



MEETING SUMMARY



PROJECT	East Central Florida Corridor Evaluation Study
MEETING PURPOSE	Seaport Coordination Meeting
MEETING DATE	November 29, 2016 2:00 pm – 3:00 pm
MEETING LOCATION:	445 Challenger Way, Cape Canaveral, FL Executive Conference Room

ATTENDEES

- Jim Dubea, Canaveral Port Authority
- Jeff Bowen, Hanson
- John Zielinski, FDOT
- Lori Sellers, Hanson
- Mansoor Khuwaja, Hanson
- Sarah Kraum, SCTPO
- Captain John W. Murray, Canaveral Port Authority
- Bill Crowe, Canaveral Port Authority
- Laura Carter, SCTPO
- Bob Kamm, SCTPO

MEETING AGENDA

- John opened the meeting with a brief overview of the East Central Florida Corridor Evaluation Study (ECFCES) and the importance of the corridors that serve the Space Coast (SR 528, SR 405 / SR 50) for evacuation especially in light of the recent Hurricane Matthew
- Discussion was held regarding the new concepts and technologies in transportation envisioned by the ECFCES, and changing demand for transportation services
- John noted future technologies may change transportation services required in 2060, such as freight air ships and unmanned aerial vehicle (UAV) delivery, which have virtually no infrastructure needed; automated vehicles and truck platooning which create capacity efficiencies; and a disaggregated workforce which would minimize transportation caused by commuting
 - SR 528 is a critical corridor for the Canaveral Port Authority (CPA)
- CPA's Master Plan update is currently underway (20-year horizon); coordination with the ECFCES is timely and critical
- Discussion was held about the ECFCES and the questions it's trying to address. Such questions include: How do we maximize existing corridors? How do we plan new / future corridors?
- John noted the planning horizon of the ECFCES is 2060 which is addressing transportation issues that include serving the needs of an adopted Sector Plan which has a planning horizon of 2080
- **East Central Florida Corridor Evaluation Study Update**
 - Jeff asked for the CPA's list of issues and impediments to growth that should be considered in the ECFCES

➤ Seaport Update

- SR 401 bridge identified as impediment
 - Stuck open for several hours
 - SIS connector
- Port will remain regional port
- Dredging – current plans to 48’; 55’ would require reconstructing the bulkheads
 - Max draft of ship lately is 40’ laden with granite

➤ Roundtable Discussion

- SR 528 widening considerations brought up during discussion
 - Ensure multimodal improvements are appropriate. For example, the East Coast Greenway has a proposed alternative that will cross SR 528 with more bike/ped traffic and may include a bridge over SR 528
 - Design to designate appropriate areas for activities. Local activities on the side of the road cause damage to the apron, the shoreline, and cause traffic issues
 - Sea level rise not as big of concern in the near term for the CPA
 - Manmade port – fill inconsistent over the port – requires a lot of geotech and borings
- Naval Ordnance Testing Unit (NOTU) berth off-limits to future CPA expansion
- Petroleum market:
 - Vitol located on north side of port, SR 401 (300 trucks per day twice a day) – supplies Orlando International Airport (OIA)
 - A pipeline between port and OIA has been discussed, but is a market based decision and the cost is low thus not motivating the construction of a pipeline.
- Cargo: Anticipating 50,000-90,000 TEUs in the future; lower than previous projections due to market demand; container companies have excess containers
 - 12% growth anticipated next year
- Cruise operations: peak traffic time is between 10 a.m. and 3 p.m.
- Boating traffic increasing; causing conflict with cruise operations (especially on Sundays)
- To replace SR 401 bridge:
 - 65’ for bridge height needed according to Army Corps of Engineers (ACOE).
 - Tunnel option: Improves coastal resiliency; operations; aesthetic
 - Ex: New River in Ft. Lauderdale
- Barge Canal project on hold for now
- Rail corridor analysis
 - Most likely rail will go through Cape Canaveral Air Force Station (CCAFS)
 - Adding cargo train line along SR 528 out; increasing grades by 1% from Merritt Island
 - Passenger rail between Port Canaveral and Disney, fought by Disney
 - 1/3 of cruise traffic are for Disney cruises
 - Disney uses “seasonal provisioning” – cycles boats here and there for a few months
- CPA tracks cruise sales; has to manage excessive traffic / parking overflows
 - Based on demographics, only 5% of the population identified as capable of taking cruises have taken a cruise. This equates to untapped potential.

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- In the next 10 years, CPA only projects need for 2-3 more terminals
 - Baggage handling: higher end lines (Disney, Norwegian, Royal Caribbean) have concierge services; smaller cruise brands, luggage on the guests' hands (more messy)
 - Port wish list
 - South side of port: all cruise ship berths (assuming cruise market grows)
 - Submerged lands between SR 401 north and spoil islands (2500 acres) filled – doubles the size of the port
 - Inland port – ideally at US 1 / SR 524 / SR 528 location
 - All Aboard Florida (AAF) station location – SCTPO and CPA preserving future location data information
 - SR 524/ SR 528 (near Walmart) location
 - Old Cocoa station
 - Still have to do ridership analyses
 - Port Master Plan to be completed and approved in February (consistent with Future Conditions phase of ECFCES)
- **Next Steps**
- Lori to request “station study” from SCTPO