



East Central Florida Corridor Task Force

Minutes from the April 29, 2014 meeting

University of Florida Osceola County Extension Services Building at Heritage Park

1921 Kissimmee Valley Lane Kissimmee, Florida 34744

All Task Force members attended.

Task Force Members Present (in alphabetical order):

Bill Killingsworth, Task Force Chairman, Director of Community Planning, Florida Department of Economic Opportunity (DEO)

Rich Biter, Assistant Secretary for Intermodal Systems Development, Florida Department of Transportation (FDOT)

The Honorable Mary Lewis Bolin, Brevard County Commissioner

Tracy Duda Chapman, Chief Executive Officer, The Viera Company

Eric Draper, Executive Director, Audubon Florida

Debbie Harvey, Chief Executive Officer, Ron Jon Surf Shop

The Honorable Fred Hawkins, Osceola County Commissioner

Erik Jacobsen, General Manager, Deseret Ranch

Belinda Ortiz Kirkegard, Economic Development Director, City of Kissimmee

Marcos Marchena, Citizen

Charles Pattison, President, 1000 Friends of Florida

The Honorable Jennifer Thompson, Orange County Commissioner

Robert Angus Williams, Senior Attorney, Florida Department of Agriculture and Consumer Services

Facilitator

Shelley Lauten, TriSect, LLC

Task Force Staff Members Present (in alphabetical order):

Maria Cahill, FDOT

Carly Hermanson, DEO

John Kaliski, Cambridge Systematics

Caroline Knight, DEO

Bill Pable, DEO

Ashley Porter, DEO

Laura Regalado, DEO

Ana Richmond, DEO

Bob Romig, FDOT

Huiwei Shen, FDOT

James Stansbury, DEO

Brian Ten Siethoff, Cambridge Systematics

Matthew Wilson, Cambridge Systematics

Jim Wood, FDOT

Welcome and Introductions

9:00-9:20: Chairman Killingsworth welcomed the Task Force members and staff. He introduced Shelley Lauten as the facilitator and asked the members to introduce themselves and to state how they would define the success of the task force.

The members defined success as:

Success means we achieve what the governor tasks us with.

The effort lives beyond the board that creates it.

The committee members champion the recommendations.

The state can grow and prosper with good planning and protect the environment, which is the foundation of the economy.

The recommendations consider the long term.

We need to move tourists between sea ports and airports.

Success is developing a good long term plan for transportation to lay the foundation for the future.

The recommendations apply smart growth, and enhance communication between local governments.

We want to preempt gridlock.

We want to avoid playing catch up.

Success is holding the parties to the agreements made as a result of this process.

Success is more blue and green and less concrete.

Success is securing the long range plan, saving time and cutting red tape.

Success is sustainable agriculture.

Success is identifying transportation planning principles that will result in the efficient movement of goods.

Success is planning for multiple modes of transportation, not just cars.

9:20-9:29: Chairman Killingsworth asked staff and members of the public to introduce themselves. He reviewed the agenda and said that at every meeting of the Task Force, public comment will be at 3:00.

Ms. Lauten discussed her role as the facilitator. She introduced a blank chart to be used as an acronym list. She asked if the members hear an acronym they do not know, to write it on the chart.

Executive Order and Task Force Charge

Chairman Killingsworth reviewed Executive Order 13-319.

9:30-9:50: Ana Richmond presented on the Executive Order and Task Force Charge.

The members asked the following questions and made the following comments:

Mr. Jacobsen stated that Deseret Ranch has commenced the sector planning process. This corridor planning process will be integrated with the sector plan. The Ranch is working with Osceola County. They have not submitted an official application yet. As they go through the sector planning process, they will tweak their plans based on the corridor effort.

Chairman Killingsworth stated that if the sector plan and the corridor planning efforts are not consistent, both efforts will be negatively impacted.

Water management districts should be included in the planning effort.

Government in the Sunshine

9:50-10:05: Chairman Killingsworth introduced Carly Hermanson, Deputy General Counsel for the Department of Economic Opportunity. She is the Task Force's attorney.

Ms. Hermanson presented on Government in the Sunshine.

Ms. Ortiz Kirkegard asked if staff could maintain records rather than the task force members. Ms. Hermanson recommended that the members retain their own records.

Ms. Duda Chapman asked if a memo summary related to task force business shared internally within her company is a public record. Ms. Hermanson said yes.

Mr. Pattison asked if it is appropriate to copy Ms. Hermanson on communication with the public. Ms. Hermanson said yes, to copy her, or staff, and to still maintain it.

Ms. Lauten asked if James Stansbury is an appropriate staff contact. Ms. Hermanson and Mr. Stansbury said yes.

Ms. Duda Chapman asked that if her staff attends task force meetings and shares a memo related to the task force, should she maintain it. Ms. Hermanson said yes.

Commissioner Thompson asked who handles potential public records requests. Ms. Hermanson said primarily FDOT or DEO, and that staff will work with members and their staff on public records requests.

Mr. Pattison asked if the contents of the notebooks will be on the Department's website. Ms. Hermanson said yes, that they will be posted on the task force website.

Chairman Killingsworth requested that if members want legal opinions on statutes or public records requests to submit them in writing, so that Ms. Hermanson can give thoughtful answers.

Break 10:06-10:26

10:26-11:15: Ms. Lauten pointed out the evaluation forms and public comment cards. Chairman Killingsworth emphasized that the corridor planning effort is long term. He used the example of two neighborhoods in Jacksonville that engaged in visioning 40 years ago. One neighborhood successfully implemented its vision, the other did not. He stated that consensus, common vision, and willingness to step up are powerful, meaningful, and lead to success.

Overview of the East Central Florida Study Area

Ms. Lauten and Mr. Kaliski presented an overview of the East Central Florida Study Area. The presentation is not in the notebook, but will be on the task force website. The presentation introduces the four c's identified in the *How Shall We Grow? A Shared Vision for Central Florida (HSWG)* planning initiative. A copy of the HSWG vision is included in Tab 4 of the notebook. The four c's are conservation, countryside, corridors and centers.

Ms. Lauten and the members discussed the four c's:

Conservation

Ms. Lauten and the members discussed the Indian River Lagoon, the St. Johns River, the Econlockhatchee River and the Greater Kissimmee Prairie. Restoration, nutrient levels and water quality were identified as important considerations.

Countryside

Ms. Duda Chapman discussed the Cocoa Ranch, owned by A. Duda & Sons, Inc., the parent company of The Viera Company. The Cocoa Ranch is in active agriculture, including cattle ranching, sod farming and timbering. Included within the Cocoa Ranch is the 5,200 acre Viera Wilderness Park. The Viera Wilderness Park provides wetlands and species mitigation for the Viera development. A key element of the environmental management of the Viera Wilderness Park is continued cattle ranching and related agricultural activities as this area is key habitat for *cara cara*.

Mr. Jacobsen discussed Deseret Ranch. The Ranch was established in 1950. They plan to ranch for the foreseeable future. It is located in the middle of the study area. They want long term planning and a framework that balances the four c's. They are ranchers, not developers, but some of the ranch might develop in the next 60 years. Two percent of

the population works in agriculture, resulting in a small pool for leadership. They recruit graduates from the University of Florida and other top agriculture schools. They have a leadership development program. Half of the company's cattle production comes from Deseret Ranch, and the rest from around the United States.

Centers

Ms. Duda Chapman stated that Viera has over 20,000 residents, 244 employers, 8,500 jobs, the county government center and school board buildings, the space coast stadium, the Viera Health Park, Veterans Administration clinic, a trail network, three elementary schools, one high school, all A rated, a charter school, 13 places of worship, two golf courses and seven community parks. At buildout, the population will be over 60,000 people. Development began 25 years ago.

The members discussed the importance of tourism, shipping and the military to Port Canaveral. The Port needs to be connected to Orlando International Airport. The Port is investing in petroleum farms, and is becoming more competitive with other ports, particularly the port in Savannah, for cargo. The Navy has a major submarine testing facility in the area.

The members discussed economic centers, including the University of Central Florida, downtown Orlando, Orlando International Airport, the Taft Industrial Area, International Drive, Lake Buena Vista, Celebration, and Lake Nona/Medical City. Mr. Marchena stated that an intermodal station is being planned for south of Orlando International Airport. The Airport plans to expand its numbers of gates to increase the number of annual passengers from 45 million to 80 million. Commissioner Thompson stated that there have been big investments in SunRail and a heavy rail line through Innovation Way and the Taft Industrial Area.

The commuting pattern in Brevard County has changed. Commuters using a vanpool from Melbourne are going to Medical City instead of Kennedy Space Center.

Kissimmee and St. Cloud are the oldest cities in the region. Ms Ortiz Kirkegard stated that the targeted industries for Kissimmee include medical services and heritage related industries, such as cattle ranching, and agricultural research and development. Two hospitals are expanding. Kissimmee has a reliever airport for Orlando International Airport with undeveloped and underdeveloped land.

Commissioner Hawkins stated that 80 percent of Osceola County is undeveloped, but this is changing. They anticipate development and redevelopment along U.S. 192.

Corridors

Chairman Killingsworth stated that he is often asked if land use planning leads transportation planning, or does transportation planning lead land use planning. He stated that neither one leads, they go hand in hand.

Land Use and Sector Planning

11:15-11:36: Ms. Richmond presented on land use and sector planning.

The members discussed sector planning. The sector planning process provides predictability, and is an important tool for agricultural operations. It is important for water demand projections and allocations. Mr. Jacobsen stated that having a plan for the future is important to help landowners protect their water interests.

Chairman Killingsworth stated that it is important that comprehensive plans and land development regulations are amended so that they are consistent with the vision. Without a consistent regulatory framework, it is difficult or impossible to implement a vision.

Transportation Planning and Future Corridors

11:37-12:10: Bob Romig presented on transportation planning and future corridors.

Chairman Killingsworth asked Mr. Romig about slide 21 of his presentation. How long does it take to get through the planning process? Mr. Romig discussed the Metropolitan Planning Organizations (MPOs) long range planning process. It can take a new project up to five years to be added to the FDOT five year work program. The five year work program contains a number of projects that stand as a commitment of the state to support local planning efforts, and new projects are usually added to the outer year of the work program. For major projects, it can take upwards of 4.5 years to go through environmental analysis. In total, planning, development, financing, and production could take 12 to 15 years. If the project will be constructed in an existing alignment, it is a quicker and easier process.

Mr. Biter discussed innovative financing. Private sector funding (the P3 process) can speed up the process.

Mr. Marchena asked if the Task Force will consider emergency evacuation routes. Mr. Romig said yes. FDOT pays close attention to hurricane evacuation, and to regional and local emergency management plans.

Mr. Pattison asked Mr. Romig to discuss efficient transportation demand modeling (ETDM). Mr. Romig said that Florida pioneered this process in the 1990s as part of a state and federal initiative. Its purpose is to discover potential issues early in the process, before millions of dollars are invested in a project that might not be feasible. ETDM can affirm or reaffirm the need for a project. It involves detailed environmental analysis.

Lunch 12:11 until 1:05

Regional Issues and Opportunities Related to Corridor Planning

1:06-1:10: Chairman Killingsworth asked the members to write down one issue and/or opportunity that the region faces that falls under the purview of the task force.

1:11-2:10: The members discussed the summary of the pre-meeting survey, found in Tab 7 of the notebook. The members discussed the following issues and opportunities:

The Task Force is looking at a 50 year planning period. How do they ensure that their recommendations are implemented over this long term period?

Do the members agree on the population projections provided by the counties, FDOT and *HSWG*? If the members do not agree on the projections, what is the next step?

Will we see continued development of single-family homes, or will denser urban areas develop?

It is important to maximize efficiency by designing corridors for different modes of transportation.

Communication is important so that the public and local governments support the task force's recommendations.

It is difficult to know what vehicles will look like 50 years from now, and what type of infrastructure they will require.

What social trends and demographics do we pay attention to? Are the number of vehicle miles travelled decreasing in Florida and the study area?

It is important to synchronize the population projections for water demand and transportation.

Should the Task Force consider funding options?

Ms. Lauten asked if the 4 c's are relevant to the work of the Task Force, and if not, what should they consider? The members contributed the following:

The 4 c's are a useful framework for the analysis.

All the c's are integrated.

It is not clear that water use and consumption are included within the 4 c's framework. Are these issues addressed in the conservation section?

Water, land use, and transportation are projected based on projected populations. The Task Force needs to agree on synchronized population projections.

Will the Task Force consider funding?

How are projects prioritized?

Ms. Lauten asked if the Task Force should consider new economic hubs that have developed since the development of the *HSWG* vision.

Chairman Killingsworth stated that it is important to consider data on new centers that are materializing.

The members discussed new centers that were not included in the *HSWG* vision. Medical City, Osceola County's Northeast District Sector Plan, SunRail, and All Aboard Florida developed since *HSWG*.

Ms. Lauten and the members discussed the six foundation principles of the Central Florida Regional Growth Vision.

Chairman Killingsworth stated that despite the economic downturn, the importance of preserving open space outranked the importance of a competitive economy on the pre-meeting survey. He expressed that new corridors should be designed for multiple modes of transportation. The corridor should be designed to take into account the context of each center or area it traverses.

Mr. Draper stated that the task force should consider, given the long-term planning horizon, that there may be mitigation policies in place for greenhouse gas emissions. Depending on the environment's response to greenhouse gases, the communities served by the corridor could look different in the future. The region may want to design transportation plans with greenhouse gas emissions as a principle consideration.

The members discussed if there is enough time and data available to include greenhouse gas emissions as a principle consideration.

Mr. Biter stated that greenhouse gas emissions are complicated and need to be considered from a holistic perspective, rather than on a facility by facility basis. New roads that relieve congestion could result in an overall reduction in greenhouse gas emissions.

Mr. Kaliski stated that greenhouse gas emissions could be further discussed. Task Force staff will research how to look at the issue on a scale appropriate to the study area.

Ms. Lauten and the members discussed major transportation issues facing the region. The members identified the following major transportation issues:

Access and interconnectivity between different transportation modes

Connectivity between centers

The difficulty in accessing Orlando from southern Brevard County

Congestion leads to difficult commutes and difficulty in moving cargo.

Some centers have more mobile residents and commuters. The Task Force needs to understand travel patterns.

Freight and cargo traffic will increase.

Do local future land use maps allow for densities and intensities along potential corridors that are high enough to support multi-modal transportation options? Is there political will to increase densities and intensities?

The members identified the following opportunities in regards to planning the corridor:

The Task Force has the opportunity to protect the environment and provide economic opportunity. The members are working with a “clean state.”

There is an opportunity for an intergovernmental coordination agreement between the state and local governments that could be carried forward through different administrations.

This process could serve as a model for the rest of the state, and ensure Floridians have a better quality of life.

If this plan gets recognition, funding could follow.

Osceola County and Deseret Ranch are working on the Ranch’s sector plan simultaneously, so there is an opportunity for these efforts to support each other.

There are areas in the state where the interstates are used as local roads, leading to congestion. How can we do a better job of coordinating the planning of state and local infrastructure?

The members identified the following obstacles in regards to planning the corridor:

Building consensus

Developing a model for intergovernmental coordination so that the plan is implemented in the long-term

Communication

Funding (regional cost-sharing, public-private partnerships)

Effectively engaging the private sector

Lack of certainty on when the corridor will be built and the alignment, and how it will affect property owners along the potential alignments

Developing an interlocal agreement that is too difficult to implement, so nothing is accomplished

Ms. Lauten asked the members what additional information they want. The members identified the following:

A map that depicts the types of agriculture, which relates to water demand

A discussion on how the Department of Agriculture and Consumer Services may co-locate some of their water storage facilities with transportation facilities

A discussion on how the region has served as a refuge for other regions during hurricane evacuations.

Is there a way to move goods without burdening the local roads?

A discussion on how road construction is prioritized around the state.

A discussion on how to connect and protect the environmental jewels identified in the *HSWG* vision.

Do we need to consider demographics? What type of worker will be commuting? How far are they going?

Task Force Work Plan and Schedule

2:10-2:20: Chairman Killingsworth talked about how consensus will be determined for the Task Force. He anticipates taking a vote on the final recommendations.

Chairman Killingsworth stated that the Executive Order allows him to establish a technical advisory group (TAG). Mr. Romig will chair this group. Chairman Killingsworth asked the members to give Mr. Romig the names of potential participants for the TAG.

Ms. Lauten and the members discussed the rules of how the meetings will be conducted.

2:22-2:44 break

Mr. Kaliski presented on the work plan and schedule.

The members suggested the following possible presentation topics for future meetings:

- The Deseret Ranch and Osceola County Northeast District sector plans

- Sensitive natural systems

- Regional water supply

- Update on Medical City and Innovation Way

- Existing entitlements and conservation/mitigation areas

- Viera

- University of Central Florida growth plans

- Significant new or potential developments in the study area

Mr. Pattison asked if staff could superimpose the local governments' future land use maps on the study area. Mr. Kaliski said yes, staff is also working on composite maps for the study area.

The members discussed the date of the next meeting. It will be in Orange County on June 5th. The meeting after that will be June 27th in Brevard County.

Public Comment

At 3:04 Chairman Killingsworth stopped the meeting and asked if there were any comments from members of the public. He had no comment cards. No one indicated that they wanted to speak.

Stakeholder Input

Mr. Kaliski, Ms. Lauten and the members discussed how to best solicit stakeholder input. The members agreed with a staff proposal to convene one community workshop in June or July and three community workshops, one in each county, in September. The members suggested an online town hall meeting, or web broadcast/webinar. Mr. Marchena asked that materials be provided in Spanish.

Review of Action Items and Next Steps

3:16-3:21: Mr. Kaliski discussed actions that staff will undertake before the next meeting:

- Research how members should retain records

- Research employment and population projections

- Investigate technical capacity to analyze the impacts of alternatives

- Look at the type of agriculture uses in the region

- Look at emergency evacuation and response needs

- Reach out to business communities

- Look at the water supply issue

Commissioner Thompson requested meeting materials in advance of the next meeting.

Mr. Kaliski referred the members to the Task Force's website, www.ecfcorridortaskforce.org, and asked for suggestions for additional content.

3:22 -3:24: Chairman Killingsworth thanked staff and members. The members agreed that business casual attire is appropriate for task force meetings.

Adjourn

3:25: Chairman Killingsworth adjourned the meeting.

