



**East Central Florida Corridor Task Force
Minutes from the October 9, 2014 Meeting
Metroplan Orlando
315 East Robinson Street Suite 355
Orlando, Florida 32801**

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

Carly Hermanson, DEO

John Kaliski, Cambridge Systematics

Kyle Masters, FDOT

Bill Pable, DEO

Ashley Porter, DEO

Ana Richmond, DEO

Bob Romig, The Florida Transportation Commission

Jean Scott, Strategies for Livable Communities

Huiwei Shen, FDOT

James Stansbury, DEO

Natalie Suner, GMB Engineers and Planners, Inc.

Brian ten Siethoff, Cambridge Systematics.

Matthew Wilson, Cambridge Systematics

Jim Wood, FDOT

Welcome

Mr. Killingsworth welcomed the attendees and noted that Commissioner Hawkins is represented by Mr. Jones and Commissioner Thompson is represented by Mr. Baldocchi.

Remarks from Secretary Prasad

Mr. Biter introduced Ananth Prasad, P.E., Secretary of FDOT. Mr. Prasad discussed Florida's future growth and the role of the Task Force in addressing the accompanying challenges of that growth. He identified the following key goals: improve the management of existing transportation systems, improve intermodal transportation systems and allow for more transportation options, make proactive investments to position Florida as a leader in trade and logistics, grow manufacturing and serve as a gateway to Latin America, maintain leadership in aerospace transportation, and reach consensus on how to responsibly provide infrastructure to meet growing needs.

Mr. Prasad thanked the Task Force members for their service, and encouraged the Task Force to think boldly about the future of this study area. He noted that FDOT is ready to move forward with further study of the corridor alternatives recommended by the Task Force, and encouraged the Task Force to not prematurely eliminate potential ideas that need further study.

Review of Agenda and Approval of Meeting Minutes

Mr. Killingsworth recognized that the Chairman of Metroplan Orlando, Seminole County Commissioner Bob Dalleri, was in attendance.

Mr. Killingsworth reviewed the agenda, and asked if the Task Force had any comments on the draft minutes from the September 15 meeting. The members did not identify any comments or changes. Mr. Lee moved approval of the minutes. Ms. Kirkegard seconded the motion. The Task Force unanimously approved the minutes from the September 15 meeting.

Summary of Community Workshops

Mr. Stansbury provided an overview of the community workshops that occurred on October 6, 7, and 8 in Melbourne, Kissimmee, and Orlando, respectively. Mr. Stansbury noted that the participants expressed their preferences concerning the Task Force's guiding principles through electronic voting, and also provided their recommendations on new corridors and improvements to existing corridors.

Discussion

- Mr. Killingsworth asked if the community feedback on the corridor alternatives occurred prior to being briefed on the Task Force's draft recommendations. Mr. Stansbury said yes.
- Mr. Lee noted that a common theme in all of the community meetings was to emphasize the improvement of existing corridors, rather than the creation of a new corridor.
- Commissioner Bolin Lewis noted that attendees at the meeting in Melbourne supported a new east-west corridor alignment that connects to the Pineda Causeway.
- Mr. Kaliski noted that Tab 2 of the notebook contains participant feedback and the results of the electronic polling from the community workshops. He noted that participants may provide additional comments by October 22.

Updated Technical Analysis of Corridor Alternatives

Mr. ten Siethoff provided a review of the updated analysis of future travel demand and potential corridor needs and alternatives.

Review and Analysis of East-West Travel to/from Northern Brevard

Mr. Kaliski summarized feedback from the community workshops on Alternatives A through C. Regarding Alternative A, the Beach Line super corridor, Mr. Kaliski noted that some participants expressed concerns regarding noise affecting residential areas. Regarding Alternatives B (State Road 408 extension to Cape Canaveral), some participants expressed concern about the sensitive environmental areas in northern Brevard County. Regarding Alternative C (State Road 408 extension to State Road 528), some participants expressed a desire to see this corridor extend to I-95. Staff developed a new Alternative C2 which would extend State Road 408 via State Road 528 to I-95.

Review and Analysis of East/West Travel to/from Central and Southern Brevard County

Mr. ten Siethoff summarized Alternatives D through H. Mr. Kaliski summarized community feedback on these alternatives, which showed a high degree of support for improvements to U.S. 192 and a range of support for the remaining alternatives due to varying levels of familiarity with the proposed North Ranch Sector Plan and concerns about the impact of a new St. Johns River crossing.

Discussion

- Mr. Lee proposed a new alternative based on Alternative G that would incorporate a connection to the Osceola Parkway extension and connect to Orlando International Airport through the Deseret North Ranch. Mr. Kaliski agreed that connectivity to the Orlando International Airport is important, particularly with the development of the intermodal center at the Airport.
- Ms. Kirkegard emphasized the importance of connectivity.
- Mr. Lee noted that he thinks that it is important to connect Orlando International Airport and the Melbourne area.
- Mr. Pattison asked for an update on the Osceola Parkway extension. Mr. Jones noted that an extension is adopted into the 2040 master plan and Project Development and Environmental (PD&E) studies are underway. The recommended alignment is anticipated to be identified in November 2015.
- Ms. Duda Chapman noted that corridors crossing the Viera wilderness area could result in federal permitting issues.
- Mr. Lee noted that Alternative G received the second highest rating after Alternative D. He felt that this suggests that the public would support his new alternative.

Review and Analysis of North/South Travel in Eastern Orange and Osceola Counties

Mr. ten Siethoff summarized Alternatives I through K. Mr. Kaliski summarized community workshop feedback on these alternatives, which indicated a recognition of the need for more north-south

corridors and the benefits of connecting existing east-west corridors. Mr. Kaliski discussed a new alternative K2 proposed based on community input, which would extend the north-south corridor depicted in K north to connect with the State Road 408/State Road 50 corridor, and potentially south to connect with Florida's Turnpike.

Discussion

- Mr. Lee asked about the projections of the number of trips, particularly how the projections will be impacted by the construction of the Osceola Parkway extension. Mr. Kaliski replied that the extension would not adequately meet all of the demand for north-south travel generated by the projected number of trips in the long-term, and that staff could provide more data on the projected trips.
- Mr. Jacobsen stated that the Task Force must envision what is needed in 50 years.
- Mr. Jones noted that the existing Osceola County Expressway Authority master plan extends to 2040. It does not anticipate or accommodate post- 2040 development, and does not anticipate development on the Deseret North Ranch. The Osceola Parkway extension is intended to relieve Narcoossee and Boggy Creek Roads.
- Mr. ten Siethoff noted that plans identify multimodal options in this area. Ms. Lauten stated that workshop participants also emphasized the importance of rail.
- Mr. Jacobsen noted that the Task Force is trying to be visionary. It should not use a minimalistic approach.
- Mr. Baldocchi noted that Secretary Prasad encouraged the Task Force not to eliminate too many corridor alternatives, as the alternatives are subject to extensive further study.
- Ms. Duda Chapman noted that she believes there needs to be a new corridor connecting to the Melbourne area.
- Mr. Killingsworth noted that the community workshop participants demonstrated varying degrees of support for new crossings of the St. Johns River based on location. Participants in Brevard County supported a new crossing more than participants in Orange County.

Recommendations for Corridor Needs and Alternatives

Mr. Masters explained to the Task Force how to use the electronic polling equipment. Ms. Lauten polled the Task Force on which corridors they supported including in the report to recommend for further study.

The alternatives in bold font below were supported by a majority of the Task Force members:

Alternative A - Beach Line 'Super Corridor'

Alternative B – 408 corridor extension to Cape Canaveral

Alternative C – 408 corridor extension to Beach Line

Alternative C2 – 408 corridor extension via 528 to Interstate 95

Alternative D – Preserve and upgrade U.S. 192 corridor

Alternative E – Multimodal corridor along Orange/Osceola border

Alternative F – Multimodal corridor along Nova Road, Deer Park Road, U.S. 192

Alternative G – Multimodal corridor along Nova Road, new north-south alignment, U.S. 192

Alternative H - Multimodal corridor along Nova Road with new St. Johns River crossing

Alternative I – Improvements to Narcoosee Road and State Road 417 corridors

Alternative J – Northern extension of Northeast Connector Expressway to Beach Line

Alternative K - New north-south corridor through North Ranch

Alternative K2 – New north-south corridor through North Ranch to State Road 408/50 and Florida’s Turnpike

Mr. Kaliski summarized the results. The members agreed that they should focus the discussion on those alternatives that received less than seven votes.

Discussion

- Staff and the Task Force identified two additional alternatives, Alternative C3 and Alternative G2.
- Alternative C3 would extend State Road 408 via State Road 520 to I-95. The Task Force supported this alternative.
- Alternative G2 is a proposed multimodal corridor from State Road 528/State Road 417 through the Deseret North Ranch to US 192 to Melbourne. The Task Force supported this alternative.
- Ms. Duda Chapman asked if there was a target number of alternatives that the Task Force should identify for further study. Mr. Kaliski responded that there is not a target number.
- Mr. Lee noted that the Task Force is not identifying a specific alignment, so staff should draw the potential alternatives with broad lines.
- Mr. Lee noted that the existing St. Johns River crossings will need to be upgraded throughout the long-term planning horizon.
- Mr. Biter asked staff to identify the existing lifespan of the existing crossings over the St. Johns River.

The members discussed the alternatives for which there was not consensus as to their elimination from further consideration. The Task Force determined that Alternatives C, C2, and F should be eliminated. Mr. Kaliski stated that staff will develop a hybrid between Alternatives G2 and H during the lunch break.

Lunch Break

Ms. Duda Chapman left after lunch and was represented by her designee, Drew Melville, for the remainder of the meeting.

Recommendations for Corridor Needs and Alternatives, Continued

Mr. Kaliski presented a composite map of the corridor alternatives to the Task Force.

Discussion

- Mr. Lee suggested removing the depiction of a connection to the Turnpike because that area extends beyond the study area.

- The members discussed and agreed that staff should draw the end points of the potential east/west corridors widely.
- Mr. Lee requested that staff clarify on the map that the Task Force is not recommending all of the corridor alternatives shown on the map, but that they are the alternatives that should be further studied.
- Mr. Lee expressed concerns about impacts to high quality conservation lands and wetlands. He does not support a new bridge over the St. Johns River.
- Mr. Kaliski noted that staff will distinguish between new corridors versus improvements to existing facilities on the map.
- Commissioner Bolin Lewis expressed her support of an alternative that includes a new river crossing, despite associated challenges. Other members agreed.
- Mr. Biter noted that rail should be a significant part of these corridors.
- The members discussed potential connections to the Osceola Parkway.
- Mr. Killingsworth acknowledged an email that Mr. Lee sent to staff that expressed concerns regarding the differences between this process and the Wekiva Parkway planning process. Mr. Killingsworth noted that the study area for this corridor is much larger than the area studied for the Wekiva Parkway and that the Wekiva Task Force had been charged with establishing an alignment for a previously identified need, rather than developing a 50-year framework of potential corridors.
- Mr. Lee noted that the necessity of a river crossing could be measured by metrics in relation to other roadway needs, such as hurricane evacuation. Mr. Lee suggested that the alternative depicting a new river crossing continue to be studied, but he recommended that staff include an asterisk indicating that Audubon Florida does not support the alternative that includes the new river crossing. Other members did not support including the asterisk.
- Mr. Killingsworth asked if Mr. Lee would actively oppose the Task Force's report if it included a potential corridor with a new river crossing. Mr. Lee stated that he would support the report if Audubon could provide a letter stating that they do not support a new river crossing.
- Ms. Harvey noted that Executive Order 13-319 does not require all the Task Force members to agree on the report to achieve consensus.
- Mr. Lee noted Deseret Ranch's environmental consultant studied and mapped the area extensively and could provide data. Mr. Kaliski responded that the environmental consultant could potentially present to the Task Force on potential environmental issues associated with new river crossings.
- Commissioner Bolin Lewis noted that improving the existing river crossings also impacts environmental resources.
- Mr. Kaliski noted that the Task Force members agree on all of the alternatives with the exception of the one that includes a new river crossing.

Consistency in Regional and Local Visions and Plans

Ms. Richmond presented on the consistency in regional and local visions and plans.

Discussion

- Mr. Lee expressed concern regarding the consistency between Orange and Osceola County's growth plans along the county line. He noted that Osceola County has an urban growth boundary adopted into their comprehensive plan. He asked about the data and analysis DEO and the County will require to amend the comprehensive plan consistent with the Task Force recommendations and the Deseret North Ranch sector plan. Ms. Richmond stated that staff recommends that the Task Force consider recommendations that address policies guiding urban growth boundaries and urban service areas.
- Mr. Jones spoke about Osceola County's growth management strategies.

Potential Recommendations for Plan Amendments and Other Enhancements to Existing Plans

Mr. Kaliski offered an overview of staff's draft recommendations concerning potential plan amendments.

Discussion

- Mr. Pattison recommended designating the corridor as an important state facility for the purposes of comprehensive planning, and suggested that amendments associated with the corridor be required to undergo a process that allows DEO to review them for consistency with the entire comprehensive plan.
- The members discussed recommendations to ensure local governments amend their comprehensive plans consistent with the report. Mr. Biter noted that Executive Order 13-319 states that local governments are encouraged to consider recommendations from the Task Force concerning amendments to their comprehensive plans.
- The members discussed adding an action item to recommend that funds be allocated to FDOT to study the alternatives. Mr. Kaliski suggested discussing funding mechanisms at the November meeting.
- Mr. Marchena suggested that the Florida Transportation Commission could monitor implementation activities to ensure that the Task Force's recommendations are implemented.
- The members discussed Draft Recommendation 12 regarding updates to the *How Shall We Grow* vision and the scope of Executive Order 13-319 relative to local and regional plans.
- Mr. Killingsworth suggested that Draft Recommendation 13 regarding consistency in regional and local plans should be separated into multiple recommendations. The members discussed the ideal number of recommendations and the potential for some consolidation.
- The members discussed Draft Recommendation 14 regarding the composition of the Central Florida Expressway Authority and the role of the Task Force in advocating or lobbying for legislative changes.
- Mr. Jacobsen suggested that the Task Force could identify ten key action items, and also offer additional recommendations. The members agreed to create a hierarchy of recommendations.
- Mr. Killingsworth emphasized the importance of consistent population forecasts and projections of the timing and amount of development.

Public Comment

At 3:00 Mr. Killingsworth paused the meeting for public comment. The following public comment occurred:

1. Hugh Harling, Executive Director of the East Central Florida Regional Planning Council, spoke about the importance of improving SR 46.
2. Masood Moradi, with the Central Florida Expressway Authority (CFX), spoke about the CFX master plan, which currently extends through 2035. They begin developing their next master plan in the spring. It will extend through 2040. He noted that when local governments outside of their normal jurisdiction have requested to work with the Orlando-Orange County Expressway Authority (predecessor to CFX) in the past, coordination has occurred.
3. Mary Wilson, Orange County resident, spoke about the costs of roadway improvements and suggested expedited timelines for improvements. She provided suggestions for corridor alternatives and expressed support for wildlife underpasses. She suggested that developers fund improvements through their developments.

Summary of Community Workshop Discussions on Guiding Principles

Mr. Stansbury presented on the input received from participants at the community workshops.

Discussion

- Mr. Pattison suggested editing the draft guidelines to clarify that optimizing existing facilities would occur prior to adding new capacity.
- Mr. Lee asked if there was consensus on the draft guiding principles.
- The Task Force unanimously approved the guiding principles with the inclusion of Mr. Pattison's proposed revision.

Draft Recommendations

Mr. Kaliski asked the members to discuss any outstanding major concerns with the draft recommendations.

Discussion

- The members discussed the draft recommendations.
- The members agreed to delete draft recommendation 14. Staff will note in the report that Brevard County is currently not represented on the Central Florida Expressway Authority.
- Mr. Killingsworth requested that staff reword Draft Recommendation 15 regarding conservation to emphasize the implementation tools.
- The members noted that several of the recommendations, particularly Draft Recommendation 17, regarding impacts on mitigation areas, are not easy to understand and need to use less jargon.
- Mr. Lee identified a scrivener's error on Draft Recommendation 18. Staff omitted the environmental stakeholders from the list of suggested partners.
- Mr. Pattison suggested referencing the 50- year implementation time frame in the title of the action plan.

- The members discussed if they should recommend that they reconvene to analyze the implementation of the recommendations. Commissioner Bolin Lewis asked about Sunshine Law implications associated with reconvening. Ms. Hermanson indicated that she will research any potential issues and report back to the Task Force.

Mr. Kaliski read language provided by Mr. Lee concerning the alternative that requires a new river crossing. The members discussed the language but took no action.

Adjournment

Mr. Killingsworth summarized the accomplishments and set goals for the following morning. He adjourned the meeting for the day.

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