

PROPOSED ACTION PLAN

Introduction

Executive Order 13-319 charges the East Central Florida Corridor Task Force with recommending “a proposed action plan for moving forward with new or enhanced transportation corridors in the study area.” Per the Executive Order and the Task Force’s discussions to date, key aspects of the action plan include:

- A. Initiating future planning and project development of the general corridor improvements recommended by the Task Force;
- B. Potential amendments to or additional coordination needed with existing state, regional, and local plans to implement the Task Force’s corridor recommendations;
- C. Actions to improve the overall consistency of regional and local plans in the study area;
- D. Additional actions to support the corridor recommendations and address potential impacts to conservation, countryside, and centers in the study area; and
- E. A process for tracking progress toward implementation of these recommendations.

Note: the recommendations are numbered for reference purposes only. Lead organizations and timeframes are proposed by staff for discussion purposes.

A. Recommendations for Future Corridor Planning and Development

Note: These recommendations were developed by staff based on the discussion at the September 15, 2014 Task Force meeting. The Task Force should consider potential changes to these recommendations based on the “Assessment of Corridor Needs and Alternatives” document prepared by staff; input from the October 6-8 Community Workshops to be provided at the October 9 meeting; and additional considerations from the Task Force at the October 9 meeting.

Action	Suggested Lead Organization(s)
<p>1. Study the feasibility of creating a multi-modal, multi-use “super corridor” on State Road 528 (Beach Line Expressway and Bennett Causeway) from Interstate 4 to State Route A1A. This “super corridor” could include general purpose lanes; express lanes or truck-only lanes; infrastructure for autonomous vehicles and alternative fueled vehicles; freight, intercity passenger, and regional passenger rail services; trails; pipelines; and electricity transmission and communications infrastructure. The feasibility study should assess the market demand, costs, and benefits of various modes and uses and recommend a strategy for staging improvements over time.</p>	<p>Florida Department of Transportation, Central Florida Expressway Authority</p>
<p>2. Move forward with the project development and environmental (PD&E) study for extending State Road 408 east from its current terminus at the Challenger Parkway to State Road 50. Conduct a feasibility study to assess the long-term potential for an extension further east to State Road 520 and/or Interstate 95, including multimodal alternatives.</p>	<p>Central Florida Expressway Authority, Florida Department of Transportation</p>
<p>3. Identify future improvement needs to the U.S. 192 corridor and develop agreements for the future management of this corridor to promote interregional travel, with emphasis on managing access to the rural portion of the corridor between Narcoossee Road and Interstate 95.</p>	<p>Florida Department of Transportation, Brevard County, Osceola County</p>
<p>4. Work with local governments, metropolitan planning organizations, and stakeholders to conduct an Evaluation study of a potential enhanced or new multimodal corridor from the Orlando International Airport/Lake Nona area through the North Ranch to central/southern Brevard County, considering the following alternatives (<i>note: list of alternatives will be discussed further at the Task Force’s October 9 meeting</i>):</p> <ul style="list-style-type: none"> ○ Corridor along the Orange/Osceola county line from the planned Northeast Connector Expressway through the Northeast District and the North Ranch to State Road 520 and Interstate 95; ○ Corridor from the planned Northeast Connector Expressway to Interstate 95 or the St. Johns Heritage Parkway near Melbourne, primarily using existing alignment including Nova Road, Deer Park Road, and U.S.192; ○ Corridor from the planned Northeast Connector Expressway to Interstate 95 or the St. Johns Heritage Parkway near Melbourne, using Nova Road to the proposed central business district on the North Ranch, a new north/south alignment from the central business district to U.S. 192, and U.S. 192 to Melbourne; and ○ Corridor from the planned Northeast Connector Expressway to Interstate 95 or the planned Washingtonia Parkway near Viera, using Nova Road and a new crossing of the St. Johns River. 	<p>Florida Department of Transportation</p>

Action	Suggested Lead Organization(s)
5. Align plans for limited access tollroads in central/eastern Orange and Osceola counties to improve connectivity among the existing Orange County expressway system, the planned Osceola County expressway system, and Florida's Turnpike.	Central Florida Expressway Authority, Osceola County Expressway Authority, Florida's Turnpike Enterprise
6. Determine the purpose and need for a major new or enhanced, multimodal corridor running north/south in eastern Orange and Osceola counties. Develop a work plan for evaluating alternatives for meeting the purpose and need, considering alternatives such as the following (<i>note: list of alternatives will be discussed further at the Task Force's October 9 meeting</i>): <ul style="list-style-type: none"> ○ Improvements to the Narcoossee Road corridor from U.S. 192 to State Road 417 and the State Road 417 corridor between Lake Nona and the University of Central Florida; ○ Extension of the Northeast Connector Expressway from the proposed Osceola Parkway extension to State Road 528; and ○ New corridor through the North Ranch central business district connecting U.S. 192, State Road 528, and State Roads 408/50. 	Florida Department of Transportation, MetroPlan Orlando, Central Florida Expressway Authority, Orange County, Osceola County, City of Orlando, Greater Orlando Aviation Authority

B. Recommendations for Plan Amendments

Note: These recommendations were developed by staff for discussion purposes. They can be made more specific once the recommendations for future corridor planning and development have been finalized.

Action	Suggested Lead Organization(s)
7. Amend the transportation elements of local government comprehensive plans as appropriate to include the priority corridors and corridor alternatives (as described in section A). Amend other elements of comprehensive plans as appropriate to ensure consistency with the guiding principles.	Brevard County, Orange County, Osceola County, any impacted municipality
8. Amend long-range transportation plans as appropriate to include the priority corridors and corridor alternatives (as described in section A), as well as to ensure consistency with the appropriate guiding principles.	MetroPlan Orlando, Space Coast Transportation Planning Organization
9. Amend master plans to include relevant segments of the priority corridors and corridor alternatives (as described in section A) as well as to ensure consistency with appropriate guiding principles.	Central Florida Expressway Authority, Osceola County Expressway Authority
10. Develop a regional passenger rail and transit system plan to identify and set priorities for long-term passenger rail and transit investments in the three study area counties and the broader Central Florida/FDOT District 5 region.	Florida Department of Transportation, Central Florida MPO Alliance
11. Amend the Strategic Regional Policy Plan and the Comprehensive Economic Development Strategy as appropriate to include the priority corridors and corridor alternatives (as described in section A). Amend other elements of these plans as appropriate to ensure consistency with the guiding principles.	East Central Florida Regional Planning Council

C. Recommendations for Improving Consistency of the Planning Process

Note: These recommendations were developed by staff for discussion purposes, based on discussions at prior Task Force meetings.

Action	Suggested Lead Organization(s)
<p>12. Develop guidelines to strengthen the process for the “cascading” of the <i>How Shall We Grow?</i> principles and the <i>East Central Florida 2060 Plan</i> into local land use and transportation plans. Work with myregion.org to convene local governments, metropolitan planning organizations, state agencies, and other partners to develop a process for conducting future updates of <i>How Shall We Grow?</i> that can “cascade” into future regional and local plan updates.</p>	<p>East Central Florida Regional Planning Council</p>
<p>13. Develop agreement among local governments, metropolitan planning organizations, transportation authorities, water management districts, and other entities to strengthen consistency among future transportation, land use, and water supply plans. Potential areas of coordination include:</p> <ul style="list-style-type: none"> – Reconciliation of plans that were developed using different time horizons; – Consistency in population forecasts across jurisdictions and across disciplines (e.g., transportation and water supply planning); – Consistency in assumptions regarding the timing and amount of development expected in future centers, including the overall allocation of future population growth across the study area; and – Processes for identifying and resolving extra-jurisdictional impacts of growth and development plans including changes in urban growth boundaries/service areas. 	<p>Florida Department of Economic Opportunity, working with regional and local entities</p>
<p>14. Request the Florida Legislature to consider expanding the Central Florida Expressway Authority to include Brevard County.</p>	<p>Central Florida Legislative Delegation</p>

D. Recommendations for Supporting Actions

Note: These recommendations were developed by staff for discussion purposes, based on discussions at prior Task Force meetings.

Action	Suggested Lead Organization(s)
Conservation	
<p>15. Identify opportunities to accomplish transportation corridor and conservation goals together and to ensure the long-term protection of regionally significant natural resources that could be impacted by the proposed transportation corridors. Identify specific implementation tools such as regional mitigation banks, shared acquisition or preservation of land for future corridors and future conservation, and incentives for landowners such as conservation easements and payments for ecosystem services. Identify statutory or regulatory changes needed to implement these tools.</p>	<p>Florida Department of Transportation, working with Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, and environmental stakeholders</p>
<p>16. Identify regionally significant natural resources where avoidance by the proposed transportation corridors may not be possible. Develop solutions for minimizing the impacts of these corridor on these resources, such as the use of bridging and wildlife crossings.</p>	<p>Florida Department of Transportation, working with Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, and environmental stakeholders</p>
<p>17. Develop process for working with local governments and landowners to address potential impacts to the areas identified in development orders for mitigation purposes from the proposed transportation corridors, so the intent of mitigation is accomplished from a natural system perspective.</p>	<p>Florida Department of Transportation, working with Florida Department of Economic Opportunity, Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, and environmental stakeholders</p>
<p>18. Identify opportunities to support regional water supply plans as part of the development of the proposed transportation corridors. Identify specific implementation tools such as co-location of transportation and water distribution infrastructure, improved management of surface water and stormwater in areas impacted by new or enhanced corridors, and other mitigation activities associated with the proposed corridor investments.</p>	<p>Central Florida Water Initiative, Florida Department of Transportation, Florida Department of Environmental Protection</p>

Action	Suggested Lead Organization(s)
<i>Countryside</i>	
19. Develop process for working with local governments and landowners to ensure that development of the proposed transportation corridors does not impede plans to maintain lands with significant economic or environmental value in long-term agricultural uses. Identify specific implementation tools such as support for agricultural diversification initiative, conservation easements, transfer of development rights programs, agricultural zoning, and payment for ecosystem services. Identify statutory or regulatory changes needed to implement these tools.	Florida Department of Agriculture and Consumer Services, working with Florida Department of Transportation, Florida Department of Economic Opportunity
<i>Centers</i>	
20. Develop process for establishing subarea plans, corridor management plans, and other supportive policies to help ensure future land use changes are consistent with the <i>How Shall We Grow?</i> principles and with the intended function of the proposed transportation corridors. Place particular emphasis on coordination of potential locations for providing access to the proposed transportation corridors (such as highway interchanges or rail stations) with future land use plans. Provide state technical assistance to local governments where needed to assist in these planning activities.	Florida Department of Economic Opportunity
21. Develop process for working with local governments and landowners to revise existing approved developments of regional impact and development orders that might be impacted by the proposed transportation corridors.	Florida Department of Economic Opportunity
22. Develop process for working with economic development organizations to identify and improve connectivity to targeted sites for economic development near the proposed transportation corridors, as well as to define long-term economic development strategies that support the intended function of the corridors.	Florida Department of Economic Opportunity and Florida Department of Transportation
<i>Corridors</i>	
23. Develop a framework for potential right of way reservation agreements with landowners and local governments to support implementation of the transportation corridors recommended in the Evaluation studies.	Florida Department of Transportation
24. Develop a framework for potential partnership agreements with railroads, utilities, or other infrastructure providers to coordinate or co-locate transportation, utilities, and other infrastructure to support implementation of the transportation corridors recommended in the Evaluation studies.	Florida Department of Transportation

E. Recommendations for Implementation of the Task Force Report

Note: These recommendations were developed by staff for discussion purposes, based on discussions at prior Task Force meetings.

Action	Suggested Lead Organization(s)
25. Meet with local governments and regional planning, water, and transportation agencies to share the findings and recommendations of the Task Force. Encourage these partners to consider possible amendments to their respective plans by September 30, 2015 to enable initial implementation of the recommendations of this report.	Florida Department of Economic Opportunity, Florida Department of Transportation
26. Meet with other state agencies to share the findings and recommendations of the Task Force. Encourage these agencies to move forward with planning of recommended state investments in support of the Task Force recommendations.	Florida Department of Economic Opportunity, Florida Department of Transportation
27. Develop a process for tracking progress on implementation of these recommendations over time, including periodically reconvening the partners represented on the Task Force to share progress, coordinate implementation, and reassess the overall plan as well as specific actions.	Florida Department of Economic Opportunity, Florida Department of Transportation