

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

**REVISED* AGENDA
ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING
March 26, 2026
2:00 p.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 Section 2.14, CFX Code, 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 MEETING MINUTES (action item)

1. May 22, 2025 Committee Meeting Minutes*
2. August 28, 2025 Committee Meeting Minutes

D. AGENDA ITEMS

1. **SR 515 NORTHEAST CONNECTOR EXPRESSWAY PHASE 2 PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY UPDATE** – *Will Hawthorne, Director of Transportation Planning and Sunsera Gates, Project Manager, VHB* (info item)
2. **INFRASTRUCTURE RESILIENCE AND PERFORMANCE STUDY PROGRESS UPDATE** – *Bryan Homayouni, Director of ITS Infrastructure and Aliya Anjarwalla, Director of Sustainability and Resilience Programs, ecoPreserve* (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 Malaya.Bryan@CFXWay.com at least three (3) business days prior to the event.

In accordance with the Americans with Disabilities Act (ADA), if any person with a disability as defined by the ADA needs special 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

1.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

MINUTES ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING May 22, 2025

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

Committee Members Present:

Brittany Sellers, City of Orlando Representative, Chairman
Richard Durr, Seminole County Representative
Jason Hickson, Osceola County Representative
Beth Jackson, Orange County Representative
Timothee Sallin, Lake County Representative

Committee Member Appearing Telephonically:

Charles Lee, Citizen Representative

Staff Present:

Michelle Maikisch, Executive Director
Will Hawthorne, Director of Transportation Planning and Policy
Cristina Berrios, Deputy General Counsel
Mimi Lamaute Recording Secretary/Manager of Executive and Board Services
Glenn Pressimone, Chief of Infrastructure

A. CALL TO ORDER

The meeting was called to order at 2:30 pm by Chairman Sellers.

B. PUBLIC COMMENT

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

C. APPROVAL OF MARCH 6, 2025 ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING MINUTES

A motion was made by Ms. Jackson and seconded by Mr. Sallin to approve the March 6, 2025 meeting minutes. The motion carried unanimously with all five (5) committee members in attendance voting AYE by voice vote. One (1) committee member, Mr. Lee voting AYE telephonically.

D. AGENDA ITEMS

1. SR 417 SANFORD AIRPORT CONNECTOR PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY UPDATE

Mr. Will Hawthorne, Director of Transportation Planning and Policy, introduced the two projects on today's agenda: the Sanford Airport Connector PD&E Study in Seminole County and the Southport Connector PD&E Study in Osceola County. He distributed the CFX system map to demonstrate and describe the location of the projects and the Project Development Process, to demonstrate the current status of the projects within the overall process, both attached hereto as **Exhibit "A."**

Ms. Amanda Ashby with Ardurra Group, Inc. presented the Sanford Airport Connector PD&E Study, which evaluates a new expressway connection between SR 417 and the Orlando Sanford International Airport. Five alternatives were analyzed based on traffic projections, environmental and residential impacts, and public feedback.

Following the January 2025 public meeting, four alternatives were eliminated. A refined alignment, Alternative 2A, was introduced in April 2025, offering improved roadway geometry, reduced wetland impacts, and future expansion potential. Alternative 2A was selected as the Preferred Alternative due to its efficiency, safety, and stakeholder support. A map demonstrating the refined alternatives 2 & 2A and Refined Alternatives Evaluation Matrix were distributed and are attached hereto as **Exhibit "B."**

Ms. Ashby described the public involvement and survey results. The study will continue with further coordination and engagement. She shared the PD&E Study Schedule.

The Committee members commented and asked questions which were answered by Mr. Hawthorne, Mr. Pressimone, Mr. Jay Patel with Ardurra Group, Inc. and Ms. Ashby.

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

2. SOUTHPORT CONNECTOR EXPRESSWAY PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY UPDATE

Mr. Will Hawthorne, Director of Transportation Planning and Policy, introduced the Southport Connector Expressway PD&E project, noting its progression toward the public hearing phase.

Mr. Ralph Bove with Volkert, Inc. presented an update covering project alternatives, community engagement, and coordination efforts since May 2023. Following a temporary pause in public involvement due to a Title VI complaint in 2022, an enhanced engagement program resumed in mid-2024, featuring community meetings and a public workshop in March 2025. Community feedback favored the hybrid and wall options.

Mr. Bove provided an overview of the proposed design east of Pleasant Hill Road. He detailed three alignment alternatives, 3000, 4000, and 7000 which were evaluated east of Pleasant Hill Road, with Alternative 4000 emerging as the preferred choice due to its central location and compatibility with Osceola County's future roadway plans. Public and stakeholder input played a significant role in shaping the final recommendation, including refinements made following the March 2025 Alternatives Public Workshop. Mr. Bove distributed maps with the segment, proposed alternatives east of Pleasant Hill Road, an evaluation matrix and a map of the preferred alternative, which are attached hereto as **Exhibit "C."**

Mr. Bove provided the Project Schedule with public hearings scheduled for September 2025. The study findings will be presented to the CFX Governing Board in December 2025.

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

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

E. OTHER BUSINESS

Chairman Sellers invited committee members to submit recommendations for future agenda items.

Chairman Sellers asked the CFX team if it would be possible to provide an update on the ongoing CFX Sustainability Study at a future meeting, noting the potential interest among committee members in learning about the study's progress and any preliminary findings. Committee members expressed agreement and support for this suggestion.

Chairman Sellers also suggested exploring future ongoing discussions focused on identifying areas of alignment between CFX initiatives and each member jurisdiction's goals, focus areas, and innovative projects, especially those that intersect with or are impacted by the expressway system. She noted this could foster more meaningful two-way collaboration.

Mr. Sallin commented that further discussion on CFX's sustainability initiatives, including the landscape master plan, would be valuable.

Mr. Pressimone shared that Mr. Dale Allen, who leads the Florida Greenways and Trails effort, is working on a new "Lake-to-Lake Trail" initiative and is tentatively scheduled to present at the February meeting once additional groundwork is completed.

Mr. Hickson asked when the Northeast Connector will come before the Committee. Mr. Pressimone responded either in August or February.

F. ADJOURNMENT

Chairman Sellers announced that the next Environmental Stewardship Committee meeting is scheduled for August 28, 2025 at 10:00 a.m.

Chairman Seller adjourned the meeting at 3:59 p.m.

Minutes approved on _____, 2026.

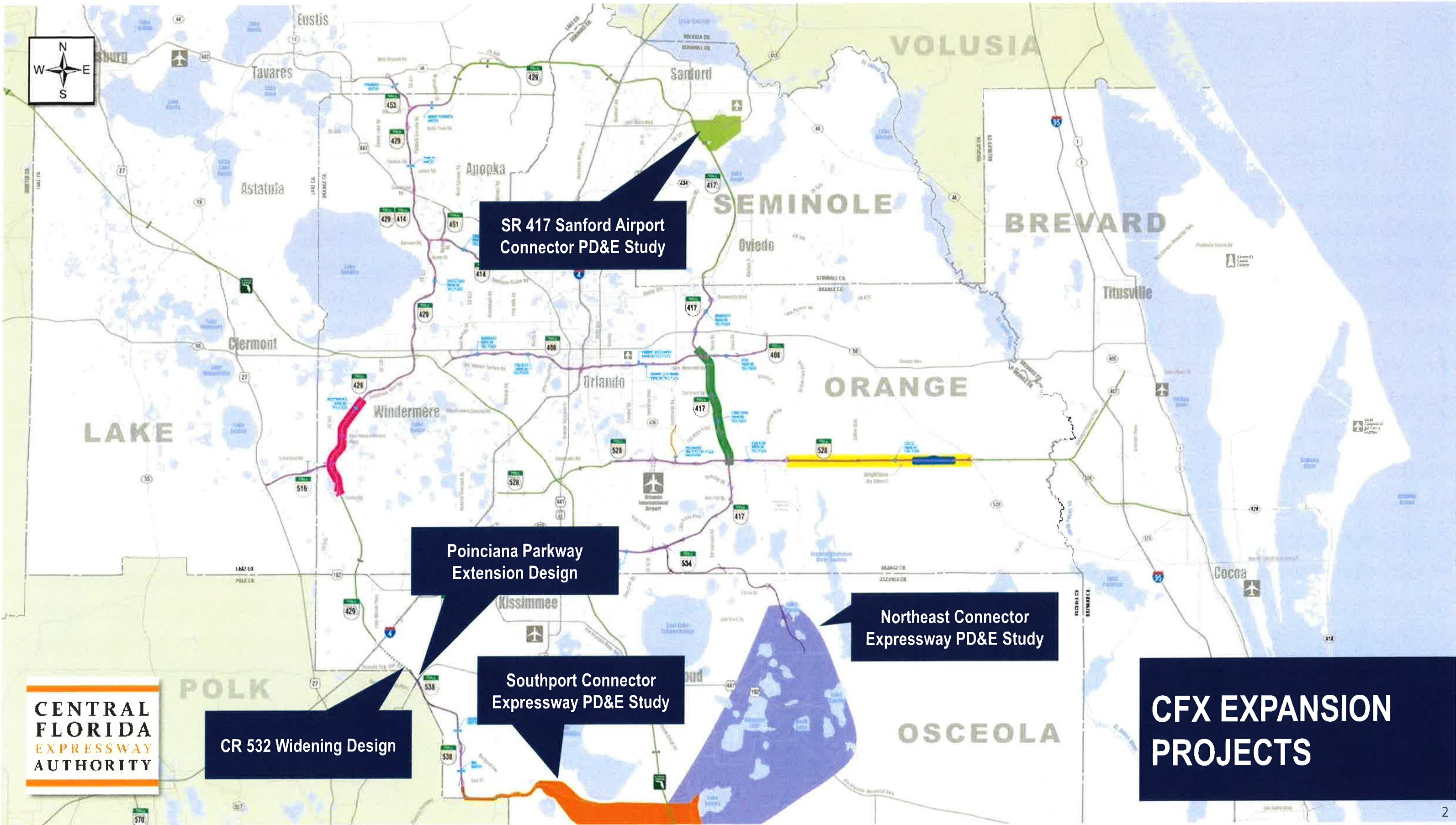
Pursuant to the Florida Public Records Law and CFX Records Management Policy, audio tapes of all Board and applicable Committee meetings are maintained and available upon request to the Records Management Liaison Officer at publicrecords@CFXway.com or 4974 ORL Tower Road, Orlando, FL 32807.

DRAFT

**CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY**

Environmental Stewardship Committee Meeting

May 22, 2025



SR 417 Sanford Airport Connector PD&E Study

Poinciana Parkway Extension Design

Northeast Connector Expressway PD&E Study

Southport Connector Expressway PD&E Study

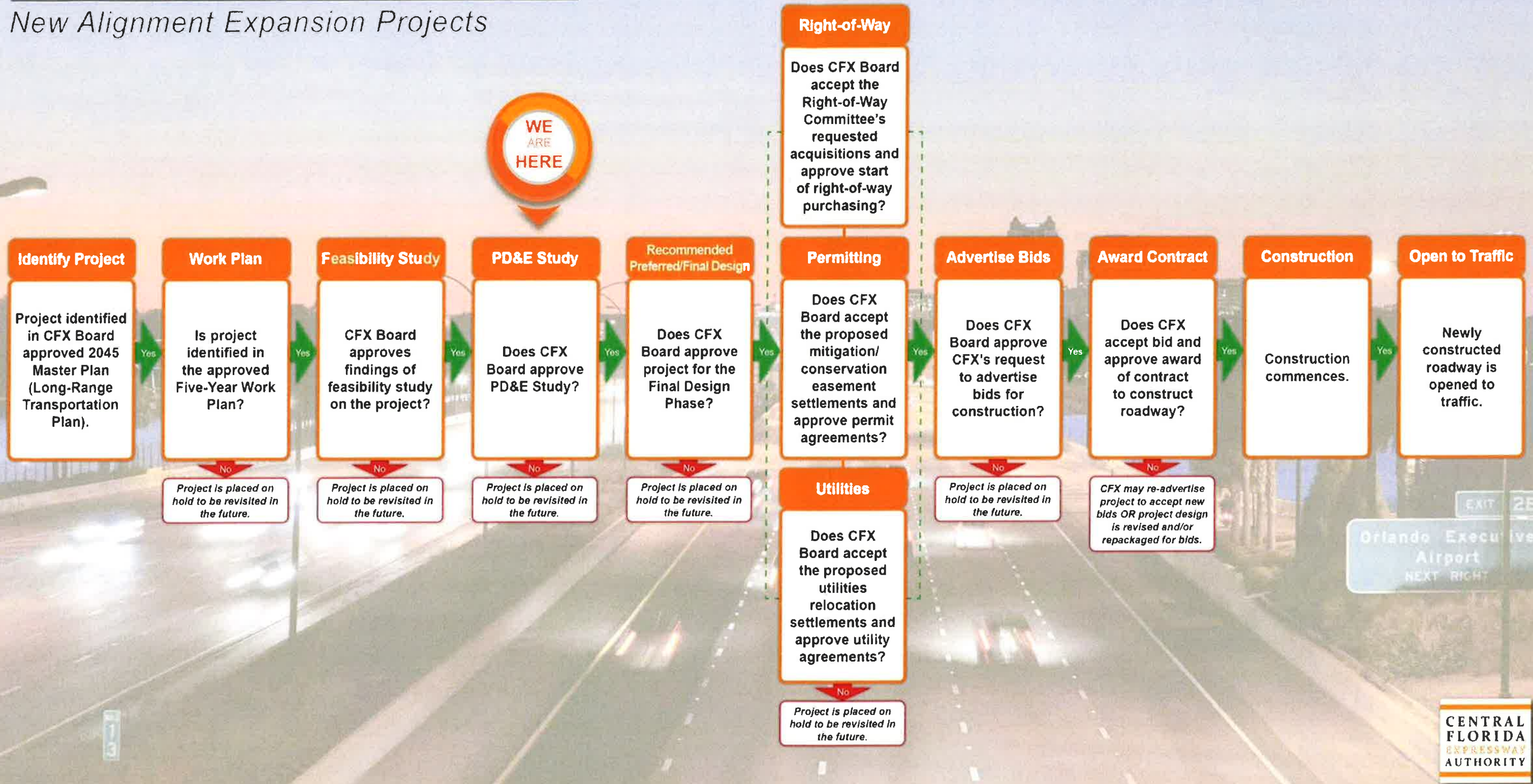
CR 532 Widening Design

CFX EXPANSION PROJECTS

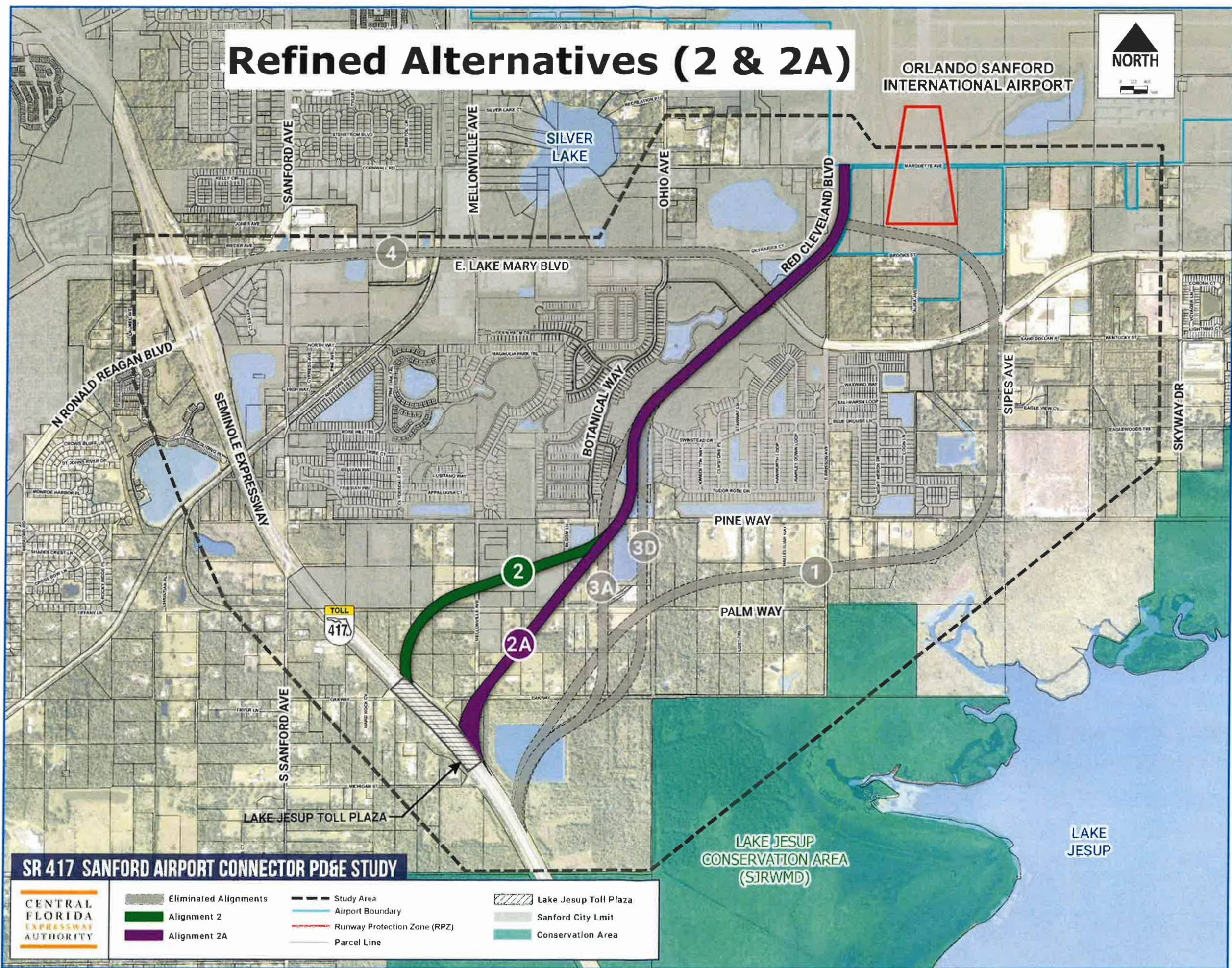
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

PROJECT DEVELOPMENT PROCESS

New Alignment Expansion Projects



Refined Alternatives (2 & 2A)

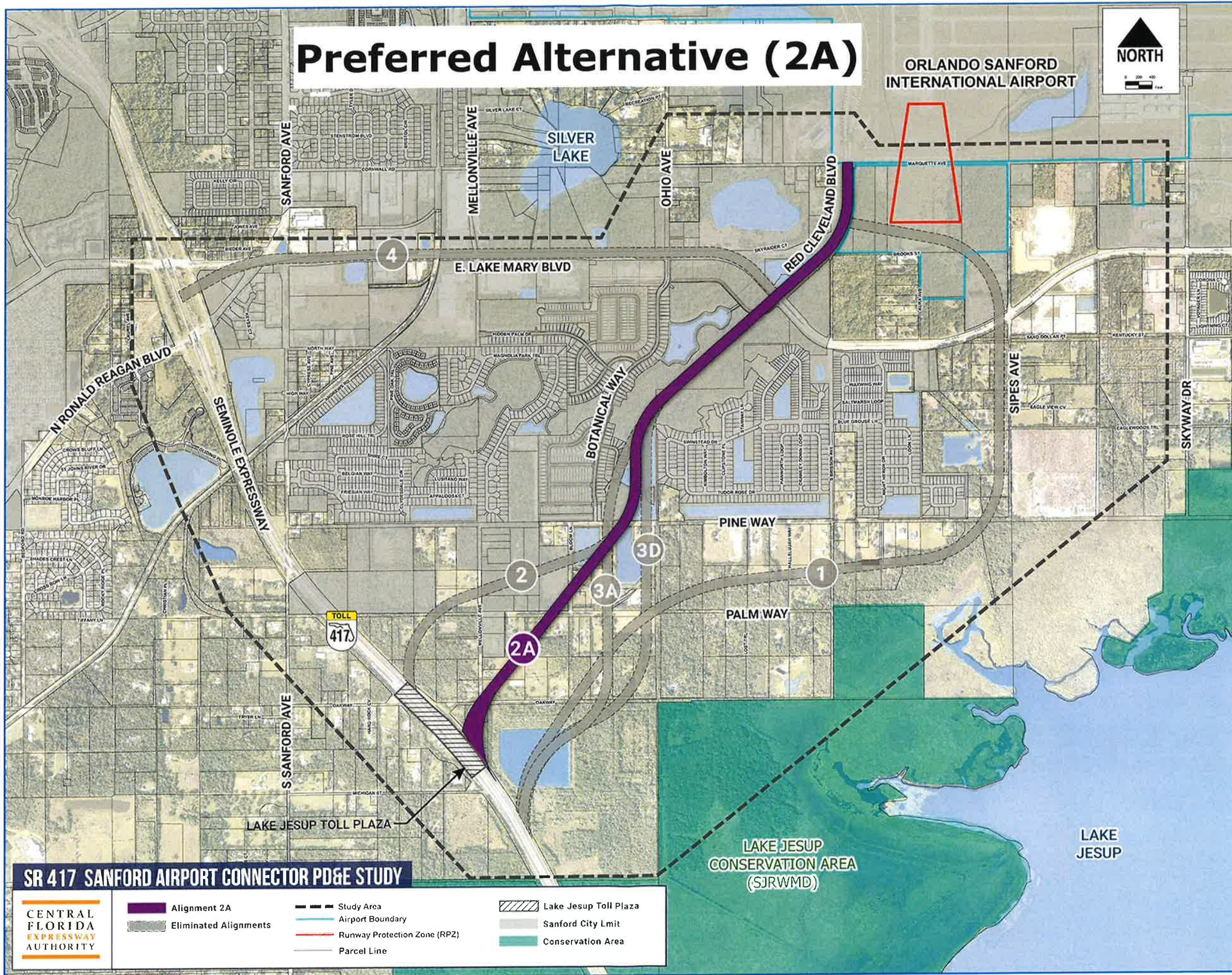
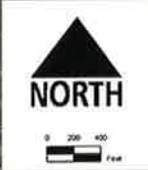


Refined Alternatives Evaluation Matrix

Evaluation Criteria	Unit of Measure	Alternatives		
		No Build	2	2a
Traffic				
2050 Projected Annual Average Daily Traffic (AADT) on Connector	Vehicles per Day	0	21,900	21,900
2050 Projected AADT on E. Lake Mar Mary Boulevard West of Red Cleveland Boulevard	Vehicles per Day	36,700	19,800	19,800
Resulting Reduction in 2050 Projected AADT on E. Lake Mary Boulevard, West of Red Cleveland Boulevard	Vehicles per Day	No Reduction	-16,900 (-46%)	-16,900 (-46%)
Design				
Alternative Length	Miles	0	2.4	2.3
Right-of-Way Width (Varies per Alternative)	Feet	0	150	150
Physical				
Utility Impacts	High/Med/Low/None	None	Low	Low
Contamination Sites & Facilities (Medium and High Risk Sites)	No. of Conflicts	0	0	0
Railroad Involvement	No. of Conflicts	0	0	0
Cultural Environment				
Potential Known Historic Resources	No. of Resources	0	0	0
Potential Known Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	0	1c
Potential Known Archaeological Resources	No. of Resources	0	0	0
Natural Environment				
Potential Surface Water Impacts	Total Acres	0	1	1
Wetlands	Total Acres	0	18	17
Forested	Acres	0	15	16.5
Non-forested	Acres	0	3	0.5
Regulatory (SJRWMD) Conservation Easement Impacts	Acres	0	12	12
Flood Hazard Area Impacts (100 Year Floodplain)	Acres	0	0	0
Listed Species Probability of Occurrence	Degree	0	High	High
Bald Eagle Nest	No. of Conflicts	0	3	3
Species Impacts (composite rating)	High/Med/Low/None	None	Med	Med
Social				
Right-of-Way Area Needed (not including proposed ponds)	Total Acres	0	34	35
Potential Residential Parcels Affected	Total Parcels	0	8	12
Potential Non-Residential Parcels Affected	Total Parcels	0	17	20
Community Facilities	No. of Conflicts	0	0	0
Parks and Recreational Facilities (public and private)	No. of Conflicts	0	0	0
Community Cohesion Effects	High/Med/Low/None	None	Med	Med
Socio-Economic Impacts to Special Populations	High/Med/Low	0	Low	Low
Estimated Costs				
Roadway Construction (includes design and CEI)	Dollars	\$0	\$170,900,000	\$172,200,000
Utility Relocation	Dollars	\$0	\$2,100,000	\$3,100,000
Right-of-Way	Dollars	\$0	\$16,400,000	\$18,300,000
Mitigation, Wetlands, and Wildlife	Dollars	\$0	\$7,100,000	\$6,800,000
Total Estimated Cost	Dollars	\$0	\$196,500,000	\$200,400,000

Preferred Alternative (2A)

ORLANDO SANFORD INTERNATIONAL AIRPORT



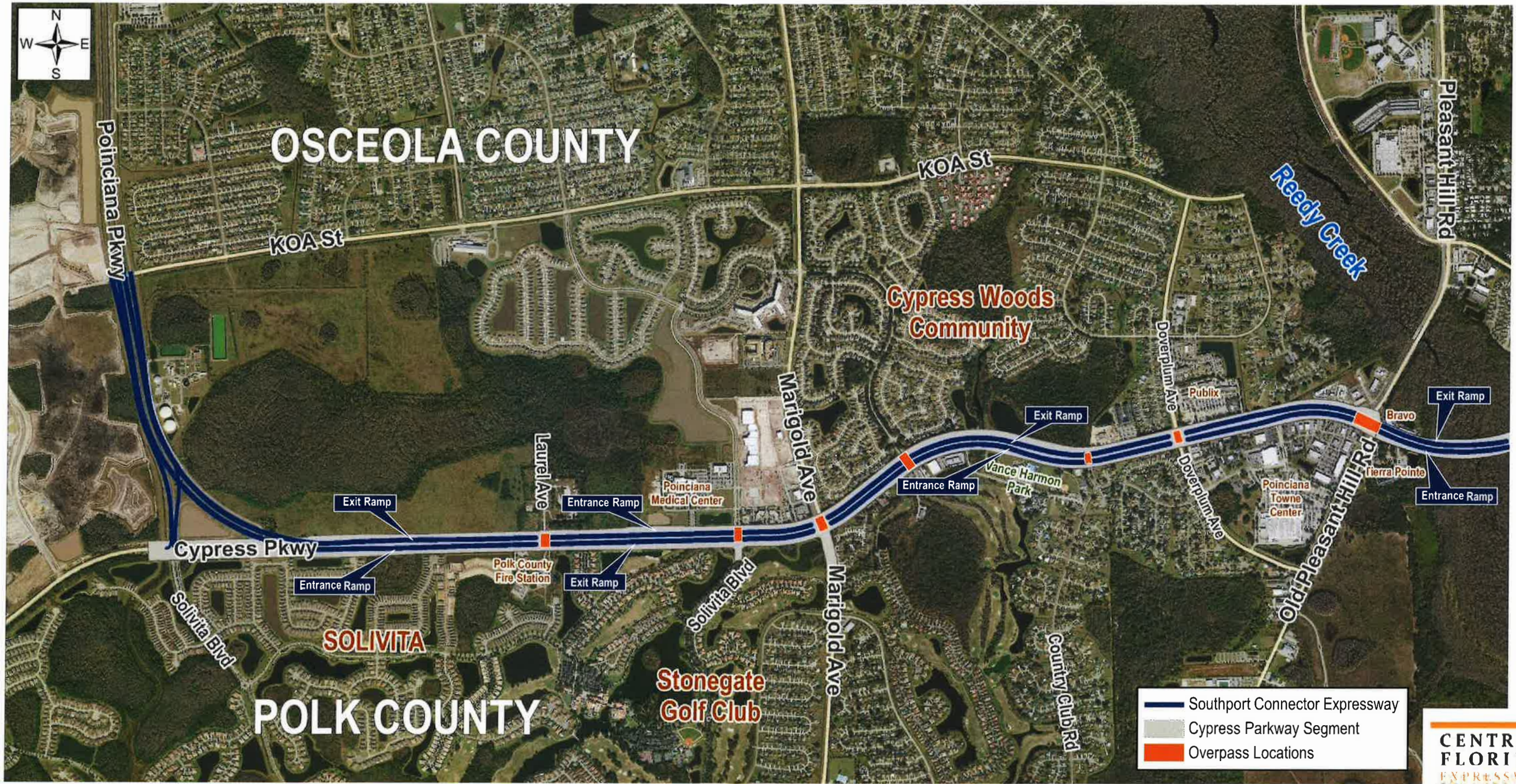
SR 417 SANFORD AIRPORT CONNECTOR PD&E STUDY

- | | | | |
|--|-----------------------|------------------------------|-----------------------|
| | Alignment 2A | Study Area | Lake Jesup Toll Plaza |
| | Eliminated Alignments | Airport Boundary | Sanford City Limit |
| | | Runway Protection Zone (RPZ) | Conservation Area |
| | | Parcel Line | |

Preferred Alternative Evaluation Matrix

Evaluation Criteria	Unit of Measure	Alternatives	
		No Build	2a
Traffic			
2050 Projected Annual Average Daily Traffic (AADT) on Connector	Vehicles per Day	0	21,900
2050 Projected AADT on E. Lake Mar Mary Boulevard West of Red Cleveland Boulevard	Vehicles per Day	36,700	19,800
Resulting Reduction in 2050 Projected AADT on E. Lake Mary Boulevard, West of Red Cleveland Boulevard	Vehicles per Day	No Reduction	-16,900 (-46%)
Design			
Alternative Length	Miles	0	2.3
Right-of-Way Width (Varies per Alternative)	Feet	0	150
Physical			
Utility Impacts	High/Med/Low/None	None	Low
Contamination Sites & Facilities (Medium and High Risk Sites)	No. of Conflicts	0	0
Railroad Involvement	No. of Conflicts	0	0
Cultural Environment			
Potential Known Historic Resources	No. of Resources	0	0
Potential Known Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	1c
Potential Known Archaeological Resources	No. of Resources	0	0
Natural Environment			
Potential Surface Water Impacts	Total Acres	0	1
Wetlands	Total Acres	0	17
<i>Forested</i>	<i>Acres</i>	0	16.5
<i>Non-forested</i>	<i>Acres</i>	0	0.5
Regulatory (SJRWMD) Conservation Easement Impacts	Acres	0	12
Flood Hazard Area Impacts (100 Year Floodplain)	Acres	0	0
Listed Species Probability of Occurrence	Degree	0	High
Bald Eagle Nest	No. of Conflicts	0	3
Species Impacts (composite rating)	High/Med/Low/None	None	Med
Social			
Right-of-Way Area Needed (not including proposed ponds)	Total Acres	0	35
Potential Residential Parcels Affected	Total Parcels	0	12
Potential Non-Residential Parcels Affected	Total Parcels	0	20
Community Facilities	No. of Conflicts	0	0
Parks and Recreational Facilities (public and private)	No. of Conflicts	0	0
Community Cohesion Effects	High/Med/Low/None	None	Med
Socio-Economic Impacts to Special Populations	High/Med/Low	0	Low
Estimated Costs			
Roadway Construction (includes design and CEI)	Dollars	\$0	\$172,200,000
Utility Relocation	Dollars	\$0	\$3,100,000
Right-of-Way	Dollars	\$0	\$18,300,000
Mitigation, Wetlands, and Wildlife	Dollars	\$0	\$6,800,000
Total Estimated Cost	Dollars	\$0	\$200,400,000

Cypress Parkway Segment



**CYPRESS PARKWAY SEGMENT
ALTERNATIVES EVALUATION MATRIX**

Evaluation Criteria	Unit of Measure	Alternative		
		Wall	Bridge	Hybrid
Design				
Description <i>Southport Connector Expressway typical section includes 6-lanes Cypress Parkway typical section includes 6-lanes and multi-use path</i>	Description	Expressway constructed on wall from Poinciana Parkway to east of Pleasant Hill Road.	Expressway constructed on bridge structure from Poinciana Parkway to east of Pleasant Hill Road.	Expressway constructed on wall from Poinciana Parkway to Marigold Avenue then on bridge structure from Marigold Avenue to east of Pleasant Hill Road.
Alternative Length (approximate)	Miles	4.8	4.8	4.8
Proposed Right-of-Way Width	Feet	300-310	300-310	300-310
Average Height of Expressway	Feet	20	26	21
Traffic Operations				
Projected 2050 Annual Average Daily Traffic (AADT) (Cypress Drive to Old Pleasant Hill Road)	Total vehicles	62,100	62,100	62,100
Physical				
Major Utility Conflicts - Existing	No. of Conflicts	16	16	16
Major Utility Conflicts - Planned	No. of Conflicts	2	2	2
Contamination Sites & Facilities (Medium and High-Risk Sites)	No. of Conflicts	3	3	3
Cultural Environment Effects				
Public Recreation Lands	Acres	0	< 1	<1
Potential Historic Resources	No. of Conflicts	0	0	0
Potential Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	0	0
Potential Archaeological Resources	No. of Resources	0	0	0
Natural Environment				
Water Features				
<i>Existing Ponds and Surface Waters</i>	Acres	<1	<1	<1
<i>Canals / Regulated Floodways</i>	No. of Conflicts	1	1	1
<i>Flood Hazard Areas - 100 Year Floodplain</i>	Acres	20	20	22
Wetlands (non-forested and forested)	Acres	8	9	8
Potential Habitat Federal and State Listed Species	Acres	14	14	14
Submerged Aquatic Vegetation (SAV)	Acres	0	0	0
Potential Bald Eagle Nest (Direct + Buffer Zone)	Y/N	N	N	N
Mitigation Banks				
<i>None</i>	Acres	0	0	0
Conservation Easement				
<i>Solivita HOA</i>	Acres	<1	<1	<1
SFWMD Lands				
<i>Upper Lakes Basin Watershed/KCOLA</i>	Acres	<1	<1	<1
Social				
Potential Existing Residential Impacts (includes partially impacted parcels)	Total Parcels	32	16	17
Potential Existing Commercial Impacts (includes partially impacted parcels)	Total Parcels	34	34	35
Potential Existing Parcel Impacts (Other ¹) (includes partially impacted parcels)	Total Parcels	3	3	2
Potential Existing Parcel Impacts (residential common areas)	Acres	4	4	4
Right-of-Way Area (not including proposed ponds)	Total Acres	6	7	6
Preliminary Project Construction Cost	Currency in millions	\$525	\$1,113	\$880

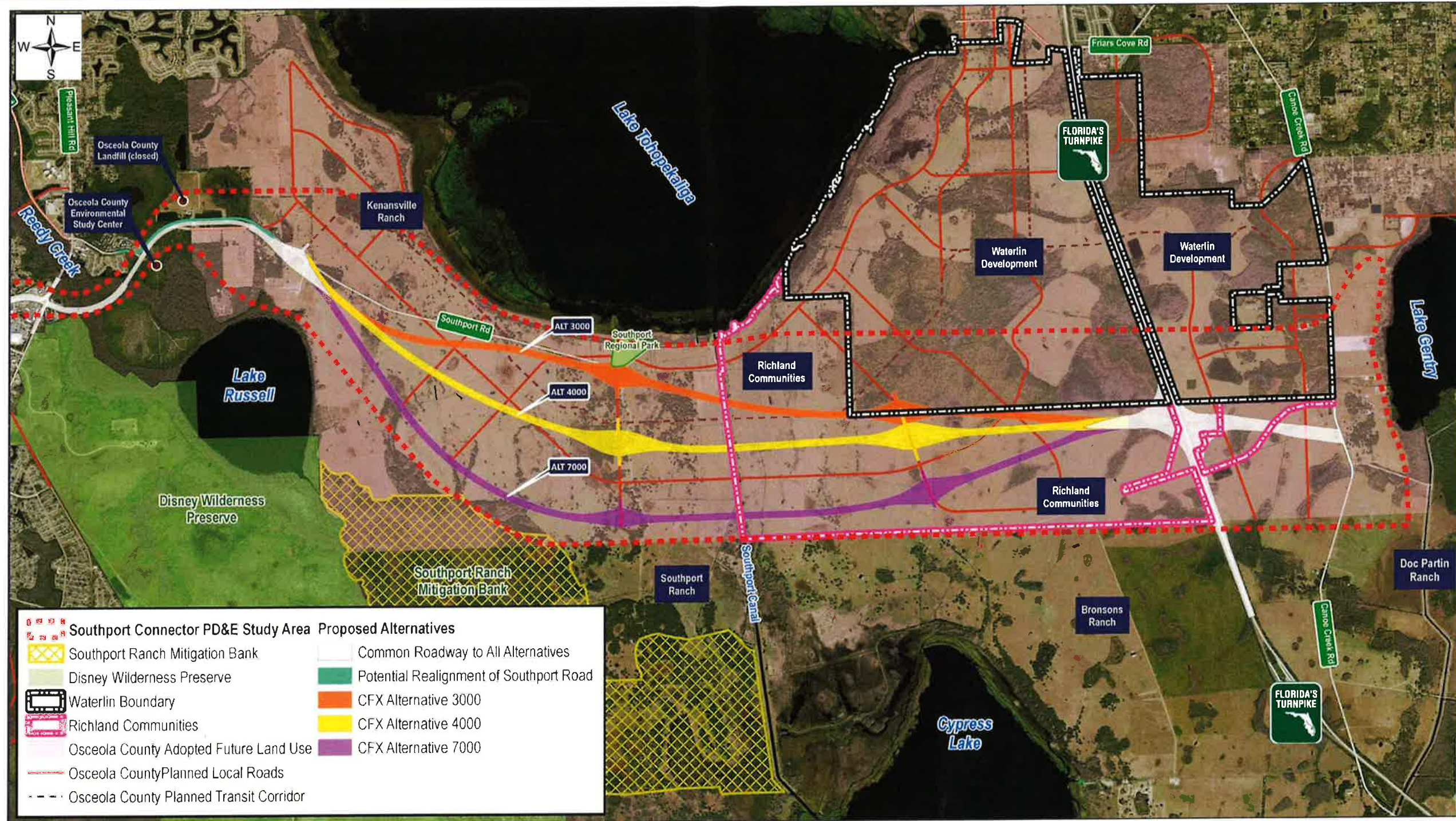
¹ "Other" includes Government and Proposed Development parcels

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

Proposed Alternatives East of Pleasant Hill Road



EAST OF PLEASANT HILL ROAD SEGMENT
ALTERNATIVES EVALUATION MATRIX

Evaluation Criteria	Unit of Measure	Alternative 3000	Alternative 4000	Alternative 7000
Design				
Alternative Length (approximate)	Miles	11.6	11.8	12.4
Proposed Right-of-Way Width (general: varies at interchanges and environmentally sensitive areas)	Feet	330	330	330
Proposed Bridges - total structures per alternative	Structures	23	21	17
Total length of all structures	Feet	10,707	10,340	8,575
Proposed Interchanges (includes Florida's Turnpike)	Number	4	4	4
Projected 2050 Annual Average Daily Traffic (AADT) (interchange west of Florida's Turnpike to Florida's Turnpike)	Vehicles	72,100	72,100	72,100
Physical				
Major Utility Conflicts - Existing	No. of Conflicts	3	3	3
Major Utility Conflicts - Planned	No. of Conflicts	0	0	0
Contamination Sites & Facilities (Medium and High-Risk Sites)	No. of Conflicts	6	6	7
Cultural Environment Effects				
Public Lands (Public Recreation Lands)	Acres	0	0	0
Potential Historic Resources	No. of Conflicts	0	0	0
Potential Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	1	1	1
Potential Archaeological Resources	No. of Resources	1	1	1
Natural Environment				
Water Features				
<i>Existing Ponds and Surface Waters</i>	Acres	1	1	1
<i>Canals / Regulated Floodways</i>	No. of Conflicts	2	2	2
<i>Flood Hazard Areas - 100 Year Floodplain</i>	Acres	439	498	483
Wetlands (non-forested and forested)	Acres	112	100	109
Potential Habitat - Federal and State Listed Species	Acres	650	688	671
Submerged Aquatic Vegetation (SAV)	Acres	0	0	0
Potential Bald Eagle Nest (Direct + Buffer Zone)	Y/N	Y	Y	Y
Mitigation Banks				
<i>None</i>	Acres	0	0	0
Conservation Easement				
<i>Solivita HOA</i>	Acres	0	0	0
SFWMD Lands				
<i>Upper Lakes Basin Watershed/KCOLA</i>	Acres	25	25	25
Critical Smoke Dispersal Area				
<i>Within 1-Mile Buffer</i>	Percentage of Alternative	1	32	84
Social				
Right-of-Way Area (not including proposed ponds) (includes FTE and Canoe Creek interchanges)	Acres	851	881	860
Potential Existing Residential Impacts (includes partially impacted parcels)	Total Parcels	9	5	5
Potential Existing Commercial Impacts (includes partially impacted parcels)	Total Parcels	7	7	6
Potential Existing Parcel Impacts (Other ¹) (includes partially impacted parcels)	Total Parcels	45	41	40
Community Facilities (Environmental Learning Center)	No. of Conflicts	1	1	1
Trails	No. of Conflicts	2	2	2
Community Cohesion Effects	High/Med/Low	Med	Med	Low
Proposed / Planned Development (Waterlin, Richland Communities, South Lake Toho)	Acres	503	453	479
Preliminary Project Construction Cost	Currency in millions	\$1,132	\$1,122	\$1,089

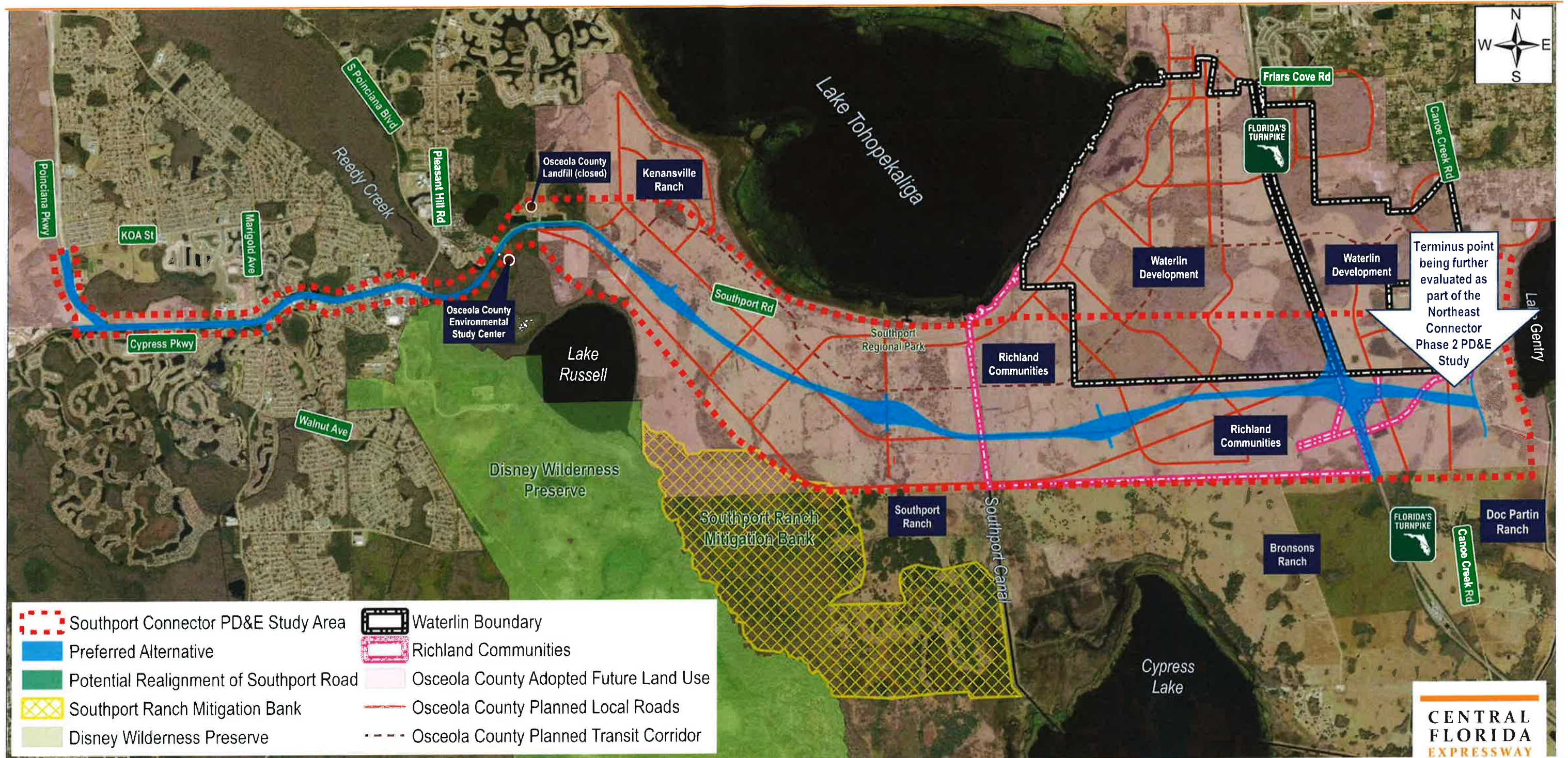
¹ "Other" includes Government and Vacant parcels

RED = Relatively High Impacts when Compared to Other Alternatives

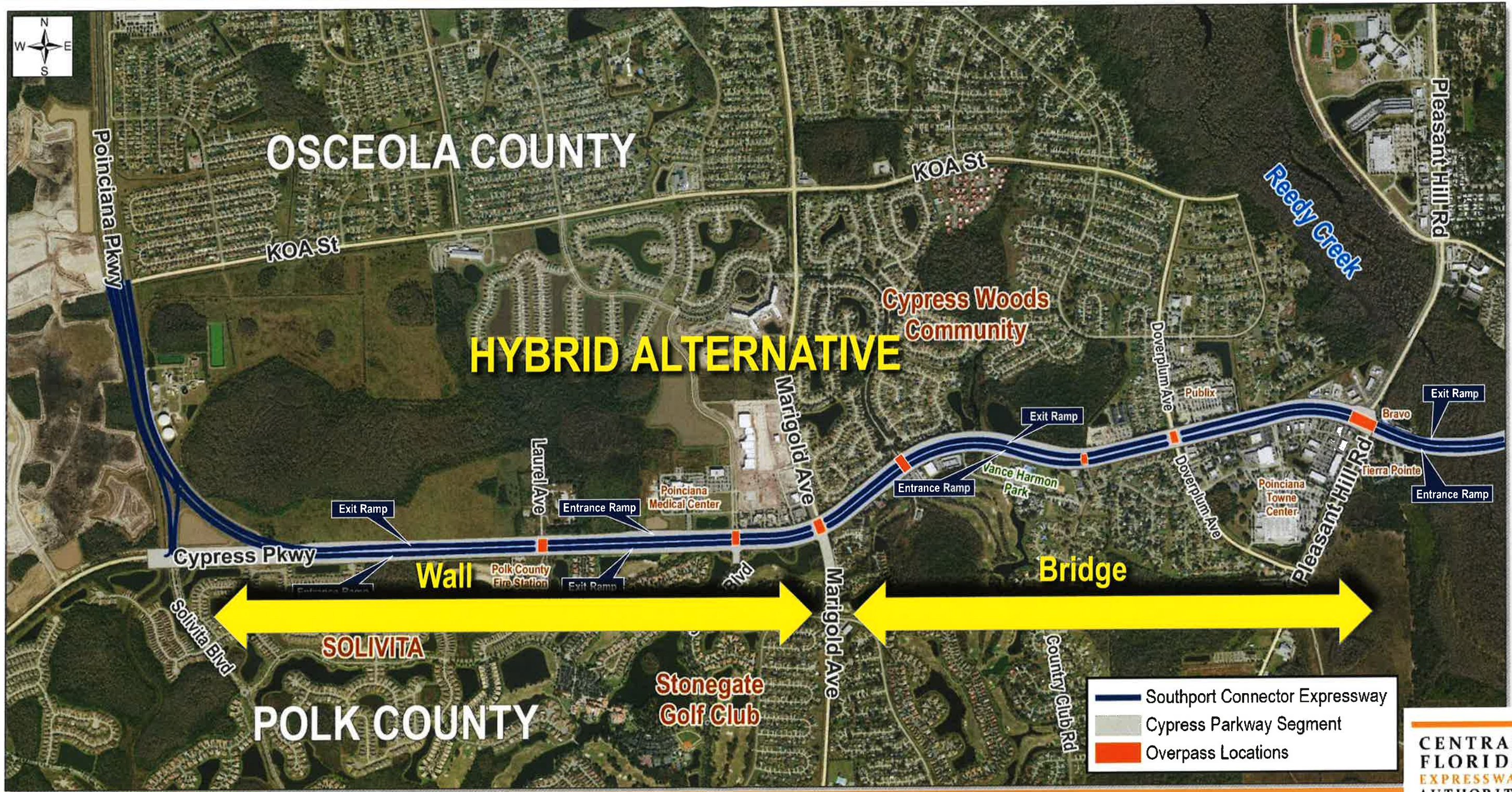
YELLOW = Relatively Medium Impacts when Compared to Other Alternatives

GREEN = Relatively Low Impacts when Compared to Other Alternatives

Preferred Alternative



Preferred Alternative - Cypress Parkway Segment



**CYPRESS PARKWAY SEGMENT
ALTERNATIVES EVALUATION MATRIX**

Evaluation Criteria	Unit of Measure	No Build	Alternative		
			Wall	Bridge	Hybrid
Design					
Description <i>Southport Connector Expressway typical section includes 6-lanes Cypress Parkway typical section includes 6-lanes and multi-use path</i>	Description	Expressway would not be constructed and Cypress Parkway remains a 2 and 4-lane local roadway.	Expressway constructed on wall from Poinciana Parkway to east of Pleasant Hill Road.	Expressway constructed on bridge structure from Poinciana Parkway to east of Pleasant Hill Road.	Expressway constructed on wall from Poinciana Parkway to Marigold Avenue then on bridge structure from Marigold Avenue to east of Pleasant Hill Road.
Alternative Length (approximate)	Miles	4.8	4.8	4.8	4.8
Proposed Right-of-Way Width	Feet	300	300-310	300-310	300-310
Average Height of Expressway	Feet	0	20	26	21
Traffic Operations					
Projected 2050 Annual Average Daily Traffic (AADT) (Cypress Drive to Old Pleasant Hill Road)	Total vehicles	66,000	62,100	62,100	62,100
Physical					
Major Utility Conflicts - Existing	No. of Conflicts	0	16	16	16
Major Utility Conflicts - Planned	No. of Conflicts	0	2	2	2
Contamination Sites & Facilities (Medium and High-Risk Sites)	No. of Conflicts	0	3	3	3
Cultural Environment Effects					
Public Recreation Lands	Acres	0	0	< 1	<1
Potential Historic Resources	No. of Conflicts	0	0	0	0
Potential Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	0	0	0
Potential Archaeological Resources	No. of Resources	0	0	0	0
Natural Environment					
Water Features					
<i>Existing Ponds and Surface Waters</i>	Acres	0	<1	<1	<1
<i>Canals / Regulated Floodways</i>	No. of Conflicts	0	1	1	1
<i>Flood Hazard Areas - 100 Year Floodplain</i>	Acres	0	20	20	22
Wetlands (non-forested and forested)	Acres	0	8	9	8
Potential Habitat Federal and State Listed Species	Acres	0	14	14	14
Submerged Aquatic Vegetation (SAV)	Acres	0	0	0	0
Potential Bald Eagle Nest (Direct + Buffer Zone)	Y/N	N	N	N	N
Mitigation Banks					
<i>None</i>	Acres	0	0	0	0
Conservation Easement					
<i>Solivita HOA</i>	Acres	0	<1	<1	<1
SFWMD Lands					
<i>Upper Lakes Basin Watershed/KCOLA</i>	Acres	0	<1	<1	<1
Social					
Potential Existing Residential Impacts (includes partially impacted parcels)	Total Parcels	0	32	16	17
Potential Existing Commercial Impacts (includes partially impacted parcels)	Total Parcels	0	34	34	35
Potential Existing Parcel Impacts (Other ¹) (includes partially impacted parcels)	Total Parcels	0	3	3	2
Potential Existing Parcel Impacts (residential common areas)	Acres	0	4	4	4
Right-of-Way Area (not including proposed ponds)	Total Acres	0	6	7	6
Preliminary Project Construction Cost	Currency in millions	\$0	\$525	\$1,113	\$880

¹"Other" includes Government and Proposed Development parcels

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

Preferred Alternative - East of Pleasant Hill Road



**EAST OF PLEASANT HILL ROAD SEGMENT
ALTERNATIVES EVALUATION MATRIX WITH PREFERRED**

Evaluation Criteria	Unit of Measure	No-Build	Alternative 3000	Alternative 4000	Refined Alternative 4000	Alternative 7000
Design						
Alternative Length (approximate)	Miles	0	11.6	11.8	11.8	12.4
Proposed Right-of-Way Width (general: varies at interchanges and environmentally sensitive areas)	Feet	0	330	330	330	330
Proposed Bridges - total structures per alternative	Structures	0	23	21	21	17
Total length of all structures	Feet	0	10,707	10,340	10,340	8,575
Proposed Interchanges (includes Florida's Turnpike)	Number	0	4	4	4	4
Projected 2050 Annual Average Daily Traffic (AADT) (interchange west of Florida's Turnpike to Florida's Turnpike)	Vehicles	0	72,100	72,100	72,100	72,100
Physical						
Major Utility Conflicts - Existing	No. of Conflicts	0	3	3	3	3
Major Utility Conflicts - Planned	No. of Conflicts	0	0	0	0	0
Contamination Sites & Facilities (Medium and High-Risk Sites)	No. of Conflicts	0	6	6	6	7
Cultural Environment Effects						
Public Lands (Public Recreation Lands)	Acres	0	0	0	0	0
Potential Historic Resources	No. of Conflicts	0	0	0	0	0
Potential Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	1	1	1	1
Potential Archaeological Resources	No. of Resources	0	1	1	1	1
Natural Environment						
Water Features						
Existing Ponds and Surface Waters	Acres	0	1	1	1	1
Canals / Regulated Floodways	No. of Conflicts	0	2	2	2	2
Flood Hazard Areas - 100 Year Floodplain	Acres	0	439	498	447	483
Wetlands (non-forested and forested)	Acres	0	112	100	113	109
Potential Habitat - Federal and State Listed Species	Acres	0	650	688	740	671
Submerged Aquatic Vegetation (SAV)	Acres	0	0	0	0	0
Potential Bald Eagle Nest (Direct + Buffer Zone)	Y/N	N	Y	Y	Y	Y
Mitigation Banks						
None	Acres	0	0	0	0	0
Conservation Easement						
Solivita HOA	Acres	0	0	0	0	0
SFWMD Lands						
Upper Lakes Basin Watershed/KCOLA	Acres	0	25	25	25	25
Critical Smoke Dispersal Area						
Within 1-Mile Buffer	Percentage of Alternative	NA	1	32	78	84
Social						
Right-of-Way Area (not including proposed ponds) (Includes FTE and Canoe Creek interchanges)	Acres	0	851	881	908	860
Potential Existing Residential Impacts (includes partially impacted parcels)	Total Parcels	0	9	5	6	5
Potential Existing Commercial Impacts (includes partially impacted parcels)	Total Parcels	0	7	7	4	6
Potential Existing Parcel Impacts (Other ¹) (includes partially impacted parcels)	Total Parcels	0	45	41	30	40
Community Facilities (Environmental Learning Center)	No. of Conflicts	0	1	1	1	1
Trails	No. of Conflicts	0	2	2	2	2
Community Cohesion Effects	High/Med/Low	NA	Med	Med	Med	Low
Proposed / Planned Development (Waterlin, Richland Communities, South Lake Toho)	Acres	0	503	453	512	479
Preliminary Project Construction Cost	Currency in millions	\$0	\$1,132	\$1,122	\$1,122	\$1,089

¹ "Other" includes Government and Vacant parcels

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

2.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

MINUTES ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING August 28, 2025

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

Committee Members Present:

Brittany Sellers, City of Orlando Representative, Chairman
Beth Jackson, Orange County Representative
Timothee Sallin, Lake County Representative

Committee Members Appearing Telephonically:

Jason Hickson, Osceola County Representative
Charles Lee, Citizen Representative

Committee Member Not Present:

Richard Durr, Seminole County Representative

Staff Present:

Michelle Maikisch, Executive Director
Will Hawthorne, Director of Transportation Planning and Policy
Cristina T. Berrios, Deputy General Counsel
Mimi Lamaute, Recording Secretary/Manager of Executive and Board Services
Glenn Pressimone, Chief of Infrastructure

A. CALL TO ORDER

The meeting was called to order at 10:02 a.m. by Chairman Sellers.

B. PUBLIC COMMENT

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

C. APPROVAL OF MAY 22, 2025 ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING MINUTES

In the absence of a quorum, action on approval of the May 22, 2025 Environmental Stewardship Committee meeting minutes was postponed to the next regular meeting of the Committee.

D. AGENDA ITEMS

1. LANDSCAPE MANAGEMENT PROGRAM DRAFT STRATEGIC PLAN

Ms. Christina Hite with Dix.Hite+Partners, Inc. shared CFX's Landscape Management Program Draft Strategic Plan. She provided a brief description of the document, implementation priorities, discovery, roles and responsibilities for program oversight, strategies and tools for implementation and scopes, budgets and putting the plan into action.

The Committee members commented and asked questions which were answered by Ms. Hite and Mr. Glenn Pressimone, Chief of Infrastructure.

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

2. SR 515 NORTHEAST CONNECTOR EXPRESSWAY PHASE 2 PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY UPDATE

Mr. Will Hawthorne, Director of Transportation Planning and Policy, distributed a System Expansion Map, attached hereto as **Exhibit "A,"** demonstrating the locations of the CFX system expansions projects that are at varying stages of development from PD&E through construction, including the location of this item the SR 515 Northeast Connector Expressway Phase 2 Project.

Ms. Sunserea Gates with VHB provided an update on the SR 515 Northeast Connector Expressway Phase 2 Project Development & Environment (PD&E) Study. She described the study area, process and timeline. She noted the other area projects and detailed the purpose and need, major project consideration, sociocultural constraints, planned developments, agricultural lands, natural constraints, Florida Wildlife corridor, mainline typical section, corridor segment analysis, purpose and need evaluation

The Committee members commented and asked questions which were answered by Ms. Gates, Mr. Hawthorne, Mr. Pressimone and Ms. Maikisch.

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

E. OTHER BUSINESS

Chairman Sellers invited staff to provide an update on the SR 534 item that went before the CFX board at its August 14, 2025 board meeting. Mr. Glenn Pressimone reported on the progress and status of the project and the board's approval of a resolution declaring property as necessary.

Chairman Sellers suggested committee members consider giving short presentations on how their personal/professional work aligns with environmental stewardship. She offered to go first with an overview of her role at the city and invited others to join if interested. She welcomed feedback and proposed trying it at the next meeting. By consensus the Committee member agreed.

F. ADJOURNMENT

Chairman Sellers announced that the next Environmental Stewardship Committee meeting is scheduled for February 26, 2026 at 10:00 a.m.

Chairman Seller adjourned the meeting at 11:55 a.m.

Minutes approved on _____, 2026.

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

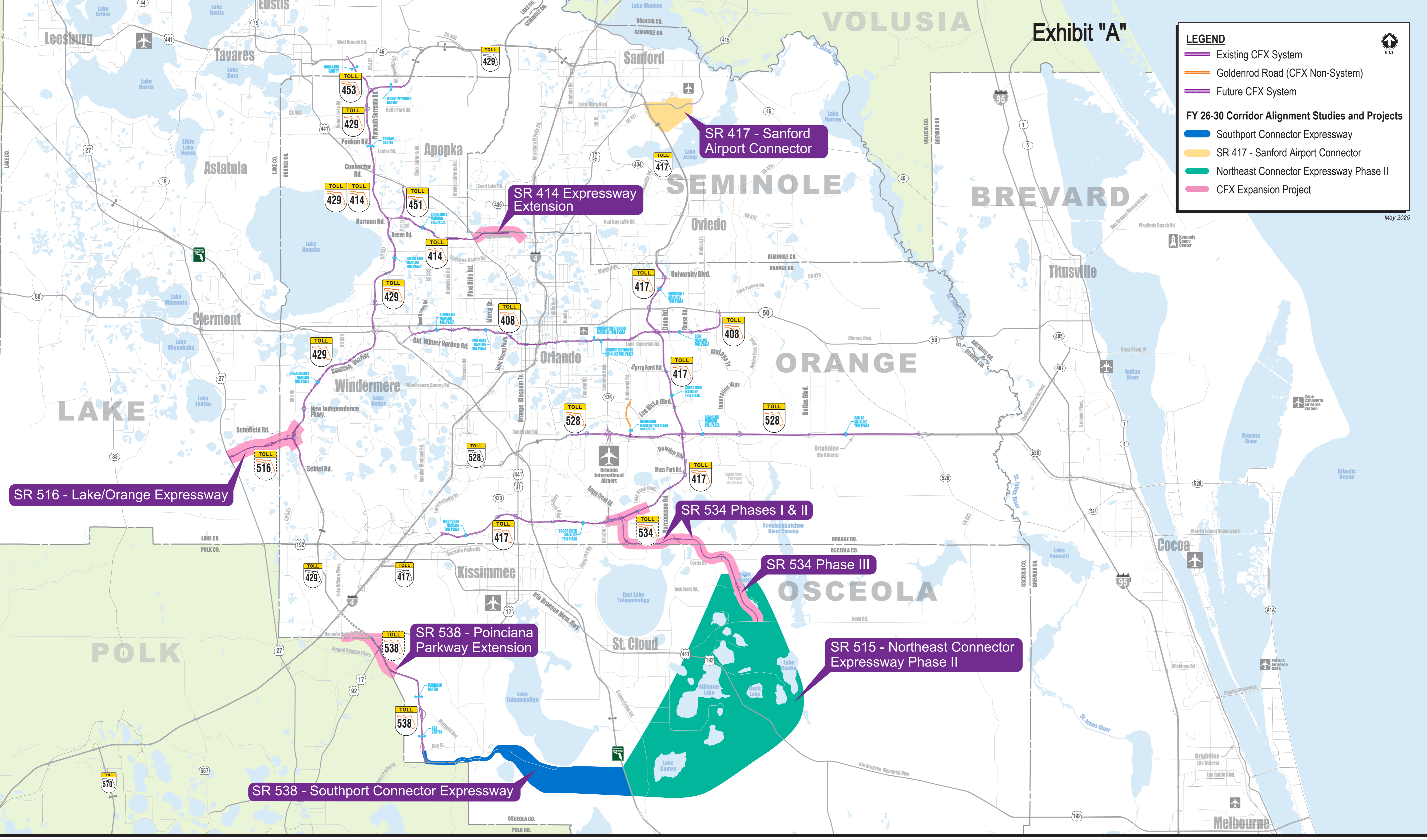
LEGEND

- Existing CFX System
- Goldenrod Road (CFX Non-System)
- Future CFX System

FY 26-30 Corridor Alignment Studies and Projects

- Southport Connector Expressway
- SR 417 - Sanford Airport Connector
- Northeast Connector Expressway Phase II
- CFX Expansion Project

May 2025



Agenda Items

D.1.



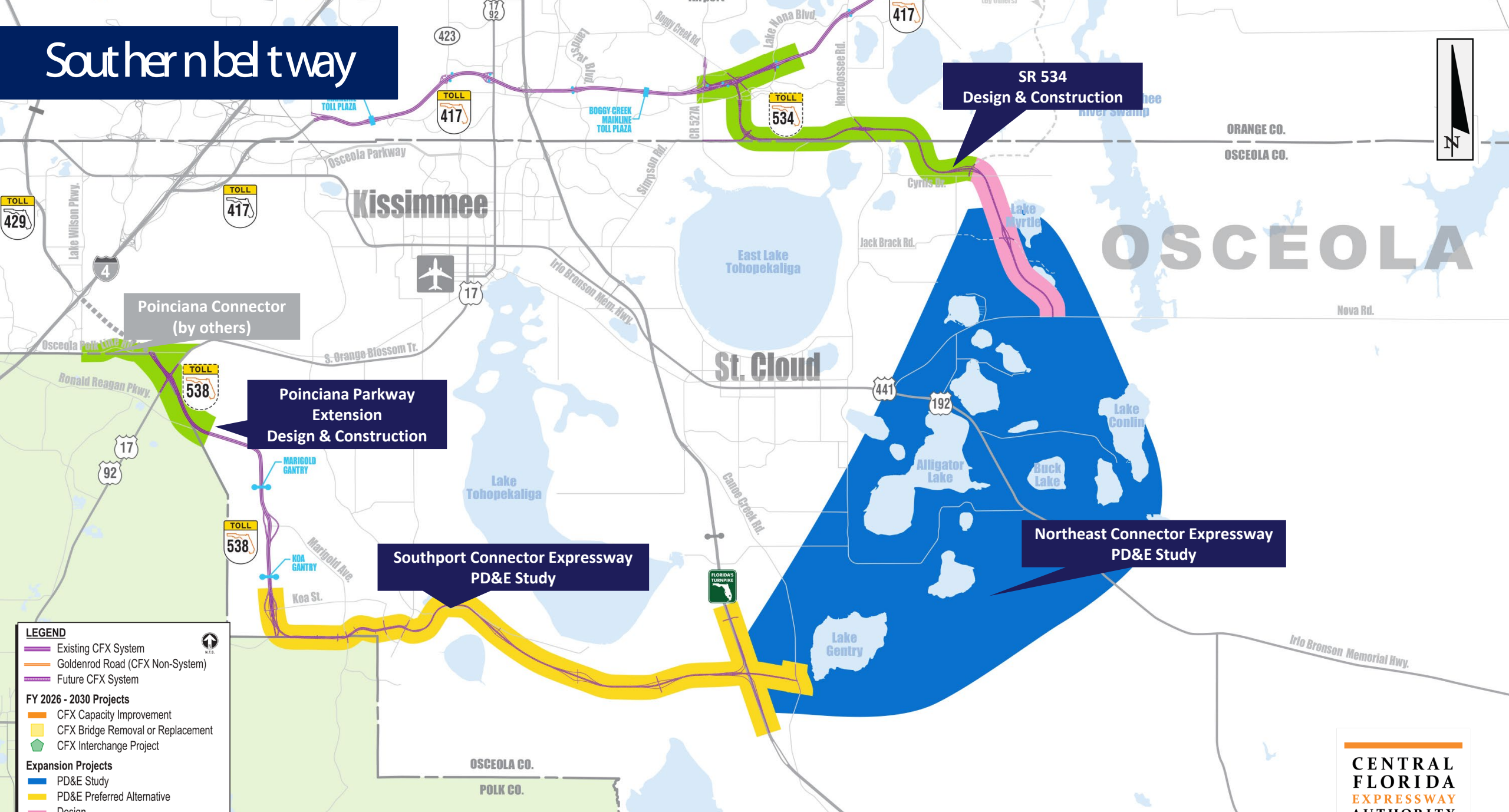
**CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY**

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

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

March 26, 2026

Southern beltway



Poinciana Connector
(by others)

Poinciana Parkway
Extension
Design & Construction

Southport Connector Expressway
PD&E Study

SR 534
Design & Construction

Northeast Connector Expressway
PD&E Study

LEGEND

- Existing CFX System
- Goldenrod Road (CFX Non-System)
- Future CFX System

FY 2026 - 2030 Projects

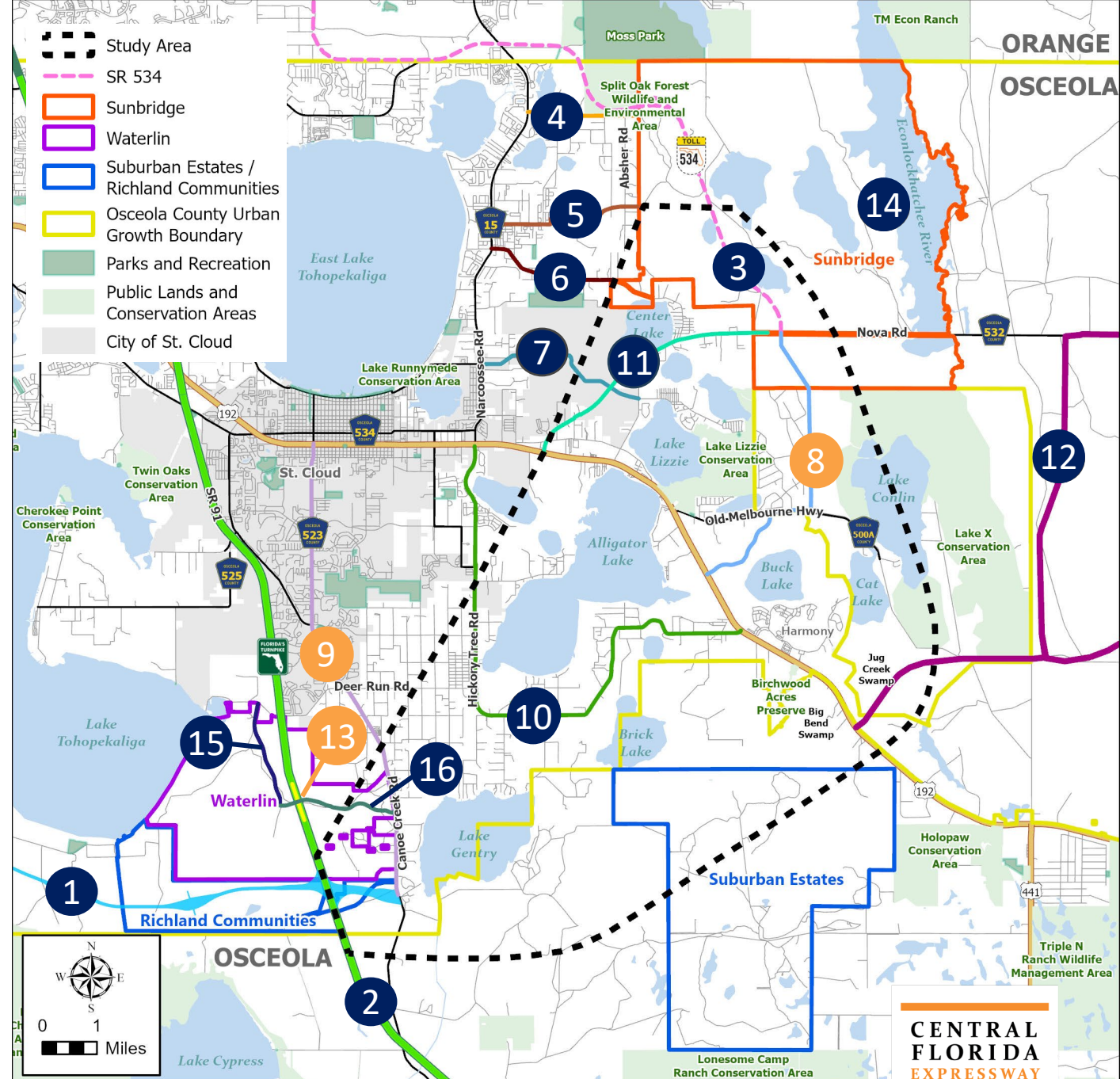
- CFX Capacity Improvement
- CFX Bridge Removal or Replacement
- CFX Interchange Project

Expansion Projects

- PD&E Study
- PD&E Preferred Alternative
- Design
- Design, Right-of-Way and Construction

Other Area Projects

- 1 Southport Connector Expressway new roadway
- 2 Florida's Turnpike Widening PD&E
- 3 SR 534 extension
- 4 Cyrils Drive improvements
- 5 Jack Brack Road improvements
- 6 Jones Road widening
- 7 Bass Highway/Nova Connector new roadway
- 8 Sunbridge Parkway Extension PD&E
- 9 Canoe Creek Road PD&E
- 10 Hickory Tree Road PD&E
- 11 Nova Road PD&E
- 12 Northeast Connector Expressway Extension (NECEE) CF&M
- 13 Florida's Turnpike / Waterlin interchange
- 14 Lake to Lake Regional Trail
- 15 Cross Prairie Parkway extension
- 16 Waterlin Boulevard new roadway



Purpose and Need

Osceola Transportation Southeast Area Transportation Study (SEATS):

- NEC needed by 2040

Population Growth:

- 7.5% recent annual growth
- Projected to increase by 56% by 2050

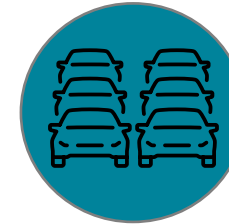
Planned Development:

- 12 Mixed-Use Districts (SEATS)
- 37 Planned Developments within the study area

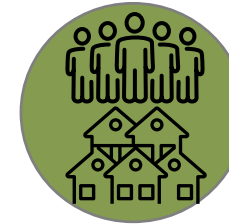
US 192 only existing east-west corridor



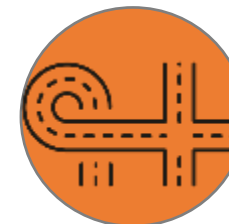
Provides System Linkage



Addresses Anticipated Future Traffic Needs



Supports Socioeconomic Growth and Planned Development



Provides Additional East-West Regional Connectivity

Study Timeline

April 2024:
PD&E study initiated

Sept 2024:
Corridor refinement

May 2025:
Corridor segment
analysis begins

Dec 2025:
ACER complete

Feb 2026:
Alignment alternative
analysis/results



EAG/PAG/CEG meetings



Environmental Stewardship Committee (ESC) presentation



Data Collection

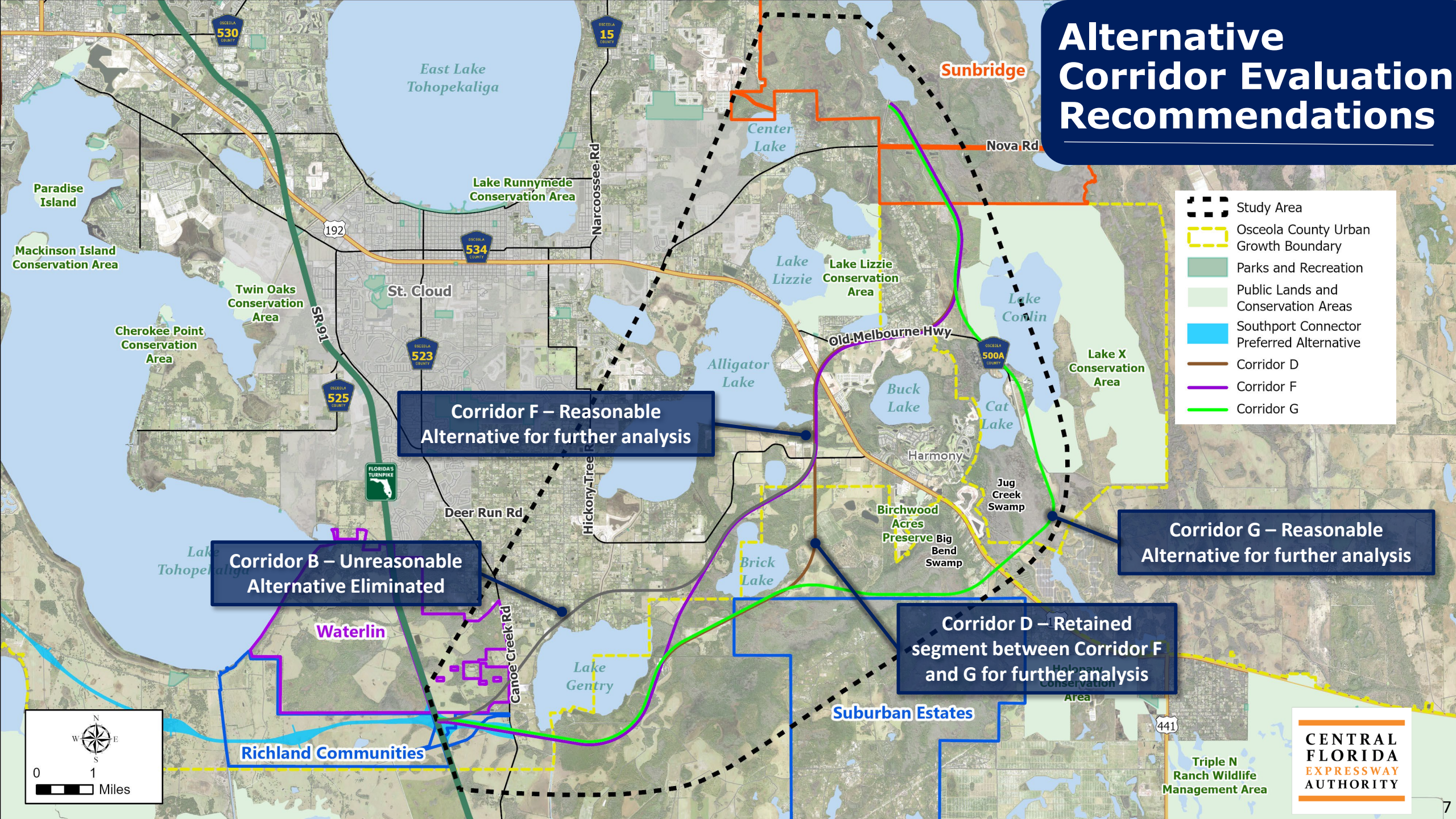


Alternative Corridor Evaluation (ACE)



Alignment Analysis

Alternative Corridor Evaluation Recommendations

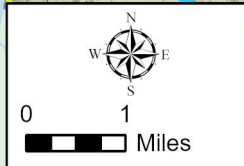


Corridor F – Reasonable Alternative for further analysis

Corridor B – Unreasonable Alternative Eliminated

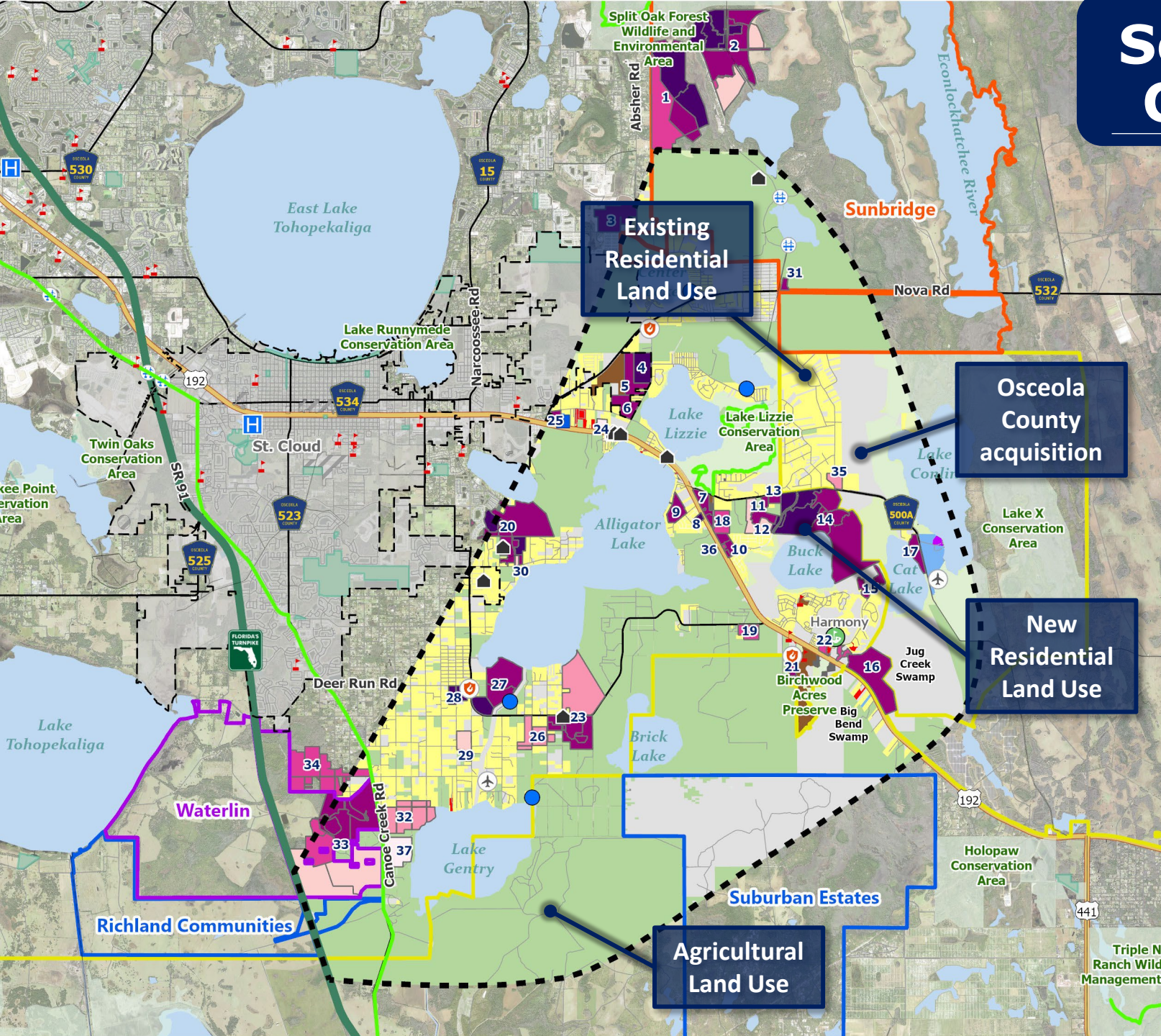
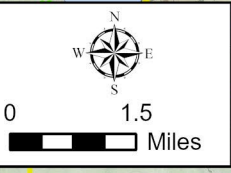
Corridor G – Reasonable Alternative for further analysis

Corridor D – Retained segment between Corridor F and G for further analysis



Sociocultural Constraints

- Study Area
- Osceola County Urban Growth Boundary
- Parks and Recreation
- Public Lands and Conservation Areas
- Trails
- Golf Course
- Boat Ramps
- Fire and Rescue Stations
- Private Airstrip
- Schools
- Hospitals
- Places of Worship
- SHPO Resources**
- Structures
- Bridges
- Resource Groups
- Planned Developments**
- Sites in PS Approval Stage
- Sites with PS Permit
- Sites Pending SDP Permit
- Sites with SDP Permits
- Sites Under Construction
- Recently Completed Construction
- Existing Land Use (November 2025)**
- Residential
- Commercial
- Agricultural
- Conservation
- Governmental
- Industrial
- Institutional
- Utilities and Rights-of-Way
- Undeveloped



1. Del Webb
2. Weslyn Park
3. The Crossing
4. Amelia Grove
5. Pine Grove
6. Trinity Place
7. Ameratrail
8. Pine Glen
9. The Shores
10. The Villages at Harmony Townhomes
11. Bay Lake Farms
12. Chandra
13. Tumblesome
14. The Villages at Harmony
15. Harmony Tract L
16. Harmony Central
17. Galt's Landing
18. Monterey
19. Sandpiper
20. Twin Lakes
21. Harmony Industrial
22. Harmony Towncenter Apartments
23. Triple H Ranch
24. Sol Community
25. Marlow Apartments
26. Hickory Village
27. Buena Lago
28. Deer Run Estates
29. Story Estates
30. Green Garden Reserve
31. Story Bend Switching Station
32. Lake Gentry Landings
33. Canoe Creek (AKA Waterlin DRI)
34. Canoe Creek Reserve
35. Collins Reserve
36. Dollar Tree
37. Canoe Creek Grove

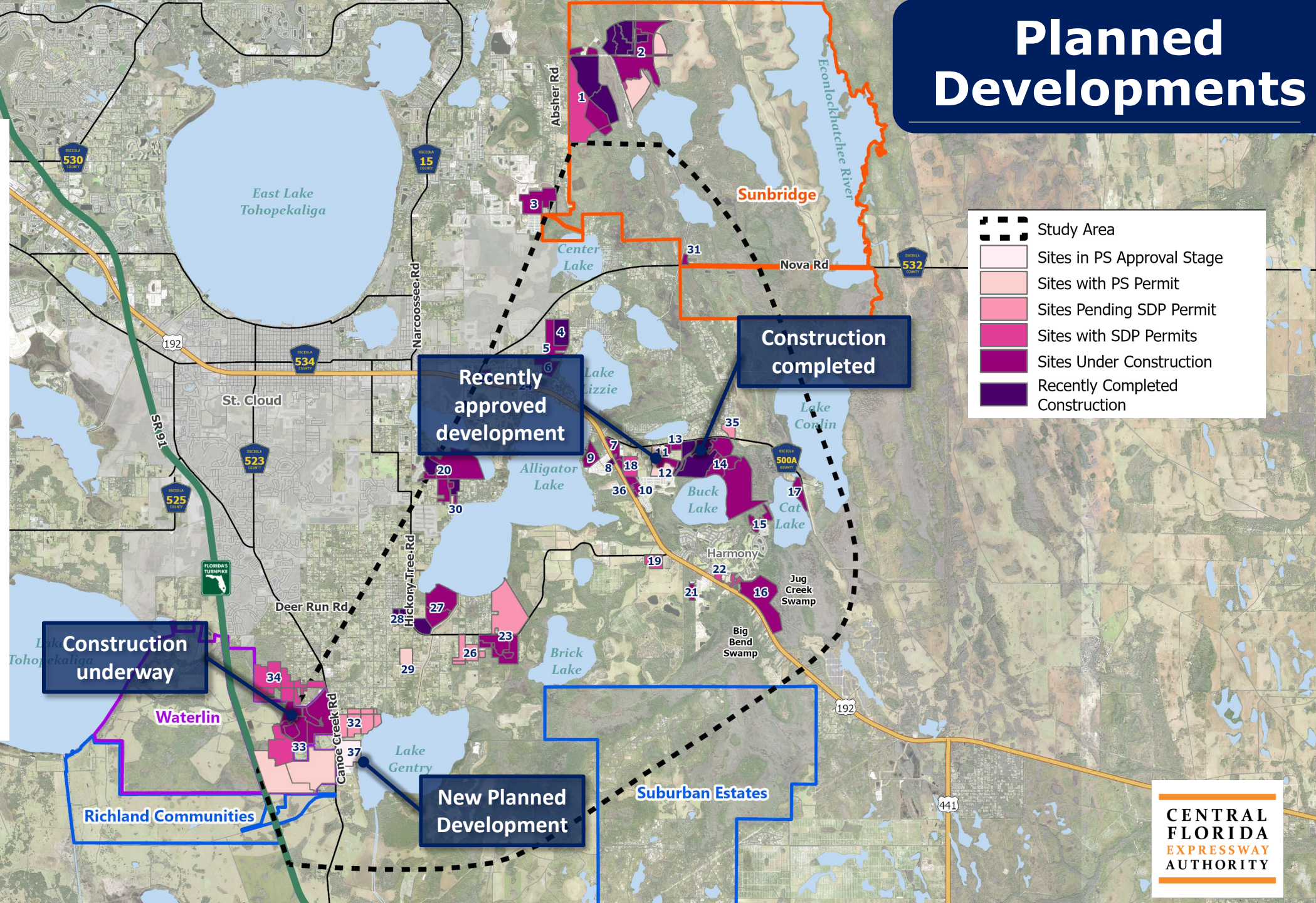
Planned Developments

1. Del Webb
2. Weslyn Park
3. The Crossing
4. Amelia Grove
5. Pine Grove
6. Trinity Place
7. Ameratrail
8. Pine Glen
9. The Shores
10. The Villages at Harmony Townhomes
11. Bay Lake Farms
12. Chandra
13. Tumblesome
14. The Villages at Harmony
15. Harmony Tract L
16. Harmony Central
17. Galt's Landing
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31. Story Bend Switching Station
32. Lake Gentry Landings
33. Canoe Creek (AKA Waterlin DRI)
34. Canoe Creek Reserve
35. Collins Reserve
36. Dollar Tree
37. Canoe Creek Grove

Study Area

- Study Area
- Sites in PS Approval Stage
- Sites with PS Permit
- Sites Pending SDP Permit
- Sites with SDP Permits
- Sites Under Construction
- Recently Completed Construction

0 1.5 Miles



Recently approved development

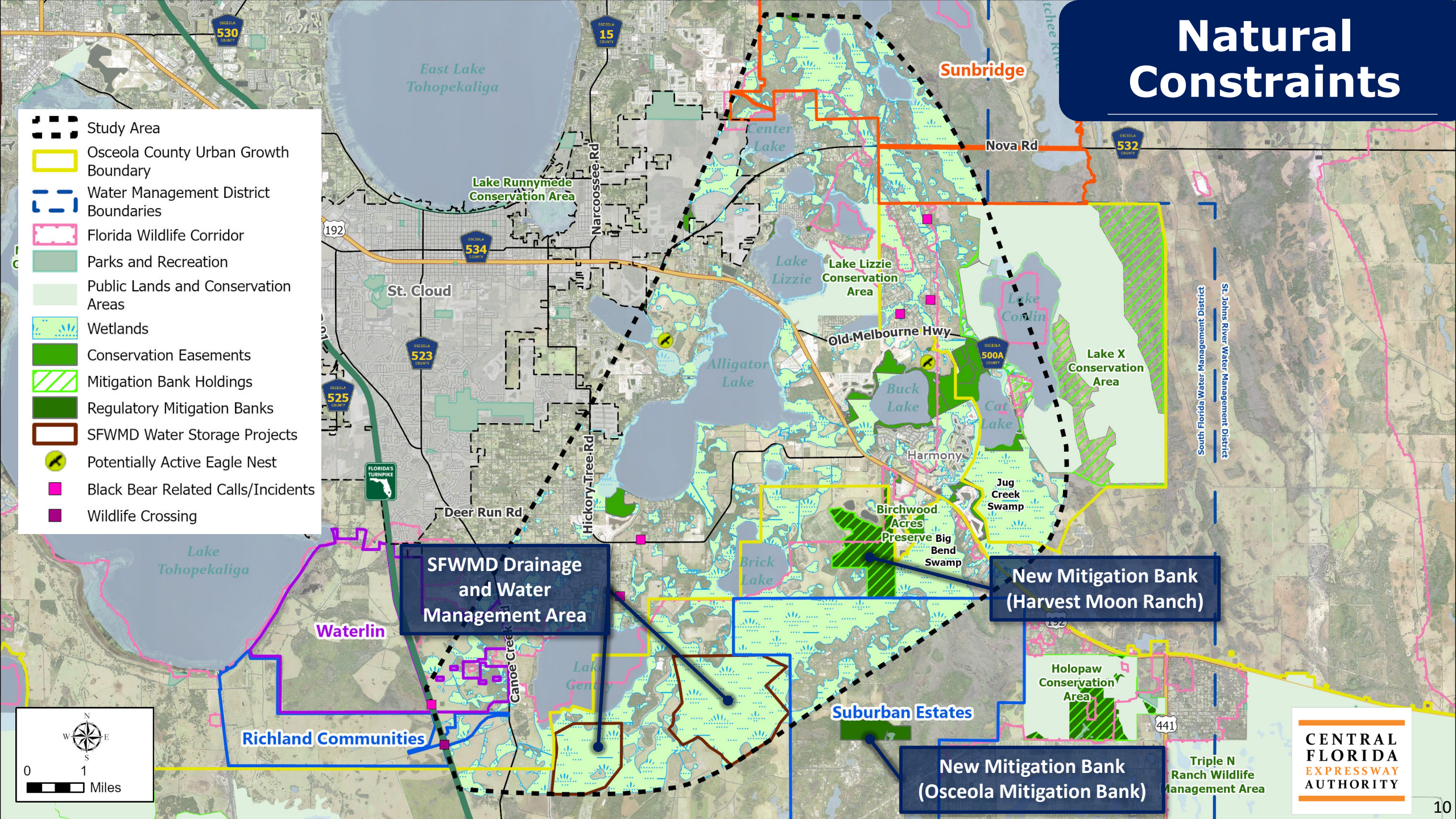
Construction completed

Construction underway

New Planned Development

Natural Constraints

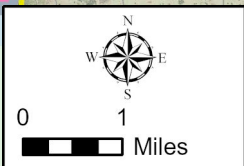
-  Study Area
-  Osceola County Urban Growth Boundary
-  Water Management District Boundaries
-  Florida Wildlife Corridor
-  Parks and Recreation
-  Public Lands and Conservation Areas
-  Wetlands
-  Conservation Easements
-  Mitigation Bank Holdings
-  Regulatory Mitigation Banks
-  SFWMD Water Storage Projects
-  Potentially Active Eagle Nest
-  Black Bear Related Calls/Incidents
-  Wildlife Crossing



SFWMD Drainage and Water Management Area

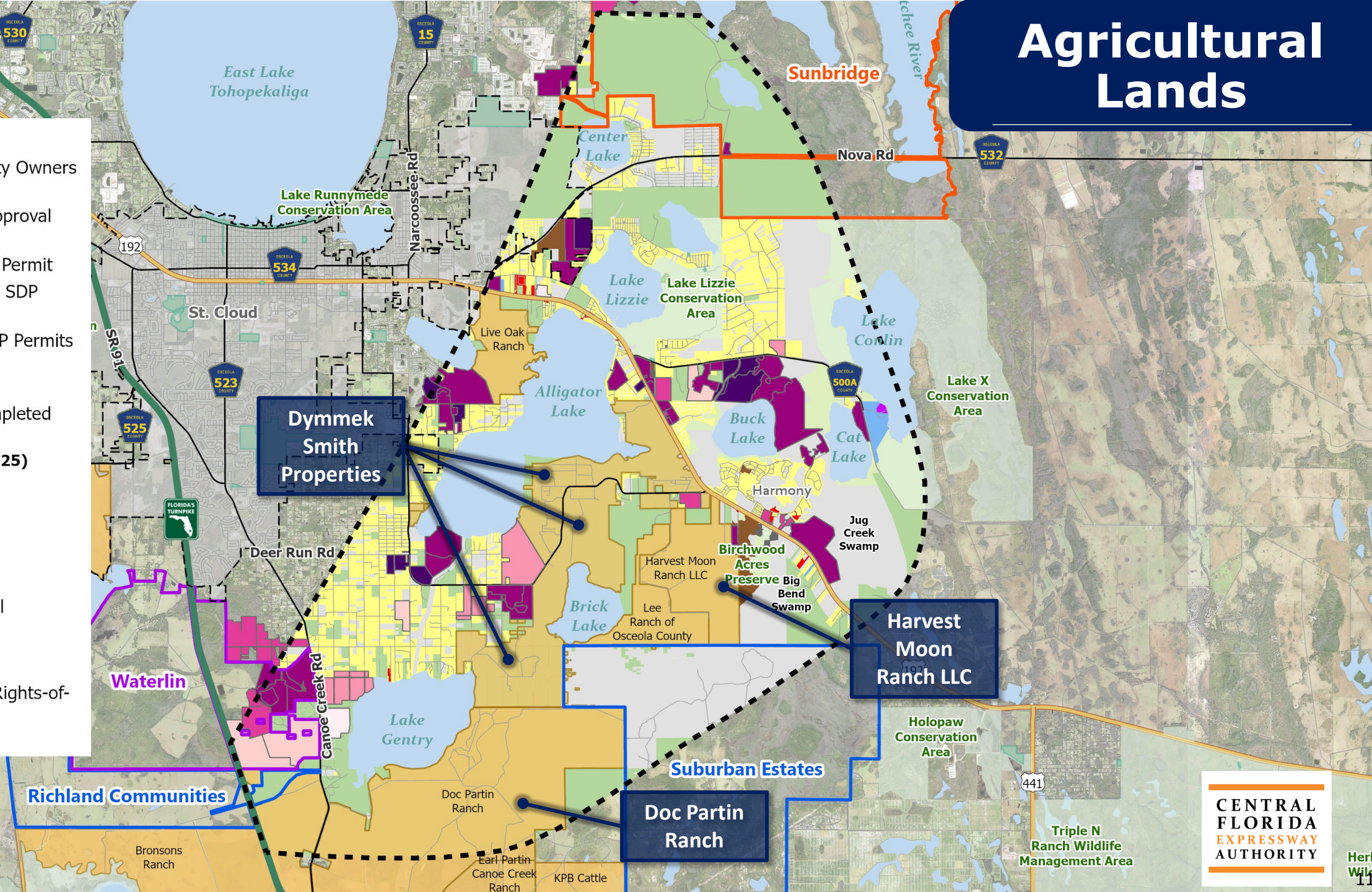
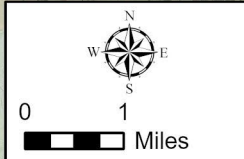
New Mitigation Bank (Harvest Moon Ranch)

New Mitigation Bank (Osceola Mitigation Bank)

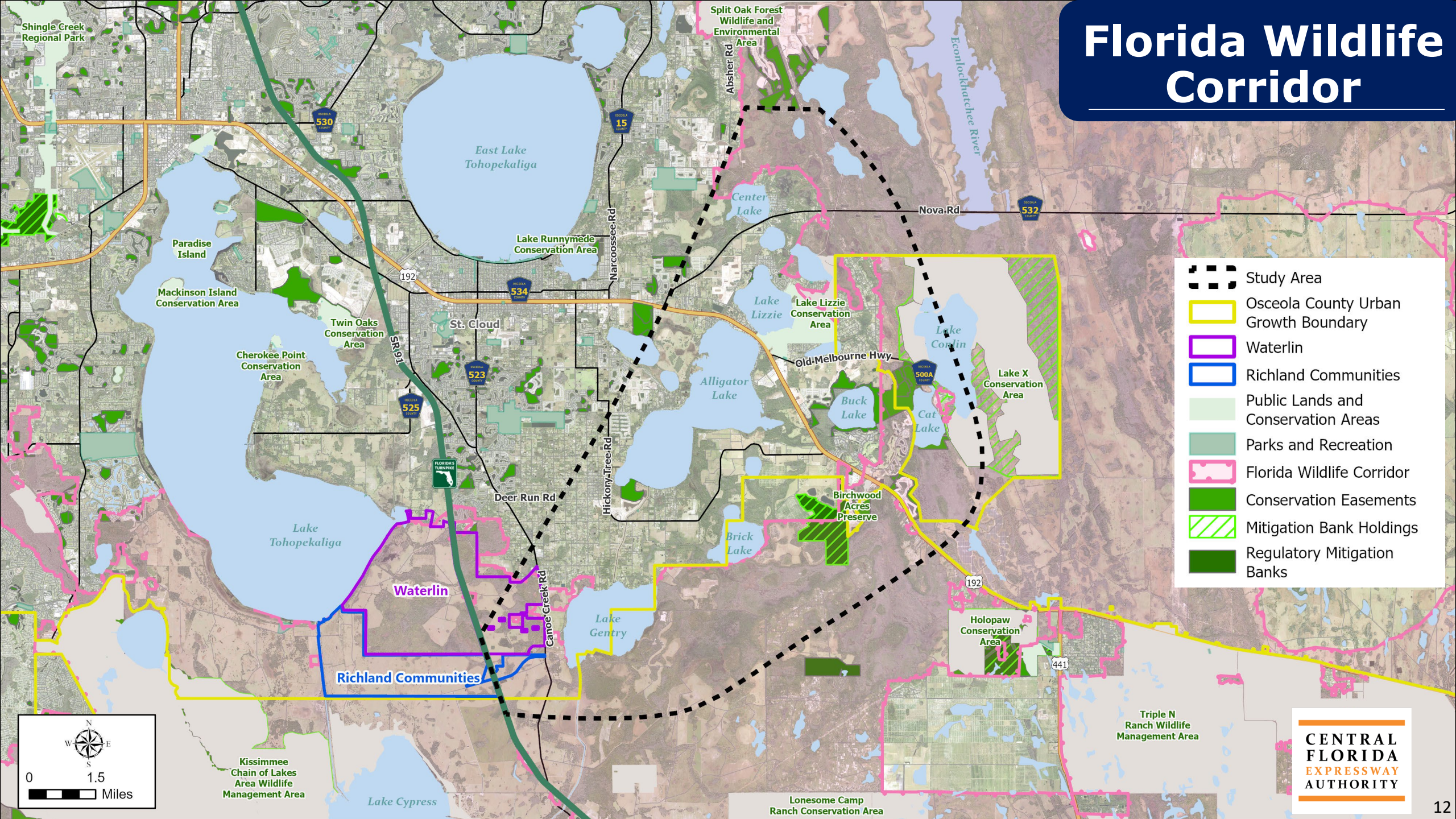


Agricultural Lands

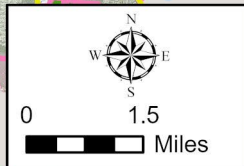
-  Study Area
-  Large Property Owners and Ranches
-  Sites in PS Approval Stage
-  Sites with PS Permit
-  Sites Pending SDP Permit
-  Sites with SDP Permits
-  Sites Under Construction
-  Recently Completed Construction
- Existing Land Use (2025)**
-  Residential
-  Commercial
-  Agricultural
-  Conservation
-  Governmental
-  Industrial
-  Institutional
-  Utilities and Rights-of-Way
-  Undeveloped



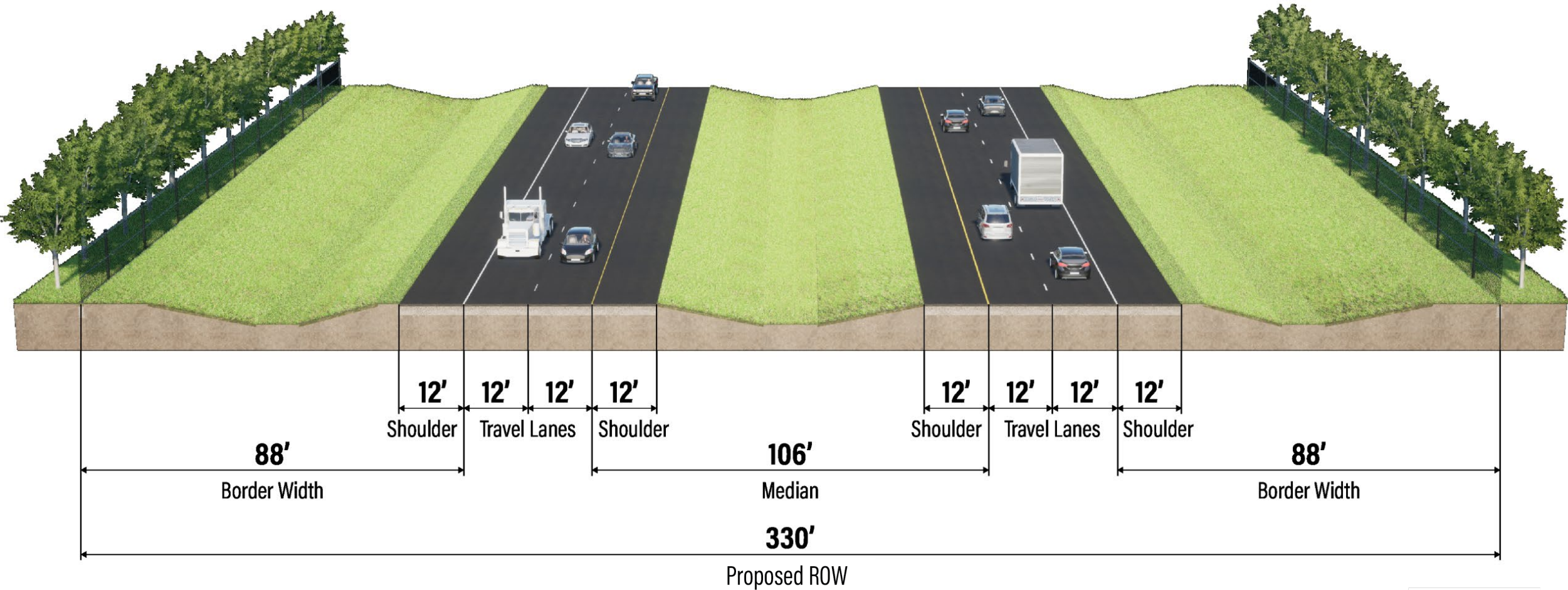
Florida Wildlife Corridor



-  Study Area
-  Osceola County Urban Growth Boundary
-  Waterlin
-  Richland Communities
-  Public Lands and Conservation Areas
-  Parks and Recreation
-  Florida Wildlife Corridor
-  Conservation Easements
-  Mitigation Bank Holdings
-  Regulatory Mitigation Banks

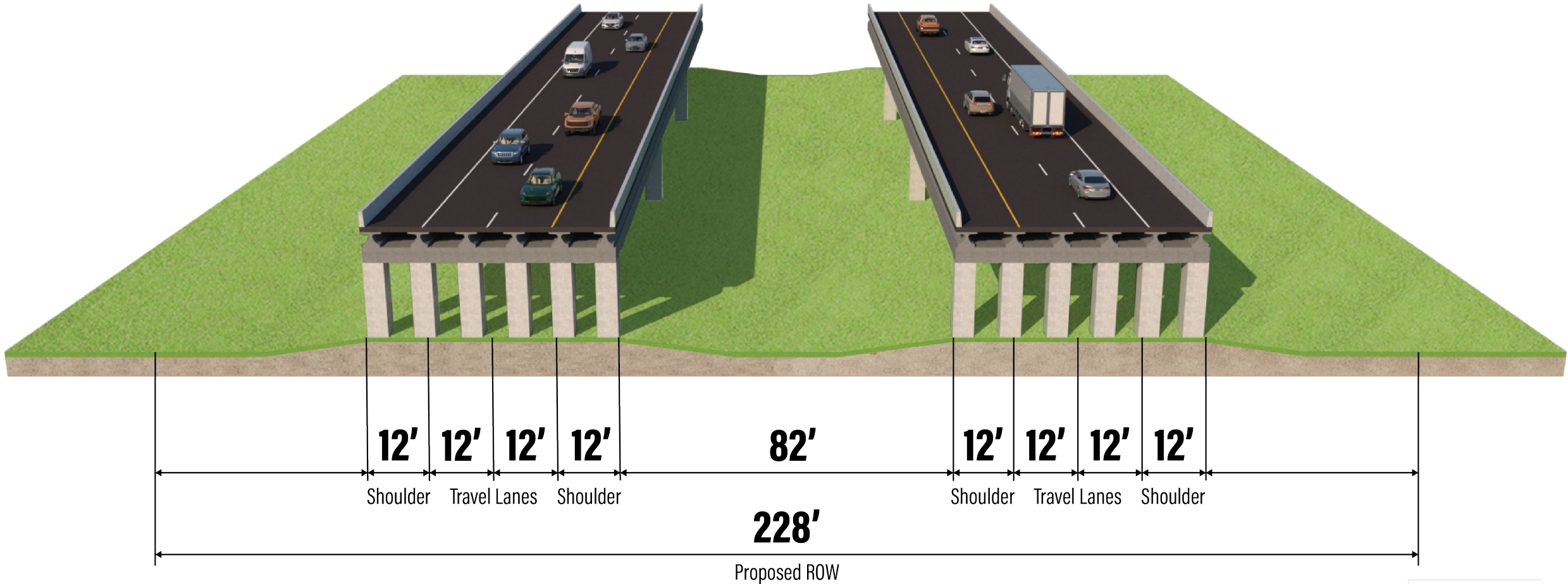


Mainline Typical Section



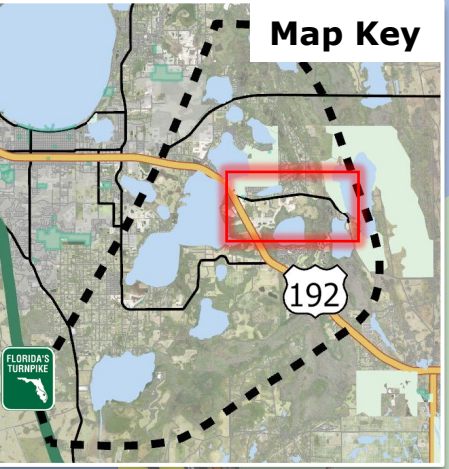
Right-of-Way (ROW)

Bridge Typical Section



Right-of-Way (ROW)

Old Melbourne Highway Constraints



Lake Lizzie Conservation Area

Bay Lake

Bay Lake Ranch

Collins Reserve

Old Melbourne Hwy

Tumblesome

Ibis Park

Harmony West

The Shores

Ameritrail

The Glades

Pine Glen

192

Bay Lake Farms

Harmony

Monterey

Old Melbourne

Harmony West

Turnstone

Buck Lake

Starling

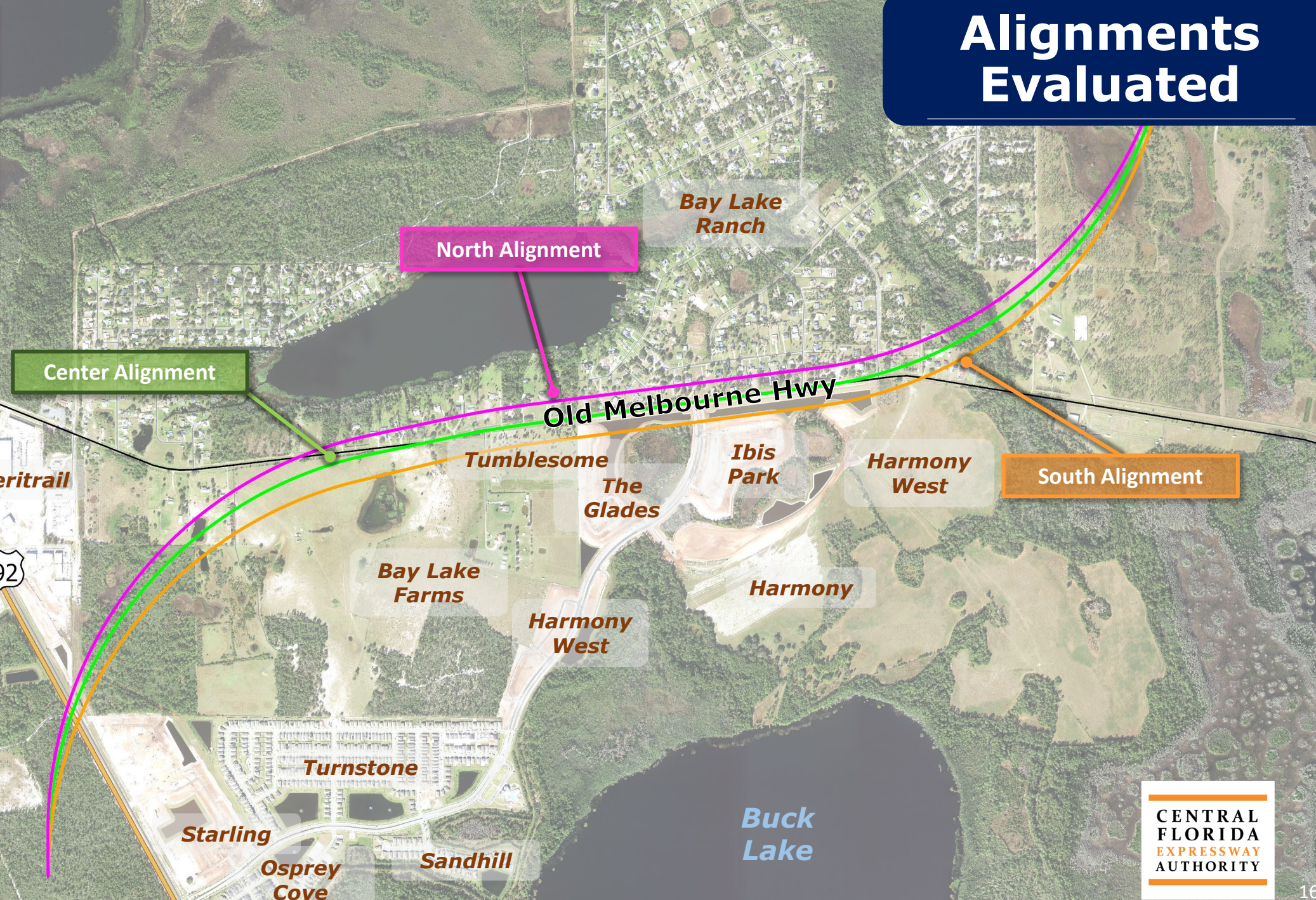
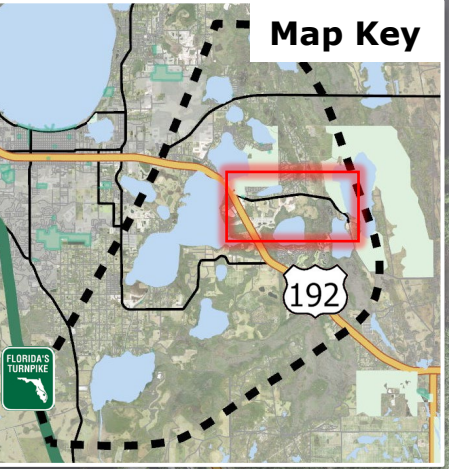
Osprey Cove

Sandhill

- Study Area
 - Public Lands and Conservation Areas
 - Conservation Easements
 - Existing Land Use (Jan 2026)
 - Sunbridge Parkway Extension
- Phase**
- Sites in PS Approval Stage
 - Sites with PS Permit
 - Sites Pending SDP Permit
 - Sites with SDP Permit
 - Sites Under Construction



Alignments Evaluated



Evaluation Measure	Unit of Measure	Left (North)	Center	Right (South)
Design				
Corridor Length	Miles	3.5	3.5	3.5
Proposed ROW width ¹	Feet	330	470	330
Proposed ROW total (approximate)	Acres	142	166	141
Proposed bridges (roadway/canal/environmental crossings) ²	Number of Crossings	8	10	6
Total length of all crossings (roadway/canal/environmental crossings)²	Feet	2,026	3,820	6,830
Physical				
Major Utility Conflicts - Existing	Number of Conflicts	2	2	2
Contamination Sites (Medium and High Risk Sites)	Number of Conflicts	2	3	4
Cultural Environment				
Public Recreation Lands	Acres	0	0	0
Potential Historic Resources	Number of Conflicts	0	0	0
Potential Historic Linear Resources (Canals/Highways/Railroads)	Number of Resources	1	1	1
Potential Archaeological Resources	Number of Resources	0	0	0
Natural Environment				
Floodplain Involvement - 100 Year Floodplain ³	Acres	8	7	8
Canals / Regulated Floodways ⁴	Number of Conflicts	0	0	0
Wetlands (non-forested and forested) ⁵	Acres	21	19	20
Potential Species Habitat ⁶	Acres	79	98	83
Conservation Lands	Acres	0	0	0
Regulatory Conservation Easement	Acres	0	0	0
Florida Wildlife Corridor ⁷	Acres	27	29	30
Florida Forever Priority Projects (Planned) ⁷	Acres	27	28	30
SFWM DWMP (Watershed Management Program)	Acres	0	0	0
Social				
Residential Parcels - Existing				
Potential Residential Parcels Affected ^{7,8,10}	Number of Parcels	64	92	108
<i>Residential Homes</i>	Number of Parcels	62	75	94
<i>Residential Stormwater and Common Areas</i>	Number of Parcels	2	17	14
Potential Residential Parcels Affected ^{7,8,10}	Acres	62	60	47
<i>Residential Homes</i>	Acres	61	39	18
<i>Residential Stormwater and Common Areas</i>	Acres	1	21	29
Residential Parcels - Planned				
Potential Residential Parcels Affected ^{7,11}	Number of Parcels	72	113	131
Potential Residential Parcels Affected ^{7,11}	Acres	11	18	13
Non-Residential Parcels				
Total Potential Non-Residential Parcels Affected ^{7,9}	Number of Parcels	2	4	2
Community Cohesion Effects - Existing/Planned Neighborhoods Affected	Low/Medium/High	High	High	High
Community Facilities	Number of Conflicts	0	0	0
Agricultural Lands	Acres	22	33	30
Suburban Estates Impacts (approximate)	Acres	0	0	0
Preliminary Estimated Cost				
Total Construction Cost	Currency (in millions)	\$575	\$685	\$650
Preliminary Right-of-Way Cost	Currency (in millions)	\$200	\$290	\$305
Estimated Total Project Cost	Currency (in millions)	\$775	\$975	\$955

Old Melbourne Highway Evaluation Matrix: *Standard Typical*

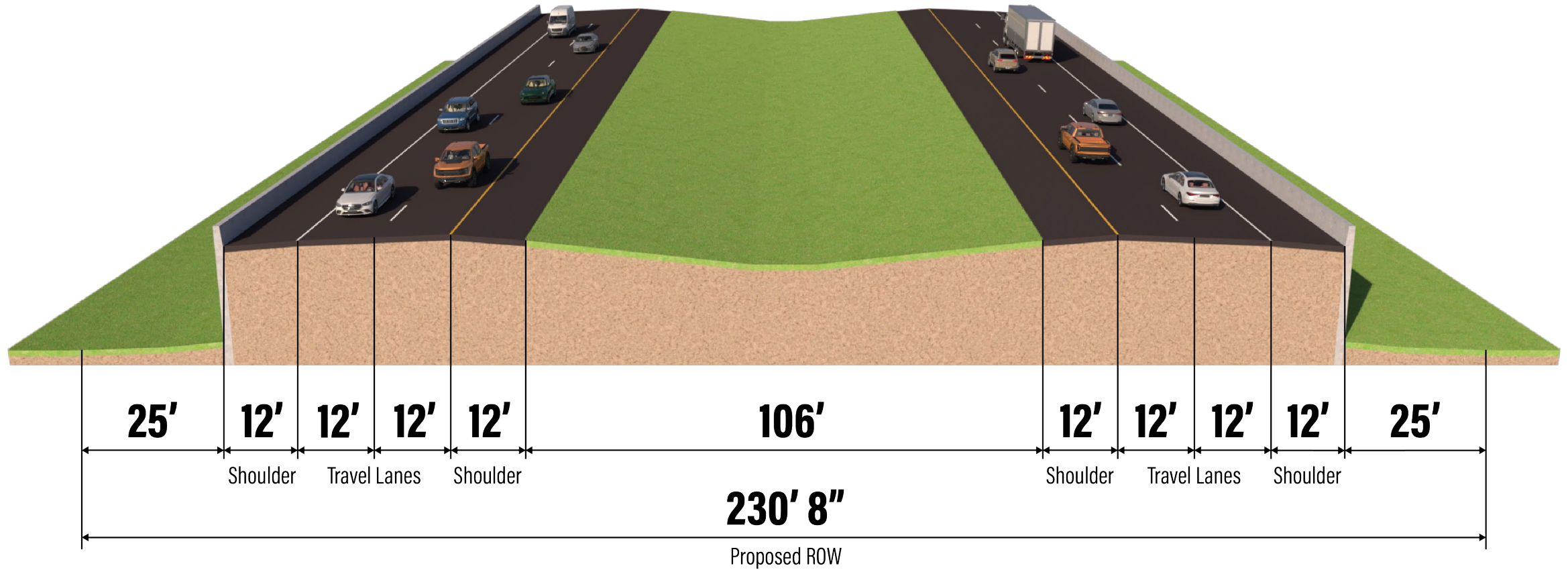
• Center Alignment has highest impacts:

- ROW acreage
- Stormwater/subdivision common areas
- Species habitat
- Total segment cost

• Center Alignment has high impact to residential homes and parcels

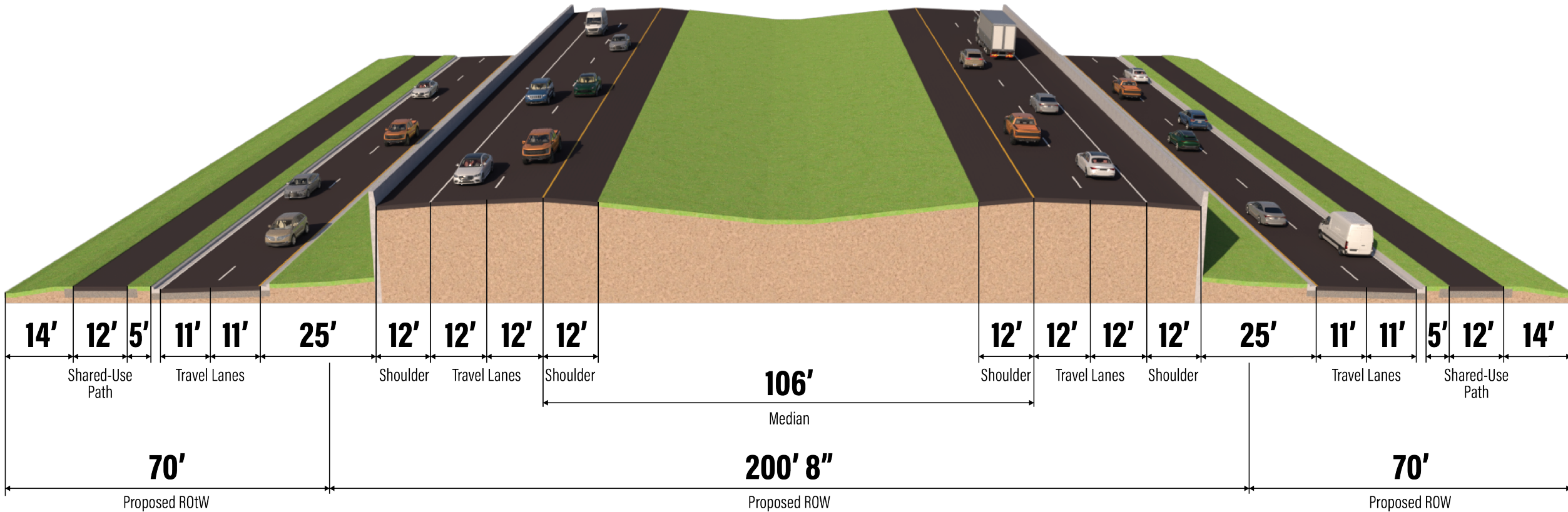
- Considerable community cohesion
- Significant MOT disruption

Constrained Typical Section



Right-of-Way (ROW)

Old Melbourne Highway Center Alignment Typical Section

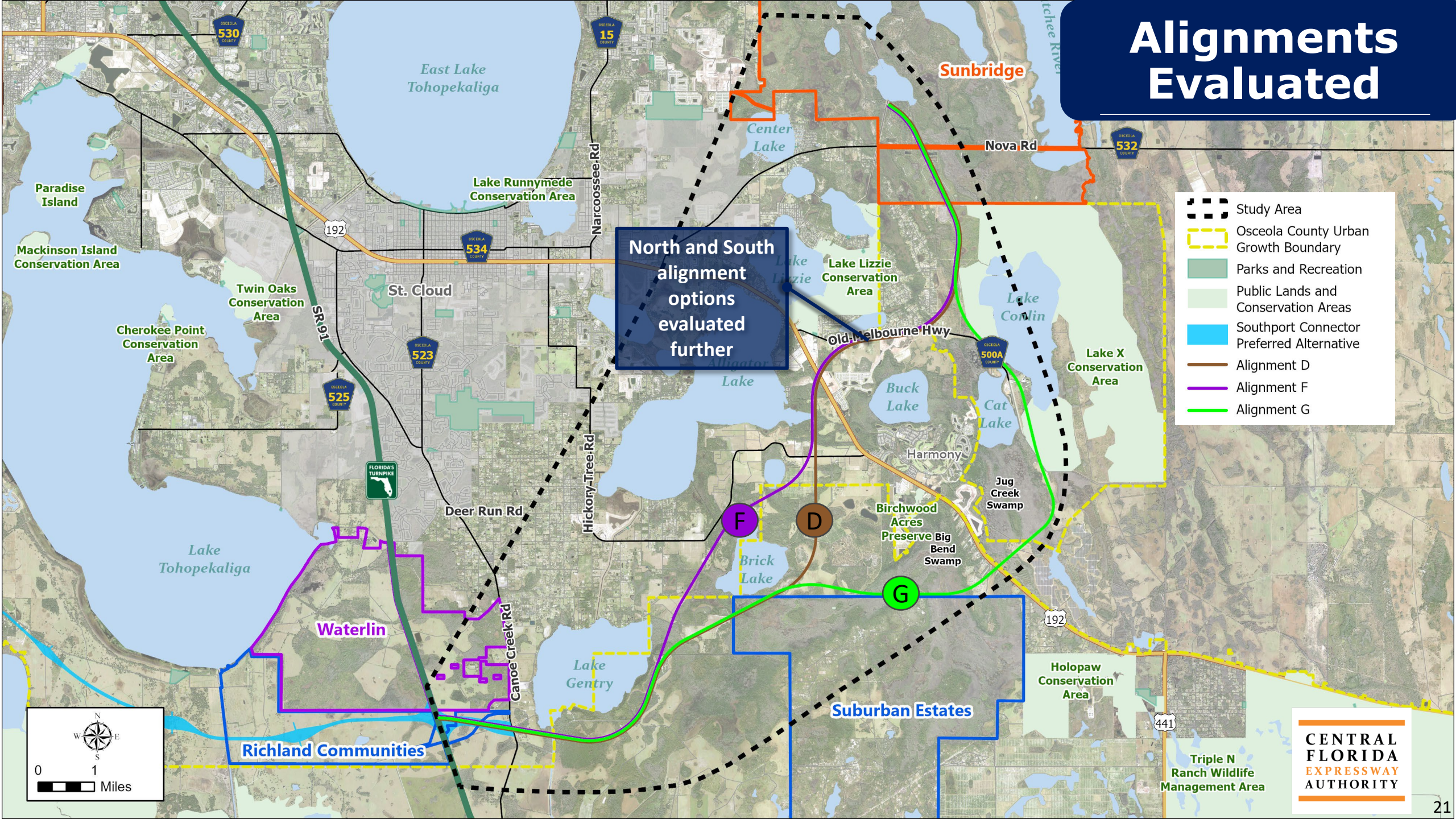


Evaluation Measure	Unit of Measure	Left (North)	Center	Right (South)
Design				
Corridor Length	Miles	3.5	3.5	3.5
Proposed ROW width ¹	Feet	230'-8"	340'-8"	230'-8"
Proposed ROW total (approximate)	Acres	99	118	98
Proposed bridges (roadway/canal/environmental crossings) ²	Number of Crossings	8	10	6
Total length of all crossings (roadway/canal/environmental crossings) ²	Feet	2,404	3,563	6,845
Physical				
Major Utility Conflicts - Existing	Number of Conflicts	2	2	2
Contamination Sites (includes all Low, Medium and High Risk Sites)	Number of Conflicts	2	3	2
Cultural Environment				
Public Recreation Lands	Acres	0	0	0
Potential Historic Resources	Number of Conflicts	0	0	0
Potential Historic Linear Resources (Canals/Highways/Railroads)	Number of Resources	1	1	1
Potential Archaeological Resources	Number of Resources	0	0	0
Natural Environment				
Floodplain Involvement - 100 Year Floodplain ³	Acres	5	5	5
Canals / Regulated Floodways ⁴	Number of Conflicts	0	0	0
Wetlands (non-forested and forested) ⁵	Acres	14	13	13
Potential Species Habitat ⁶	Acres	56	70	48
Conservation Lands	Acres	0	0	0
Regulatory Conservation Easement	Acres	0	0	0
Florida Wildlife Corridor ⁷	Acres	19	20	20
Florida Forever Priority Projects (Planned) ⁷	Acres	19	20	20
SFWMD DWMP (Watershed Management Program)	Acres	0	0	0
Social				
Residential Parcels - Existing				
Potential Residential Parcels Affected ^{7,8,10}	Number of Parcels	56	71	66
<i>Residential Homes</i>	Number of Parcels	54	59	53
<i>Residential Stormwater and Common Areas</i>	Number of Parcels	2	12	13
Potential Residential Parcels Affected ^{7,8,10}	Acres	42	39	33
<i>Residential Homes</i>	Acres	42	25	11
<i>Residential Stormwater and Common Areas</i>	Acres	0	14	22
Residential Parcels - Planned				
Potential Residential Parcels Affected ^{7,11}	Number of Parcels	67	91	103
Potential Residential Parcels Affected ^{7,11}	Acres	9	13	13
Non-Residential Parcels				
Total Potential Non-Residential Parcels Affected ^{7,9}	Number of Parcels	2	2	2
Community Cohesion Effects - Existing/Planned Neighborhoods Affected	Low/Medium/High	High	High	High
Community Facilities	Number of Conflicts	0	0	0
Agricultural Lands	Acres	16	20	21
Suburban Estates Impacts (approximate)	Acres	0	0	0
Preliminary Estimated Cost				
Total Construction Cost	Currency (in millions)	\$540	\$595	\$620
Preliminary Right-of-Way Cost	Currency (in millions)	\$140	\$190	\$220
Estimated Total Project Cost	Currency (in millions)	\$680	\$785	\$840

Old Melbourne Highway Evaluation Matrix: *Constrained Typical*

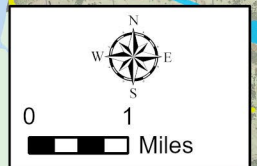
- Center Alignment has highest impacts:
 - ROW acreage
 - Species habitat
 - Residential parcels and homes
- Center Alignment has high impact to planned residential and development stormwater/common areas
- Center alignment not recommended

Alignments Evaluated



- Study Area
- Osceola County Urban Growth Boundary
- Parks and Recreation
- Public Lands and Conservation Areas
- Southport Connector Preferred Alternative
- Alignment D
- Alignment F
- Alignment G

North and South alignment options evaluated further

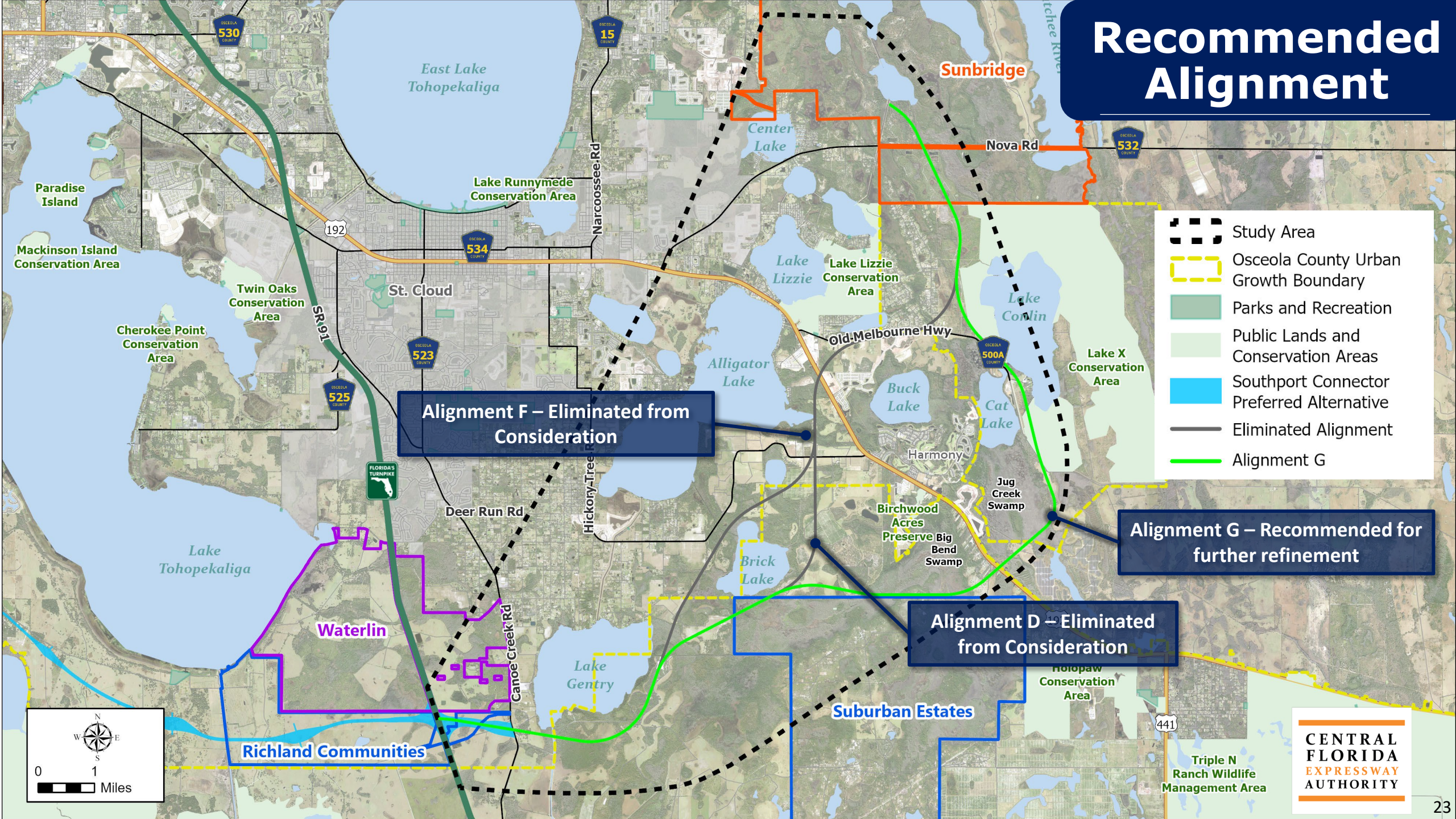


Alignment Alternatives Evaluation Matrix

- **Design Characteristics:**
 - Alignments D and F require more bridges
 - Alignment G includes over 8,000 feet of environmental bridges
 - Alignment G best supports US 192 signal spacing
- **Physical:** Alignments D and F involve higher contamination impacts
- **Cultural:** Similar for the alternatives
- **Natural:** Alignment G has higher impacts
- **Social:** Alignments D and F have significant residential impacts; impact 71-121 existing homes and 161-181 planned residential parcels
- **Total costs:** Similar range of \$2.1-\$2.2 Billion

Evaluation Measure	Unit of Measure	Alignment D1 (southern OMH ¹⁴)	Alignment D2 (northern OMH ¹⁴)	Alignment F1 (southern OMH ¹⁴)	Alignment F2 (northern OMH ¹⁴)	Alignment G
Design						
Corridor Length	Miles	17.1	17.1	16.6	16.7	19.8
Proposed ROW width	Feet	330	330	330	330	330
Proposed ROW total (approximate)	Acres	1,102	1,127	1,084	1,109	1,152
Proposed bridge crossings (roadway/canal/environmental crossings) ¹	Number of Crossings	29	31	30	32	28
Total length of all crossings (roadway/canal/environmental crossings) ¹	Feet	20,551	15,866	20,941	16,305	17,899
Roadway/Canal Crossings	Feet	15,244	10,498	16,660	11,963	9,745
Environmental Crossings	Feet	5,307	5,368	4,281	4,342	8,154
Proposed interchanges	Number	4	4	4	4	4
Projected 2050 AADT Volume ²	Number of Vehicles per Day	22,100-46,400	22,100-46,400	32,000-48,200	32,000-48,200	21,500-43,500
US 192 Interchange Access Management Compatability (low/med/high)	Low/Medium/High	High	High	High	High	Low
Physical						
Major Utility Conflicts - Existing	Number of Conflicts	3	3	3	3	2
Contamination Sites (Medium and High Risk Sites)	Number of Conflicts	8	8	8	8	3
Cultural Environment						
Public Recreation Lands	Acres	0	0	0	0	0
Potential Historic Resources	Number of Conflicts	0	0	0	0	0
Potential Historic Linear Resources (Canals/Highways/Railroads)	Number of Resources	1	1	1	1	1
Potential Archaeological Resources	Number of Resources	0	0	0	0	0
Natural Environment						
Floodplain Involvement - 100 Year Floodplain ³	Acres	390	390	438	438	667
Canals / Regulated Floodways ⁴	Number of Conflicts	1	1	2	2	1
Wetlands (non-forested and forested) ⁵	Acres	269	275	246	251	436
Potential Species Habitat ⁶	Acres	1,008	1,013	985	991	1,107
Conservation Lands ⁷	Acres	0	0	0	0	71
Regulatory Conservation Easement	Acres	0	0	0	0	0
Florida Wildlife Corridor ⁸	Acres	764	761	668	665	1047
Florida Forever Priority Projects (Planned) ⁸	Acres	337	334	242	239	509
SFWMDD DWMP (Watershed Management Program)	Acres	49	49	49	49	49
Social						
Residential Parcels - Existing						
Potential Residential Parcels Affected ^{9,10,12}	Number of Parcels	136	82	137	83	4
<i>Residential Homes</i>	Number of Parcels	121	71	121	71	4
<i>Residential Stormwater and Common Areas</i>	Number of Parcels	15	11	16	12	0
Potential Residential Parcels Affected ^{9,10,12}	Acres	45	67	51	73	8
<i>Residential Homes</i>	Acres	20	57	20	57	8
<i>Residential Stormwater and Common Areas</i>	Acres	25	10	31	16	0
Residential Parcels - Planned						
Potential Residential Parcels Affected ^{9,13}	Number of Parcels	181	161	181	161	31
Potential Residential Parcels Affected ^{9,13}	Acres	47	44	47	44	8
Non-Residential Parcels						
Total Potential Non-Residential Parcels Affected ^{9,11}	Number of Parcels	7	14	7	14	14
Community Cohesion Effects - Existing/Planned Neighborhoods Affected	Low/Medium/High	High	High	High	High	Low
Community Facilities	Number of Conflicts	0	0	0	0	0
Agricultural Lands	Acres	847	849	849	849	818
Suburban Estates Impacts (approximate)	Acres	28	28	0	0	28
Preliminary Estimated Cost						
Total Construction Cost	Currency (in millions)	\$1,945	\$1,820	\$1,970	\$1,840	\$2,020
Preliminary Right-of-Way Cost	Currency (in millions)	\$230	\$260	\$230	\$260	\$80
Estimated Total Project Cost	Currency (in millions)	\$2,175	\$2,080	\$2,200	\$2,100	\$2,100

Recommended Alignment

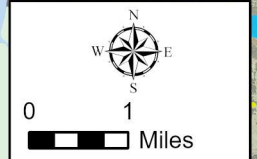


- Study Area
- Osceola County Urban Growth Boundary
- Parks and Recreation
- Public Lands and Conservation Areas
- Southport Connector Preferred Alternative
- Eliminated Alignment
- Alignment G

Alignment F – Eliminated from Consideration

Alignment G – Recommended for further refinement

Alignment D – Eliminated from Consideration



Advisory Group and Stakeholder Input



Environmental Advisory Group (EAG)

Environmental/government agencies and community/advocacy groups



Project Advisory Group (PAG)

Government/transportation planning agencies, large-scale developers and other key stakeholders



Community Engagement Group (CEG)

Community leaders and HOAs, planned development organizations, school officials, emergency services, and civic organizations



Advisory Group and Stakeholder Feedback

Environmental Stewardship Committee (ESC) & Environmental Advisory Group (EAG)

- Minimize impacts to **environmental sensitive lands**
- **Preserve natural resources**
- Avoid impacts to Florida Wildlife Corridor
- Florida Forever priority areas
- Investigate opportunities to maintain wildlife habitat connectivity
- Maintain SFWMD water management areas
- Minimize effects on drainage, floodplains and wetland connectivity
- **Desire to avoid growth outside Urban Growth Boundary**
- Connectivity to existing conservation
- **Considerations for environmental mitigation (additional bridging and conservation land opportunities)**

Project Advisory Group (PAG)

- **Avoidance of existing residential areas and planned residential developments**
- Suggestion to consider future expansion and multimodal transportation options
- Expressed importance of continued coordination with **related projects** and ongoing development in the areas

Community Engagement Group (CEG)

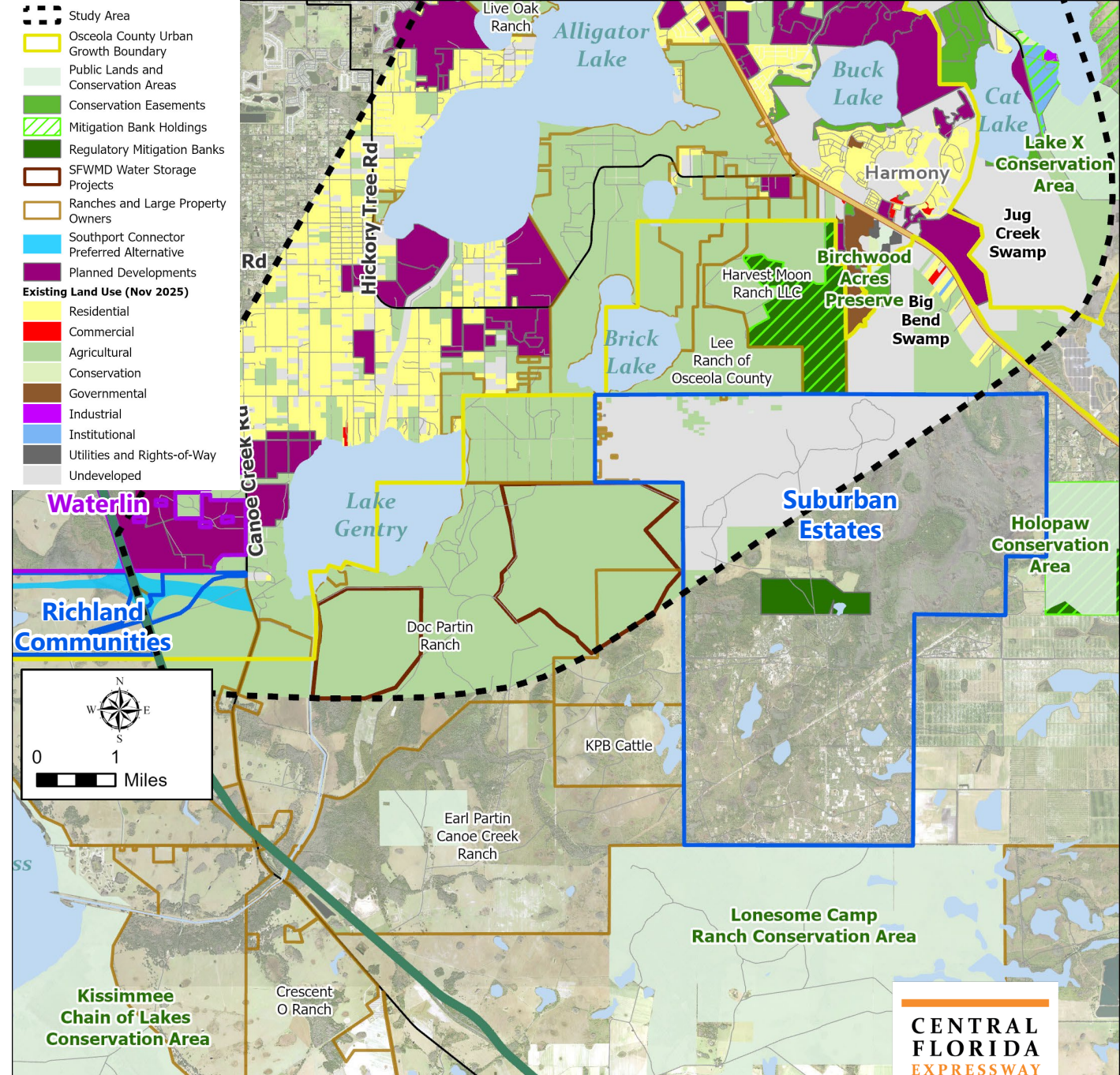
- Concerns for **effects to existing and planned residential areas and neighborhoods**
- Avoid and **minimize impacts to natural and social impacts**

Public Meeting

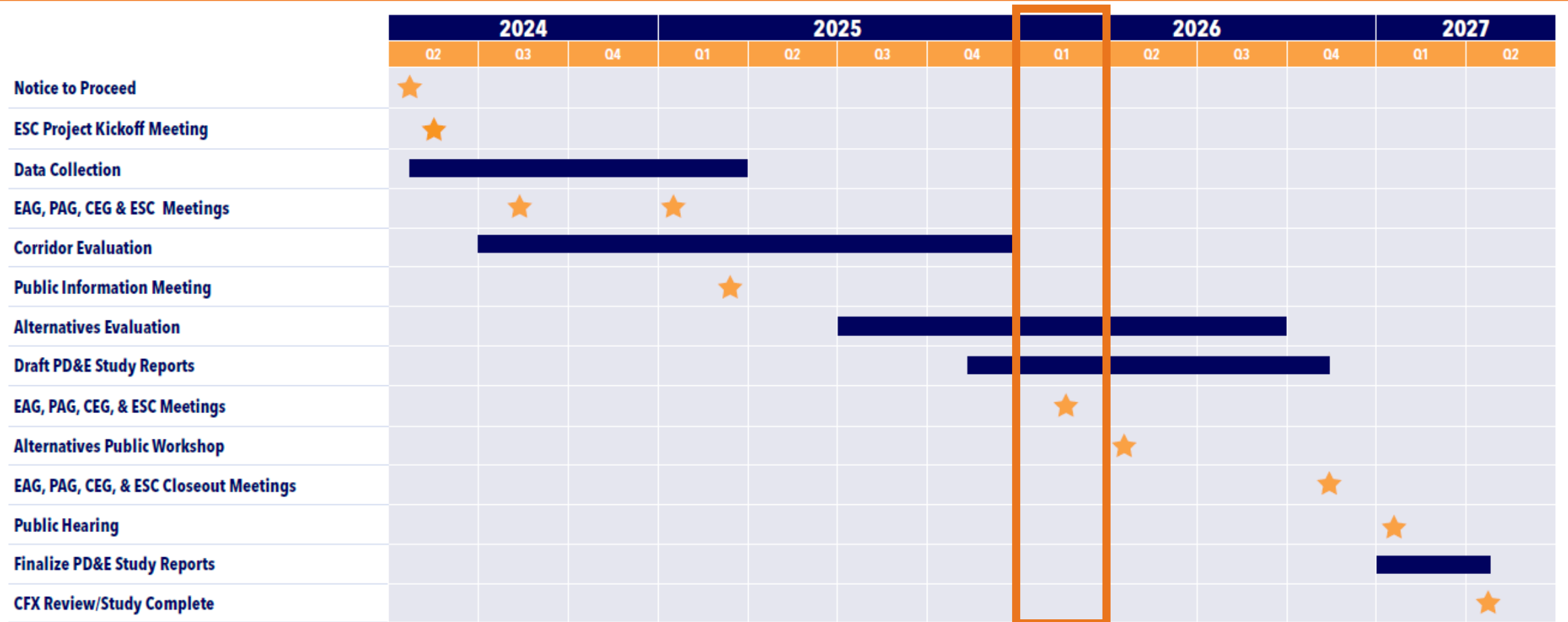
- Prefer corridor options with **least impacts to residential communities**
- Concerns over **impacts to Suburban Estates and natural environment**

Regional Conservation Opportunities

- Bridge Structures in environmental sensitive areas
 - Minimize wetland and floodplain impacts
 - Maintain habitat connectivity
- Environmental Mitigation Opportunities
 - Florida Forever priority areas
 - Connectivity to existing conservation



PD&E Schedule





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D.2.



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**Infrastructure Resilience and
Performance Study
Environmental Stewardship Committee**

Bryan Homayouni, | Director of Intelligent Transportation Systems
Aliya Anjarwalla | Director, ecoPreserve

March 26, 2026

Study Objectives

- Evaluate Existing Efforts
- Interagency Interviews and Workshops
- Review of Photovoltaic (PV) Efforts and ROI
- Review of Available Technologies
- Prioritized Project List

Michael Baker
INTERNATIONAL

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Infrastructure, Resilience, and Performance Study

TASK 3: NEEDS AND APPLICATIONS



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Existing CFX Efforts

Hiawassee Plaza



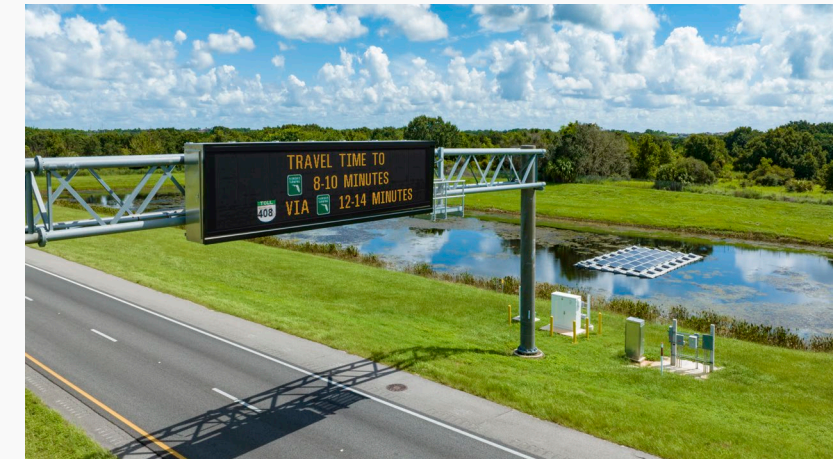
- Offset Power for Two Meter Connections
- Hiawassee Mainline Data Center ~320 kW
- Hiawassee Mainline Plaza ~250 kW
- Installation Completed February 2022

Coral Hills



- Offset Power for One Meter Connection (250 kW)
- Installation Completed April 2024

DMS Floating PV



- Offset Power for One Meter Connection
- Storage Capacity ~ 2- 3 Days (9kW)
- Installation Completed December 2021

Existing CFX Efforts

Curry Ford



- Offset Power for One Meter Connection
- Curry Ford Mainline Plaza ~240 kW
- Installation Completed January 2026

Pine Hills



- Offset Power for One Meter Connection
- Pine Hills Mainline Plaza ~310 kW
- Installation Completed October 2025

Forest Lake



- Offset Power for One Meter Connection
- Forest Lake Mainline Plaza ~240 kW
- Installation Completed October 2025



Existing CFX Efforts

Other Initiatives

- HQ Energy Audit – Completed April 2021
- EV Charger Installations
 - HQ Completed 2021
 - Magnolia Service Center 2022
- SR 516 Sustainability Initiatives

Interagency Interviews & CFX Workshops

Interagency Interviews



Internal Workshops

- Maintenance
- Engineering
- Landscaping
- Photovoltaic

Interagency Interviews & Workshops

Key findings

Interagency Interviews

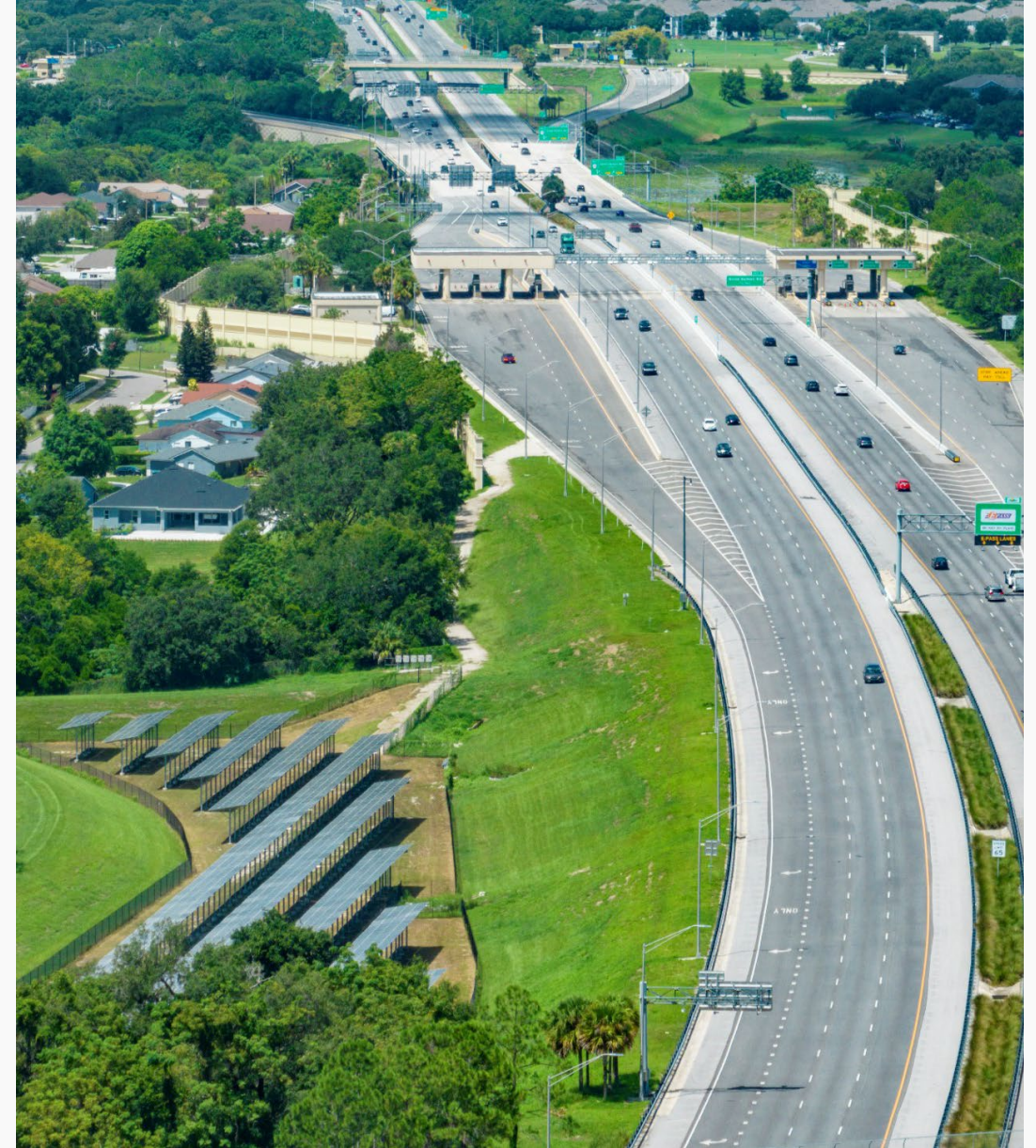
- **Solar PV** and **energy efficiency** are key strategies for reducing costs and enhancing resilience.
- Agencies are prioritizing **low cost, high impact landscaping strategies**.

Internal Workshops

- Staff emphasized that **emerging technologies must provide a measurable ROI**
- Strong interest in solutions to address recurring erosion and vegetation establishment issues

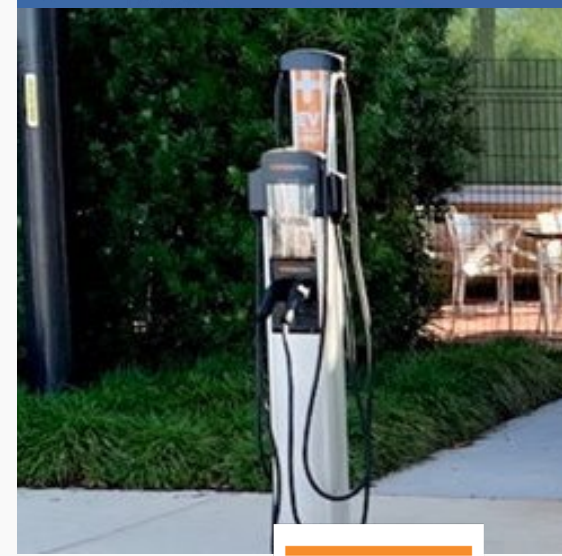
Early Observations

- Opportunities to Reduce Energy Consumption
- Landscaping Opportunities (Dix-Hite)
- Opportunities from Improvements in Technology
- Challenges with use of EV Fleet
- Updated Return on Investment (ROI) of Photovoltaic (PV) Sites



Next Steps

- EV Fleet Use-cases
- Battery Energy Storage Systems (BESS)
- Level III EV Charging
- Low Maintenance Landscaping



Next Steps

- Identify and Create a Prioritized Plan
- Advance Pilot Projects
 - Pollinator Pilot at Forest Lake



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