



**East Central Florida Corridor Task Force  
Minutes from the September 15, 2014 Meeting  
Brevard Zoo- Nyami Nyami River Lodge  
8225 North Wickham Road  
Melbourne, Florida 32940**

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

**Task Force Members Present (in alphabetical order):**

Rick Baldocchi, Commissioner, Orange County Planning & Zoning Commission, for The Honorable Jennifer Thompson, Orange County Commissioner

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

John Browne, Land Programs Administrator, 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

Jeff Jones, Strategic Initiatives Director, Osceola County, for The Honorable Fred Hawkins, Osceola County Commissioner

Belinda Kirkegard, Economic Development Director, City of Kissimmee

Charles Lee, Director of Advocacy, Audubon Florida, for Eric Draper

The Honorable Mary Bolin Lewis, County Commissioner, Brevard County

Marcos Marchena, Citizen

Charles Pattison, Policy Director, 1000 Friends of Florida

**Facilitator**

Shelley Lauten, TriSect, LLC

**Task Force Staff Members Present:**

Maria Cahill, FDOT

Jessica Dean, HDR

Chris Edmonston, FDOT

Carly Hermanson, DEO

John Kaliski, Cambridge Systematics

Greg Moore, GMB Engineers and Planners, Inc.

Ashley Porter, DEO

Ana Richmond, DEO

Jean Scott, Strategies for Livable Communities

Huiwei Shen, FDOT

Natalie Suner, GMB Engineers and Planners, Inc.

Brian ten Siethoff, Cambridge Systematics

Sophia Villa Vicencio, GMB Engineers and Planners, Inc.

Chris Wigglesworth, DEO

Matthew Wilson, Cambridge Systematics

Jim Wood, FDOT

Mark Yelland, DEO

## **A. Welcome and Review of Agenda and Minutes**

Mr. Killingsworth welcomed the Task Force members and the public. He reviewed the agenda and the minutes from the previous Task Force meeting on August 22, 2014. He noted that he found good cause to edit the agenda. Mr. Lee made a motion to approve the minutes. Mr. Pattison seconded the motion. The members approved the minutes unanimously with no changes.

Mr. Killingsworth asked for an update on the Deseret North Ranch sector plan process. Mr. Jones stated that on October 2, 2014 the local planning agency will have a public hearing on the proposed sector plan. On October 20, 2014 the Board of County Commissioners will have a public hearing where they will vote whether they will transmit the sector plan to the state agencies for review.

## **B. Presentation: Kennedy Space Center Master Plan**

Trey Carlson, Master Planner, NASA Center Planning and Development Office, presented on the Kennedy Space Center Master Plan. He spoke about the Center's history and mission, its partnerships, economic impact, and transportation network. The Center is coordinating with Port Canaveral to begin work on an Environmental Impact Statement for rail operations.

## **C. Presentations: Corridors of the Future: Transportation and Technology**

Mr. Biter introduced the upcoming speakers and discussed changes in transportation due to social habits. He noted the Center for Urban Transportation Research's *Engaging Transportation Students in Florida's Future Corridors Initiative* document, and spoke about the attending the 2014 Intelligent Transportation Systems World Congress in Detroit.

Tawny O'Lore, SunRail Program Manager with FDOT, presented on the status of the SunRail commuter rail line and a project update. Loreen Bobo, P.E., I-4 Ultimate Construction Program Manager with FDOT, presented on the I-4 Ultimate Plan, which is a series of improvements stretching 21 miles from west of Kirkman Road to east of State Road 434. The improvements include reconstructing the mainline and interchanges and adding four express lanes. Ed Hutchinson, Manager, FDOT Office of Transportation Statistics, presented on Florida's Automated Vehicle Initiative. FDOT is currently working with stakeholders to examine the technology and policy implications of automated vehicles. He described the different levels of autonomous vehicles, from zero, where the driver completely controls the vehicle, to four, where the driver does not control the vehicle at any time.

## **Discussion**

1. Mr. Jacobsen noted that building a project like SunRail is impressive; and that rail is an important consideration for the Task Force.

2. Mr. Pattison asked about the amount of right-of-way along the SunRail corridor. Ms. O’Lore said it ranges from 30 to 150 feet.
3. Mr. Pattison asked Ms. O’Lore if she maintains an inventory of transit oriented development around SunRail. Ms. O’Lore said yes, she could provide that information.
4. Mr. Lee asked about Kennedy Space Center’s needs and desires for connectivity to Orlando. David Pierce from NASA said that they would like to a part of the planning process and they are currently coordinating with FDOT.
5. Mr. Killingsworth asked about the uptick in business activities and transit oriented development around stations. Ms. O’Lore spoke about development spurred by SunRail. Residential, commercial, and entertainment uses are being built around the stations. Mr. Killingsworth commented on Ms. O’Lore’s PowerPoint slide that depicted a cumulative \$1.7 billion in new real estate projects generated by the stations.
6. Ms. Lauten asked for Ms. O’Lore’s thoughts considering rail in the long-term future. Ms. O’Lore noted that it is important to think regionally.
7. Mr. Baldocchi asked if light rail was included in the long-term plans along the I-4 corridor. Ms. Bobo said that FDOT has a corridor reserved for light rail. They anticipate continuing to reserve this corridor.
8. Mr. Pattison asked if the tolls on the express lanes were intended to cover the cost of the debt. Ms. Bobo said yes, they will be used to pay off the debt.
9. Mr. Biter noted that the Task Force needs to consider right-of-way for the corridor. The amount of right-of-way impacts speed limits, and how the road is built and improved in the future.
10. Mr. Killingsworth inquired about the cost of the toll for the express lanes. Ms. Bobo stated that the estimated cost to use the lanes for the full 21 miles at a peak travel time would be about \$21.
11. Ms. Duda Chapman asked about the density along the corridor. Is there a minimum density that makes commuter rail work? Ms. O’Lore said that they have to do a ridership analysis and a cost-effective analysis that considers a five mile area radius around the stations. These models and analyses take into consideration the surrounding densities.

12. Mr. Baldocchi noted that multi-family projects are being built around stations. He remarked that transportation is driving land use.
13. Mr. Jones asked about the funding of the I-4 Ultimate Project. Ms. Bobo stated that the project is funded through revenue from tolls, the state and federal governments, the Turnpike, and the Central Florida Expressway Authority. Over 50 percent of the funding is expected to come from toll revenue.
14. Ms. Kirkegard asked when level two and three automated vehicles are expected to be on the market (level two: at least two controls can be automated in unison, level three: The driver can fully cede control of all safety-critical functions in certain conditions). Mr. Hutchinson said by 2020 the higher end models will incorporate level two and three technology. Level four vehicles (the vehicle performs all safety-critical functions for the entire trip, with the driver not expected to control the vehicle at any time) could be on the market by about 2050. Mr. Biter commented that level four vehicles for niche markets, where there are fixed stops at low speed, may be available sooner than 2050.
15. Mr. Pattison asked if there were different design standards in order for roadways to accommodate autonomous vehicles. Mr. Hutchinson stated that these vehicles may not require such wide lanes. New roads should be built with fiber optics so they do not have to be retrofitted. Pavement type should not be affected. Mr. Biter said that there may be a need to consider different performance standards for autonomous vehicles, including possibly setting aside lanes for autonomous vehicles only.

#### **D. The Purpose, Need and Location of Corridor Investments: East-West Corridors**

Mr. ten Siethoff presented an analysis of travel flows. He reviewed the anticipated growth of Port Canaveral, the spaceport, and the area's airports, as well as the growth in freight demand and visitors. He presented maps and an analysis for a baseline and three scenarios depicting trips throughout the study area in 2060. He identified potential corridor needs and potential alternatives.

#### Discussion

1. Mr. Pattison asked if the 2060 baseline includes the I-4 Ultimate Project. Mr. ten Siethoff said yes, the baseline includes the improvements identified as cost-feasible through 2040.
2. Mr. Jacobsen noted that the 2060 baseline does not show a great number of trips between Orlando and the Space Coast and asked why. Mr. ten Siethoff noted that the

distances and travel times are currently so great that a lot of people may not drive that far on a daily basis to commute or shop.

3. Mr. Lee noted that it appears that the scenario changes drastically when it includes development on the Deseret North Ranch. Without the development on the North Ranch, there is not as much of a need for a new corridor. Mr. Kaliski stated that the number of trips increase significantly without the development of the North Ranch, and increase more substantially with the development. The question for the Task Force is: what is the tipping point for determining the need for a new corridor?

John Zielinski, Strategic Intermodal Systems Administrator for FDOT District 5, presented on the Orlando-Orange County Expressway Authority's State Road 528 Multimodal Concept Study, and the current status of capacity improvements.

#### Discussion

1. Mr. Jacobsen asked if there was adequate right-of-way for creating the super corridor concept following the agreement between Deseret Ranches and All Aboard Florida. Mr. Zielinski said the project may require additional right-of-way and possibly additional environmental studies.
2. Mr. Baldocchi asked to where freight from the port would be transferred. Mr. Zielinski said freight could be transported by truck, by rail if a connection is developed, and on barges that travel up the Intracoastal Waterway to the railroad.

Nathan Silva, P.E., General Engineering Consultant for the Central Florida Expressway Authority, presented an overview of the State Road 408 Eastern Extension.

#### Discussion

1. Mr. Baldocchi asked if they considered an option to tie in State Road 408 with State Road 528 along State Road 520. Mr. Silva said that option was evaluated in the prior feasibility study, but is not currently in the scope for the project development and environmental study.

Mr. Kaliski and Mr. ten Siethoff discussed two potential alternatives for travel between the east and west to and from northern Brevard County: 1) developing State Road 528 as a super corridor, and 2) improving the State Road 408 corridor, including an extension to State Road 50 and ultimately to State Road 528 or I-95.

#### Discussion

1. Mr. Pattison asked about Kennedy Space Center's need for a connection. Mr. Pierce from Kennedy Space Center stated that they anticipate increased traffic from the

growth of the commercial space industry. Additionally, a potential new rail route for freight from Port Canaveral through the space center's property may increase traffic.

2. Mr. Pattison asked Mr. Pierce if companies such as Lockheed Martin are assembling onsite and bringing in materials. Mr. Pierce said yes. They anticipate growth in the number of companies co-locating at the Center and manufacturing activities, which would increase traffic.
3. Mr. Lee stated that he would like to look at an alternative corridor that links the Lake Nona area to the part of State Road 520 before it turns north. A connection from Lake Nona across the Deseret North Ranch to State Road 520 would provide a direct link to I-95 without the need for a new bridge over the St. Johns River.
4. Ms. Kirkegard asked if this alternative was possible with the Osceola Parkway extension. Mr. Jones said it could be possible, but challenging.
5. Mr. Lee clarified that he described this as a potential option to be evaluated, and he was not endorsing it.
6. Mr. Pattison noted that prioritizing existing corridor improvements is important.
7. Mr. Baldocchi stated that a rail connection between Port Canaveral and Orlando International Airport is a priority.
8. Mr. Biter requested that staff highlight the rail lines on the maps. He noted that freight and passenger rail have different needs in regards to the amount of right-of-way and the design of the railways.

Mr. Kaliski noted that the discussion identified two additional alternatives, for a total of four alternatives for a northern connection: 1) the alternative described by Mr. Lee that would connect the Lake Nona area to State Road 520; and 2) general improvements of existing facilities such as State Road 46 or State Road 50; 3) developing SR 528 as a super corridor; and 4) improving State Road 408.

#### Discussion

1. Mr. Jacobsen expressed concern regarding the alternative that would connect the Lake Nona area to State Road 520.
2. Mr. Marchena stated that it is important that State Road 528 be developed as a super corridor. He also noted the importance of constructing a fuel line to provide an alternative source of fuel for the region.

3. Mr. Lee stated the alternatives that address existing corridors, rather than constructing a new corridor, are better in terms of reducing environmental impacts.
4. Mr. Kaliski said that staff will coordinate with Mr. Lee and draw his idea on the map. Ms. Kirkegard requested that the Osceola Parkway extension be drawn as well.
5. Ms. Duda Chapman asked Mr. Lee if his alternative would alleviate the need for a new corridor. Mr. Lee said he believed it could alleviate the need for a corridor if coupled with improvements to U.S. 192.

Mr. ten Siethoff presented on east-west travel to and from southern Brevard County. He reviewed the needs of the corridor and identified preserving and upgrading U.S. 192 or developing a new corridor or corridors as alternatives.

#### Discussion

Mr. Lee expressed concerns over developing a new corridor through conservation land owned by the St. Johns River Water Management District and through the Viera Development of Regional Impact. Ms. Duda Chapman reviewed the status of development in Viera.

Ms. Lauten asked the members what drove the need for a corridor in this area.

1. Commissioner Bolin Lewis stated that new business activity in the southern part of the county needed to connect to central Florida.
2. Ms. Kirkegard stated that a manufacturing development research center is developing east of the turnpike on 60 acres of a 200 acre site along US 192. It is estimated to create an impact of 80,000 jobs and generate freight and commuter traffic.
3. Mr. Jacobsen said that the Executive Order requires the Task Force to consider economic development. He noted that growth will occur in Brevard County south of Viera.
4. Mr. Lee agreed that southern Brevard County will grow. He noted that there are no existing plans to upgrade U.S. 192, but that improvements should be considered and expedited.
5. Mr. Jones stated that there are two major high-tech centers in the region, Melbourne and Lake Nona, and that providing enhanced economic and transportation connectivity between them would be beneficial. A new limited access highway would better connect the two centers than U.S. 192.



6. Mr. Biter said he supports improving existing corridors, but the Task Force must also consider new population centers that are not along existing roadways and how they will connect to the transportation system.
7. Mr. Marchena requested that staff show the Deseret North Ranch long-term development plan on the map.
8. Mr. Killingsworth said that the Task Force should consider directing development pressure away from the eastern portion of the Deseret North Ranch development, where the conservation and long-term agriculture uses are located.
9. Ms. Duda Chapman stated that the Brevard County terminus of the potential new corridor should avoid I-95 as to not increase congestion.
10. Mr. Browne noted that it is important to have a terminus east of I-95.

Mr. Kaliski recapped the alternatives for an east-west connection to central and southern Brevard County: 1) a new corridor that would connect the Osceola Expressway to State Road 520 and I-95; 2) improving U.S. 192; 3) utilize the existing right-of-way along Nova and Deer Park Roads and then connecting to US 192, potentially making the connection to the west of Deer Park Road to reduce development pressure on the long-term agricultural area abutting Deer Park Road; or 4) connecting Nova Road with central Brevard County using a new crossing of the St. Johns River.

Mr. Biter requested that staff provide the distances on the map for a sense of scale.

#### Discussion

1. Commissioner Bolin Lewis commented that the Pineda Causeway will fly over the river and railroad tracks.
2. Mr. Pattison asked if there was a connection to the Melbourne airport. Mr. Kaliski said that it is important to think about where in Brevard the corridor will connect to, whether it's I-95, the St. Johns Heritage Parkway, the Melbourne International Airport, or another area.
3. Mr. Lee noted that development will likely occur in Orange County directly north of the Deseret North Ranch.

#### **E. Purpose, Need, and Location of Corridor Investments: North-South Corridors**

Mr. ten Siethoff presented on north-south travel in eastern Orange and Osceola Counties, including the number of daily trips and system capacity. He identified potential corridor needs

and identified five alternatives: 1) manage existing facilities to maximize available capacity; 2) expand existing facilities; 3) extend the Northeast Connector Expressway to connect to State Road 528; 4) a new corridor through the Northeast District and/or the North Ranch connecting U.S. 192, State Road 520, State Road 528, and State Road 408/State Road 50; 5) create a regional multimodal network with improved connectivity between the Expressway Authority and the Turnpike systems.

#### Discussion

1. Mr. Marchena asked about Boggy Creek Road. Mr. Jones said that it needs capacity improvements. He noted that Narcoosee Road was recently upgraded, but those improvements are not adequate to address the future ridership needs in the area, even considering the Osceola Parkway extension.

2. Mr. Lee noted that the Osceola Parkway extension has environmental issues and neighborhood opposition. He discussed potential alignments connecting the Deseret North Ranch to the north, and the importance of avoiding environmentally sensitive features.

3. Mr. Jones noted that the Osceola Parkway extension is two years into the three year planning, design and engineering process. It is challenging to find an alignment, but Osceola County is working to resolve the issues. He stated that without the extension, Orlando, Orange and Osceola Counties cannot achieve their economic development goals. Access to the Orlando International Airport is critical.

Mr. Kaliski and Mr. ten Siethoff summarized the alternatives: 1) improvements to Narcoosee Road or State Road 417; 2) extend the Northeast Connector Expressway to connect to State Road 528; 3) a new north-south corridor through the North Ranch central business district connecting US 192, State Road 528, and State Road 408/State Road 50.

#### **F. Draft Guiding Principles for Future Transportation Corridor Planning**

Mr. Kaliski reviewed the guiding principles and the comments provided by the members since the last meeting.

#### Discussion

##### **Conservation**

The members discussed the wording of the guiding principles for conservation, particularly the wording of avoiding versus minimizing impacts, and feasible versus practicable.

## **Countryside**

The members discussed the draft changes that referred to maintaining or protecting productive agricultural land and new language to encourage the long-term viability and preservation of agriculture. The members discussed how the viability of agriculture relates to corridor planning.

## **Centers**

The Task Force discussed draft changes provided by members since the previous meeting.

**Mr. Killingsworth paused the discussion at 3:00 for public comment. Three citizens spoke, and their comments are summarized as follows:**

Douglas Sphar spoke about wetlands and 100- year floodplains. He expressed concerns over a new corridor crossing conservation areas, including the Viera Wilderness Park, and the St. Johns River. He stated that the Task Force should consider sea level rise.

Linda Behret spoke about her concerns regarding the location of the roadway and its impact on Brevard County's natural areas. She is worried about the area becoming too developed.

Maureen Rupe, President of the Partnership for a Sustainable Future, expressed concerns about the dredging and filling of wetlands and the impacts on the wildlife refuge. She asked why we equate growth with success.

## **Centers, Continued**

The members continued to discuss the Draft Guiding Principles related to Centers. Mr. Pattison noted that the principles should emphasize *How Shall We Grow (HSWG)*.

Mr. Killingsworth said he is uncomfortable incorporating specific densities and intensities at this stage. Mr. Jones provided re-wording: *New or enhanced transportation corridors should support and further new population and employment centers consistent with HSWG.*

## **Corridors**

The members discussed the changes proposed since the last meeting.

Mr. Kaliski stated that staff will revise the principles.

## **G. Review of Draft Task Force Report**

Mr. Kaliski reviewed the draft East Central Florida Corridor Task Force Final Report. He asked the members to review it and provide comments in the next two weeks.

## **H. Consistency in Regional and Local Visions and Plans**

Ana Richmond, Chief of the Bureau of Community Planning of the Department of Economic Opportunity, gave an abbreviated presentation on local government comprehensive planning relating to the 4 C's identified in *HSWG*. She will present in greater detail at the October Task Force meeting.

## **I. Alternatives Alignment Research Tool**

Huiwei Shen, Administrator of Intergovernmental Programs, FDOT, presented on the Alternatives Alignment Research Tool, which is a tool that assigns numeric criteria to compare corridor scenarios and quantify corridor impacts. She encouraged the members to contact her for a detailed demonstration.

## **J. Next Steps and Adjournment**

Ms. Lauten noted the dates, times, and locations of the next community workshops. There will be one workshop in each of the three study area counties on October 6-8, 2014.

Mr. Kaliski reviewed the draft agenda for the next Task Force meeting on October 9, 2014.

Mr. Lee suggested at the next meeting, the presentations be in the afternoon and the discussion be in the morning. Mr. Killingsworth stated that there are not many presentations left, and that he will take that into consideration.

Mr. Killingsworth adjourned the meeting.