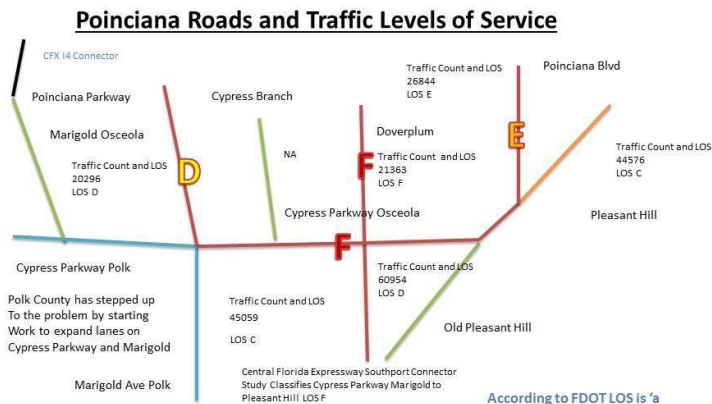




Poinciana Rotary Club Meeting Minutes

On Friday June 14,2019 Keith Laytham spoke to the Poinciana Rotary Club on the subject of 'What comes next for Poinciana roads and transportation issues'. The reason for the request to speak was the failure of the voters to pass the requested sales tax increase for Osceola County in the May 21,2019 special election and the concern Poinciana has for the ability of Osceola County to address the transportation problems.



The Poinciana - Osceola Cypress Parkway Section and tributaries show LOS of D, E and F

If my kids or grandkids came home with those grades they would be in trouble

According to FDOT LOS is 'a quantitative Stratification of the 'quality of service' of A service or facility into six letter grade levels With 'A' describing the highest quality and 'F' describing the lowest quality.

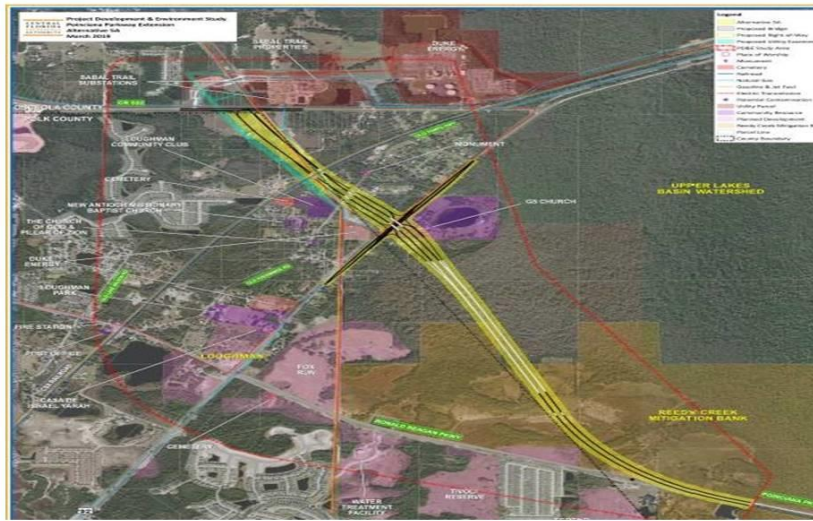
The presentation started by describing the current situation with roads in Poinciana based on the current Osceola County and Florida FDOT service rankings. (chart above) In summary the Poinciana traffic situation is a mess, just like the traffic situation on many other roads in Osceola County.

Central Florida Expressway Authority Long Term Plan



The good news presented was that for Poinciana a possible solution to the road traffic problems could come from Central Florida Expressway projects. The long term plan for the Central Florida Expressway Authority was described including the completed 2 lane Poinciana Parkway toll road and the proposed Poinciana Parkway Extension project and the Southport Connector project.

Poinciana Parkway Preferred Extension



The Poinciana Parkway Extension project was shown to include a 4 lane expansion of the existing Poinciana Parkway connection to Osceola County Road 532. As part of that project the existing Poinciana Parkway would be expanded to 4 lanes. Also as part of that project, CR532 would be expanded to 4 lanes at both approaches to the new Parkway intersection. Also described where the FDOT proposed plans to enhance the existing intersection between 532 and I4. The timeframe for these projects was described to be possible CFX Board approval in October 2019 with construction to begin soon after and hopefully completed within 5 years.

The Southport Connector project was described including the expansion of Cypress Parkway through the center of Poinciana. The construction of this road will go a long way towards eliminating the central Poinciana traffic bottlenecks. It was described that the remaining question needed to be resolved getting approval and funding to pay for the Florida Turnpike interchange to be built. The estimated time for when this project would be built was described as within the next 10 years.

There is much disappointment over the failure of the sales tax vote for transportation funding in Osceola County. The people from Poinciana are very frustrated with the inability of Osceola County to address the transportation problems. Based on what was said prior to the sales tax vote, the Osceola County Commission will have to decide whether or not to increase Osceola property taxes to provide the increased transportation funds desperately required.

It appears from looking at the published budget information available from Osceola County, Polk County, Orange County and Seminole County that there is a significant difference between

the percentage of each county budget spent on transportation. It appears that Osceola County for years has spent less than 4% of their total budget on transportation while the other counties each spent almost double that amount on transportation funding. According to county web sites, both Polk and Seminole Counties have a fixed part of their property tax collection that must be dedicated to transportation. Osceola does not. As an alternative to raising the county property tax perhaps Osceola County might be able to address the transportation problem by changing the percentage of the county budget each year allocated towards transportation funding? With a current county budget of \$1.2B per year a 1% shift in funding from elsewhere to transportation would increase the transportation funding by \$12M per year. Adding 4% to bring the Osceola transportation percentage of the existing budget into line with neighboring counties would add as much as \$48M per year for transportation without the need for a tax increase? Can this be done? Would the county taxpayers be willing to give up expenditures in other areas to pay for better transportation without a tax increase? These are questions the county commission would have to decide?

In conclusion it was pointed out that Osceola County is not unique in facing these transportation funding questions. It appears that many other parts of the United States at both the local, state and Federal level are facing the same questions. Traffic is terrible and the roads are falling apart in many other parts of the country as well as Osceola. The audience agreed that in the end the results of elections have meaning. The Osceola voters made their feelings known loud and clear about their rejection of the increased sales tax for transportation issue. Now the ball is in the court of the county commissioners to come up with an alternative solution. To do nothing would be a major disappointment to the people of Poinciana. It would do nothing to address the transportation problems and instead allow them to get worse.