



**East Central Florida Corridor Task Force
Minutes from the June 27, 2014 meeting
Exploration Tower, 670 Dave Nisbet Drive
Port Canaveral, Florida**

Task Force Members Present:

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 Bolin Lewis, Brevard County Commissioner

John Browne, Land Programs Administrator, Florida Forest Service, Florida Department of Agriculture and Consumer Services

Tracy Duda Chapman, Chief Executive Officer, The Viera Company

Debbie Harvey, Chief Executive Officer, Ron Jon Surf Shop

Erik Jacobsen, General Manager, Deseret Ranch

Belinda Kirkegard, Economic Development Director, City of Kissimmee

Charles Lee, Audubon Florida

Marcos Marchena, Citizen

Charles Pattison, President, 1000 Friends of Florida

The Honorable Jennifer Thompson, Orange County Commissioner

Facilitator

Shelley Lauten, TriSect, LLC

Task Force Staff Members Present (in alphabetical order):

Maria Cahill, FDOT

Carly Hermanson, DEO

John Kaliski, Cambridge Systematics

Bill Pable, DEO

Ashley Porter, DEO

Laura Regalado, DEO

Bob Romig, FDOT

Jean Scott, Strategies for Livable Communities

Huiwei Shen, FDOT

James Stansbury, DEO

Brian Ten Siethoff, Cambridge Systematics

Matthew Wilson, Cambridge Systematics

Jim Wood, FDOT

Welcome

Mr. Killingsworth summarized the previous meeting and the current agenda. He reminded members about the Sunshine Laws.

Approval of Minutes

Mr. Killingsworth asked the members for any changes to the minutes from the June 5 meeting. No one responded. Mr. Lee made a motion for their adoption. Ms. Duda Chapman seconded the motion. The members adopted the minutes by affirmative voice vote.

Mr. Killingsworth noted that Governor Scott signed legislation to create a new Central Florida Expressway Authority (CFEA). He stated that staff will provide an overview of the CFEA at the next meeting.

Panel: Corridors in the Study Area: Existing System and Planned and Proposed Improvements:

Jim Wood, Director, Office of Policy Planning, FDOT: Presented on the *Draft Overview of Corridors in the East Central Florida Study Area*, a background paper prepared for the Task Force. He discussed the 2060 Florida Transportation Plan.

Noranne Downs, District 5 Secretary, FDOT: Provided an overview of transportation planning and major projects in District 5.

Gary Huttman, Deputy Executive Director, MetroPlan Orlando: Provided an overview of the recently adopted 2040 Long-Range Transportation Plan and Central Florida Regional Freight and Goods Movement Strategy.

Bob Kamm, Executive Director, Space Coast Transportation Planning Organization (TPO): Provided an overview of the Space Coast TPO Long-Range Transportation Plan and major projects in Brevard County. He stated that jurisdiction of State Road (SR) 528 is split between three different agencies. Obtaining consensus on a single coordinated development program is challenging. Brevard County is the only “quinti-modal” area in the state, as there are five different modes of transportation available: space, sea, highway, rails, and airports. He posed two questions to the Task Force: 1) How do we transform SR 528 into a super corridor that can sustain and nurture the local economy? 2) How do we develop the connectivity that meets the current and future needs of this region?

Questions and Answers and Task Force Discussion

Q. Mr. Lee asked how cost feasible plans related to tolled facilities.

A. Mr. Romig said tolled facilities are paid for through bonds. Staff will research the process for including planned toll roads in cost feasible plans.

Q. Mr. Lee asked if being tolled vs. non-tolled impacts cost feasibility.

A. Mr. Wood said yes, and that staff could get more information on the difference.

Q. Mr. Pattison asked if Mr. Wood could comment on projections for vehicle miles travelled (VMT).

A. Mr. Wood said individual VMT declined during the recession and have been flat since then. It is unclear if that is a long-term or short-term trend. Freight miles travelled are increasing.

Q. Has each MPO established their own VMT projections?

A. Mr. Huttman said no. Mr. Killingsworth said population growth can increase VMT.

Q. Mr. Lee asked about Figure 6 in the *Overview of Transportation Corridors in the East Central Florida Study Area Draft*. Do FDOT or the MPOs have any metrics with regards to the gray lines (conceptual corridors)? Have they modelled traffic along the lines? If one of the lines is built, how will it affect SR 528?

A. Mr. Wood says they have not modelled those gray lines. Mr. Biter stated that FDOT purchased a freight database that is available to the MPOs, so that there is a consistent set of data.

Q. Ms. Duda Chapman asked that if the presentations are in the notebook, could staff let the members know. If they are not on the notebook will they be posted online?

A. Ms. Lauten said yes to both questions.

Q. Mr. Killingsworth asked the panelists if they could identify if there are any gaps that are not identified in current plans that the Task Force should consider.

A. Mr. Kamm said that the MPOs are constrained by their political boundaries. It is difficult to work together on regional issues. There is no mechanism in place to coordinate across boundaries.

Q. Ms. Lauten asked if he had recommendations on how to coordinate across jurisdictions.

A. Mr. Kamm said he will consider that.

Q. Mr. Lee stated that the Legislature created the CFEA, but Brevard County is not included. With limited funding, if there was a corridor where the region should focus, it should be the SR 528 corridor. We know that southern Brevard has needs, can we pursue the needs while not neglecting SR 528?

A. Mr. Kamm said we should address both SR 528 and other needs.

Q. Mr. Jacobsen identified two main themes: 1) Developing SR 528 as a super corridor; and 2) Connecting Orlando to southern Brevard County. He asked if the panelists agreed.

A. The panelists agreed.

Q. Mr. Pattison asked if there is a build-out scenario for SR 528.

A. Secretary Downs said that FDOT convened a meeting with the Orlando International Airport, the Expressway Authority, and the Port of Canaveral to identify the needs from port-to-port. The Orlando Orange County Expressway Authority conducted a study of the future needs of the SR 528 corridor in 2008. The study explored the potential expansion of the corridor to include utility and rail lines. Mr. Kamm showed a map of co-located facilities along the SR 528 corridor.

Q. Ms. Duda Chapman asked how much right-of-way is set aside on SR 528, and how much needs to be for co-location of rail or utilities?

A. Mr. Kamm said the current right-of-way is insufficient. Secretary Downs said the need is 650 to 1,100 feet.

Mr. Jacobsen spoke about the development of SR 528 and Deseret Ranch's involvement.

Mr. Killingsworth noted that the Task Force is charged with examining the purpose, need, and location of the corridor, not financial feasibility.

Q. Mr. Pattison asked if there are currently any policies guiding the maximum number of allowable lanes on Strategic Intermodal System facilities?

A. FDOT said that such a policy is no longer in effect. Mr. Romig said that he will find the applicable statutory language.

Break

Panel: Transportation Hubs and Future Connectivity Needs

Frank DiBello, President and Chief Executive Officer of Space Florida, spoke about the need for further diversification of the space industry. The commercial market has an increasing share of the space industry and commercial activity is driving future development. In this region there are 35,000 people employed in the space industry. The region is working to recapture the satellite launch industry. He identified the following land planning challenges: land ownership and land transfer from federal ownership to state ownership, as the public takes over assets; zoning and facilitating capital improvements; challenges in achieving operational flexibility; and the need to lower the cost of power, utilities, and transportation to support growth.

John Walsh, Chief Executive Officer of the Canaveral Port Authority spoke about growth at the Port. The Port is the second busiest in the world for cruise ship passengers. The Port expects to double the number of passengers in eight to ten years. Additionally, they see growth potential in freight, particularly automobile markets and produce distribution. This will increase truck traffic on the road networks around the Port. They are working with the Florida East Coast Railroad and NASA regarding rail lines. He identified an expanded highway as important need.

Phillip Brown, Executive Director of the Greater Orlando Aviation Authority spoke about their capital plan. Comfort, ease, and speed are needed to grow the economy. The Airport transports 35 million passengers a year.

Richard Cloutier, Deputy Director of the Melbourne International Airport presented on their demographics and trends. Half of their passengers are business travelers, and international traffic is increasing. There are 50,000 jobs within three miles of the Airport. They are investing in expanding cargo. They see a need for rail to connect the Airport to Port of Canaveral.

Questions and Answers and Task Force Discussion

Q. Mr. Killingsworth commented that as Kennedy Space Center and NASA are focusing on commercialization, there is an opportunity to generate industry in the region because it is geographically efficient.

A. Mr. DiBello said that the industry is focusing on consolidation to reduce the number of touches on manufactured products. Space Florida is focusing on supply chain growth throughout the state. The state has a favorable environment and workforce.

Q. Mr. Killingsworth asked the panel what needs to be done to ensure that the Task Force is looking at issues from a regional stand point.

A. Mr. DiBello said that the Task Force should recognize the need for effective long-term partnerships. There needs to be a cultural change, so that people think about the region as a whole. Thinking and planning regionally can create a better Florida.

Mr. Walsh commented that capital markets do not recognize boundaries. The Port needs a railroad for connectivity. How does government facilitate the rail development, and not control it?

Mr. Brown stated that the catchment area for Orlando International Airport extends from Jacksonville to Tampa. Their focus shifted from a small area to a larger region.

Mr. Walsh said the Port supports a corridor to the south to connect with Lakeland, because there are established distribution centers there.

Mr. Lee commented that the Port and Orlando International Airport have admirably set aside land. Their environmental ethics are evident in their big infrastructure projects.

Q. Mr. Pattison asked if the panelists could identify any state incentives that other states offer that they would like to see Florida consider.

A. Mr. DiBello said other states do not have federal constraints on their space ports.

Mr. Cloutier said it is important to get all the stakeholders together so they are on the same page. Companies look at the entire package, not just one incentive.

Mr. Walsh said that a lot of jobs do not qualify for incentives because the salary requirements are too high. Georgia incentivizes warehouse and distribution. Florida needs to incentivize logistics.

Mr. DiBello said northern Brevard County is ripe for logistics and manufacturing development.

Panel: Role of Transportation in the Study Area's Future Economic Competitiveness:

Noel Munson, Strategic Business Planner, Division of Strategic Business Development, Florida Department of Economic Opportunity, presented on Florida's Strategic Plan for Economic Development.

Robert Salonen, Director, Business Development, Economic Development Commission of Florida's Space Coast, spoke about the role of the Commission, and the importance of connectivity to economic competitiveness and quality of life.

Mr. Killingsworth commented that graduates of Ivy League and top-tier state schools decide where to live based on quality of life issues.

Casey Barnes, Vice President, Business Development, MetroOrlando Economic Development Commission, spoke about the region and the factors companies consider when they relocate. Transportation and infrastructure are important, as well as workforce and cost. He said that there may be an opportunity for development along the portions of the Florida Turnpike where there are not currently any interchanges.

Jacob Stuart, President, Central Florida Partnership, asked how the findings of the Task Force will be taken to market. He noted that the Partnership is convening a transportation task force comprised of business and civic leaders. He offered the assistance of this group in carrying the recommendations of this Task Force forward. He stated that it is important to get the voters behind the Task Force's findings. The region can lead Florida into the new century. He stated that he wants to meet with Mr. Killingsworth to talk about transportation.

Question and Answer and Task Force Discussion

Mr. Lee commented that the lack of an interchange on the Florida Turnpike between Kissimmee and Yeehaw Junction is because the surrounding land is publically-owned conservation land, and part of the Seven Jewels. This area will not need an interchange.

Commissioner Bolin Lewis said that Brevard County used to be a "one horse town." Brevard needs regional support to attract new industry.

Working Lunch Panel: Coordination with Private Sector Investments

Bob O'Malley, Resident Vice-President of State Government and Community Affairs, CSX Transportation, spoke about their rail system. He spoke about connectivity between the new Winter Haven Inland Logistics Center and Orlando.

Michael Reininger, President and Chief Development Officer for All Aboard Florida, spoke about the demand for mass transit service, and the trend towards center city and urban areas as the preferred places to live and work. He described the unique circumstances for the development of All Aboard Florida: The existing corridor is an irreplaceable asset, a "marvel of history." It is in single ownership. The previous investment reduces the capital expenditure needed. No public money is needed to fund All Aboard Florida. It is all privately financed. They look forward to working with SunRail. They will remove three million cars from the roads every year and improve safety standards along the tracks. They will introduce quiet zones along the corridor. The first phase goes between West Palm Beach and Miami. This phase will be operational by the end of 2016. They are currently working on the Environmental Impact Statement for the portion of the project between West Palm Beach and Orlando International Airport.

Ms. Kirkegard asked when the West Palm Beach to Orlando International Airport segment would be operational.

Mr. Reininger said it will take over two years.

Commissioner Bolin Lewis asked if there will be an additional link to Port Canaveral.

Mr. Reininger said it depends on the performance of the first phases.

Ed Scott, Director of Transmission Planning with Duke Energy Florida spoke about Duke Energy Florida and their transmission planning process. They generate, transmit, and distribute electrical power. They are required to comply with federal regulations that govern planning.

Daniel Hronec from Florida Power and Light spoke about their planning process. They have a ten year planning horizon.

Question and Answer and Task Force Discussion

Q. Mr. Killingsworth asked the panelists what the Task Force should consider.

A. Mr. Reininger said that not everything is a zero-sum game, and they should work together instead of competing. Mr. Hronec said co-locating is good land use planning, as it requires less land.

Q. Mr. Lee expressed the environmental community's support of All Aboard Florida. He asked Mr. Reininger if he could talk about the well-organized opposition.

A. Mr. Reininger said he appreciated the support of the environmental communities. The opposition is geographically condensed and takes away from the broad support of the project. He is not sure about the motivation of the opposition. It seems to be based on misunderstandings or misrepresentations. He does not think there is a central organizing pressure.

Q. Mr. Pattison asked Mr. Reininger if he had any insights on how to best address public concerns?

A. Mr. Reininger said it is a collective effort. Mr. Killingsworth said social media can be a great tool for democracy, but sometimes people without all the information get more attention than may be warranted.

Q. Ms. Lauten asked the panelists what barriers they face that keep them from co-locating.

A. Mr. Hronec said the uncertainty of facility placement is an impediment. If a road might be developed, how do they justify setting aside enough right-of-way for a project that may not come to pass?

Discussion: Issues, Opportunities, Guiding Principles, and Potential Actions for the 4C's

Ms. Lauten asked the members to each say a word or phrase to summarize the most important considerations in this process. The members offered the following:

- Implementation of the recommendations of the Task Force, including potential statutory or process changes
- Collaboration

- Defining eco-systems
- The government makes it possible for the private sector to create jobs, what is the role of government in creating a regional vision?
- Growth will occur and we need to be prepared
- Long-term interconnectivity
- Produce a document we can use to move forward
- There needs to be a structure to carry this initiative forward. It does not have to be quasi-governmental.
- An approach that allows for collaboration and consensus building
- Present a foundation for some definitive connectivity projects
- Collaboration not just amongst government and business, but buy-in from the bottom up
- Expand the planning area to seven counties
- The ability to market the report
- Think beyond just roads to co-location, including power facilities
- The 50-year planning horizon is important

Mr. Kaliski discussed Tab 3 of the notebook, *Draft Synthesis of Issues, Opportunities, Principles, and Actions*.

Ms. Lauten asked if the structure of the document made sense. No one commented on the structure or identified changes.

Ms. Lauten and Mr. Kaliski reviewed the content for each of the 4 C's:

Conservation

Trends and Conditions

Ms. Lauten asked the Task Force members for feedback on the trends and conditions.

Mr. Lee said the trends and conditions should address the Florida Wildlife Corridor.

Mr. Pattison said he met with the St. Johns River Water Management District and they spoke about sea level rise in the St. Johns River Basin. Any corridor should address sea level rise.

Mr. Jacobsen said the CLIP mapping may not always be the most precise data available. Deseret Ranches has mapped the environmental resources on their property. This data

should be considered. Mr. Lee agreed that CLIP is a high-level map, which may need refinement at the site-specific level. Mr. Browne agreed with the need to ground-truth.

Mr. Pattison asked if there could be a weighting system for the guiding principles that could possibly indicate a corridor option is not feasible. The current draft principles seem to be written from the perspective that a corridor will be feasible.

Mr. Killingsworth stated that the question might be how does the Task Force weigh values.

Ms. Lauten asked if there was any feedback on the draft guiding principles. The members had positive feedback.

Potential Actions

Mr. Lee said it was not clear if the members would be reviewing specific lines on a map and recommending the location of the corridor. Mr. Killingsworth said that staff is gathering and analyzing the data. Mr. Lee commented that the potential actions should specify that the Task Force will identify a corridor alignment. Mr. Kaliski said that staff will provide information on potential corridor needs at the next meeting. He stated that the Task Force's charge is to comment on the general need, purpose, and location of the corridor. Specific alignments would be addressed through future planning and environmental studies.

Countryside

Trends and Conditions

Ms. Lauten asked for feedback on trends and conditions.

Commissioner Thompson asked for clarification on the \$100,000 figure in the third bullet point on page 4. She asked if each of the farms generate \$100,000 or more. Mr. Kaliski said yes.

Mr. Lee asked Mr. Jacobsen if Deseret Ranches is the top producing cattle ranch in the United States. Mr. Jacobsen said yes, by number of cattle, not by acreage.

Mr. Killingsworth said that the principles should recognize the environmental and economic importance of Deseret Ranch.

Mr. Biter said the first bullet on page 5 should be revised to remove "to" and insert "between."

Potential Actions

Ms. Lauten asked for feedback on potential actions. There was no feedback.

Centers

Trends and Conditions

Mr. Lee said he is least happy with the draft section on centers, because it feels like an effort was made to mention every place, without differentiating between areas that are most likely to develop. He stated that developments of regional impact around Lake Toho are not developing, but Lake Nona is bustling. Mr. Lee said that the Task Force should focus on the Deseret North Ranch area, which will be linked with the Northeast District.

Mr. Jacobsen said that the section on centers should address the Northeast District and the Deseret North Ranch sector plans.

Mr. Kaliski stated that staff is waiting for more data on the Deseret North Ranch sector plan.

Mr. Killingsworth stated that the corridor plan is a long-term initiative. If developments of regional impacts have existing entitlements, they could develop within this planning horizon. Mr. Lee said he does not disagree, but development around Lake Toho may not resemble what was approved in 2003. The owners could submit different plans.

Ms. Lauten said there should be a framework that allows for flexibility.

Mr. Lee said that not every center rises to the same level of importance. Palm Bay, Lake Nona, and Viera are developing, and they should not be grouped with other plans that might develop.

Ms. Duda Chapman stated that the Task Force could distinguish from what is developing and what is not. The Task Force should consider the approved entitlements for the developments of regional impact.

Ms. Lauten asked if the existing conditions section could refer to the fragmentation in decision-making. Mr. Kaliski agreed that that is an overarching theme for the 4 C's. He stated that staff will integrate data on the Deseret North Ranch sector plan into materials for the next meeting. Staff will examine how to make distinctions between the development potential of the centers.

Guiding Principles

Mr. Pattison stated that he thought the Task Force discussed prioritizing existing congested areas and deficiencies.

Mr. Marchena said he did not think one area should be prioritized over the other.

Mr. Kaliski noted that there is a reference to the importance of improving existing facilities in the section on corridors.

Potential Actions

Mr. Killingsworth asked if staff had compiled population projections. Mr. Kaliski responded yes, and that there are many sources of projections with different projections and time horizons. Mr. Killingsworth said population projections are important because they demonstrate demand for the corridor.

Mr. Jacobsen said that the North Ranch should be addressed at a future Task Force meeting.

Ms. Duda Chapman said existing land use plans are not all consistent with *How Shall We Grow*. How do the Task Force members implement a corridor plan so that it is consistent with existing plans?

Mr. Lee said that a corridor located anywhere between SR 528 and US 192 will impact an existing or planned development.

Mr. Kaliski suggested that staff develop a general principle regarding these issues.

Ms. Duda Chapman noted that once the environmentally sensitive areas are identified, the discussion will become specific.

Mr. Lee said it is not easy to ask someone with an approved development of regional impact to redo their plans to accommodate a new road. This issue relates to centers and conservation, since many developments of regional impact set aside conservation land. This issue is not solely procedural, but also substantive. If the Task Force recommends legislative implementation, the legislation could specify how an alignment through developments of regional impact could be addressed. This issue should not be ignored.

Corridors:

Trends and Conditions

Mr. Lee said this section is ambiguous. Mr. Kaliski agreed that this section needs to be more specific. He explained that it was general because the Task Force had not discussed this subject prior to this morning.

Mr. Lee asked if this section would cover the map of unfunded needs.

Mr. Marchena said it is too soon to focus on a single map.

Mr. Lee noted that today's discussion addressed transportation movements from the Lake Nona area to I-95 in Brevard County. The sector plan referred to north/south corridors. There has been indication that these would be arterials. He asked how this relates to FDOT's interest in I-4 alternatives.

Mr. Kaliski said the document could reference FDOT's Tampa Bay-Central Florida Future Corridor Concept Study. Mr. Kaliski said staff will bring more data on travel flows throughout the region to the next meeting.

Ms. Duda Chapman requested more discussion regarding Mr. Kamm's comments regarding east-west connectivity in northern Brevard County and in southern Brevard County. She asked how the connections were functioning. She stated that if conditions change at Kennedy Space Center, there could be more growth in northern Brevard County. The Task Force would be remiss if they did not acknowledge potential growth in this area.

Commissioner Bolin Lewis said that the population in southern Brevard County may not be as mobile as populations in other parts of the county. Ms. Lauten asked if she thought economic changes in southern Brevard could change this trend. Commissioner Bolin Lewis said that conditions could change, but the population may not travel to the west.

Mr. Lee stated that a large component of Palm Bay is a retirement community. They do not commute, but this might not be a permanent trend.

Mr. Jacobsen said northern Brevard may be growing. State Road 528 is critical and may be a super corridor. The region needs both a corridor from Melbourne to Orlando and enhancements to SR 528.

Mr. Killingsworth stated that part of the Task Force's charge is identifying which corridors can be enhanced, and where new corridors are needed.

Ms. Duda Chapman stated that the Task Force has not addressed US 192. She requested data regarding existing conditions on this roadway.

Mr. Lee stated that a connection between US 192 and the Osceola Parkway would be a more direct reliever of I-4. Mr. Jacobsen asked if that connection is already planned.

Ms. Duda Chapman stated that she would like information on what projects are being funded.

Mr. Lee stated that US 192 and SR 528 are very important, and they define the geographical brackets of the study area.

Mr. Marchena asked if the Task Force should consider SR 50 or SR 408.

Mr. Lee said that the Orlando Orange County Expressway Authority considered a corridor along SR 50 to connect to I-95, but that idea was abandoned. The main east-west corridor is SR 528.

Mr. Marchena stated that establishing SR 528 as a super corridor is important, but focusing solely on one east-west corridor is not a good idea. There needs to be an alternative for emergency evacuations. Even if the extension to SR 408 is not realistic, improvements to SR 50 should be considered.

Commissioner Bolin Lewis said that the Task Force should consider the Farmton developments of regional impact in Volusia and northern Brevard Counties.

Guiding Principles

Mr. Pattison he would like to see stronger language regarding the possibilities and opportunities on the existing systems. Ms. Duda Chapman asked if the “make optimal use” principle covered that. Mr. Pattison said he would like to discuss the meaning of optimal.

Ms. Lauten stated that staff will look at the constraints and opportunities on existing corridors.

Mr. Pattison requested more discussion regarding decision making authority today and in the future.

Ms. Duda Chapman requested that staff identify the maintenance authority on roadways, provide visitor data, provide demographic data and population distributions for Brevard County, and address emergency evacuation needs.

Mr. Killingsworth said that the Task Force has not addressed emergency evacuations.

Commissioner Bolin Lewis requested that staff address the Pineda Causeway.

Mr. Killingsworth recommended that evacuation/public safety be considered as a guiding principle.

Mr. Kaliski said staff may need more guidance as to what factors are the most important to consider. Staff will ask the public what factors are the most important at the upcoming workshops. The Task Force requested a presentation on making value judgments when there are trade-offs and conflicts. Mr. Kaliski suggested reviewing the recent Central Florida Values Study prepared by the Central Florida Foundation.

Public Comment

David Bottomley, a citizen of Orange County, spoke about the need for a regional perspective and concerns over safety. He stated that the Task Force should include Polk County in the study area, since the inland logistic center is in Polk.

Break

Intersection of the 4 C's

Ms. Lauten asked the Task Force members what are the most important factors to consider when there is a conflict between a center and a corridor.

Centers and Corridors

Ms. Harvey stated that a corridor will transport people to the centers. A city center may not be accessible for a high number of cars. A corridor and a center are not mutually exclusive.

Mr. Killingsworth stated that a corridor must fit the context of the center. A high-speed corridor can segment an urban environment. A well-designed corridor can enhance the center. The issue is recognizing the scale of the built environment, and how the corridor relates to the purpose of the built environment

Ms. Duda Chapman asked how a corridor can be integrated into a center with design features.

Mr. Marchena said that a corridor should enhance the center and not detract from it.

Mr. Jacobsen said that the purpose for the creation of the Task Force is to avoid conflicts.

Ms. Duda Chapman asked how the Task Force can enhance development in the future. She said it is important to be cognizant of different impacts.

Mr. Biter stated that it is important to accommodate both through and local travelers. In the past, interstates segmented cities. It is important to figure out how to meet transportation needs, preserve the vitality of city centers, and preserve the quality of life.

Mr. Lee stated that there is a clash between a corridor and a center in Osceola County. The Southport Connector will increase traffic in downtown Poinciana. To avoid takings and minimize costs, the new road is following an existing alignment. The purpose of corridor and the purpose of the center need to mesh and not work at cross purposes.

Mr. Killingsworth stated that there can be competing goals for corridors. He shared an example of the Springfield neighborhood in Jacksonville. That area used to be pedestrian-friendly. The construction of a grand boulevard into downtown decreased walkability, while improving vehicle access to downtown.

Mr. Pattison stated that it is important to establish a partnership between FDOT and local governments to ensure local roads support the corridor. The state should invest in local roads supporting the corridors. There should be a hierarchy of roadway improvement needs.

Ms. Lauten asked the Task Force how coordination can integrate centers and corridors.

Commissioner Thompson asked how to balance the rights of property owners with the potential construction of a corridor. How are property values affected? How does the Task Force involve all stakeholders and have open communication?

Ms. Duda Chapman asked how far in advance is it appropriate for agencies to reserve land for a corridor. She noted the importance of long-term planning and not making these decisions in isolation. Sector planning and corridor planning should be coordinated.

Mr. Lee stated that he wanted to clarify that the CLIP maps are valuable. They contain text that says that ground-truthing is important.

Mr. Jacobsen stated that the Task Force and sector planning processes will ensure that conflicts between corridors and centers will not occur.

Ms. Lauten asked the Task Force members what are the most important factors to consider when there is a conflict between conservation and a corridor.

Conservation and Corridors

Mr. Lee stated that it is important to avoid significant resources, and then address engineering questions related to river crossings, wetlands, wildlife corridors, and other resources that cannot be avoided. If the corridor connects to I-95, that requires crossing two important river systems. There are engineering techniques, such as elevating roadways, which avoid harming wetlands and guide wildlife to crossings. Wildlife moves in patterns. It is important to assess the patterns at the beginning of the planning process.

Mr. Browne stated that new corridors can change land ownership patterns and produce fragmentation. The location of interchanges is a key issue.

Mr. Pattison stated that it is costly for a roadway to go through a downtown or a wetland system. Can the Task Force use the Efficient Transportation Demand Modelling (ETDM) process, since it flags these types of issues early in the planning stage?

Mr. Romig said yes. Mr. Kaliski said staff are using a GIS-based tool to identify potential paths of least impact. Staff will present that to the Task Force at a future meeting

Ms. Lauten asked the Task Force members what are the most important factors to consider when there is a conflict between countryside and a corridor.

Countryside and Corridors

Ms. Duda Chapman stated that it is important to preserve the economic viability of agricultural lands, and to consider if it is feasible for the land owner to make a living in agriculture.

Mr. Killingsworth stated that it is important for the Task Force to be sensitive to land ownership patterns and the potential fragmentation of land that would impact the viability of agriculture.

Mr. Browne stated that when a corridor fragments land, the value of the land changes. Fragmentation encourages land owners to sell.

Mr. Lee stated that in the case of Deseret Ranch, there is a lot of synergy between raising cattle and wildlife protection. There is not a conflict between cattle ranching and conservation.

Mr. Jacobsen stated that the guiding principles should include driving economic growth and job creation.

Mr. Killingsworth stated that a panelist gave him suggested edits to the guiding principles related to economic growth.

Mr. Pattison asked if the Task Force should strengthen the guiding principle that states that the corridor will not undermine agriculture productivity. We may need principles regarding avoiding the fragmentation of land.

Mr. Lee stated that it was unlikely that Deseret Ranch would develop its sector plan in a way that resulted in the property not being sustainable for agricultural use. He requested more information on the Northeast District sector plan.

Task Force Work Plan

Mr. Kaliski reviewed the work plan. Staff will poll the Task Force members to decide dates for the August and November meetings. The tentative date for the November meeting is the 13th.

The September meeting will be on the 15th, and the October meeting will be on the 9th.

Mr. Kaliski reminded the members of the public workshops and asked them to share the information with their networks. He encouraged the members to attend, but he asked them not to congregate to avoid a conflict, or appearance of conflict, with sunshine laws.

Mr. Pattison asked if it was possible to get meeting materials more than a couple of days in advance. Mr. Kaliski said staff will send out materials as they are ready rather than waiting to post all materials at the same time.

Mr. Killingsworth asked if staff could send out an email letting members know when meeting materials are available on the website. Mr. Kaliski said yes.

Mr. Killingsworth discussed the webinar held earlier this week and indicated that a summary of participant comments will be provided at the next meeting.

Adjournment

Mr. Killingsworth adjourned the meeting.