

# CENTRAL FLORIDA EXPRESSWAY AUTHORITY

AGENDA  
CENTRAL FLORIDA EXPRESSWAY AUTHORITY  
ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING  
October 22, 2020  
10:00 AM

Meeting location: Virtual

The Committee meeting can be viewed through Zoom Webinar by clicking on the link, [https://cfxway.zoom.us/Environmental Stewardship Committee Meeting/10.22.20](https://cfxway.zoom.us/Environmental%20Stewardship%20Committee%20Meeting/10.22.20) and entering the **Passcode: 714412** Or by calling **(877) 853 5257**, and entering **Webinar ID: 917 2353 2091**

A. CALL TO ORDER

- B. **PUBLIC COMMENT** – Pursuant to Original Executive Order 20-69 and as extended by Executive Orders 20-112, 20-123, 20-139, 20-150, 20-179, 20-193 and 20-246, all issued by Governor Ron DeSantis, "local government bodies may utilize communications media technology, such as telephonic and video conferencing, as provided in section 120.54(5)(b)2., Florida Statutes," in order to establish quorums. As such, procedures for all CFX public meetings have been temporarily modified to allow public meetings to occur remotely and reduce the spread of transmission of the COVID-19 virus. Any public comments to the Environmental Stewardship Committee are to be emailed to [environmentalstewardshipcomments@cfxway.com](mailto:environmentalstewardshipcomments@cfxway.com) and are to be received by 10 a.m. on October 20, 2020 to be included as part of the record.

Such comments were to be limited to any such items that are either identified on this meeting agenda as requiring action or anticipated to come before the Committee for action in reasonable future. Public comments will be read into the record except that if the comments exceeded 3 minutes in length, when read, they will only be attached as part of the minutes. In any case, all comments received were to be distributed electronically to all members in advance of the meeting date.

C. **APPROVAL OF THE AUGUST 20, 2020 MINUTES** – (Action Item)

D. **EAST CENTRAL FLORIDA CORRIDORS TASK FORCE SUMMARY** – PRESENTED BY JIM WOOD, KIMLEY HORN AND ASSOCIATES (info. Item)

E. **SR 414 PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY**– PRESENTED BY SUNSEREA DALTON, JACOBS (info. Item)

F. **WILDLIFE CORRIDORS** – PRESENTED BY JASON LAURITSEN, FLORIDA WILDLIFE CORRIDOR (info. Item)

G. **CFX SUSTAINABILITY PROGRAM** – PRESENTED BY BRYAN HOMAYOUNI, CFX (info. Item)

H. OTHER BUSINESS

I. ADJOURNMENT

**THIS MEETING IS OPEN TO THE PUBLIC**

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 or she will need a record of the proceedings, and that, for such purpose, he or she 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 x5316 or by email at Iranetta.dennis@CFXway.com at least three business days prior to the event.

Please note that participants attending meetings held at the CFX Headquarters Building are subject to certain limitations and restrictions in order to adhere to CDC guidelines and ensure the safety and welfare of the public.

***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.***

**C.**

**APPROVAL OF  
AUGUST 20, 2020  
MINUTES**

# CENTRAL FLORIDA EXPRESSWAY AUTHORITY

## DRAFT MINUTES

### CENTRAL FLORIDA EXPRESSWAY AUTHORITY ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING August 20th, 2020

#### Location: Virtual

The Committee Meeting can be accessed through Zoom Webinar by calling the toll-free number (877) 853-5257 and entering the webinar ID: 910 1438 6242 or can be viewed by clicking the link, [https://cfxway.zoom.us/Environmental Stewardship Committee Meeting/8.20.20](https://cfxway.zoom.us/Environmental%20Stewardship%20Committee%20Meeting/8.20.20) and entering the passcode: 027458

#### Committee Members Present:

Robert Mindick, Osceola County Representative, Committee Chair  
Jim Barfield, Brevard County Representative  
Richard Durr, Seminole County Representative  
Beth Jackson, Orange County Representative  
Charles Lee, Citizen Representative  
Timothee Sallin, Lake County Representative  
Brittany Sellers, City of Orlando Representative

#### Also Present:

Laura Kelley, Executive Director  
Glenn Pressimone, Chief of Infrastructure  
Michelle Maikisch, Chief of Staff/ Public Affairs Officer  
Mimi Lamaute, Board Services Coordinator/CFX Financial Disclosure Coordinator  
Rita Moore, Recording Secretary/Executive Assistant  
Dale Allen, Florida Greenways and Trails Foundation  
Ralph Bove, Volkert, Inc.  
Dan Kristoff, RS&H  
Kelli Muddle, Volkert, Inc.  
Clif Tate, Kimley-Horn and Associates

#### **A. CALL TO ORDER**

The meeting was called to order at approximately 9:00 am by Chairman Mindick. Roll Call was conducted to confirm a quorum.

**B. PUBLIC COMMENT**

We received one public comment which was read in by General Counsel, Woody Rodriguez.

**C. WELCOME AND INTRODUCTIONS – (Info Item)**

Ms. Kelley, CFX Executive Director, welcomed everyone to the committee and thanked them for their time and commitment.

Mr. Rodriguez, CFX General Counsel, explained the procedures and policies of the Committee voting process. Mr. Rodriguez stated that the Committee members will be operating under Robert's Rules.

Chairman Mindick stated the purpose of the Environmental Stewardship Committee from the Committee Charter.

**D. FLORIDA NATIONAL SCENIC TRAIL CROSSING OF SR 528 – PRESENTED BY DALE ALLEN, FLORIDA GREENWAYS AND TRAILS FOUNDATION (info. item)**

Mr. Dale Allen presented a proposed land bridge crossing of S.R. 528. After looking at a multitude of options for a corridor the idea of a land bridge was proposed as an option. St. Johns Water Management district was consulted about the potential site and had two main concerns, impacts to the wetland and cavity trees for the red-cockaded woodpecker. The potential site was selected for multiple reasons, mainly it has no impact to the wetlands or the red-cockaded woodpecker nesting cavity trees. The site is west of Turkey Creek Road, which is pasture land with no trees and on its north side it would fall on a former road, so it will not affect wetlands. FL Fish and Wildlife Conservation was consulted as well, they stated they were not aware of any Florida red-cockaded woodpecker's in the area. CFX offered three (3) different proposals for the project, a 20 ft. wide pedestrian only bridge, 50 ft. wide multi-use bridge (limited wildlife capacity), and 100 ft. bridge land bridge that would accommodate a multi-use corridor for people and wildlife.

A discussion was had around the whether the land bridge would continue paving the disturbed road into Hal Scott Regional Park and Preserve. Mr. Allen stated that at these beginning stages we have no plans for that.

A discussion was had around the Department of Transportation in Volusia County newly constructed wildlife crossing over Interstate-4 and the development of the land on one side of it that renders the crossing potentially wasted and concerns that the south end of the proposed S.R. 528 bridge could meet a similar end if no promises were made by the landowners to preserve the land around this bridge. Mr. Lee stated that this should be a wildlife crossing in his opinion and suggested working and speaking with Deseret Ranch. Mr. Allen responded that Florida Greenway and Trails Foundation is in talks with Deseret Ranch and they are cooperative and in the loop.

Ms. Sellers suggested gathering quantifiable data around best practices regarding other land bridges. Specifically, requirements for wildlife, what species would use the bridge, and referring to the National Wildlife Foundation guidelines. She suggested identifying benefits of the land bridge to the owners/developers.

(This item was presented for information only. No formal committee action was taken.)

**E. OSCEOLA / BREVARD COUNTY CONNECTOR CONCEPT, FEASIBILITY AND MOBILITY (CF&M) STUDY – PRESENTED BY CLIF TATE P.E., PROJECT MANAGER, KIMLEY-HORN AND ASSOCIATES – INFO ITEM**

Mr. Clif Tate of Kimley-Horn and Associates presented the CF&M study for the Osceola/Brevard County Connector. He stated that we are currently in the feasibility stage of the project development process which looks for potential flaws in the project. The East Central Florida Corridor Task Force recommended study areas for two new East-West transportation corridors. There are three major property owners in the study area, Deseret Ranches, St. Johns River Water Management District, and the Viera Company. Osceola County and Deseret Ranches have developed the North Ranch Sector Plan which include corridors consistent with the task force recommendations. The Viera company's master plan does not include an expressway corridor through its property and they have expressed opposition to an expressway corridor impacting their existing or planned development, or wilderness conservation areas. Mr. Tate presented an environmental board with potential constraints to the project. He then presented the alternatives board which illustrated the social constraints. Mr. Tate presented conceptual corridors and asked the Committee members to provide input on the different alignments.

Discussion was had around the Development of Regional Impact (DRI) from the Viera Company and the work with the Environmental Community to work out all the details of conservation lands that were included in the DRI. Mr. Barfield stated that he had concerns that some of that land could be impacted with multiple alignments shown as they 'skirt' the area.

Mr. Durr commented on the language in the response from the Viera Company specifically about if an alignment was chosen that crossed through the DRI area it would effectively reopen the DRI.

Discussion was had around understanding some of the opportunities and constraints with each alignment. Mr. Durr stated he would like to know the needs and rationale between the spacing between the connections.

Discussion was had around corridor D1 and D2 and its impacts to Tosohatchee and if the plan is to co-locate that route to be co-located with the existing bridge that already impacts Tosohatchee or would it have further impacts? Mr. Tate answered D1 connects to SR520 and then stops and D2 would start and run parallel to 520.

Discussion was had around which of the alternatives would actually impact the Viera Company? Mr. Tate answered that F1 and F1b would impact Viera. There is a power line that comes down south toward I-95 so we've laid this out so it would run parallel with that power line.

Ms. Jackson stated that Corridor D1 or D2 it would also have significant impacts on the Econlockhatchee river and the mosaic of wetlands that feed both the Econlockhatchee river and the St. Johns river.

Discussion was had around the Deseret Ranches Sector Plan and the amount of transportation planning that went into it. Mr. Lee commented that Deseret had strong wishes for a crossing springing off Nova Rd. and joining the old Pineda route. When the Governors Task Force met to discuss this, it concluded that the study of this corridor could remain but of all the possibilities presented that this corridor presented the greatest environmental impacts. Mr. Lee suggested an addition to 192 to join with 520, an entire co-location exercise similar to the Wekiwa Parkway design.

Ms. Sellers seconded Mr. Durr's comment regarding the opportunities and constraints of the alternatives.

Chairman Mindick stated we really need to look at the impact to the EW Corridor that connects the Econlockhatchee river to the St. Johns conversation areas. Anything going through the north band of the study area would have a high environmental impact. The F4 alternative looks like it would have the least environmental impact. Every time we look at something crossing the St. Johns river, I think this is the major corridor nationally for wildlife movement and climate change adjustments.

(This item was presented for information only. No formal committee action was taken.)

**F. SOUTHPORT CONNECTOR EXPRESSWAY PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY – PRESENTED BY RALPH BOVE, PROJECT MANAGER, VOLKERT, INC. – INFO ITEM**

Ralph Bove of Volkert, Inc. presented the PD&E study for the Southport Connector Expressway. This is in the area of northern Polk county and western Osceola county. The Southport connector is generally oriented along the existing cypress parkway alignment as it intersects the poinciana parkway, then crossing reedy creek into an area south of Lake Toho and terminating at Canoe Creek Rd. Osceola County conducted the South Lake Toho Master Plan which included a Southport Connector alignment study. FDOT conducted a preliminary Southport Connector Alternative Corridor Evaluation Report (ACER). These provided some good background when CFX acquired the jurisdiction of Osceola County and engaged in the Southport Connector CF&M study, that was completed in May of 2018 and included a re evaluation of the FDOT ACER. Potential Environmental Challenges and impacts were identified along the Southport Connector study area. Volkert Inc. will prepare a Natural Resource Evaluation (NRE) which will establish an impact matrix which will help identify a preferred alternative. Mr. Bove summarized the process and multiple reports that will be produced by Volkert, Inc. on the 15-month track of the study.

Discussion was had around CFXs decision to pursue the Southport Connector project after it was placed on hold due to projected toll revenues. Mr. Pressimone stated that CFX continued to monitor changes in development and CFX was approached by Green Isle DRI about the potential for donation of right-of-way. Mr. Lee voiced concerns about the cost to travel for the community.

A discussion was had around the Nature Conservancy's position on the Southport Connector project as laid out in the presentation. Mr. Lee stated he reached out to The Nature Conservancy on their input regarding the Southport Connector that was included in the presentation. A letter was added to the record regarding the Nature Conservancy's position. Mr. Pressimone stated we will be revisiting our relationship with the Nature Conservancy in this study.

Chairman Mindick commented he did not see the mitigation banks on this study especially pertaining to the private ranches that are on property in this study zone. Chairman Mindick recommended spending more time on this project and stressed its importance.

(This item was presented for information only. No formal committee action was taken.)

**G. NORTHEAST CONNECTOR EXPRESSWAY PHASE 1 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY – PRESENTED BY DAN KRISTOFF P.E., PROJECT MANAGER, RS&H– (INFO ITEM)**

Mr. Dan Kristoff of RS&H presented the Northeast Connector Expressway Phase 1 Project Development and Environment (PD&E) Study. Study area is from Cyrils Drive to Nova Road, 4.40 miles. Two (2) alternative corridors will be evaluated and presented at a public meeting. One (1) corridor will be selected from the two and more precise alignments will be investigated, and engineering and environmental reports will be prepared. No fatal flaws in anticipated wetland and species impacts. Our goal is avoidance of the wetland systems where possible.

A discussion was had around the proximity this corridor would have to the Lake AJ community. Mr. Kristoff estimated that it was a mile and half away.

A discussion was had around unfulfilled need to pin down the dedication of wildlife corridors within the NE district. Mr. Lee stated that the advent of the study of this route would be a good place to incorporate efforts to get commitments from Deseret Ranches and Tavistock for the permanent dedication of those wildlife corridors and they have got to include uplands and wetlands.

A discussion was had around the sensitivity of this study area and the need to look at it very carefully. Chairman Mindick stated that the upland species will need to be looked at very carefully. He stated that Caracara and burrowing owls may also be present in this area.

(This item was presented for information only. No formal committee action was taken.)

**H. OTHER BUSINESS**



Chairman Mindick requested input from the Committee Members on preferences for meeting frequency and suggestions for upcoming meeting topics.

Mr. Barfield suggested presenting upcoming projects and studies in the early stages.

Mr. Durr seconded Mr. Barfield's recommendation.

Ms. Jackson requested a summary of the East Central Florida Corridors Task Force as they seem to drive many of the road projects.

Mr. Lee suggested quarterly meetings depending on need and requested a status update on the Osceola Parkway and the Split Oak Preserve.

Ms. Kelley of CFX suggested every 2-month frequency and move to a quarterly frequency once we are caught up.

**A motion was made by Ms. Jackson and seconded by Mr. Lee to set the frequency of our meetings to every two (2) months. The motion carried unanimously with five (7) members present voting AYE by voice vote.**

Mr. Lee exited the meeting at 11:06 a.m.

Chairman Mindick requested more information on 'Item E' and 'Item F' of the Agenda in a future meeting.

## **I. ADJOURNMENT**

Chairman Mindick adjourned the meeting at approximately 11:09 a.m.


Minutes approved on \_\_\_\_\_, 2020.

*Pursuant to the Florida Public Records Law and CFX Records Management Policy, audio tapes of all Board and applicable Committee meetings are maintained and available upon request to the Records Management Liaison Officer at [publicrecords@CFXway.com](mailto:publicrecords@CFXway.com) or 4974 ORL Tower Road, Orlando, FL 32807.*

**D.**  
**EAST CENTRAL**  
**FLORIDA CORRIDORS**  
**TASK FORCE**  
**SUMMARY**



CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY



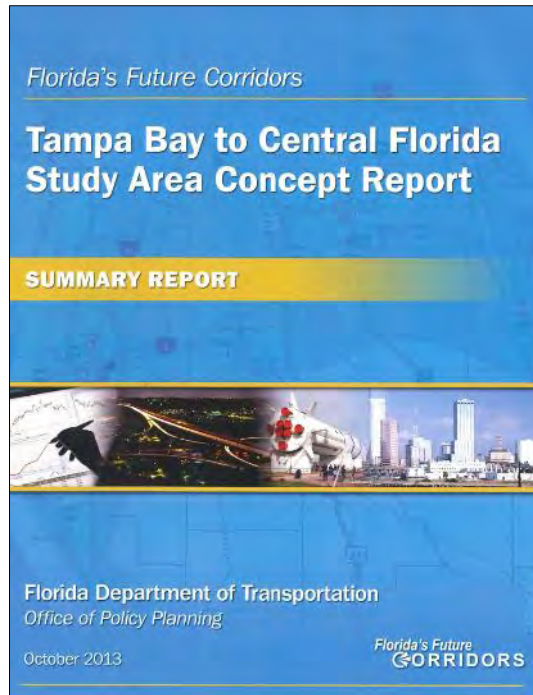
East Central Florida Corridor  
Task Force Briefing  
Jim Wood, Kimley-Horn and Associates  
— October 22, 2020 —

5/6/2020

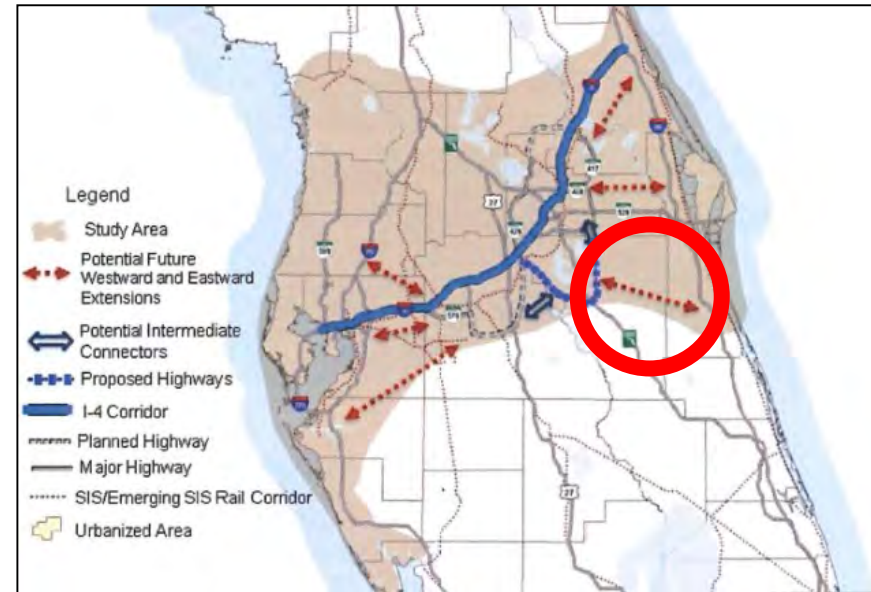
# Overview of Presentation

- Task Force Background
  - Future Corridors Study
  - Executive Order
- Task Force Overview
  - Membership
  - Planning Approach and Schedule
- Task Force Recommendations
- Since the Task Force

# Task Force Background



October 2013



**RECOMMENDATION**  
*“Convene collaborative process” for Brevard, Osceola, and Orange counties*

# Task Force Background



STATE OF FLORIDA  
OFFICE OF THE GOVERNOR  
EXECUTIVE ORDER 13-319

WHEREAS, the State Comprehensive Plan, the Florida Strategic Plan for Economic Development, the 2060 Florida Transportation Plan, and other statewide plans call for coordinated decision making and investments to address Florida's long-term economic development, environmental stewardship, community development, and infrastructure needs on a statewide and regional basis; and

WHEREAS, the Florida Legislature, recognizing the need for innovative planning and development strategies to promote a diverse economy and vibrant rural and urban communities, including sector planning, has tasked the Florida Department of Economic Opportunity, in coordination with other state and regional agencies, to assist communities in finding creative solutions for fostering vibrant, healthy communities while protecting the functions of important state resources and facilities; and

WHEREAS, well-planned statewide and regional transportation corridors can improve mobility and connectivity for people and freight, support economic development, promote high-quality development patterns, help preserve Florida's natural resources, and facilitate emergency evacuation and response; and

WHEREAS, enhanced or new transportation corridors should be planned in coordination with long-term land use decisions to ensure the protection of environmental resources, the preservation of agricultural lands, and the planning of areas for future economic development and urban growth; and

WHEREAS, the Florida Department of Transportation has initiated the "Florida's Future Corridors" initiative to plan future transportation corridors for the movement of people and freight on an interregional, statewide, or interstate basis; and

WHEREAS, one corridor study area identified by the Florida's Future Corridors initiative extends from Tampa Bay to the Atlantic Coast across 15 counties in the central part of Florida (hereinafter "Tampa Bay-Central Florida Study Area"); and

WHEREAS, in 2013, the Florida Department of Transportation completed a Future Corridor Concept Study for the Tampa Bay-Central Florida Study Area that recommended the Florida Department of Transportation conduct a pilot Evaluation Study to address a regional connectivity gap between the Orlando International Airport and the southern Space Coast and to refine the proposed corridor planning process for future use; and

WHEREAS, the objectives of the pilot Evaluation Study include the identification of anticipated future development patterns in the Orlando/Space Coast area, comprised of portions of Brevard, Orange, and Osceola counties, and associated mobility and connectivity needs, as

*The Task Force was established to...*

Evaluate and develop consensus recommendations on future transportation corridors serving established and emerging economic activity centers in Brevard, Orange and Osceola counties

November 2013

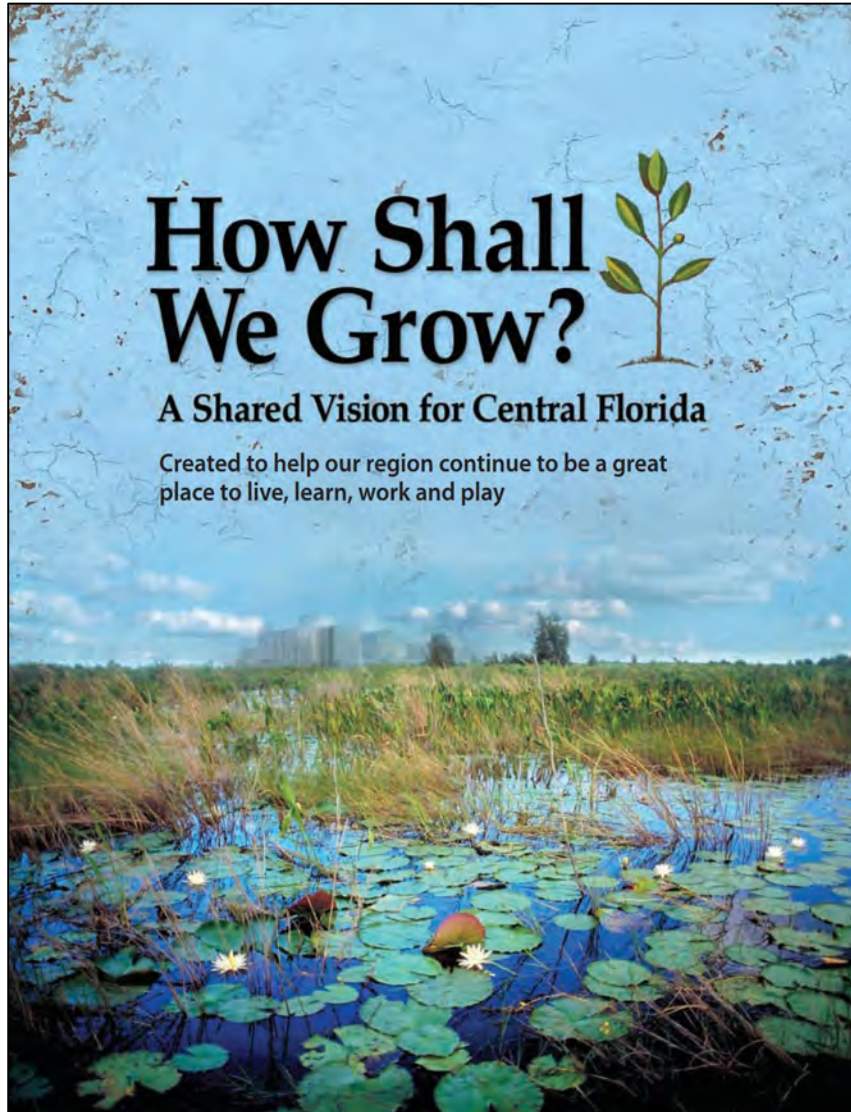
# Task Force Overview



## Task Force Members

- The Executive Director of the Florida Department of Economic Opportunity
- The Secretary of the Florida Department of Transportation
- The Commissioner of Agriculture
- A representative from Brevard County
- A representative from Orange County
- A representative from Osceola County
- Two individuals representing environmental or conservation organizations
- A representative of Deseret Ranch
- A representative of The Viera Company
- Two individuals representing the economic development or business community
- A citizen appointed by the Governor

# Task Force Overview

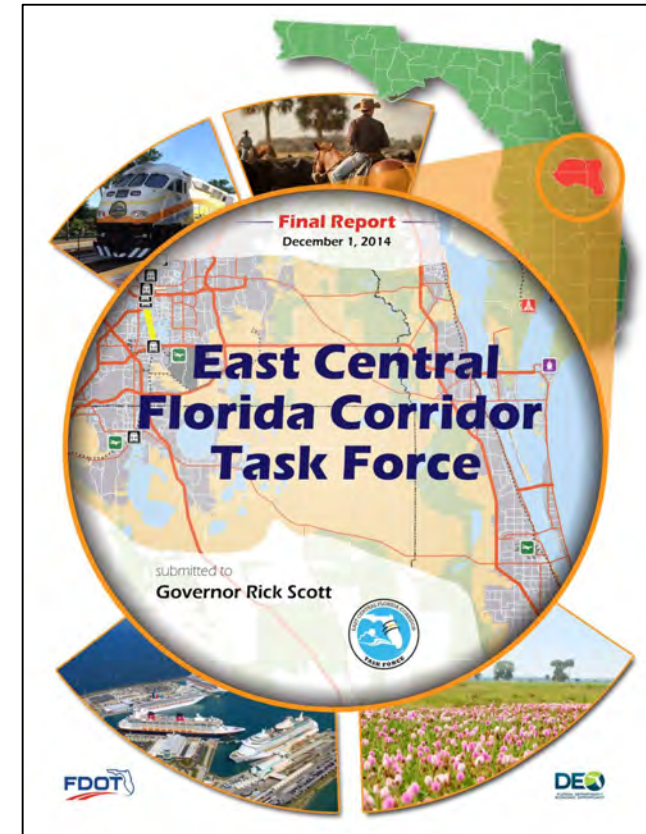


## *How Shall We Grow?* Regional Vision

- Four Cs
  - Conservation
  - Countryside
  - Centers
  - Corridors



# Task Force Overview

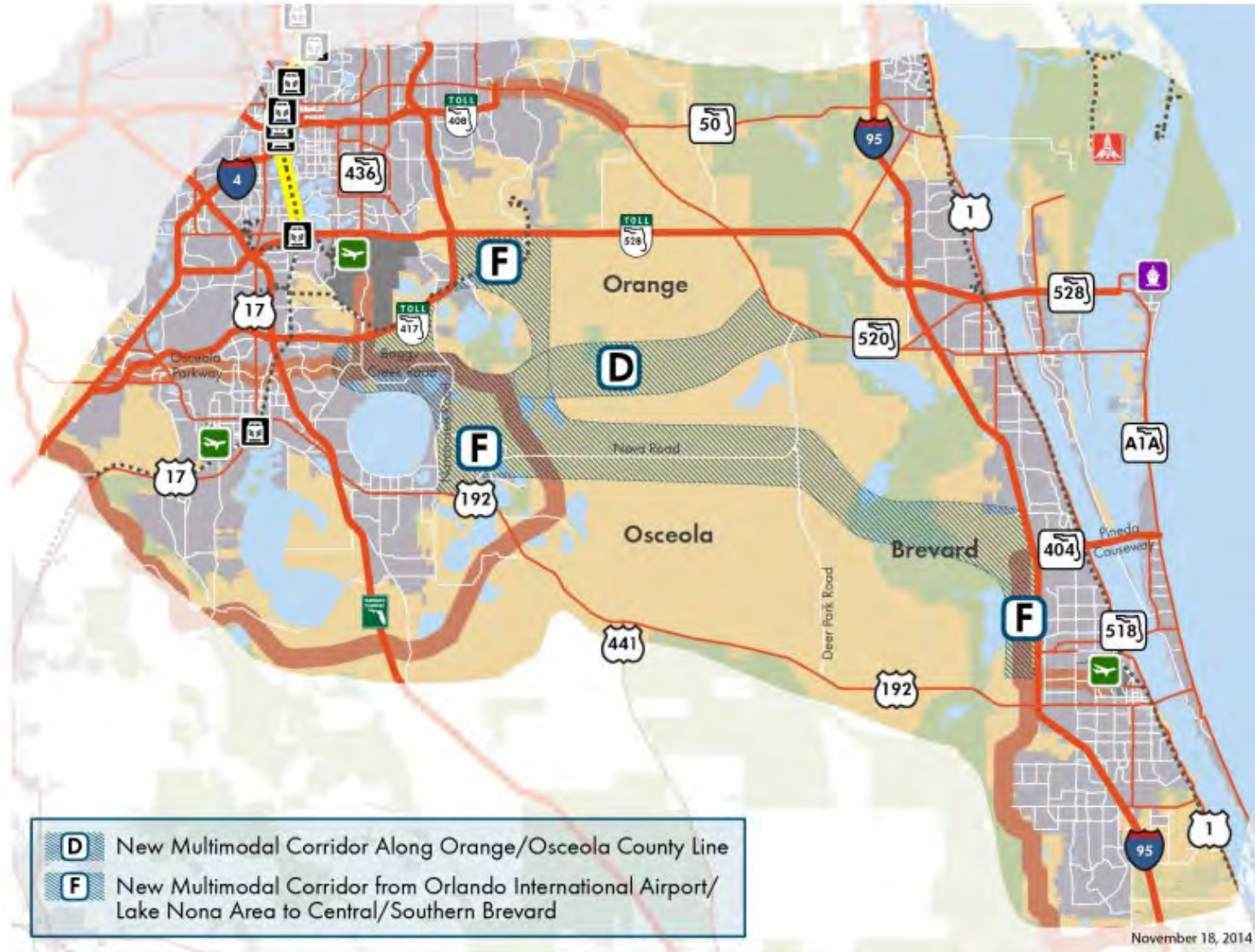


December 2014

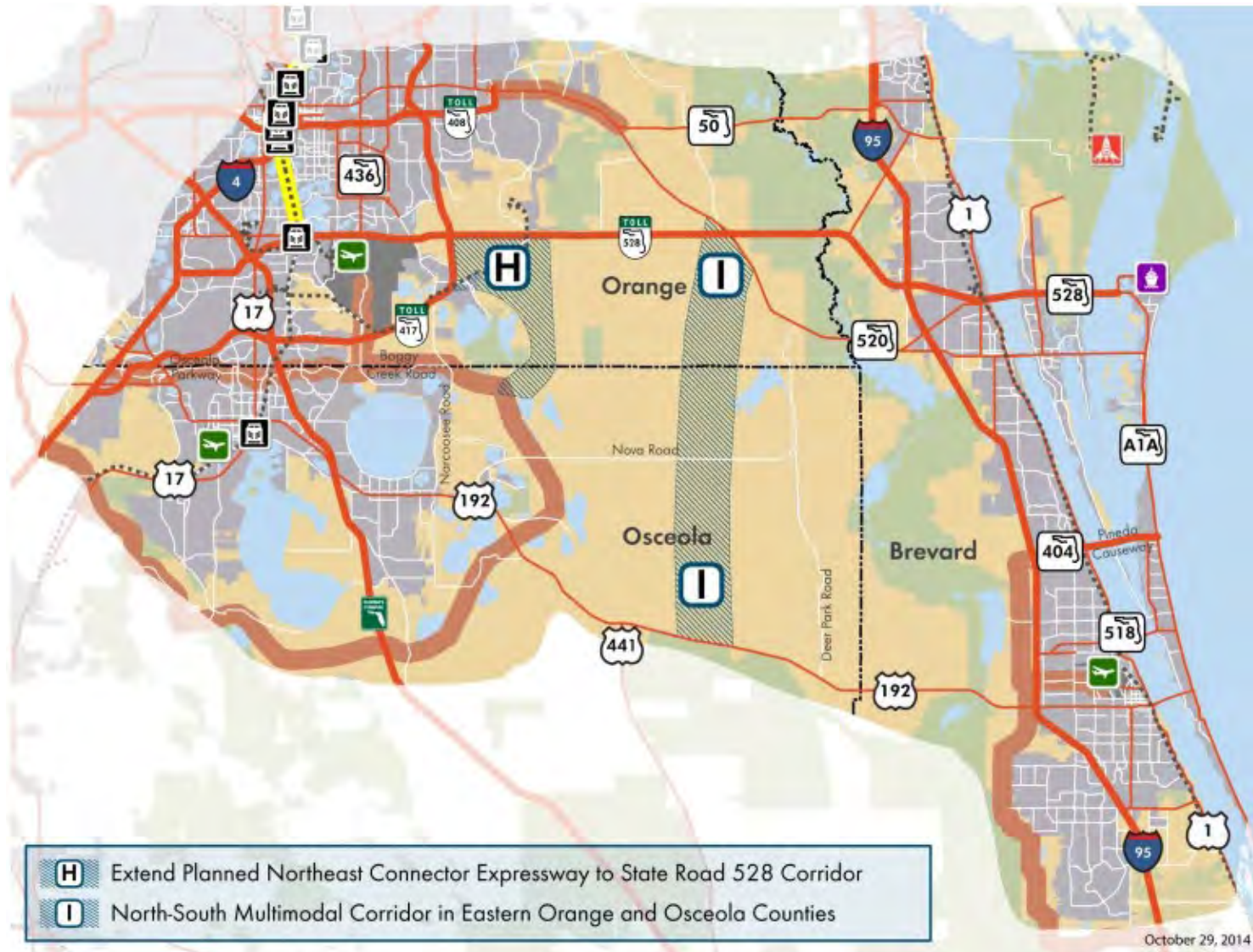
# Task Force Recommendations



# Task Force Recommendations



# Task Force Recommendations



# Task Force Recommendations



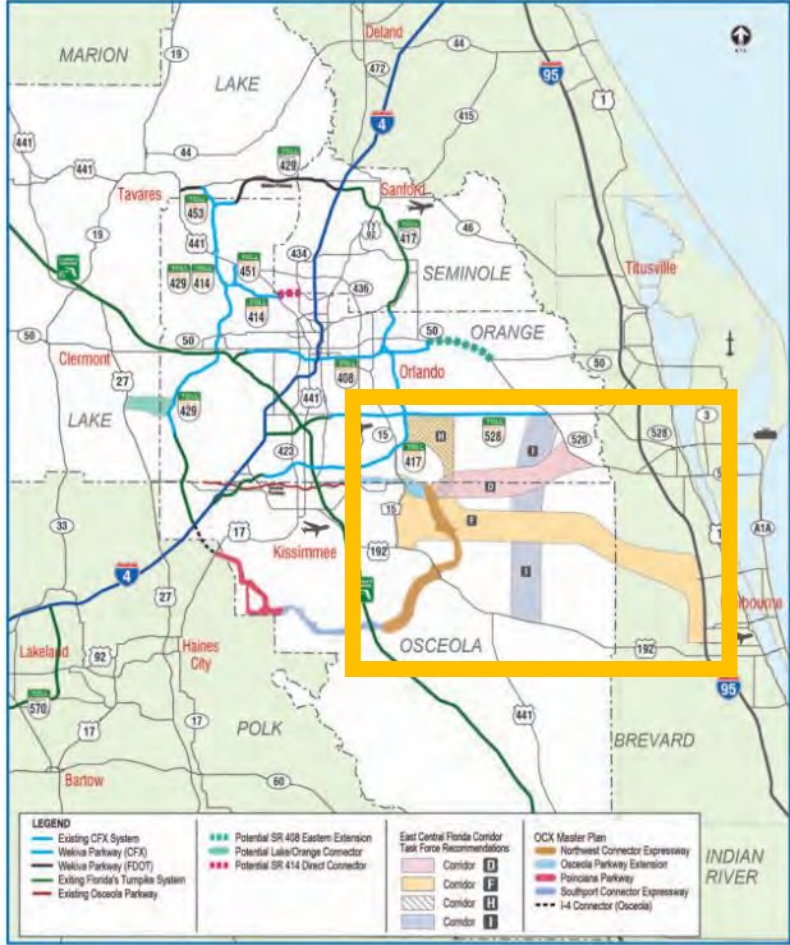
## Additional Recommendations

- Develop Regional Transit System Plan
- Amend related plans
- Coordinate transportation, land use and water supply planning
- Reserve right-of-way
- Co-locate facilities

# Since the Task Force

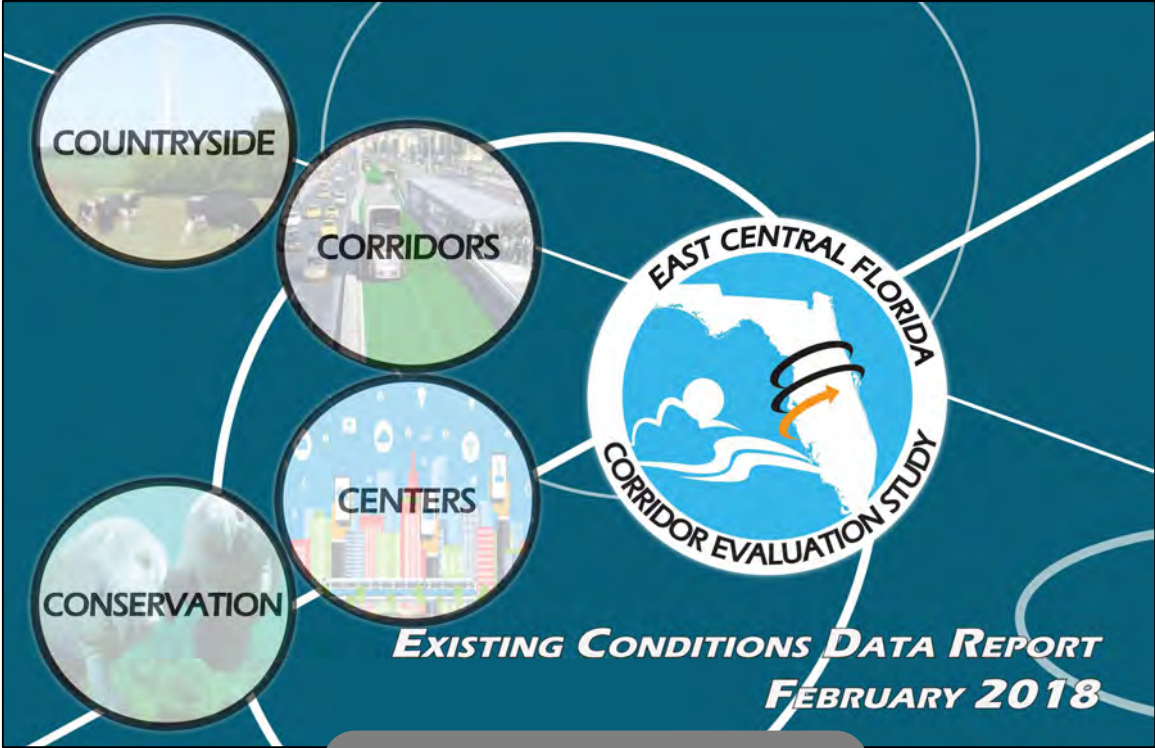


May 2016

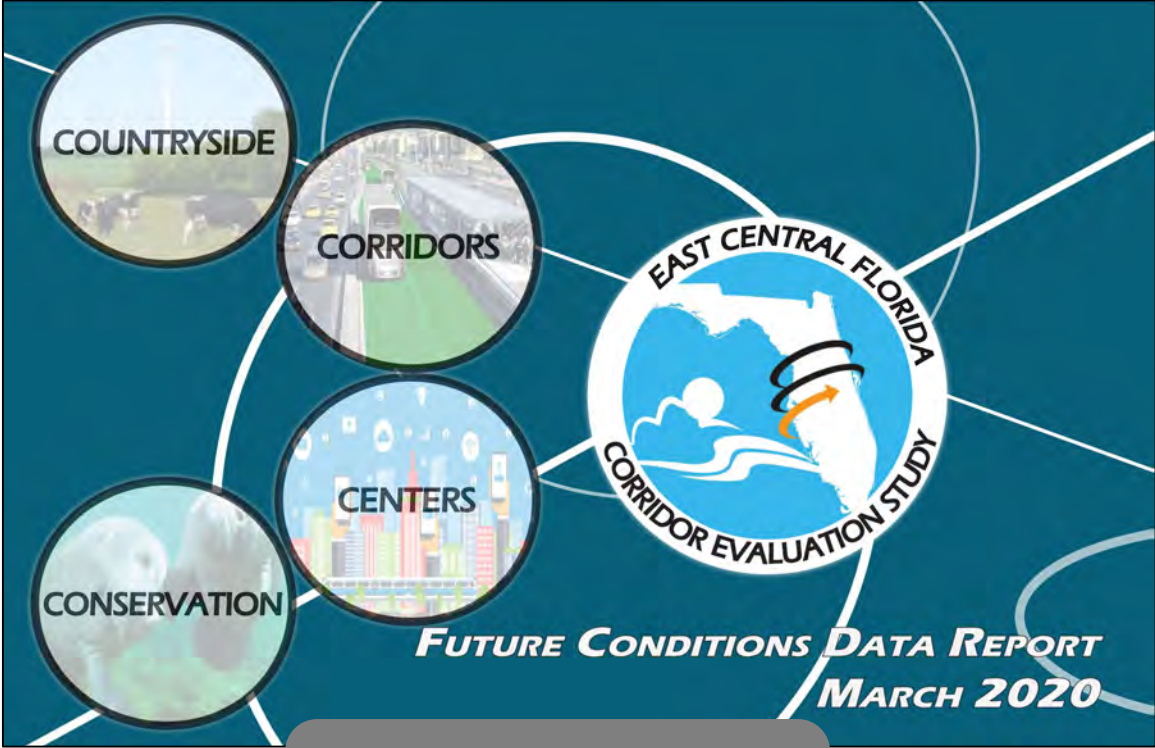


CENTRAL FLORIDA EXPRESSWAY AUTHORITY **2040 MASTER PLAN** Potential New Expressway Projects **FIGURE 5-1**

# Since the Task Force



February 2018

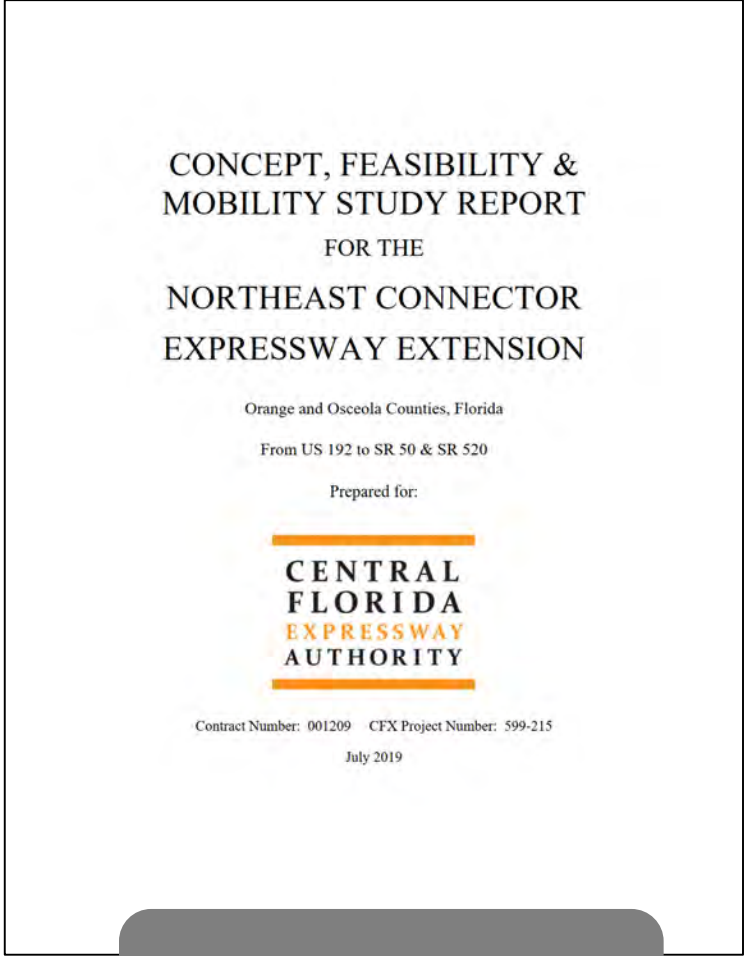


March 2020

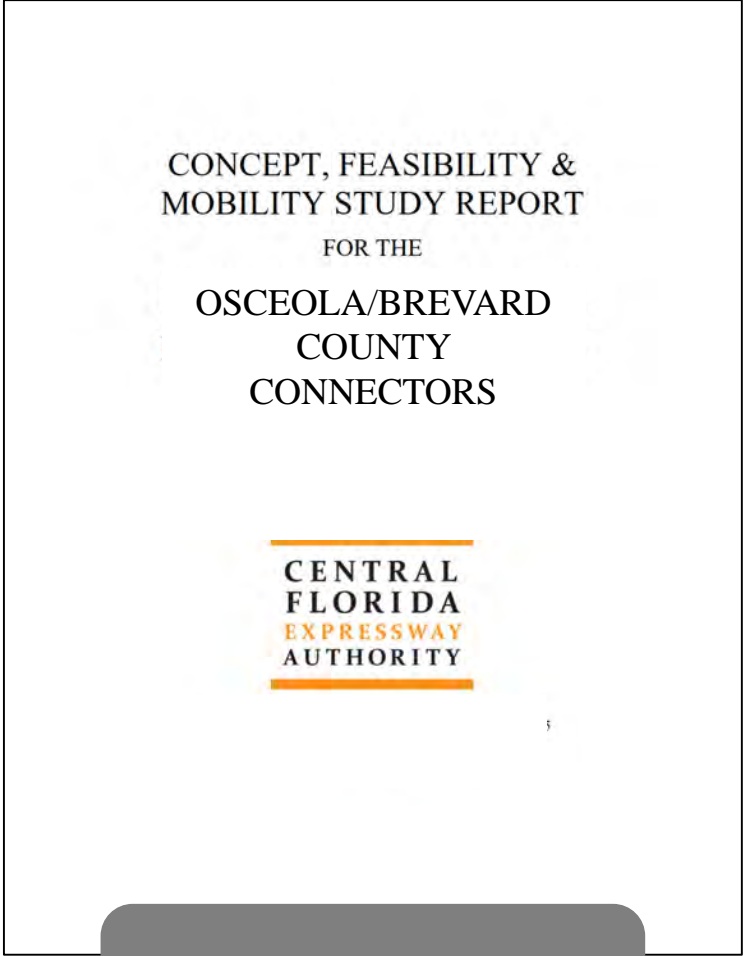




# Since the Task Force

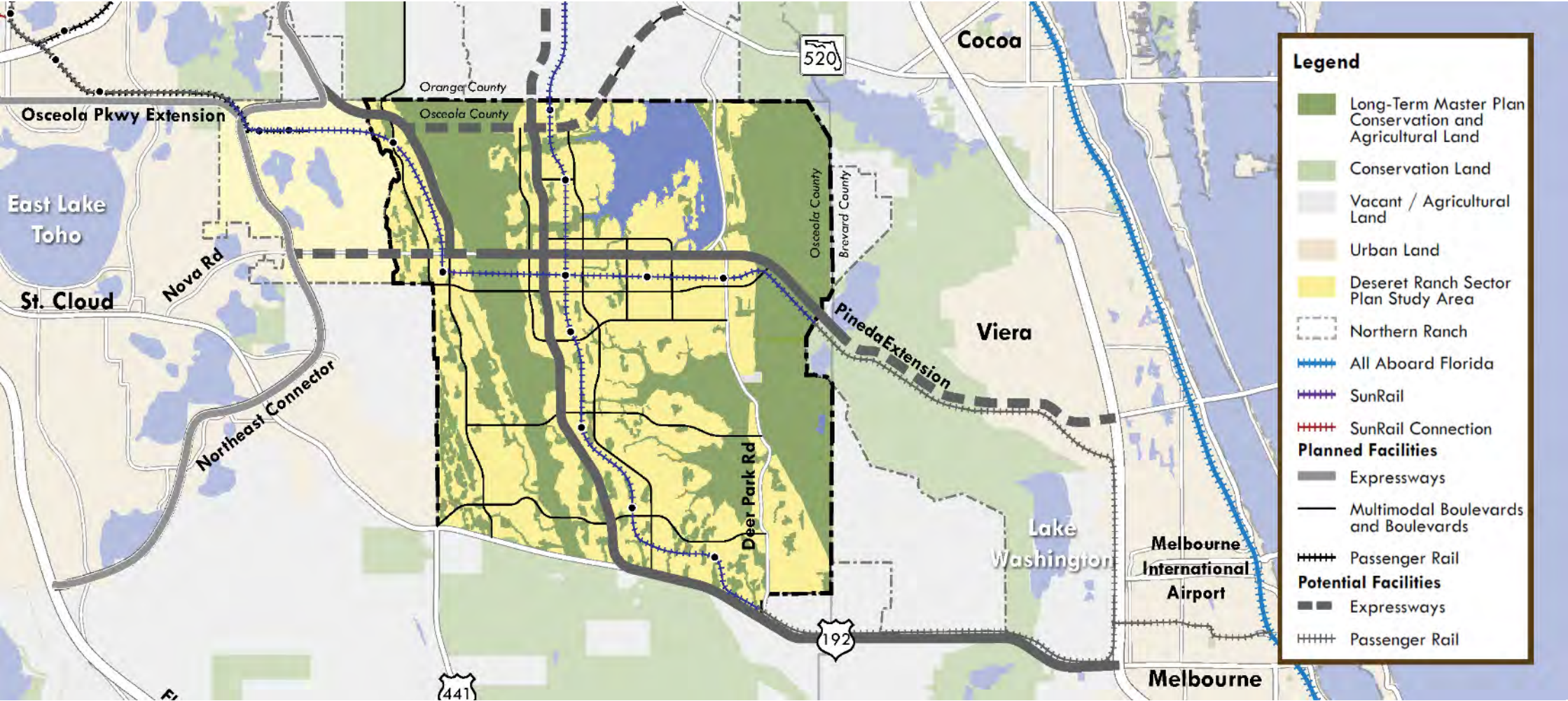


July 2019



In Progress

# Since the Task Force



North Ranch Sector Plan – Long-Term Master Plan Transportation Plan

# Questions



The image shows a multi-level highway interchange with concrete overpasses and support pillars. A dark SUV is driving on the lower level of the road. To the right, there is a grassy embankment. The sky is clear and blue. The logo is centered in the upper half of the image, featuring the text 'CENTRAL FLORIDA EXPRESSWAY AUTHORITY' in a serif font, with 'EXPRESSWAY' in orange and the other words in black. The logo is framed by two horizontal orange bars.

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

**E.**

**S.R. 414 PROJECT  
DEVELOPMENT &  
ENVIRONMENT  
(PD&E) STUDY**

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

**STATE ROAD 414  
EXPRESSWAY EXTENSION**  
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY



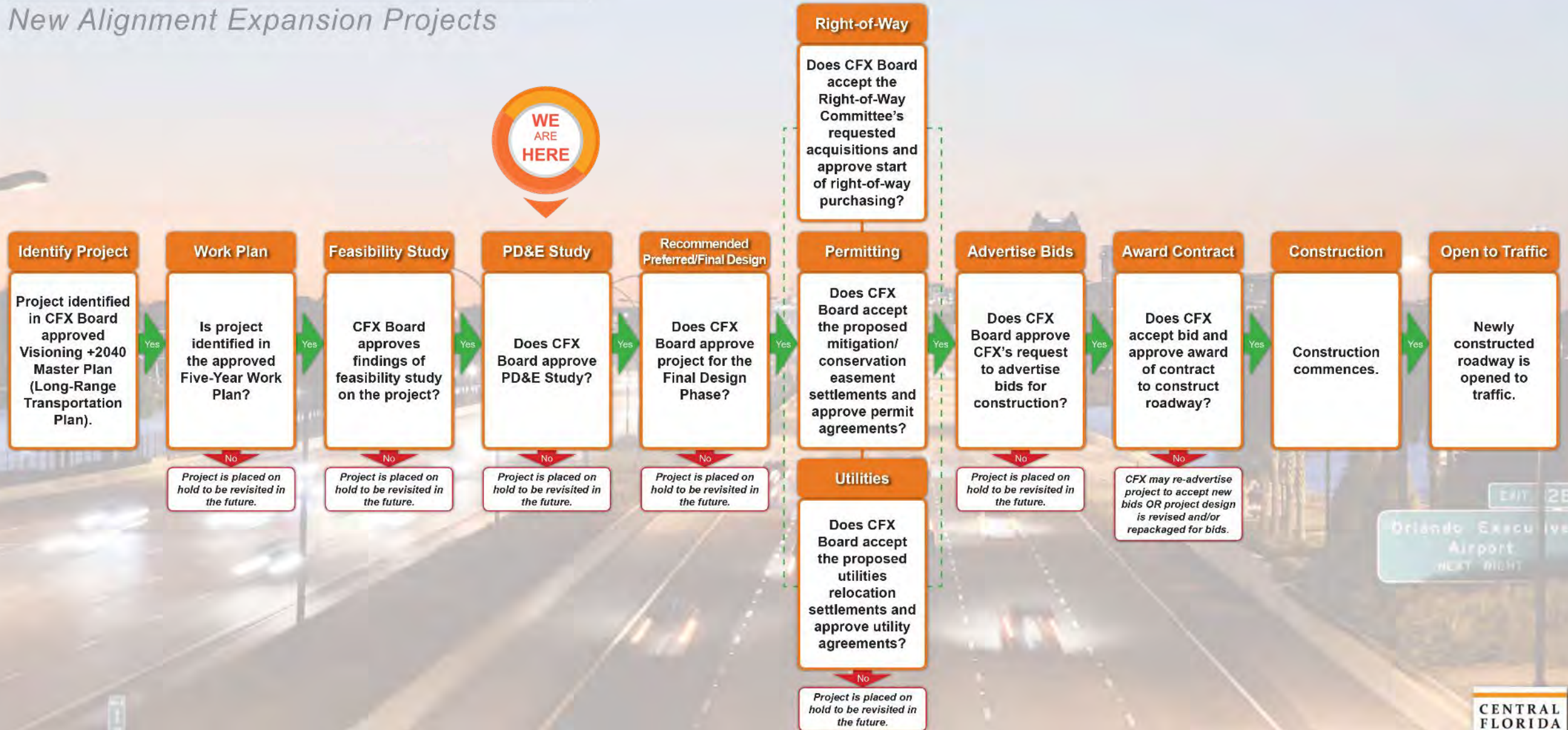
SR 414 Improvements  
from US 441 (Orange Blossom Trail)  
to SR 434 (Forest City Road)

Orange and Seminole Counties, FL  
CFX Project Number: 414-227

Sunserea Dalton, P.E.  
Jacobs

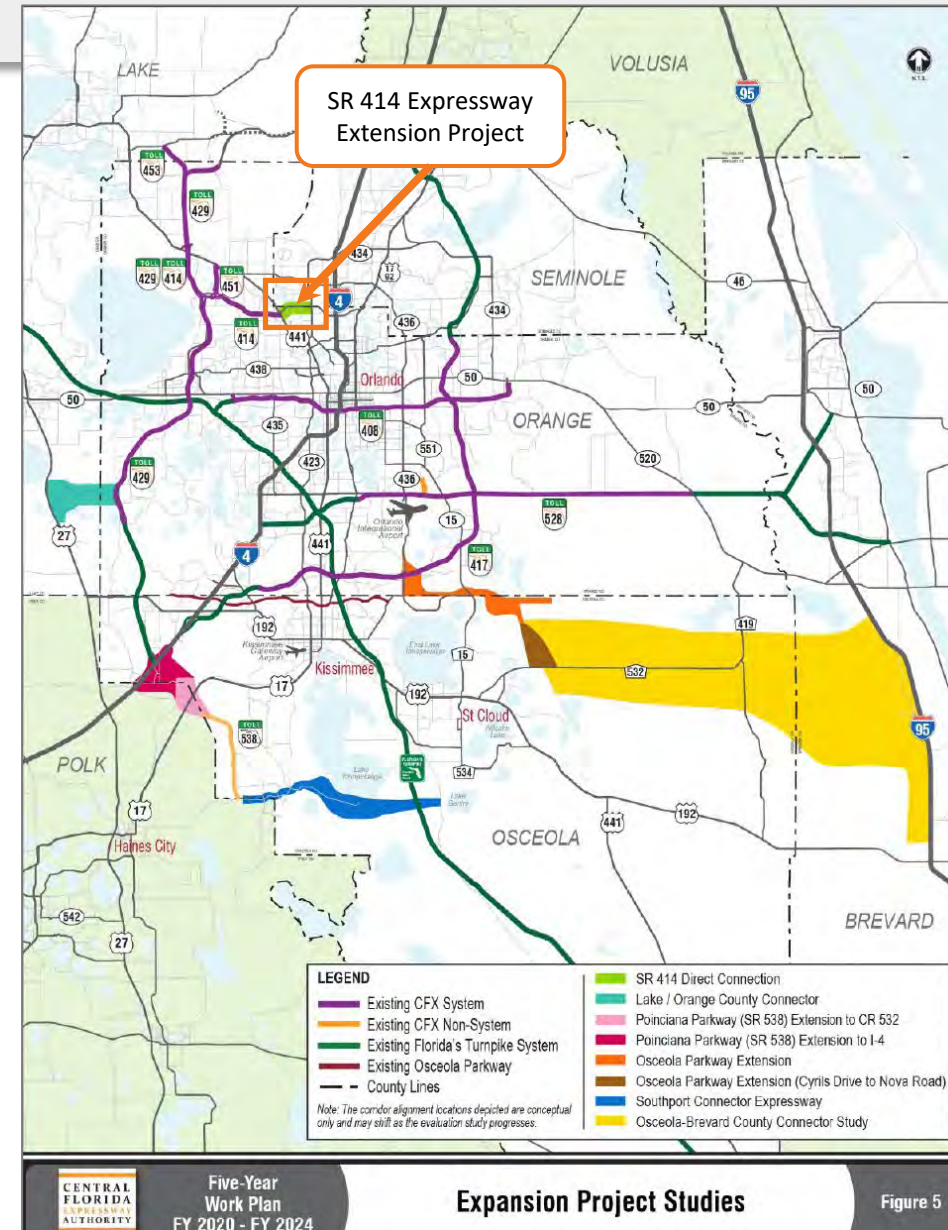
# PROJECT DEVELOPMENT PROCESS

## New Alignment Expansion Projects



# Project Background

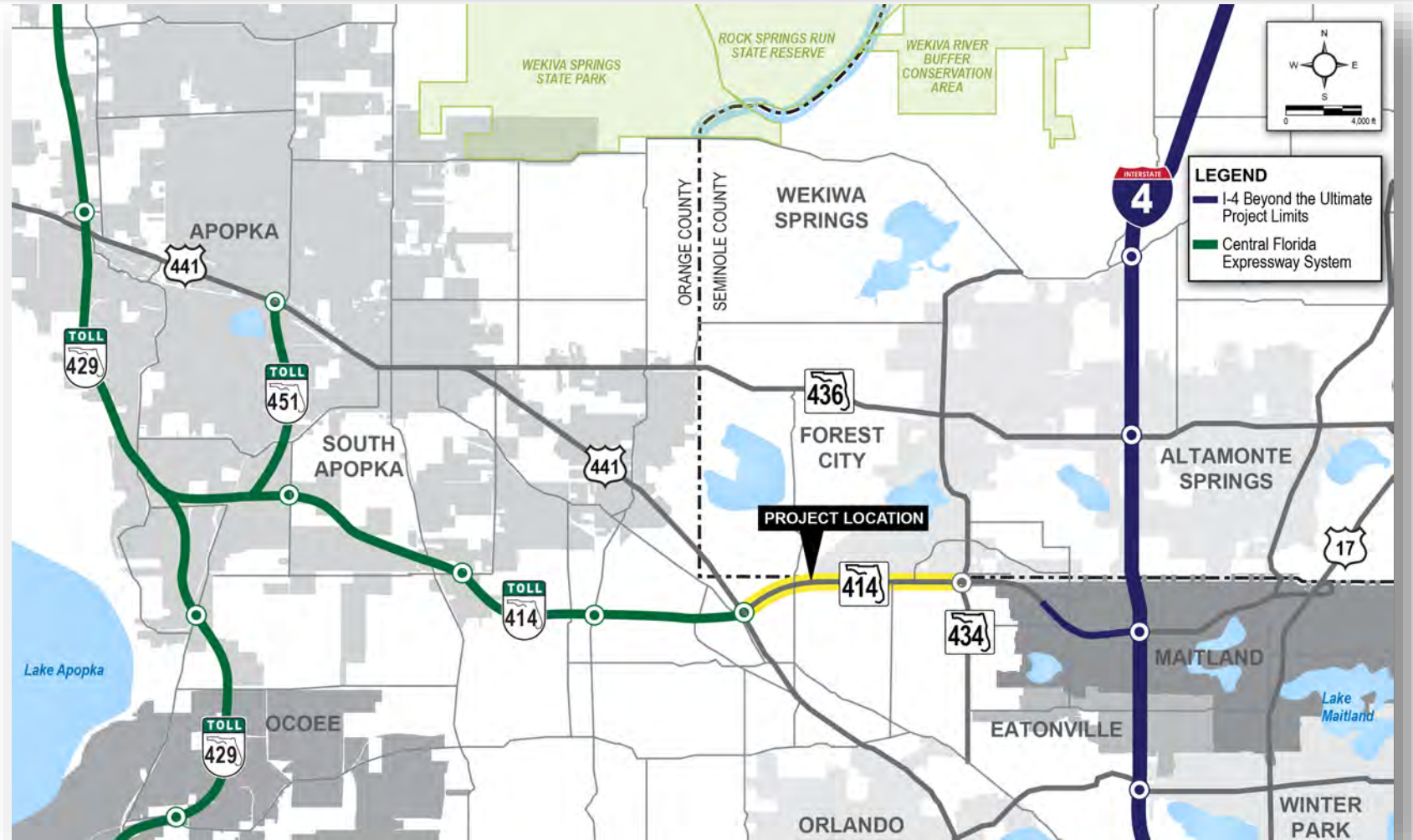
- CFX Visioning + 2040 Master Plan (2016)
- CFX Five-Year Work Plan FY2020-FY2024 (2019)
- MetroPlan Orlando TIP FY2019/20-FY2023/24 (2019)
- SR 414 Reversible Express Lanes Schematic Technical Memorandum (2019)





# Regional Location Map

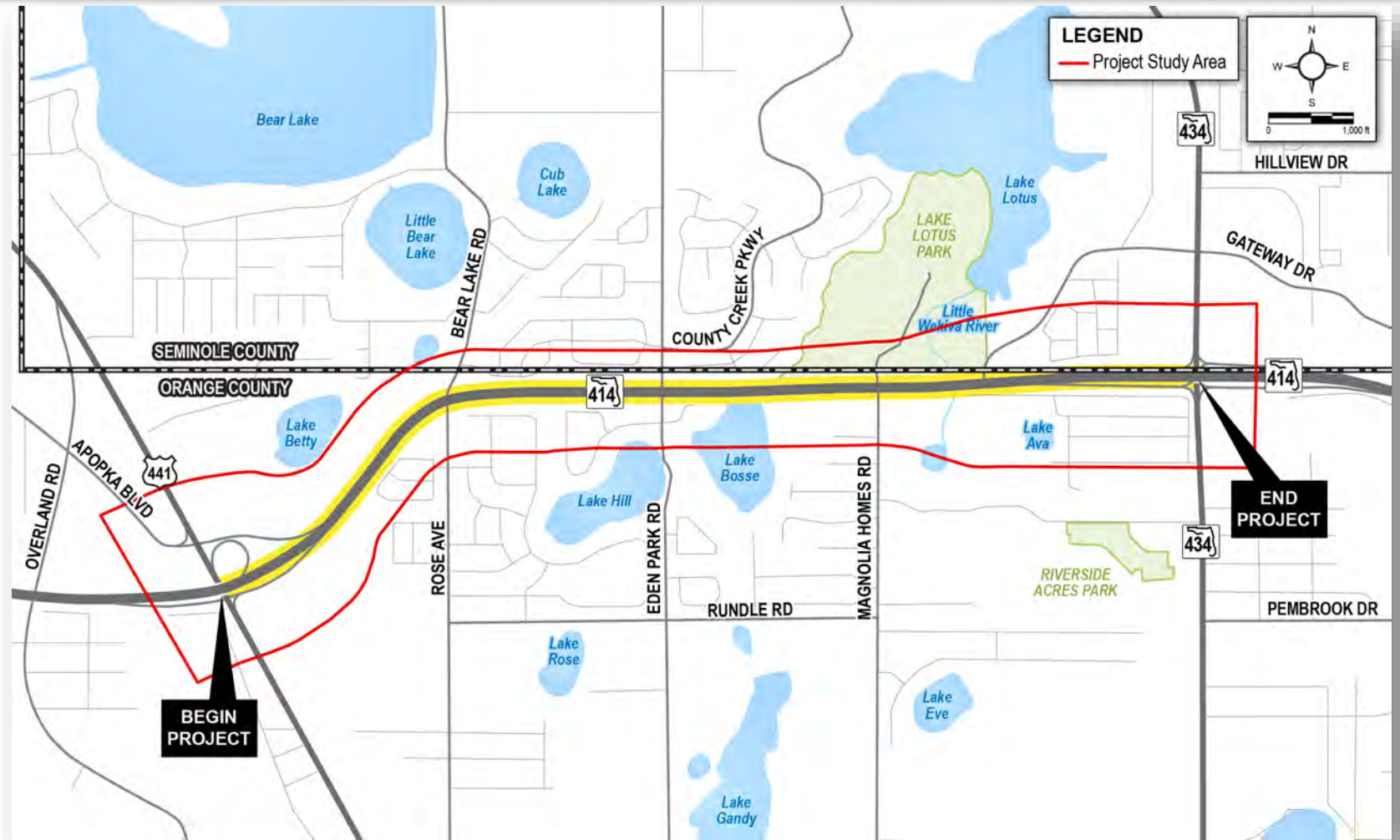
- CFX
- FDOT District 5
- Municipalities:
  - City of Maitland
  - City of Altamonte Springs
  - Orange County
  - Seminole County
- Study Objective:
  - Provide a limited access connection between two limited access facilities, CFX/SR 414 and I-4.



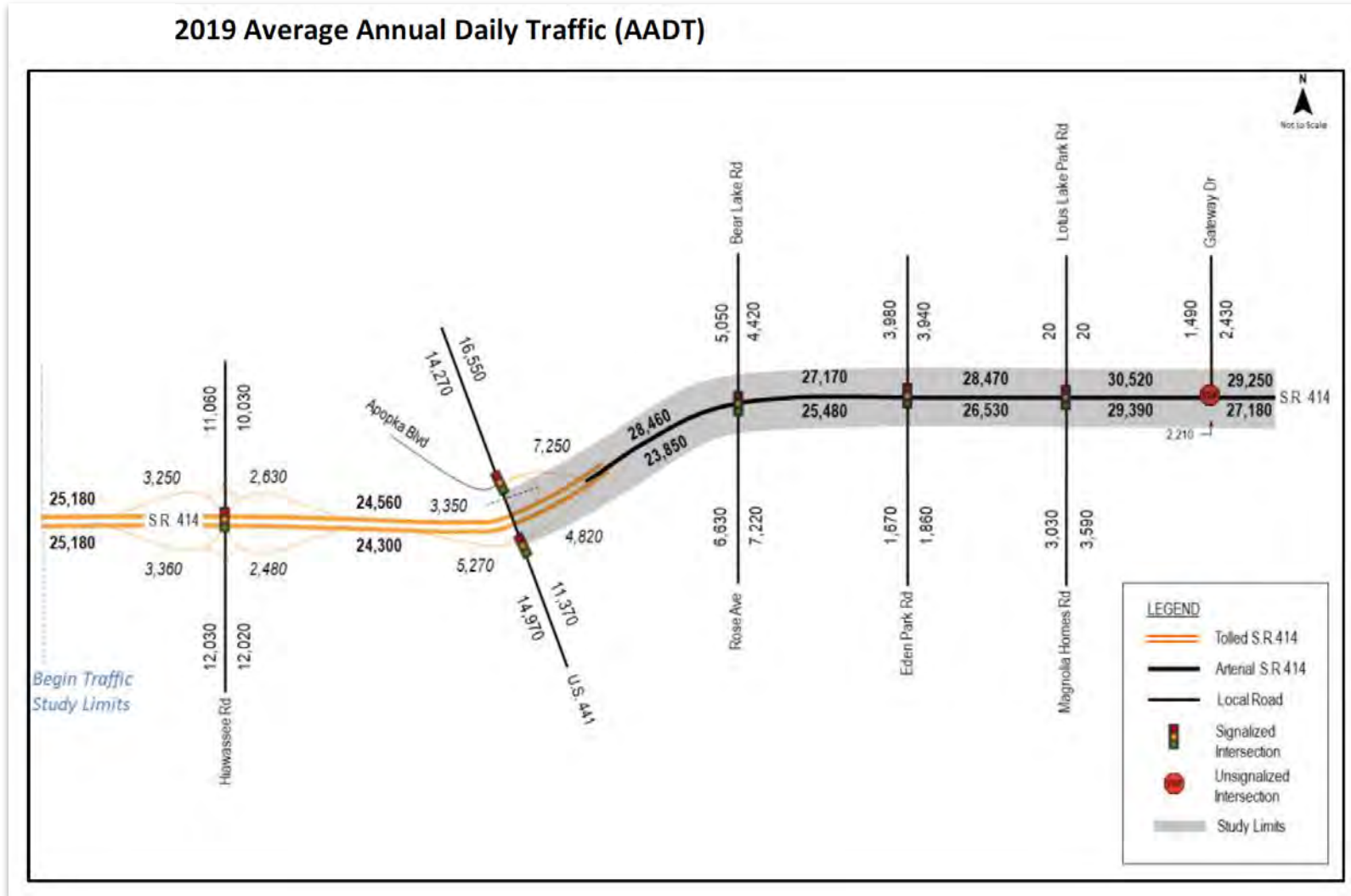
# Project Location Map

## Study Corridor:

- From US 441 to SR 434
- 4-lane divided arterial
- Approximately 2.3 miles
- 3 existing signalized intersections
- 1 existing unsignalized intersection



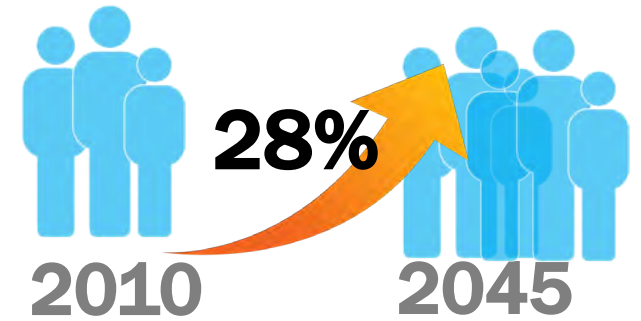
# Existing (2019) Conditions – Traffic



## SEMINOLE COUNTY POPULATION

422K

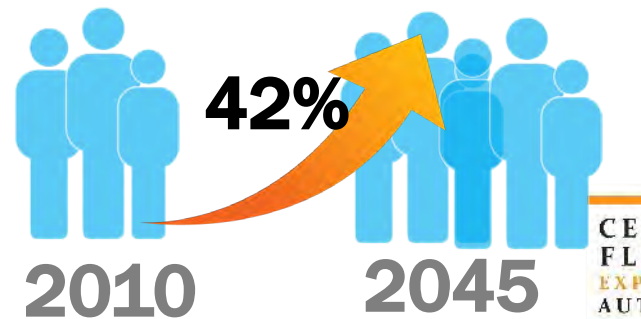
589K



## ORANGE COUNTY POPULATION

1.1M

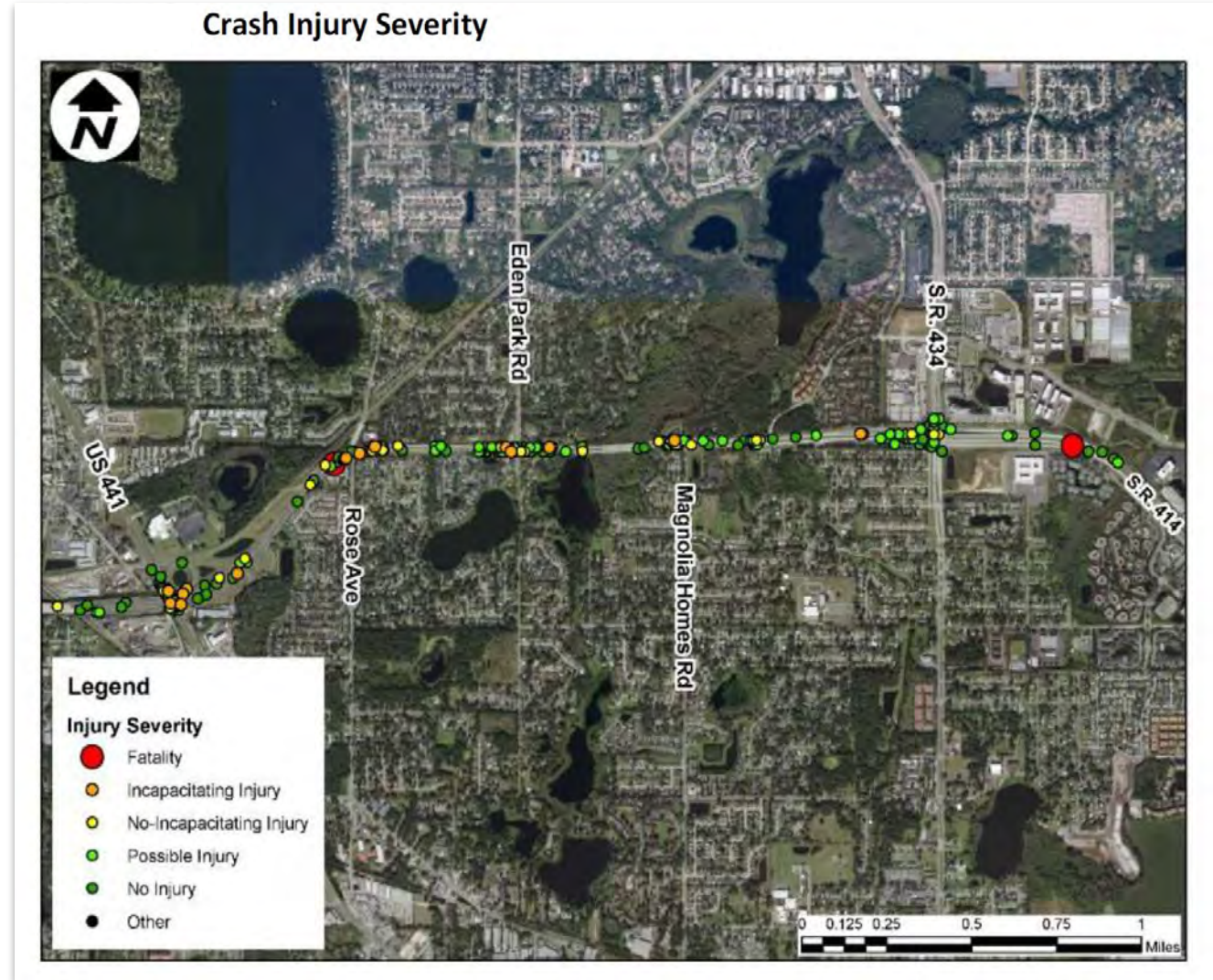
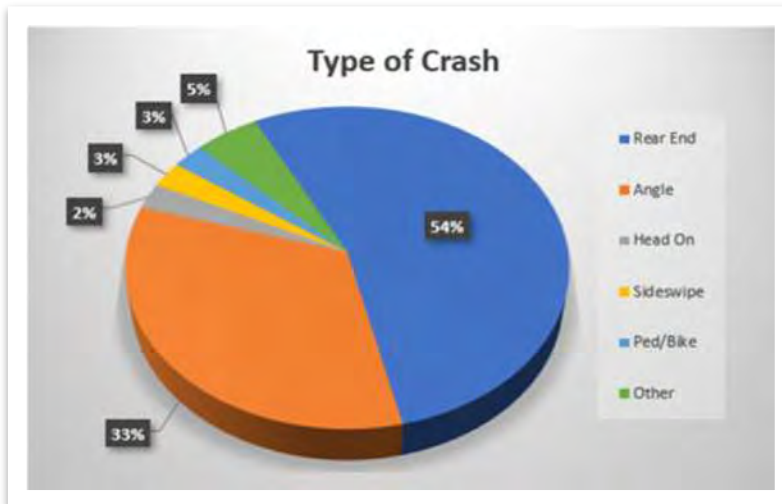
1.9M



# Crash History

## Crash Data

- 340 crashes (2014-2018)
  - 73% at intersections
  - 66% between Eden Park Road and west of US 441
- 2 fatalities



# Purpose and Need



**Provide Capacity**



**Improve Regional  
Connectivity**



**Enhance Safety**



**Support Multimodal  
Opportunities**

# Study Objectives

- Evaluate Proposed Alternatives to provide a limited access connection within the study limits, including:
  - Intersection Improvements
  - Bridge modifications at Lake Bosse and Little Wekiva River
  - Stormwater management facilities
  - Pedestrian and bicycle needs
  - Access management modifications
- Analyze and document potential impacts to:
  - Social, Cultural, Natural, Physical Resources

# PD&E Evaluation Criteria

## Enhancements

- Mobility
- Pedestrian/bicycle mobility
- Economic benefit

## No Involvement

- Relocations
- Outstanding Florida Waters or aquatic preserves
- Wild Scenic Rivers
- Coastal barriers
- Essential Fish Habitat
- Navigation

### Social Environment

- ❖ **Residential**
- ❖ **Business**
- ❖ Schools
- ❖ Churches
- ❖ Fire Stations
- ❖ Law Enforcement Facilities
- ❖ Cemeteries
- ❖ **Approved and Planned Developments**
- ❖ Development(s) of Regional Impact (DRI)

### Physical Environment

- ❖ **Noise Sensitive Areas**
- ❖ Railroads
- ❖ Major Utilities
- ❖ **Contamination Sites**
- ❖ Hazardous Material Sites
- ❖ Industrial Sites
- ❖ Underground Fuel Tanks

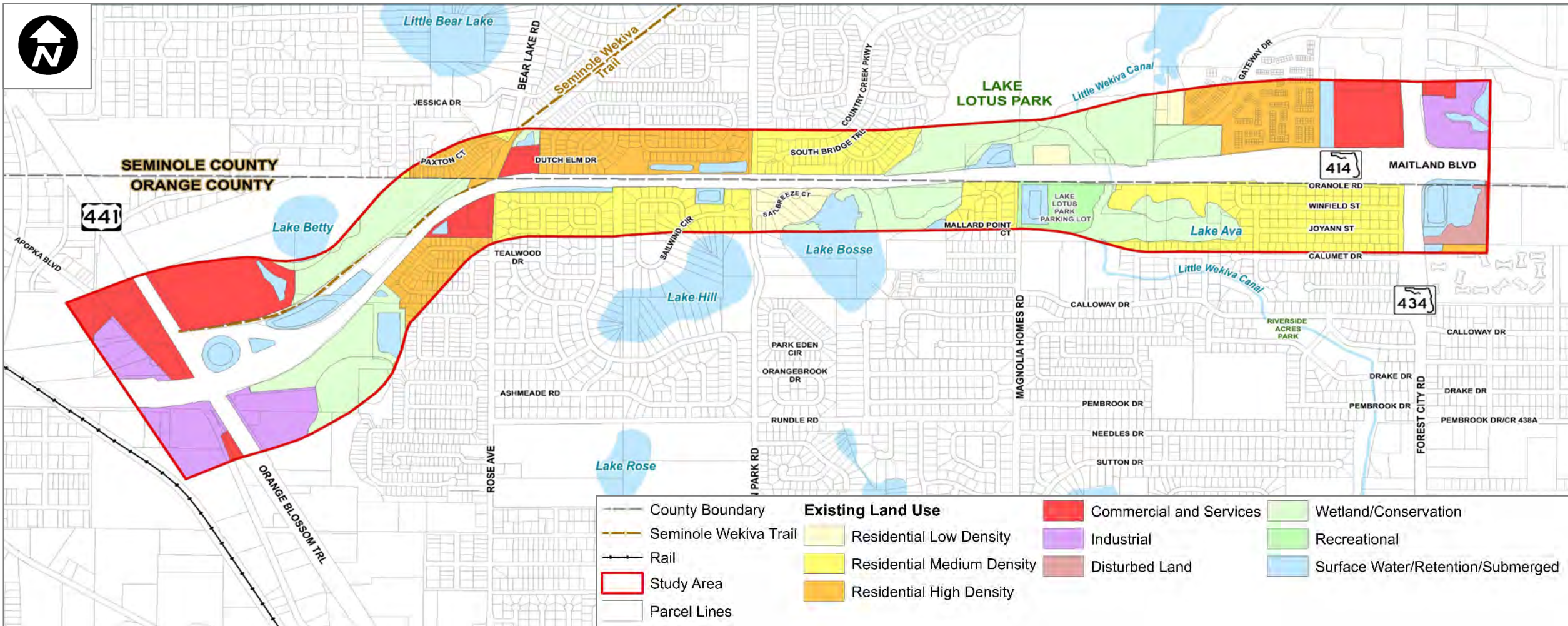
### Natural Environment

- ❖ **Wetlands**
- ❖ **Floodplains**
- ❖ **Protected Species**
- ❖ **Wildlife Habitat**

### Cultural Environment

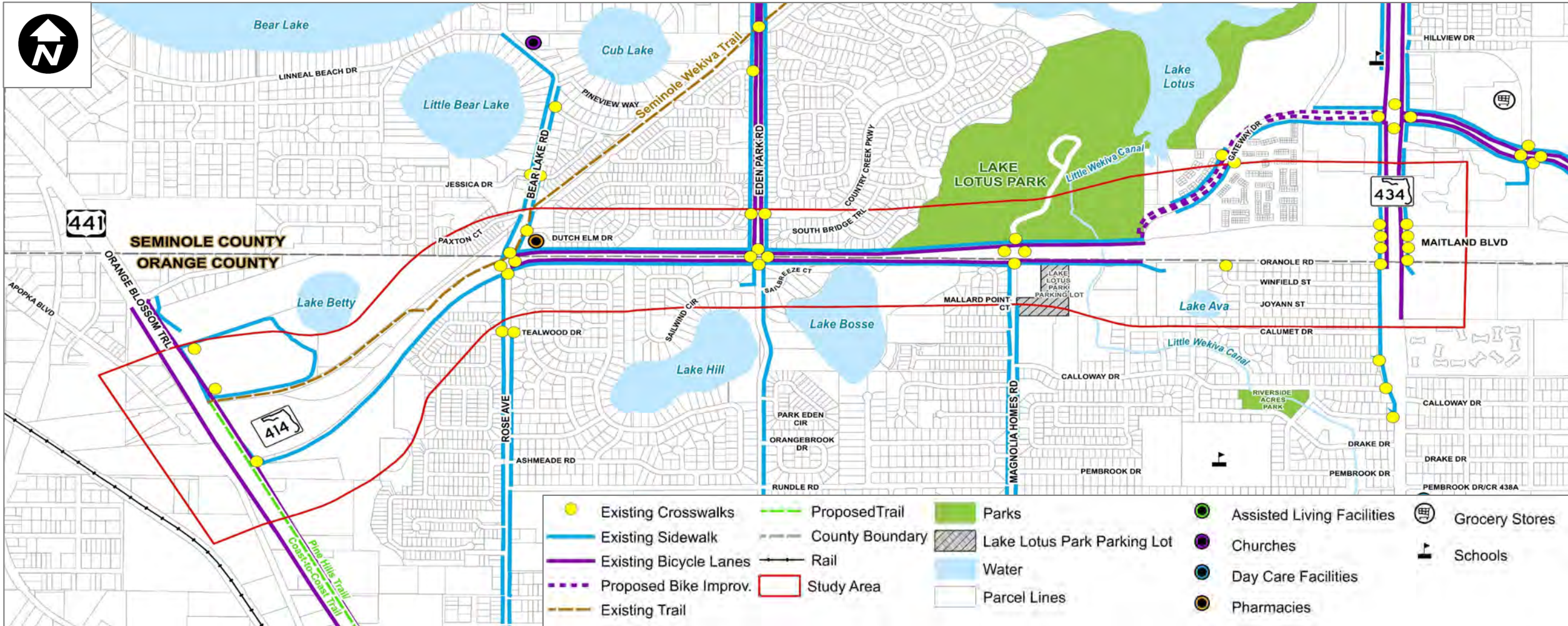
- ❖ **Parks & Recreation**
- ❖ **Public Lands**
- ❖ Proposed Parks
- ❖ Conservation Areas
- ❖ **Trails & Greenways**
- ❖ Potential Archaeological Sites
- ❖ Potential Historic Resources

# Existing Land Use

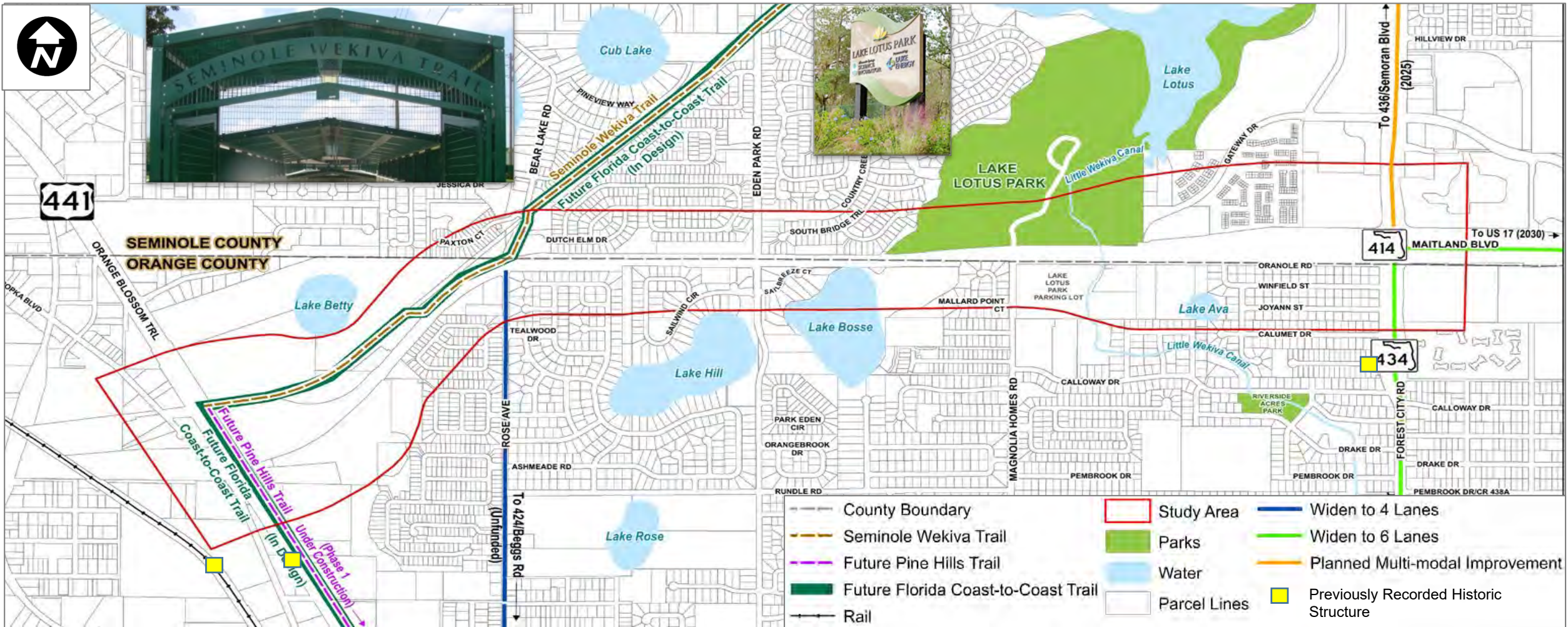




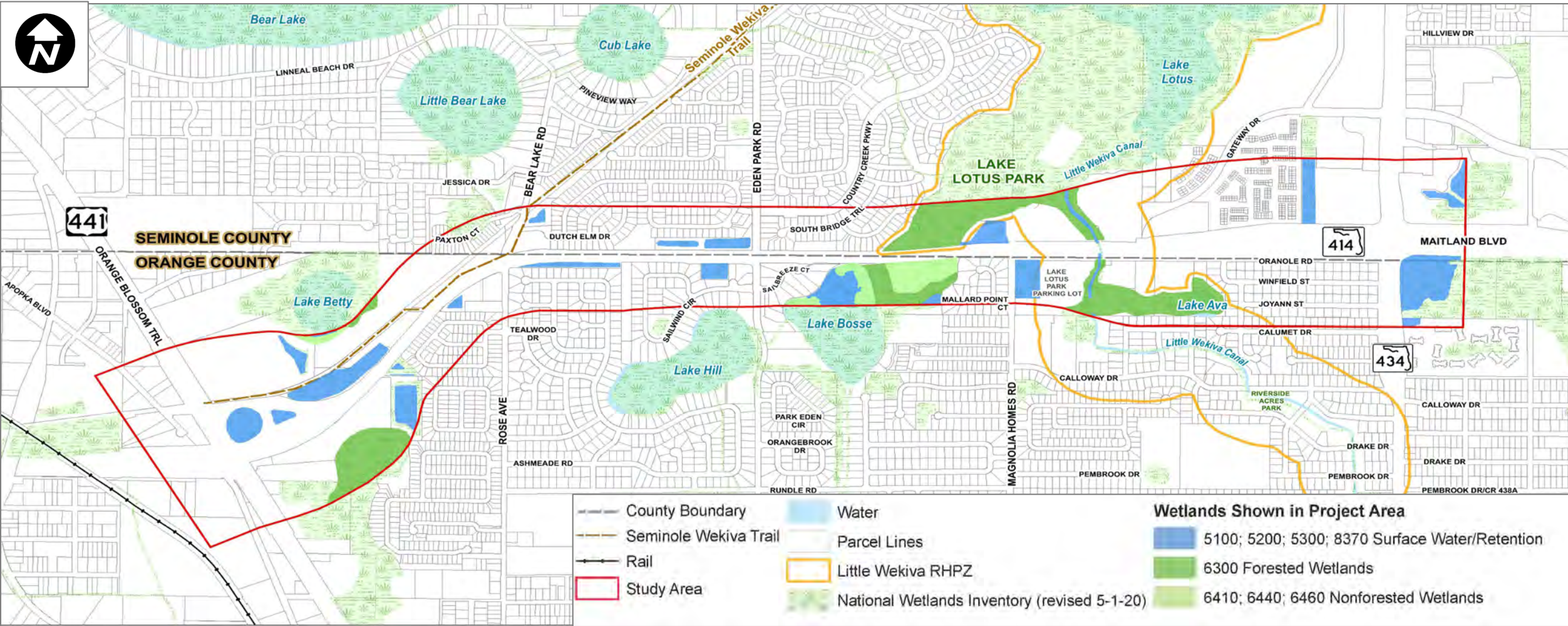
# Existing Conditions – Social



# Existing Conditions – Cultural

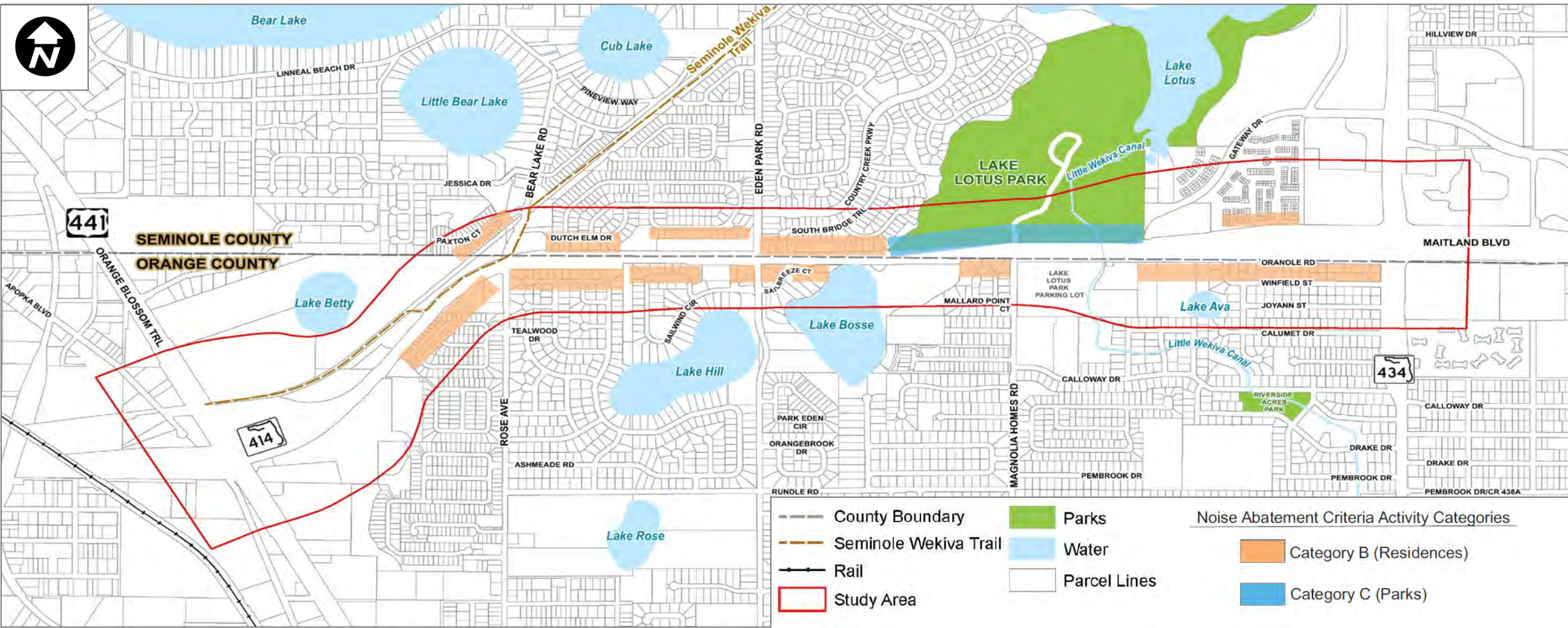


# Existing Conditions – Natural



# Existing Conditions – Physical

## Potential Noise Impact Areas



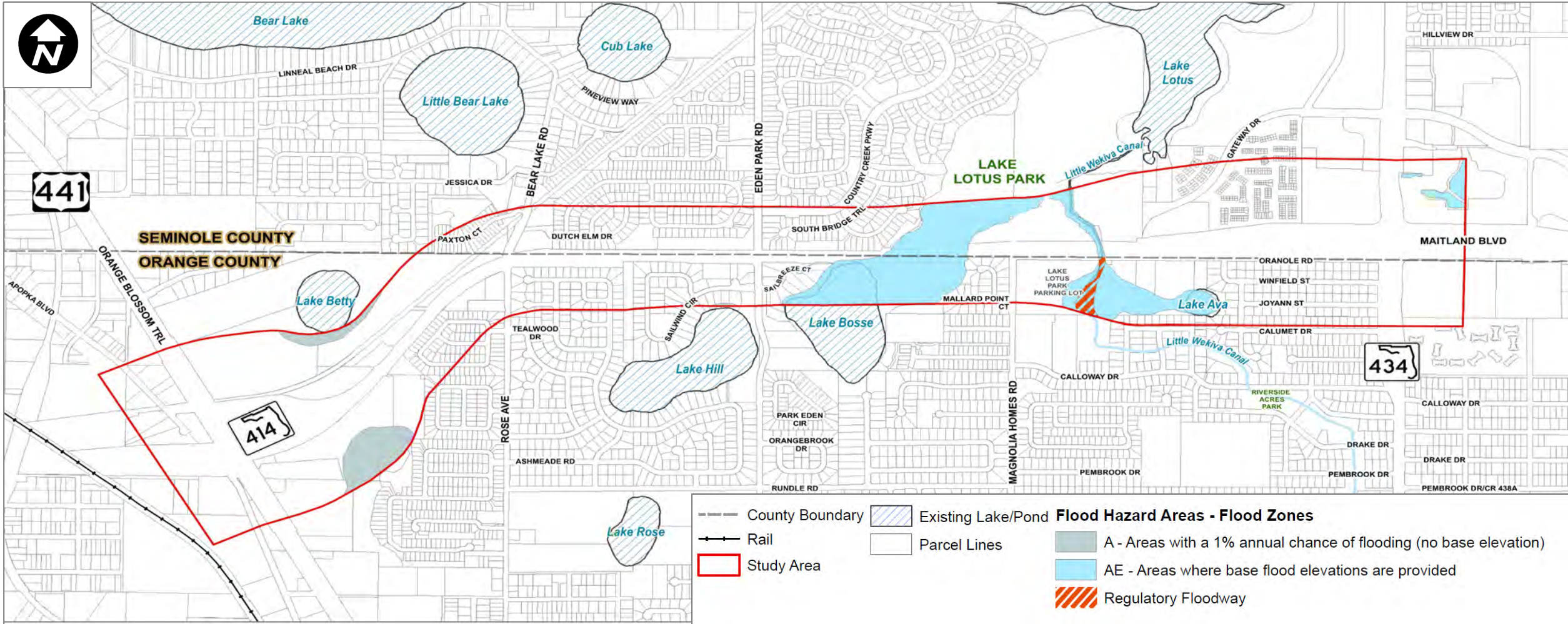
# Existing Conditions – Physical

## Potential Contamination Sites

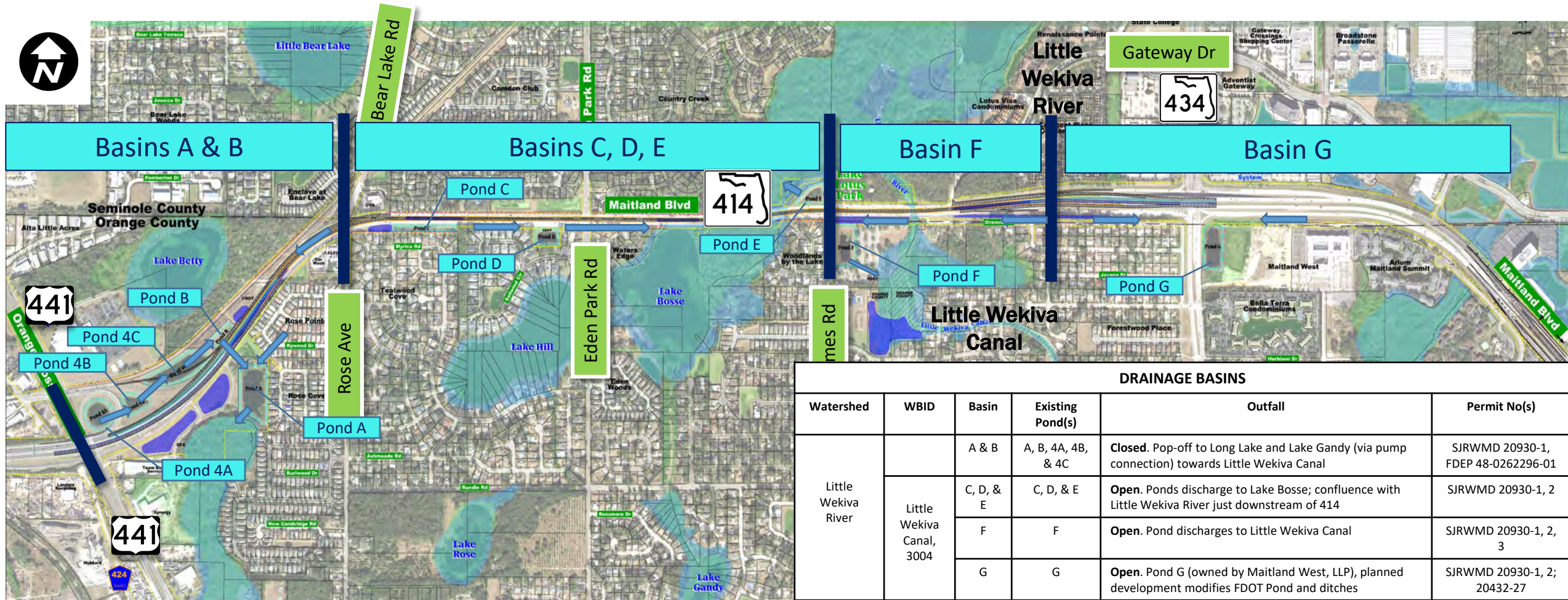


# Existing Conditions – Physical

## Floodplain



# Existing Conditions – Drainage



DRAINAGE BASINS					
Watershed	WBID	Basin	Existing Pond(s)	Outfall	Permit No(s)
Little Wekiva River	Little Wekiva Canal, 3004	A & B	A, B, 4A, 4B, & 4C	Closed. Pop-off to Long Lake and Lake Gandy (via pump connection) towards Little Wekiva Canal	SJRWMD 20930-1, FDEP 48-0262296-01
		C, D, & E	C, D, & E	Open. Ponds discharge to Lake Bosse; confluence with Little Wekiva River just downstream of 414	SJRWMD 20930-1, 2
		F	F	Open. Pond discharges to Little Wekiva Canal	SJRWMD 20930-1, 2, 3
		G	G	Open. Pond G (owned by Maitland West, LLP), planned development modifies FDOT Pond and ditches	SJRWMD 20930-1, 2; 20432-27

# Existing Typical Section SR 414 Maitland Blvd.

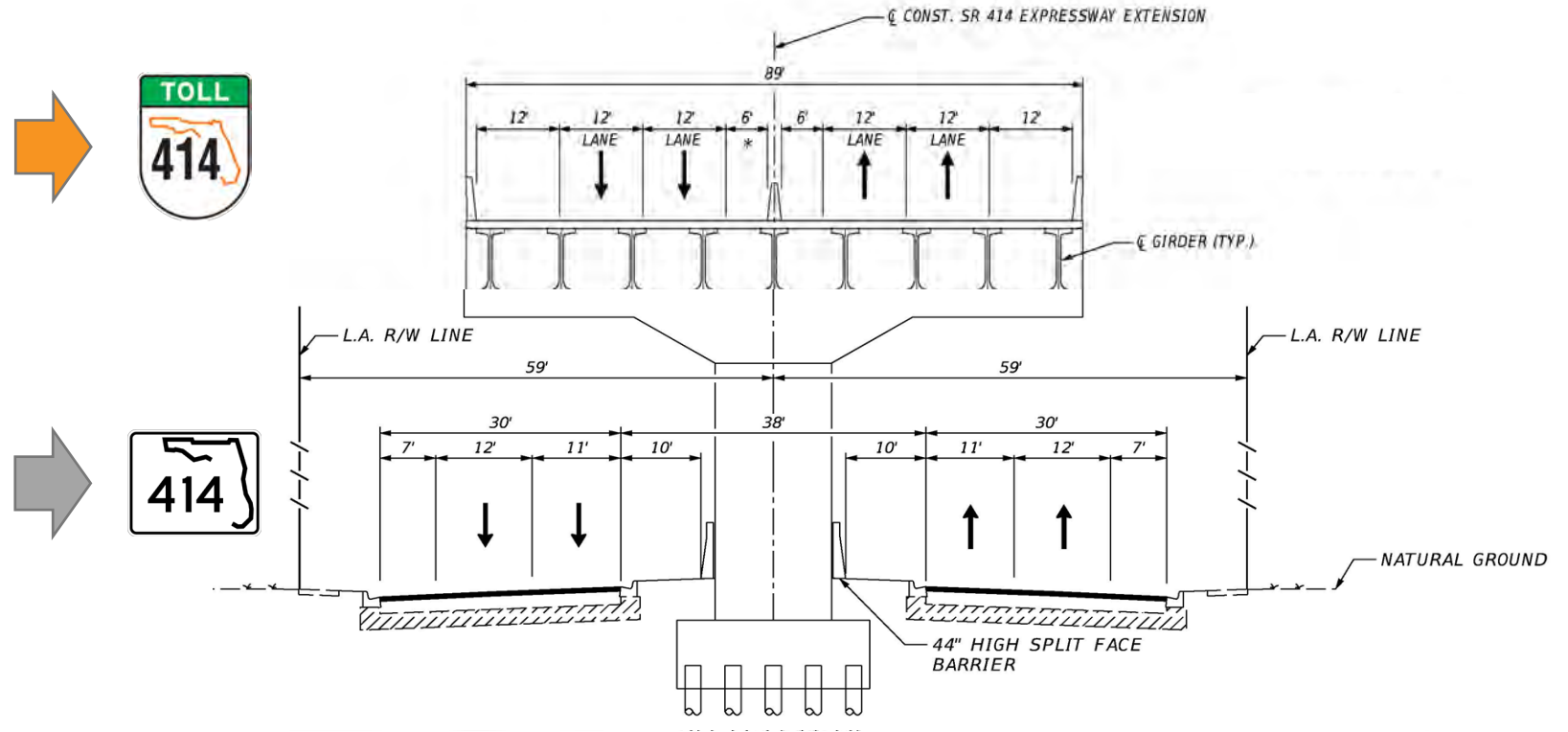


45 MPH Design Speed: Posted 50-55 mph



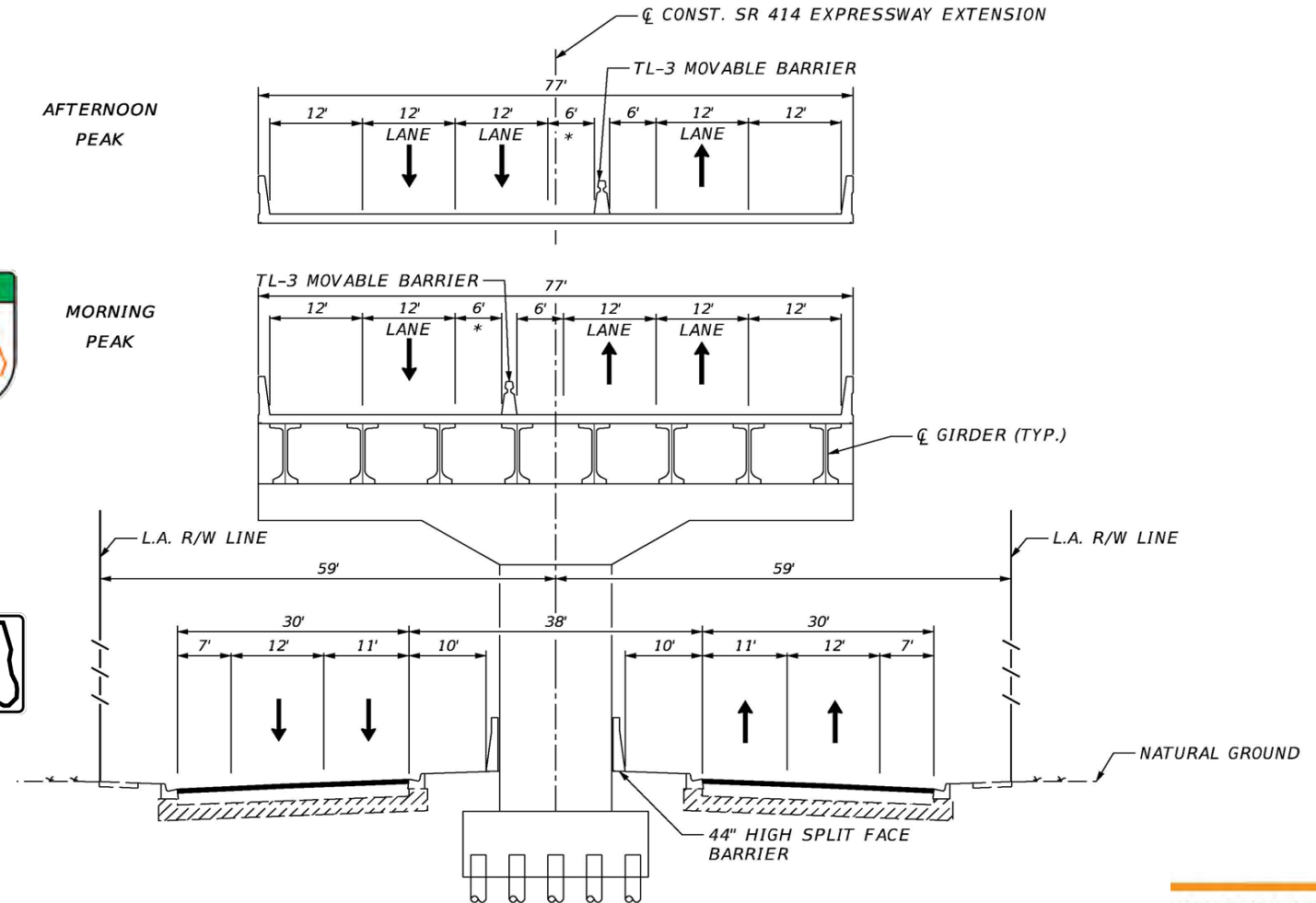
# Potential 4-Lane Expressway Typical Section

- Viable typical section
- Expressway: 2-lanes in each direction
- General Use: 2-lanes in each direction

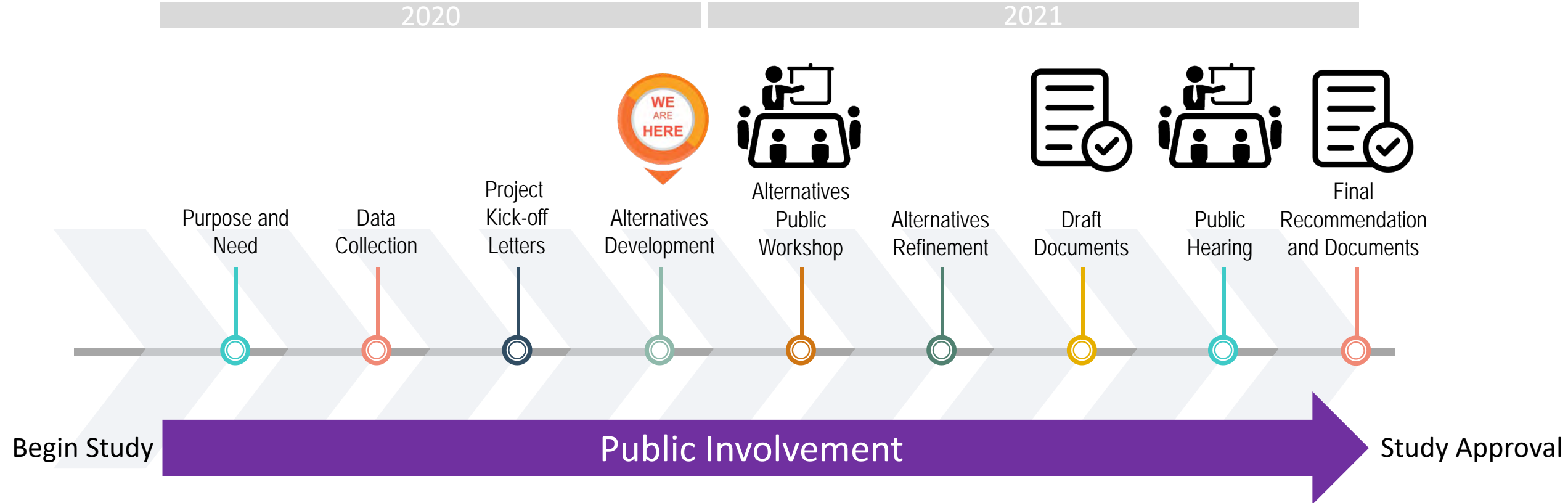


# Potential 3-Lane Expressway Typical Section

- Not viable
- Expressway:  
Convertible 3-lane with movable barrier for AM and PM peak times
- General Use: 2-lanes in each direction



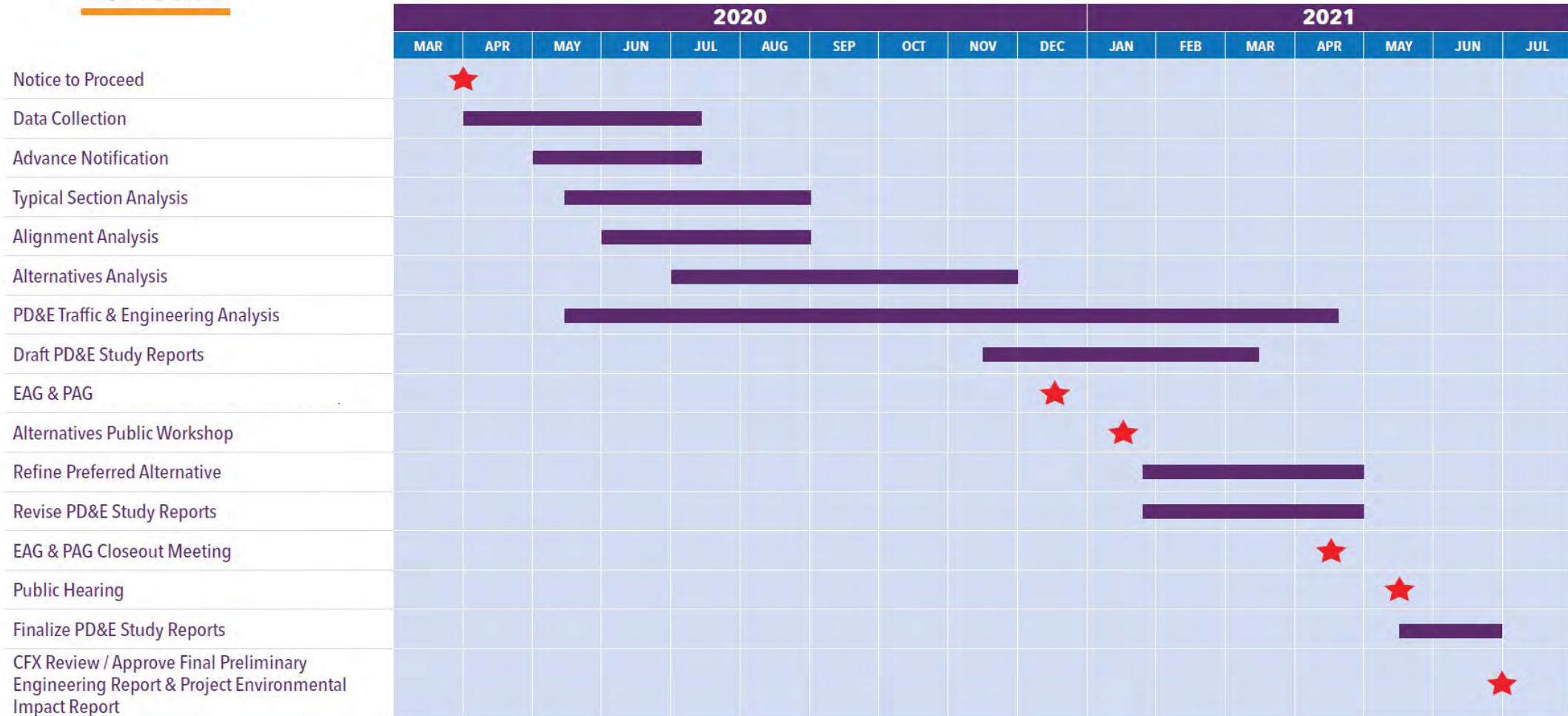
# Public Involvement



# PD&E Schedule



## SR 414 Expressway Extension PD&E Study (Subject to Change)



# Project Contact

## For more information contact:

Kathy Putnam

Public Involvement Coordinator

407-802-3210

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CFX web address:

[www.CFXway.com](http://www.CFXway.com)

Shortened study web address:

<https://bit.ly/2KLmliP>

Carnot W. Evans, PE

Project Manager (for Dewberry)

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Sunserea Dalton, PE

Consultant Project Manager

321-279-7566

[sunserea.dalton@jacobs.com](mailto:sunserea.dalton@jacobs.com)

The image shows a multi-level highway interchange with concrete overpasses and support pillars. A dark SUV is driving on the ground level road. A grassy embankment is visible on the right side. The logo is centered in the upper portion of the image.

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

**F.**  
**WILDLIFE**  
**CORRIDORS**



LORI PIPER

# FLORIDA WILDLIFE CORRIDOR

## **Wildlife Corridors Building with the Florida Corridor in Mind**

Jason Lauritsen, Florida Wildlife Corridor

**— October 22, 2020 —**



# Overview of Presentation

- *Introduction to the Corridor*
- *Defining the Corridor*
- *Core habitat patches and connectivity*
- *Corridor functions*
- *Corridor Bottlenecks*
- *Landscape Context for the 516*
- *516 Retaining connection*
- *US27 Improving Connection*
- *Protecting a “Last Wild Place”*



# Florida Wildlife Corridor



# Florida Wildlife Corridor Organization

- Expeditions – Documentaries
- Education – Stakeholder, Decision Makers, Public
- Advocacy – Complete the corridor; connect, protect, restore

[thelastgreenthread.com](http://thelastgreenthread.com)



# Lake Wales Ridge Expedition

**The Wild Divide –  
Film release in January  
2021**

**Expedition centered  
around a potential wildlife  
crossing under US 27**

[thelastgreenthread.com](http://thelastgreenthread.com)

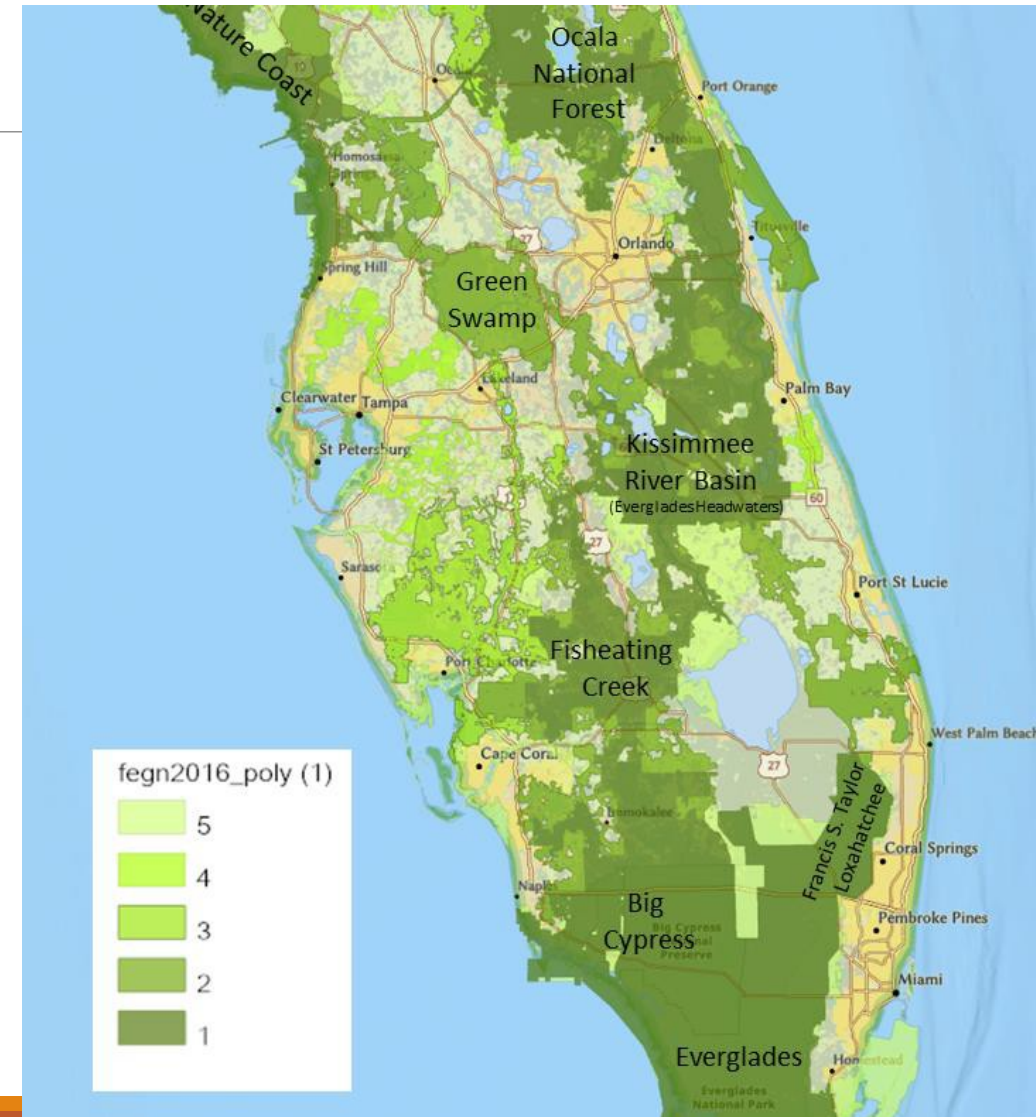


# Corridor

The [Florida Ecological Greenways Network \(FEGN\) model](#) (figure 1) “started with an aggregation of a variety of existing habitat models including FWC Strategic Habitat Conservation Areas, FWC Biodiversity Hotspots, FWC Priority Wetlands for Listed Species, FNAI Potential Natural Areas, FNAI Areas of Conservation Interest, existing and proposed conservation lands, and vegetation from FWC satellite imagery landcover.

*These data were used to identify a series of hubs, or core areas, of large, landscape-scale ecological significance, and a network of corridors connecting the hubs into a statewide ecological greenways system.*

*The entire model was updated in 2004 to include newly identified areas of ecological significance (including the FNAI Rare Species Habitat Conservation Priorities and High Quality Watersheds models) and to remove recently developed areas.”* The FEGN model identifies five different geographies by priority.



# Wildlife Corridors and Core Habitat Patches



# Corridor Function

**Wildlife Corridor functions vary.** As will their design. Technical expertise must be applied to local conditions.

- Commuter – daily movements
- Seasonal – annual migrations
- Dispersal – one way movements

Corridors facilitate wildlife movements, which may be commuter, seasonal, or one time dispersal events.

Wildlife Corridors maintain genetic exchange, facilitate seasonal movements, provide for multigenerational movement, and enable movement over time in response to climate change (Hilty 2019)

**In short, further fragmentation of habitat will lead to decreased species richness, smaller wildlife populations (fewer bears, bobcats, panthers etc), more frequent patch extinction, slower recolonization of patches, and reduced genetic vigor leaving populations vulnerable to disease.**

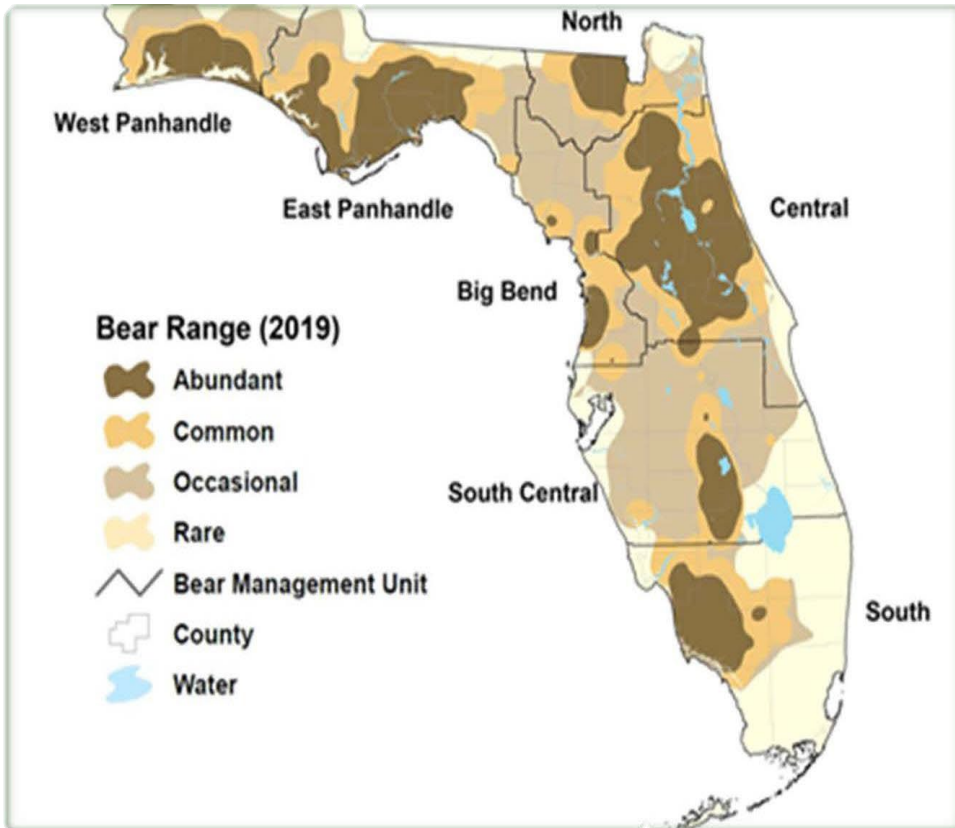
Hilty, J. A., Keeley, A.H., Lidicker, W.Z., & Merenlender, A. M. (2019). *Corridor ecology: linking landscapes for biodiversity conservation and Climate Adaptation*. Washington, DC: Island Press.

## What does success look like?

The immigration of one unrelated successful breeding individual per generation can be enough to counter genetic drift (Wang 2004)

Wang, J. 2004. *Application of the one-migrant-per-generation rule to conservation and management*. *Conservation Biology* 18(2):332-43.

# Bear Ranges



Black Bear Management Plan Chapter 2: Biological and Management Background

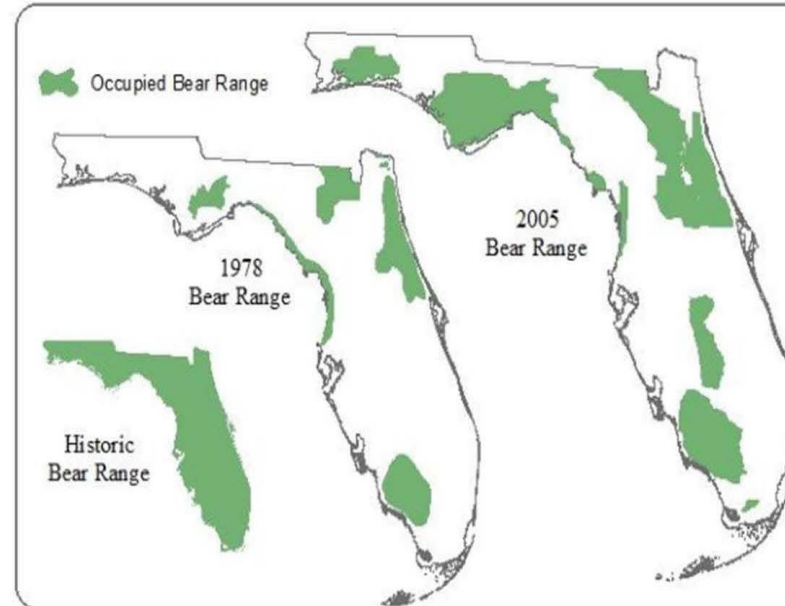


Figure 4. Changes in black bear distribution in Florida from before 1800, 1978 (Brady and Maehr 1985), and 2005 (Simek et al. 2005).



# Florida Wildlife Corridors – By the Numbers



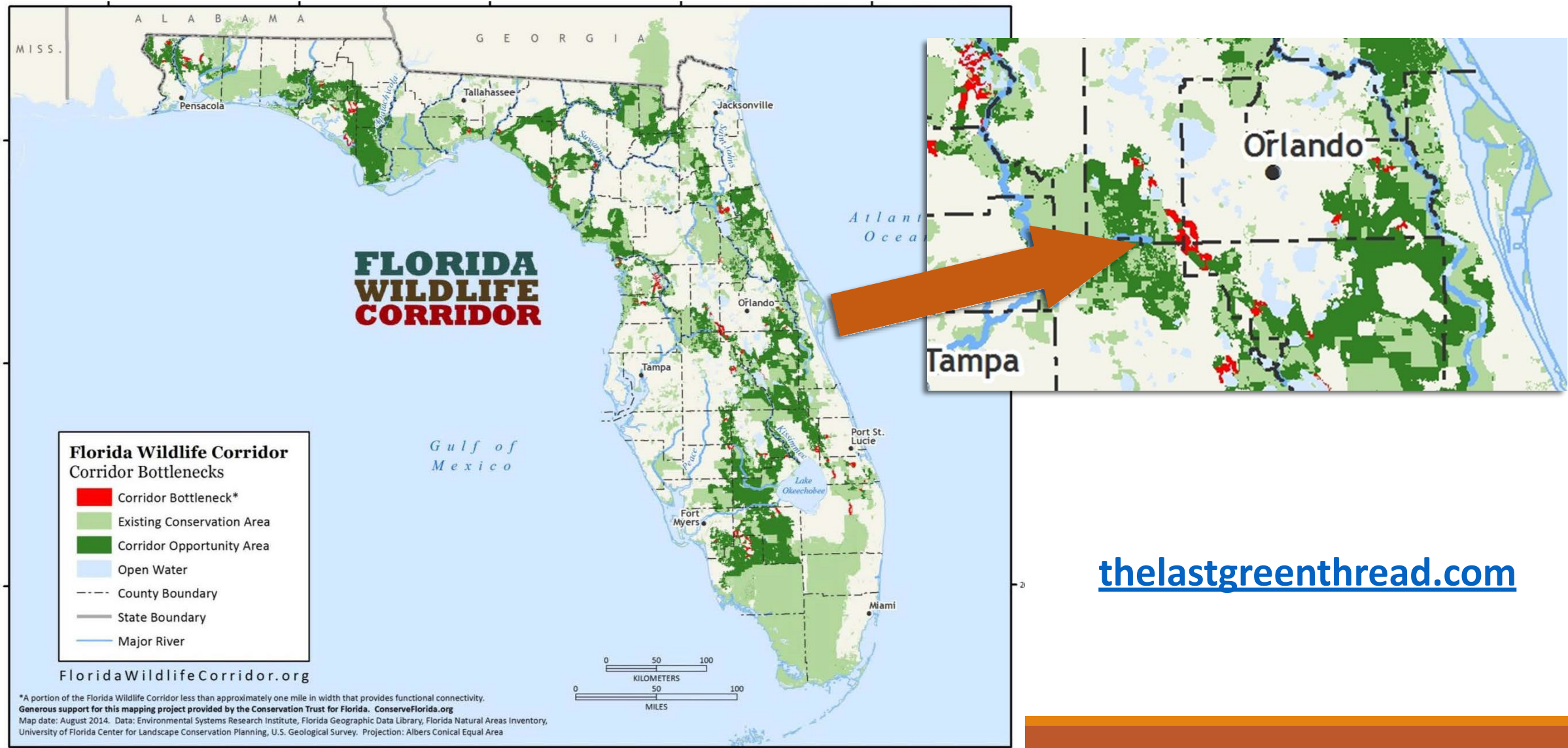
**FLORIDA  
WILDLIFE  
CORRIDOR**

9.8 million acres  
protected  
6.9 million acres  
unprotected  
**16.7 million acres**

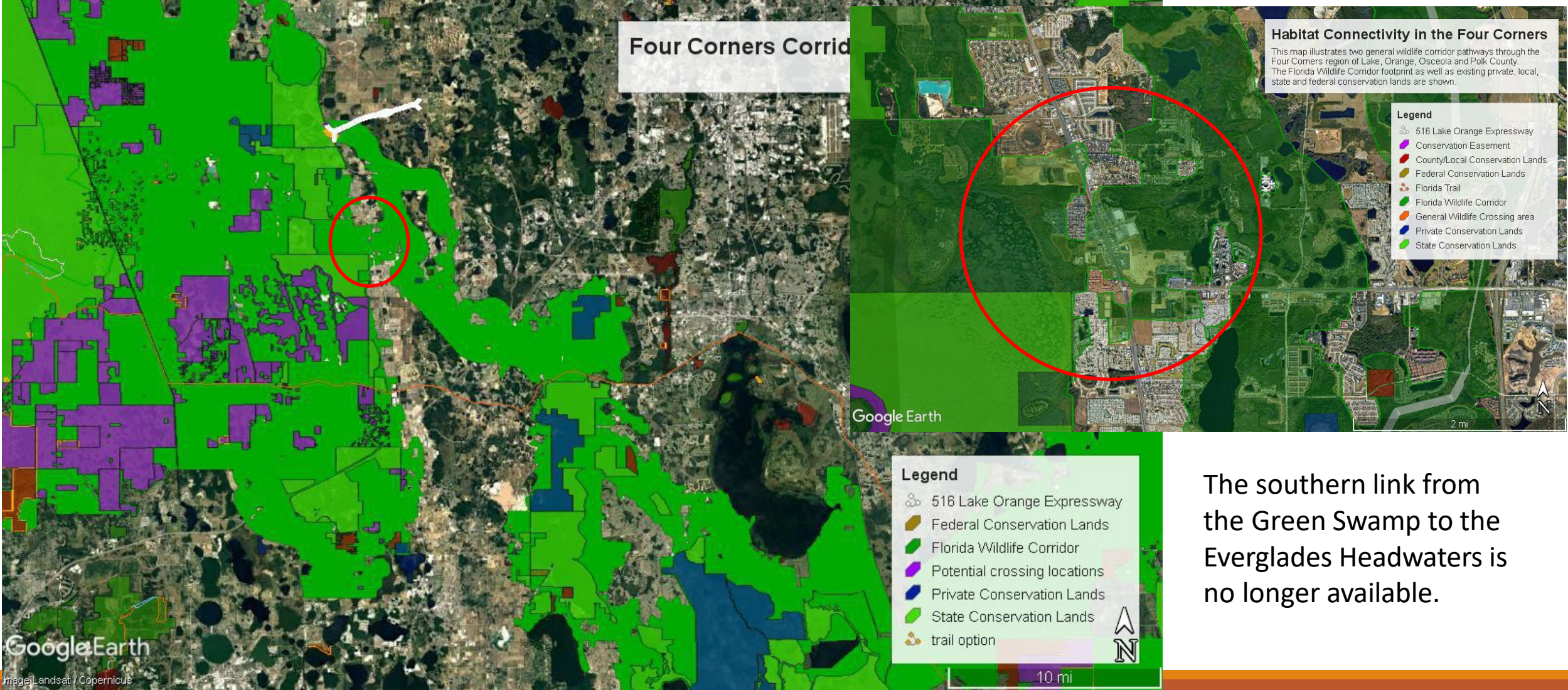
75 State Parks  
43 Major Springs  
**37 State Forests**

**111 Bottlenecks**

# Corridor Bottlenecks



# one option



The southern link from the Green Swamp to the Everglades Headwaters is no longer available.

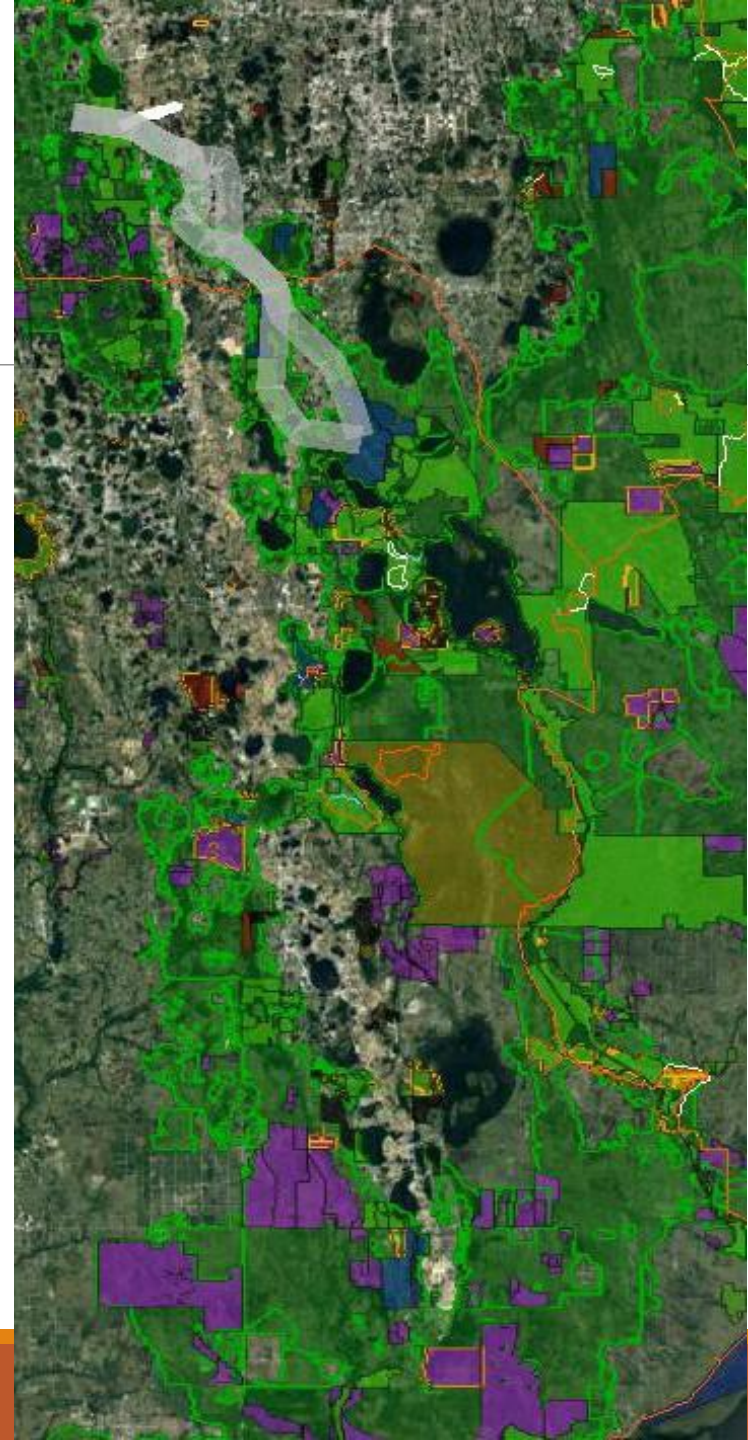
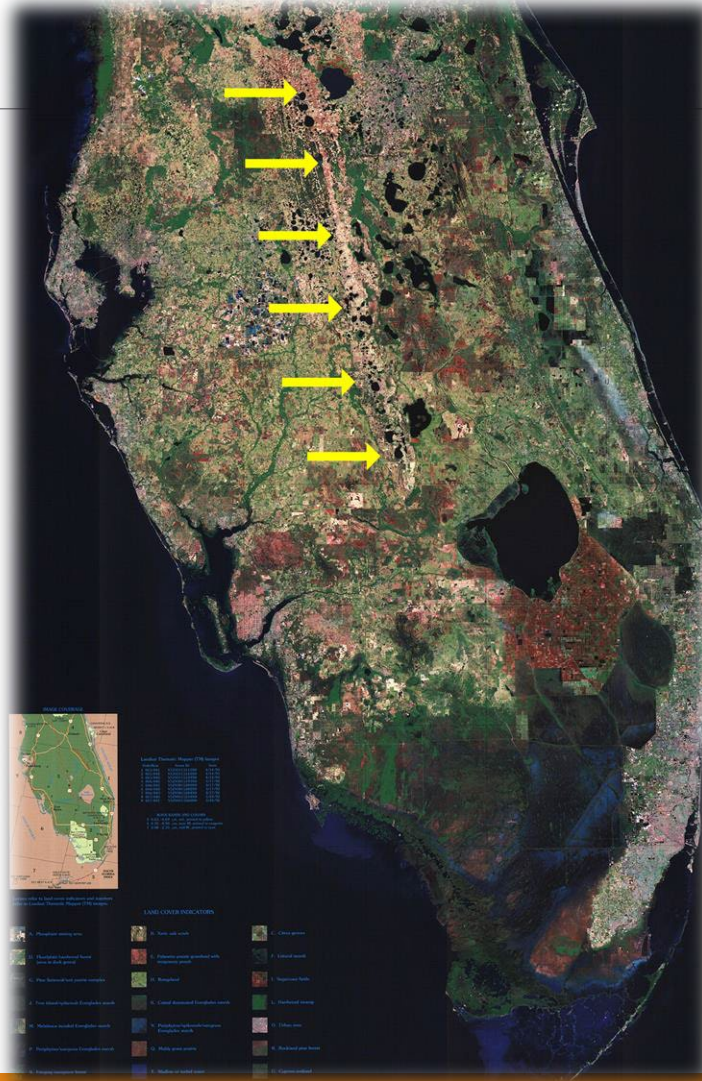
# Ridge

## Lake Wales Ridge

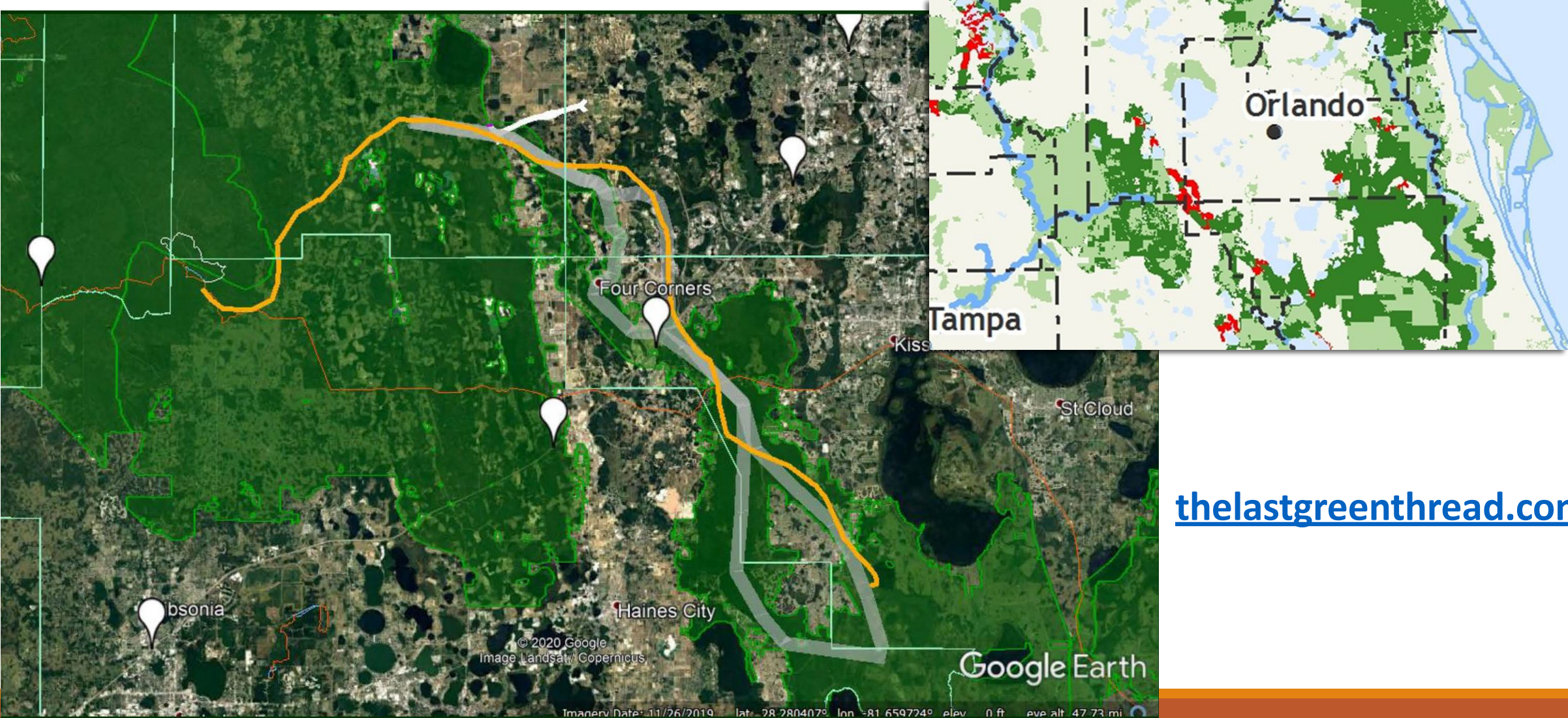
- 116 miles long 7.3 miles wide (ave)
- Ridge scrub, high pine, scrubby flatwoods
- 85-90% lost to development
- 8000 acres remain, 11% of that is protected

## Imperiled Species

- 16 animals
- 35 plants

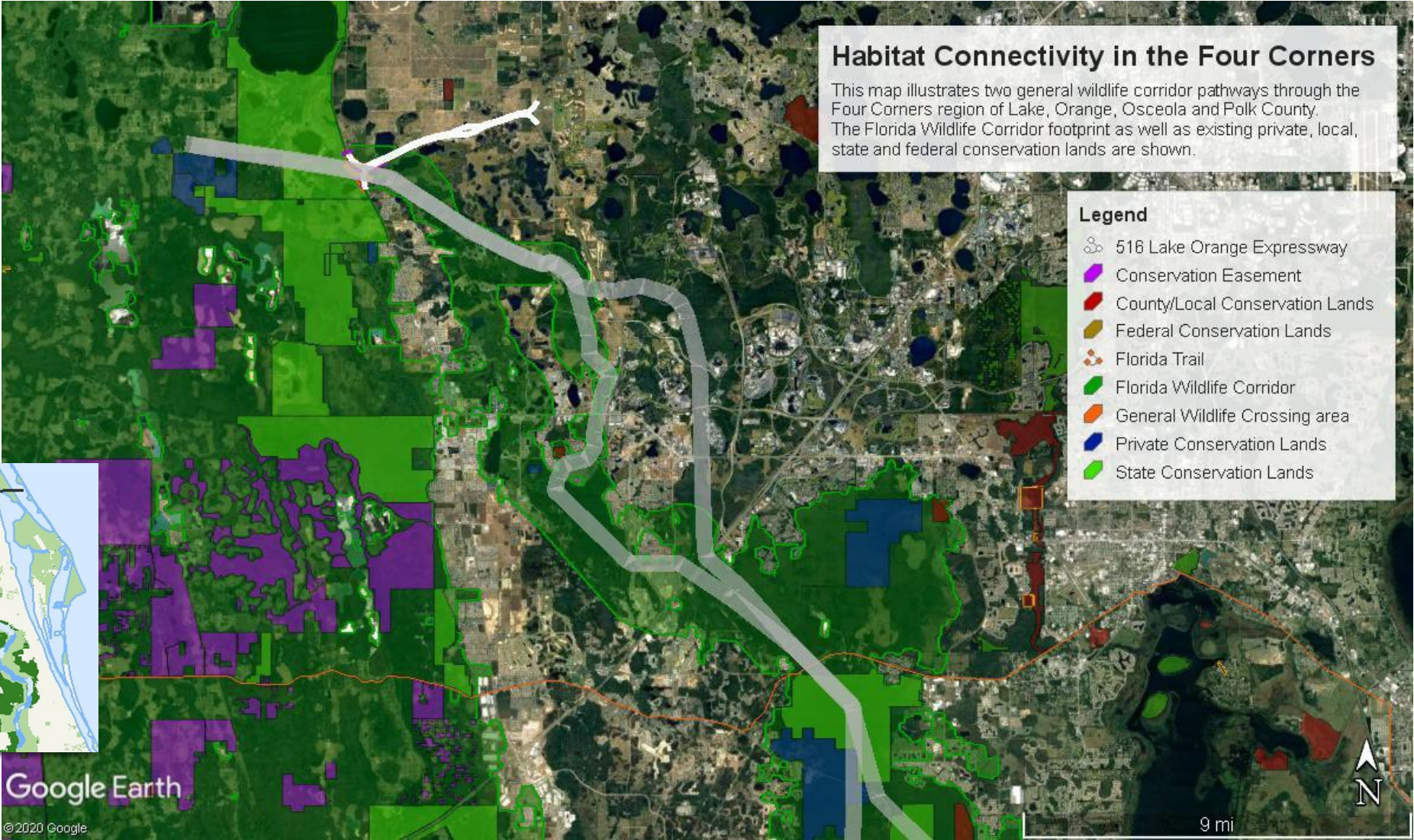


# Context

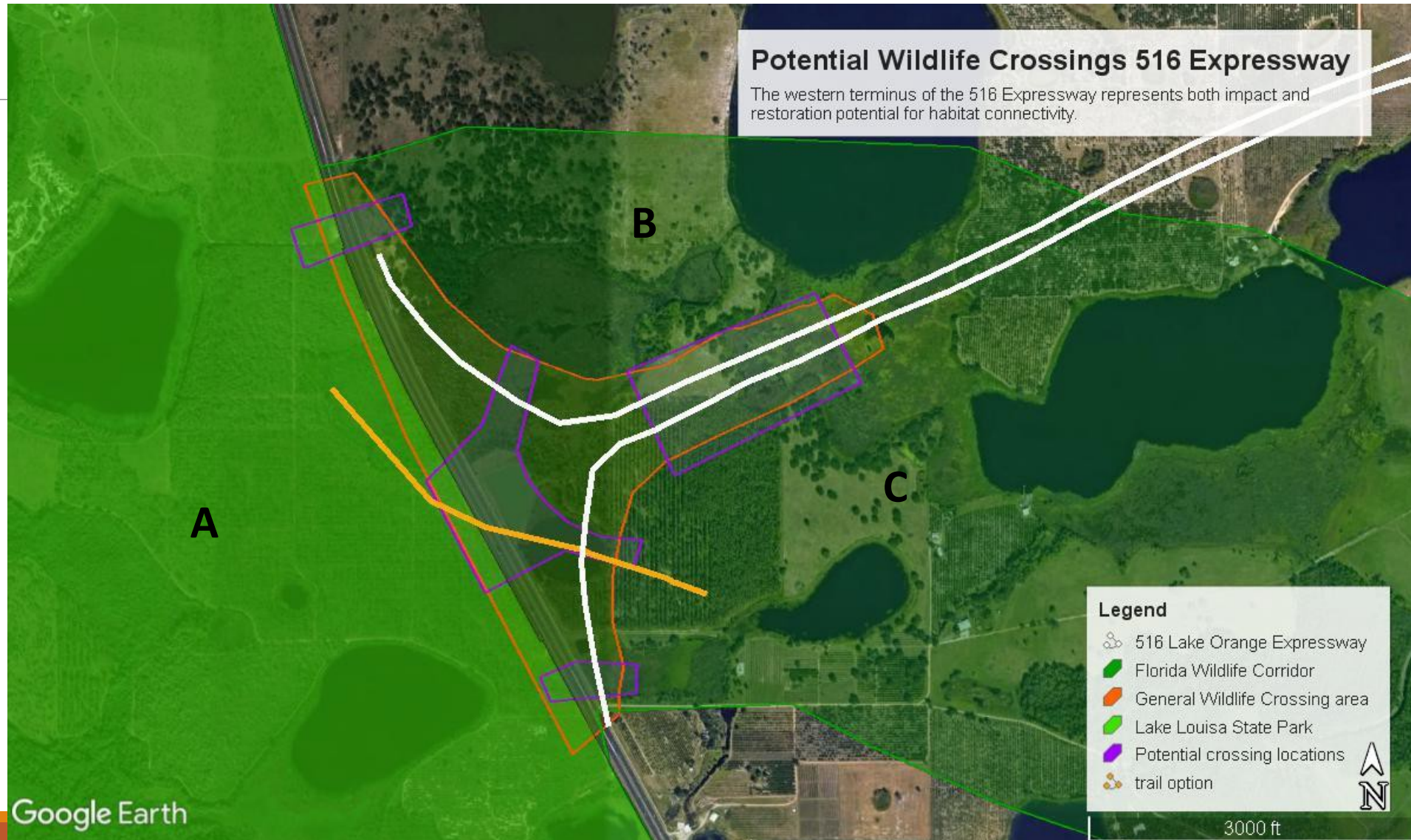


[thelastgreenthread.com](http://thelastgreenthread.com)

# conservation lands



# Western 516



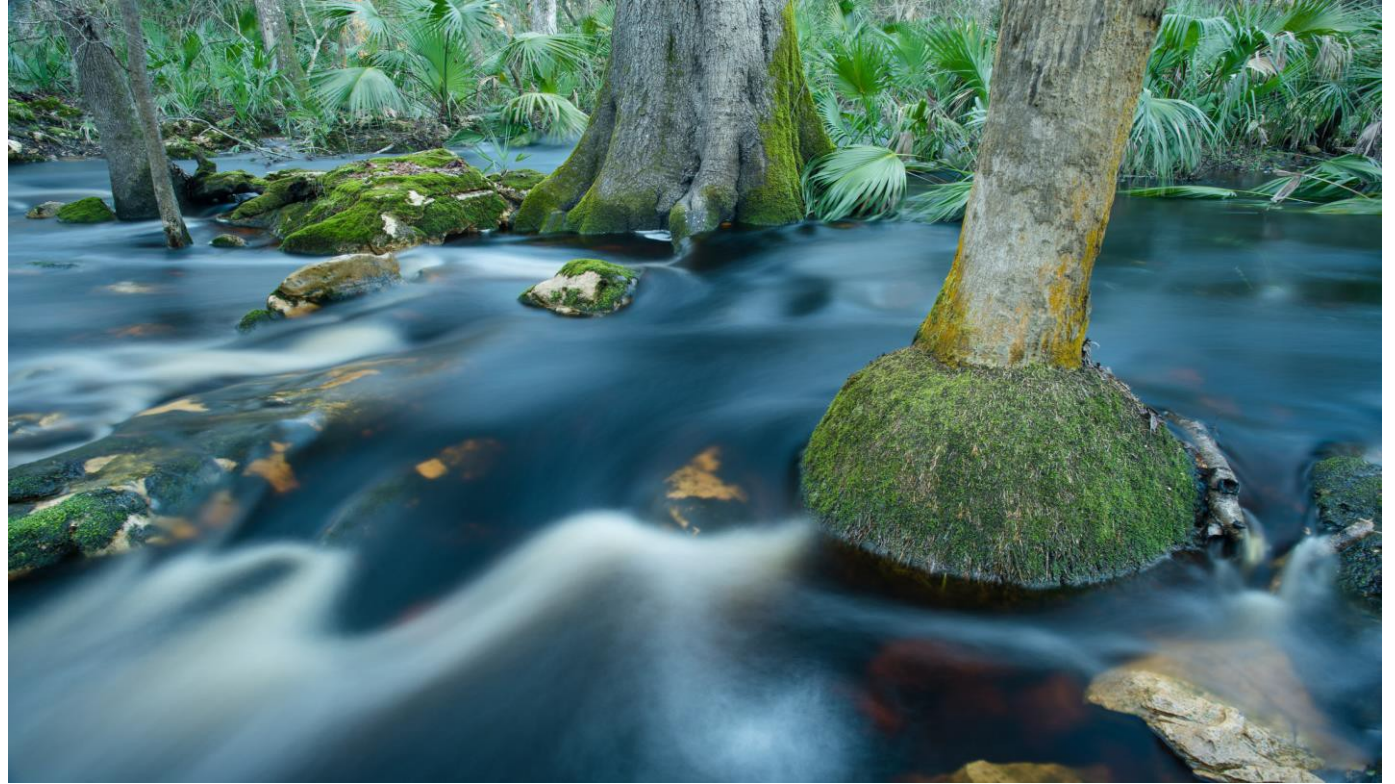
# Protecting a Last Wild Place



CARLTON WARD



# Conclusions



# Questions



LORI PIPER

**FLORIDA  
WILDLIFE  
CORRIDOR**

THANK YOU!

for more information visit:

<http://floridawildlifecorridor.org/>

to support FLWC:

<http://floridawildlifecorridor.org/support/>

**G.  
CFX  
SUSTAINABILITY  
PROGRAM**

The logo for the Central Florida Expressway Authority is centered in the upper portion of the image. It consists of a white rectangular box with two horizontal orange bars, one above and one below the text. The text is arranged in four lines: 'CENTRAL' and 'FLORIDA' in a dark blue, serif font; 'EXPRESSWAY' in an orange, sans-serif font; and 'AUTHORITY' in a dark blue, serif font. The background of the entire slide is a photograph of a multi-level highway interchange with concrete overpasses and a grassy embankment under a clear blue sky.

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

# Sustainability Program Status

— October 22, 2020 —

# Background

- The RAY visit
- CFX Sustainability Report Accepted by CFX Board
  - Deployment of Photovoltaic (PV) Power Solutions (Solar Deployments)
  - Improved Energy Efficiencies at CFX Buildings
  - Readiness for Vehicle Electrification



# 5-Year Work Plan Photovoltaic Projects

Location	Estimated Lifetime Savings	Construction Completed (FY)
Hiawassee Data Center – SR 408	\$3,951,000	2021
Hiawassee Mainline Plaza – SR 408	\$3,075,000	2021
Coral Hills Mainline Plaza – SR 414	\$2,331,000	2022
John Young Mainline Plaza – SR 417	\$2,080,000	2022
Independence Mainline Plaza – SR 429	\$1,955,000	2023
Forest Lake Mainline Plaza – SR 429	\$1,955,000	2023
University Mainline Plaza – SR 417	\$2,080,000	2023
Conway West Mainline Plaza – SR 408	\$2,669,000	2024
Boggy Creek Mainline Plaza – SR 417	\$2,296,000	2025
Pine Hills Mainline Plaza – SR 408	\$2,420,000	2025
<b>Total Lifetime Savings (Est. 25 Yrs)</b>	<b>\$24,812,00</b>	

# Hiawassee Plaza: Elevated Ground Mount PV



Components	Hiawassee Mainline Data Center	Hiawassee Mainline Plaza
System Description	PV Solar Panels with inverter sized for meter load; system comprised of PV panels and inverters	PV Solar Panels with inverter sized for meter load; system comprised of PV panels and inverters
Basic Sizing Information	~ 320 kW	~ 250 kW
Benefits of System	Sustainable Power	

# DMS Power Source: Floating PV



Components	Solar Power System (SPS)	Energy Storage System (ESS)	Utility Power System
Functionality	Provide Primary Power to the DMS & Charge the ESS	Provide Power to DMS when SPS is not generating	Backup source - provides power when SPS and ESS are not available (battery drained & PV unavailable)
Basic Sizing Information	~ 9 kW	~ 2 Day storage	NA
Benefits of System	Sustainable Power and added reliability and power redundancy to the system		



# CFX HQ Energy Audit and Retro-commission



## CFX Headquarters Assessment including:

- Review of current energy and water consumption, maintenance activities
- Evaluation of potential modifications and improvements
  - HVAC Performance, Controls
  - Lighting Control/Retrofits
  - Maintenance Work
- Identify Low-cost / High-return energy reductions
- Implement Improvements and Measure Performance

# Electric Vehicle Charging Station



- OUC Charge-It Program
- Single Station with Two Charge Connections
- Level 2 Charging
- Starting with Single Dedicated spot for EV vehicles
- Flexibility to Expand



# Conclusion

## Floating PV

Dynamic Message Sign  
Alternative Power Source  
EST. Completion: FY 2021

## Elevated PV

Hiawassee Data Center  
Hiawassee Mainline Plaza  
EST. Completion: FY 2021

## Building Efficiency

CFX Headquarters Building  
EST. Completion: FY 2021

## EV Charging

Pilot Charging Station at  
CFX HQ  
EST. Completion: FY 2021

## Ground Mount, Floating & Elevated/ PV

8 Additional Projects scheduled within Work  
Plan