.

0

Concerned About Environment

- This plan [1A] also affects the Bald Eagle's nests which I thought was against the law.
- As far as the question would I use the toll road? my answer is only when the road connects to I-4 and not until then. (12)
- We don't have any problems with the choice of the Alternative 1A as long as a fair price for our property is offered. (3)
- Alternative 5A is the best. Shortest distance to be constructed. Least amount of time to commute. (15)
- I say expand CR 532 and Lake Wilson Road and include and on/off ramp onto I-4. The backup traffic off Lake Wilson Road backs up way before the I-4 bridge now, and more homes being built that will include more cars in the area of ChampionsGate and CR 532. (8)
- Expansion of the Poinciana Parkway should be done in a manner that minimizes environmental impact. (5)
- We are glad that you are not going through our neighborhood. We are glad that you are not taking over our property.

As of September 9, 2019, a total of 14 written and emailed comments were received following the Public Hearing held on August 29, 2019.

Exhibit 2-3 reflects the general nature of the comments received. Many comment forms touched on multiple topics, so referenced numbers may exceed the total number of comment forms received.

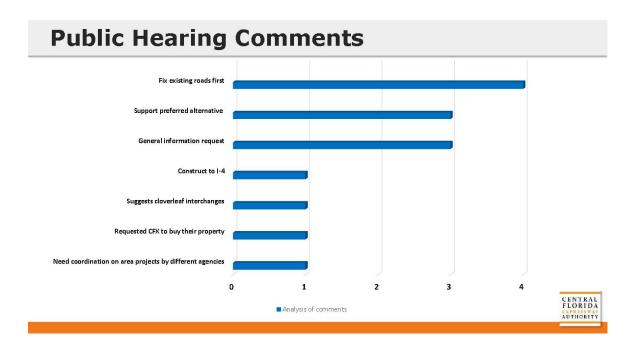


Exhibit 2-3: Comment Categories from Public Hearing

Comment categories and related statements from the public hearing included the following:

- Alternative 5A without slip ramps seems to provide a "clean" solution to access the Poinciana Parkway without destructively impacting communities along Ronald Reagan Parkway in Polk County.
- Alternative 5A without slip ramps is an "attractive solution to traffic and noise to existing neighborhoods."
- Concerns about increased congestion without simultaneous improvements to CR 532 and Lake Wilson Road.
- Fact that Alternative 5A is the most economical is enticing.
- If they need just a little piece of our land, we want them to take the whole thing.
- Poinciana Parkway Extension should have a clover leaf interchange instead of planned ramps at CR 532 to keep traffic moving.
- Old Lake Wilson Road and CR 532 need a southbound right turn lane; existing roadway issues should be fixed before "building a toll road no one will use."
- Do not split the connection to I-4 into two phases.

GENERAL COMMENTS:

Nice planning!

• Good to talk with the right-of-way specialist. Very informative.

SECTION 3 – WEBSITE

Study information was housed for easy public access on the study's website:

https://www.cfxway.com/agency-information/plans-studies/project-studies/poinciana-parkwayextension-pde/

The website was updated with the latest alternatives exhibits, schedules, fact sheets, presentations, meeting notices and summaries, photos, and news releases. Information from the EAG and PAG meetings were also posted on the website. Between July 2018 and July 2019, the study website had 1,754 visits. An electronic comment form was available on the website, as well as a request form to receive email updates.

Additionally, a study Facebook page (@PoincianaPkwyExt) provided meeting notices and summaries, community meeting recaps, exhibits, photos, links to information available on the website, and more.

SECTION 4 – MEDIA COVERAGE

The Public Involvement Program included the strategy of using the media to help share information and meeting notices about the PD&E study.

News releases regarding the date, time, location, and purpose of the study's three public meetings were distributed to the local media outlets listed below.

- Orlando Sentinel
- Osceola News Gazette
- El Osceola Star
- Lakeland Ledger
- Positively Osceola
- Orlando Business Journal
- WESH-TV, Ch. 2
- WKMG-TV, Ch. 6
- WFTV-TV, Ch. 9
- Spectrum News 13
- Telemundo, Ch. 31
- WOFL-TV, Ch. 35
- WMFE FM, 90.7
- WDBO FM, 96.5

The news release regarding the Kick-Off Public Meeting was sent on September 24, 2018, and the news release regarding the Alternatives Workshop was sent on February 27, 2019. A press release for the Public Hearing was distributed to the following major media outlets on Tuesday, August 20, 2019:

Discover Osceola	La Prensa	Spectrum News 13, Ch. 13
Osceola News Gazette	Telemundo	WESH-TV, Ch. 2
El Osceola Star	Orlando Business Journal	WKMG-TV, Ch. 6
Orlando Sentinel	Lakeland Ledger	WFTV-TV, Ch. 9
El Sentinel	Osceola Woman	WOFL-TV, Ch. 35
Orlando Weekly	Orange Observer	WOTF-TV, Ch. 43
Sunshine State News	Florida Politics	News Service of Florida
WFLA Radio	Florida's Radio Network	WDBO Radio
WMFE-FM	Celebration News	GrowthSpotter
WTLN Radio	Positively Osceola	Engineering News-Record (ENR)

Steven Ryzewski of the *Four Corners News-Sun* (Winter Haven) attended the Public Hearing and wrote a story.

Table 4-1 provides detail on the media coverage of this study.

Table 4-1: Media Coverage

Date	Media Outlet	Mediu m	Headline	Summary and Link
9/25/18	Positively Osceola	Social Media	None	Report about the CFX Kick-Off Public Meeting for the Poinciana Parkway Extension PD&E Study. Provided the study website for people to learn more. https://www.facebook.com/PositivelyOsceola/posts/9858 95394946262? xts [0]=68.ARDrt5Gaez- H8IYK QoF4hm8PR63WPVb2yG7DtpGDwj5Ha8iZQGtaw 4 VHVKucfbw2KJqbD8QMue6MnH8JUK4orUlbpIG6dv5- P5c97bCs1LrJDjOXT2z2DgFCy93M3VtVTaaJByr9WCNq6YrR X5Vpnn9sxQuZwuHDPXYOJbOggH2dFRd4gfbyCKuWJwYGY HtIPJ8XGn2J-ZCgi2Cz1Dy4vPENgQvMluzoQPNckaCxBcV- rASAyVr a11nkwcynfGBUo4BmPKdR6R9eGKUPIPDxylTboT MehWAGbTq zj e06vS7JG86nFhHJtWnQX- 3bwGdk3zHVX4QXeKOL8b4WwshgjfYlyJH0c8KSu4PkjslkYs 0-4tmiOfgReXi-SxXrqMQ- uPBelFCgQ1raKvszTc3QCWjz7WXHiqt2nsfKRFuk7F2ltp9Z5 WcgJWdrhuw4sMAkazU2y9vlEqwHFqLpTLSnrvQ9YWnhra2 Z4avZDm jEAeA06TGj- d9uq5BIJZEufRcdyTf6QrZOXVu5iTg5NQyMKva4SN7yVcCbE sLvAaBqlvlofNzDO9IGvzEPJ47CPVyykP4Q& tn =C-R
4/12/19	Lakeland Ledger	Print/ Online	Poinciana Parkway Extension to open in five years	Report that Polk County Commissioners were expected to support plans for the extension of the Poinciana Parkway that would open in five years. A correction was printed that construction of the project could possibly begin within five years. https://www.theledger.com/news/20190412/poinciana-parkway-extension-to-open-in-5-years
6/6/19	Growth Spotter	Online	CFX narrows choice for \$275M Poinciana Parkway toll road extension	Report that CFX identifies a preferred alternative (5A) and previews the August 29, 2019 public hearing. https://www.growthspotter.com/news/osceola-county-developments/gs-news-poinciana-parkway-extension-20190604-5mzf32lidzfcfpzvkqiib5gce4-story.html
8/27/19	WFTV Ch. 9	TV / Online		PIO met with WFTV (Ch. 9) traffic reporter Racquel Asa for a preview story on the public hearing.
8/28/19	Spectrum News 13	TV	Poinciana Parkway Public Hearing	Preview of Public Hearing http://mms.tveyes.com/MediaCenterPlayer.aspx?u=aHR0c DovL21IZGlhY2VudGVyLnR2ZXllcy5jb20vZG93bmxvYWRnY XRId2F5LmFzcHg%2FVXNlcklEPTQyNDI1MiZNREIEPTEyMTY wNTk4Jk1EU2VIZD0xODUmVHlwZT1NZWRpYQ%3D%3D
9/6/19	Four Corners News-Sun	Print / Online	Officials make case for Poinciana Parkway extension.	Report on public hearing and the preferred alternative http://www.fourcornersnewsleader.com/officials-make-case-for-poinciana-parkway-extension/

SECTION 5 – APPENDICES

- **5.1 ENVIRONMENTAL ADVISORY GROUP DOCUMENTS**
- 5.2 PROJECT ADVISORY GROUP DOCUMENTS
- 5.3 LOCAL GOVERNMENT OFFICIALS' DOCUMENTS
- 5.4 OTHER STAKEHOLDER MEETINGS' DOCUMENTS
- 5.5 PUBLIC INVOLVEMENT MEETINGS' DOCUMENTS
- 5.6 PUBLIC COMMENTS
- **5.7 WEBSITE DOCUMENTS**
- **5.8 MEDIA COVERAGE DOCUMENTS**
- **5.9 FACEBOOK DOCUMENTS**

SECTION 5 – APPENDICES

5.1 ENVIRONMENTAL ADVISORY GROUP DOCUMENTS

Environmental Advisory Group Meeting #1 Appendix	×

Environmental Advisory Group - Poinciana Pkwy Connector	First Name	Last Name	E-mail	Mailing Name 1	Mailing Name 2	Address 1	Address 2	City	State 2	ZIP
1000 Friends of Florida				1000 Friends of Florida		PO Box 5948		Tallahassee	FI 3	32314-5948
1000 Fichas of Fiorial	Thomas	Hawkins	friends@1000fof.org	1000 Filends of Florida		1 0 500 33 10		runariassee	,,,	72311 33 10
A 11 C 11 C 15 15				A 11 - FL -1		4500 B; Bl. I	C1 205		FI 1	2427
Audubon Society - Central Florida	Charles	Lee	Chlee2@earthlink.net	Audubon Florida	Florida State Office	4500 Biscayne Blvd	Ste 205	Miami	FL 3	33137
Canada Flacida Funciasano Audianita (CFV)				Cardwal Florida Francescova, Arthurita		4074 ODI Tavra Del		0.11-	F1 1	22007
Central Florida Expressway Authority (CFX)	Joseph (Joe)	Berenis	joseph.berenis@cfxway.com	Central Florida Expressway Authority		4974 ORL Tower Rd		Orlando	FL 3	32807
	Glen	Pressimone	glenn.pressimone@cfxway.com							
Central Florida Regional Planning Council (CFRPC)				Control Florida Regional Planning Council		FFF F Church Ct		Dartou	FL 3	22020
Central Florida Regional Planning Council (CFRPC)	Patricia	Steed	psteed@cfrpc.org	Central Florida Regional Planning Council		555 E Church St		Bartow	FL 3	33830
Conservation Trust for Florida	Traci	Doon Esa	Ave i O	Conservation Trust for Florida	Evacutiva Director	1731 NW 6th St	Ste D	Gainesville	FL 3	32609
	Traci	Deen, Esq.	traci@conserveflorida.org		Executive Director					
Defenders of Wildlife - Florida				Defenders of Wildlife		1 Rankin Ave	Second Floor	Asheville	NC 2	28801
	Laurie Ann	MacDonald	laurie.macdonald@defenders.org							
Deseret Ranches										
	Don	Whyte	dwhyte@deseretranches.com							
Fact Control Florida Daristal District Co. 11/FGFDCC				Fact Control Florida Desired Blancia C		AFF N Coulous d Acc	Facustic Flance	Onless	F1 - 1	22001
East Central Florida Regional Planning Council (ECFRPC)	Hugh	Harling	hharling@ecfrpc.org	East Central Florida Regional Planning Council		455 N Garland Ave	Fourth Floor	Orlando	FL 3	52801
	Fred	Milch	fmilch@ecfrpc.org							
							0. 0000	0.5.		2272
Environment Florida	Susan	Rakov	not published	Environment Florida Senior Vic President, Public Interest Network		3110 1st Ave N	Ste 2000	St Petersburg	FL :	33/13
Florida Department of Agriculture - Florida Forest Service				Florida		8431 S. Orange Blossom Trail		Orlando	FL 3	32809
	Lanny	Rice	lanny.rice@freshfromflorida.com							
Federal Highway Administration (FHWA)				Florida Division	Federal Highway Administration	400 W. Washington Street	Suite 4200	Orlando	FL 3	32801
	Joseph	Sullivan	Joseph.Sullivan@dot.gov							
	Nahir	DeTizio	nahir.detizio@dot.gov							
Florida Citizens for Science										
	Pete	Dunkleberg	petedunkpi@gmail.com							
FL Dept. of Agriculture - Fresh From Florida				Florida Department of Agriculture & Consumer Services	Florida Forest Service	8431 S Orange Blossom Trail		Orlando	FL 3	32809
12 Sept. O. Agriculture 17 con 17 cm and	Michael	Facente	Michael.Facente@FreshFromFlorida.com	Tionida Separament di Tionida di Golisamen del Video	Osceola County	6490 Old Melbourne Hwy.		St. Cloud		34771-7601
	Wil	Kitchings	Wil.Kitchings@FreshFromFlorida.com		Orange County	8431 S Orange Blossom Trail		Orlando	FL 3	32809-7908
FL Dept. of Environmental Protection				Florida Department of Environmental Protection		3900 Commonwealth Blvd		Tallahassee	FL 3	32399
	Linda	Reeves	linda.reeves@dep.state.fl.us			TITE IIOCulti Diva				
	Kacee	Johnson	kacee.l.johnson@dep.state.fl.us							
	Andrew	Fleener	andrew.fleener@dep.state.fl.us							
FL Dept. of State - Div. of Historical Resources				Florida Division of Historical Resources		RA Gray Building	500 S Bronough St	Tallahassee	FL 3	32399-0250
	Ginny	Jones	ginny.jones@dos.myflorida.com							
	Timothy	Parsons	timothy.parsons@dos.myflorida.com							
Florida Dept. of Transportation (FDOT)				Florida Department of Transportation	Central Office	605 Suwannee St		Tallahassee	FL 3	32399-0450
	Luis	Ruiz	luis.ruiz@dot.state.fl.us							
	Lori	Sellers	lori.sellers@dot.state.fl.us							
FDOT-District 1				Florida Department of Transportation	District 1	801 N Broadway Ave		Bartow	FL 3	33830-3809
	Vivianne Marlon	Cross Bizerra	vivianne.cross@dot.state.fl.us							
	Gwen	Pipkin	Marlon.Bizerra@dot.state.fl.us gwen.pipkin@dot.state.fl.us							
FDOT-District 5	Casov	Lyon	coccay han @dat state flow	Florida Department of Transportation	District 5	719 S Woodland Blvd		DeLand	FL 3	32720
	Casey Cathy	Lyon Owen	<pre>casey.lyon@dot.state.fl.us catherine.owen@dot.state.fl.us</pre>							
	•									

				Poinciana Parkway Connector PD&E					
Environmental Advisory Group - Poinciana Pkwy Connector	First Name	Last Name	E-mail	Mailing Name 1	Mailing Name 2	Address 1	Address 2	City	State ZIP
	Jesse	Blouin	jesse.blouin@dot.state.fl.us						
	Brian	Stanger	brian.stanger@dot.state.fl.us						
	Bill	Walsh	william.walsh@dot.state.fl.us						
	Alison	Stettner							
			alison.stettner@dot.state.fl.us						
	Amy	Sirmans	Amy.Sirmans@dot.state.fl.us						
	John	Zielinski	john.zielinski@dot.state.fl.us						
	Mansoor	Khuwaja	Mkhuwaja@hanson-inc.com						
FDOT-Emergency Management Office				Florida Department of Transportation	Office of Emergency Management	605 Suwannee St		Tallahassee	FL 32399-0450
	Irene	Cabral	irene.cabral@dot.state.fl.us						
FDOT-Office of Environmental Management				Florida Department of Transportation	Office of Environmental Management	605 Suwannee St		Tallahassee	FL 32399
	Peter	McGilvray	peter.mcgilvray@dot.state.fl.us		District 5 Envrironmental Administrator				
Florida Fish and Wildlife Conservation Commission				Florida Fish and Wildlife Conservation Commission		Farris Bryant Building	620 S Meridian St	Tallahassee	FL 32399-1600
	Brian	Barnett	brian.barnett@myfwc.com			, ,			
	Scott	Sanders	scott.sanders@myfwc.com						
	Laura	DiGruttolo	laura.digruttolo@myfwc.com						
	Jason	Hight							
			jason.hight@myfwc.com						
	Richard	Mospens	richard.mospens@myfwc.com						
	Tom	Shupe	tom.shupe@myfwc.com						
	David	Turner	david.turner@myfwc.com						
	Shannon	Wright	shannon.wright@myfwc.com						
Florida Greenways & Trails Foundation				Florida Greenways & Trails Foundation		PO Box 4142		Tallahassee	FL 3
	Dale	Allen	wm.dale.allen@gmail.com						
Florida Native Plant Society - Tarflower Chapter				Florida Native Plant Society	Tarflower Chapter	PO Box 278		Melbourne	FL 32902
,	Eliott	Miller			-				
	Jim	Erwin	jimerwin9@gmail.com						
	Pete	Dunkleberg	petedunkpi@gmail.com						
	rete	Dulikleberg	<u>petedunikpi@gman.com</u>						
Florida Nativa Plant Cociaty - Pina Lily Chanter				Florido Nativo Plant Cociety	Dina Lily Chanter	DO Day 270		Malhaurna	EL 22002
Florida Native Plant Society - Pine Lily Chapter	1!! =	Darler		Florida Native Plant Society	Pine Lily Chapter	PO Box 278		Meibourne	FL 32902
	Julie	Becker							
	Sandra	Webb	slwebbzeit@gmail.com						
Florida Trail Association				Florida Trail Association		1050 NW 2nd Street, Ste A		Gainesville	FL 32601
	Kelly	Wiener	KellyW@Floridatrail.org		Central and South Regional Rep				
Florida's Turnpike Enterprise				Florida's Turnpike Enterprise		4501 54th Ave S		St Petersburg	FL 33711
	Martin	Horwitz	martin.horwitz@dot.state.fl.us						
	Henry	Pinzon							
	Rax	Jung	rax.jung@dot.state.fl.us						
Friends of Split Oak									
Thenas of Spirit Oak	Davo	Magman	dayyarman100000						
	Dave	Wegman	dawegman1960@gmail.com						
	Valerie	Anderson	valerietheblonde@gmail.com						
Lake Cane Restoration Society									
	Jay	Madigan	jay@jjmadiganllc.com						
Lake Mary Jane Alliance									
	Suzanne	Arnold	suzarnold@mindspring.com						
	Sharon	Robbins	robbins.sharon1@gmail.com						
League of Women Voters of Orange County									
	Marty	Sullivan	martysullivan league@gmail.com						
	ivialty	Juliivail	martysullivan.league@gmail.com						
The Nature Conservance				The Nature Conservance	Florida Field Office	2500 Maitland Center Bluce	Sto 211	Maitland	EI 227E4
The Nature Conservancy				The Nature Conservancy	Florida Field Office	2500 Maitland Center Pkwy	Ste 311	ivialuand	FL 32751
	Temperince	Morgan	florida@tnc.org						
Orange County - Parks and Recreation				Orange County	Parks and Recreation Division	800 N Orange Avenue		Orlando	FL 32801

				Poinciana Parkway Connector PD&E						
Environmental Advisory Group - Poinciana Pkwy Connector	First Name	Last Name	E-mail	Mailing Name 1	Mailing Name 2	Address 1	Address 2	City	State ZIP	
	Regina	Ramos	Regina.Ramos@ocfl.net							
	Gail	Piazza	Gail.Piazza@ocfl.net							
	Matt	Suedmeyer	Matt.Suedmeyer@ocfl.net							
Osceola County				Osceola County		1 Courthouse Square, Ste. 4700 Kissimmee FL 3 Courthouse Square Ste 1400 Kissimmee FL 3 Courthouse Square Second Floor Kissimmee FL 484 Indian Wells Ave Poinciana FL PO Box 9005 Drawer BC01 Bartow FL PO Box 9005 Drawer BC01 Bartow FL PO Box 10170 Lake Buena Vist FL 1990 Central Ave St Petersburg FL	FL 34741			
	Josh	DeVries	joshua.devries@osceola.org							
	Kerry	Godwin	kgod@osceola.org							
	Mary	Moskowitz	mary.moskowitz@osceola.org							
	Caroline	Horton	caroline.horton@osceola.org							
	Jeff	Jones	jeff.jones@osceola.org							
Osceola County Commissioner - Dist. 1	D					1 Courthouse Square, Ste. 470	00	Kissimmee	FL 34741	
	Peggy	Choudhry	Peggy.Choudhry@osceola.org							
Osceola County Commissioner - Dist. 3						1 Courthouse Square Ste 470	10	Vissimmoo	FL 34741	
Osceola County Commissioner - Dist. 3	Please join my mee	otine Arrington	Prandon Arrington @oscoola org			1 Courthouse Square, Ste. 470	JO	Kissiiiiiiee	FL 34/41	
	Please join my mee	eeting.com/join/85469348!	Brandon.Arrington@osceola.org							
Osceola County Commissioner - Dist. 5 (CFX Board Chairman)	ittps://giobai.gotome	eeting.com/joni/83409348.	<u> </u>			1 Courthouse Square Ste 470	10	Kissimmee	FI 34741	
200 (County Commissioner 2000 o (Crix Dourd Chairman)	You can also dial ir	n us Hawkins	Fred.HawkinsJr@osceola.org					. assumed	. 2 34/41	
	United States: +1 (57									
Osceola County Env Lands Conservation Program		,		Osceola County Environmental Lands Conservation Program		1 Courthouse Square	Ste 1400	Kissimmee	FL 34741	
,	Access Code: 854-6	693- Mindick	robert.mindick@osceola.org							
										
Osceola County Expressway Authority (OCX)	First GoToMeeting? L	et's do a quick system chec	k: https://link.gotomeeting.com/system-check	Osceola County Expressway Authority		3 Courthouse Square	Second Floor	Kissimmee	FL 34741	
	Atlee	Mercer	Atlee.Mercer@osceolaxway.com							
	Tawny	Olore	Tawny.Olore@osceola.org							
Poinciana Residents For Smart Change (PRFSC)				Poinciana Residents For Smart Change		484 Indian Wells Ave		Poinciana	FL 34759	
	Keith	Laytham	k.laytham@att.net							
	Ginnie	Maminski	GinM99@msn.com							
	Stan	Maminski	StanM99@aol.com							
	Jim	Obeirne	obeirnep@yahoo.com							
	Pat	Obeirne	obeirnep@yahoo.com							
Polk County				Polk County	County Manager's Office	PO Box 9005	Drawer BC01	Bartow	FL 33831-	-9005
	Jay	Jarvis	jayjarvis@polk-county.net							
Polk County Commissioner - Dist. 4				Polk County		PO Box 9005	Drawer BC01	Bartow	FL 33831-	-9005
	R. Todd	Dantzler	todddantzler@polk-county.net							
Deady Consider the Consideration (DCID)				Doods Coools Issuers and District		DO D 10170		Laka Duana V	FI 22020	
Reedy Creek Improvement District (RCID)	Miles	Critic	71.0.11	Reedy Creek Improvement District		PO BOX 10170		Lake Buena v	IST FL 32830	
	Mike	Crikis	mcrikis@rcid.org							
	Jeff	Holland	jholland@rcid.org							
	Lee John	Pulham	lpulham@rcid.org							
Sierra Club	JUIIII	Classe	jclasse@rcid.org	Sierra Club	Florida Regional Office	1990 Central Avo		St Datarchura	FI 22712	
JIETTA CIUD	Marjorie	Holt	marjorieholt@earthlink.net	JIETTA CIUD	Horiua Negional Office	1330 Central Ave		3t retersburg	FL 33/12	
	John	Puhek	flsquirrel@aol.com							
	Marian	Ryan	marianryan@gmail.com							
	John	Ryan	floridaconservation@msn.com							
	Mark	Walters	mark.walters@sierraclub.org							
	IVIOLIX	** GILCI 3	ark.warcers@sicrractub.org							
South Florida Water Management District				South Florida Water Management District	Orlando Service Center	1707 Orlando Central Pkwy	Ste 200	Orlando	FL 32809	,
	William	Graf	wgraf@sfwmd.gov	The state of the s	Thanks Service Service	2707 Chando Central I Rwy	0.0 200	oando	. 2 32333	
	Marc	Ady	mady@sfwmd.gov							
	Ayounga	Riddick	ariddick@sfwmd.gov							
Southport Ranch, LLC				Southport Ranch		PO Box 422312		Kissimmee	FL	
	Gary	Lee								
	•									
Southwest Florida Water Management District				Southwest Florida Water Management District	Brooksville Headquarters	2379 Broad St		Brooksville	FL 34604-	-6899
	Monte	Ritter	monte.ritter@swfwmd.state.fl.us							
Suburban Land Reserve										

First Name	Last Name	E-mail	Mailing Name 1	Mailing Name 2	Address 1	Address 2	City	State ZIP
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Zakia	Williams	zakia williams@fws.gov						
			Walt Disney Imagineering		1365 Avenue of the Stars		Orlando	FL 32836
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Jim	Yawn	jim.yawn@disney.com						
	Jim Richard Clint George Brian Andrew Jeffrey Randy Darren Denise John Jay Zakia Stephanie Todd	Jim Zboril Richard Levey Clint Beaty George Eversole Brian Wheeler Andrew Philips Jeffrey Collins Randy Turner Darren Vierday Denise Tennessee John Wrublik Jay Herrington Zakia Williams	Jim Zboril jzboril@tavistock.com Richard Levey rlevey@tavistock.com Clint Beaty cbeaty@tavistock.com George Eversole geversole@tohowater.com Brian Wheeler bwheeler@tohowater.com Andrew Philips andrew.w.philips@usace.army.mil Jeffrey Collins jeffrey.s.collins@usace.army.mil Randy Turner randy.l.turner@usace.army.mil Darren Vierday Darren.Vierday@mail.house.gov Denise Tennessee Tennessee.denise@Epa.gov John Wrublik John Wrublik@fws.gov Jay Herrington jay herrington@fws.gov Zakia Williams zakia williams@fws.gov Stephanie Murray stephanie.n.murray@disney.com Todd Rimmer todd.rimmer@disney.com	Jim Zboril jzboril@tavistock.com Richard Levey rlevey@tavistock.com Clint Beaty cbeaty@tavistock.com Clint Beaty cbeaty@tavistock.com Toho Water Authority George Eversole geversole@tohowater.com Brian Wheeler bwheeler@tohowater.com Jacksonville District Andrew Philips andrew.w.philips@usace.army.mll Jeffrey Collins jeffreys.collins@usace.army.mll Randy Turner randy.l.turner@usace.army.mll Collins jeffreys.collins@usace.army.mll Randy Turner randy.l.turner@usace.army.mll Collins jeffreys.collins@usace.army.mll Collins jeffreys.collins@usace.army.mll Randy Turner randy.l.turner@usace.army.mll Collins jeffreys.collins@usace.army.mll Collins jeffreys.collins@usace.army.mll Randy Turner randy.l.turner@usace.army.mll Collins jeffreys.collins@usace.army.mll Randy Turner randy.l.turner@usace.army.mll Collins jeffreys.collins@usace.army.mll Collins jeffreys.collins@usace.army.mll Randy Turner randy.l.turner@usace.army.mll Collins jeffreys.collins@usace.army.mll Collins jeffreys.collins@usace.army.mll Collins jeffreys.collins@usace.army.mll Randy Turner randy.l.turner@usace.army.mll Collins jeffreys.collins@usace.army.mll Collins jeffreys.collins@usace.a	JID Humphreys idh@sireserve.com Jim Zboril izboril@tavistock.com Richard Levey rlevey@tavistock.com Clint Beaty cbeaty@tavistock.com Clint Beaty cheaty@tavistock.com Toho Water Authority George Eversole persole@tohowater.com Brian Wheeler purple grothowater.com Jacksonville District PO Box 4970 Andrew Philips andrew.en philips@usace.army.mil randy.turner@usace.army.mil Jeffrey Collins leftrey.scollins@usace.army.mil Randy Turner randy.turner@usace.army.mil Darren Vierday Darren Vierday@mail.house.gov US Environmental Protection Agency - Region 4 Sam Nunn Atlanta Federal Center Director, Office of Environmental Justice and Sustainability South Florida Ecological Services Field Office US Fish and Wildlife Service Jay Herrington lay herringtone fine.gov Walt Disney Imagineering Stephanie Murray stephanie n.murray@disney.com Todd Rimmer todd.immer@disney.com	Jim Zboril Jzboril@tavistock.com Richard Levey rievey@tavistock.com Clint Beaty cheaty@tavistock.com Toho Water Authority 951 Martin Luther King Jr Blwd George Eversole accessed Brian Wheeler bwheeler@tohowater.com Jacksonville District PO Box 4970	Humphreys Idh@Sirseeve.com Idio Idha.com Idh@Sirseeve.com Idio Idha.com Idh@Sirseeve.com Idio Idha.com Idha	Humphreys John Stressone.com

Osceola County Community / Property Owners Associations 21 Palms RV Resort

Antioch Missionary Baptist Church Brian Van Cour (Homeowner) Church of God and Pillar of Zion Eladio Delannoy (Homeowner) Hidden Glen (Mobile Home Park) Loughman Community

Sandy Ridge

Sandy Springs (Mobile Home Park)
Sundown Village (Mobile Home Park)
Sunlake Terrace Estates (Mobile Home Park)

Updated 03/27/18 Page 4



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

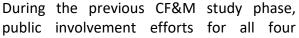
Consultant Project Manager Clif Tate, with Kimley-Horn, reviewed the study background. The purpose of this EAG meeting was to review the project, present an update on the status of potential impacts and receive feedback. The corridors are being evaluated in greater detail by CFX after previous studies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





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





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:

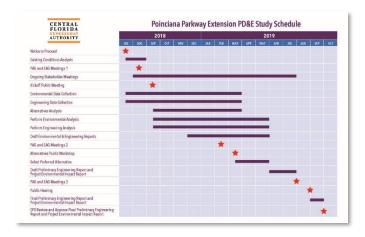
- Reedy Creek Mitigation Bank
- Wetlands
- Cemeteries
- Places of Worship
- Loughman Park
- Loughman Community
- Utility Underground Pipes and Overhead Lines
- Power Substations
- Gas Transmission Substations
- Businesses and Residences

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.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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Poinciana Parkway Extension Project Development & Environment (PD&E) Study ENVIRONMENTAL ADVISORY GROUP - MEETING NO. 1

CFX Project No.: 599-224

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

August 15, 2018 9:00 a.m. - 11:00 a.m.

Name	Organization	Address	City/State/Zip	Email Address	Initials
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Rayner Maguire					
Sossica Dean	FTE Consultant				(online)
Downd Cook	PTE				(online)
Iman Iman	FTE				(online)

SIGN IN



Poinciana Parkway Extension Project Development & Environment (PD&E) Study
ENVIRONMENTAL ADVISORY GROUP - MEETING NO. 1
CFX Project No.: 599-224

CFX Headquarters, 4974 ORL Tower Rd, Orlando, FL 32807 August 15, 2018 9:00 a.m. – 11:00 a.m.

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Eliott Mercer	Osceola County Expressway Authority	3 Courthouse Square, 2 nd Floor	Kissimmee, FL 34741		,

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Poinciana Parkway Extension Project Development & Environment (PD&E) Study ENVIRONMENTAL ADVISORY GROUP - MEETING NO. 1

CFX Project No.: 599-224

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

August 15, 2018 9:00 a.m. - 11:00 a.m.

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Timothy Parsons	Florida Dept. of State – Div. of Historical Resources	RA Gray Building 500 S. Bronough Street	Tallahassee, FL 32399- 0250	timothy.parsons@dos.myflorida.co m	
Andrew Philips	US Army Corps of Engineers, Jacksonville District	Jacksonville District P. O. Box 4970	Jacksonville, FL 32232- 0019	andrew.w.philips@usace.army.mil	
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SIGN IN

Poinciana Parkway Extension Project Development & Environment (PD&E) Study ENVIRONMENTAL ADVISORY GROUP - MEETING NO. 1

CFX Project No.: 599-224

CFX Headquarters, 4974 ORL Tower Rd, Orlando, FL 32807 August 15, 2018 9:00 a.m. – 11:00 a.m.

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Lee Pulham	Reedy Creek Improvement District (RCID)	P. O. Box 10170	Lake Buena Vista, FL 32830	lpulham@rcid.org	M
Susan Rakov	Environment Florida	3110 1st Ave N, Ste. 2000	St. Petersburg, FL 33713		
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Luis Ruiz	Florida Department of Transportation	605 Suwannee St	Tallahassee, FL 32399- 0450	luis.rulz@dot.state.fl.us	
Marian Ryan	Sierra Club of Florida	Florida Regional Office 1990 Central Avenue	St. Petersburg, FL 33712	marianryan@gmail.com	(online)
Scott Sanders	Florida Fish and Wildlife Conservation Commission	Farris Bryant Building; 620 S Meridian St	Tallahassee, FL 32399- 1600	scott.sanders@myfwc.com	
Lori Sellers	Florida Department of Transportation	605 Suwannee St	Tallahassee, FL 32399- 0450	lori.sellers@dot.state.fl.us	



COMMENT FORM

Project Development & Environment (PD&E) Study **Poinciana Parkway Extension** (Parkway bridge to CR 532) CFX Project Number: 599-224

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DATE:	3/15/10
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Address:	St Cloud FL 34769
Email:	callison a sfund. gov
Phone:	863 430 7848

We welcome your comments. You may also mail your comments to Mary Brooks, Public Involvement Coordinator, Central Florida Expressway Authority, 4974 ORL Tower Road, Orlando, FL 32807, or email them to ProjectStudies@CFXway.com.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

July 27, 2018

Subject: Environmental Advisory Group Meeting No. 1 – August 15, 2018

CFX Project Development and Environment (PD&E) Study

Poinciana Parkway Extension (From Poinciana Parkway to County Road 532)

CFX Project No.: 599-224

Dear Study Stakeholder:

The <u>Central Florida Expressway Authority</u> (CFX) would like to invite you or your designee to the first Environmental Advisory Group (EAG) meeting for the <u>Poinciana Parkway Extension PD&E Study</u>. The meeting will be held on Wednesday, August 15, 2018 from 9:00 a.m. to 11:00 a.m. in the Boardroom at the CFX Headquarters, located at 4974 ORL Tower Rd., Orlando, FL 32807. A brief presentation will be provided, followed by group discussion.

CFX recently completed a Concept, Feasibility and Mobility Study for the Poinciana Parkway Extension that concluded the project may be viable under CFX criteria. The CFX Board approved that study's findings and authorized moving the project to the next study phase. This PD&E study will refine and evaluate the alternatives from the concept study in greater detail.

The project is being broken into phases for further evaluation, with the CFX PD&E Study focusing on the extension to County Road (CR) 532. A later phase, to be done in close coordination with the Florida Department of Transportation, will look at providing a connection to I-4, either at State Road 429 or at CR 532.

The PD&E Study is scheduled to take 15 months, and will result in a recommendation for a preferred alternative. If the project is subsequently approved, it would move into design for eventual construction.

The overall goals of the Poinciana Parkway Extension are to improve roadway connections from CR 532 to the greater Poinciana area; reduce congestion and delays on local roads; promote regional connectivity; enhance mobility of the area's growing population and economy by providing additional transportation infrastructure; provide consistency with local plans and policies; and enhance safety. A project location map and fact sheet are attached for your information.

Your participation in the EAG is encouraged. As a special advisory resource to CFX and the consultant team, the EAG will provide input regarding environmental impacts, local needs, concerns and potential physical, natural, social and cultural impacts that will be crucial in the evaluation of corridor and alternative alignments.

For more information, visit the study's <u>website</u>. Please respond to Mary Brooks, Public Involvement Coordinator, by Monday, August 6 whether you are able to attend the EAG meeting, or if you would prefer to designate a representative. Ms. Brooks can be reached by phone at 407-802-3210 or by email at ProjectStudies@CFXway.com.

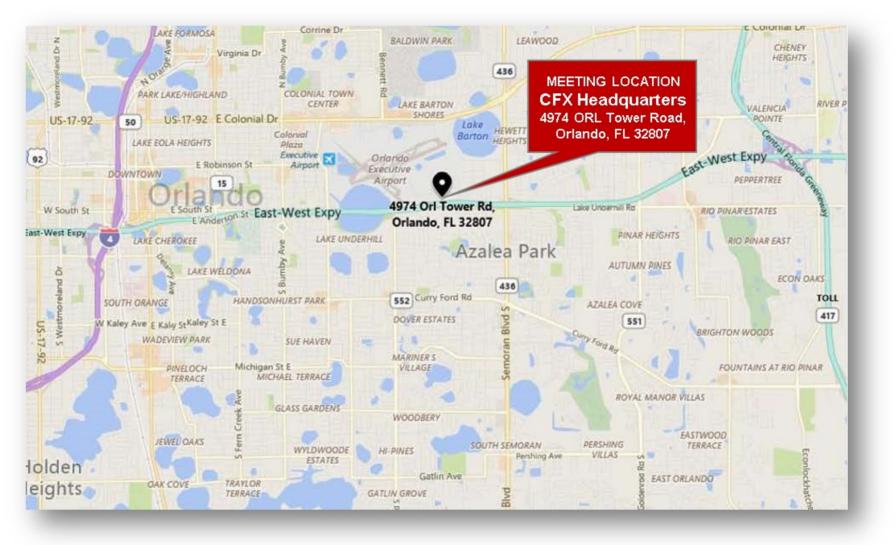
Sincerely,

Joseph A. Berenis, PE Chief of Infrastructure

Joseph A Berenis

Central Florida Expressway Authority

Attachments: Project Location Map & Fact Sheet





Project Development & Environment Study

POINCIANA PARKWAY EXTENSION

Summer 2018

PROJECT DESCRIPTION

The Central Florida Expressway Authority (CFX) is conducting a Project Development and Environment (PD&E) Study for the proposed Poinciana Parkway Extension. The study will look at extending the Poinciana Parkway to County Road 532 at the Osceola County/Polk County line.



PROJECT GOALS

The goals of this proposed 3-mile, limited-access facility include improving the roadway connections from CR 532 to the greater Poinciana area, enhancing mobility of the area's growing population and economy, relieving congestion on local roads and promoting regional connectivity.

PROJECT BACKGROUND

An extension of the Poinciana Parkway to Interstate 4 (I-4) in Osceola County has been identified as a need in several local, long-range and master plans. As part of an interlocal agreement, the Osceola County Expressway Authority (OCX) requested that CFX incorporate the parkway extension and remaining portions of the OCX 2040 Master Plan into the CFX 2040 Master Plan.

CFX recently completed a Concept, Feasibility and Mobility Study for the Poinciana Parkway Extension that concluded the project may be viable under CFX criteria. The CFX Board approved that study's findings and is moving forward with a Project Development & Environment (PD&E) study to determine a refined, preferred alternative.

The PD&E study will refine and evaluate the alternatives from the concept study in greater detail. The project is being broken into phases for further evaluation, with the CFX PD&E study focusing on the extension to CR 532. A later phase, to be coordinated through the Florida Department of Transportation, will provide a connection to I-4, either at State Road 429 or at CR 532.



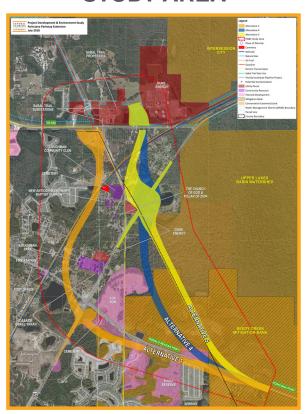


PUBLIC INVOLVEMENT

Public involvement and community engagement will be a crucial component of this study. We value your input. CFX will provide multiple opportunities for participation, including a public meeting and public hearing. Community groups can request a presentation via the www. CFXWay.com website or by emailing Public Involvement Coordinator Mary Brooks at ProjectStudies@CFXWay.com. You're also welcome to submit your comments via the website or project email address. And follow the study on Facebook for updates.

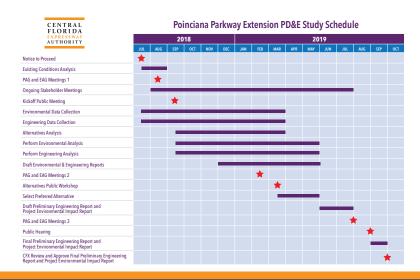


STUDY AREA



STUDY SCHEDULE

The PD&E study began in July 2018 and is expected to last 15 months. A graphic of key study milestones is shown here.



TO FIND OUT MORE ABOUT THE STUDY, CONTACT:

Mary Brooks, Public Involvement Coordinator

Phone: (407) 802-3210

Email: ProjectStudies@CFXway.com

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

4974 ORL Tower Road Orlando, FL 32807 Phone: (407) 690-5000 Fax: (407) 690-5011 Email: Info@CFXway.com

You may also visit the study's webpage at:

https://www.cfxway.com/agencyinformation/plans-studies/projectstudies/poinciana-parkwayextension-pde/



@PoincianaPkwyExt

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Para más información en español acerca del proyecto, por afavor comuníquese con Alicia Arroyo al 407-509-0231 o por correo electrónico Alicia. Arroyo@QCAusa.com.

This notice has nothing to do with any rule or rulemaking process.

NOTICE OF MEETING/WORKSHOP HEARING:

The Central Florida Expressway Authority (CFX) announces an Environmental Advisory Group (EAG) meeting that is open to the public.

DATE and TIME: Wednesday, August 15, 2018

9 a.m. to 11 a.m.

A brief presentation on the study will be provided, followed by a group

discussion.

PLACE: Central Florida Expressway Authority

CFX Boardroom

4974 ORL Tower Road Orlando, Florida 32807

GENERAL SUBJECT MATTER TO BE CONSIDERED:

CFX Project No.: 599-224

Project Description: CFX Poinciana Parkway Extension Project Development and

Environment (PD&E) Study

CFX recently completed a Concept, Feasibility, and Mobility Study for the Poinciana Parkway Extension that concluded the project may be viable under CFX criteria. The CFX Board approved the findings and moved the project to the next study phase. This PD&E study will refine and evaluate the alternative from the concept study in greater detail.

The project is being broken into phases for further evaluation, with the CFX PD&E Study focusing on the extension to County Road (CR) 532. If the project is subsequently approved, it would move into design for eventual construction. A later phase will provide a connection to I-4, either at State Road 429 or at CR 532.

The overall goals of the Poinciana Parkway Extension are to enhance mobility from CR 532 to Poinciana Parkway; reduce congestion and delays on local roads; expand regional connectivity; provide transportation infrastructure to support planned growth; provide consistency with local plans and policies; and enhance safety.

As a special advisory resource to the Central Florida Expressway Authority (CFX) and the consultant team, the EAG will provide input regarding local needs, concerns and potential physical, natural, social and cultural impacts that will be crucial in the evaluation of corridor and alternative alignments.

A study information sheet will be distributed at the meeting.

Persons with disabilities who require accommodations under the Americans with Disabilities Act or persons who require translation services, free of charge, should contact Ms. Mary Brooks, Public Involvement Coordinator at 407-802-3210 or via email at ProjectStudies@CFXway.com at least seven (7) days prior to the meeting. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. For additional information concerning these studies, please contact Mary Brooks at the contact information above. You also my log onto the study webpage at https://www.cfxway.com/agency-information/plans-studies/project-studies/poinciana-parkway-extension-pde/.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

MEETING NOTICE

Central Florida Expressway Authority

ENVIRONMENTAL ADVISORY GROUP MEETING Poinciana Parkway Extension Project Development and Environment (PD&E) Study

DATE: August 15, 2018

TIME: 9:00 a.m. – 11:00 a.m.

LOCATION: Central Florida Expressway Authority

4974 ORL Tower Road Orlando, FL 32807 CFX Boardroom

This is the first meeting of the Environmental Advisory Group (EAG) for the Poinciana Parkway Extension Project Development and Environment (PD&E) Study.

As a special advisory resource to the Central Florida Expressway Authority (CFX) and the consultant team, the EAG will provide input regarding local needs, concerns and potential physical, natural, social and cultural impacts that will be crucial in the evaluation of corridor and alternative alignments.

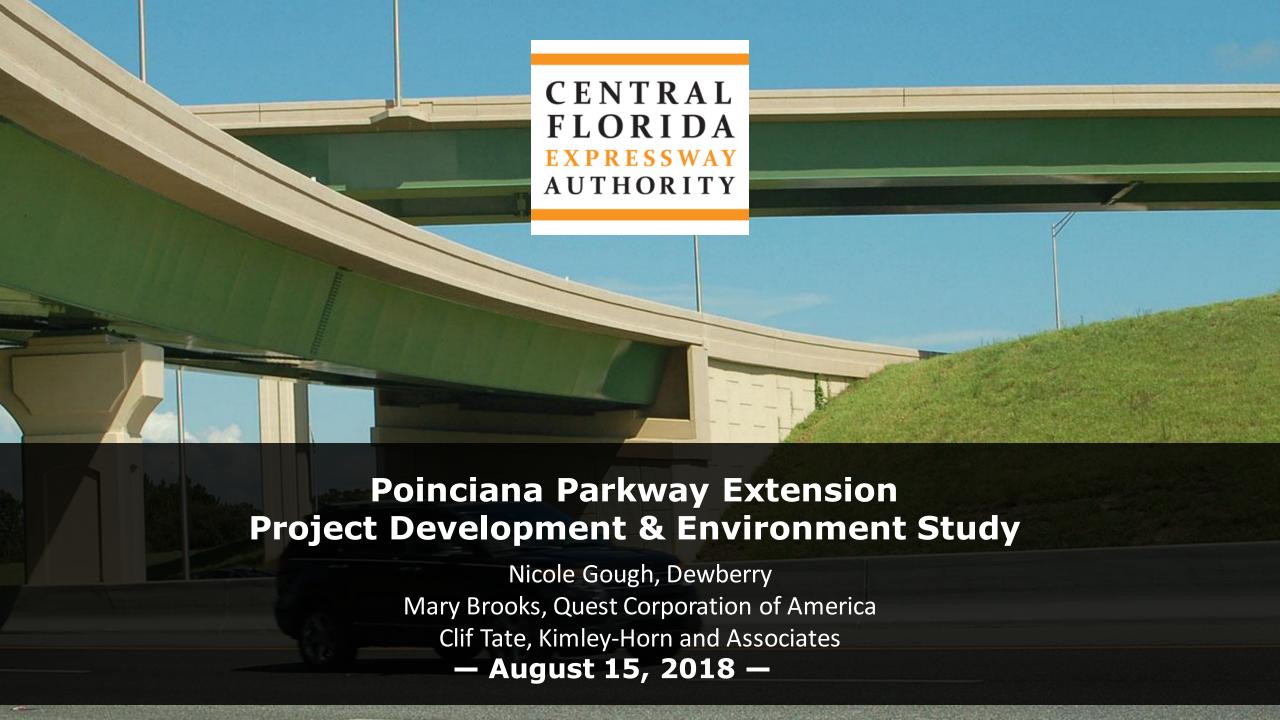
For more information, visit the study's website at https://www.cfxway.com/agency-information/plans-studies/project-studies/poinciana-parkway-extension-pde/.

Section 286.0105, Florida Statutes states that if a person decides to appeal any decision made by a board, agency, or commission with respect to any matter considered at a meeting or hearing, he will need a record of the proceedings, and that, for such purpose, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons who require translation services, which are provided at no cost, should contact CFX at (407) 690-5000 x5317 or by email at Iranetta.dennis@CFXway.com at least three (3) business days prior to the event.

In accordance with the Americans with Disabilities Act (ADA), if any person with a disability as defined by the ADA needs special accommodation to participate in this proceeding, then not later than two (2) business days prior to the proceeding, he or she should contact the Central Florida Expressway Authority at (407) 690-5000.

Posted 8/3/2018 at CFX Administration Building



Poinciana Parkway Extension PD&E Study

This meeting, project, or study is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to compliance by the Central Florida Expressway Authority (CFX) with Title VI may do so by contacting:

Mary Brooks
Public Involvement Coordinator
4974 ORL Tower Road
Orlando, FL 32807
407-802-3210

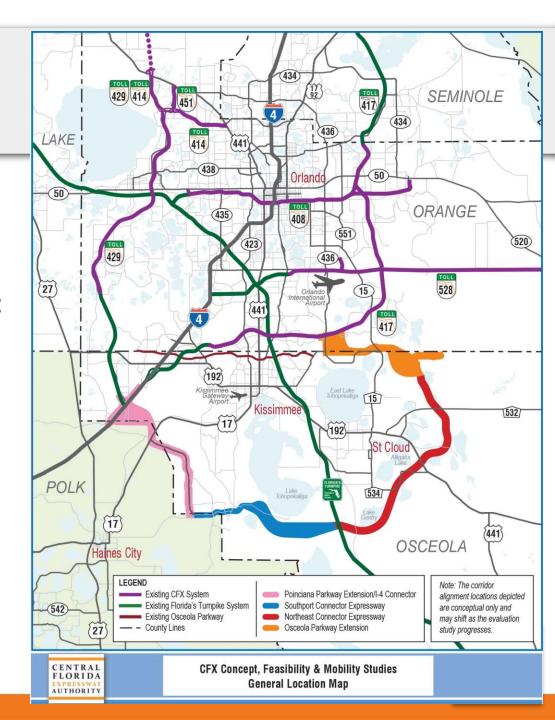
Projectstudies@CFXway.com

All inquiries or complaints will be handled according to CFX procedure and in a prompt and courteous manner.



Background

- 2005 Osceola County Comprehensive Plan: New corridors around growth boundary
- 2012 Osceola County Expressway Authority (OCX):
 2040 Master Plan
- 2016 FDOT designated OCX "beltway" as SR 538
- 2016 Poinciana Parkway Connected to US 17/92
- March 2018 CFX finished Feasibility Studies
 - Authorized Poinciana Parkway Extension PD&E study
- July 2018 PD&E Study began



Advisory Group Roles

Environmental

- <u>Natural environment</u> analysis;
- Special advisory resource;
- Providing <u>environmental impact</u> input on project alternatives;
- Local knowledge, issues and concerns <u>regarding environmental</u> <u>impacts</u>.

Project

- Mobility analysis;
- Special advisory resource;
- Providing input on project alternatives;
- Local knowledge, issues and concerns.



Feasibility Study Public Involvement: Environmental & Project Advisory Groups

EAG – July 2017 & January 2018

PAG – July 2017 & February 2018















Feasibility Study Public Involvement: Public Meetings







6 Meetings 1,300 Participants 630 Comments



PROJECT DEVELOPMENT PROCESS

New Alignment Expansion Projects

(We are here.)

Identify Project

Project identified in CFX Board approved Visioning +2040 Master Plan (Long-Range Transportation Plan).

Work Plan

Is project identified in the approved Five-Year Work Plan?

No Project is placed on hold to be revisited in the future.

feasibility study on the project?

Project is placed on hold to be revisited in the future.

Feasibility Study

CFX Board

approves

findings of

No

Project is placed on hold to be revisited in the future.

PD&E Study

Does CFX Board approve PD&E Study?

No

Project is placed on hold to be revisited in the future.

No

Recommended

Alternative/Final Design

Does CFX

Board approve

project for the

Final Design

Phase?

Right-of-Way

Does CFX Board accept the Right-of-Way Committee's requested acquisitions and approve start of right-of-way purchasing?

Permitting

Does CFX **Board accept** the proposed mitigation/ conservation easement settlements and approve permit agreements?

Utilities

Does CFX **Board accept** the proposed utilities relocation settlements and approve utility agreements?

Project is placed on hold to be revisited in the future.

Advertise Bids

Does CFX Board approve CFX's request to advertise bids for construction?

No

Project is placed on hold to be revisited in the future.

Award Contract

Does CFX accept bid and approve award of contract to construct roadway?

Construction commences.

Construction

Newly constructed roadway is opened to traffic.

Open to Traffic

No

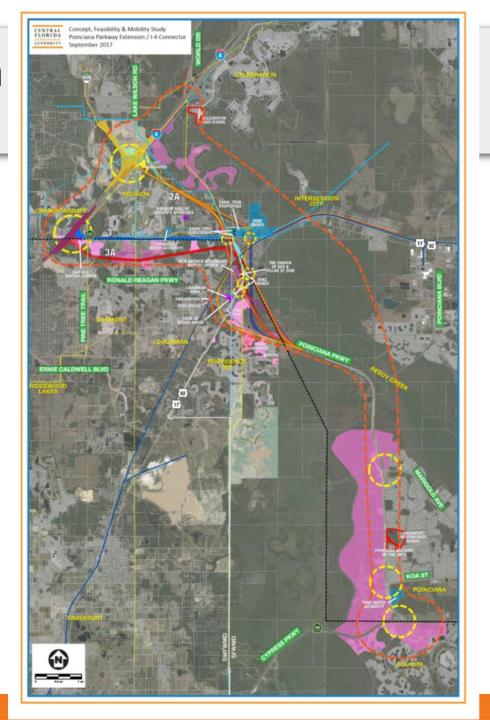
CFX may re-advertise project to accept new bids OR project design is revised and/or repackaged for bids.

CENTRAL FLORIDA AUTHORITY

Poinciana Parkway Extension Feasibility Study

- Widen Poinciana Parkway
- Evaluated Alternatives: Parkway to I-4

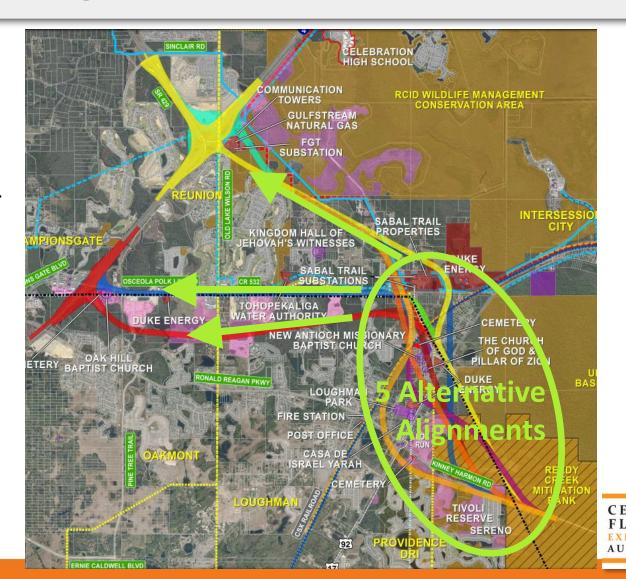






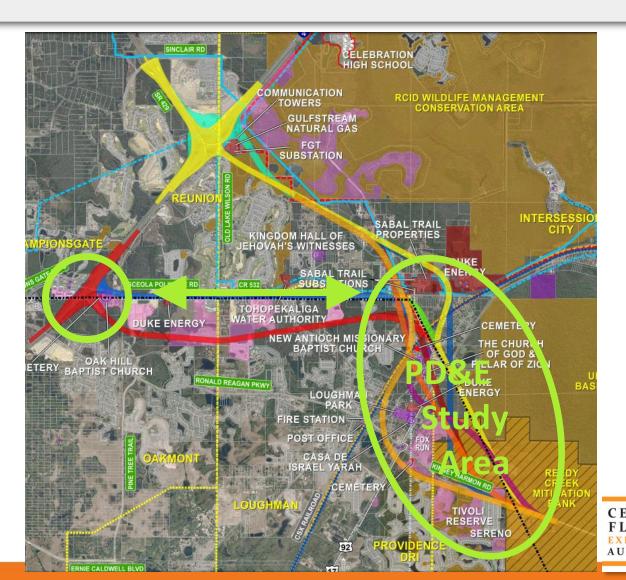
Poinciana Parkway Extension Feasibility Study and Findings

- 5 alternative alignments: Parkway to CR 532
- 3 alternative alignments: CR 532 to I-4
- Project may be viable (CFX criteria)
- Phase I: Connection to CR 532



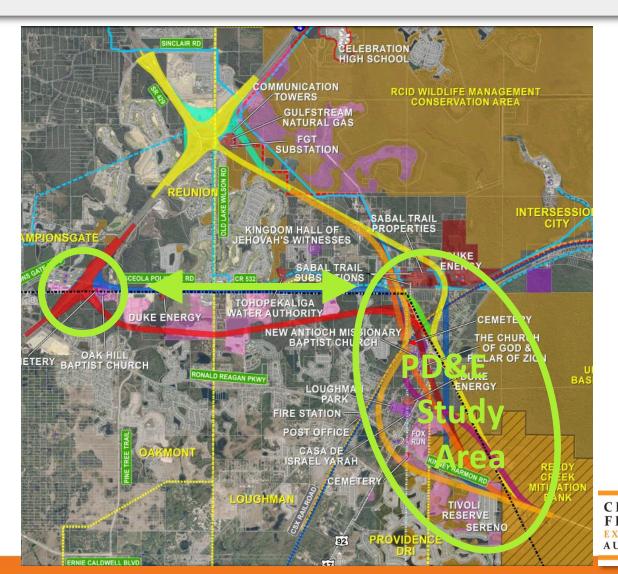
Benefits of Phased ApproachNorth end of bridge to CR 532

- I-4 connection: Requires FDOT and FHWA approval
 - Consistent with I-4 plans
 - Years to determine
- Project advancement: Extension to CR 532
- Improvements by others:
 - Osceola County: Widen CR 532
 - FDOT/Osceola County: I-4/CR 532 interchange



Poinciana Parkway Extension PD&E Study

- Focus: Parkway bridge to CR 532
- Alternative alignments: Compatible with future I-4 connection (SR 429 or CR 532)
- Consider improvements by others
 - Widen CR 532
 - I-4/CR 532 interchange



Poinciana Parkway Extension Purpose and Need

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

EAG and PAG input: Contribute to developing Purpose and Need



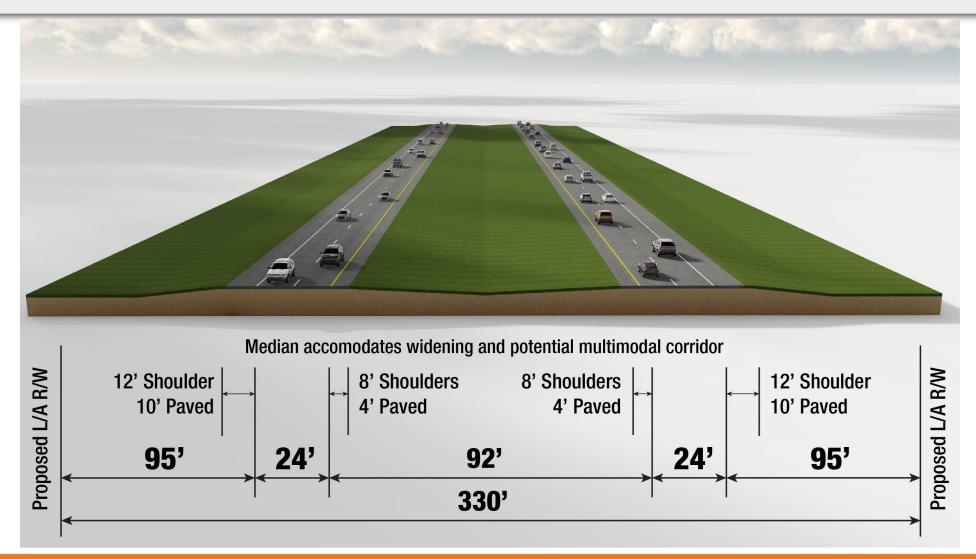
Study Methodology

- Follow FDOT PD&E Manual
- Project Environmental Impact Report (PEIR) (CFX approval)
- Analyze and document potential impacts
 - Physical
 - Natural
 - Social
 - Cultural





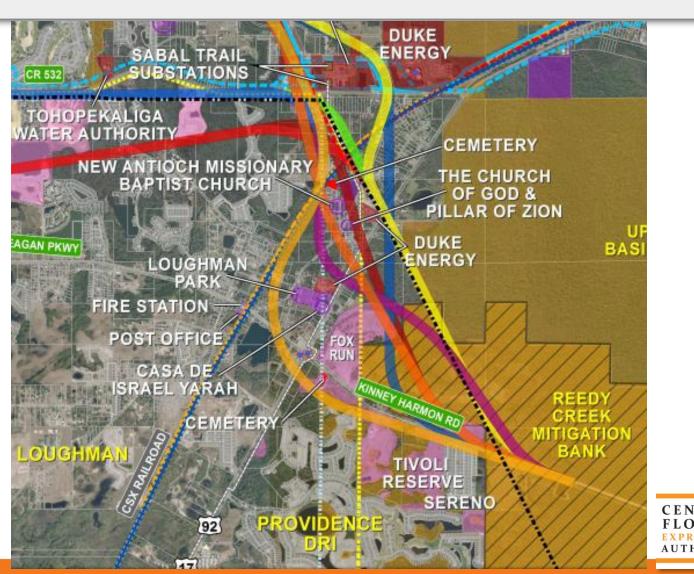
Poinciana Parkway Extension Typical Section on New Alignment





Poinciana Parkway Extension Constraints

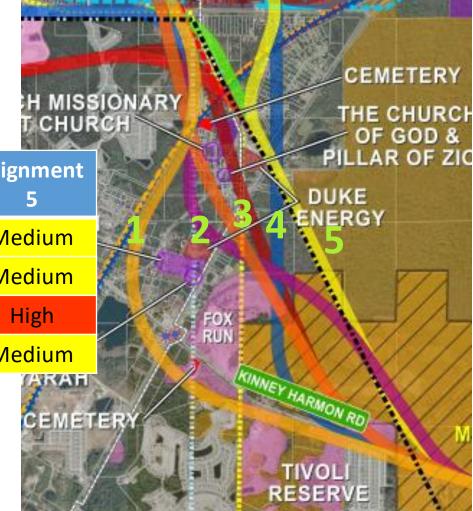
- Mitigation Bank
- Wetlands
- Cemeteries
- Places of Worship
- Loughman Park
- Loughman Community
- Power Substations
- Gas Transmission
 Substations
- Businesses and Residences



Poinciana Parkway Extension Anticipated Impacts

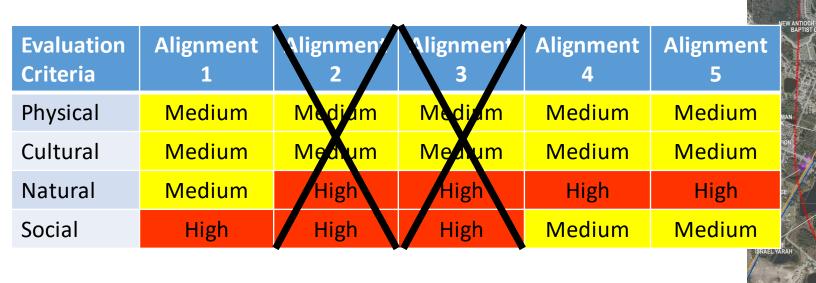
From north end of bridge to CR 532

Evaluation Criteria	Alignment 1	Alignment 2	Alignment 3	Alignment 4	Alignment 5
Physical	Medium	Medium	Medium	Medium	Medium
Cultural	Medium	Medium	Medium	Medium	Medium
Natural	Medium	High	High	High	High
Social	High	High	High	Medium	Medium
					ARAH





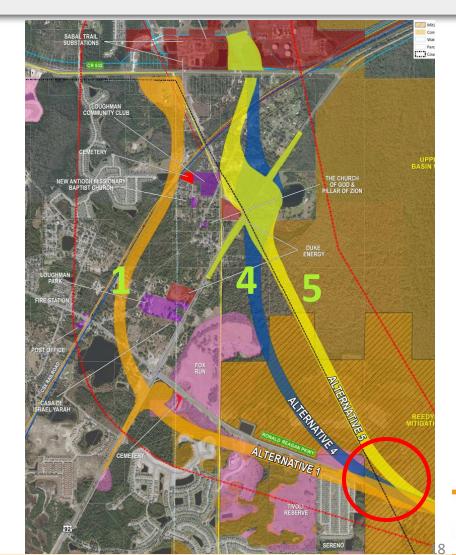
Poinciana Parkway Extension Eliminate Alignments 2 and 3 from PD&E

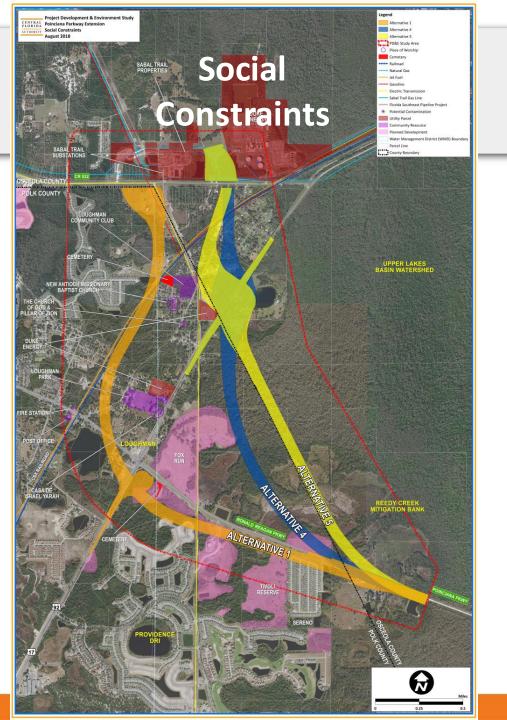


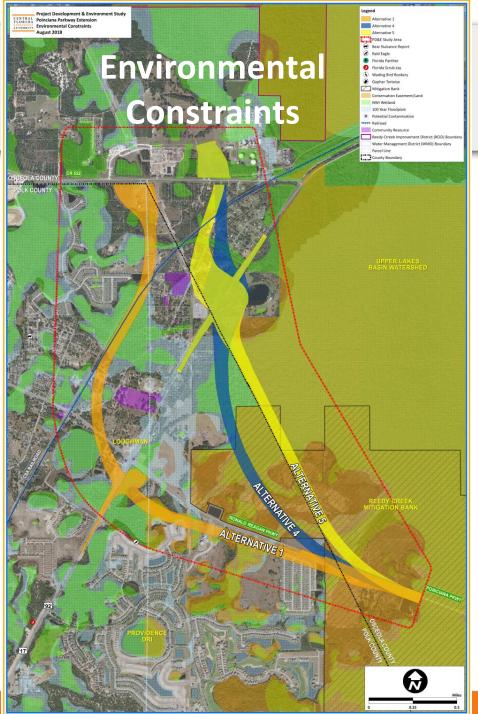


Poinciana Parkway Extension Polk County, Osceola County & OCX Agreement

- Expansion: Maintain connection to Ronald Reagan Parkway
- Alternative 1: East-west connection to Poinciana Parkway
- Alternatives 4 and 5: Adding east-west connection (evaluation)
- Polk County access to I-4 Connector (US 17/92 interchange)
- CFX: Work with Polk County to evaluate connections

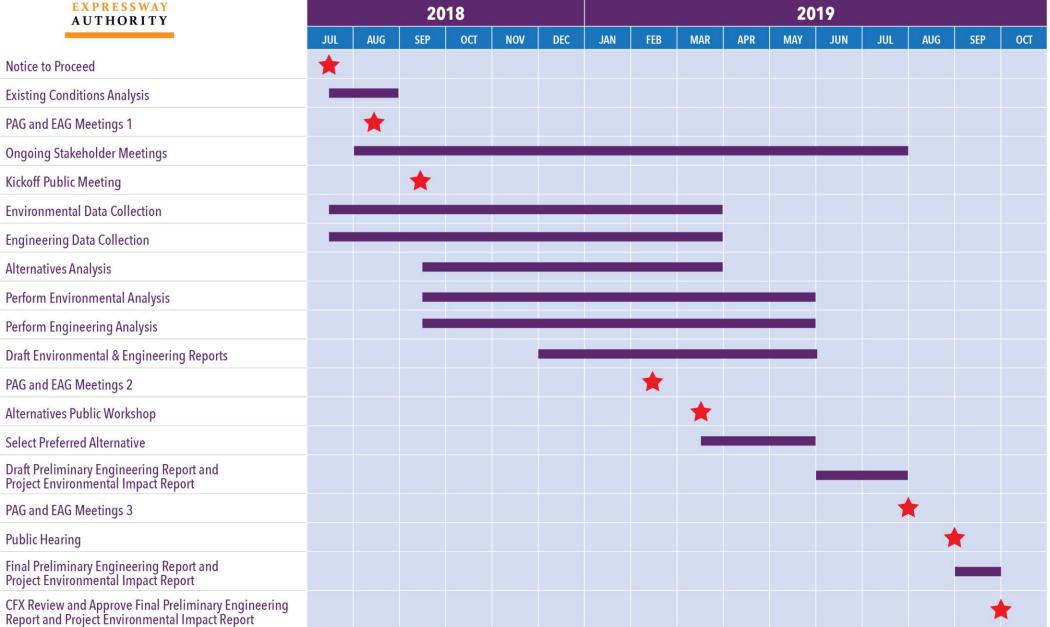






CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Poinciana Parkway Extension PD&E Study Schedule





Public Involvement

- Multiple opportunities for participation
- Environmental & Project Advisory Groups
- Public Meetings
 - Kick-off September 25, 2018
 - Alternatives Workshop March 2019
 - Public Hearing August/September 2019



- Board Presentations CFX, Osceola and Polk Board of County Commissioners
- Stakeholder Meetings
- CFX Study Webpage & Study Facebook Page

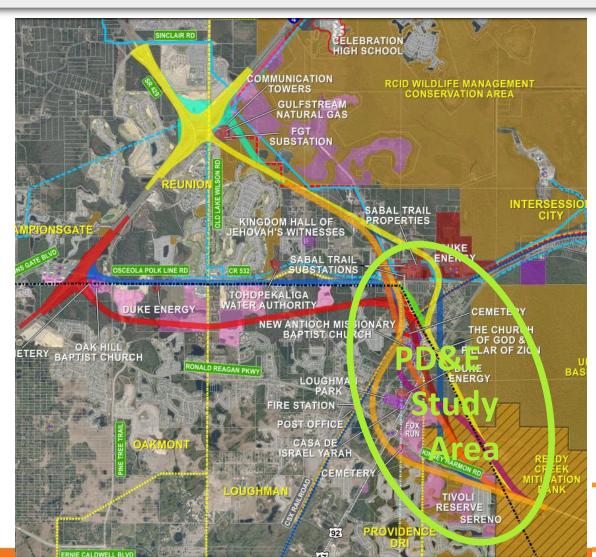


Poinciana Parkway Extension PD&E Study

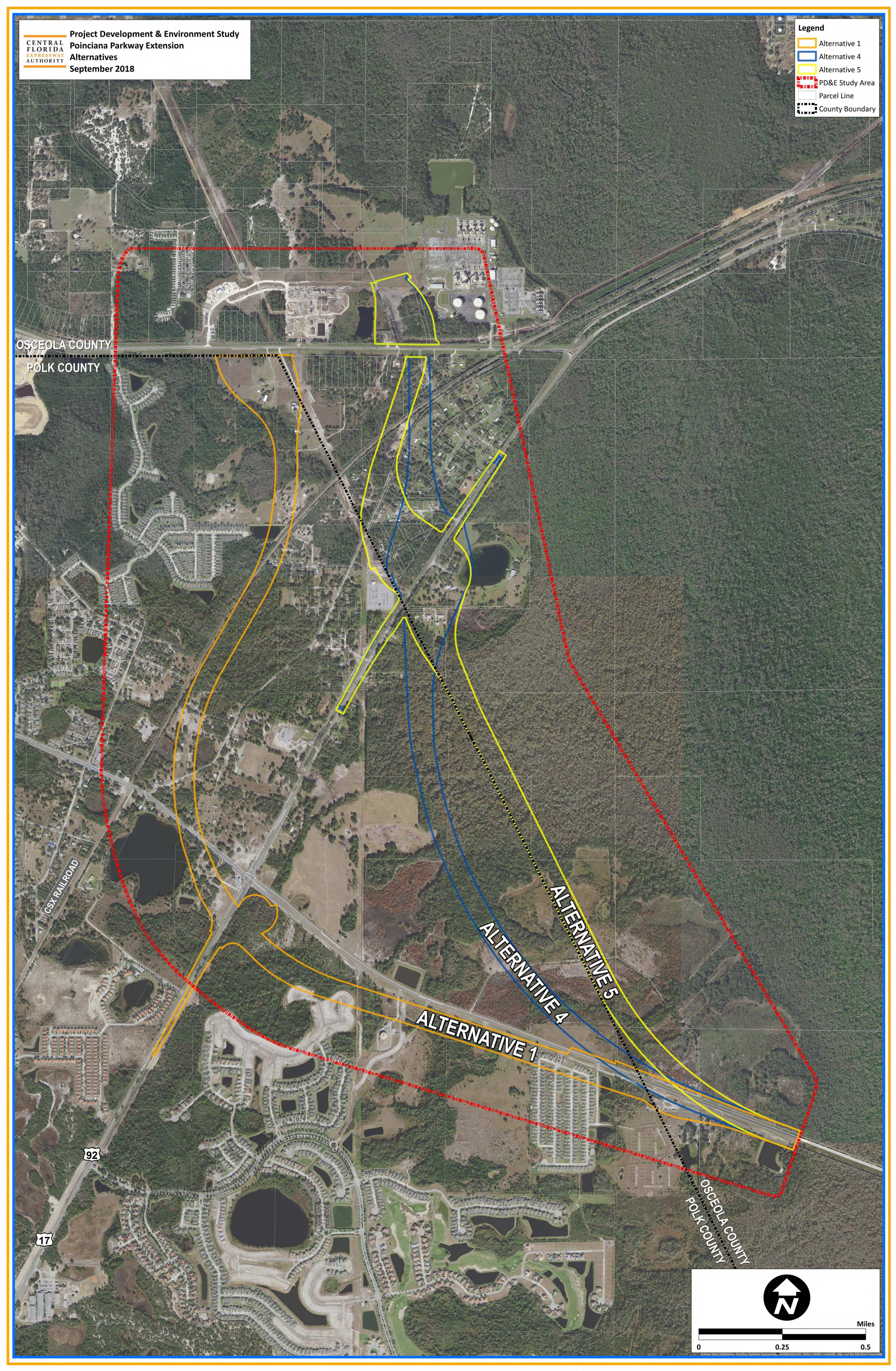
Comments And Questions

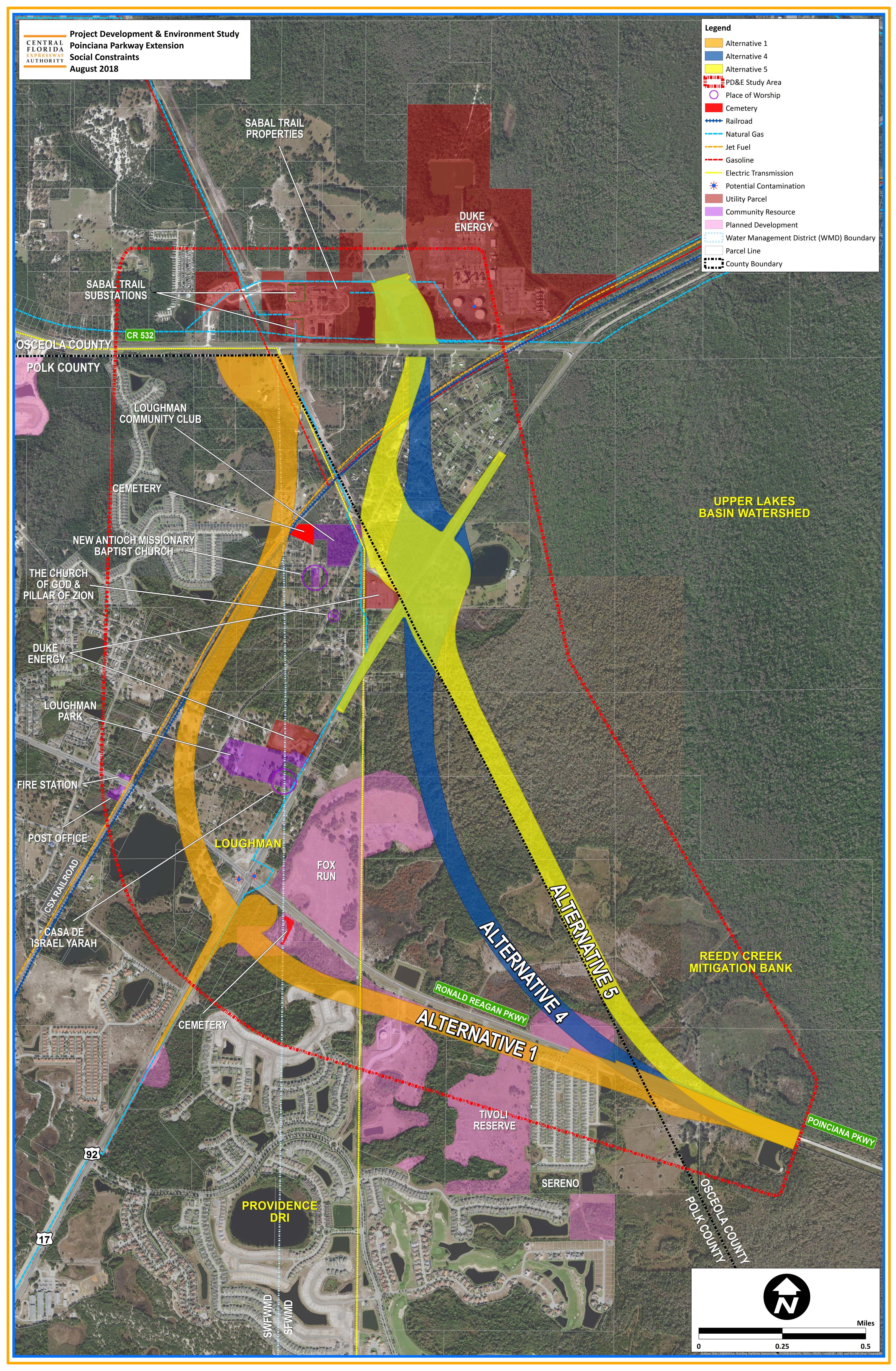
For more information contact:
Mary Brooks
Public Involvement Coordinator
407-802-3210

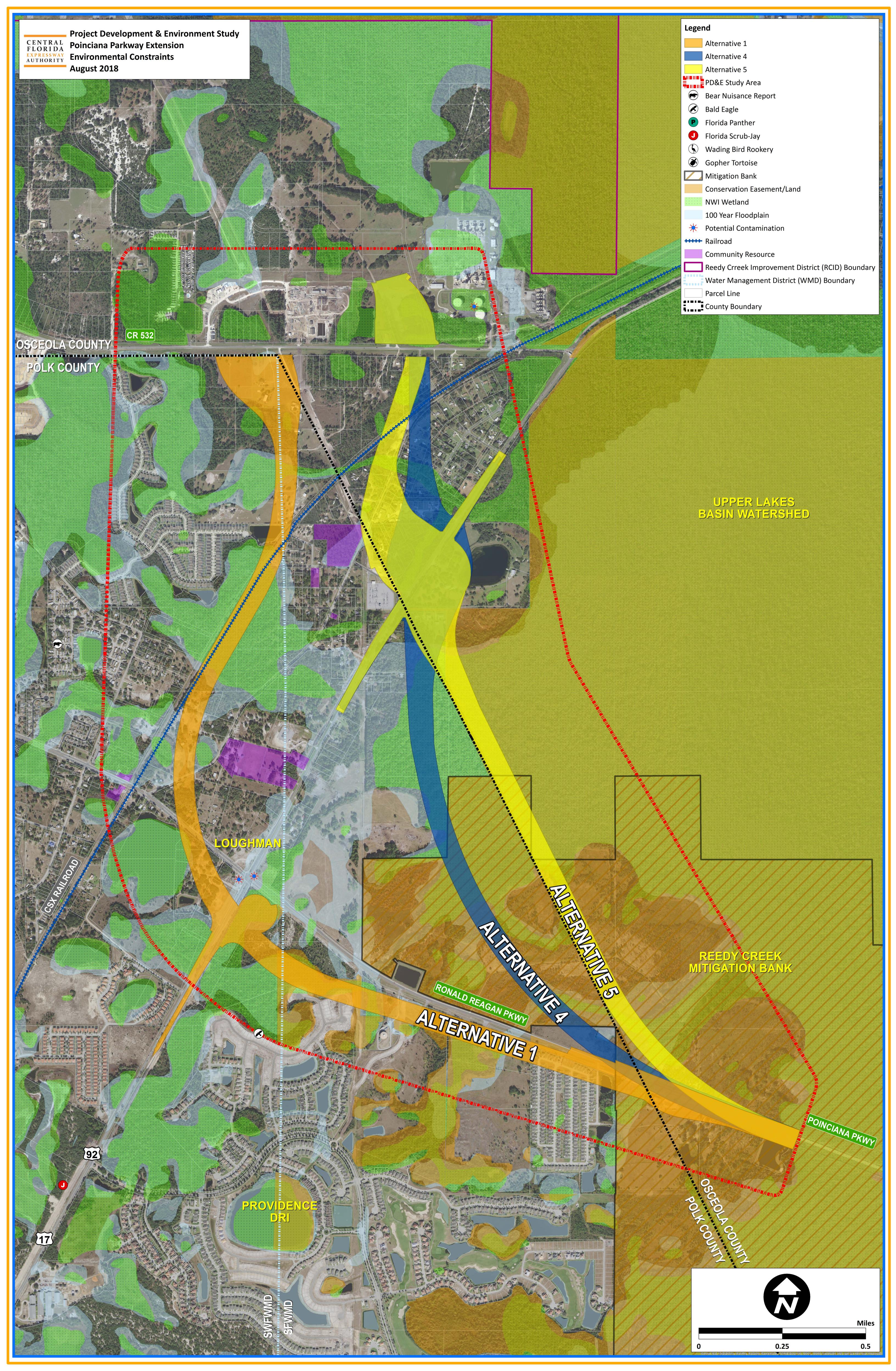
Projectstudies@CFXway.com











Proj	ect Advisory G	roup Meeti	ng #1 Appen	ıdix



ENVIRONMENTAL ADVISORY GROUP (EAG) MEETING #2 - SUMMARY

DATE/TIME: Tuesday, February 19, 2019, 9:30 a.m. – 11:30 a.m.

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

ATTENDEES: There were eight attendees and seven staff members. See sign-in sheets attached.

I. Notifications

Invitation letters were emailed to 90 members of the EAG on January 24, 2019. A GotoMeeting invitation was sent to members who needed to join remotely. There were four participants in the GotoMeeting.

II. Welcome

Nicole Gough of Dewberry, the General Engineering Consultant (GEC) for CFX, called the meeting to order and welcomed everyone. Attendees introduced themselves and the organization they represented. Nicole gave a brief introduction about the meeting and Title VI information.

III. Study Presentation

Nicole called up Clif Tate from Kimley-Horn to review the history and study background.

Overview and 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.

In September 2018, a public meeting was held at Poinciana High School so the public could ask questions and give their input on the proposed alternatives. The meeting was held in open house format and was attended by 116 community members. A total of 24 written comments were received. The project team used the comments and other factors to come up with three alternatives which were presented at the PAG meeting on February 19, 2019.



Advisory Group Roles

Clif explained the roles of the Environmental and Project Advisory Groups, saying this group is focused on natural environment analysis and providing environmental impact input on 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.

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.

Purpose and Need

The purpose and need for this study include:

- 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

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

• Benefits of Phased Approach

Clif reviewed 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.

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.

Stakeholder Outreach

Clif explained the outreach to nearly 20 key stakeholders in the area to let them know the team is available to meet with any of them regarding the project.

Public Involvement

There have been, and will continue to be, multiple opportunities for participation, including the EAG and PAG meetings, as well as public meetings. The kickoff meeting was held on September 25, 2018. The second public meeting is scheduled for March 14, 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.

• EAG / PAG Input

The team received input from the last EAG and PAG meetings. The considerations led to the three new alternatives now being proposed.

• 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.



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

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 Alternatives 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.

Original Alternatives

Clif provided a look at the original alternatives next to the newly proposed alternatives. He noted that Alternative 4 was intended to provide reduced impacts to the Reedy Creek Mitigation Bank as compared to Alternative 5. These alternatives have been further refined to Alternatives 1A, 4A and 5A.

Refinement of Alternative 1 to Alternative 1A

Clif discussed the request to evaluate moving Alternative 1 to the west side of the railroad tracks to reduce the impacts in the historic Loughman area. That alternative became Alternative 1A. The team had conducted a screening analysis which compared Alternatives 1 and 1A. That analysis resulted in the elimination of Alternative 1 from further consideration and allowed them to proceed with Alternative 1A as a possible alternative.



• Refinement of Alternative 4 to Alternative 4A

Challenges were discussed for both Alternatives 4 and 5 in crossing over the railroad tracks and then getting down to grade at CR 532. The original concept included loop ramps on the north side of CR 532 which allowed for the vertical transition. However, the loop ramps encroached on both the Duke Energy facility and the Sabal Trail facility. We needed to shift the connection to CR 532 west to achieve the vertical requirements. We also added the slip ramps to Ronald Reagan Parkway per the agreement. These changes resulted in Alternative 4A.

As previously mentioned, Alternative 4 originally had fewer impacts to the Reedy Creek Mitigation Bank than Alternative 5. However, due to revisions, Alternative 4A now has more impacts to the Reedy Creek Mitigation Bank than Alternative 5A.

Refinement of Alternative 5 to Alternative 5A

Clif went on to explain the same adjustments to Alternative 5 as to Alternative 4, including shifting the connection to CR 532 west to achieve the vertical requirements and adding the slip ramps to Ronald Reagan Parkway per the agreement. These changes resulted in Alternative 5A.

• Evaluation Matrix - Design, Physical

The Evaluation Matrix for the Design and Physical information shows Alternative 1A is the longest alternative. Alternatives 4A and 5A have longer structures, with bridges over wetlands in the Reedy Creek Mitigation Bank and the Upper Lakes Basin Watershed. Alternative 1A has one more contamination site than the others.

Evaluation Matrix – Cultural, Natural

The Evaluation Matrix for the Cultural and Natural information shows Alternatives 4A and 5A impact two potential historic resources compared to one historic resource for Alternative 1A. Alternatives 4A and 5A impact four potential archaeological resources compared to two for Alternative 1A. Alternative 1A impacts more ponds, lakes and flood hazard areas. Alternatives 4A and 5A impact more state-listed-species habitat. Alternative 1A impacts a bald eagle nest in the vicinity of the Providence DRI. Alternatives 4A and 5A impact more of the Reedy Creek Mitigation Bank, with 4A having the largest impact. Alternatives 4A and 5A impact the Upper Lakes Basin Watershed and Alternative 1A impacts regulatory conservation lands.

• Evaluation Matrix – Social, Financial

The Evaluation Matrix for the Social and Financial information shows Alternatives 4A requires the most right-of-way, even though it is shorter than 1A due to inclusion of the Ronald Reagan Parkway slip ramps. Alternative 1A has the most impacts to existing and future residential and non-residential parcels. Alternative 1A has high impacts to community cohesion, impacts to special populations and the greatest impacts to proposed development.

Alternative 1A has the highest projected Annual Average Daily Traffic volume. These volumes do not include an expressway connection to I-4. With an expressway connection to I-4, Alternative 1A still has the highest volume in 2045, which is approximately four percent higher than the volumes for Alternatives 4A and 5A.

Alternatives Analysis

Regarding what's next, the study team will continue to solicit public input on the project alternatives and eventually identify a recommended preferred alternative. They also will perform a detailed engineering and environmental analysis on the alternatives with the results documented in a series of engineering and environmental reports.



IV. Open Discussion

Nicole Gough asked attendees for their questions and comments.

Atlee Mercer, Osceola County: So, construction costs are higher than I expected. Are you 4-laning the existing Poinciana Parkway?

Clif Tate: No, it doesn't include the 4-laning of the existing Poinciana Parkway. In an effort to reduce impacts, the interchange at 17-92 for 4A and 5A are SPUI's — single point urban interchanges, that are more costly, but have a smaller footprint. Then we have the same thing set up for the interchange at CR 532. And we included bridges over the wetlands, so that's pretty expensive.

Atlee Mercer, Osceola County: Perhaps look at phasing it in. Phasing is always good.

Nicole Gough: To go a little further with that, phasing is typically how those things would be looked at, but for the study purposes it would be overall connectivity. That plays into our purpose and need. We aren't really able to support building something that's just a small piece.

Atlee Mercer, Osceola County: OCX had acquired enough right of way for six lanes.



Nicole asked the group for thoughts on the alternatives following the revisions made after hearing from the public and looking closely at social and environmental impacts.

Josh DeVries, Osceola County Transportation and Transit: Clif had mentioned the connection to our widening of CR 532. I wanted to put on the record that Osceola County looks forward to working with CFX and coordinating the timing, phasing and construction of the facilities. It's certainly needed, and this will make that need even greater.

Atlee Mercer, Osceola County: Because 1A is the most economical, but has the most social conflicts, have you considered doing an urban expressway through that area to tighten down your right of way? Is that a viable alternative? I know you've talked about keeping a transit corridor.

Clif Tate: We can take that into consideration. We can look into that.

Nicole Gough: Any comments regarding our consideration on more bridging through some of the conservation areas in the area and integrating more wildlife crossings into the alternatives?

Brian Barnett, Florida Fish and Wildlife Conservation Commission: Yeah, we definitely want to work with you as all the alternatives have pretty heavy fish and wildlife impacts. I'd need to take

a close look at the revised alternatives to see what we might be able to do with them. But I think you're heading toward minimization anyway, so that's good.



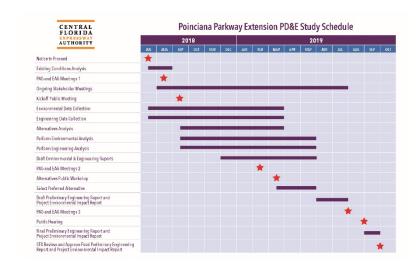
Rax Jung, Florida's Turnpike Enterprise: Have you looked at the I-4 operations between 532 and 429 in conjunction with this study?

Clif Tate: Right now, we are not anticipating looking at any conditions on I-4 during Phase I. That, of course, would be evaluated during the Phase II connection to I-4. We did identify that there is a need at the interchange at CR 532 and I-4, so Osceola County and DOT are looking at options that would increase capacity at that

interchange, but we're not looking at that at this time.

Nicole Gough asked if there were any other comments or questions. Receiving none, she turned to Mary Brooks, Public Involvement Coordinator with Quest Corporation of America, to review public involvement activities and close the meeting.

Mary reminded everyone to take the fact sheet and a comment form in case they think of something else. She discussed the schedule, the study website and provided her contact information.



V. Schedule

The second public meeting is scheduled for March 14. We anticipate our final EAG and PAG meetings in late July or early August 2019.

VI. 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 second public meeting on March 14, 2019.

VII. Action items:

Everyone will receive a copy of the presentation with the exhibits, which also 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 ProjectStudies@CFXway.com or by telephone 407-802-3210 within five days of receipt of this summary.







SIGN IN

Poinciana Parkway Extension Project Development & Environment (PD&E) Study ENVIRONMENTAL ADVISORY GROUP - MEETING NO. 2

CFX Project No.: 599-224

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

February 19, 2019, 9:30 a.m. – 11:30 a.m.

Name	Organization	Address	City/State/Zip	Email Address	Initials
Hugh Harling	East Central Florida Regional Planning Council	455 N Garland Ave, 4 th Floor	Orlando, FL 32801	hharling@ecfrpc.org	
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Jeff Holland	Reedy Creek Improvement District (RCID)	P. O. Box 10170	Lake Buena Vista, FL 32830	jholland@rcid.org	
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CFX Project No.: 599-224

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

February 19, 2019, 9:30 a.m. – 11:30 a.m.

Name	Organization	Address	City/State/Zip	Email Address	Initials
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CFX Project No.: 599-224

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Poinciana Parkway Extension Project Development & Environment (PD&E) Study ENVIRONMENTAL ADVISORY GROUP - MEETING NO. 2

CFX Project No.: 599-224

Organization	Address	City/State/Zip	Email Address	Initials
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RLF Inc.	610 N. HART DV. Bes	ORLANDO, FL. 32818	SFULLERION DCAL RR. Com	
CFRPC				(by phone)
				1.
	Florida Native Plant Society, Pine Lily Chapter Toho Water Authority Florida Trail Association US Fish and Wildlife Service (USFWS) Florida Fish and Wildlife Conservation Commission US Fish and Wildlife Service (USFWS) Walt Disney Imagineering Osceola County Florida Department of Transportation – District Five	Florida Native Plant Society, Pine Lily Chapter Toho Water Authority Florida Trail Association US Fish and Wildlife Service (USFWS) Florida Fish and Wildlife Service Fleid Office 7915 Baymeadows Way, Suite 200 Florida Fish and Wildlife Service (USFWS) Florida Fish and Wildlife Service (USFWS) Walt Disney Imagineering Osceola County Florida Department of Transportation – District Five PO Box 278 North Florida Ecological Services Field Office 7915 Baymeadows Way, Ste 200 Valt Disney Imagineering 1 Courthouse Square 719 S. Woodland Blvd. Transportation – District Five	Florida Native Plant Society, Pine Lily Chapter Toho Water Authority 951 Martin Luther King Jr Blvd Florida Trail Association 1050 NW 2nd Street, Ste A Gainesville, FL 32601 US Fish and Wildlife Service (USFWS) Florida Fish and Wildlife Conservation Commission US Fish and Wildlife Service (USFWS) Florida Fish and Wildlife Conservation Commission US Fish and Wildlife Service (USFWS) Walt Disney Imagineering Walt Disney Imagineering Toho Water Authority PO Box 278 Melbourne, FL 32902 Kissimmee, FL 34741 Jacksonville, FL 32256-7517 Tallahassee, FL 32399-1600 Jacksonville, FL 32256-7517 Tallahassee	Florida Native Plant Society, Po Box 278 Florida Native Plant Society, Pine Lily Chapter Toho Water Authority Florida Trail Association 1050 NW 2nd Street, Ste A Gainesville, FL 32601 US Fish and Wildlife Service (USFWS) Florida Fish and Wildlife Conservation Commission US Fish and Wildlife Service (USFWS) Florida Fish and Wildlife Conservation Commission US Fish and Wildlife Service (USFWS) Walt Disney Imagineering Osceola County Tourthouse Square Florida Department of Transportation — District Five PUS Fish And Vildlife Service (USFWS) Morth Florida Ecological Services Field Office 7915 Baymeadows Way, Ste 200 Walt Disney Imagineering Tourthouse Square Tourthouse Square Melbourne, FL 32902 Kissimmee, FL 324741 Sweep Substance Slewby Well-Art Street School Simple Space Space Slewby Well-Art Street Space Sp



STAFF SIGN IN SHEET

Poinciana Parkway Extension Project Development & Environment (PD&E) Study ENVIRONMENTAL ADVISORY GROUP - MEETING NO. 2

CFX Project No.: 599-224

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Poinciana Parkway Extension Project Development & Environment (PD&E) Study ENVIRONMENTAL ADVISORY GROUP - MEETING NO. 2

CFX Project No.: 599-224

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

February 19, 2019, 9:30 a.m. – 11:30 a.m.

Name	Organization	Email Address	Initials
Mary Brooks	Quest Corporation of America	Mary.Brooks@qcausa.com	meh
7700			



Project Development & Environment Studies

Public Information Performance Evaluation Survey

The Central Florida Expressway Authority would like your feedback on how effectively we are communicating information to the public about the Poinciana Parkway Extension Project Development and Environment (PD&E) Study. We appreciate your assistance in taking this survey.

Please indicate the type of project activity you were engaged in when provided this survey:				
☐ Public Meeting	☐ Officials' Briefing			
Environmental Advisory Group Meeting	☐ MPO, County or City Council Meeting			
☐ Project Advisory Group Meeting	Homeowners Association Meeting			
☐ Property Owner or Other Stakeholder Meeting	☐ Other			
Date: 2/19/19				

Please indicate your level of agreement with the following statements:

I.	MEETINGS & PRESENTATIONS	Strongly Agree	Agree	Disagree	Strongly Disagree	N/A or No Opinion
A.	This meeting was productive.		ø			
В.	Project personnel were knowledgeable and presented information in a manner that was easy to understand.	₽ď				
C.	Exhibits and multi-media presentations helped me to better understand the project.					
D.	Handouts were accurate and easy to understand.	Ø				
E.	I got answers to all of my questions, or a commitment that project staff would follow up on my concerns.	Ø				
F.	The meeting location was accessible and appropriate.	Ø				
G.	I was provided advanced notice of the meeting.		d			

						1
II. PROJECT MATERIALS (PRINTED & ELECTRONIC)		Strongly Agree	Agree	Disagree	Strongly Disagree	N/A o No Opinio
A.	Written materials were clear, informative and easy to understand.	ড				
В.	Contact information for the project was prominently and clearly displayed in materials.	ø				
C.	I was aware of the project website as a good informational resource.					
D.	I was able to easily find information and download the documents I wanted on the website.	œ e				
E.	I was aware of the project Facebook page as a way to get real-time project information.	Ø				
F.	Project social media pages helped increase my interest in, and knowledge of, the project.	o o				
II	I. PROJECT PERSONNEL	Strongly Agrue	Agree	Disagree	Strongly Disagree	N/A or No Opinion
	Project personnel were accessible, sponsive and respectful.	18				
B. Contact information was provided for project personnel.		d				
	Project personnel listened to my sestions and concerns.					
	Project personnel helped me to better nderstand the project.	₩ W				
	Comments:					
th Na	you would like to be contacted by project s e following section: ame: idress:			ity presentatio	n, please com	plete
Ph	none:			 _		

Thank you for taking this survey! Please return this form to project staff.
Or send to Public Involvement Coordinator Mary Brooks at:

Email: <u>ProjectStudies@CFXway.com</u>

Mail: 1540 International Pkwy, Ste. 210, Lake Mary, FL 32746

					1	
II. PROJECT MATERIALS (PRINTED & ELECTRONIC)	Strongly Agree	Agree	Disagree	Strongly Disagree	N/A or No Opinior	
A. Written materials were clear, informative and easy to understand.	U					
 B. Contact information for the project was prominently and clearly displayed in materials. 	d					
C. I was aware of the project website as a good informational resource.						
D. I was able to easily find information and download the documents I wanted on the website.	œ e					
E. I was aware of the project Facebook page as a way to get real-time project	Ø					
 information. F. Project social media pages helped increase my interest in, and knowledge of, the project. 	T T					
III. PROJECT PERSONNEL	Canada			Strongly	N/A or	
	Strongly Agran	Agree	Disagree	Disagree	No Opinion	
A. Project personnel were accessible, responsive and respectful.	I.					
B. Contact information was provided for project personnel.						
C. Project personnel listened to my questions and concerns.						
D. Project personnel helped me to better understand the project.	. v√					
Comments:						
If you would like to be contacted by project staff or request a community presentation, please complete the following section: Name:Address:						
Phone:			_			

Thank you for taking this survey! Please return this form to project staff.
Or send to Public Involvement Coordinator Mary Brooks at:

Email:

Email: ProjectStudies@CFXway.com

Mail: 1540 International Pkwy, Ste. 210, Lake Mary, FL 32746

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

January 24, 2019

Subject: Environmental Advisory Group Meeting No. 2 – February 19, 2019

CFX Project Development and Environment (PD&E) Study

Poinciana Parkway Extension (From Poinciana Parkway to County Road 532)

CFX Project No.: 599-224

Dear Study Stakeholder:

The <u>Central Florida Expressway Authority</u> (CFX) would like to invite you or your designee to the second Environmental Advisory Group (EAG) meeting for the <u>Poinciana Parkway Extension PD&E Study</u>. The meeting will be held on Tuesday, February 19, 2019 from 9:30 a.m. to 11:30 a.m. in the Boardroom at the CFX Headquarters, located at 4974 ORL Tower Rd., Orlando, FL 32807. A brief presentation will be provided, followed by group discussion.

This PD&E study is refining and evaluating the alternatives from the earlier Concept, Feasibility and Mobility Study in greater detail.

The project has been broken into phases for further evaluation, with the CFX PD&E Study focusing on the extension to County Road (CR) 532. A later phase, to be done in close coordination with the Florida Department of Transportation, will look at providing a connection to I-4, either at State Road 429 or at CR 532.

The PD&E Study is scheduled to conclude in fall of 2019 and will result in a recommendation for a preferred alternative. If the project is subsequently approved, it would move into design for eventual construction.

The overall goals of the Poinciana Parkway Extension are to improve roadway connections from CR 532 to the greater Poinciana area; reduce congestion and delays on local roads; promote regional connectivity; enhance mobility of the area's growing population and economy by providing additional transportation infrastructure; provide consistency with local plans and policies; and enhance safety. A project location map and meeting location map are attached for your information.

Your continued participation in the EAG is encouraged. As a special advisory resource to CFX and the consultant team, the EAG provides input regarding environmental impacts, local needs, concerns and potential physical, natural, social and cultural impacts that is crucial in the evaluation of corridor and alternative alignments.

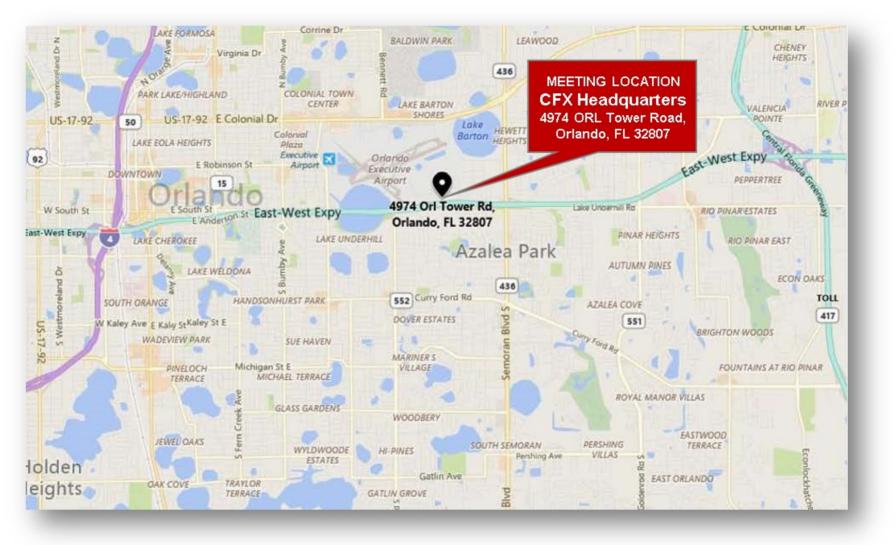
For more information, visit the study's website at https://bit.ly/2KECX9a. Please respond to Mary Brooks, Public Involvement Coordinator, by Friday, February 8, whether you are able to attend the EAG meeting, or if you would prefer to designate a representative. Ms. Brooks can be reached by phone at 407-802-3210 or by email at ProjectStudies@CFXway.com.

Sincerely,

Joseph A. Berenis, PE Chief of Infrastructure

Central Florida Expressway Authority

Attachments: Project Location Map & Meeting Location Map





Project Development & Environment Study

POINCIANA PARKWAY EXTENSION

Winter 2019

PROJECT DESCRIPTION

The Central Florida Expressway Authority (CFX) is conducting a Project Development and Environment (PD&E) Study for the proposed Poinciana Parkway Extension. The study will look at extending the Poinciana Parkway to County Road (CR) 532 at the Osceola County/Polk County line.



PROJECT GOALS

The goals of this proposed 3-mile, limited-access facility include improving the roadway connections from CR 532 to the greater Poinciana area, enhancing mobility of the area's growing population and economy, relieving congestion on local roads and promoting regional connectivity.

UPDATES SINCE SEPTEMBER 2018 PUBLIC MEETING

More than 130 people attended a public meeting held on September 25, 2018 at Poinciana High School. Three study alternatives - Alternatives 1, 4 and 5 - were presented for public review and comments. Following the public meeting, the study team further refined these alternatives. The results of these refinements are modifications of the original alternatives - now identified as Alternatives 1A, 4A and 5A.

Alternative 1A is similar to Alternative 1; however, the alignment has been shifted to the west side of the CSX railroad tracks in an effort to reduce social impacts. The size of the proposed interchange with CR 532 has also been reduced to avoid impacts to major utilities.

For Alternatives 4A and 5A, it was necessary for the northern portions of Alternatives 4 and 5 to be shifted to the west to allow for the expressway to pass over the CSX railroad and to provide adequate distance between the railroad bridge and the interchange with CR 532. Due to substantial utility constraints along CR 532, Alternatives 4A and 5A each have an interchange with CR 532 at the same location as Alternative 1A. However, these alternatives will still likely require the relocation of major utilities. The option to provide access ramps to and from Ronald Reagan Parkway has also been added to the evaluation of Alternatives 4A and 5A.

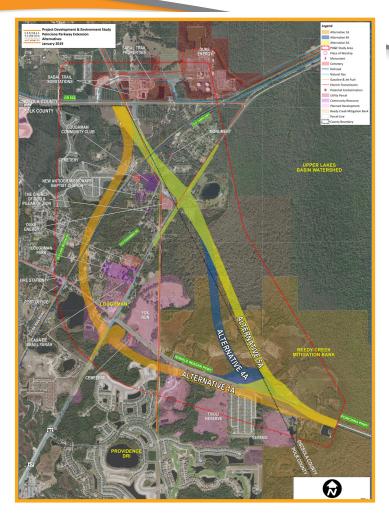




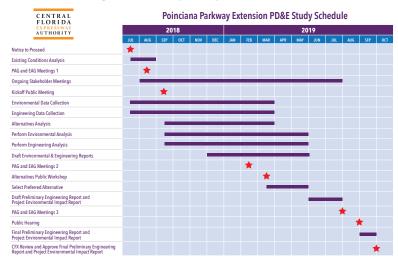
PUBLIC INVOLVEMENT

Public involvement and community engagement are a crucial component of this study. We value your input. CFX is providing multiple opportunities for participation, including a public meeting and public hearing. Community groups can request a presentation via the CFXWay.com website or by emailing Public Involvement Coordinator Mary Brooks at ProjectStudies@CFXWay.com. You're also welcome to submit your comments via the website or project email address. And follow the study on Facebook for updates.





The PD&E study began in July 2018 and is expected to last 15 months. A graphic of key study milestones is shown here.



TO FIND OUT MORE ABOUT THE STUDY, CONTACT:

Mary Brooks, Public Involvement Coordinator

Phone: (407) 802-3210

Email: ProjectStudies@CFXway.com

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

4974 ORL Tower Road Orlando, FL 32807 Phone: (407) 690-5000 Fax: (407) 690-5011 Email: Info@CFXway.com You may also visit the study's webpage at:

https://bit.ly/2KECX9a



@PoincianaPkwyExt

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Para más información en español acerca del proyecto, por afavor comuníquese con Alicia Arroyo al 407-509-0231 o por correo electrónico Alicia. Arroyo@QCAusa.com.

This notice has nothing to do with any rule or rulemaking process.

NOTICE OF MEETING/WORKSHOP HEARING:

The Central Florida Expressway Authority (CFX) announces an Environmental Advisory Group (EAG) meeting that is open to the public.

DATE and TIME: Tuesday, February 19, 2019

9:30 a.m. to 11:30 a.m.

A brief presentation on the study will be provided, followed by a group

discussion.

PLACE: Central Florida Expressway Authority

CFX Boardroom

4974 ORL Tower Road Orlando, Florida 32807

GENERAL SUBJECT MATTER TO BE CONSIDERED:

CFX Project No.: 599-224

Project Description: CFX Poinciana Parkway Extension Project Development and

Environment (PD&E) Study

This PD&E study is refining and evaluating the alternatives from the earlier Poinciana Parkway Extension Concept, Feasibility, and Mobility Study.

The project has been broken into phases for further evaluation, with the CFX PD&E Study focusing on the extension to County Road (CR) 532. If the project is subsequently approved, it would move into design for eventual construction. A later phase will provide a connection to I-4, either at State Road 429 or at CR 532.

The overall goals of the Poinciana Parkway Extension are to enhance mobility from CR 532 to Poinciana Parkway; reduce congestion and delays on local roads; expand regional connectivity; provide transportation infrastructure to support planned growth; provide consistency with local plans and policies; and enhance safety.

As a special advisory resource to the Central Florida Expressway Authority (CFX) and the consultant team, the EAG is providing input regarding local needs, concerns and potential physical, natural, social and cultural impacts that is crucial in the evaluation of corridor and alternative alignments.

Persons with disabilities who require accommodations under the Americans with Disabilities Act or persons who require translation services, free of charge, should contact Ms. Mary Brooks, Public Involvement Coordinator at 407-802-3210 or via email at ProjectStudies@CFXway.com

at least seven (7) days prior to the meeting. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. For additional information concerning these studies, please contact Mary Brooks at the contact information above. You also my log onto the study webpage at https://bit.ly/2KECX9a.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

MEETING NOTICE

Central Florida Expressway Authority

ENVIRONMENTAL ADVISORY GROUP MEETING Poinciana Parkway Extension Project Development and Environment (PD&E) Study

DATE: February 19, 2019

TIME: 9:30 a.m. – 11:30 a.m.

LOCATION: Central Florida Expressway Authority

CFX Boardroom

4974 ORL Tower Road Orlando, FL 32807

This is the second meeting of the Environmental Advisory Group (EAG) for the Poinciana Parkway Extension Project Development and Environment (PD&E) Study.

As a special advisory resource to the Central Florida Expressway Authority (CFX) and the consultant team, the EAG provides input regarding environmental impacts, local needs, concerns and potential physical, natural, social and cultural impacts that is crucial in the evaluation of corridor and alternative alignments.

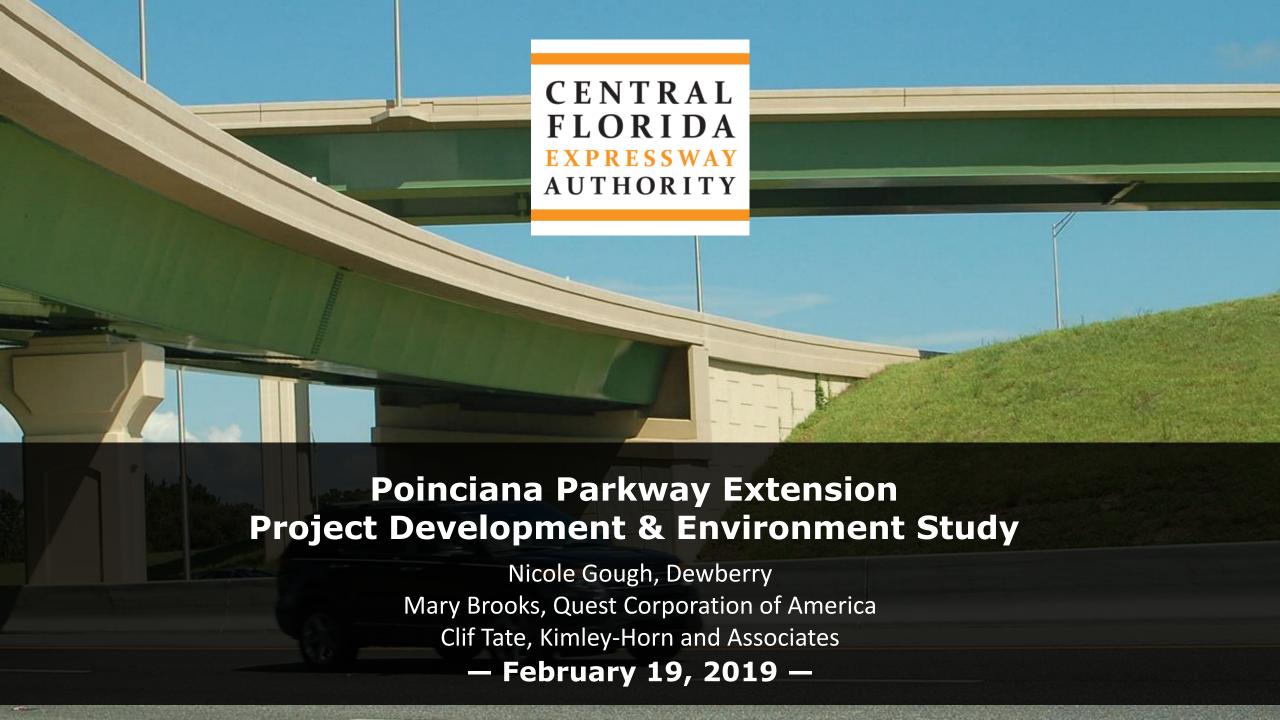
For more information, visit the study's website at https://bit.ly/2KECX9a.

Section 286.0105, Florida Statutes states that if a person decides to appeal any decision made by a board, agency, or commission with respect to any matter considered at a meeting or hearing, he will need a record of the proceedings, and that, for such purpose, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons who require translation services, which are provided at no cost, should contact CFX at (407) 690-5000 x5317 or by email at Iranetta.dennis@CFXway.com at least three (3) business days prior to the event.

In accordance with the Americans with Disabilities Act (ADA), if any person with a disability as defined by the ADA needs special accommodation to participate in this proceeding, then not later than two (2) business days prior to the proceeding, he or she should contact the Central Florida Expressway Authority at (407) 690-5000.

Posted 1/24/19 at CFX Administration Building



Title VI Compliance

This meeting, project, or study is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to compliance by the Central Florida Expressway Authority (CFX) with Title VI may do so by contacting:

Mary Brooks
Public Involvement Coordinator
4974 ORL Tower Road
Orlando, FL 32807
407-802-3210

Projectstudies@CFXway.com

All inquiries or complaints will be handled according to CFX procedure and in a prompt and courteous manner.



Advisory Group Roles

Environmental

- Natural environment analysis;
- Special advisory resource;
- Providing environmental impact input on project alternatives;
- Local knowledge, issues and concerns regarding environmental impacts.

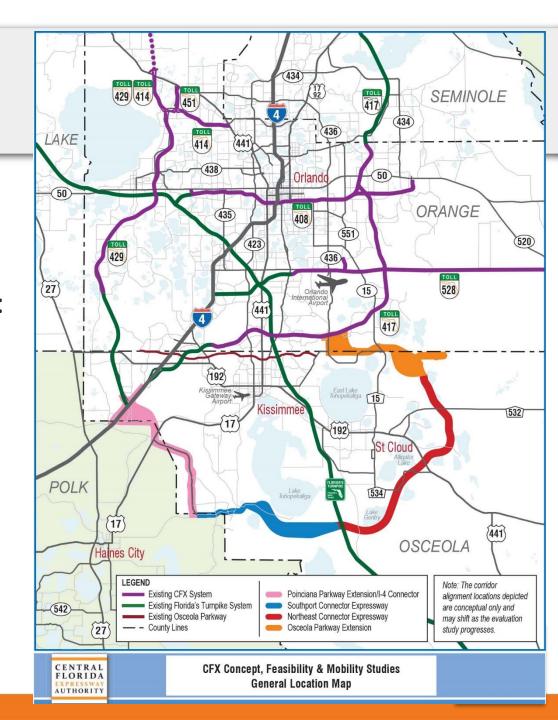
Project

- Mobility analysis;
- Special advisory resource;
- Providing input on project alternatives;
- Local knowledge, issues and concerns.



Background

- 2005 Osceola County Comprehensive Plan: New corridors around growth boundary
- 2012 Osceola County Expressway Authority (OCX):
 2040 Master Plan
- 2016 Poinciana Parkway Connected to US 17/92
- March 2018 CFX finished Feasibility Studies
 - Authorized Poinciana Parkway Extension PD&E study
- July 2018 PD&E Study began



PROJECT DEVELOPMENT PROCESS

New Alignment Expansion Projects

(We are here.)

Identify Project

Project identified in CFX Board approved Visioning +2040 Master Plan (Long-Range Transportation Plan).

Work Plan

Is project identified in the approved Five-Year Work Plan?

No Project is placed on hold to be revisited in the future.

feasibility study on the project?

Project is placed on hold to be revisited in the future.

Feasibility Study

CFX Board

approves

findings of

No

Project is placed on hold to be revisited in the future.

PD&E Study

Does CFX Board approve PD&E Study?

No

Project is placed on hold to be revisited in the future.

No

Recommended

Alternative/Final Design

Does CFX

Board approve

project for the

Final Design

Phase?

Right-of-Way

Does CFX Board accept the Right-of-Way Committee's requested acquisitions and approve start of right-of-way purchasing?

Permitting

Does CFX Board accept the proposed mitigation/ conservation easement settlements and approve permit agreements?

Utilities

Does CFX **Board accept** the proposed utilities relocation settlements and approve utility agreements?

Project is placed on hold to be revisited in the future.

Advertise Bids

Does CFX **Board approve** CFX's request to advertise bids for construction?

No

Project is placed on hold to be revisited in the future.

Award Contract

Does CFX accept bid and approve award of contract to construct roadway?

Construction commences.

Construction

Newly constructed roadway is opened to traffic.

Open to Traffic

No

CFX may re-advertise project to accept new bids OR project design is revised and/or repackaged for bids.

CENTRAL FLORIDA AUTHORITY

Purpose and Need

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

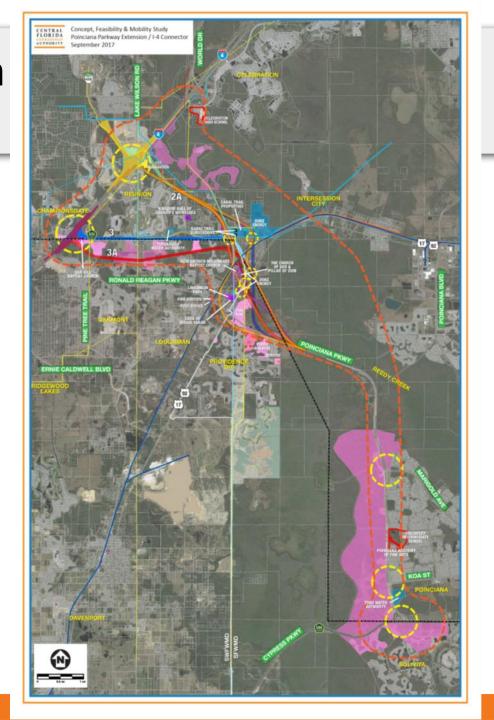
EAG and PAG input: Address the Purpose and Need



Poinciana Parkway Extension Feasibility Study

- Widen Poinciana Parkway
- Evaluated Alternatives: Poinciana Parkway to I-4

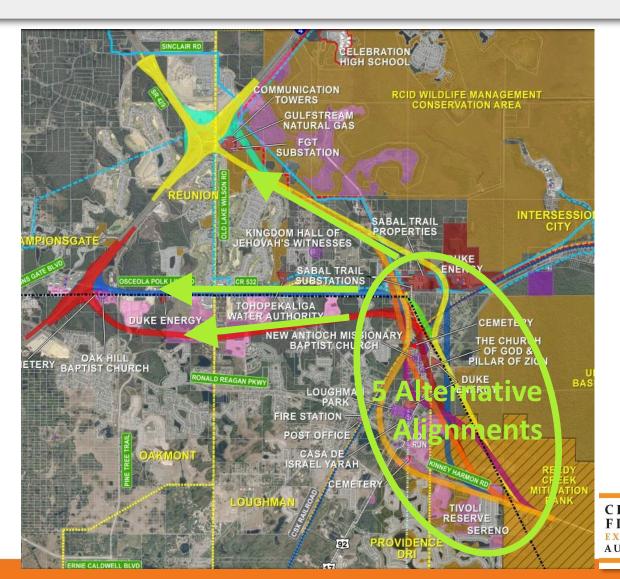






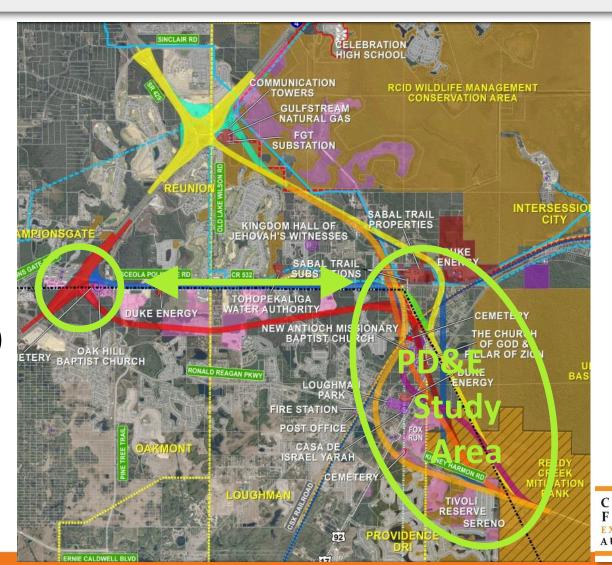
Poinciana Parkway Extension Feasibility Study and Findings

- 5 alternative alignments: Parkway to CR 532
- 3 alternative alignments: CR 532 to I-4
- Project may be viable (CFX criteria)
- Phase I: Connection to CR 532



Benefits of Phased ApproachNorth end of bridge to CR 532

- I-4 connection: Requires FDOT and FHWA approval
 - Consistent with I-4 plans
 - Requires additional studies
- Project advancement: Extension to CR 532
- PD&E Alignments compatible with future I-4 connection (SR 429 or CR 532)
- Improvements by others:
 - Osceola County/CFX: Widen CR 532
 - FDOT/Osceola County: I-4/CR 532 interchange



PD&E Study Methodology

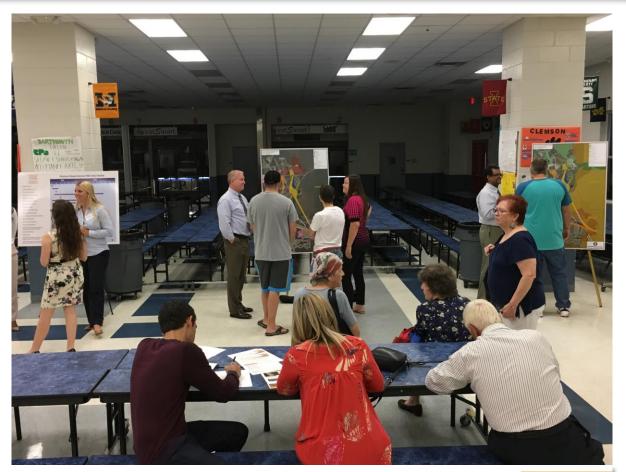
- Follow FDOT PD&E Manual
- Project Environmental Impact Report (PEIR) (CFX approval)
- Analyze and document potential impacts
 - Physical
 - Natural
 - Social
 - Cultural





Public Involvement

- Multiple opportunities for participation
- Environmental & Project Advisory Groups
- Public Meetings
 - Kick-off September 25, 2018
 - Alternatives Workshop March 14, 2019
 Poinciana High School Cafeteria
 2300 S. Poinciana Blvd., Kissimmee
 5:30 pm to 7:30 pm
 - Public Hearing August/September 2019
- Board Presentations CFX, Osceola and Polk Board of County Commissioners
- Stakeholder Meetings
- CFX Study Webpage & Study Facebook Page





Stakeholder Outreach

- Cassidy Homes
- Central Florida Expressway Authority
- Duke Energy
- FDOT
 - Districts 1 & 5
 - Florida's Turnpike Enterprise
- Florida Southeast Connection
- Gulfstream Natural Gas System
- Kinder-Morgan
- Lake Wilson Preserve

- MetroPlan Orlando
- Osceola County
- Osceola County Expressway Authority
- Polk County
- Polk Transportation Planning Organization
- Reedy Creek Mitigation Bank
- Sabal Trail Transmission
- US Fish and Wildlife Service



EAG Input Received

- ✓ Coordinate with Mitigation Bank
- Consider bridging the Mitigation Bank
- ✓ Consider improving CR 532
- ✓ Consider social impacts, especially to the traditionally underserved community of Loughman
- ✓ Consider wildlife crossings in conservation areas and for wildlife corridors





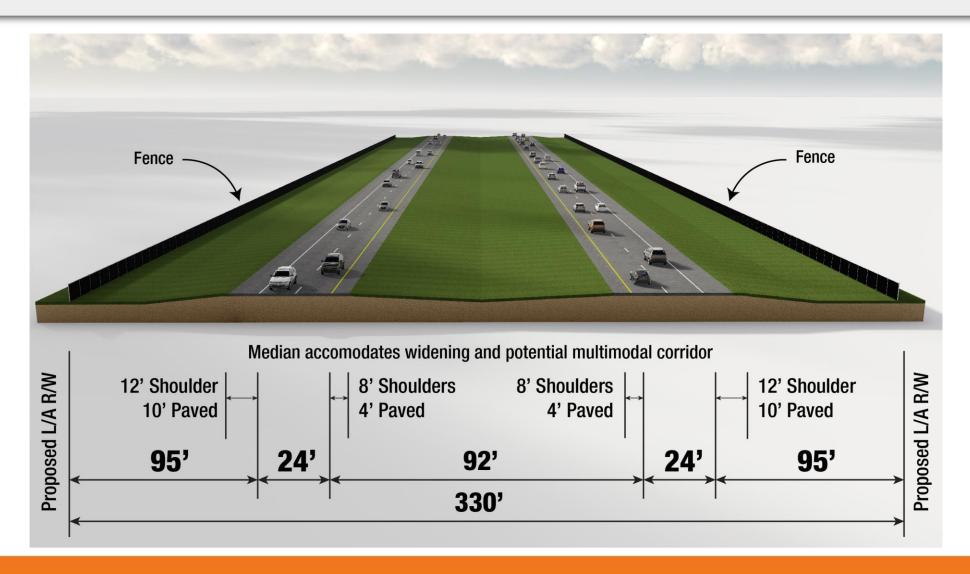
PAG Input Received

- ✓ There is concern about the social impacts of Alternative 1
- ✓ Consider shifting Alternative 1 to the west side of the railroad tracks to reduce social impacts in the Loughman area
- ✓ The project is needed as soon as possible, including a direct connection to I-4





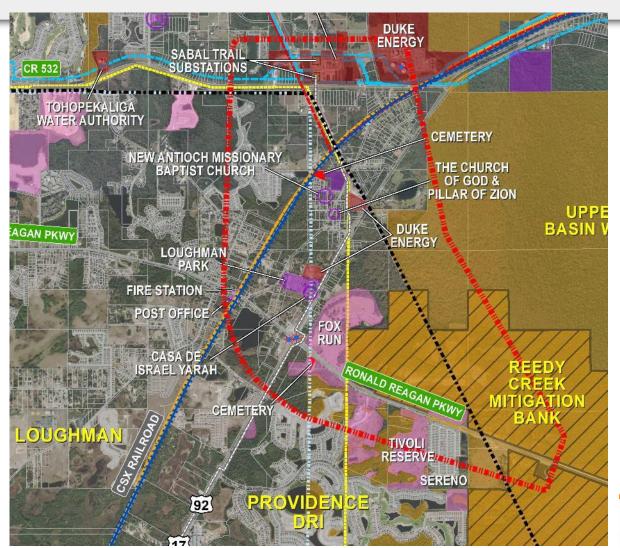
Poinciana Parkway Extension Typical Section





Poinciana Parkway Extension Constraints

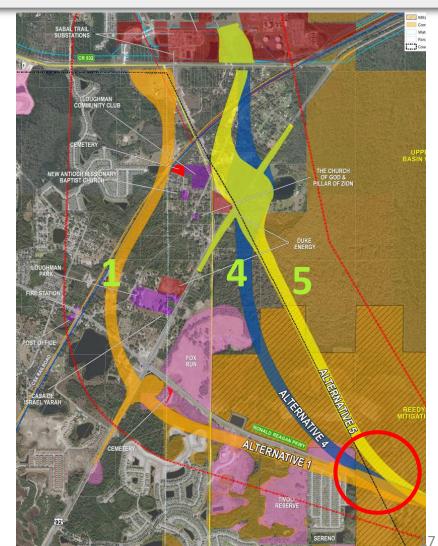
- Mitigation Bank
- Wetlands
- Cemeteries
- Places of worship
- Loughman Park
- Loughman Community
- Power Substations
- Gas Transmission
 Substations
- Businesses and Residences

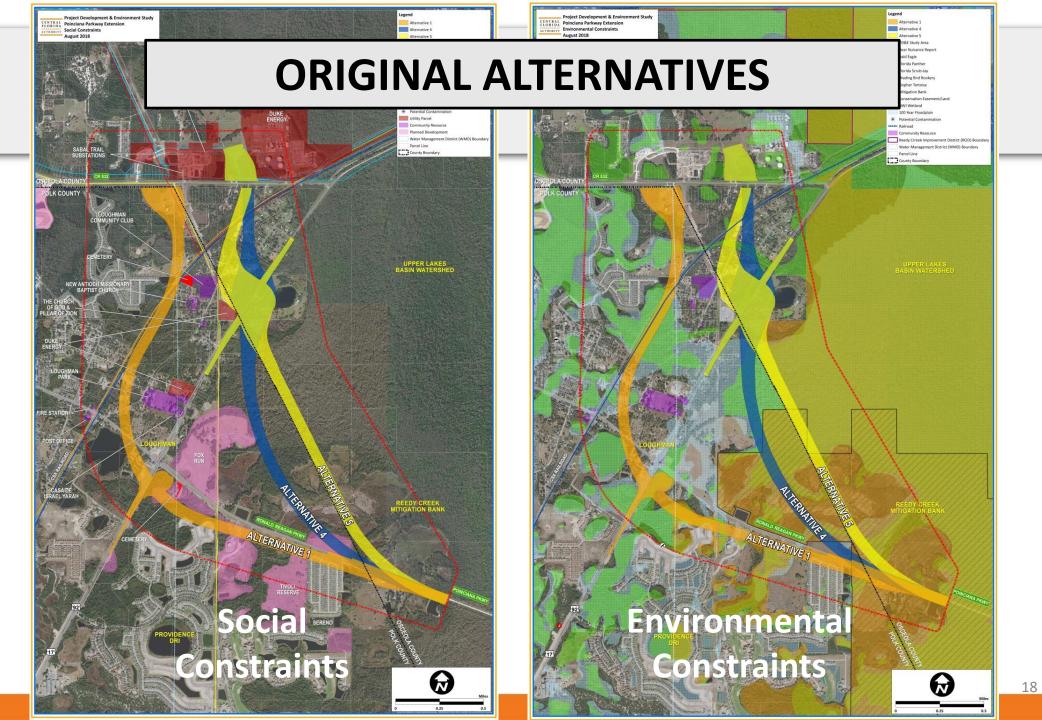




Poinciana Parkway Extension Polk County, Osceola County & OCX Agreement

- Expansion: Maintain connection to Ronald Reagan Parkway
- Alternative 1: East-west connection to Poinciana Parkway
- Alternatives 4 and 5: Added east-west connection (evaluation)
- Polk County access to expressway at US 17/92 interchange

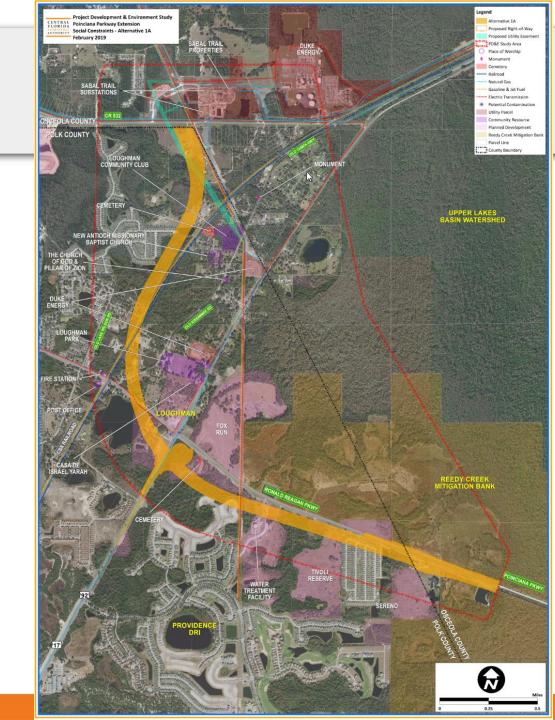




CENTRAL FLORIDA EXPRESSWAY AUTHORITY

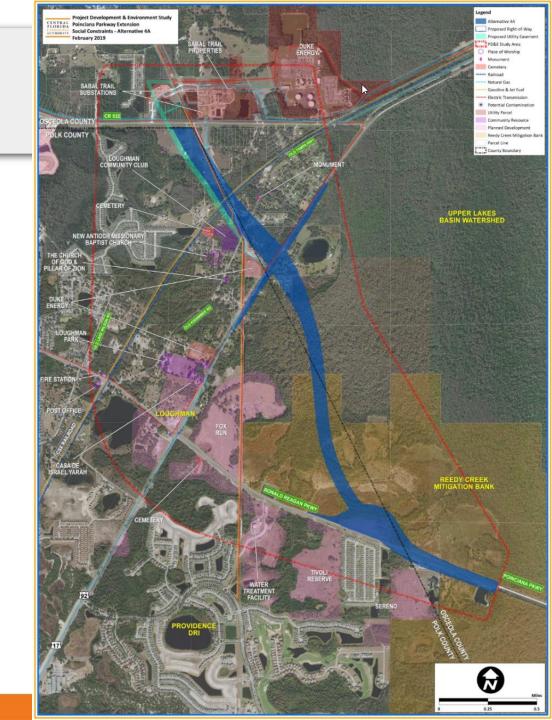
Refinement of Alternative 1 to Alternative 1A

- Recommendation through PAG
 - Consider expressway along west side of railroad tracks
- Screening Evaluation Alternative 1 and 1A
- Similar impacts and costs
 - Alternative 1A impacts fewer existing residents
- Recommendation: Eliminate Alternative 1, Proceed with Alternative 1A as a possible alternative



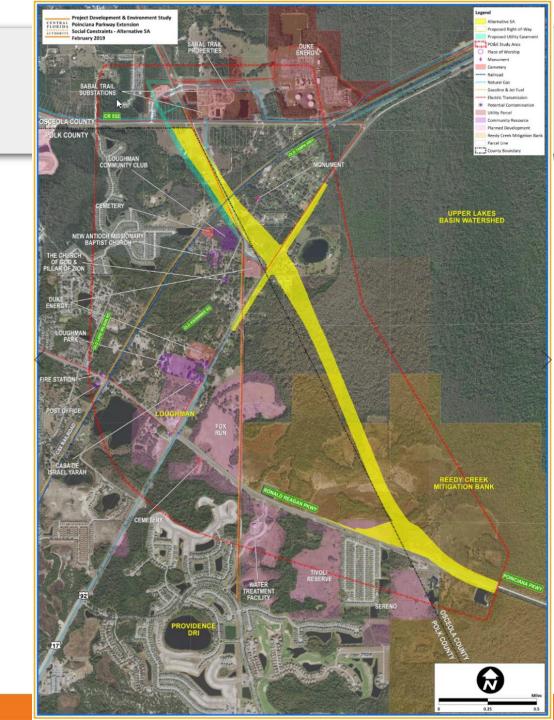
Refinement of Alternative 4 to Alternative 4A

- Original alignment cannot bridge over railroad tracks and get down to CR 532
- Original plan for loop ramps on north side of CR 532 encroach on utilities
- Agreement with Polk County to provide slip ramps to Ronald Reagan Pkwy.
- Recommendation: Shift alignments to west of Sabal Trail facility and add option for slip ramps to Ronald Reagan Pkwy.



Refinement of Alternative 5 to Alternative 5A

- Original alignment cannot bridge over railroad tracks and get down to CR 532
- Original plan for loop ramps on north side of CR 532 encroach on utilities
- Agreement with Polk County to provide slip ramps to Ronald Reagan Pkwy.
- Recommendation: Shift alignments to west of Sabal Trail facility and add option for slip ramps to Ronald Reagan Pkwy.



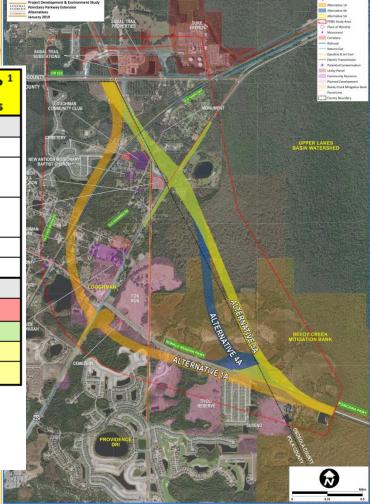
Evaluation Matrix - Design, Physical

Evaluation Criteria	Unit of Measure	No-Build	1A	4A with RRP ¹ Slip Ramps	5A with RRP ¹ Slip Ramps
Design					
Alternative Length (approximate)	Miles	0	3.6	3.0	2.9
Proposed Right-of-Way Width	feet	•	330	330	220
(general and varies at interchanges)	reet	0			330
Proposed Bridges	Structures	0	20	15	15
(total structures per alternative / total length of all structures)	feet	0	4,317	10,815	10,234
Proposed Interchanges	Number	0	1	2	2
Proposed At-Grade Intersections	Number	0	1	1	1
Physical Environment Effects					
Major Utility Conflicts - Existing	No. of Conflicts	0	5 ²	5	5
Major Utility Conflicts - Planned	No. of Conflicts	0	0	0	0
Contamination Sites & Facilities	No. of Conflicts	0	3	2	2
Railroad Involvement	No. of Conflicts	0	1 ³	1	1

Notes:

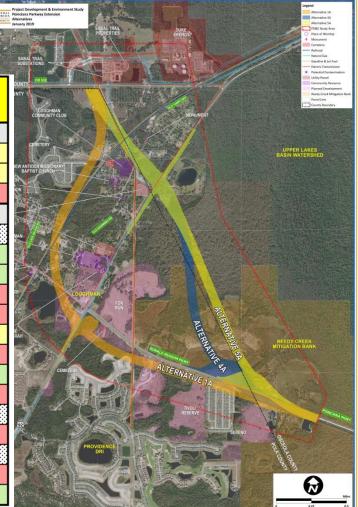
- 1 Ronald Reagan Parkway
- 2 Less major utility relocations required
- 3 Railroad crossing at skew





Evaluation Matrix – Cultural, Natural

Evaluation Criteria	Unit of Measure	No-Build	1A	4A with RRP ¹ Slip Ramps	5A with RRP ¹ Slip Ramps
Cultural Environment Effects					
Potential Historic Resources	No. of Conflicts	0	1	1	1
Potential Historic Linear Resources (Highways/Railroads)	No. of Resources	0	2	2	2
Potential Archaeological Resources	No. of Resources	0	2	4	4
Natural Environment Effects					
Water Features					
Ponds / Lakes	acres	0	5	1	1
Canals/Regulated Floodways	No. of Conflicts	0	0	0	0
Flood Hazard Areas - 100 Year Floodplain	acres	0	73	64	57
Wetlands (non-forested and forested)	acres	0	50	56	56
Habitat - Federal Listed Species	acres	0	6	7	7
Habitat - State Listed Species	acres	0	41	77	83
Bald Eagle Nest	Y/N	0	Υ	N	N
Species Impacts (composite rating)	Rating	NONE	HIGH	HIGH	HIGH
Mitigation Banks					
Reedy Creek Mitigation Bank	acres	0	28	69	59
Conservation Easements					
Upper Lakes Basin Watershed	acres	0	0	22	31
SFWMD Regulatory Conservation Lands	acres	0	11	0	0



Notes:

1 - Ronald Reagan Parkway



Evaluation Matrix - Social

Evaluation Criteria	Unit of Measure	No-Build	1A	4A with RRP ¹ Slip Ramps	5A with RRP ¹ Slip Ramps
Social Environment Effects					
Right-of-Way Area (NOT including proposed ponds)	acres	0	142	150	148
Potential Residential Impacts ⁴	Total Parcels	0	123	88	87
Existing	Parcels	0	52	18	18
Future	Parcels	0	71	70	69
Potential Non-Residential Impacts 4	Total Parcels	0	24	15	13
Existing	Parcels	0	11	9	7
Future	Parcels	0	13	6	6
Community Facilities	No. of Conflicts	0	1	1	1
Parks and Recreational Facilities (public & private)	No. of Conflicts	0	0	0	0
Trails	No. of Conflicts	0	1	1	1
Community Cohesion Effects	Ranking	NONE	HIGH	MEDIUM	MEDIUM
Socioeconomic Impacts to Special Populations	Ranking	NONE	HIGH	LOW	LOW
Proposed Development	acres	0	61	12	3

Notes:

- 1 Ronald Reagan Parkway
- 4 Includes partially impacted parcels



Evaluation Matrix – Cost, Traffic

Evaluation Criteria	Unit of Measure	No-Build	1A	4A with RRP ¹ Slip Ramps	5A with RRP ¹ Slip Ramps
Estimated Cost					
Roadway Construction	2019\$	\$0	\$116,000,000	\$94,700,000	\$93,500,000
Bridges Construction	2019\$	\$0	\$56,600,000	\$95,200,000	\$94,600,000
Interchanges Construction	2019\$	\$0	\$30,600,000	\$55,700,000	\$53,800,000
Toll Collection Equipment	2019\$	\$0	\$1,500,000	\$1,700,000	\$1,700,000
Utility Relocation	2019\$	\$0	\$22,400,000	\$36,000,000	\$36,000,000
Right-of-Way Areas	2019\$	\$0	TBD	TBD	TBD
CR 532 (West)	2019\$	\$0	\$9,600,000	\$9,600,000	\$9,600,000
CR 532 (East)	2019\$	\$0	\$9,200,000	\$9,200,000	\$9,200,000
Mitigation, Wetlands, & Wildlife	2019\$	\$0	TBD	TBD	TBD
Total Estimated Alternative Costs			\$245,900,000	\$302,100,000	\$298,400,000
Projected Annual Average Daily Traffic Volume (2045)			18,000	15,200	15,200

Notes:

1 - Ronald Reagan Parkway



Alternatives Analysis

What's Next?

- Receive input on the project alternatives
- Select a recommended preferred alternative
- Conduct detailed engineering and environmental analysis
- Prepare engineering and environmental reports



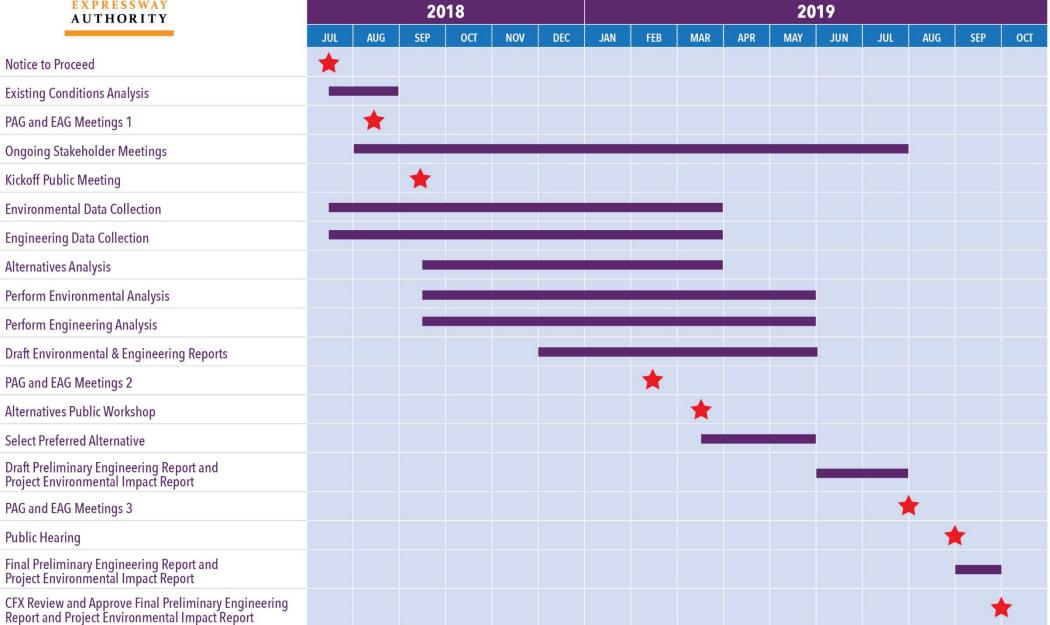
Environmental Advisory Group (EAG)

Group Discussion



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Poinciana Parkway Extension PD&E Study Schedule





Poinciana Parkway Extension PD&E Study

Comments & Questions

For more information contact:

Mary Brooks

Public Involvement Coordinator

407-802-3210

Projectstudies@CFXway.com

CFX web address:

www.CFXway.com

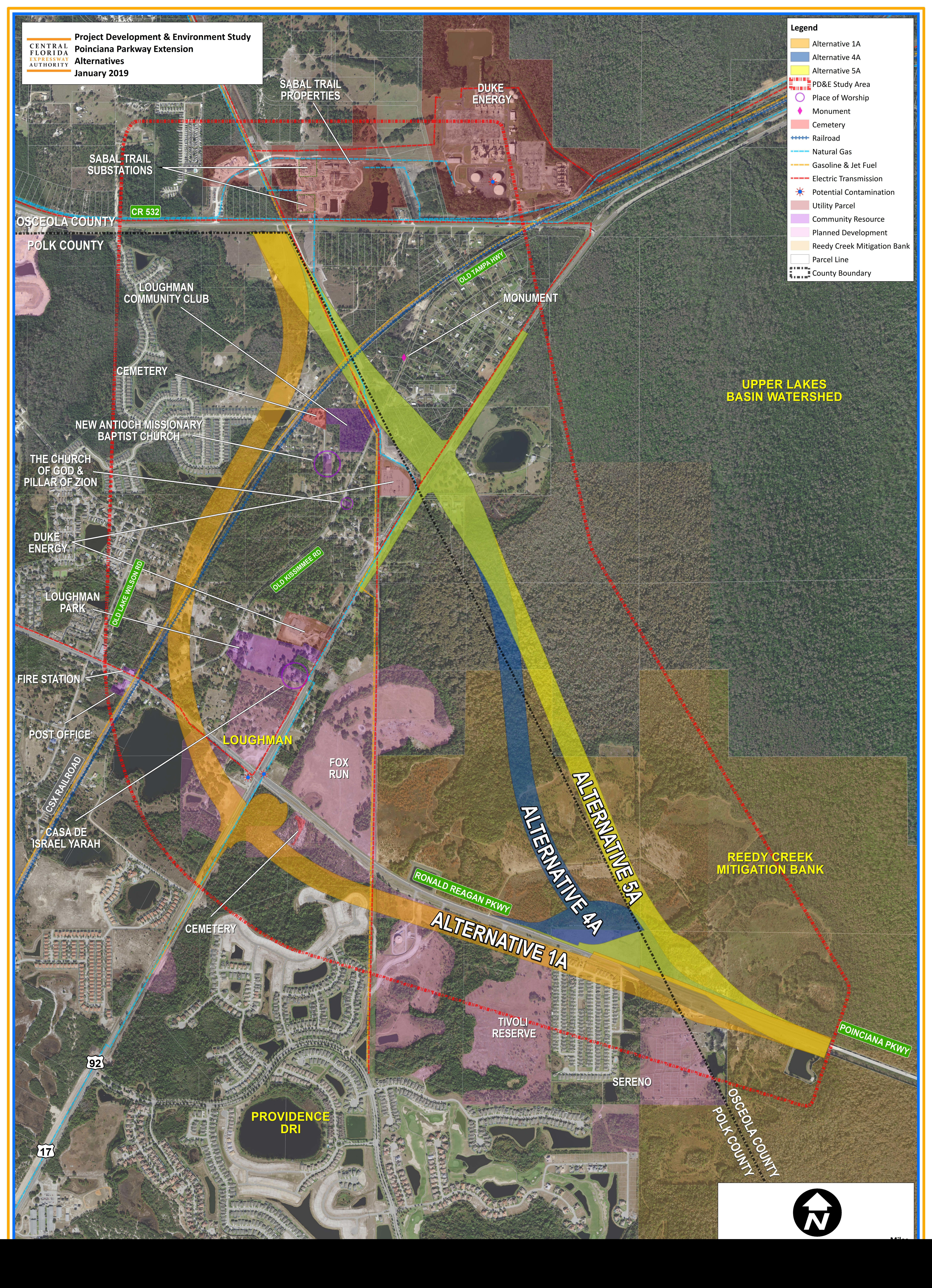
Shortened study web address:

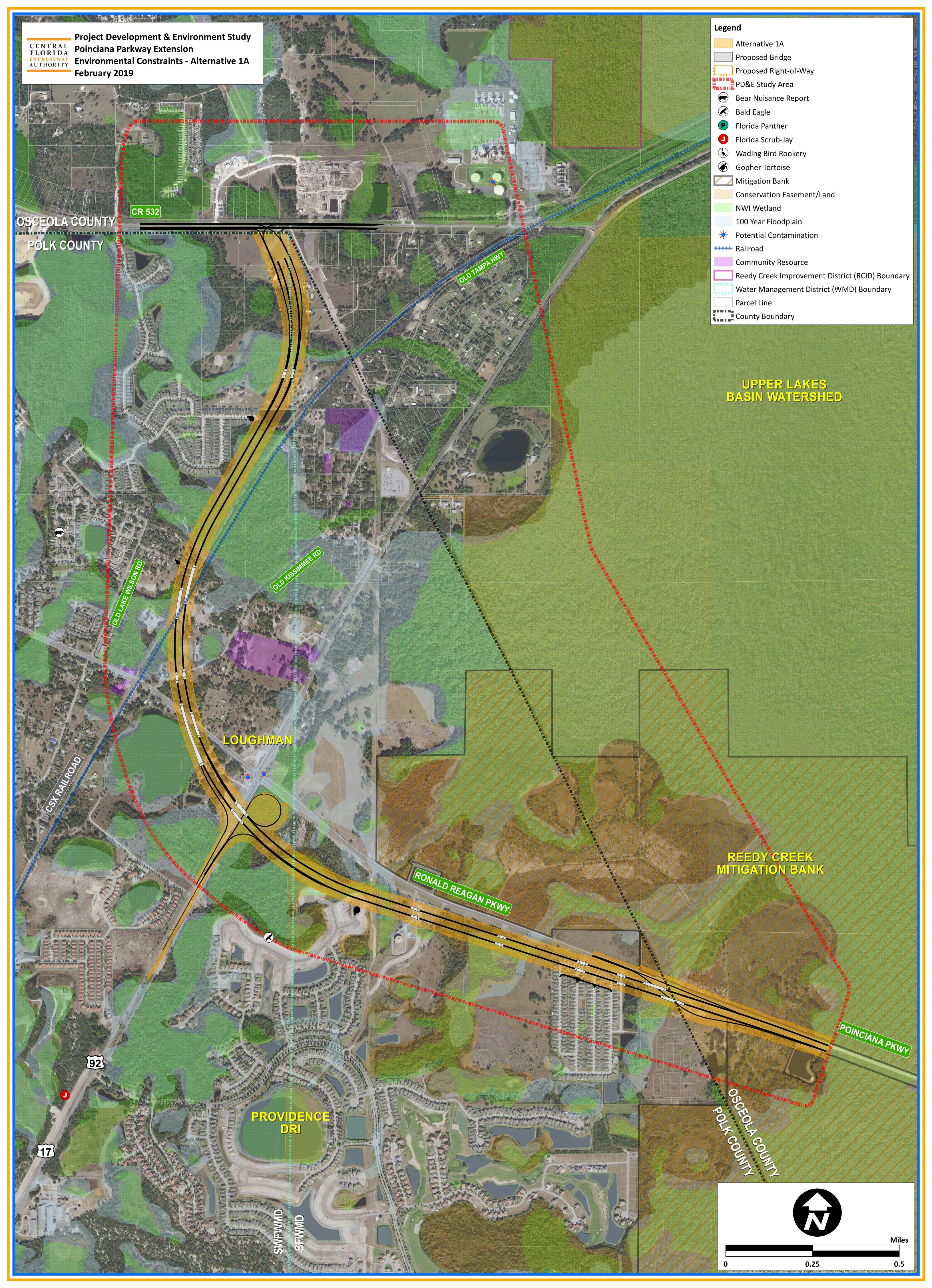
https://goo.gl/VBpNhr

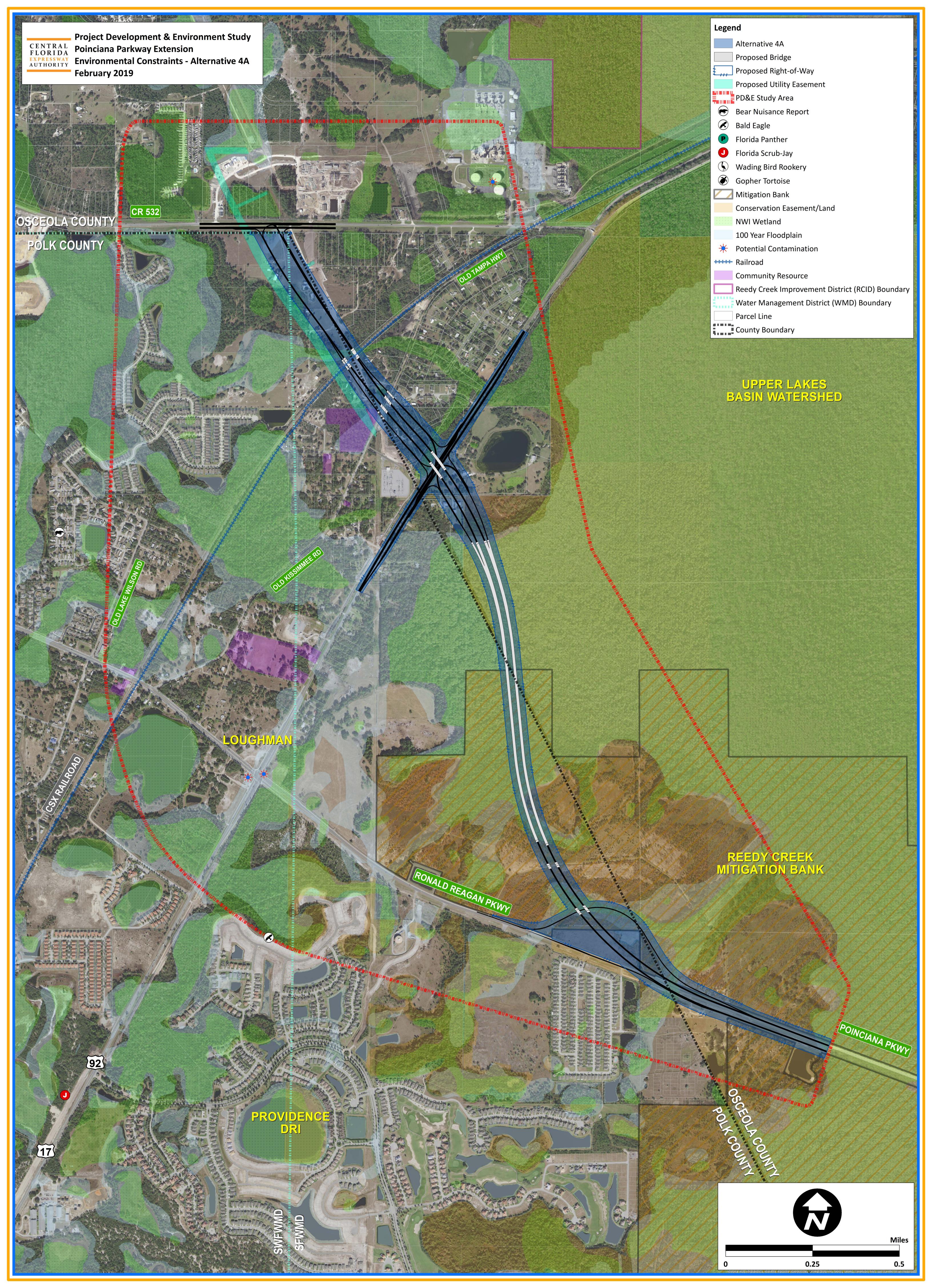
Project Development & Environment (PD&E) Study: Poinciana Parkway Extension Study Documents Environmental Advisory Group (EAG) Project Advisory Group (PAG) Public Meetings

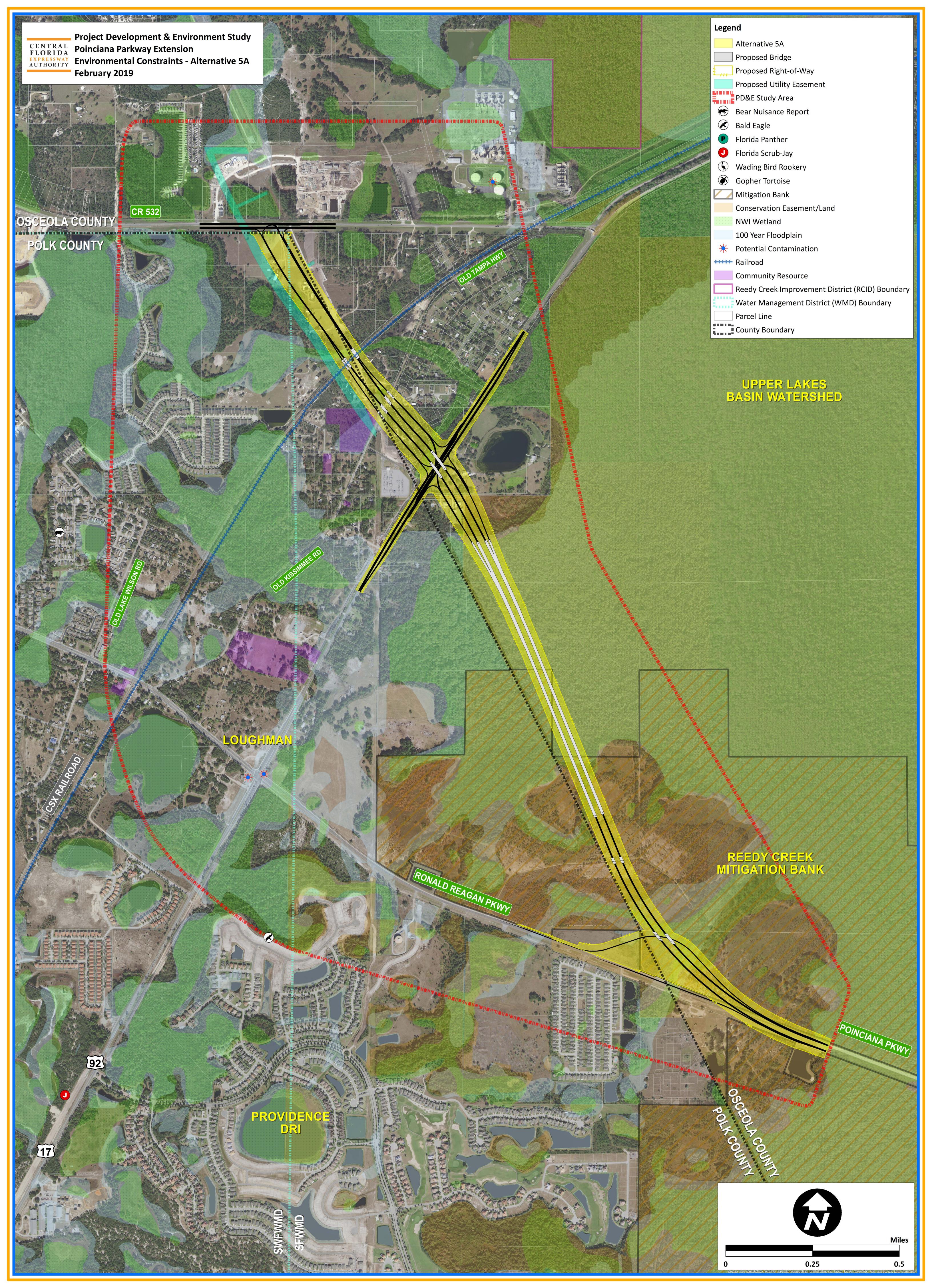
- Project Schedule
- Project Development Process
- Project Fact Sheet
- Poinciana Parkway Extension PD&E Public Meeting #1 Notice: Sep. 25, 2018
- Poinciana Parkway Extension PD&E Public Meeting Presentation: Sep. 25, 2018
- Poinciana Parkway Extension PD&E Study Board Outlined
- Poinciana Parkway Extension PD&E Study Environmental Board
- Poinciana Parkway Extension PD&E Study Social Board
- Final Summary for Poinciana Parkway Extension PD&E Study EAG Meeting on Aug. 15, 2018
- Final Summary for Poinciana Parkway Extension PD&E Study PAG Meeting on Aug. 15, 2018
- Final Summary for Poinciana Parkway Extension PD&E Study Kick-Off Public Meeting on September 25, 2018

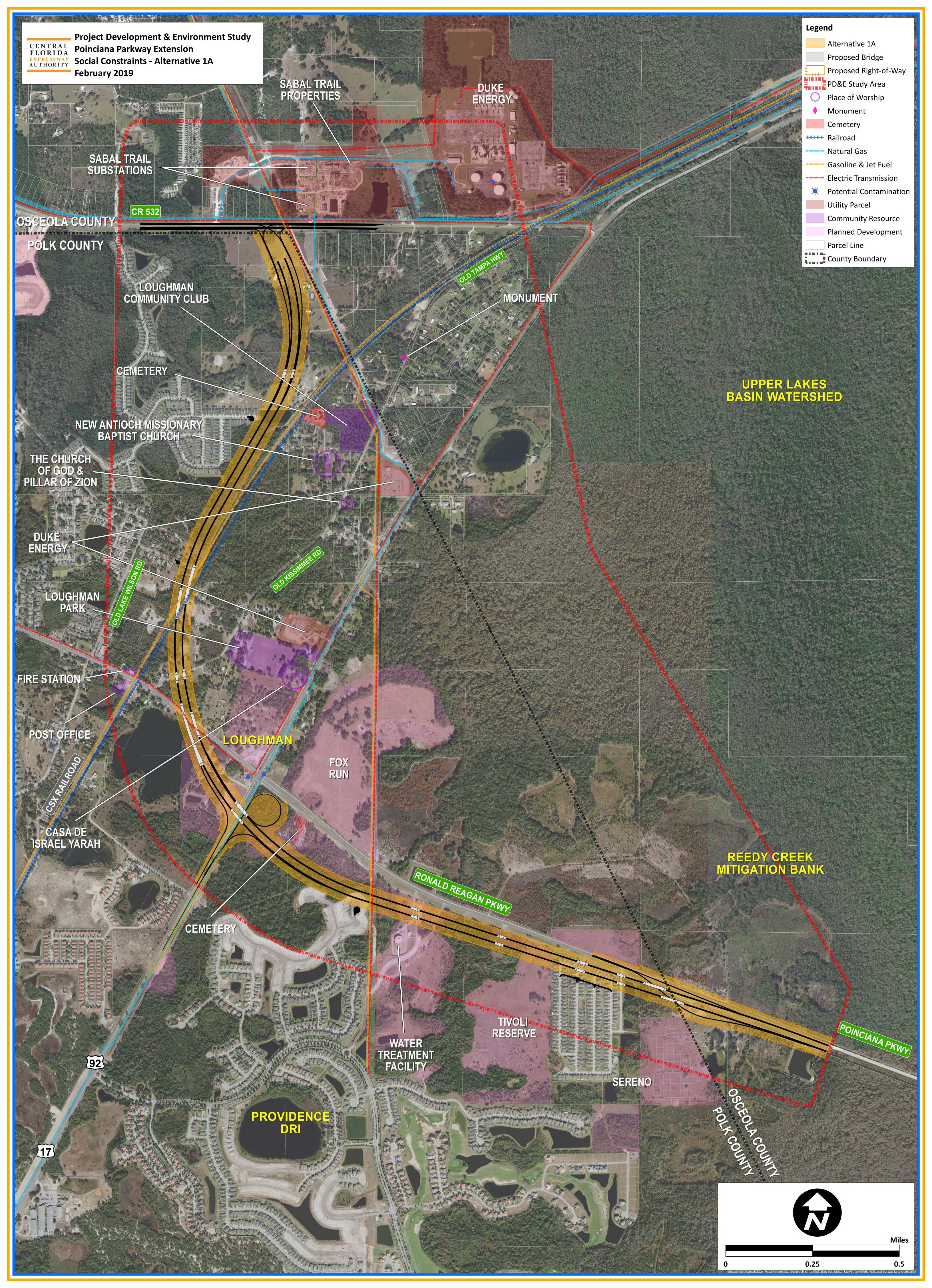


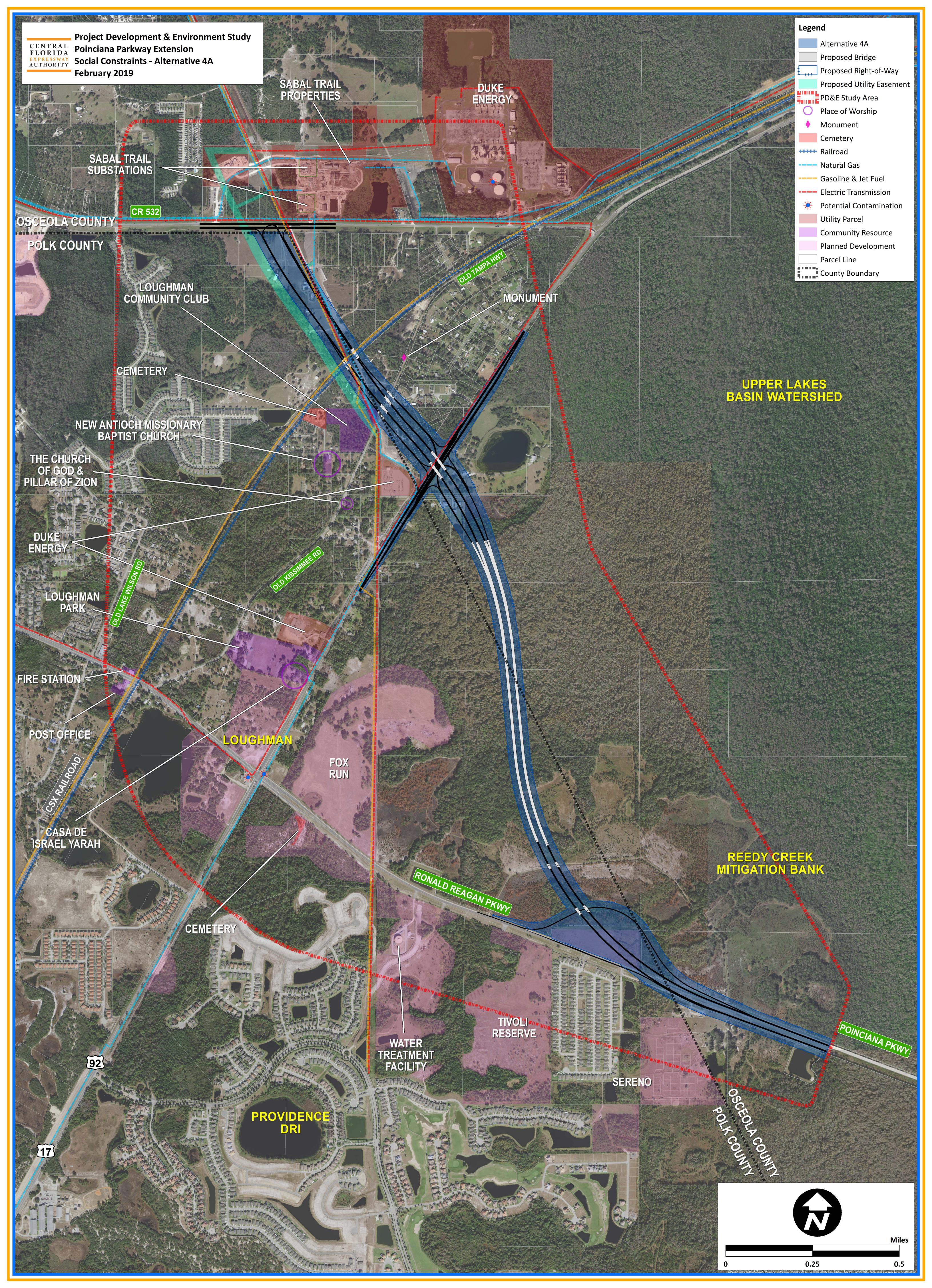


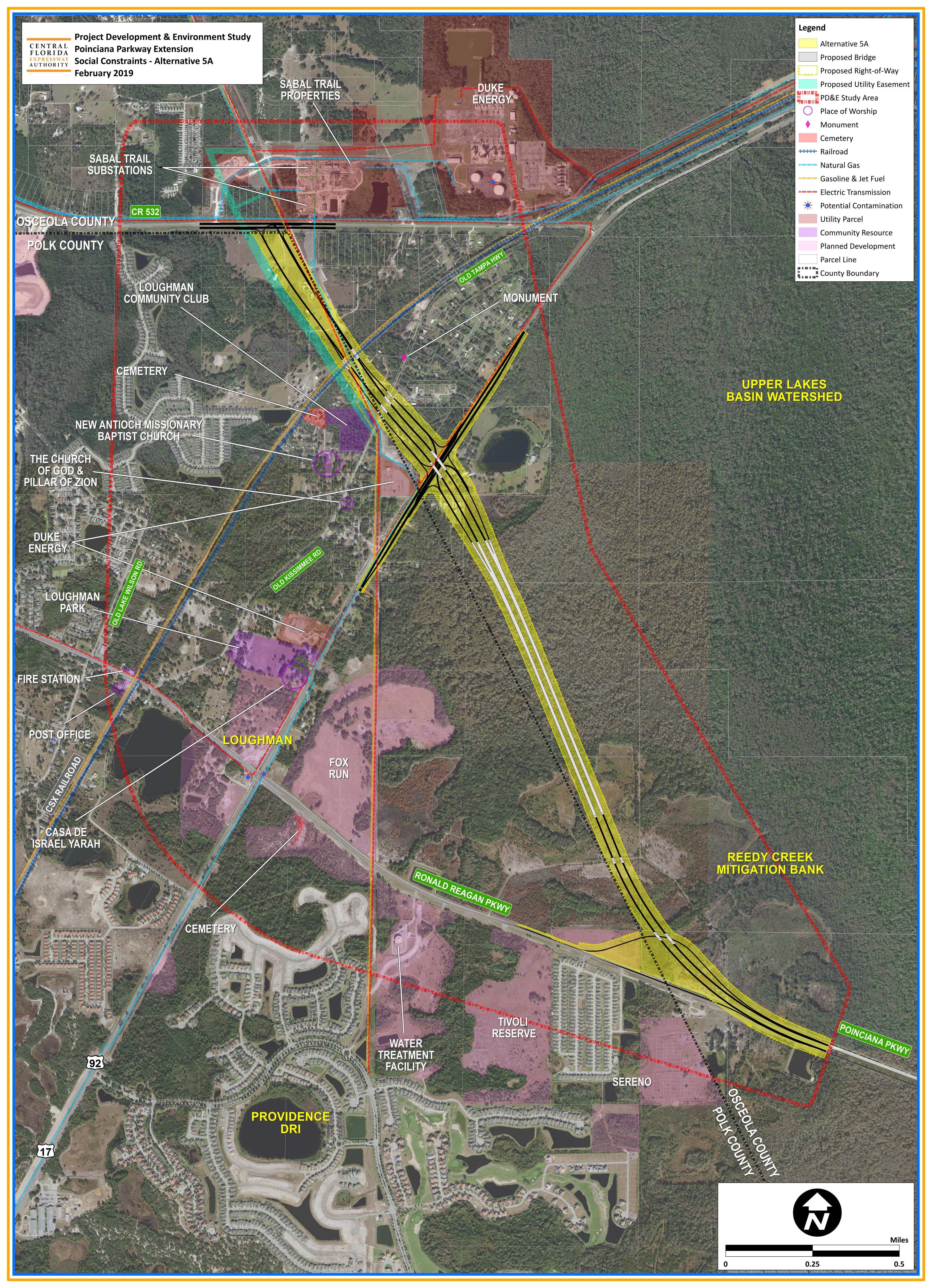








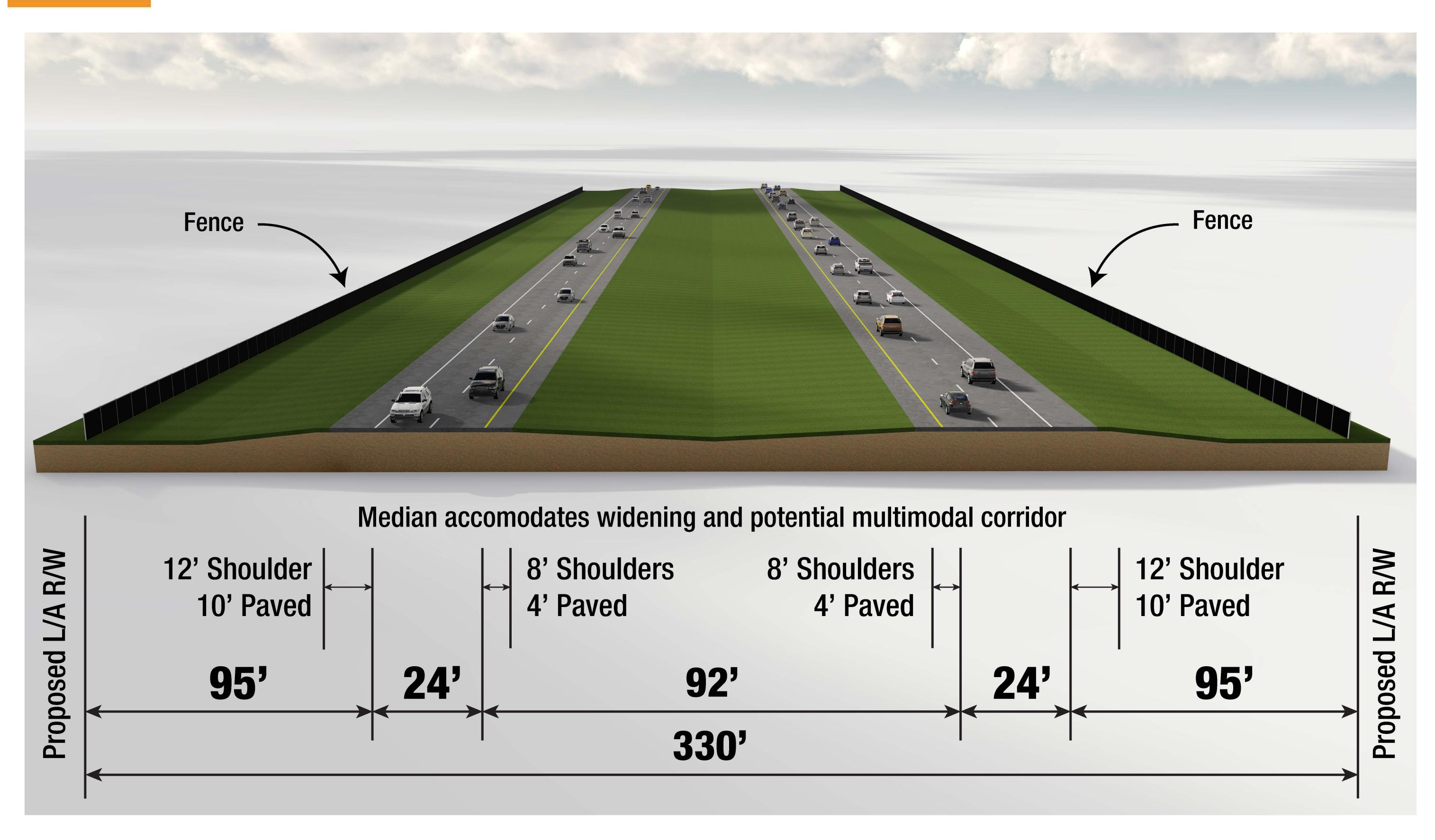






Project Development & Environment Study Poinciana Parkway Extension February 2019

Proposed Typical Section



Alternatives Evaluation Matrix

Socioeconomic Impacts to Special Populations Ranking NONE HIGH LOW LOW Proposed Development acres 0 61 12 3 Estimated Cost Roadway Construction 2019 \$ \$0 \$116,000,000 \$94,700,000 \$93,500,00 Bridges Construction 2019 \$ \$0 \$56,600,000 \$95,200,000 \$94,600,00 Interchanges Construction 2019 \$ \$0 \$30,600,000 \$55,700,000 \$53,800,00 Toll Collection Equipment 2019 \$ \$0 \$1,500,000 \$1,700,000 \$1,700,000 Utility Relocation 2019 \$ \$0 \$22,400,000 \$36,000,000 \$36,000,000 Right-of-Way Areas 2019 \$ \$0 TBD TBD TBD CR 532 (West) 2019 \$ \$0 \$9,600,000 \$9,600,000 \$9,600,000 CR 532 (East) 2019 \$ \$0 \$9,200,000 \$9,200,000 \$9,200,000 Mitigation, Wetlands, & Wildlife 2019 \$ \$0 \$245,900,000 \$302,100,000 \$298,400,000 </th <th>Evaluation Criteria</th> <th>Unit of Measure</th> <th>No-Build</th> <th>1A</th> <th>4A with RRP ¹ Slip Ramps</th> <th>5A with RRP ¹ Slip Ramps</th>	Evaluation Criteria	Unit of Measure	No-Build	1A	4A with RRP ¹ Slip Ramps	5A with RRP ¹ Slip Ramps
Proposed Right of Way Wirkch	Design					
Searce American Searce O	Alternative Length (approximate)	Miles	0	3.6	3.0	2.9
Proposed Bridges Contaminator Foot F		feet	0	330	330	330
Steal structures per alternative / total length of all structures) Feet		Structures	0	20	15	15
Proposed Interhanges Number	G (1997) ♥ (1997) 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997	2000 NO. 1000 NO. 100		100001000	6.0000	10009000
Proposed Al-Grade Intersections	Proposed Interchanges	Number	0	1	2	2
Physical Environment Effects		4	0	1	1	1
Major Utility Conflicts - Planet Mo. of Conflicts O	The state of the s					
Major Utility Conflicts - Planned	# 	No. of Conflicts	n	5 ²	5	5
Contamination Sites & Facilities No. of Conflicts 0 3 2 2 2 2 3 3 3 2 2			272 1874			
Railroad involvement No. of Conflicts 0			0	3	2	2
Control Cont			0	3	1	1
Potential Historic Linear Resources No. of Conflicts 0		NO. OF CONTIICES	U	1	1	² L
Potential Airchaeological Resources (Highways / Railroads)		I		1 2		
No. of Resources		- 1 to 1	Name of the second	1	1	1
Natural Environment Effects			<u>Q</u>		2	2
Water Features		No. of Resources	0	2	4	4
Ponds / Lakes		9		1		f
Canals Regulated Floodways	757882500000000		32.33	N23	185	550
Flood Hazard Areas - 100 Vear Floodplain acres 0 73 64 57		4	WH 10		1,	1
Wetlands (non-forested and forested) acres 0 50 56 58 Habitat - Federal Usted Species acres 0 41 77 73 Bald Eagle Nest Y/N 0 Y N N N Species Impacts (composite rating) Rating NONE HIGH AUX 12 12	10 10 10 10 10 10 10 10 10 10 10 10 10 1	No. of Conflicts	274			
Habitat - Federal Listed Species acres 0 6 7 7 7 1 1 1 1 1 1 1	A SUBSTITUTE OF THE SUBSTITUTE	acres	AFAT Ooks	550,5500 BURNESS	A CONTRACTOR	
Habitat - State Listed Species		acres	V-17.0		56	56
Bald Eagle Nest		acres	0		7	7
Species Impacts (composite rating)	A CONTROL OF THE CONT	787	0	-2,750	77	83
Mitigation Banks			0	Υ	N	N
Reedy Creek Mitigation Bank		Rating	NONE	HIGH	HIGH	HIGH
Conservation Easements acres 0 0 22 31 SFWMD Regulatory Conservation Lands acres 0 11 0 0 Social Environment Effects Right-of-Way Area (NOT including proposed ponds) acres 0 142 150 148 Potential Residential Impacts ⁴ Total Parcels 0 123 88 87 Existing Parcels 0 72 70 69 Potential Non-Residential Impacts ⁴ Total Parcels 0 71 70 69 Potential Non-Residential Impacts ⁴ Total Parcels 0 24 15 13 Existing Parcels 0 11 9 7 Future Parcels 0 12 9 7 Future Parcels 0 13 6 6 Community Facilities No. of Conflicts 0 1 1 1 1 1 1 1 1 1 1 1 1	Gardinate Department and the second s		24.94		No.	
Upper Lakes Basin Watershed acres 0 0 11 0 0 0 0 0 0		acres	0	28	69	59
SFWMD Regulatory Conservation Lands						
Social Environment Effects	CONTRACTOR AND RECOGNIZED CONTRACTOR AND	acres	0	0	22	31
Right-of-Way Area (NOT including proposed ponds) acres 0 142 150 148 Potential Residential Impacts Total Parcels 0 123 88 87 Existing		acres	0	11	0	0
Potential Residential Impacts Total Parcels O 123 88 87						■ 24
Parcels Parc	Right-of-Way Area (NOT including proposed ponds)	acres	0	142	150	148
Parcels Parcels O 71 70 69	Potential Residential Impacts ⁴	Total Parcels	0	123	88	87
Potential Non-Residential Impacts Total Parcels O 24 15 13	Existing	Parcels	0	52	18	18
Parcels Parc	Future	Parcels	0	71	70	69
Future Parcels 0 13 6 6 Community Facilities No. of Conflicts 0 1 1 1 Parks and Recreational Facilities (public & private) No. of Conflicts 0 0 0 0 Trails No. of Conflicts 0 1 1 1 1 Community Cohesion Effects Ranking NONE HIGH MEDIUM MEDIUM Socioeconomic Impacts to Special Populations Ranking NONE HIGH LOW LOW Proposed Development acres 0 61 12 3 Estimated Cost 8 50 \$116,000,000 \$94,700,000 \$93,500,00 Bridges Construction 2019 \$ \$0 \$16,000,000 \$94,700,000 \$94,700,000 \$94,700,000 \$94,700,000 \$94,700,000 \$94,700,000 \$94,700,000 \$94,700,000 \$94,700,000 \$94,700,000 \$94,700,000 \$94,700,000 \$94,700,000 \$94,700,000 \$94,700,000 \$94,700,000 \$94,700,000 \$94,700,000	Potential Non-Residential Impacts 4	Total Parcels	0	24	15	13
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Notes:

- 1 Ronald Reagan Parkway
- 2 Less major utility relocations required
- 3 Railroad crossing at skew
- 4 Includes partially impacted parcels

Environmental Advisory Group Meeting #3 Appendix



ENVIRONMENTAL ADVISORY GROUP (EAG) MEETING #3 - SUMMARY

DATE / TIME: Tuesday, May 21, 2019, 9:30 a.m. - 11:30 a.m.

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

ATTENDEES: There were seven attendees and 10 staff members. Three of the attendees joined by GotoMeeting. See sign-in sheets attached.

I. Notifications

Invitation letters were emailed to 89 members of the EAG on April 26, 2019 and a reminder was emailed on May 16, 2019. A GotoMeeting invitation was sent to members who needed to join remotely. There were three participants in the GotoMeeting.

II. Welcome

Nicole Gough of Dewberry, the General Engineering Consultant (GEC) for CFX, called the meeting to order and welcomed everyone. Attendees introduced themselves and the organization they represented. Nicole gave a brief introduction about the meeting and Title VI information.

III. Study Presentation

Nicole called up Consultant Project Manager Clif Tate from Kimley-Horn to review the history and study background.



Advisory Group Roles

Clif explained the roles of the Environmental and Project Advisory Groups, saying this group is focused on natural environment analysis and providing environmental impact input on

project alternatives.

Background

The purpose of this EAG meeting was to review the alternative evaluation findings, 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.

In September 2018, a public meeting was held at Poinciana High School so the public could ask questions and give their input on the proposed alternatives. The meeting was held



in an open house format and was attended by 116 community members. A total of 24 written comments were received. The project team used the comments and other factors to come up with three alternatives which were presented at the PAG meeting on February 19, 2019.

Project Development Process

The CF&M study phase was completed in the spring of 2018, 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.

Purpose and Need

The purpose and need for this study include:

- 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

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.

Study Methodology

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

• Stakeholder Outreach

Clif explained the outreach to, and meetings with, nearly 20 key stakeholders in the area. The study team is open to additional meetings upon request.



Public Involvement

There have been, and will continue to be, multiple opportunities for participation. We met with the EAG and PAG on August 15, 2018 and February 19, 2019. The public kickoff meeting was held on September 25, 2018 and the second public meeting was held on March 14, 2019. The study's Public Hearing is scheduled for August 29, 2019.

The study team also made a presentation to the Polk County Board of County Commissioners and will be making presentations to the Osceola County Board of County Commissioners and CFX. The public can get information through the CFX study webpage and Facebook page.

• EAG / PAG Input

The team received input from the last EAG and PAG meetings. The input was used to finalize and refine the alternatives considered in the study.

• Public Meeting Input Received

We had 166 people attend the last public workshop and we received 32 written comments that evening. We received eight additional written comments prior to the comment period closing on March 28. For the folks who expressly favored an alternative, 4A and 5A received the most support. Alternative 1A was expressly opposed by the most people.

• 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 multi-modal options.

Initial Alternatives

Clif presented a graphic of the initial Alternatives 1, 4 and 5. He noted that Alternative 4 was intended to provide reduced impacts to the Reedy Creek Mitigation Bank as compared to Alternative 5. These alternatives have been further refined to Alternatives 1A, 4A and 5A. Alternative 4 originally had fewer impacts to the Reedy Creek Mitigation Bank than Alternative 5; due



to revisions, Alternative 4A now has more impacts to the Reedy Creek Mitigation Bank than Alternative 5A. Therefore, Alternative 4A has been dropped from further consideration.

Alternative 1A

The Alternative 1A alignment has the expressway on the west side of the railroad tracks to reduce the impacts in the historic Loughman area. This alternative impacts 54 acres of wetlands, 39 acres pf conservation and mitigation areas, 123 residential parcels, 24 non-residential parcels. It is projected to carry 18,000 vehicles a day in 2045 and to cost \$295 million.

• Alternative 5A Without Slip Ramps

Clif explained that Alternative 5A requires the relocation of some utilities and it includes

bridging major wetlands in the Reedy Creek Mitigation Bank and Upper Lakes Basin Watershed.

This alternative impacts more wetlands, conservation and mitigation areas than Alternative 1A; however, the residential parcels impacted decreases to 52 and the non-residential parcels decrease to eight.

This alternative has the highest projected 2045 daily traffic volume at 24,800. It also has the lowest projected cost at \$275 million.

• Alternative 5A With Slip Ramps

Adding slip ramps to Ronald Reagan Parkway increases the impacts to wetlands, conservation and mitigation areas, residential parcels and non-residential parcels. The projected 2045 daily traffic volume goes down to 15,200. And the projected cost increases to \$309 million.

Comparative Matrix of Key Elements

A summary of the various key elements for each alternative was presented. As previously noted, Alternative 5A without slip ramps has lower social impacts and lower natural impacts

than if the slip ramps are included. It also has the lowest cost and serves the highest number of vehicles.

Alternative 5A Without Slip Ramps

After evaluating the alternatives, the study team proposes to advance Alternative 5A without slip ramps to Ronald Reagan Parkway as the preferred alternative. Polk County has



passed a resolution supporting this as the preferred alternative.

This alternative has the lowest social impacts, and lower natural impacts than would occur if the slip ramps to Ronald Reagan Parkway are added.

This alternative also has the lowest total cost and the highest traffic volume. This helps with the financial feasibility of the project since it is a tolled roadway.

IV. Next Steps

We are currently soliciting input on the preferred alternative. Detailed engineering and environmental analysis are being performed on this alternative and the results are being documented in a series of engineering and environmental reports. The Public Hearing will occur

on August 29, followed by a decision by the CFX Governing Board on October 10 on how to proceed.

V. Open Discussion

Nicole Gough of Dewberry asked attendees for their questions and comments.

Charles Lee, Audubon of Florida: So, there are no slip ramps with Alternative 5A?

Clif Tate, Kimley-Horn: Correct, the preferred alternative does not include slip ramps.

Charles Lee, Audubon of Florida: Is this going to be built regardless of what happens between here (County Road 532) and I-4?

Clif Tate, Kimley-Horn: That depends on what the CFX Board decides, but yes, it's anticipated that this will be built to CR 532. CFX has the ability to build improvements along local roads within one mile of the expressway. As part of this project, CFX is going to widen CR 532 one mile to the west.

Charles Lee, Audubon of Florida: If the road from the northern end of this to I-4 was never built, would you still recommend this project standing alone?

Clif Tate, Kimley-Horn: Yes, the financials show it could stand alone.

Nicole Gough, Dewberry: At the interchange, is that at grade?

Clif Tate, Kimley-Horn: Yes, the tie-in to CR 532 will be at grade. If the project is extended further to the north ... the expressway lanes would go over 532.



Charles Lee, Audubon of Florida: What is the concept for the actual location of tolling facilities on this fairly short segment?

Clif Tate, Kimley-Horn: Going by recollection, I believe there will be tolls getting on and off here (pointed at map), there may be a mainline toll here. There's an existing mainline structure further to the east that would be able to capture the value for people traveling on that up to 17-92. It would all be electronic tolling.

Charles Lee, Audubon of Florida: Would there be a dead-end segment of the current road that leads out to... (the area of the Sereno development).

Clif Tate, Kimley-Horn: Correct, there would be a cul de sac on the existing road (Clif showed the location on the map to the EAG). So, there's currently this residential development that's there

(Sereno). About half of this (pointing at map, east of Sereno) has been constructed, and then this residential development (north of Sereno) is under construction now.

Charles Lee, Audubon of Florida: So that would be a cul de sac just to serve only that development?

Clif Tate, Kimley-Horn: Yes. There's additional access to Providence DRI and also Fox Run, which is another development to the west.

Charles Lee, Audubon of Florida: Looking at this bridging, I'm concerned that while the bridge length on the southern end is adequate to transition into the upland components within the mitigation bank area, when you get up here the bridging stops short of wetlands. Therefore, there is no upland interface crossing under the bridge. There is a terrestrial wildlife movement that would be interrupted by the failure to provide bridging over that area. My second concern is that

the property west of the bridge area – is that private property that is subject to development and is not inside the mitigation bank or the conservation area?

Clif Tate, Kimley-Horn: The bridge extension is a good point and is noted. The parcel west of the bridge is not within the Upper Lakes Basin Watershed area.

Ayounga Riddick, South Florida Water Management District (SFWMD): That property is very close to our boundary and may straddle our western boundary to the Upper Lakes Watershed.



Charles Lee, Audubon of Florida: My concern is that ultimately, with this being in private ownership, even though it is a wetland area, the likelihood with frontage on 17-92, is that there's going to be development on that parcel. They'll ultimately present a plan that combines the purchase of mitigation credits somewhere and take out the wetlands and you're going to see a Walmart or residential or something in there. If that were the case, then quite a few million dollars of bridging is being essentially wasted. ... I'm not proposing getting rid of the bridge, ... but as a consequence of the impacts of this project on SFWMD holdings and the mitigation bank's holdings, that in addition to purchasing mitigation credits for the actual wetland mitigation, it would be appropriate to have an outcome for this project be that that parcel become publicly owned and is joined with the SFWMD holdings. If not, it's almost a nonsensical situation. You're building 1000 feet of bridge that would be for no good reason. If all that is developed, this bridge is silly. I'm proposing that you complete the environmental integrity ... one of the components that need to be part of the plan, is at least the purchasing the wetlands part of that tract of private land.

Keith Laytham, Poinciana Residents for Smart Change: Alternatives 5 and 5A are the most attractive because they get us closest to where we want to go. To answer the question Charles had about what happens if we don't ever tie into 429, because of the Poinciana Parkway as it

exists today and because of the nature of the people who live in Poinciana, traffic is going to continue to flow up through the ChampionsGate area, whether we get 532 expanded or not, whether we get that (I-4) interchange expanded or not. You're still going to have all of those people getting on at the ChampionsGate intersection.

The benefit that this project brings to the people of Poinciana is that it makes it quicker to get to CR 532, and it makes it a lot easier as far as the congestion on the 17-92 corridor, particularly the intersection now between 17-92 and 532. The intersection ... has a left turn lane but not currently a left turn signal, that causes a lot of problems at rush hour with people trying to make a left turn. This will be a significant benefit of going ahead with this project even if it doesn't go to I-4.

I wasn't at the Polk County meeting so I don't know their rationale for why they approved the alternative without the slip ramps. I definitely like the idea of the slip ramps at the Kinney Harmon Road and existing Poinciana Parkway. I realize it costs more and has impact on traffic volumes, but lots of people in Poinciana use the Poinciana Parkway to get to Posner Park. By not putting slip ramps, you make it more difficult to get there. The other thing is, in addition to housing construction, there's a new Publix plaza at 17-92 and Kinney Harmon Road. That will be very attractive to people who use the SunRail station and



17-92 to get to the Kissimmee area. It will be convenient to stop there on the way home from work. Without the slip ramp, you have to go back the other way from Publix to get back to the parkway, which would be a tremendous inconvenience for people and would have financial impact on the people investing in the Publix. You'd be missing traffic going to the Posner Park area.

Clif Tate, Kimley-Horn: When we met with Polk County, that was a concern – the access to Posner Park and all of the development there. But after considering the facts, they said traveling one mile wasn't that much of an inconvenience. They recognized the concerns you have and decided to recommend 5A with no slip ramps.

Keith Laytham, Poinciana Residents for Smart Change: I know all the commissioners and they don't live in Poinciana. It's a mile, but in rush hour a mile can take 20 minutes to get through there. Coming home from work that would make a big difference.

Charles Lee, Audubon of Florida: If you're going to do the alternative with slip ramps, you'd have to have a second toll collection point. Otherwise people would recognize they could avoid the toll by taking the route access to the south. You'll have to have a tolled entrance way coming off the road providing access.

Keith Laytham, Poinciana Residents for Smart Change: We already have that with the toll plaza on Poinciana Parkway bridge. People today that use the parkway – and some of them do complain