AGENDA ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING August 19, 2021 10:00 a.m.

Meeting location: Central Florida Expressway Authority 4974 ORL Tower Road Orlando, FL 32807 Boardroom

A. CALL TO ORDER

B. PUBLIC COMMENT

Pursuant to Section 286.0114, Florida Statutes and CFX Rule 1-1.011, the Environmental Stewardship Committee provides for an opportunity for public comment at the beginning of each regular meeting. The Public may address the Committee on any matter of public interest under the Committee's authority and jurisdiction, regardless of whether the matter is on the Committee's agenda but excluding pending procurement issues. Each speaker shall be limited to 3 minutes. The Public may also submit written comments in advance of the meeting to be read into the record except that if the comments exceed 3 minutes in length, when read, they will only be attached as part of the minutes.

C. APPROVAL OF JUNE 17, 2021 COMMITTEE MEETING MINUTES (action item)

D. AGENDA ITEMS

- 1. SOUTHPORT CONNECTOR EXPRESSWAY PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY – Glenn Pressimone, PE, Chief of Infrastructure and Ralph Bove, Project Manager, Volkert, Inc. (info item)
- 2. PREFERRED ALTERNATIVE FOR THE NORTHEAST CONNECTOR EXPRESSWAY -PHASE 1 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY – Glenn Pressimone, PE, Chief of Infrastructure and Dan Kristoff, Project Manager, RS&H (action item)
- 3. PREFERRED ALTERNATIVE FOR THE STATE ROAD 414 EXPRESSWAY EXTENSION PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY – Glenn Pressimone, PE, Chief of Infrastructure and Sunserea Dalton, Project Manager, Jacobs Engineering Group Inc. (action item)
- 4. **STATE ROAD 516 LAKE/ORANGE EXPRESSWAY PERMITTING REVIEW** *Nicole Gough, Project Manager, Dewberry Engineers, Inc.* (info item)
- E. OTHER BUSINESS
- F. 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, they will need a record of the proceedings, and that, for such purpose, they 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 <u>tranetta.Dennis@cfxway.com</u> 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 accommodations to participate in this proceeding, then they should contact the Central Florida Expressway Authority at (407) 690-5000 no later than two (2) business days prior to the proceeding.

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

C. APPROVAL OF JUNE 17, 2021 MEETING MINUTES

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

DRAFT MINUTES CENTRAL FLORIDA EXPRESSWAY AUTHORITY ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING June 17, 2021

Location: Central Florida Expressway Authority 4974 ORL Tower Road, Orlando, FL 32807 Boardroom

<u>Committee Members Present:</u> Timothee Sallin, Lake County Representative, Committee Chairman Richard Durr, Seminole County Representative Beth Jackson, Orange County Representative Charles Lee, Citizen Representative Robert Mindick, Osceola County Representative Brittany Sellers, City of Orlando Representative

<u>Committee Member Not Present:</u> Jim Barfield, Brevard County Representative

Others Present: Laura Kelley, Executive Director Michelle Maikisch, Chief of Staff/Public Affairs Officer Rita Moore, Recording Secretary/Executive Administrative Coordinator Laura Newlin Kelly, Associate General Counsel Glenn Pressimone, Chief of Infrastructure Carnot Evans, Dewberry Engineers, Inc. Dan Kristoff, RS&H, Inc. Nicole Gough, Dewberry Engineers, Inc.

A. CALL TO ORDER

The meeting was called to order at approximately 10:01 am by Chairman Sallin.

B. PUBLIC COMMENT

Ms. Rita Moore, Recording Secretary announced there were no public comments.

C. APPROVAL OF MEETING MINUTES

1. OCTOBER 22, 2020 MEETING MINUTES

A motion was made by Mr. Mindick and seconded by Mr. Lee to approve the October 22, 2020 minutes as presented. The motion carried unanimously with six (6) members present voting AYE by voice vote. Mr. Barfield was not present.

2. FEBRUARY 18, 2021 MEETING MINUTES

A motion was made by Ms. Jackson and seconded by Mr. Durr to approve the February 18, 2021 minutes with a correction to page 2 of 3 to correct the name of the individual responding to the questions as "<u>Mr. Tate</u>" and not Mr. Wood. The motion carried unanimously with six (6) members present voting AYE by voice vote. Mr. Barfield was not present.

D. AGENDA ITEMS

1. SR 414 PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

Mr. Carnot Evans of Dewberry Engineers, Inc. presented the SR 414 Project Development & Environment (PD&E) Study. He described the project objectives and the environmental considerations identified. He outlined the previous Environmental Stewardship Committee, Environmental Advisory Group, Project Advisory Group input and the alternatives identified based on the input.

The Committee Members asked questions which were answered by Mr. Evans.

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

2. <u>NORTHEAST CONNECTOR EXPRESSWAY PHASE 1 PROJECT DEVELOPMENT &</u> <u>ENVIRONMENT (PD&E) STUDY</u>

Mr. Dan Kristoff of RS&H, Inc. presented the Northeast Connector Expressway Phase 1 Project Development & Environment (PD&E) Study. He described the project goals and study area. He described the input received from the Environmental Stewardship Committee, Environmental Advisory Group and Project Advisory Group and identified what has been implemented. Mr. Kristoff presented the alignment alternatives developed within Corridor A.

The Committee Members asked questions which were answered by Mr. Kristoff.

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

3. PROJECT PERMITTING UPDATE

Ms. Nicole Gough of Dewberry Engineers, Inc. presented the project permitting update. She described the permitting process and the regulatory updates as well as timelines and challenges of the permitting process.

Discussion ensued and committee members provided suggestions regarding the permitting process.

The Committee Members asked questions which were answered by Ms. Gough.

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

E. OTHER BUSINESS

Discussion ensued regarding future agenda items, projects, property acquisition and mitigation.

Chairman Sallin announced that the next Environmental Stewardship Committee meeting is scheduled for August 19th at 10:00 a.m.

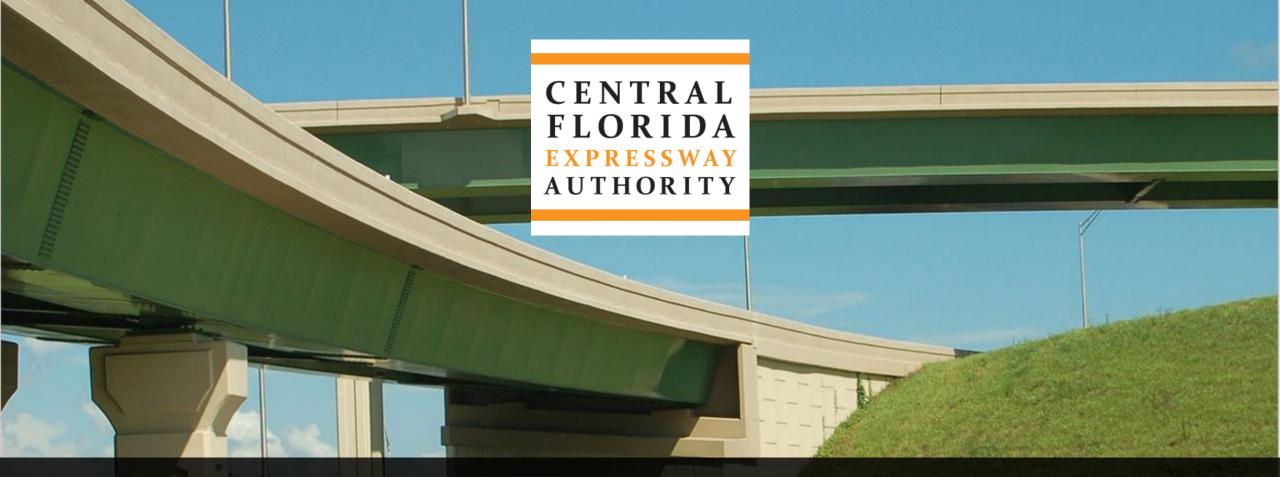
F. <u>ADJOURNMENT</u>

Chairman Sallin adjourned the meeting at 12:10 p.m.

Minutes approved on _____, 2021.

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 <u>publicrecords@CFXway.com</u> or 4974 ORL Tower Road, Orlando, FL 32807.

D.1 SOUTHPORT CONNECTOR **EXPRESSWAY** PROJECT **DEVELOPMENT & ENVIRONMENT** (PD&E) STUDY



Southport Connector Expressway Project Development & Environment (PD&E) Study Environmental Stewardship Committee – August 19, 2021 – Glenn Pressimone, PE, CFX Chief of Infrastructure Ralph Bove, Volkert, Inc.

Goals and Objectives

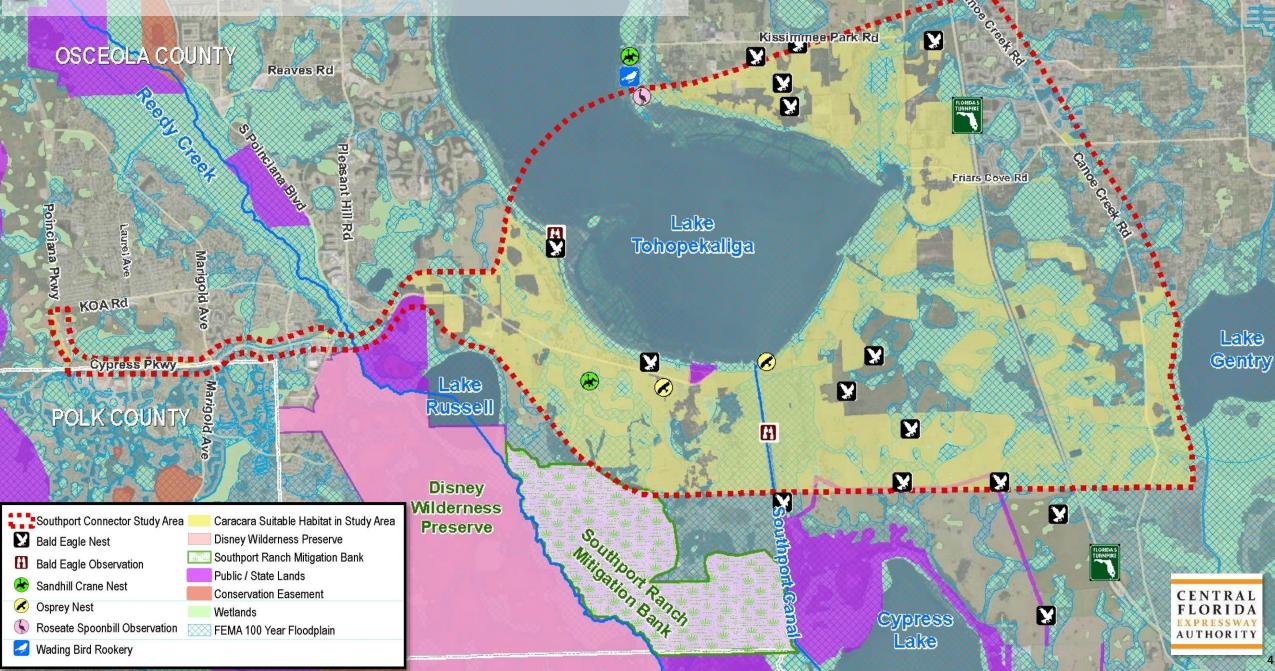
- Improve connections to existing corridors
- Enhance mobility of growing population and economy
- Relieve capacity constraints along Cypress Parkway
- Accommodate future transit options
 - Local, state and regional plans
 - Close coordination with future land use development
- Promote regional connectivity
- Enhance evacuation and emergency service



Southport Connector PD&E Study Area



Environmental Constraints







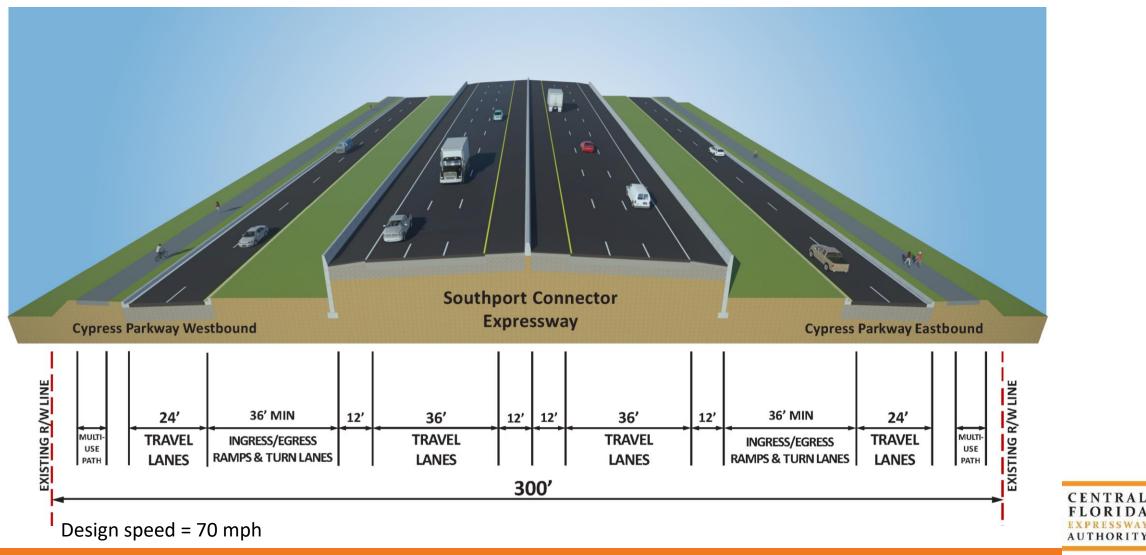
Cypress Parkway Segment

- Typical section rendering
- Concept plan refinements
- Access points (slip ramps)
- Turn lanes at cross streets
- Addressing community comments



Cypress Parkway Conceptual Rendering

Poinciana Parkway to Pleasant Hill Road



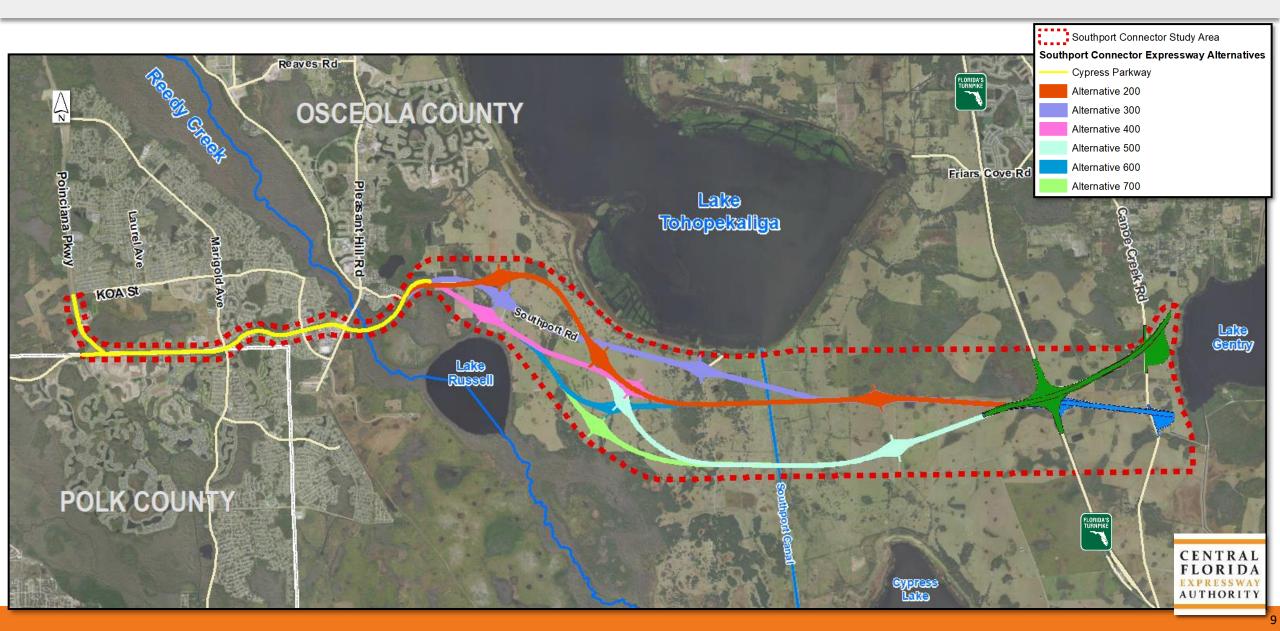
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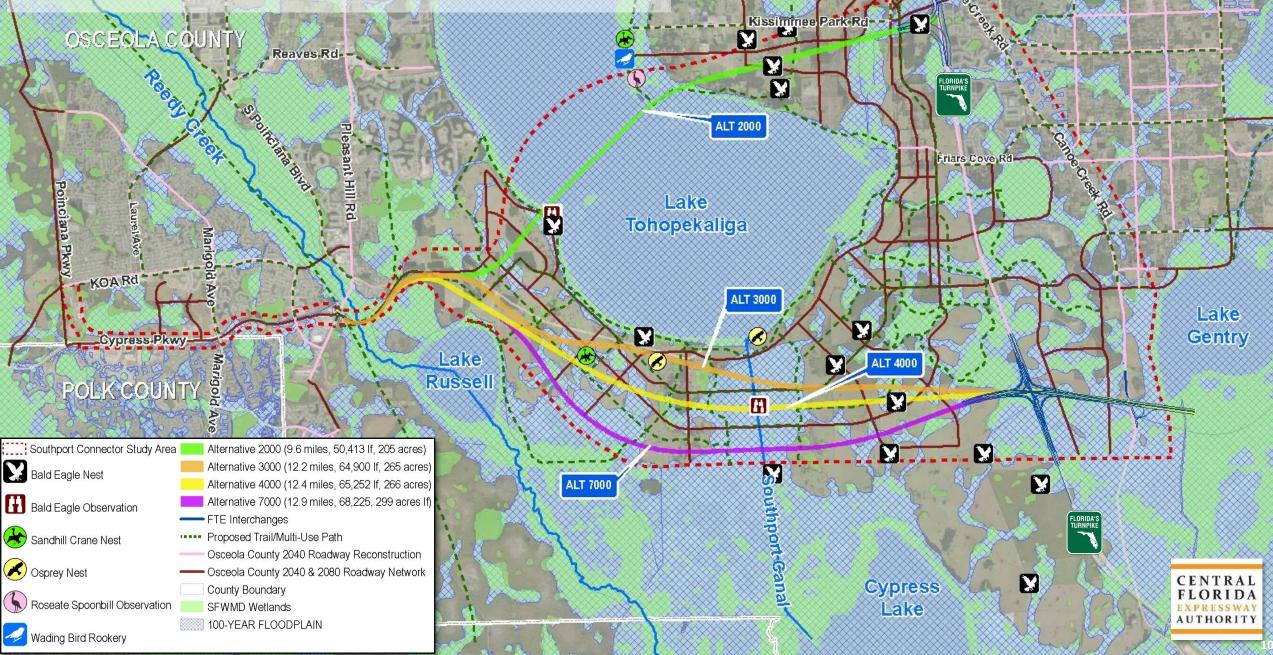
Corridors East of Pleasant Hill Road

- Refinements of Corridors from CF&M Study
- Typical Section Renderings
- Comparative Evaluation of Alternatives

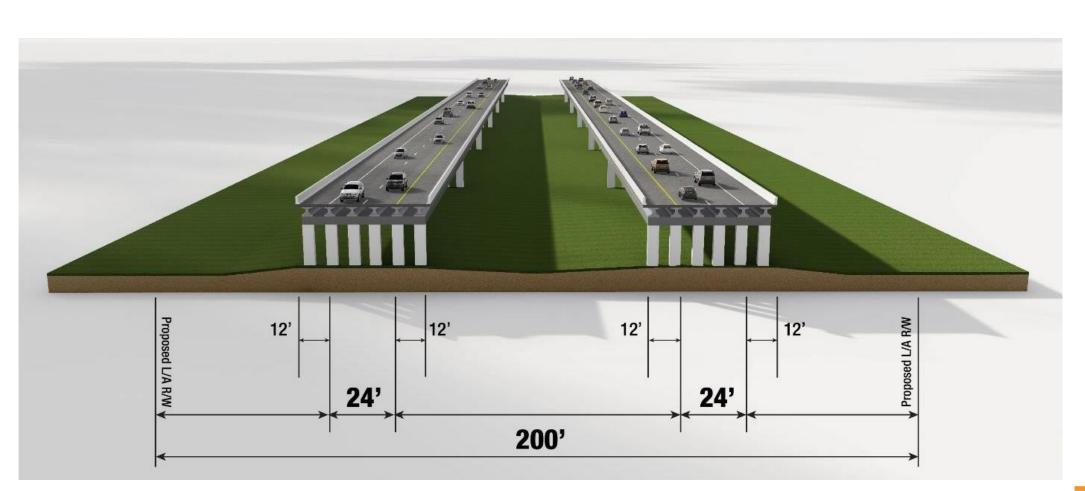
Alternatives East of Pleasant Hill Road



Refined Alternatives



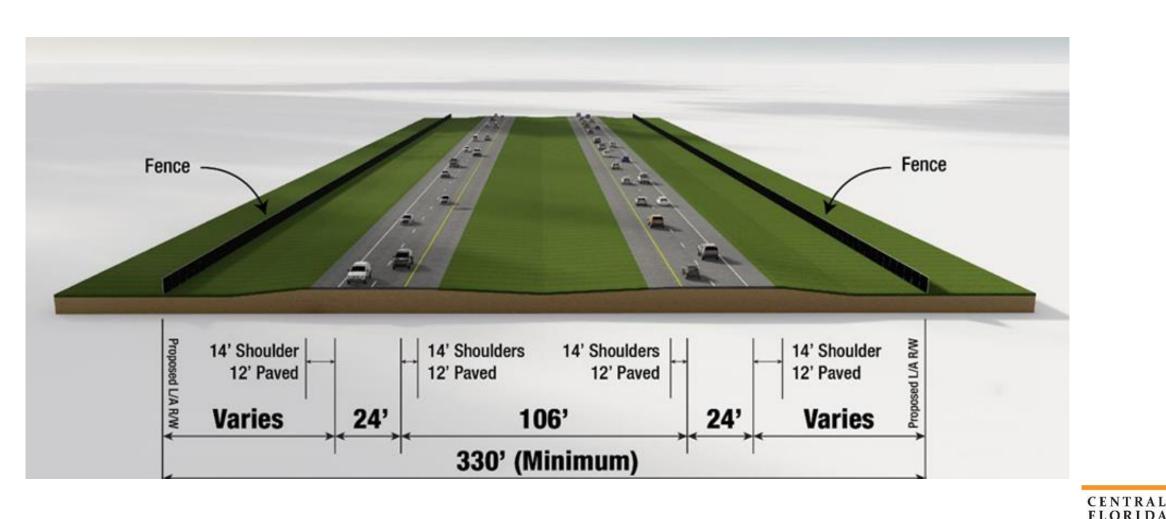
Proposed Typical Section – Reedy Creek



Design speed = 70 mph



Proposed Typical Section – East of Reedy Creek



Design speed = 70 mph

Comparative Evaluation of Alternatives

Three Step Process:

- Purpose and Need
- Inventory of Impacts
- Weighted / Scoring

Comparative Evaluation

CENTRAL FLORIDA EXPRESSWAY Southport Connector Expressway	PURPOSE AND NEED MATRIX													
July 2021	Southport Connector Alternatives													
Purpose and Need Criteria	Cypress Parkway Alternative 2000 Alternative 3000 Alternative 4000 Alternative 700													
PURPOSE														
Local Expressway Access	3	3	3	3	3									
NEEDS														
System Linkage	3	2 ^a	3	3	3									
Regional Connectivity and Mobility	3	2	3	3	3									
Social / Economic Needs	3	1 ^b	3	3	3									
Capacity Constraints	3	3	3	3	3									
Consistency with Transportation Plans	3	1 ^c	3	3	3									
Multimodal Opportunities	3	1 ^d	3	3	3									
Safety and Evacuation Support	3	1 ^e	3	3	3									
Total Ranking	24	14	24	24	24									

Legend:

3 – Good

2 – Fair

1 – Poor 0 - None ^a East terminus is at Florida's Turnpike with no direct connection to the Northeast Connector Expressway

^b Does not serve the South Lake Toho Master Plan

^c Inconsistent with local and/or regional Master Plan

^d No available space on bridge section over Lake Toho to accommodate multimodal opportunities

^e Terminates on east end at Florida's Turnpike which is another major evacuation route



Evaluation Criteria	Unit of Measure	Cypress Parkway	Alternative 2000	Alternative 3000	Alternative 4000	Alternative 7000
Design						
Alternative Length (approximate)	Miles	4.5	14.1	16.8	16.9	17.4
Proposed Right-of-Way Width (general: varies at interchanges and environmentally sensitive areas)	Feet	300	330	330	330	330
Proposed Bridges - total structures per alternative	Structures	10	13	17	15	15
Total length of all structures	Feet	4,033	22,411	7,410	7,100	6,119
Proposed Interchanges	Number	2	5	5	5	5
(includes FTE and Canoe Creek) Projected 2045 Annual Average Daily Traffic (AADT)	Number					
Volume (as a tolled facility)	Vehicles	46,098	53,390	53,390	53,390	53,390
Physical						
Major Utility Conflicts - Existing	No. of Conflicts	16	10	3	3	3
Major Utility Conflicts - Planned	No. of Conflicts	2	0	0	0	0
Contamination Sites & Facilities	No. of Conflicts	24	14	9	8	8
Cultural Environment Effects						
Public Lands (Public Recreation Lands)	Acres	0	0	0	0	0
Potential Historic Resources	No. of Conflicts	18	3	2	1	0
Potential Historic Linear Resources						
(Canals/Highways/Railroads)	No. of Resources	0	2	2	2	2
Potential Archaeological Resources	No. of Resources	0	2	1	1	1
Natural Environment			-			
Water Features						
Ponds / Lakes (ponds + surface waters)	Acres	0	44	2	3	3
Canals / Regulated Floodways	No. of Conflicts	1	2	2	2	2
Flood Hazard Areas - 100 Year Floodplain	Acres	21	57	200	229	301
Wetlands (non-forested and forested)	Acres	0	45	73	59	74
Potential Habitat - Federal and State Listed Species	Acres	0	264	343	461	376
Submerged Aquatic Vegetation (SAV)	Acres	0	1	0	0	0
Potential Bald Eagle Nest (Direct + Buffer Zone)	Y/N	N	Y	N	Y	N
Mitigation Banks						
None	Acres	0.0	0.0	0.0	0.0	0.0
Conservation Easement						
Solivita HOA	Acres	0.0	0.0	0.0	0.0	0.0
SFWMD Lands	The second se					
Upper Lakes Basin Watershed/KCOLA	Acres	0.0	18	18	19	19
Social						
Right-of-Way Area (not including proposed ponds) Includes FTE and Canoe Creek interchanges	Acres	24	519	686	694	717
Estimated Pond Area (mainline)	Acres	22	42	62	60	64
Potential Existing Residential Impacts	Total Parcels	13	50	9	5	5
(includes partially impacted parcels)	Total Parcels	13	68	9	5	5
Potential Existing Commercial Impacts (includes partially impacted parcels)	Total Parcels	19	11	7	7	6
Potential Existing Parcel Impacts (Other ¹)						
(includes partially impacted parcels)	Total Parcels	13	54	45	41	40
		<u> </u>				
Community Facilities (Environmental Learning Center)	No. of Conflicts	0	1	1	1	1
Trails	No. of Conflicts	0	1	2	2	2
Community Cohesion Effects *according to CF&M	High/Med/Low	Med	High	Med	Med	Low
Proposed Development (PD) / Development of Regional Impact (DRI)	Acres	0	286	503	453	479
(South Lake Toho and East Lake Toho)	1000000-0000					
Estimated Costs				-		
Roadway Construction		\$164,199,106	\$117,929,475	\$138,758,556	\$139,134,107	\$144,794,944
Bridges Construction		\$63,866,458	\$306,071,464	\$89,082,919	\$84,734,094	\$75,317,977
Interchanges Construction		\$0	\$554,994,837	\$405,100,954	\$405,100,954	\$405,100,954
Foll Collection Equipment		\$5,775,000	\$4,950,000	\$6,600,000	\$6,600,000	\$6,600,000
Right-of-Way Areas (including proposed ponds)						
		\$4,415,250	\$4,567,500	\$7,427,770	\$6,030,115	\$7,528,255
Mitigation: Wetlands, Floodplains & Wildlife		\$238,255,814	\$988,513,276	\$646,970,199	\$641,599,270	\$639,342,130
Mitigation: Wetlands, Floodplains & Wildlife Total Estimated Alternative Costs GRAND TOTAL Estimated Alternative Costs (Includes Cypress Parkway)		\$238,255,814	\$988,513,276 \$1,226,769,090	\$646,970,199 \$885,226,013	\$641,599,270 \$879,855,084	\$639,342,130 \$877,597,944

Comparative Evaluation

RED	Relatively High Impacts when compared to other alternatives
YELLOW	Relatively Medium Impacts when compared to other alternatives
GREEN	Relatively Low Impacts when compared to other alternatives



Study Schedule

Southport Connector Expressway PD&E Study Study Schedule

(Subject to Change)

	2020					2021									-	2022							
	AUG	SEPT	ост	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	ОСТ	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Notice to Proceed	*																						
ESC Project Kickoff Meeting	*																						
Data Collection		_		_																			
EAG & PAG Pre-Public Kickoff Meeting					*																		
Revise Study Boundary					_																		
Public Kickoff Mailing									*														
Alternatives Analysis													_			_							
Draft PD&E Study Reports											_			_					I				
ESC, EAG & PAG Pre-Alternatives Public Workshop													*										
Alternatives Public Workshop															*								
ESC, EAG & PAG Closeout Meeting																			*				
CFX Board Meeting																				*			
Public Hearing																				*			
Finalize PD&E Study Reports																					_		
CFX Board Meeting																						*	
Study Complete																							*



Project Contact

For more information contact:

Kathy Putnam Public Involvement Coordinator 407-802-3210 <u>ProjectStudies@CFXway.com</u> Ralph Bove Consultant Project Manager 321-274-4777 <u>Ralph.Bove@volkert.com</u>

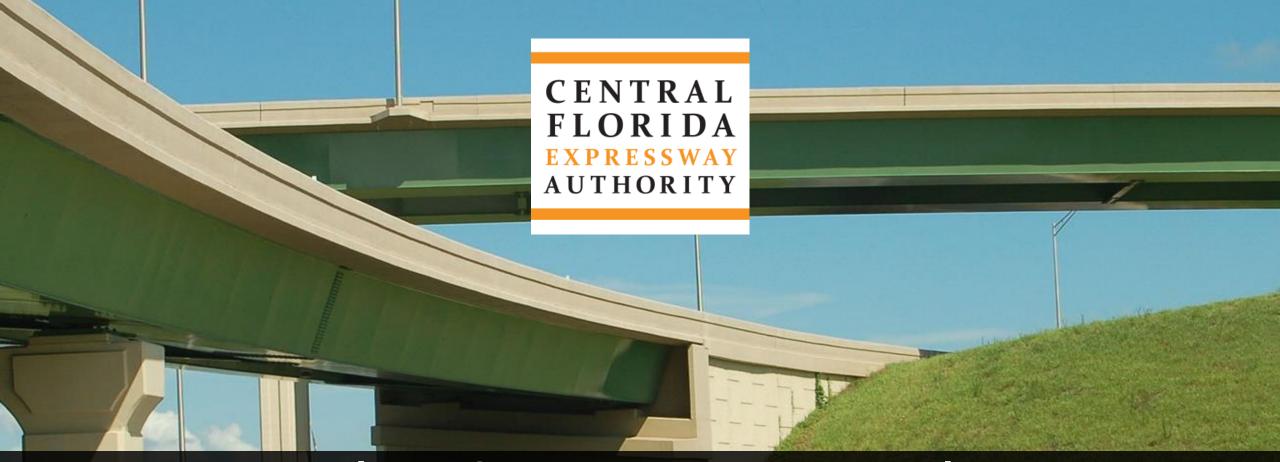
CFX web address: www.CFXway.com

Shortened study web address: <u>https://rb.gy/mnta4y</u>





D.2 PREFERRED **ALTERNATIVE FOR** THE NORTHEAST CONNECTOR **EXPRESSWAY** -PHASE 1 PROJECT **DEVELOPMENT AND** ENVIRONMENT (PD&E) STUDY

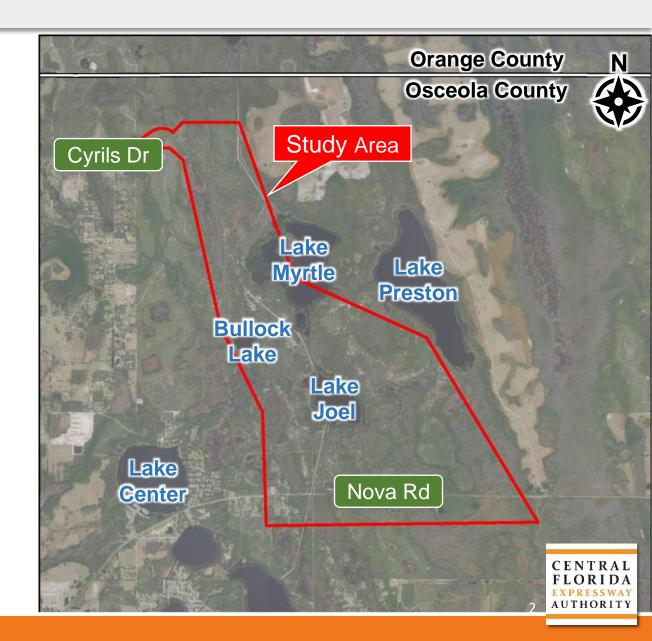


Northeast Connector Expressway – Phase 1 Project Development and Environment (PD&E) Study Environmental Stewardship Committee – August 19, 2021–

> Glenn Pressimone, PE, CFX Chief of Infrastructure Dan Kristoff, PE, RS&H

Study Area

- Cyrils Drive to Nova Road
 - \circ 4.4 Miles
- Tolled expressway with multi-modal opportunities



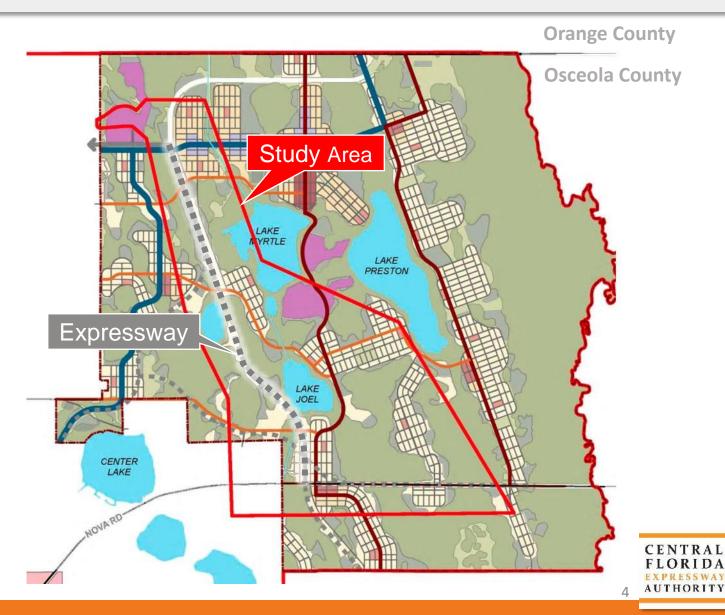
Project Goals

- Enhance north-south mobility.
- Improve safety and emergency evacuation routes.
- Provide connections between existing and future east-west corridors.
- Improve system linkage and regional connectivity.
- Meet social and economic needs.
- Achieve consistency with local plans.
- Provide multimodal opportunities.

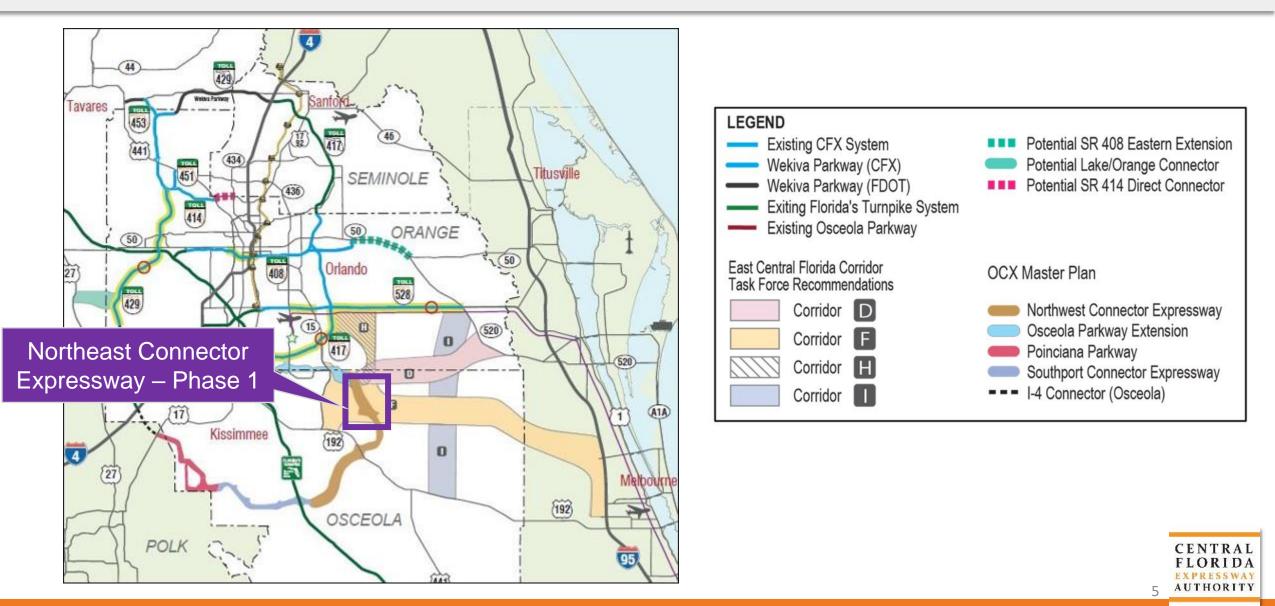


Northeast District Master Plan

• Adopted by Osceola County in 2010



CFX 2040 Master Plan



Environmental Stewardship Committee Input

- Upland species should be looked at carefully in the study area.
- Evaluate wildlife crossings in the study area that incorporate both wetlands and uplands.
- Coordinate with Deseret Ranches and Tavistock on preserving land.
- Concurrence on moving forward with Corridor A.
- Compare wetland impacts to 2010 Northeast District Master Plan "Preserved wetlands."
- Overlay Northeast District Master Plan map with Preferred Alternative.
- Show species habitat impacts in matrix.





Advisory Group (EAG/PAG) Input

Solution Consensus with moving forward with Corridor A.

- Project is consistent with Northeast District Conceptual Master Plan, Governor's Task Force, and Osceola County Master Plan.
- Orlando Utilities Commission is doing a study in the area regarding constructing a transmission line and would like to continue coordination.
- As study progresses, consider development of wildlife corridors that accommodate upland species.

Environmental Advisory Group



Project Advisory Group



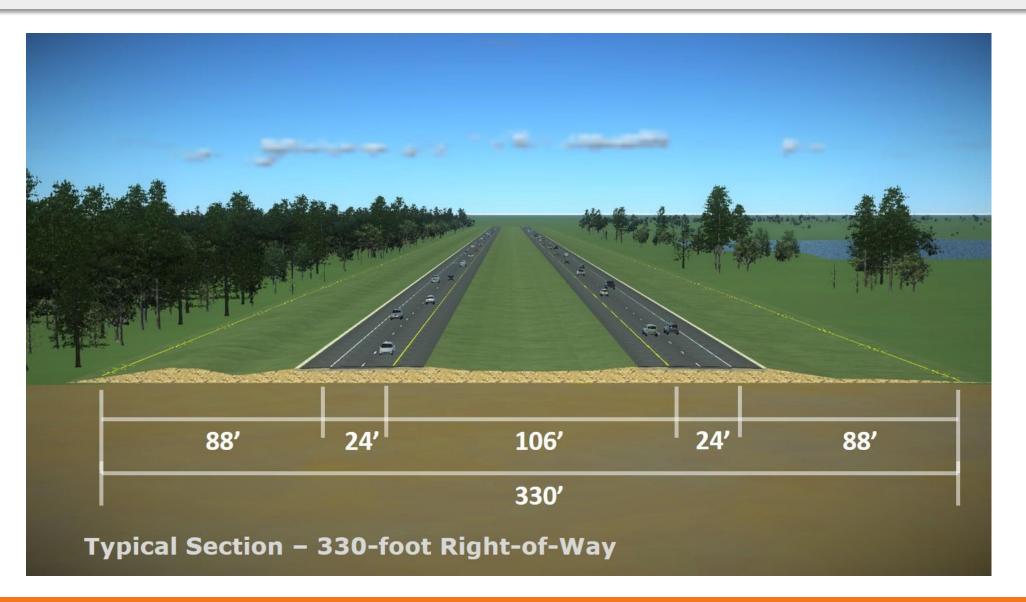
Public Input

- Virtual Alternatives Public Workshop (March 10, 2021)
 - \circ 19 attendees
 - \circ 13 questions
 - Right-of-way acquisition
 - Ultimate regional connections
 - Impacts to adjacent residential properties



CENTRAL

Proposed Typical Section



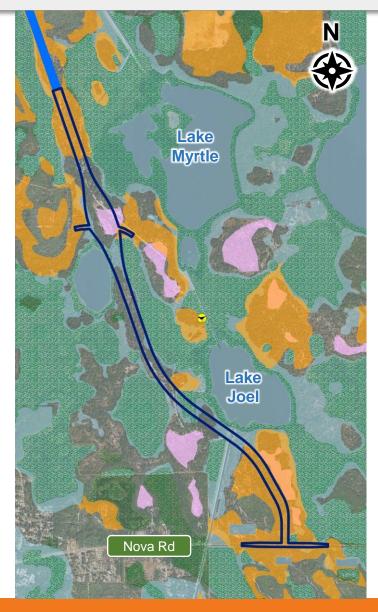
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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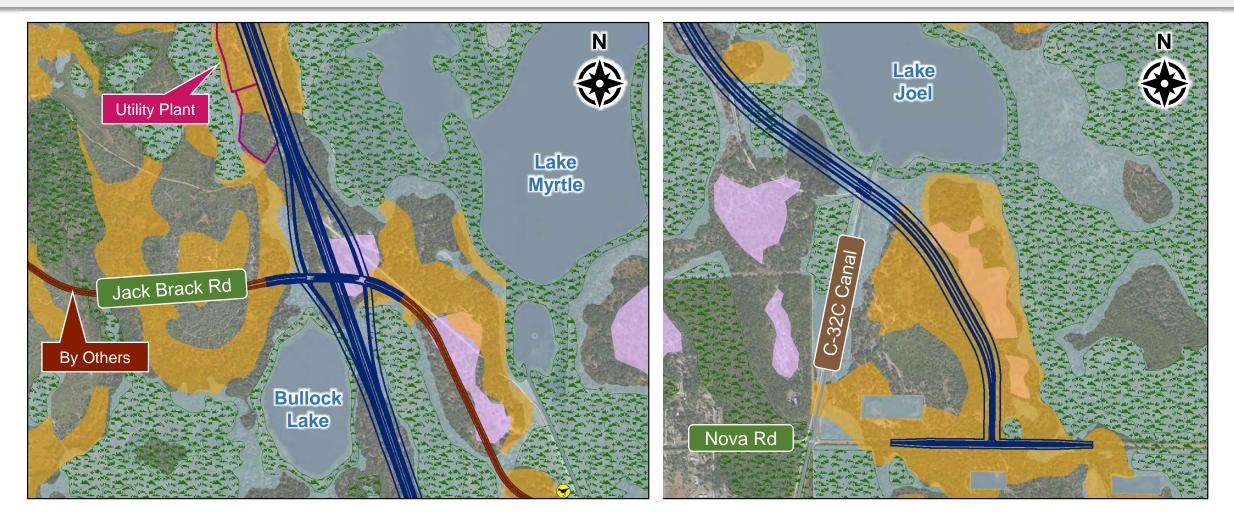
Natural Constraints – Preferred Alternative

- Wetlands green hatch
- Floodplains light blue
- NRCS Prime Farmlands orange
- Scrub Habitat light purple
- Sandhill Crane Spotting yellow circle





Preferred Alternative



Jack Brack Road Interchange – Tighter Diamond

Nova Road Connection



PD&E Evaluation Criteria

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

Northeast District Master Plan Overlay

- Approximately 27 ac of impacts to Northeast District Master Plan "Preserved Wetlands"
- Mostly due to Jack Brack Road Interchange not shown on master plan graphic



Natural Constraints

- Northeast District Master Plan from 2010 "preserved wetlands" extends outside of wetland lines
 - $_{\odot}$ 10 acres of wetlands
 - 27 acres of "Preserved Wetlands" from Northeast District Master Plan





Northeast Connector Phase 1 Study Commitments

- 1. Wetland impacts which will result from the construction of this project will be mitigated. Avoidance and minimization of wetland and listed species impacts will continue to be evaluated and all possible and practicable measures to avoid or minimize these impacts will be incorporated.
- 2. Any species-specific surveys will first be coordinated with USFWS, then conducted as agreed to with USFWS during permitting phase.
- 3. A pre-construction gopher tortoise burrow survey and any resulting permitting will be conducted in accordance with FFWCC protocols.
- 4. The project will implement the USFWS-approved Standard Protection Measures for the Eastern Indigo Snake (updated August 1, 2017) during the proposed roadway improvements.



Northeast Connector Phase 1 Study Commitments

- 5. Best Management Practices to control erosion and sedimentation in accordance with Standard Specifications for Road and Bridge Construction will be implemented.
- 6. A Noise Study Addendum will be prepared during the final design phase to identify any new noise sensitive sites. Noise abatement measures will be implemented when identified as reasonable and feasible.
- 7. The final location, number, and design of wildlife crossings will be determined during design, based on site specific conditions and in coordination with Osceola County



Upcoming Activities

EAG/PAG Meeting #2 (Sept. 30, 2021)

CFX Board (October 14, 2021)

Final Draft Study Documents (October 2021)

Public Hearing (Anticipated Nov. 2021)

Preferred Alternative



Jack Brack Road Interchange – Tighter Diamond

Nova Road Connection



Recommend to the CFX Board approval to move forward with a Public Hearing for the Northeast Connector Expressway – Phase 1 PD&E Study Preferred Alternative as presented to the committee.





Northeast Connector Expressway – Phase 1 PD&E Study	
Evaluation Matrix	

Estimated Costs	Preferred Alternative	No-Build
	Design Elements	
Alternative Length (miles)	3.7	0
Proposed Number of Bridges	8	0
Proposed Bridge Length (feet)	1,555	0
	Physical Impacts	
Major Utility Conflicts - Existing	0	0
Major Utility Conflicts - Planned	0	0
Contamination Sites and Facilities	2	0
Railroad Involvement	None	None
	Cultural	Impacts
Potential Historic Resources	2	0
Potential Historic Linear Resources	2	0
Potential Archaeological Resources	0	0
	Natural Enviro	onment Impacts
Number of Canal Crossings	1	0
100-year Floodplain (acres)	41	0
Wetlands (acres)	10	0
Surface Waters (acres)	1	0
Potential Bald Eagle Nest	0	0
Potential Species Impacts	Moderate	None
(composite rating)		
Mitigation Properties	0	0
Conservation Easements	0 0 Socioeconomic Impacts	
Community Facilities Impacted	0	0
Parks and Recreation Facilities Impacted	0	0
Trails Impacted	0	0
Community Cohesion Effects	None	None
Socioeconomic Impacts to Special Populations	None	None
Residential Planned Developments Impacted (acres)	234	0
Right-of-Way In		
Right-of-Way Area (acres)	234	0
Potential Residential Parcel Impacts	0	0
Potential Non-Residential Parcel Impacts	6	0
		osts (\$ millions)
Roadway Construction (Preliminary)	59	0
Bridges Construction (Preliminary)	18	0
Interchanges Construction (Preliminary)	9	0
Toll Collection Equipment (Preliminary)	2	0
Right-of-Way Cost	19	0
Mitigation, Wetlands, & Wildlife	2	0
Engineering/Administration/Legal (Preliminary)	21	0
Total Estimated Alternative Costs (Preliminary)	130	0

Environmental Evaluation Matrix Northeast Connector Phase 1 PD&E Study

Natural Environment				
Criteria	Preferred Alternative	No Build		
Number of Canal Crossings	1	N/A		
100-year Floodplain (acres)	41 ac	-		
Wetlands (acres)	10 ac	-		
Surface Waters (acres)	1 ac	-		
Potential Species Impacts (composite rating)	Moderate	None		
Audubon's Crested Caracara (habitat acres)	0 ac	-		
Florida Scrub-Jay (habitat acres)	0 ac	-		
Gopher Tortoise (habitat acres)	22 ac	-		
Florida Sandhill Crane (habitat acres)	2 ac	-		
Mitigation Properties	0	-		
Conservation Easements	0	-		

Species Effects Determination

Common Name	Preliminary Effect Determination	Federal Status
Florida Panther	No Effect	Endangered
Eastern Indigo Snake	May Affect, Not Likely to Adversely Affect	Threatened
Florida Grasshopper Sparrow	No Effect	Endangered
American Alligator	May Affect, Not Likely to Adversely Affect	Threatened, due to Similar Appearance
Everglade Snail Kite	No Effect	Endangered
Red-Cockaded Woodpecker	No Effect	Endangered
Wood Stork	May Affect, Not Likely to Adversely Affect	Threatened
Audubon's Crested Caracara	May Affect, Not Likely to Adversely Affect	Threatened
Florida Scrub-Jay	May Affect, Not Likely to Adversely Affect	Threatened

D.3 PREFERRED **ALTERNATIVE FOR** THE STATE ROAD 414 **EXPRESSWAY** EXTENSION PROJECT **DEVELOPMENT & ENVIRONMENT** (PD&E) STUDY



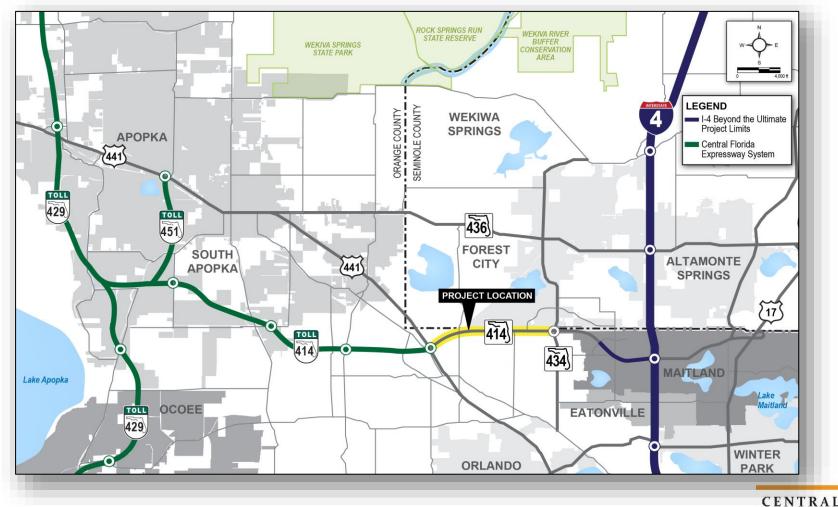
State Road 414 Expressway Extension **Project Development and Environment Study** Environmental Stewardship Committee Meeting - August 19, 2021 –

> Glenn Pressimone, PE, CFX Chief of Infrastructure Sunserea Dalton, PE, Jacobs

Regional Location Map

Jurisdictional Agencies & Municipalities

- CFX
- FDOT District 5
- City of Maitland
- City of Altamonte Springs
- Orange County
- Seminole County



FLORIDA EXPRESSWAY AUTHORITY

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



F L O R I D A E X P R E S S W A Y A U T H O R I T Y

Purpose and Need





PD&E 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 and Physical Resources



Environmental Stewardship Committee Input

October 2020:

- Updated Stakeholders list
- Erosion issues surrounding Little
 Wekiva Canal
- Evaluate trail connectivity opportunities
- Minimize impacts to wetlands and habitats associated with Lake Bosse and Lake Lotus
- Geotechnical and archaeological issues with Lake Bosse bridge
- Noise and aesthetic impacts to surrounding residents

June 2021:

 Preliminary per mile cost for elevated viaduct and bridge construction





Advisory Groups (EAG/PAG) Input

- ✓ Ensure Lake Lotus Park access
- Minimize water quality impacts
- Evaluate expanded sidewalks or shared use path along Maitland Boulevard
- Evaluate geotechnical and archaeological issues at Lake Bosse bridge
- Minimize noise and environmental impacts
- Continue coordination with Orange County and FDOT for the proposed Regional Stormwater Treatment Facility
- Evaluate expanded signage for driver navigation
- Consideration for multimodal opportunities

Environmental Advisory Group



Project Advisory Group





Key Stakeholder Coordination



















Public Input

Virtual Alternatives Public Workshop (February 10, 2021)

- 104 virtual attendees
- 151 questions & comments relating to:
 - Construction timeline
 - Noise mitigation
 - Safety improvements
 - Property value
 - Typical Section
 - Access and tolling

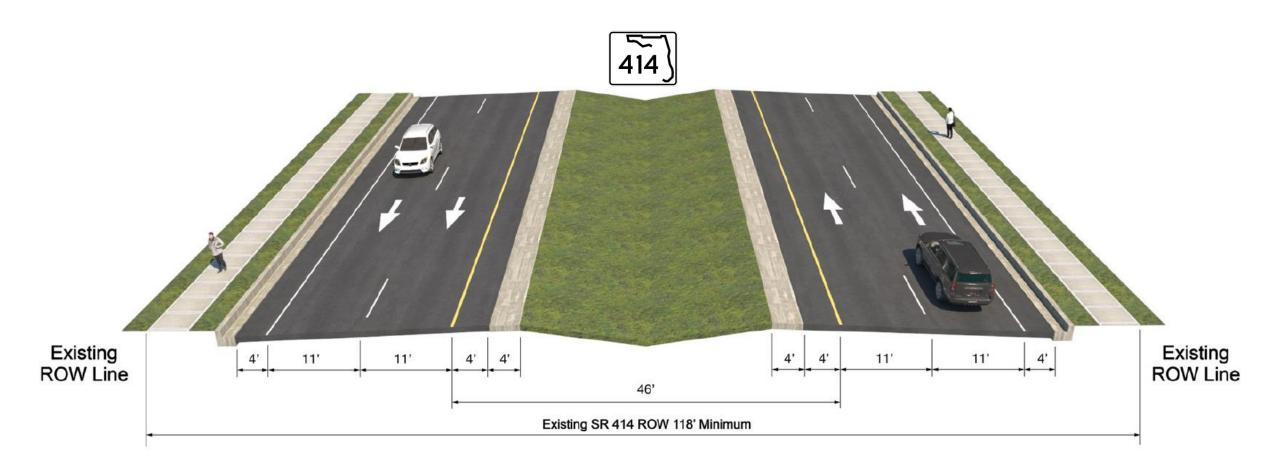
SR 414 Expressway Extension



Source = Virtual Alternatives Public Workshop (QCA Office)



Existing Typical Section - Maitland Blvd.

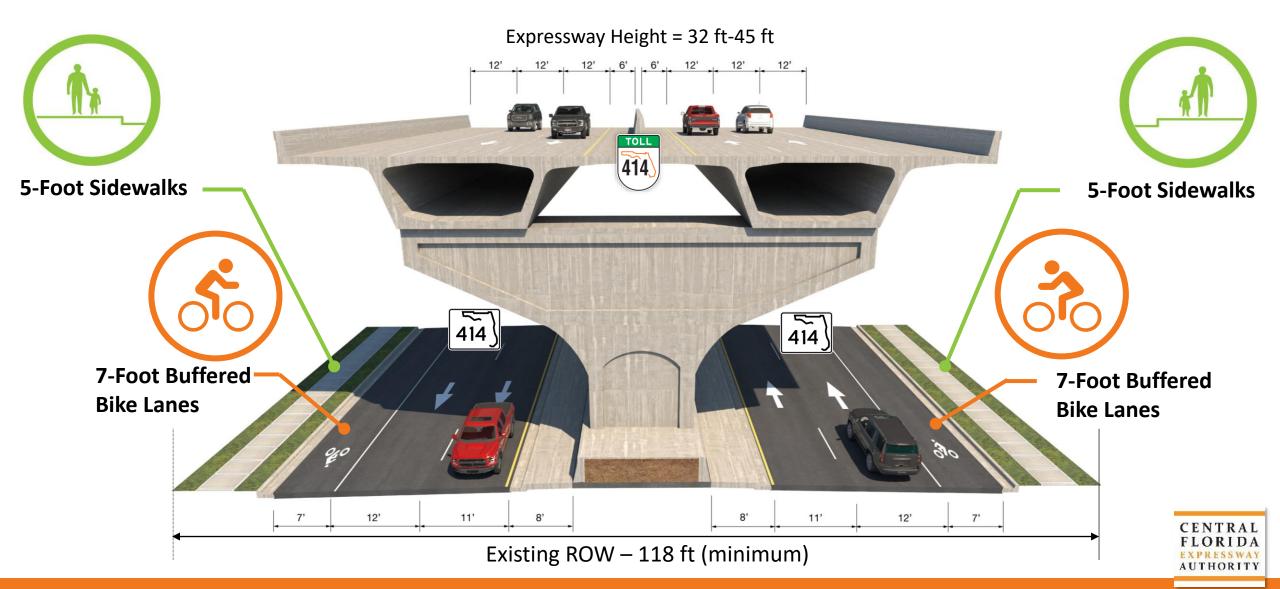


Posted Speed Limit 50-55 mph

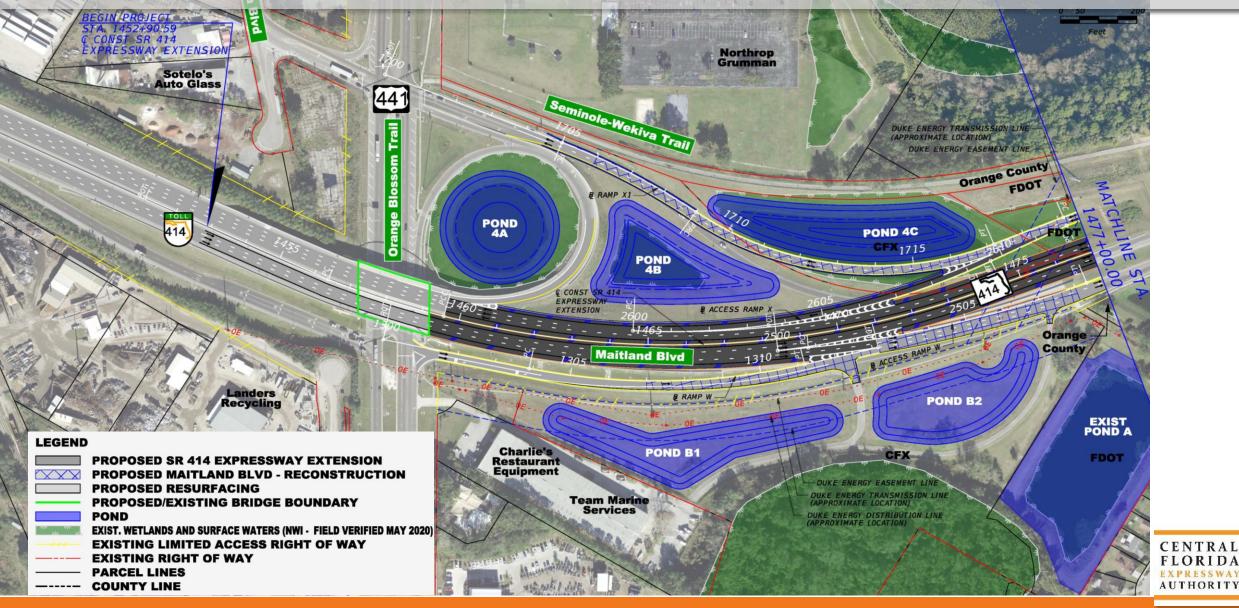


10

Preferred Alternative - Typical Section



Preferred Alternative Concept Plans



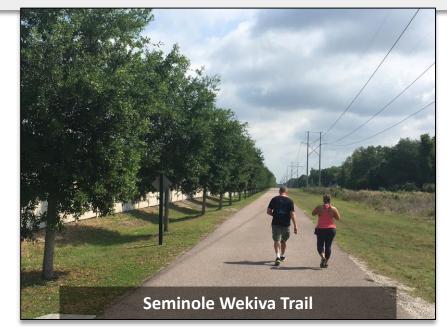
Preferred Alternative Concept Plans



Preferred Alternative Concept Plans



Multimodal Considerations









Social Constraints



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Social Constraints



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Natural Constraints



FLORIDA EXPRESSWAY AUTHORITY

Additional Environmental Considerations

Cultural

• No significant archaeological or historical resources

Physical

- Four potential medium risk contamination sites
- Major utilities:
 - Duke Energy
 - City of Altamonte & FDOT A-FIRST Project
 - AT&T
 - Municipal water/sewer
 - Utility Assessment Package in progress







PD&E Evaluation Criteria

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



20

SR 414 Extension Study Commitments

- 1. Pre-construction surveys will be conducted for listed species as required and *Standard Protection Measures for the Eastern Indigo Snake* will be implemented during project construction.
- 2. Avoidance and minimization of wetland and listed species impacts will continue to be evaluated during the final design, permitting and construction phases of this project and all possible and practicable measures to avoid or minimize these impacts will be incorporated.
- 3. Best Management Practices to control erosion and sedimentation in accordance with *Standard Specifications for Road and Bridge Construction* will be implemented.



SR 414 Extension Study Commitments

- 4. Construction of feasible and reasonable noise abatement measures at the noiseimpacted locations identified in the Noise Study Report are contingent upon the following conditions:
 - Final recommendations on the construction of abatement measures is determined during the project's final design and through the public involvement process.
 - Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement.
 - Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion.
 - Community input supporting types, heights and locations of the noise barrier(s) is provided to CFX.

SR 414 Extension Study Commitments

- 5. Mitigation of aesthetic effects are determined during the project's final design and through the public involvement process. CFX will evaluate potential solutions that are feasible.
- 6. Utilities requiring relocation will be conducted separate and prior to construction in advance to this project. Interruption in services for relocated utilities will be minimized and coordinated with appropriate agencies.



Upcoming Activities

EAG/PAG Meeting #2 (August 31, 2021)

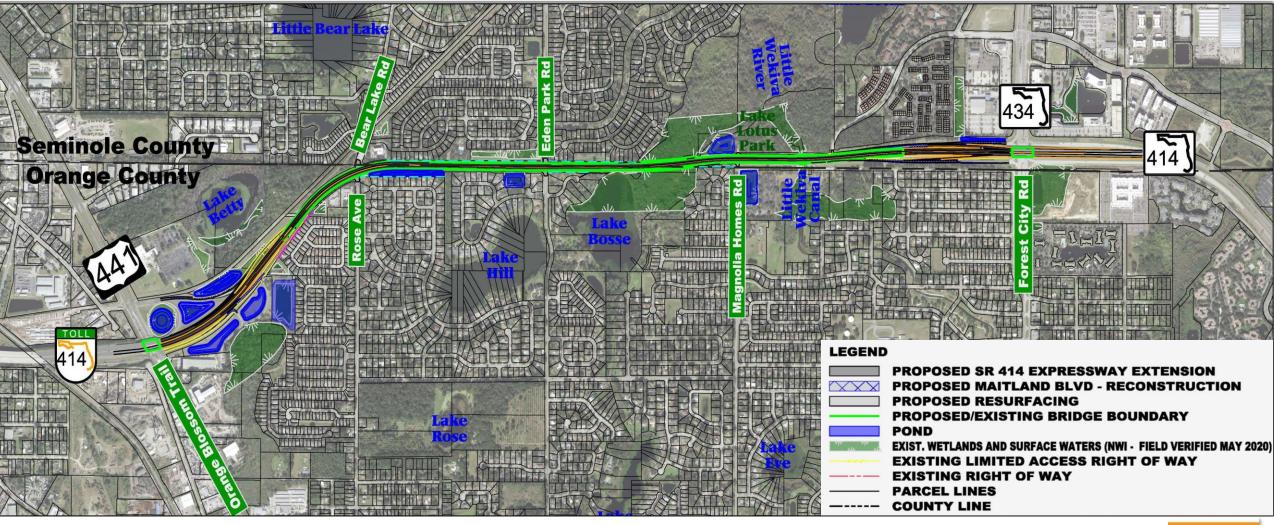
CFX Board (September 9, 2021)

Final Draft Study Documents (Sep. 2021)

Public Hearing (October 2021)



Preferred Alternative





25

Recommend to the CFX Board approval to move forward with a Public Hearing for the SR 414 Expressway Extension PD&E Study Preferred Alternative as presented to the committee.





SR 414 Expressway Extension PD&E Study: Environmental Evaluation Matrix

Evaluation Fac	ctors	No-Build Alternative	Build Alternative		
	Total Acres of Impacts	0 acres	0 acres		
SOCIAL	Total Parcels Affected (Residential and Non-Residential):	0 parcels	0 parcels		
	Potential Displacements	None	None		
CULTURAL	Potential Community Uses Affected	None	None		
COLIONAL	Potential Effects to Historic/Archaeological Resources	None	None		
	Potential Jurisdictional Wetland Impacts (Acres)	Unknown	1 acre		
	Potential Jurisdictional Surface Water Impacts (Acres)	Unknown	<0.5 acre		
	Floodplain Impacts (Acre Feet)	Unknown	<0.5 acre		
	Potential Impacts to Federally Protected Species				
	Eastern Indigo Snake (Drymarchon corais couperi)	Unknown	No effect		
	Sand skink (Neoseps reynoldsi)	Unknown	No effect		
	Florida scrub-jay (Aphelocoma coerulescens)	Unknown	No effect		
	Red-cockaded woodpecker (Picoides borealis)	Unknown	No effect		
NATURAL	Everglade snail kite (Rostrhamus sociabilis plumbeus)	Unknown	No effect		
NAIONAL	Wood stork (<i>Mycteria americana</i>)	Unknown	MANLA		
	Potential Impacts to State Protected Species				
	Short-tailed snake (Lampropeltis extenuate)	Unknown	No effect		
	Florida pine snake (Pituophis melanoleucus mugitus)	Unknown	No effect		
	Florida burrowing owl (Athene cunicularia floridana)	Unknown	No effect		
	Gopher tortoise (Gopherus polyphemus)	Unknown	No adverse effect		
	Florida sandhill crane (Antigone pratensis canadensis)	Unknown	No adverse effect		
	Southeastern American kestrel (Falco sparverius paulus)	Unknown	No adverse effect		
	Little Blue Heron (<i>Egretta caerulea</i>)	Unknown	No adverse effect		
	Roseate Spoonbill (<i>Platalea ajaja</i>)	Unknown	No adverse effect		
	Impacted Noise Sensitive Areas	Unknown	1		
	Impacted Noise Sensitive Parcels (residential and trail)	Unknown	46		
PHYSICAL	Potential Medium/High Risk Contamination Sites impacted	Unknown	4		
	Utilities relocated (No. of utility owners affected)	Unknown	5		

PRELIMINARY

CENTRAL FLORIDA Southport Connector Expressway	PURPOSE AND NEED MATRIX									
AUTHORITY August 2021		South	port Connector Altern	atives						
Purpose and Need Criteria	Cypress Parkway	Alternative 2000	Alternative 3000	Alternative 4000	Alternative 7000					
PURPOSE										
Local Expressway Access	3	3	3	3	3					
NEEDS										
System Linkage	3	2 ^a	3	3	3					
Regional Connectivity and Mobility	3	2	3	3	3					
Social / Economic Needs	3	1 ^b	3	3	3					
Capacity Constraints	3	3	3	3	3					
Consistency with Transportation Plans	3	1 ^c	3	3	3					
Multimodal Opportunities	3	1 ^d	3	3	3					
Safety and Evacuation Support	3	1 ^e	3	3	3					
Total Ranking	24	14	24	24	24					

Legend:

3 - Good

2 - Fair

1 - Poor

0 - None

^a East terminus is at Florida's Turnpike with no direct connection to the Northeast Connector Expressway

^b Does not serve the South Lake Toho Master Plan

^c Inconsistent with local and/or regional Master Plan

^d No available space on bridge section over Lake Toho to accommodate multimodal opportunities

^e Terminates on east end at Florida's Turnpike which is another major evacuation route

Project Development & Environment Study Southport Connector Expressway August 2021

PRELIMINARY

ALTERNATIVES EVALUATION MATRIX

	Unit of Measure	Cypress Parkway	Alternative 2000	Alternative 3000	Alternative 4000	Alter
Design			1		1	1
lternative Length (approximate)	Miles	4.5	14.1	16.8	16.9	
Proposed Right-of-Way Width general: varies at interchanges and environmentally sensitive areas)	Feet	300	330	330	330	
Proposed Bridges - total structures per alternative	Structures	10	13	17	15	
Total length of all structures	Feet	4,033	22,411	7,410	7,100	
Proposed Interchanges includes FTE and Canoe Creek)	Number	2	5	5	5	
Projected 2045 Annual Average Daily Traffic (AADT) /olume (as a tolled facility)	Vehicles	46,098	53,390	53,390	53,390	
Physical						I
Major Utility Conflicts - Existing	No. of Conflicts	16	10	3	3	
Major Utility Conflicts - Planned	No. of Conflicts	2	0	0	0	
Contamination Sites & Facilities	No. of Conflicts	24	14	9	8	
Cultural Environment Effects		-		-	_	
Public Lands	Acres	0	0	0	0	
Public Recreation Lands)						
Potential Historic Resources Potential Historic Linear Resources	No. of Conflicts	18	3	2	1	
otential Historic Linear Resources Canals/Highways/Railroads)	No. of Resources	0	2	2	2	
otential Archaeological Resources	No. of Resources	0	2	1	1	
latural Environment	No. of Resources	Ū	2	<u> </u>	<u> </u>	
Nater Features						
Ponds / Lakes (ponds + surface waters)	Acres	0	44	2	3	
Canals / Regulated Floodways	No. of Conflicts	1	2	2	2	
Flood Hazard Areas - 100 Year Floodplain	Acres	21	57	200	229	
Wetlands (non-forested and forested)	Acres	0	45	73	59	
Potential Habitat - Federal and State Listed Species	Acres	0	264	343	461	
ubmerged Aquatic Vegetation (SAV)	Acres	0	1	0	0	
Potential Bald Eagle Nest (Direct + Buffer Zone)	Y/N	N	Y	N	Y	
Aitigation Banks						
None	Acres	0.0	0.0	0.0	0.0	
Conservation Easement Solivita HOA	Acres	0.0	0.0	0.0	0.0	
FWMD Lands	Acres	0.0	0.0	0.0	0.0	
Upper Lakes Basin Watershed/KCOLA	Acres	0.0	18	18	19	
Social						
Right-of-Way Area (not including proposed ponds) ncludes FTE and Canoe Creek interchanges	Acres	24	519	686	694	
Estimated Pond Area (mainline)	Acres	22	42	62	60	
Potential Existing Residential Impacts (includes partially impacted parcels)	Total Parcels	13	68	9	5	
Potential Existing Commercial Impacts	Tatal Davida	10		-	_	
includes partially impacted parcels)	Total Parcels	19	11	7	7	
Potential Existing Parcel Impacts (Other ¹) (includes partially impacted parcels)	Total Parcels	13	54	45	41	
Community Facilities (Environmental Learning Center)	No. of Conflicts	0	1	1	1	
Frails	No. of Conflicts	0	1	2	2	
Community Cohesion Effects *according to CF&M	High/Med/Low	Med	High	Med	Med	
Proposed Development (PD) /		_	225	500	150	
Development of Regional Impact (DRI) South Lake Toho and East Lake Toho)	Acres	0	286	503	453	
Estimated Costs						
Roadway Construction		\$164,199,106	\$117,929,475	\$138,758,556	\$139,134,107	\$14
Bridges Construction	-	\$63,866,458	\$306,071,464	\$89,082,919	\$84,734,094	\$7
nterchanges Construction		\$0	\$554,994,837	\$405,100,954	\$405,100,954	\$4
foll Collection Equipment		\$5,775,000	\$4,950,000	\$6,600,000	\$6,600,000	ş-
Right-of-Way Areas (including proposed ponds)						Ť
Vitigation: Wetlands, Floodplains & Wildlife		\$4,415,250	\$4,567,500	\$7,427,770	\$6,030,115	\$
		\$238,255,814	\$988,513,276	\$646,970,199	\$641,599,270	\$63
Total Estimated Alternative Costs						
Fotal Estimated Alternative Costs GRAND TOTAL Estimated Alternative Costs (Includes Cypress Parkway)			\$1,226,769,090	\$885,226,013	\$879,855,084	\$87

RED = Relatively High Impacts when Compared to Other Alternatives

YELLOW = Relatively Medium Impacts when Compared to Other

Alternatives

CENTRAL FLORIDA

EXPRESSWAY AUTHORITY

GREEN = Relatively Low Impacts when Compared to Other Alternatives

¹ "Other" includes Government and Vacant parcels

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\$639,342,130
\$877,597,944

PRELIMINARY

Southport Connector Expressway Alternative Corridor Impact Evaluation Matrix

LEGENDS										
SUBSTANTIALLY POSITIVE EFFECT OR BEST ALTERNATIVE	1.0									
GENERALLY POSITIVE EFFECT OR GOOD ALTERNATIVE	0.8									
GENERALLY NO EFFECT OR MODERATE ALTERNATIVE	0.6									
GENERALLY NEGATIVE EFFECT OR INFERIOR ALTERNATIVE	0.4									
GENERALLY NEGATIVE EFFECT OR WORST ALTERNATIVE	0.2									
	SUBSTANTIALLY POSITIVE EFFECT OR BEST ALTERNATIVE GENERALLY POSITIVE EFFECT OR GOOD ALTERNATIVE GENERALLY NO EFFECT OR MODERATE ALTERNATIVE GENERALLY NEGATIVE EFFECT OR INFERIOR ALTERNATIVE									

		Engineering		25		Social Enviror	nment		11	11 Natural Environment 15										
IMPACTS	Provides adequate Turnpike Interchange Spacing	Accommodates Expandabili	y Permitting Complexity	7	Potential Existing Residenti Impacts	Poter al Existing Co Impa	mmercial	Poten Parc Impa (other ex	cts	Wetland Impa	cts 5	100 Year Floodp	plain I	Potential Habitat Federal & State Lis Species		Potential Impacts to Bald Eagle Nests 2				
		-	13		4		4				0		+		0					
Alternative 2000	Less than 2 miles south of Nolte Rd.; within 1 mile of new ramps at Canoe Creek Rd.; less than 2 miles north of Friars Cove Road.	 Segment with 3.1 mile bridge over open water creates regulatory and financial challenges.	- Impacts 1.3 acres of submerged aquatic vegetation; encroaches into snail kite habitat; requires 3.1 mile bridge in Lake Toho; 44.3 acres of surface water; requires vessel survey and significant federal action with USACOE/USCG/FDEP.		68	11	-	54		45 acres; has the least amount of direct impact.	U	57	20	63.5 acres and 3 acres of SAV		Direct impact: 1 + 139 ft inside Primary/ Secondary Buffer: 1				
	Г	1	5.2	1.4	0.8		1.6		0.6	-	3		1.6		3.6	0.4				
Alternative 3000	~ 2 miles north of Service Plaza; ~ 3 miles south of Friars Cove Road; ~ 6 miles south of Nolte Road.	- Provides R/W width to accommodate system expansion.	+ + Standard permitting requirements; USCG anticipates non-controversial permitting for Southport Canal crossing.	0	9	7	0	45	-	73.2 acres; within one acre of the worst alternative.		199.7 acres	0	343.4 acres	- F	0 Direct impact: 0 + Primary/ Secondary Buffer Impact: 0				
	Г	2	13	4.2	2.4		2.4		1.2		1	1	1.2		2.4	1.2				
Alternative 4000	~ 2 miles north of Service Plaza; ~ 3 miles south of Friars Cove Road; ~ 6 miles south of Nolte Road.	- Provides R/W width to accommodate system expansion.	+ + Standard permitting requirements; USCG anticipates non-controversial permitting for Southport Canal crossing.	0	5	7	0	41	0	59.4 acres; inferior to other alternatives.	- r	228.8 acres	-	460.5 acres		Direct impact: 0 + 20 ft inside Primary/ Secondary Buffer: 1				
	Г	2	13	4.2	2.4		2.4		1.8	_	2		0.8		1.2	0.8				
		•	++	0	0		0		0						-	0				
Alternative 7000	~ 2 miles north of Service Plaza; ~ 3 miles south of Friars Cove Road; ~ 6 miles south of Nolte Road.	Provides R/W width to accommodate system expansion.	Standard permitting requirements; USCG anticipates non-controversial permitting for Southport Canal crossing.		5	6		40		74.2 acres; worst of all alternatives considered.		300.7 acres		375.5 acres	F	Direct impact: 0 + Primary/ Secondary Buffer Impact: 0				
	Г	2	13	4.2	2.4	_	2.4		1.8	-	1	- F	0.4		2.4	1.2				

August 2021

PRELIMINARY

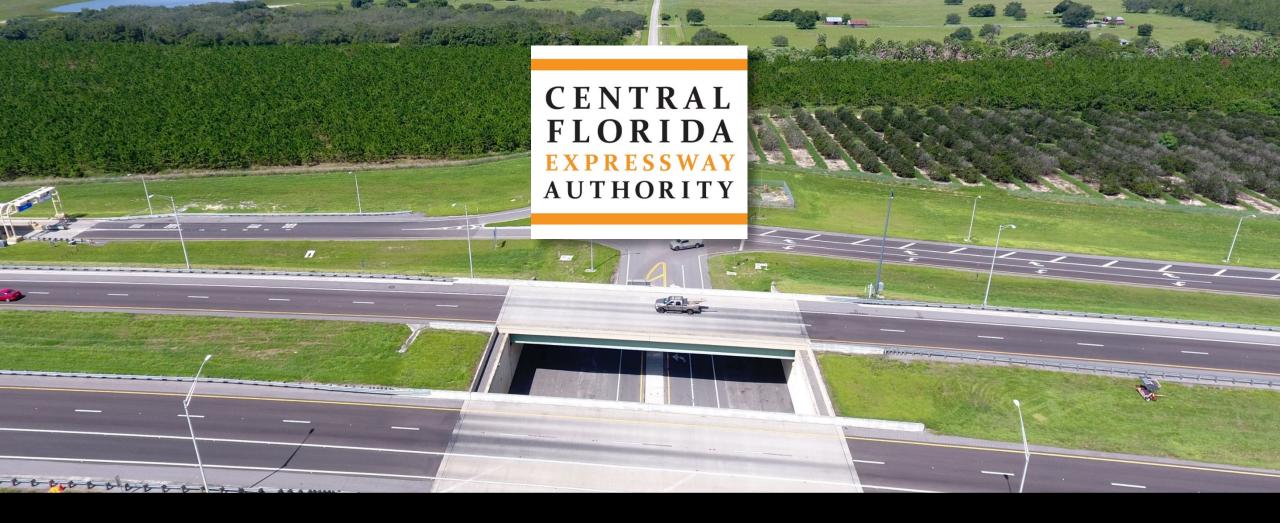
Southport Connector Expressway Alternative Corridor Impact Evaluation Matrix

	LEGENDS									
+ +	SUBSTANTIALLY POSITIVE EFFECT OR BEST ALTERNATIVE	1.0								
+	GENERALLY POSITIVE EFFECT OR GOOD ALTERNATIVE	0.8								
0	GENERALLY NO EFFECT OR MODERATE ALTERNATIVE	0.6								
-	GENERALLY NEGATIVE EFFECT OR INFERIOR ALTERNATIVE	0.4								
	GENERALLY NEGATIVE EFFECT OR WORST ALTERNATIVE	0.2								

	Physical Env	vironment	4			Plannir	ng Co	onsistency			15			Estimated Costs			30	
IMPACTS	Potential Contamination Sites	Utility Confl	licts	System linkage		Consistency with Adopted I (transportation / land use)	Plans	Regional Connectivity / M	lobility	Minimize Parcel Remnant (uneconomic remainders		Right-of-Way Cost		Wetland Mitigation Cost		Construction Cost		TOTAL SCORE
	2		2		4		5		4		2		10		5		15	
Alternative 2000	 14	10		Circuitous, disjointed routing; requires use of ~ 5 miles of TPK (an off-CFX system) as a link.	0	Not consistent with any adopted long range plans.		Provides least direct connection to East Central Florida region.	-	Highest number of potential parcel remnants.		Lowest number of total R/W acres; largest number of individual parcels.		Lowest cost for direct wetland impacts.	+	Highest total construction cost.		34.4
Alternative 3000	9	3	-	Provides direct system linkage.	2.4	Generally consistent with adopted land use plans; requires comp plan amendment for SLT.	1 0	Provides all systems connections in a direct manor; optimal mobility.	1.6 +	Results in fewer number of potential parcel remnants; co-located along Green Island and Bronson Ranch boundaries.	0.4 0	Impacts comparable to others.	2	Second highest cost for direct wetland impacts.	4	Comparable cost to Alt. 7000.	3	58
Alternative 4000	8 -	3		Provides direct system linkage.	4 + +	Generally consistent with adopted land use plans; requires comp plan amendment for SLT.	3 0	Provides all systems connections in a direct manor; optimal mobility.		Results in fewer number of potential parcel remnants; may have uneconomic remainders on north side of Bronson Ranch.	-	Impacts comparable to others.	6 0	Second lowest cost for direct wetland impacts.	2	Lowest cost of all alternatives considered.	6 0	61.2
Alternative 7000	0.8 - 8	3	0.8	Provides direct system linkage.	4 + +		3++	Provides all systems connections in a direct manor; optimal mobility.	3.2 +	Results in fewer number of potential parcel remnants; maximizes space on north side of Bronson Ranch.	-	Impacts comparable to others.	6 0		3	Third lowest total construction cost.	9	58.4
	0.8	_	0.8	Γ	4		5	-	3.2	-	0.8		6		1	Γ	6	

August 2021

D.4 STATE ROAD 516 LAKE ORANGE EXPRESSWAY PERMITTING REVIEW



SR 516 LAKE/ORANGE EXPRESSWAY

Nicole Gough, Senior Environmental Scientist, Dewberry Engineers, Inc. August 19, 2021

PD&E Completed July 2019

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Project Environmental Impact Report July 2019



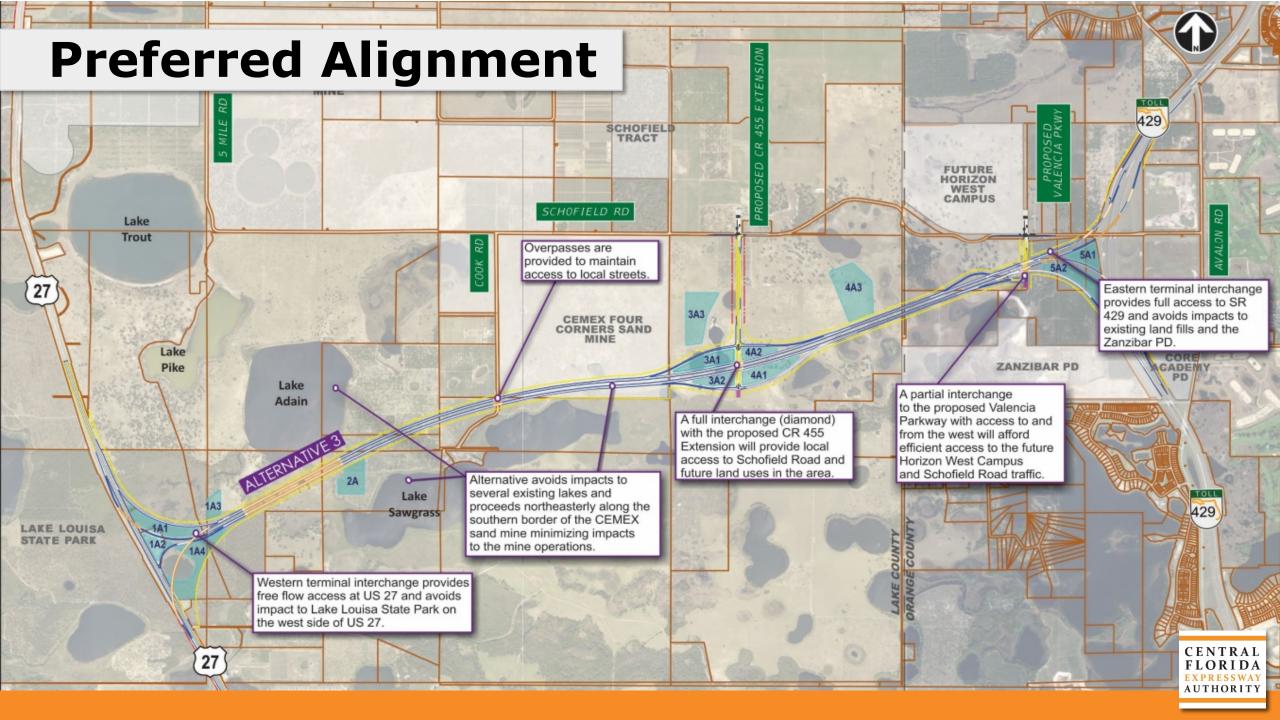
Lake/Orange County Connector (US 27 to SR 429) Feasibility/Project Development & Environment Study CFX Project No. 599-225



Preliminary Segmental Corridors

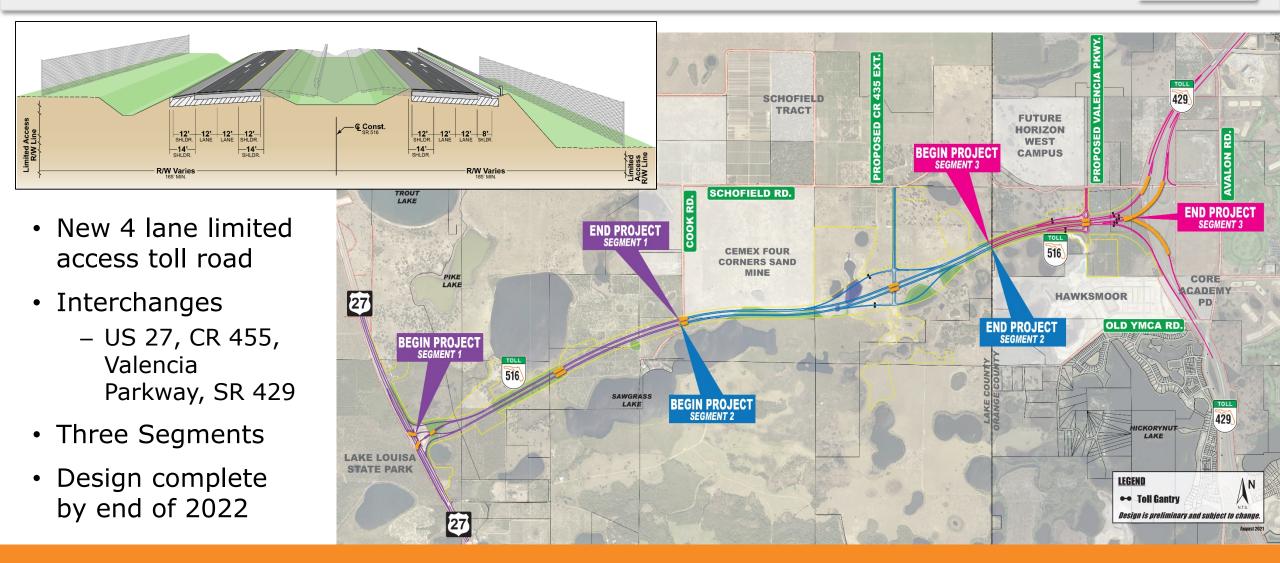


429

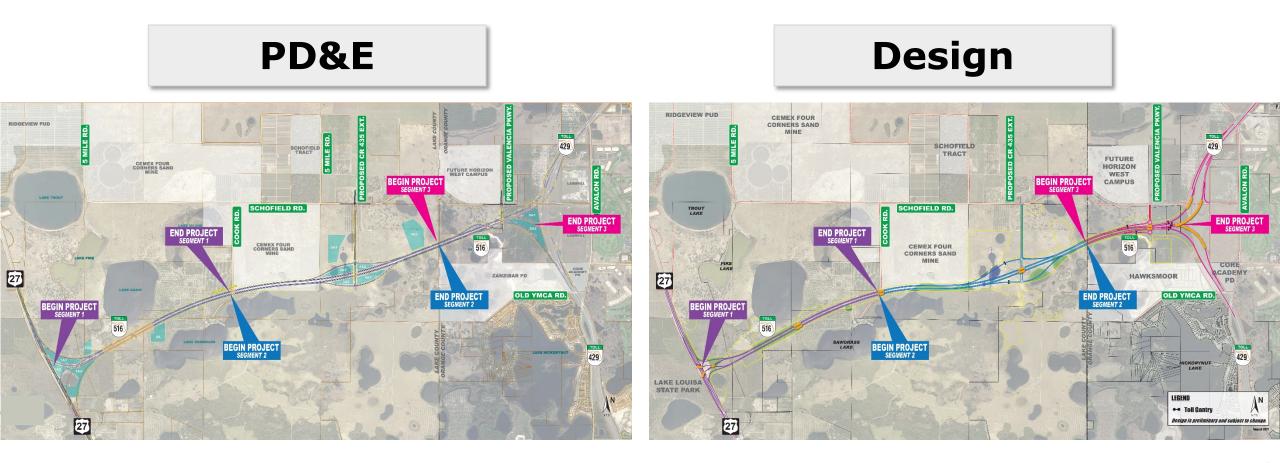


Design Phase





Lake/Orange Expressway





Segment 1 US 27 to Cook Road



PD&E

Design



Segment 2 Cook Road to Lake/Orange County Line

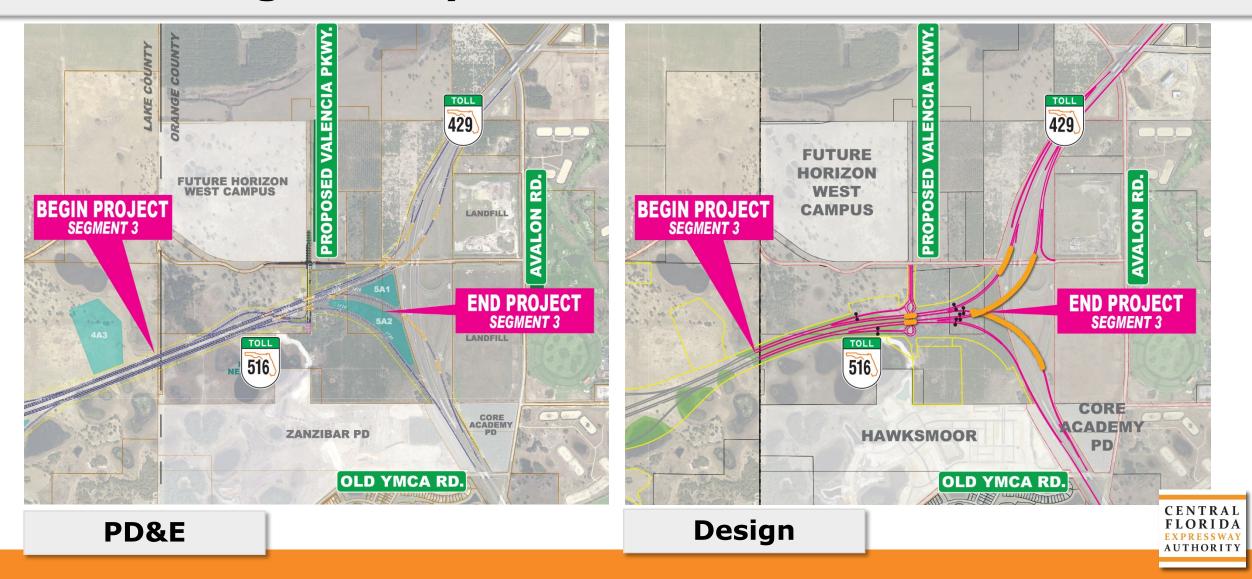


PD&E

Design



Segment 3 *Lake/Orange County Line to SR 429*



Sustainability

Envision Certification

ASPIRE









Permitting

- Wetland Impacts
- Elimination and Reduction

- Mitigation
- Wildlife and Listed Species

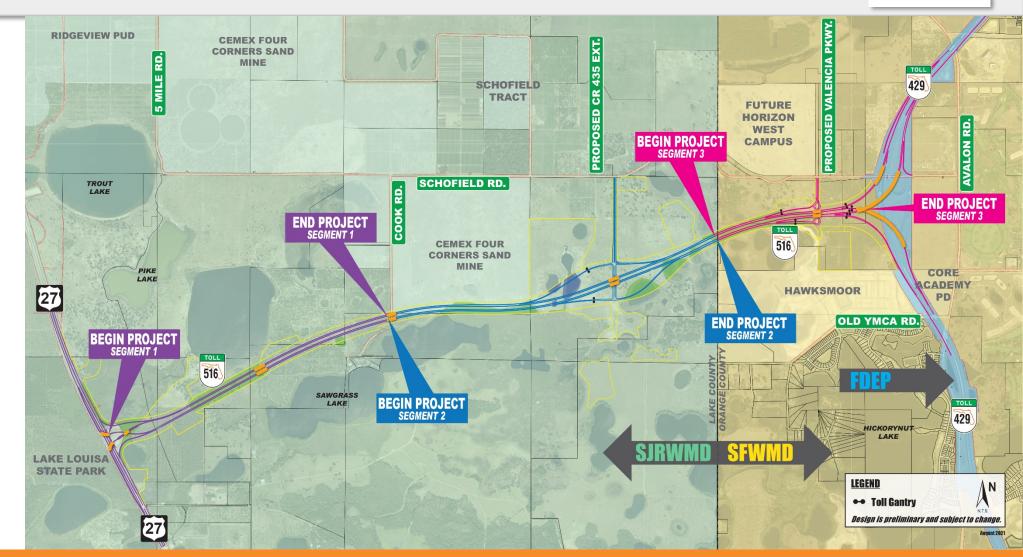




Jurisdictions



- SJRWMD
- SFWMD
- FDEP
- FDEP 404
- Combination
- USACE





Elimination and Reduction

Cross 2 major Floodplains

- Lake Adain/Sawgrass
- Lake Needham
- Historic flows maintained
- Project drains to Reedy Creek Hydrologic Basin in SFWMD



Advancing Design Wetland Impacts

- PD&E identified approximately 64 acres direct impact over the 3 segments
- Design potentially affects 98 acres of wetlands and surface waters over the 3 segments
 - Addition of pond sites
 - Reduced bridge footprints



Mitigation

Preference Hierarchy for Mitigation (33 CFR 332.3(b))

Mitigation bank credits

In-lieu fee program credits

Permittee-responsible mitigation (PRM) under a watershed approach

Permittee-responsible mitigation through on-site and in-kind mitigation

Permittee-responsible mitigation through off-site and/or out-of-kind mitigation

373.4137 Mitigation requirements for specified transportation projects. - (1) The Legislature finds that environmental mitigation for the impact of transportation projects proposed by the Department of Transportation or a transportation authority established pursuant to chapter 348 or chapter 349 can be more effectively achieved by regional, long-range mitigation planning rather than on a project-by-project basis. It is the intent of the Legislature that mitigation to offset the adverse effects of these transportation projects be funded by the Department of Transportation and be carried out by the use of mitigation banks and any other mitigation options that satisfy state and federal requirements in a manner that promotes efficiency, timeliness in project delivery, and costeffectiveness.



Wildlife and Listed Species

Species surveys ongoing

- Caracara
- Skink
- Gopher tortoise
- Indigo snake
- SE American kestrel
- Listed plants



Previous Wildlife Corridor Considerations

Florida Department of Transportation Wildlife Crossing Guidelines 2018

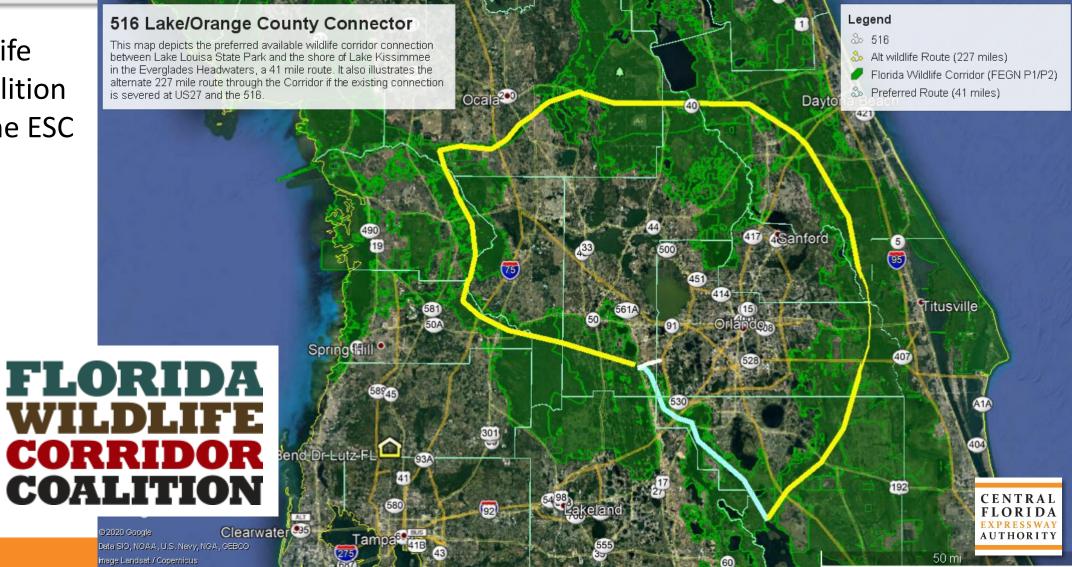
A wildlife crossing is a road-related structure that provides wildlife an option to cross under roadways. These crossings have the potential to reduce motor vehicle collisions with wildlife, consequently reducing the likelihood of injuries and mortalities to humans and wildlife as well as reducing the potential for damage to motor vehicles. These guidelines have been developed for use by the Florida Department of Transportation (FDOT) to evaluate the **appropriateness** of including wildlife crossings (upland or wetland) and associated features (herein referred to collectively as "wildlife crossing features") for proposed projects on the State Highway System (SHS) or as possible stand-alone retrofit projects on the SHS when warranted. These guidelines have been developed in coordination with the United States Fish and Wildlife Service (USFWS) and Florida Fish and Wildlife Conservation Commission (FWC), which agencies have regulatory authority and are the recognized experts for wildlife species nationwide and within the State of Florida, respectively.





Previous Wildlife Corridor Considerations

 Florida Wildlife Corridor Coalition addressed the ESC in 2020



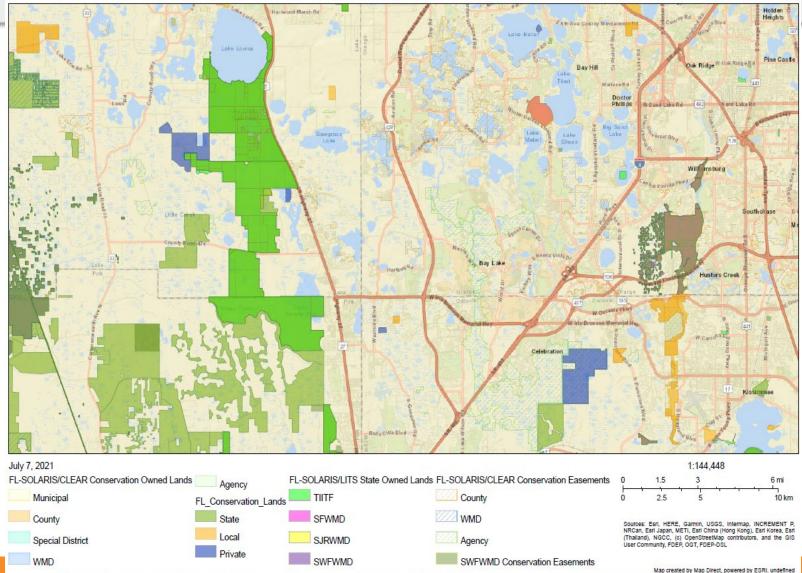
Senate Bill 976 The Florida Wildlife Corridor Act

Senate Bill 976 (SB 976), entitled "The Florida Wildlife Corridor Act" requires the Department of Environmental Protection (DEP) to encourage and promote various measures of investing in and protecting the Florida Wildlife Corridor. SB 976 also provides protection and compliance language for the Wekiva River Protection Basin and the watershed areas surrounding the little Wekiva River.

- "Opportunity area" means those lands and waters within the Florida wildlife corridor which are not conserved lands and the green spaces within the Florida wildlife corridor which lack conservation status, are contiguous to or between conserved lands, and provide an opportunity to develop the Florida wildlife corridor into a statewide conservation network.
- Encourage all state, regional, and local agencies that acquire lands, including, but not limited to, the Fish
 and Wildlife Conservation Commission and the Department of Transportation, to include in their land-buying
 efforts the acquisition of sufficient legal interest in opportunity areas to ensure the continued viability of
 the Florida wildlife corridor.
- Encourage state and local agencies with economic and ecotourism development responsibilities to recognize the importance of the Florida wildlife corridor in encouraging public access to wildlife areas and bringing naturebased tourism to local communities and to support acquisition and development activities for preservation and enhancement of the Florida wildlife corridor.



Conservation Lands and Priority Greenways



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Florida Department of Environmental Protection makes no warranty, expressed or implied, or assumes any legal liability or responsibility for the accuracy, completeness, or usefulness of any information, apparatus, product, or process disclosed, or represents that its use would not infinge privately owned rights.

Discussion

- Jurisdiction
- Mitigation
- Species
- Additional Facilities



