AGENDA ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING March 6, 2025 10:00 a.m.

Meeting location: Central Florida Expressway Authority 4974 ORL Tower Road Orlando, FL 32807 Pelican Conference Room

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. Public Comment speakers that are present and have submitted their completed Public Comment form to the Recording Secretary at least 5 minutes prior to the scheduled start of the meeting will be called to speak. Each speaker shall be limited to 3 minutes. Any member of the public may also submit written comments which, if received during regular business hours at least 48 hours in advance of the meeting, will be included as part of the record and distributed to the Committee members in advance of the meeting.

C. APPROVAL OF AUGUST 22, 2024 ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING MINUTES (action item)

D. AGENDA ITEMS

- 1. SR 417 SANFORD AIRPORT CONNECTOR PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY UPDATE – Will Hawthorne, Director of Transportation Planning and Policy & David Dangel, Project Manager, ARDURA Consulting (info item)
- SR 515 NORTHEAST CONNECTOR EXPRESSWAY PHASE 2 PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY UPDATE – Will Hawthorne, Director of Transportation Planning and Policy and Sunserea Gates, Project Manager, VHB (info item)
- 3. **PROJECT MITIGATION UPDATE -** *Nicole Gough, Manager Environmental Scientist, Dewberry Engineers, Inc.* (info item)

(CONTINUED ON PAGE 2)

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>Malaya.Bryan@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.

C. Approval of Minutes

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

MINUTES ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING August 22, 2024

Location: Central Florida Expressway Authority 4974 ORL Tower Road, Orlando, FL 32807 Pelican Conference Room

Committee Members Present:

Richard Durr, Seminole County Representative, Committee Chairman Beth Jackson, Orange County Representative Brittany Sellers, City of Orlando Representative Charles Lee, Citizen Representative Timothee Sallin, Lake County Representative Vacant, Citizen Representative

Staff Present:

Michelle Maikisch Executive Director Glenn Pressimone, Chief of Infrastructure Angela J. Wallace, General Counsel Mimi Lamaute Recording Secretary/Manager of Executive and Board Services

A. CALL TO ORDER

The meeting was called to order at 10:00 am by Chairman Durr.

B. PUBLIC COMMENT

Ms. Mimi Lamaute, Recording Secretary, announced there were no public comments or written public comments received by the deadline.

C. <u>APPROVAL OF MAY 30, 2024 ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING</u> <u>MINUTES</u>

A motion was made by Ms. Jackson and seconded by Mr. Lee to approve the May 30, 2024 meeting minutes. The motion carried unanimously with four (4) committee members in attendance voting AYE by voice vote. Ms. Sellers was not present.

D. AGENDA ITEMS

1. STAFF REPORT ON UPCOMING PLANNING PROJECTS MEETINGS

Mr. Glenn Pressimone, Chief of Infrastructure, referred to a handout titled "CFX Active Planning Projects Public Meetings 1 Year Outlook" attached hereto as "**Exhibit A.**"

The document provides upcoming milestones for the major PD&E Studies currently underway. It lays out planned engagements (public involvement) with Stakeholders, Environmental Advisory groups, and Project Advisory groups through the end of calendar year 2025. CFX has started a new public engagement called the Community Engagement Group. He briefly described the information contained in the document including projects and upcoming meetings.

Mr. Lee, in anticipation of the upcoming discussion on the SR 538 Southport Connector Study, distributed two Florida Wildlife Corridor maps relating to the SR 538 Southport Connector and the SR 515 Northeast Connector, attached hereto as **Exhibit "B."**

The Committee Members commented and asked questions which were answered by Mr. Pressimone.

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

2. FLORIDA WILDLIFE CORRIDOR AND WILDLIFE CROSSINGS PRESENTATION

Mr. Jason Lauritsen with the Florida Wildlife Corridor Foundation provided an overview on the Florida wildlife corridor. Mr. Daniel J. Smith with the University of Florida provided a presentation on the wildlife crossings.

Brittany Sellers arrived at this time 10:13 am

The Committee Members commented and asked questions which were answered by Mr. Lauritsen and Mr. Smith.

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

3. ENVIRONMENTAL PERMITTING

Ms. Nicole Gough with Dewberry Engineers, Inc. described the recent changes in regulatory process and some of the challenges this may present to CFX's workplan.

She discussed the permitting process, the agencies involved, the recent changes, Department of the Army Corp Permits, CFX projects affected by the 404 permitting changes and 404 permitting nuances. Ms. Gough discussed evolving solutions and described ongoing coordination and communication with the reviewers and agencies.

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

E. OTHER BUSINESS

There was no other business discussed.

F. ADJOURNMENT

Chairman Durr announced that the next Environmental Stewardship Committee meeting is scheduled for February 27, 2025 at 10:00 a.m.

Chairman Durr adjourned the meeting at 11:36 a.m.

Minutes approved on _____, 2025.

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.

CFX Active Planning Projects Public Meetings 1 Year Outlook								CENTRAL FLORIDA EXPRESSWAY AUTHORITY	
PROJECT	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	Q1 2025	Q2 2025	Q3 2025	Q4 2025
417-246A Sanford Airport Connector PD&E Study	20 EAG & PAG 21 CEG	12: Kickoff Public Meeting		7: MetroPlan Orlando Municipal Advisory Committee 13: MetroPlan Orlando Board		JAN: EAG/PAG/CEG FEB: Alternatives Public Meeting	TBD: EAG/PAG/CEG Late Spring: Public Hearing		
599-233 Southport Connector PD&E Study	I IBD: Stakeholder Meetings				TBD First two weeks: Stakeholder Meetings	TBD: EAG/PAG/CEG	TBD: Public Meeting	TBD: EAG/PAG/CEG	TBD: Public Hearing
599-247 Northeast Connector Ph. 2 PD&E Study	14: EAG & PAG 15: CEG		TBD: EAG/PAG/CEG	TBD: Kickoff Public Meeting				TBD: EAG/PAG CEG	TBD: Alternatives Public Meeting
429-183 SR 429 Capacity Improvements PD&E Study						FEB: Public Meeting			
417-178 SR 417 Capacity Improvements PD&E Study		2				MARCH: Public Meeting			

Exhibit "A"

Exhibit "B"

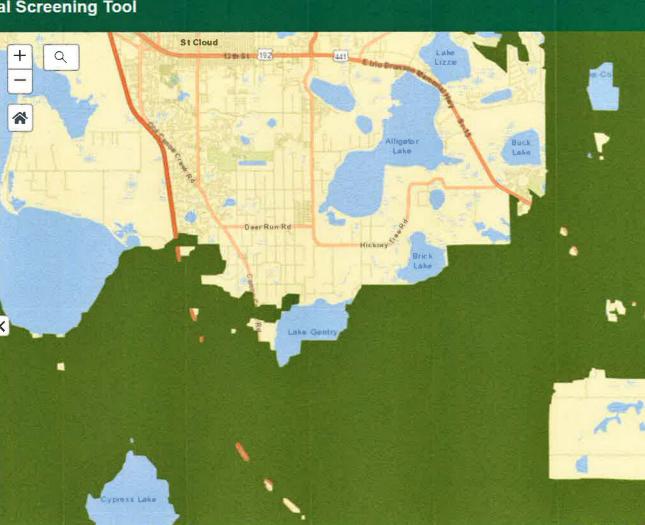
FLORIDA WILDLIFE CORRIDOR SOUTH OF W. LAKE TOHO



Environmental Screening Tool Map Viewer

Resource Data				1. 1
Search Layers				
florida wildlife corridor	Q	1	- Ex-	1 3
Browse			# #	
ETDM Projects			-	
Project ID				
Project ID	+			
Enter a project number to view project. To view just a specific project-analysis area ID, e.g.	+ analysis area; analysis area, en '1234-1".	s for that ler as		
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ETDM EST



D. Agenda Items



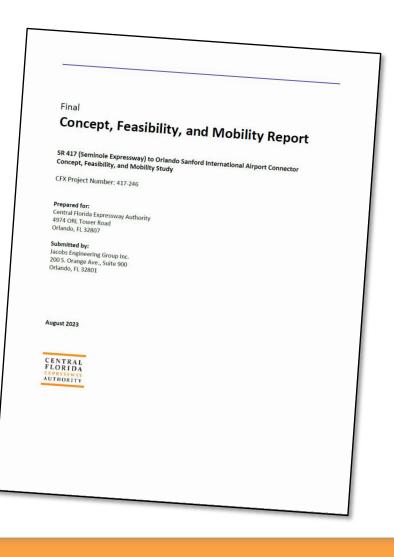


SR 417 Sanford Airport Connector Project Development & Environment (PD&E) Study Update Environmental Stewardship Committee

Will Hawthorne, PE | Director of Transportation Planning and Policy David Dangel, PE | Ardurra March 6, 2025

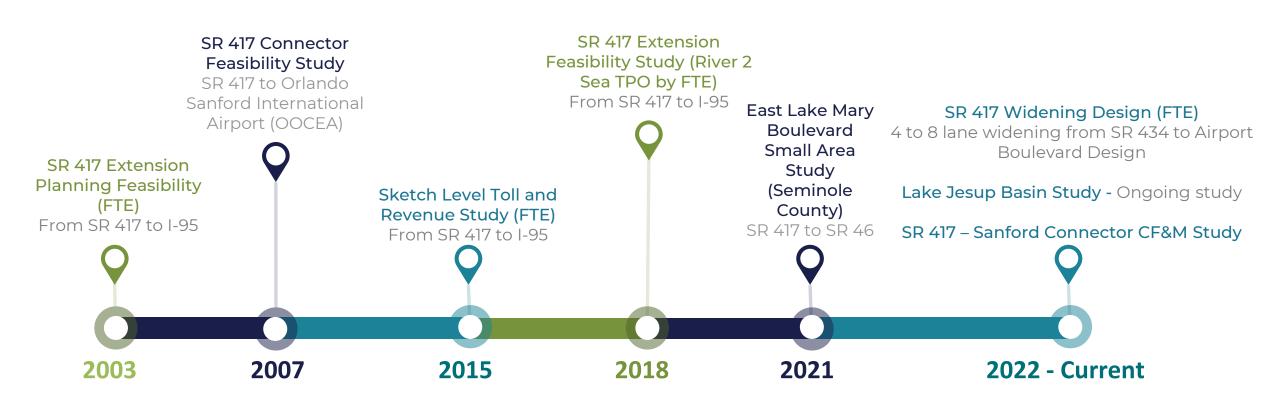
Background

- In 2023, CFX completed a CF&M Study to evaluate a new direct expressway connection between SR 417 and the Orlando Sanford International Airport
- CFX Board approved CF&M Study and authorized a PD&E Study to further evaluate the alternatives
- The PD&E Study began in May 2024 and is refining and evaluating the alternatives recommended by the CF&M Study as well as an elevated viaduct alternative along East Lake Mary Boulevard

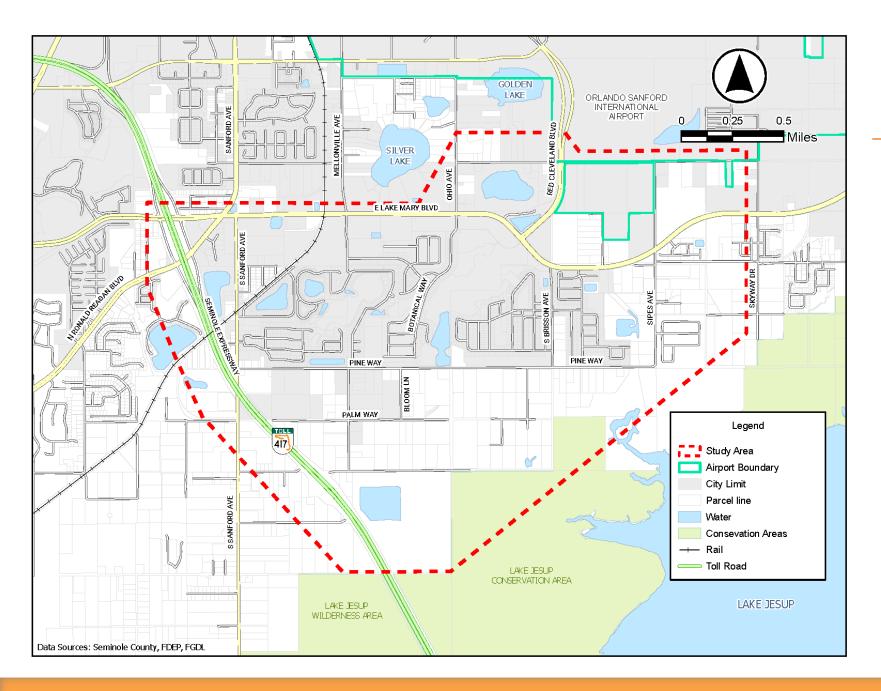




Project History







Study Area

The Study Area extends from west of SR 417 to Skyway Drive to the east, and from the Lake Jesup Wilderness Area boundary north to Lake Mary Boulevard and the Orlando Sanford International Airport



Purpose and Need

Orlando Sanford International Airport

- 91% increase in enplanements through 2037
- 400% increase in air freight tonnage through 2037

Traffic Conditions (In No-Build Condition)

- Lake Mary Boulevard 44% increase
- Red Cleveland Boulevard (Airport Entrance) 69% increase

Population Growth

- Seminole County 11.4% growth from 2010 to 2020
- Projected to increase another 21% by 2050

Planned Development

- Numerous new residential developments
- Additional residential and commercial development planned

East Lake Mary Boulevard provides access to Orlando Sanford International Airport

- Long delays at the SR 417 interchange
- Roadway and intersections nearing capacity



Enhances Airport Access, Local & Regional Connectivity, and Mobility



Addresses Anticipated Future Traffic Needs



Supports Socioeconomic Growth and Planned Development

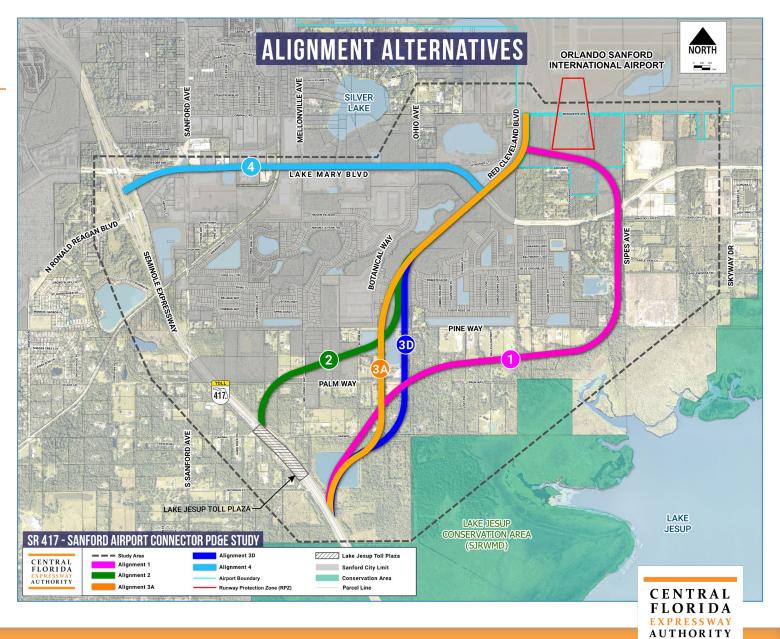


Improves Modal Connectivity

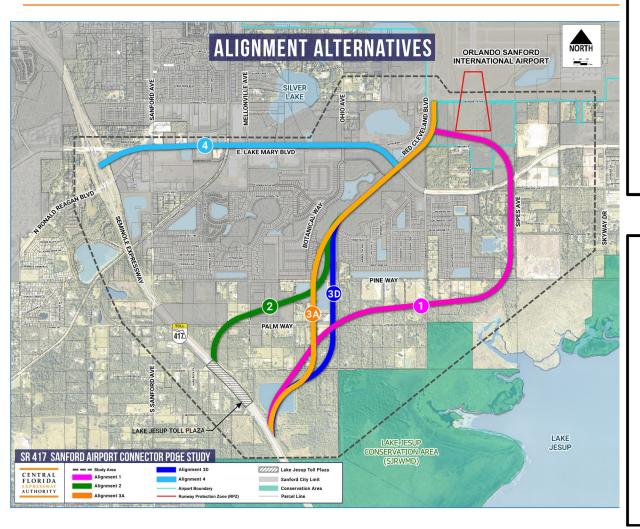


PD&E Study Alternatives

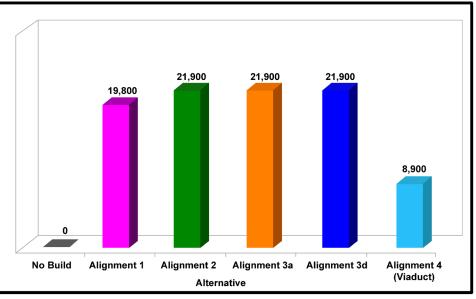
- Alternative 1 attempts to minimize direct impacts to residential and non-residential parcels
- Alternative 2 has the least potential environmental impacts
- Alternatives 3a and 3d attempt to balance direct impacts to residential development and environmentally sensitive land
- Alternative 4 attempts to utilize the existing East Lake Mary Boulevard roadway corridor to minimize impacts to the environment and residences



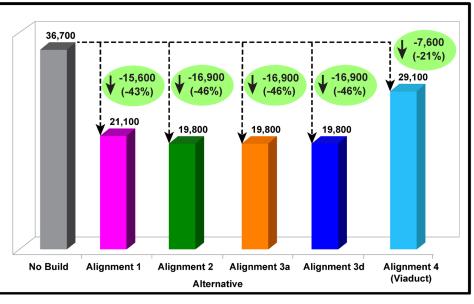
Year 2050 Daily Traffic



Proposed Connector



Lake Mary Blvd – SR 417 to Red Cleveland Blvd



Evaluation Matrix

	Unit of Measure	Alternatives							
Evaluation Criteria		No Build	1	2	3a	3d	4 (Viaduct)		
Traffic									
2050 Projected Annual Average Daily Traffic (AADT) on Connector	Vehicles per Day	0	19,800	21,900	21,900	21,900	8,900		
2050 Projected AADT on E. Lake Mar Mary Boulevard West of Red Cleveland Boulevard	Vehicles per Day	36,700	21,100	19,800	19,800	19,800	29,100		
Resulting Reduction in 2050 Projected AADT on E. Lake Mary Boulevard, West of Red Cleveland Boulevard	Vehicles per Day	No Reduction	-15,600 (-43%)	-16,900 (-46%)	-16,900 (-46%)	-16,900 (-46%)	-7,600 (-21%)		
Design									
Alternative Length	Miles	0	3.1	2.4	2.5	2.5	2		
Right-of-Way Width (Varies per Alternative)	Feet	0	150	150	150	150-200	130 - 140		
Physical									
Utility Impacts	High/Med/Low/None	None	Med	Low	Low	Low	High		
Contamination Sites & Facilities (Medium and High Risk Sites)	No. of Conflicts	0	0	0	0	0	6		
Railroad Involvement	No. of Conflicts	0	0	0	0	0	1		
Cultural Environment		1							
Potential Known Historic Resources	No. of Resources	0	1	0	0	0	0		
Potential Known Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	1:	0	1.	1c	11		
Potential Known Archaeological Resources	No. of Resources	0	0	0	0	0	0		
Natural Environment									
Potential Surface Water Impacts	Total Acres	0	6	1	11	11	1		
Wetlands	Total Acres	0	7	18	17	16	4		
Forested	Acres	0	3	15	16	14	1		
Non-forested	Acres	0	4	3	1	2	3		
Regulatory (SJRWMD) Conservation Easement Impacts	Acres	0	2	12	13	10	1		
Flood Hazard Area Impacts (100 Year Floodplain)	Acres	0	3	0	2	2	1		
Listed Species Probability of Occurrence	Degree	0	High	High	High	High	Med		
Bald Eagle Nest	No. of Conflicts	0	2	3	4	4	3		
Species Impacts (composite rating)	High/Med/Low/None	None	Med	Med	Med	Med	Low		
Social									
Right-of-Way Area Needed (not including proposed ponds)	Total Acres	0	62	34	48	58	8		
Potential Residential Parcels Affected	Total Parcels	0	21	8	22	3	0		
Potential Non-Residential Parcels Affected	Total Parcels	0	27	17	13	19	28		
Community Facilities	No. of Conflicts	0	0	0	0	0	0		
Parks and Recreational Facilities (public and private)	No. of Conflicts	0	0	0	0	0	0		
Community Cohesion Effects	High/Med/Low/None	None	Med	Med	Med	Med	Low		
Socio-Economic Impacts to Special Populations	High/Med/Low	0	Low	Low	Low	Low	Low		
Estimated Costs									
Roadway Construction (includes design and CEI)	Dollars	\$0	\$127,500,000	\$147,500,000	\$134,400,000	\$152,500,000	\$449,900,000		
Utility Relocation	Dollars	\$0	\$3,800,000	\$2,100,000	\$2,100,000	\$2,100,000	\$22,100,000		
Right-of-Way	Dollars	\$0	\$60,900,000	\$16,400,000	\$28,800,000	\$16,300,000	\$25,500,000		
Mitigation, Wetlands, and Wildlife	Dollars	\$0	\$2,800,000	\$7,100,000	\$6,600,000	\$6,500,000	\$1,500,000		
Total Estimated Cost	Dollars	\$0	\$195,000,000	\$173,100,000	\$171,900,000	\$177,400,000	\$499,000,000		

- Traffic projections for Airport Connector and East Lake Mary Boulevard
- Physical Impacts
- Cultural Impacts
- Natural Environment Impacts
- Social Impacts
- Estimated Costs
 - Roadway Construction (includes design and CEI)
 - Utility Relocation
 - Right-of-Way
 - Mitigation



Evaluation Matrix – Traffic, Physical & Cultural Impacts

		Alternatives						
Evaluation Criteria	Unit of Measure	No Build	1	2	За	3d	4 (Viaduct)	
Traffic								
2050 Projected Annual Average Daily Traffic (AADT) on Connector	Vehicles per Day	0	19,800	21,900	21,900	21,900	8,900	
2050 Projected AADT on E. Lake Mar Mary Boulevard West of Red Cleveland Boulevard	Vehicles per Day	36,700	21,100	19,800	19,800	19,800	29,100	
Resulting Reduction in 2050 Projected AADT on E. Lake Mary Boulevard, West of Red Cleveland Boulevard	Vehicles per Day	No Reduction	-15,600 (-43%)	-16,900 (-46%)	-16,900 (-46%)	-16,900 (-46%)	-7,600 (-21%)	
Design								
Alternative Length	Miles	0	3.1	2.4	2.5	2.5	2	
Right-of-Way Width (Varies per Alternative)	Feet	0	150	150	150	150-200	130 - 140	
Physical								
Utility Impacts	High/Med/Low/None	None	Med	Low	Low	Low	High	
Contamination Sites & Facilities (Medium and High Risk Sites)	No. of Conflicts	0	0	0	0	0	6	
Railroad Involvement	No. of Conflicts	0	0	0	0	0	1	
Cultural Environment								
Potential Known Historic Resources	No. of Resources	0	1	0	0	0	0	
Potential Known Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	1c	0	1c	1 c	1,	
Potential Known Archaeological Resources	No. of Resources	0	0	0	0	0	0	



Evaluation Matrix – Environmental Impacts

		Alternatives							
Evaluation Criteria	Unit of Measure	No Build	1	2	3a	3d	4 (Viaduct)		
Natural Environment					-				
Potential Surface Water Impacts	Total Acres	0	6	1	11	11	1		
Wetlands	Total Acres	0	7	18	17	16	4		
Forested	Acres	0	3	15	16	14	1		
Non-forested	Acres	0	4	3	1	2	3		
Regulatory (SJRWMD) Conservation Easement Impacts	Acres	0	2	12	13	10	1		
Flood Hazard Area Impacts (100 Year Floodplain)	Acres	0	3	0	2	2	1		
Listed Species Probability of Occurrence	Degree	0	High	High	High	High	Med		
Bald Eagle Nest	No. of Conflicts	0	2	3	4	4	3		
Species Impacts (composite rating)	High/Med/Low/None	None	Med	Med	Med	Med	Low		



Evaluation Matrix – Social Impacts

		Alternatives							
Evaluation Criteria	Unit of Measure	No Build	1	2	За	3d	4 (Viaduct)		
Social									
Right-of-Way Area Needed (not including proposed ponds)	Total Acres	0	62	34	48	58	8		
Potential Residential Parcels Affected	Total Parcels	0	21	8	22	3	0		
Potential Non-Residential Parcels Affected	Total Parcels	0	27	17	13	19	28		
Community Facilities	No. of Conflicts	0	0	0	0	0	0		
Parks and Recreational Facilities (public and private)	No. of Conflicts	0	0	0	0	0	0		
Community Cohesion Effects	High/Med/Low/None	None	Med	Med	Med	Med	Low		
Socio-Economic Impacts to Special Populations	High/Med/Low	0	Low	Low	Low	Low	Low		



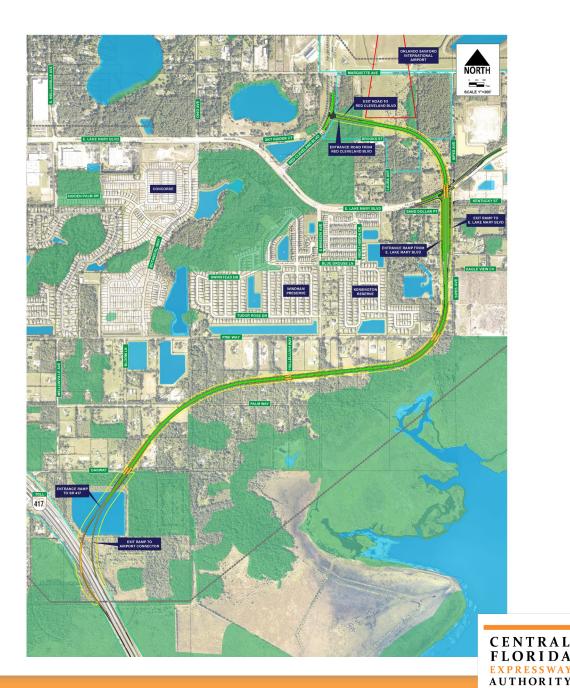
Evaluation Matrix – Costs

	Unit of Measure	Alternatives						
Evaluation Criteria		No Build	1	2	За	3d	4 (Viaduct)	
Estimated Costs								
Roadway Construction (includes design and CEI)	Dollars	\$0	\$127,500,000	\$147,500,000	\$134,400,000	\$152,500,000	\$449,900,000	
Utility Relocation	Dollars	\$0	\$3,800,000	\$2,100,000	\$2,100,000	\$2,100,000	\$22,100,000	
Right-of-Way	Dollars	\$0	\$60,900,000	\$16,400,000	\$28,800,000	\$16,300,000	\$25,500,000	
Mitigation, Wetlands, and Wildlife	Dollars	\$0	\$2,800,000	\$7,100,000	\$6,600,000	\$6,500,000	\$1,500,000	
Total Estimated Cost	Dollars	\$0	\$195,000,000	\$173,100,000	\$171,900,000	\$177,400,000	\$499,000,000	



Alignment 1

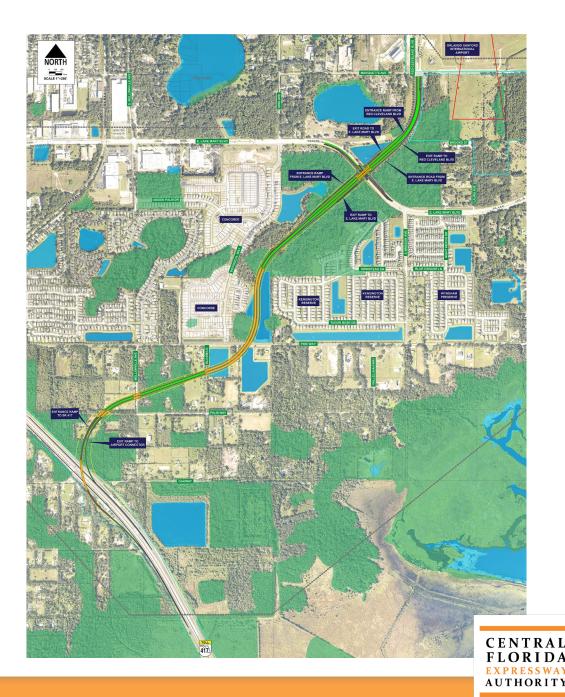
- Longest overall route with second highest overall cost
- Highest right of way costs
- Highest number or residential parcels
 impacted
- Issues with new road adjacent to the Airport's Runway Protection Zone



Alignment 2

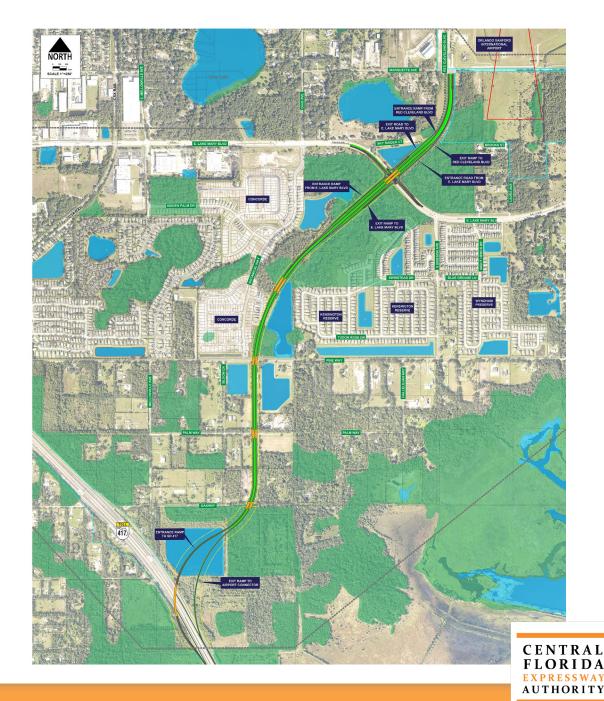
Proposed to be further evaluated

- Shortest and most direct route
- Lowest overall cost
- Second lowest overall number of residential parcels impacted
- Connection to SR 417 farther from Lake Jesup Conservation Area than other alignments



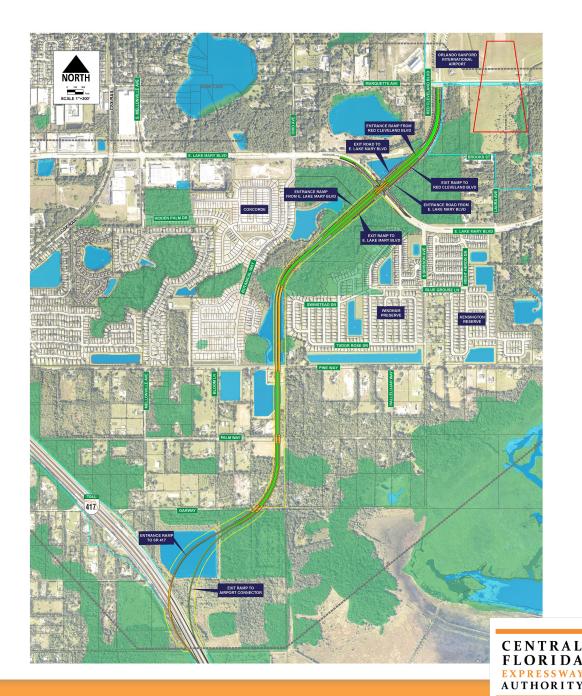
Alignment 3a

- Second most residential parcels impacted
- Directly impacts new houses in Concorde development
- Higher cost than Alignment 2
- Connection to SR 417 closer to Lake Jesup Conservation Area than Alignment 2



Alignment 3d

- Higher cost than Alignments 2 and 3a
- Requires more bridges over private retention ponds than Alignment 3a
- Connection to SR 417 closer to Lake Jesup Conservation Area than Alignment 2



Alignment 4 (Viaduct)

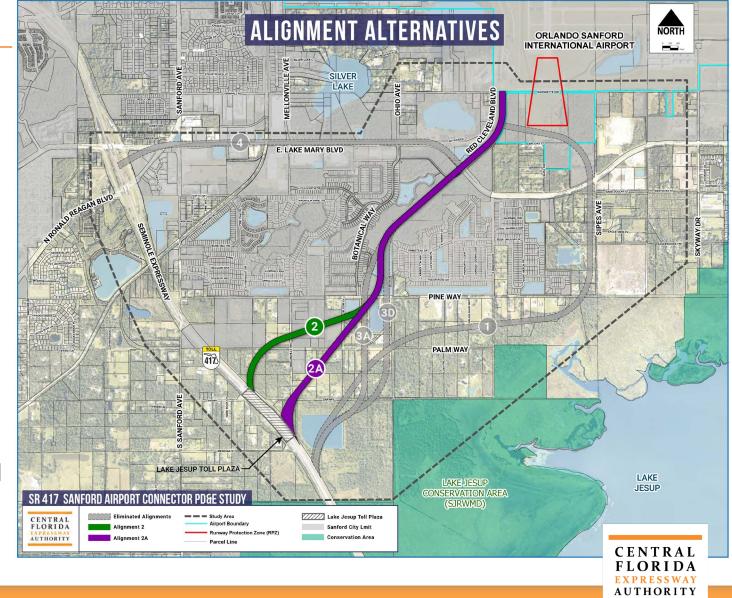


- Significantly higher cost than all other alternatives
- Significantly lower projected ridership than all other alternatives



Alternative 2 Refinement

- Alignments 1, 3A, 3D and 4 have been eliminated from further consideration
- Alternative 2 moved the interchange with SR 417 away from the Lake Jesup Conservation Area and utilized the pavement and right of way at the toll plaza
- The refinement of Alignment 2 was made to move the interchange with SR 417 farther south, but still north of the Lake Jesup Conservation Area.
- Refinement of Alignment 2 was considered significant enough to be evaluated as a new alternative (Alignment 2A)



Agency & Stakeholder Input

- Related Projects
- Planned Developments (Seminole County and City of Sanford)
- SJRWMD Conservation Easements and Criteria
- Alternatives and Engineering Considerations
- Environmental Effects
- Mobility Alternatives



AUTHORITY

PD&E Study Schedule

		2024			2025		
	Q2	Q3	Q4	Q1	Q2	Q3	
Notice to Proceed	*						
ESC Project Kickoff Meeting	*						
Data Collection							
EAG, PAG, CEG, & ESC Meetings		*					
Alternatives Evaluation				•			
Public Kickoff Meeting		*					
Draft PD&E Study Reports							
EAG, PAG, CEG, & ESC Meetings				*			
Alternatives Public Workshop				*			
Refine Alternatives							
EAG, PAG, CEG, & ESC Meetings				*			
Refined Alternatives Public Workshop					*		
EAG, PAG, CEG, & ESC Meetings					*		
Public Hearing					*		
Finalize PD&E Study Reports							
CFX Review/Study Complete						*	

(Subject to Change)





Thank You





SR 515 Northeast Connector Expressway Phase 2 Project Development & Environment (PD&E) Study Update Environmental Stewardship Committee

Will Hawthorne, PE | Director of Transportation Planning and Policy Sunserea Gates, PE | VHB

March 6, 2025

CFX 2045 Master Plan

LEGEND

CFX: Existing System

CFX: Future Expressway

CFX: Other Future Expressways

CFX 2045 Master Plan regional beltway includes SR 515

Considered by East Central Florida Corridor Task Force and subsequent Concept Feasibility & Mobility (CF&M) Studies

Begins at Florida's Turnpike

Continues northeast to serve as regional beltway in eastern Osceola County

Includes Northeast Connector between US 192 and SR 534 extension



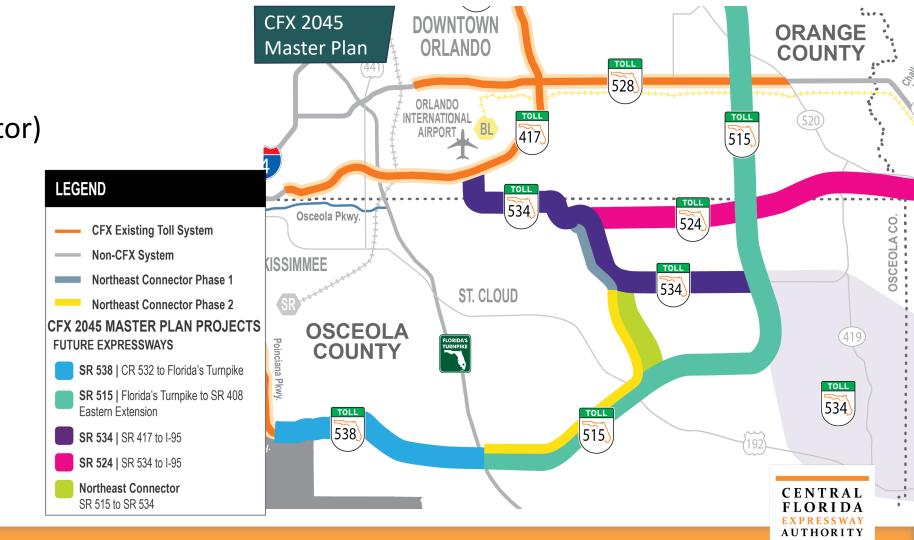
Study Limits

CFX system linkage:

• SR 538

(Southport Connector)

- Florida's Turnpike
- US 192
- SR 534



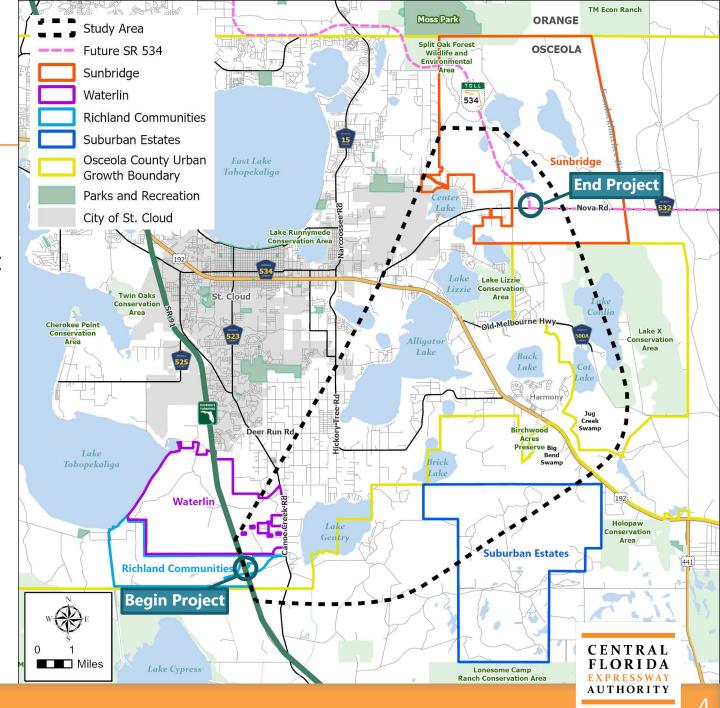
Study Area

15- to 20-mile expressway

Southwest terminus at proposed Southport Connector Expressway/ Florida's Turnpike

Northern terminus is SR 534 at Nova Road

Full interchange at US 192



Purpose and Need

Osceola Transportation Southeast Area Transportation Study (SEATS):

Northeast Connector Phase 2 needed by 2040

Population Growth:

- ➢ 3.6% recent annual growth
- Projected to increase by 37% by 2050

Planned Development:

- 12 Mixed-Use Districts
- 30 more Planned Developments

US 192 only existing east-west corridor



Provides System Linkage



Addresses Anticipated Future Traffic Needs

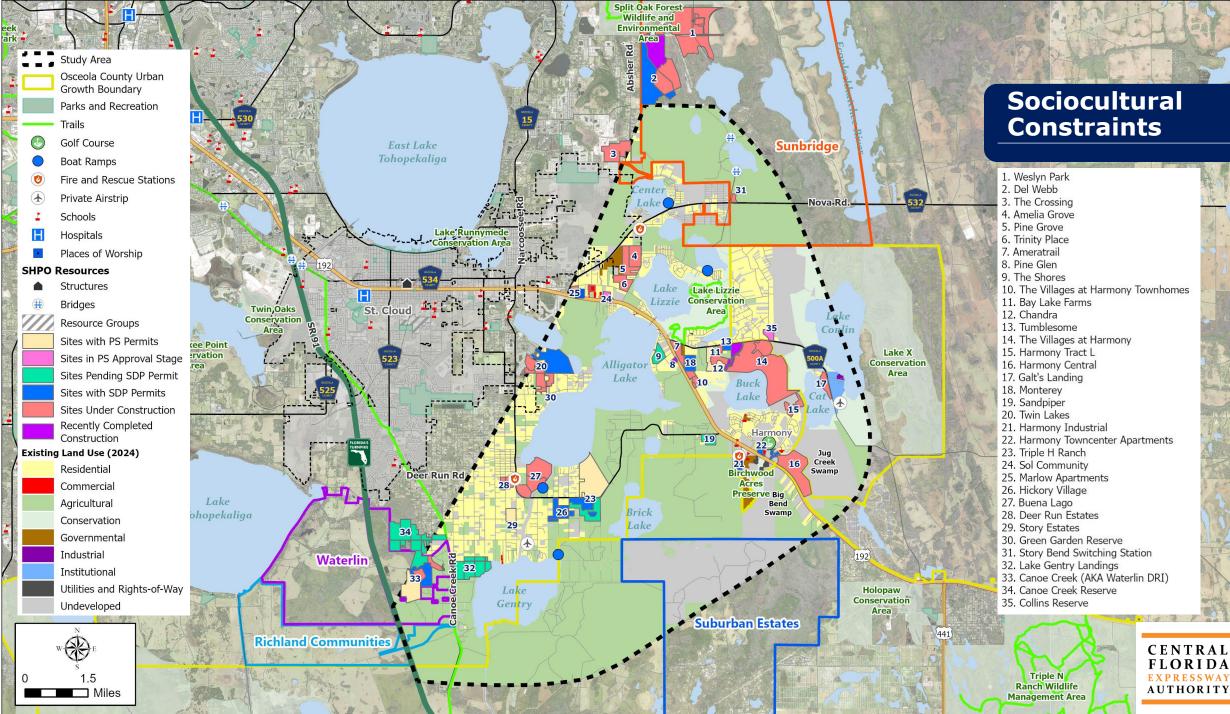


Supports Socioeconomic Growth and Planned Development

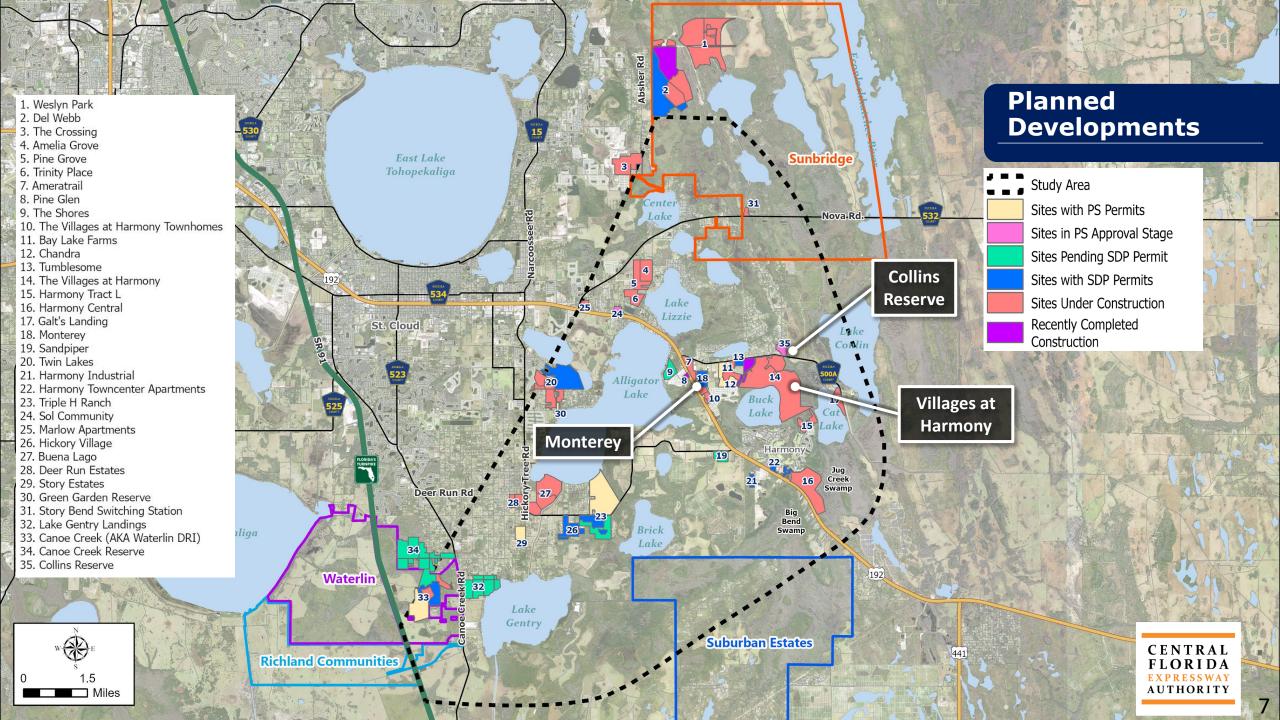


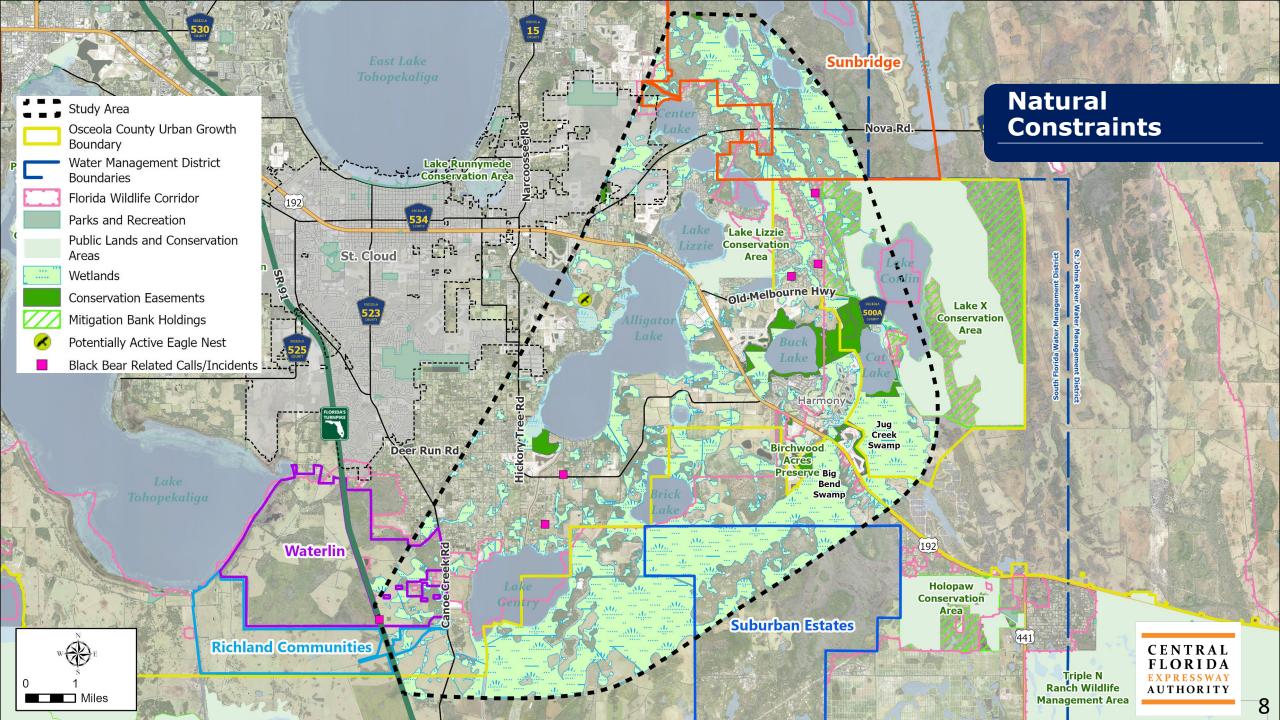
Provides Additional East-West Regional Connectivity



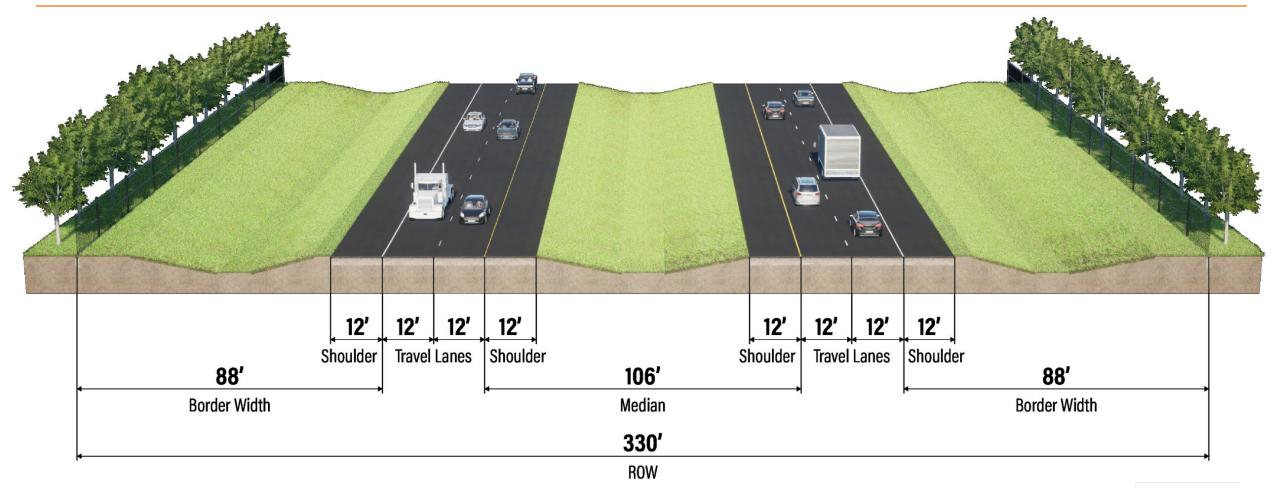


WAY RITY 6

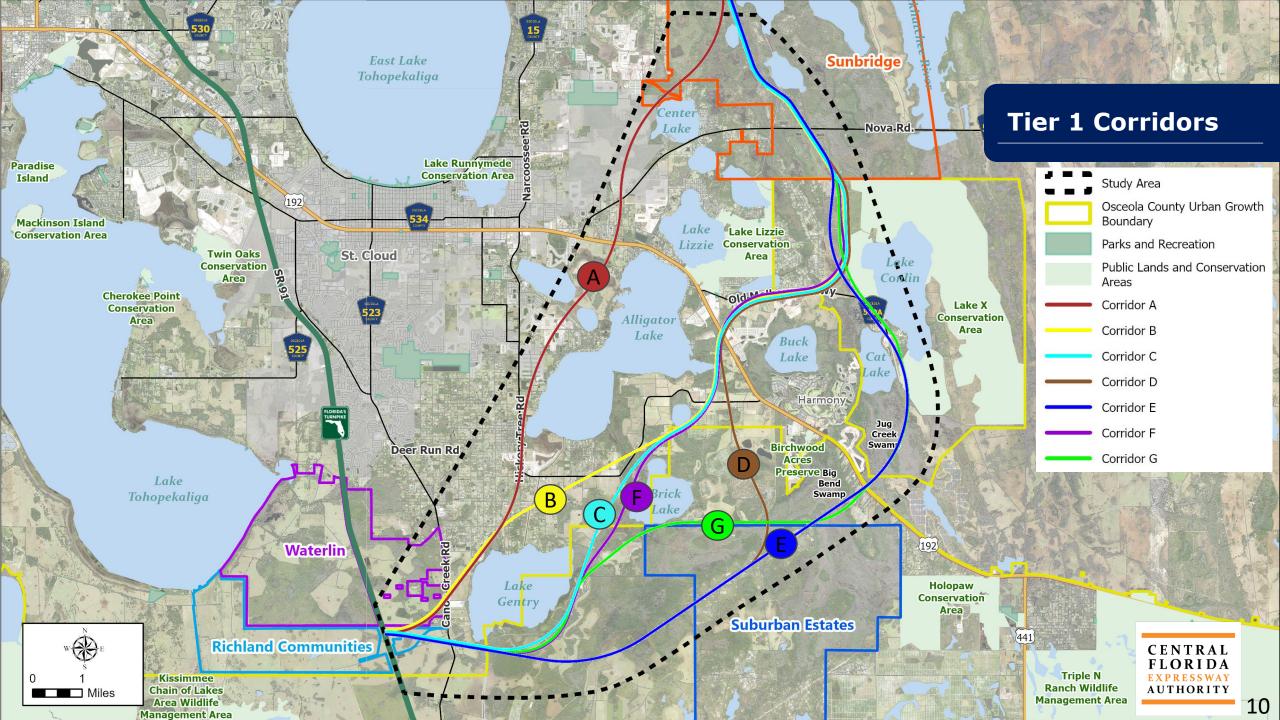




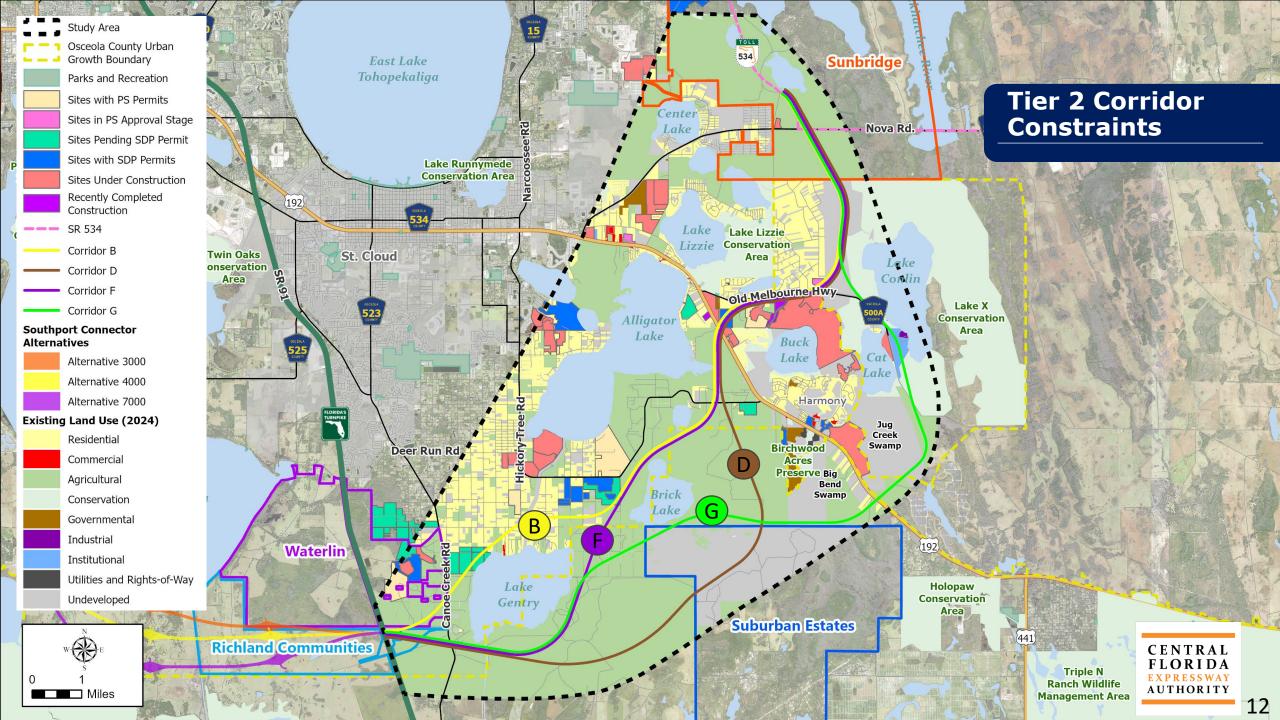
Mainline Typical Section











Evaluation Matrix

Evaluation Measure	Unit of Measure	Corridor B	Corridor D	Corridor F	Corridor G		
Design							
Corridor Length	Miles	17	19	18	21		
Proposed ROW width (varies at interchanges)	Feet	330	330	330	330		
Proposed ROW total (approximate)	Acres	1,018	1,136	1,065	1,132		
Proposed bridges (roadway/canal crossings)	Number of Structures	50	42	44	32		
Total length of all structures (roadway/canal crossings)	Feet	13,063	12,977	13,038	11,865		
Proposed interchanges	Number	4	4	4	4		
Projected 2050 AADT Volume ¹	Number of Vehicles per Day	48,200	49,300	46,400	43,500		
Physical							
Major Utility Conflicts - Existing	Number of Conflicts	4	4	4	3		
Major Utility Conflicts - Planned	Number of Conflicts	0	0	0	0		
Contamination Sites (Medium and High Risk Sites)	Number of Conflicts	11	8	9	3		
Cultural Environment							
Public Recreation Lands	Acres	0	0	0	0		
Potential Historic Resources	Number of Conflicts	0	0	0	0		
Potential Historic Linear Resources (Canals/Highways/Railroads)	Number of Resources	1	1	1	1		
Potential Archaeological Resources	Number of Resources	0	0	0	0		
Natural Environment							
Floodplain Involvement - 100 Year Floodplain ²	Acres	354	547	445	696		
Canals / Regulated Floodways	Number of Conflicts	2	1	2	1		
Wetlands (non-forested and forested) ³	Acres	202	384	238	423		
Potential Habitat ⁴	Acres	953	1115	996	1,125		
Conservation Lands ⁵	Acres	89	89	89	130		
Regulatory Conservation Easement	Acres	0	0	0	0		
Florida Wildlife Corridor ⁶	Acres	488	805	659	1,119		
Florida Forever Priority Projects ⁶	Acres	0	302	156	399		
SFWMD DWMP (Watershed Management Program)	Acres	0	109	49	49		
Social							
Residential Parcels							
Potential Residential Parcels Affected (Existing) ^{7,8,10}	Number of Parcels	91	71	72	3		
Potential Residential Parcels Affected (Planned) ^{7,11}	Number of Parcels	112	36	37	0		
Non-Residential Parcels							
Total Potential Non-Residential Parcels Affected 7,9	Number of Parcels	72	58	59	44		
Community Cohesion Effects - Existing/Planned Neighborhoods Affected	Low/Medium/High	High	Medium	Medium	Low		
Community Facilities	Number of Conflicts	0	0	0	1		
Agricultural Lands	Acres	745	876	870	809		
Suburban Estates Impacts (approximate)	Acres	0	73	0	27		
Estimated Cost							
Preliminary Construction Cost Estimate	Currency (in millions)	\$1,663	\$1,784	\$1,649	\$1,702		

- ROW impacts range from 1,018-1,132 acres
- Annual Average Daily Traffic (AADT) ranges from 43,500 to 48,200
- Potential contamination sites highest for Corridor B
- Potential natural environment impacts highest with Corridor D and Corridor G
- Potential social impacts significantly higher for Corridor B
- Potential recreational impacts
 higher for Corridor D
- Construction costs similar

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Advisory Group and Stakeholder Input

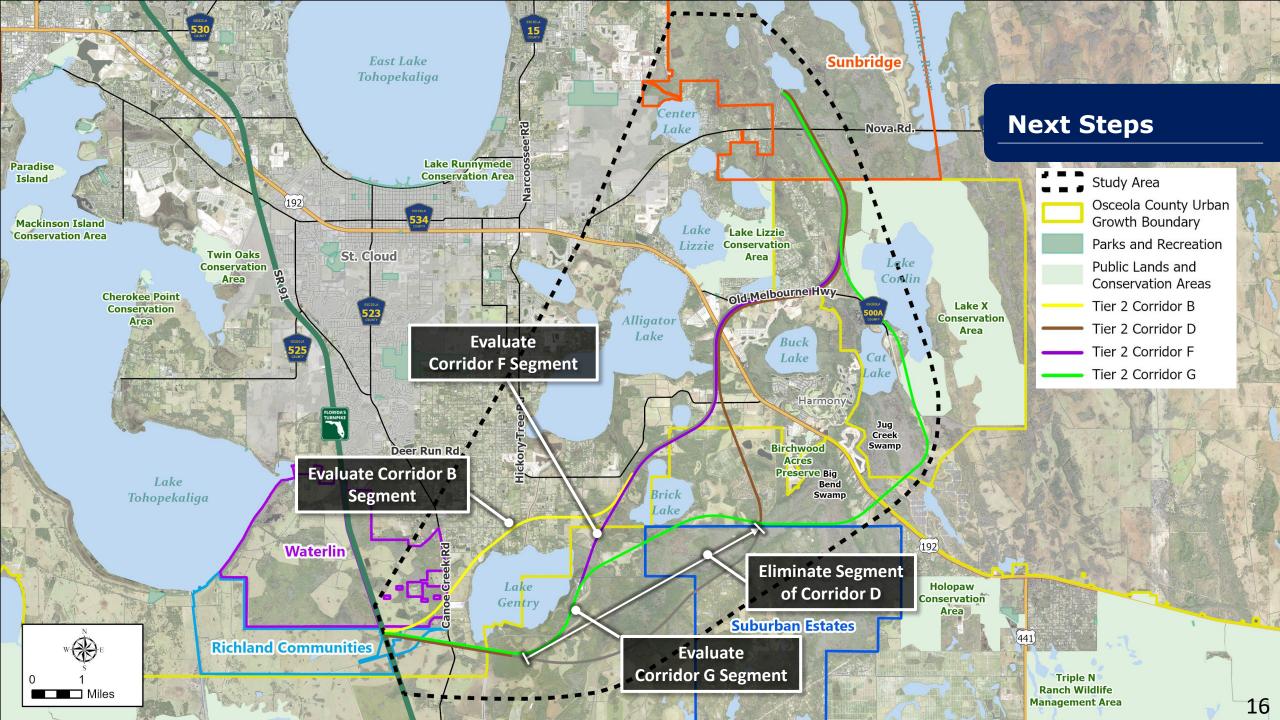
- Emphasis on minimizing impacts and preserving natural resources
- Need to investigate opportunities for wildlife crossings and habitat connectivity
- Concerns for high impacts to existing and planned residential areas and neighborhoods
- Concerns for potential impacts on drainage, floodplains and wetland connectivity
- Desire to avoid growth outside Urban Growth Boundary
- Suggestion to consider future expansion and multimodal transportation options
- Expressed importance of continued coordination with related projects and ongoing development in the area



Advisory Group and Stakeholder Input

- Environmental Advisory Group recommended further evaluation of Corridor B and corridors south of Lake Gentry for social impacts, including ROW costs
- Consideration of higher anticipated mitigation costs for corridors south of Lake Gentry
- Environmental Mitigation Opportunities
 - Florida Forever priority areas
 - Connectivity to existing conservation
- Community Engagement Group recommended avoidance of existing residential areas and planned residential developments
- Avoid and minimize impacts to natural and social impacts during a more-focused alignment evaluation, including a focus on Lake X Conservation Area and mitigation bank areas





PD&E Schedule

ESC Project Kickoff Meeting ESC Project Kickoff Meeting Data Collection EAG, PAG, CEG & ESC Meetings Orridor Evaluation Public Information Meeting Aternatives Evaluation Data COLLEG & ESC Meetings Aternatives Evaluation BAG, PAG, CEG & ESC Meetings Aternatives Evaluation Data Collection Aternatives Evaluation BAG, PAG, CEG & ESC Meetings Aternatives Public Morkshop EAG, PAG, CEG & ESC Closeout Meetings Public Hearing Public Hearing Finalze PD& Estudy Reports Image: Public Hearing Image: Public Hearing <t< th=""><th></th><th></th><th colspan="3">2024</th><th colspan="2">2025</th><th colspan="3">2026</th><th></th></t<>			2024			2025		2026				
ESC Project Kickoff Meeting ESC Project Kickoff Meeting Data Collection EAG, PAG, CEG & ESC Meetings Orridor Evaluation Public Information Meeting Aternatives Evaluation Data COLLEG & ESC Meetings Aternatives Evaluation BAG, PAG, CEG & ESC Meetings Aternatives Evaluation Data Collection Aternatives Evaluation BAG, PAG, CEG & ESC Meetings Aternatives Public Morkshop EAG, PAG, CEG & ESC Closeout Meetings Public Hearing Public Hearing Finalze PD& Estudy Reports Image: Public Hearing Image: Public Hearing <t< th=""><th></th><th>Q2</th><th>Q3</th><th>Q4</th><th>Q1</th><th>Q2</th><th>Q3</th><th>Q4</th><th>Q1</th><th>Q2</th><th>Q3</th><th>Q4</th></t<>		Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Data Collection Image: Strain of the str	Notice to Proceed	*										
AG, PAG, CEG & ESC Meetings <	ESC Project Kickoff Meeting	*										
Corridor Evaluation Image: Second Seco	Data Collection											
Public Information Meeting Image: Second Seco	EAG, PAG, CEG & ESC Meetings		*		*							
Alternatives Evaluation Image: Book of the second se	Corridor Evaluation					-						
Draft PD&E Study Reports Image: Control of the state of the sta	Public Information Meeting				*							
EAG, PAG, CEG, & ESC Meetings Image: Second s	Alternatives Evaluation											
Alternatives Public Workshop Image: Constraint of the constraint	Draft PD&E Study Reports											
EAG, PAG, CEG, & ESC Closeout Meetings Public Hearing Finalize PD&E Study Reports	EAG, PAG, CEG, & ESC Meetings						*					
Public Hearing Finalize PD&E Study Reports	Alternatives Public Workshop							*				
Finalize PD&E Study Reports	EAG, PAG, CEG, & ESC Closeout Meetings									*		
	Public Hearing										*	
CFX Review/Study Complete	Finalize PD&E Study Reports											
	CFX Review/Study Complete											*

EXPRESSWAY AUTHORITY



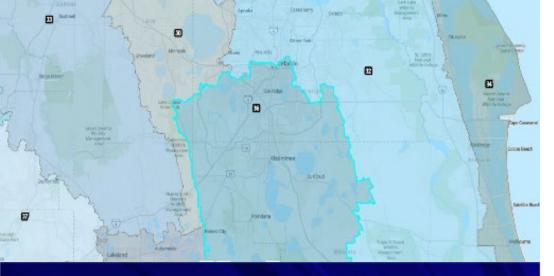
Thank You



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Project Mitigation Update Environmental Stewardship Committee Nicole Gough | Dewberry Engineers, Inc. March 6, 2025

USACE uses HUC – Hydrologic Unit Code



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

- 1. Mitigation bank credits
- 2. In-lieu fee program credits
- 3. Permittee-responsible mitigation under a watershed approach
- 4. On-site and/or in-kind permittee-responsible mitigation
- 5. Off-site and/or out-of-kind permittee-responsible mitigation
- Consider what is "environmentally preferable" (33 CFR 332.3(a)(1))
- Also consider likelihood of success, risk, uncertainty, and temporal loss

Federal Mitigation

Standard is "no net loss" of wetlands

Department of the Army, Corps of Engineers: 33 CFR Parts 325 and 332

Environmental Protection Agency 40 CFR Part 230 Compensatory Mitigation for Losses of Aquatic Resources

The U.S. Army Corps of Engineers (the Corps) and the Environmental Protection Agency (EPA) regulations governing compensatory mitigation for activities authorized by permits issued by the Department of the Army. The regulations establish performance standards and criteria for the use of permittee-responsible compensatory mitigation, mitigation banks, and inlieu programs to improve the quality and success of compensatory mitigation projects for activities authorized by Department of the Army permits...

...This rule applies equivalent standards to permittee-responsible compensatory mitigation, mitigation banks and in-lieu fee mitigation to the maximum extent practicable. Since a mitigation bank must have an approved mitigation plan and other assurances in place before any of its credits can be used to offset permitted impacts, this rule establishes a preference for the use of mitigation bank credits, which reduces some of the risks and uncertainties associated with compensatory mitigation.



Mitigation State

Applicant's Handbook Volume I (6/28/24) Section 10.3 Mitigation

Mitigation will be approved only after the applicant has complied with the requirements of sections 10.2.1 through 10.2.1.3, above, regarding practicable modifications to reduce or eliminate adverse impacts...

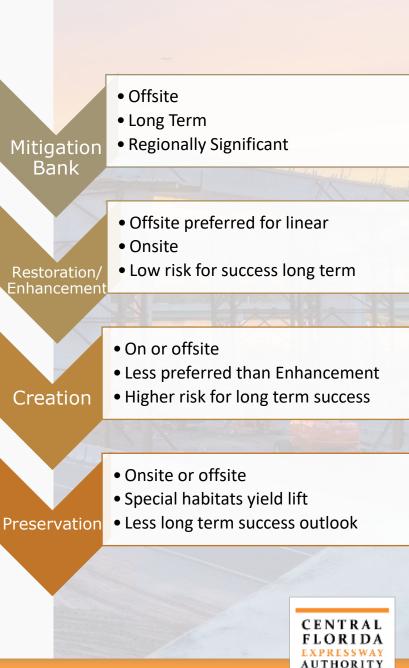
...This section establishes criteria to be followed in evaluating mitigation proposals in light of the programmatic and project permitting goal of no net loss of wetland and other surface waters functions...

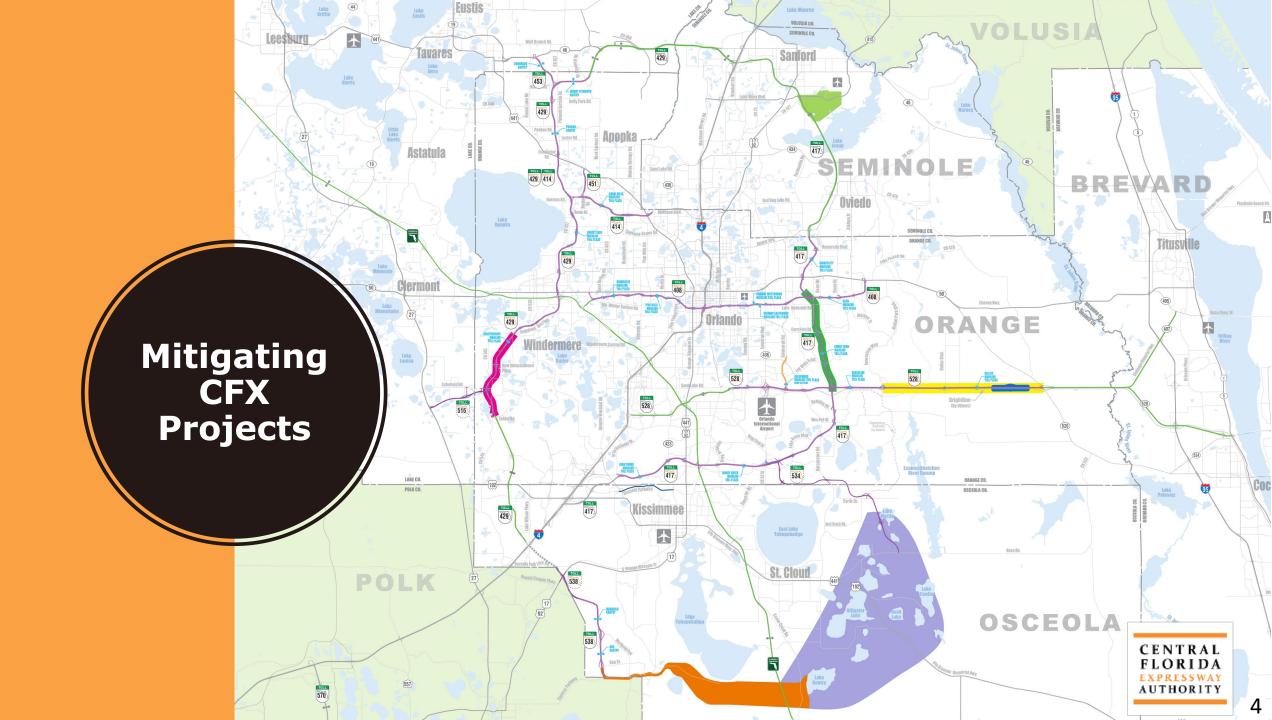
... is required only to offset the adverse impacts to the functions identified in sections 10.2 through 10.2.8.2, above, caused by regulated activities...

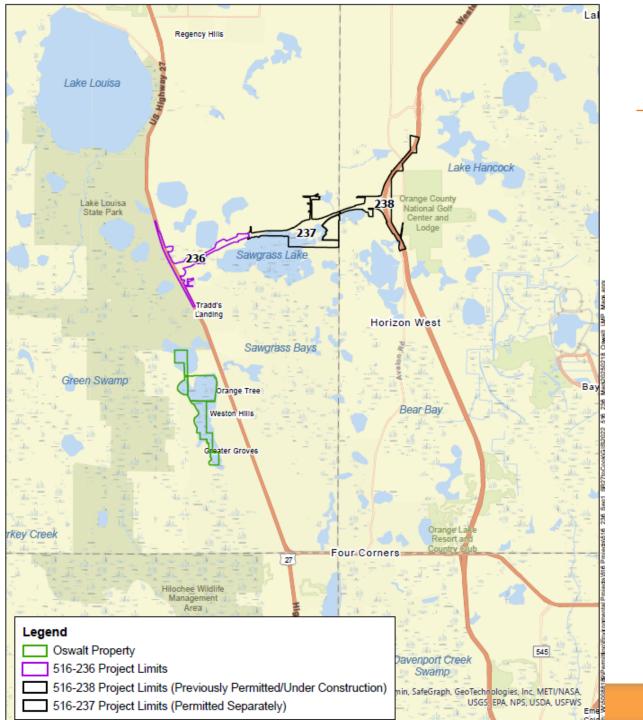
10.3.1 Types of Mitigation

Mitigation usually consists of **restoration**, **enhancement**, **creation**, **or preservation** of wetlands, other surface waters, or uplands. Uplands that function as a hydrologic contributing area to wetlands, and are necessary to maintain the ecological value of those wetlands, may be appropriate for mitigation of impacts to wetlands, as well as impacts to uplands... In some cases, a combination of mitigation types is the best approach to offset adverse impacts resulting from the regulated activity. **Restoration** is usually preferred over **creation** as it often has a greater chance of success.... **Preservation** of important ecosystems can provide an improved level of protection over current regulatory programs when it ensures that the values of the preserved area are protected and maintained in the long term.

...Mitigation through participation in a mitigation bank shall be in accordance with Section 373.4136, F.S., and Chapter 62-342, F.A.C. (Mitigation Banks), except that, for purposes of the maps applicable to regional watersheds, the SJRWMD, SWFWMD, and SFWMDs shall use the maps incorporated by reference in the applicable Volume II







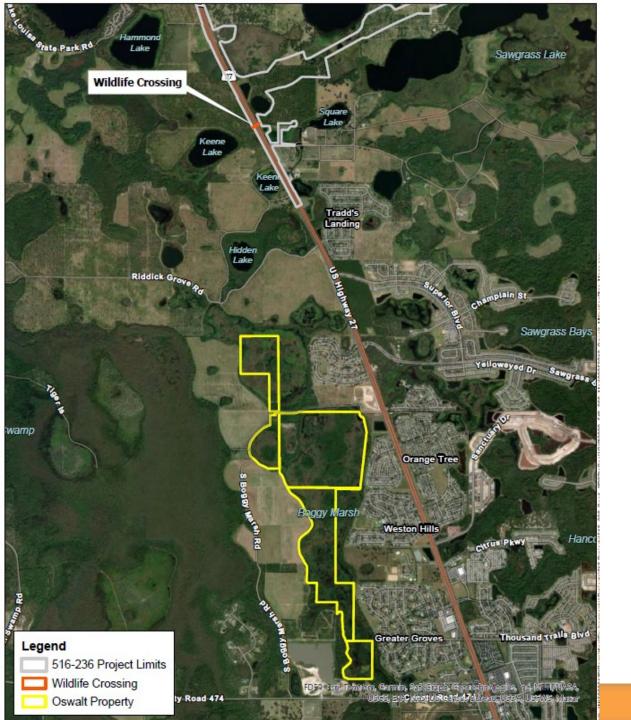
CFX 516-236 Project

- 36.10 acres of direct wetland impacts
- 39.97 acres of secondary impacts
- UMAM 23.83 units to offset

Mitigation proposed:

- Off-site preservation /enhancement of herbaceous and forested wetlands
- Wildlife crossing,
- Potential purchase of mitigation bank credits from an approved Mitigation Bank.
 - Ongoing negotiation with SJRWMD has -to dateyielded approximately 16.40 UMAM credits for the Full Oswalt property
 - Supplemental/ remaining credits needed will be obtained from an approved Mitigation Bank for in-kind UMAM credits through a bidding process.





CFX 516-236 Project

Oswalt Property

- Approximately 406.17-acres
- CFX will be the purchasing agent and Lake County will be the operation and maintenance entity. The property will be placed under conservation for the protection and enhancement of the natural ecosystems onsite. Lake County will manage the Oswalt Property amongst their other conservation lands.
- Oswalt was selected for its potential to promote the expansion of the Florida Wildlife Corridor which is a key goal of the CFX and Lake County. This property is located within the Florida Wildlife Corridor and is listed as a Priority 2 within the Florida Ecological Greenways Network, and is within the Green Swamp Florida Forever Plan, listed as an Essential Property Remaining property





Total SFWMD CE	KPB Cattle Replacement	Total SFWMD CE	KPB Cattle
Acreage	Property	FL UMAM	FG UMAM
51.19	256	13.11	53.90

CFX 534 Project

Conservation Easement Replacement

- 51.19 acres within 4 easements
- Project impacts will be addressed during Roadway permitting
- UMAM equivalent 13.11 units to offset

Mitigation proposed:

- SFWMD: Off-site property replacing habitat and equal or greater habitat function
 - Application provided to SFWMD provides 256 acres (5:1) yielding 53.90 UMAM credits
- FWC: Property replacing habitat within proximity to managed assets
 - FWC will receive 1550 acres contiguous to the 1650+ acre existing Split Oak WEA.

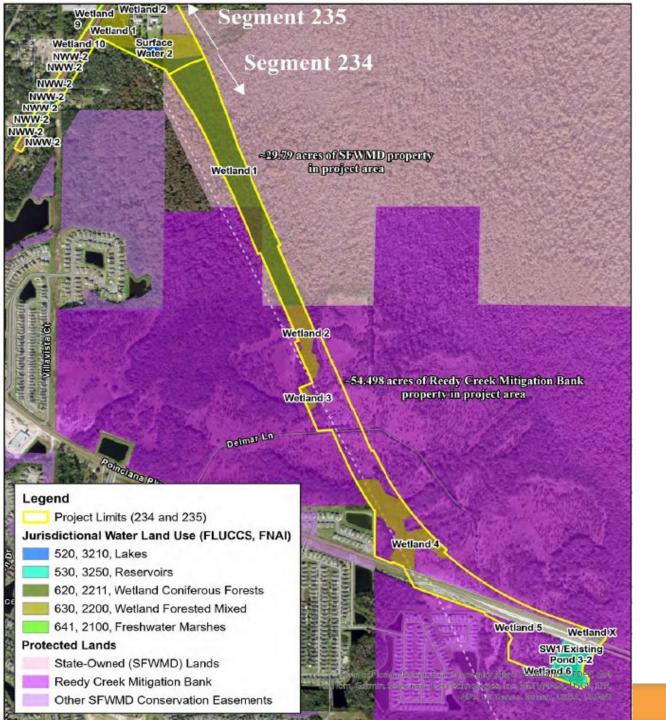




CFX 534 Project

- KPB Cattle Property
 - Approximately 877-acres of property overall
 - This proposed conservation area will also promote the expansion of the Florida Wildlife Corridor which is a key goal of the CFX and Osceola County. This property is located within the Florida Wildlife Corridor and is listed as a Priority 1 within the Florida Ecological Greenways Network, is within the Big Bend Swamp/Holopaw Ranch Florida Forever Plan listed as an Essential Property Remaining property and was ranked as 182 on the 2023 Rural and Family Lands Protection Program (RFLPP) Project Acquisition List.
- Osceola County will manage no public access
- 256 acres (portion of the NW of the overall property is proposed for the 534 CE replacements





CFX 538 Project

Conservation Easement Replacement

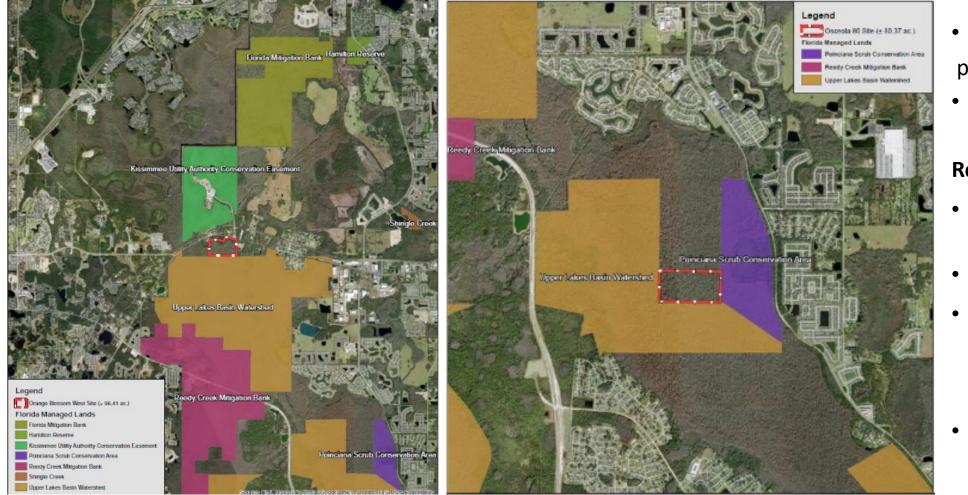
- 54.98 acres of RCMB
- UMAM equivalent not factored since FL not tied to location
- 29.79 acres of SFWMD property
- UMAM not factored since property not mitigation
- Project impacts will be addressed during Roadway permitting

Mitigation proposed:

- <u>SFWMD</u>: Off-site property replacing habitat and equal or greater habitat function
- Currently coordinating properties within the basin and adjacent to existing SFWMD and RCMB
- USACE: RCMB only to release CE
- Follows mitigation hierarchy and uses credits from subject bank or appropriate bank



CFX 538 Project

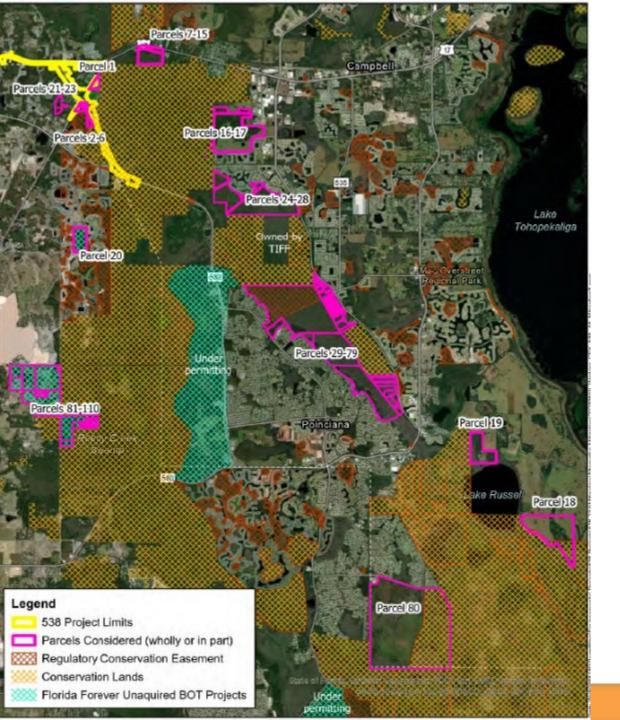


- 29.79 acres of SFWMD property
- 54.98 acres of RCMB

Replacement Properties

- 96.41 acres (Orange Blossom)
- 80.37 (Osceola 80)
- Combined replacement 176.78 acres to buffer, connect and expand exiting managed properties
- Key linkage for the Florida Wildlife Corridor



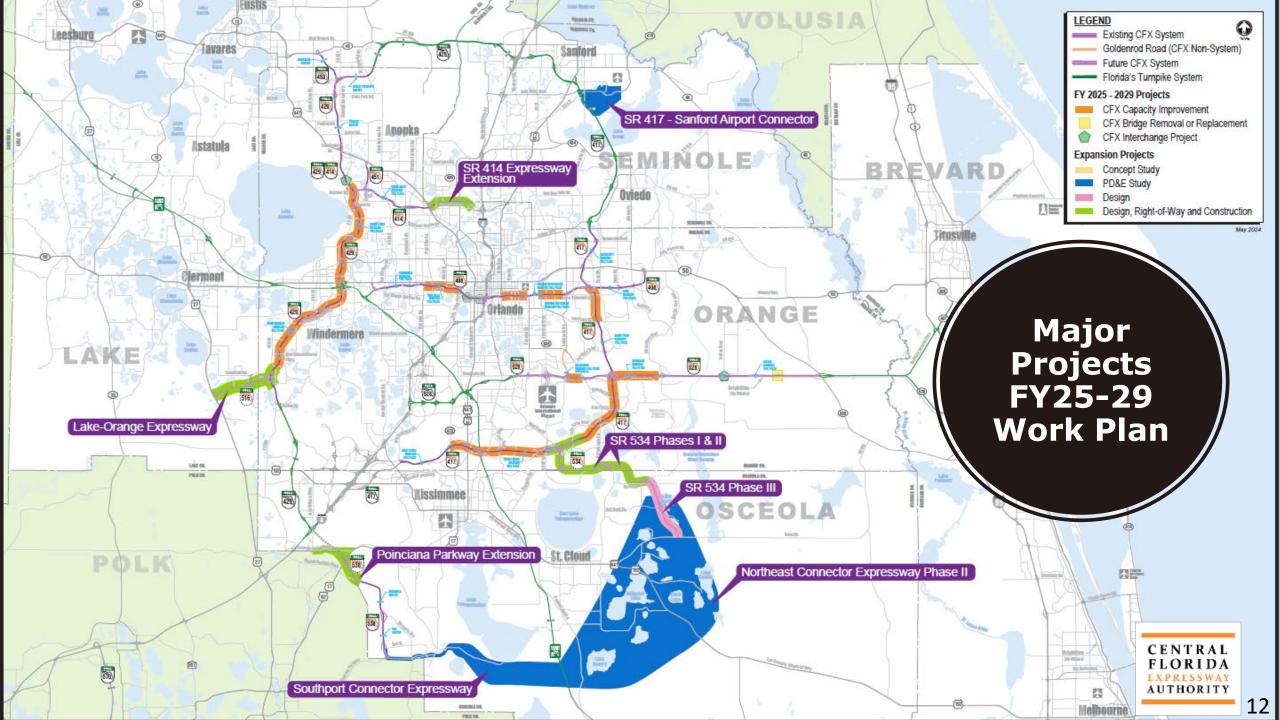


CFX Projects

Potential properties are selected for their potential to support several goals of land protection programs on local and state levels

- Criteria Explored:
 - Located within the Florida Wildlife Corridor
 - Priority within the Florida Ecological Greenways Network,
 - Listing within the Florida Forever Plan
 - FNAI listing
 - Situation related to existing protected lands
 - Local government acquisition plans
 - Stakeholder input
 - Knowledge of willing sellers





Estimated Future Mitigation

Future mitigation needs from the 5-year work plan are estimated to be in excess of 263 UMAM credits to offset potential impacts for these future projects

Mitigation Basins:

Shingle Creek

Reedy Creek

Boggy Creek

Econlockhatchee Nested Basin*

Wekiva Nested Basin*

Lake Hart

Southern Ocklawaha River

St Johns River (Canaveral Marshes To Wekiva)



Future Strategies



Traditional Mitigation

- Bid process
- Scarcity in amount and type of credits available
- Prices rising quarterly (\$120,000 per state credit in 2023 to over \$220,000 per state credit in 2024)

Land Purchase/Permittee Responsible Mitigation

- Acquisition process after thorough vetting by staff and agency for appropriateness
- Challenging for timeframes
- "value" for mitigation subjective
- Long Term Manager and costs
- Requires intensive efforts to derive mitigative value

Hybrid and Inventive Solutions

- Partial Land purchase (CFX or with partner) and supplement with credits
- "Bulk" acquire credits
- ROMA- pre-positioned permittee responsible parcel with "value" for multiple projects
- Turn-key by mitigation provider



Thank You