

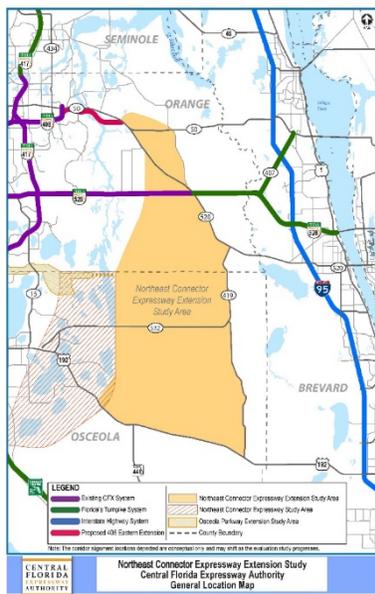
NORTHEAST CONNECTOR EXPRESSWAY EXTENSION (NECEE) ENVIRONMENTAL ADVISORY GROUP (EAG)

MEETING #1 SUMMARY

Date/Time: Tuesday, June 26, 2018; 1:30 p.m. – 3 p.m.

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

Attendees: Twenty EAG members and seven staff members attended. See sign-in sheets attached.



I. Notifications

Invitation letters were emailed to 93 members of the EAG on June 14, 2018.

II. Welcome

Nicole Gough of Dewberry, CFX's General Engineering Consultant (GEC), called the meeting to order at 1:33 p.m. and welcomed everyone. She gave a brief introduction about the meeting and provided safety, housekeeping and Title VI information. Attendees introduced themselves and the organizations they represented.

III. NECE Extension Presentation

Ralph Bove, Consultant Project Manager with Volkert, presented the following information, including:

- **Project Background**

Project limits are roughly from US 192 on the south end to where State Road (SR) 50 meets SR 520 on the north end; the study area is bordered by the Econlockhatchee (Econ) watershed on the west and the St. Johns River watershed on the east. This corridor was identified as Corridor I in the East Central Florida Corridors Task Force report. A majority of this runs through Deseret Ranches property.

- **Purpose & Need**

A unique factor in this area is that it includes the North Ranch Sector Plan.

- **Project Goals**

- Improve connections to east-west corridors
- Enhance mobility
- Incorporate transit options
- Promote regional north-south connectivity



- **Project Schedule**

The study started in March 2018 and is scheduled to last 15 months. This is the kickoff EAG meeting. There will be more EAG and public meetings scheduled, and stakeholder engagement is occurring throughout.

- **Background & History**

This corridor resulted through work from the East Central Florida Corridor Task Force (ECFCTF); How Shall We Grow, a regional growth planning initiative; and the Central Florida Water Initiative. It is integral to the planning of the North Ranch Sector Plan adopted by Osceola County Board of County Commissioners in September 2015. This is early in the planning stages.

- **Regional Context**

Ralph Bove reviewed a map that showed how the North Ranch Sector Plan study area relates to downtown Orlando, employment centers, existing and planned rail alignments, and potential multi-modal facilities.

- **Project Status**

As of today, the study is underway with:

- Document reviews
- Public Involvement Program
- Stakeholder meetings
- Beginning of concept development



- **Environmental Considerations**

Environmental considerations will be evaluated and re-evaluated through each study phase.

- **Environmental Framework**

Ralph discussed an exhibit that depicted public lands, mitigation banks, Cocoa wellfields, regional conservation land, wetlands (25 acres or greater), Econ River protections, reservoirs, wildlife corridors, and the Econ

wetland/mosaic. With these constraints, the available corridor greatly narrows between the Econ River and St. Johns River systems.

- **North Ranch Sector Plan**

Osceola County adopted the sector plan in September 2015. The transportation plan is well laid out in the sector plan.

- **Corridor Options**

Considerations include:

- North Ranch Corridor
- ECFCTF Corridor I
- Working with state partners as this extends to the intersection of SR 50 & SR 520.
- A relationship with the previously studied Northeast Connector Expressway (NEC) and Osceola Parkway Extension. This study slightly overlaps the NEC study area and there potentially are opportunities to evaluate connections to Nova Road or a future Osceola Parkway Extension.

- **Public Involvement**

- A public meeting is scheduled to be held late this year or in early 2019.
- The study team is meeting with stakeholders.
- Partnerships with regulatory agencies are a critical part of the study.

- **Documentation**

This will be the first study report for this corridor and it is anticipated that it will be re-evaluated in later years. This will serve as a foundation for future studies.

IV. Questions & Discussion

Nicole Gough invited questions and discussion on the presentation.

Bob Mindick, Osceola County Environmental Land Conservation Program: You need to go beyond the boundaries farther than you have. How you're going to get wildlife movement from the west side of the study area and be able to provide connection to the St. Johns River on the east side. Where you have these bigger corridors just outside of the boundaries. You need to show how those will be functional, then it makes more sense ... for connections from east to west. Makes more sense to fine tune and include the Triple N (Ranch Wildlife Management Area), Hal Scott (Preserve), Lake Lizzie (Conservation Area), etc., to show where the wildlife connections are, especially east-west.

Brian Barnett, Florida Fish & Wildlife Conservation Commission (FFWCC): We'll be very active in developing this. There's a whole lot that goes into it and you haven't even started yet.

Nicole Gough, Dewberry: This is the 100,000-foot level view of this process.

Nicole asked if the transportation agencies had any concerns, such as logical north-south parameters.

Henry Pinzon, Florida's Turnpike Enterprise (FTE): This looks like a logical connection.

Rax Jung, Florida's Turnpike Enterprise: You need to take a look ...to see if the traffic demands will be able to justify the improvements.

Ralph Bove, Volkert Project Manager: FDOT District Five is also doing some travel demand forecasting. We will have a sharing of information. This project we're doing is a first look at establishing right-of-way limits for a future corridor. ... We have travel demand ... that goes out to 2080. We will have some element of traffic forecasting.

Rax Jung, FTE: Okay. When you come to the public involvement stage, people will start questioning if there is no traffic.

Brian Barnett, FFWCC: How independent is this from the NEC?

Nicole Gough, Dewberry: The Northeast Connector study recently concluded. This is a concept study more in line with other agreements; it's an independent study. If the opportunity presents itself, where they might be able to share ... where the preferred alignments were initially presented for that NEC... It would have to be determined if it makes sense to combine or keep them separate.

Brian Barnett, FFWCC: Would one have to come before the other?

Jonathan Williamson, Dewberry: They would truly be independent. The Northeast Connector would work its way off the Turnpike to the Northeast District; that's its primary focus.

Brian Barnett, FFWCC: So, this could be built without that?

Jonathan Williamson, Dewberry: Potentially. Segments or phases of it could be built.

Casey Lyon, Florida Department of Transportation (FDOT), District Five: Please add caracara to the environmental fatal flaws. We have them on SR 46.

Bob Mindick, Osceola County Environmental Land Conservation Program: Yes, we have a lot of caracara in this area.

Beth Jackson, Orange County Environmental Protection Department: You show you're impacting TM Econ Mitigation Bank Phase 4, Savage Christmas Creek, East Regional Park, Pine Lily Preserve and other areas. And some of those have agreements with others.



Ralph Bove, Volkert PM: We've been working with Alissa Torres (Orange County) and her folks; not sure if we popped that into our base map yet.

[Post-meeting Note: Ralph Bove noted many of these resources are shown on our base map in relation to our study area boundary, which is outlined in red on the map and touches these resources. As we begin

to develop actual corridor alignment locations within the study area boundaries, our goal will be to avoid and/or minimize these areas as much as possible.]

Bob Mindick, Osceola County Environmental Land Conservation Program: Even though they're independent projects from others, those connections are combined. If you make bad connections on the others, you have a complete failure over the long term. Those considerations need to be really up front in the beginning. You're going to have east-west portions in spots. They'll go over pretty sensitive wetland areas. You need to identify up front where you might do a crossover or overpass, as opposed to a surface road. A couple of spots could be identified up front to allay those concerns.



Jeff Jones, Osceola County Expressway Authority Executive Director: Will you look at travel demands with and without the Northeast Connector?

Ralph Bove, Volkert PM: We'll need to talk to the CFX traffic revenue folks.

Jonathan Williamson, Dewberry: We'll have that discussion with CDM Smith on how they'll analyze that traffic. For the concept studies we did a dual approach; some scenarios ran with and without certain projects. We'll probably take a similar approach with this one as well.

Lori Sellers, FDOT District Five: We're also doing travel demand modeling for this area. That's a consideration for us.

Bill Graf, South Florida Water Management District: Looks like the biggest chunk is in the St. Johns River Water Management District (SJRWMD). Unfortunately, they're not here. Once there's an alignment then we will look at the regulatory hurdles. We'll keep an eye on it and see if anything pops up. I'll contact Susan Davis, SJRWMD, to make sure she's involved.

Henry Pinzon, Florida's Turnpike Enterprise: It looks like it makes more sense to extend the Northeast Connector north, rather than two competing corridors.

Bob Mindick, Osceola County Environmental Land Conservation Program: You should quickly identify all the different agencies that have properties along here for smoke corridors for fire management. They need enough area for lift to occur with prescribed burns.

Nicole Gough, Dewberry: Hopefully with the stakeholder meetings they'll include that.

Bob Mindick, Osceola County Environmental Land Conservation Program: The FFWCC would be a crucial player in that.

Brian Barnett, FFWCC: By 2080 there will be so much development that the areas we're worried about will become the alignment by defaults.

Bob Mindick, Osceola County Environmental Land Conservation Program: We just worry about the alignments we have and the short timeframes we have to burn. Part of the toll road operation should go toward increased management cost that FFWCC and environmental agencies have for managing around roads.



Kelly Wiener, Florida Trail Association: Thanks for having us in the meeting. It does appear that the trails are being considered. We have the national scenic trail that is congressionally designated going through this area. It also goes through some Orange County properties ... Pine Lily and Savage Christmas Creek. The scenic value is critical, and we're concerned about keeping it scenic.

Bob Mindick, Osceola County Environmental Land Conservation Program: Might also consider underpasses for the trail crossings.

There being no further discussion, Nicole concluded the meeting at 2:15 p.m. She advised that there will be another EAG around November and the public meeting will be held in January 2019. It was noted that the EAG presentation would be emailed to the attendees, and also posted on the study webpage.

END OF SUMMARY

This meeting summary was prepared by Kathy Putnam, Public Involvement Coordinator at Quest Corporation of America. It is not verbatim, but is a summary of the meeting activities and overall discussion. If you feel something should be added or revised, please contact Kathy Putnam by email at Kathy.putnam@qcausa.com or by telephone 407-690-7220 within five days of receipt of this summary.

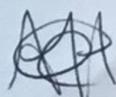
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 Central Florida Expressway Authority, 4974 ORL Tower Road, Orlando, FL 32807
 June 26, 2018

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