



MEETING SUMMARY



PROJECT	East Central Florida Corridor Evaluation Study
MEETING PURPOSE	Spaceport Coordination Meeting
MEETING DATE	November 29, 2016 10:00 am – 11:00 am
MEETING LOCATION:	100 Spaceport Way, Cape Canaveral, FL South Campus Conference Room

ATTENDED

- David Thorpe, NASA
- Jeff Bowen, Hanson
- John Zielinski, FDOT
- Lori Sellers, Hanson
- Mansoor Khuwaja, Hanson
- Mark Bontrager, Space Florida
- Steve Szabo, Space Florida
- Steven Gilmore, NASA

SUMMARY

- John Zielinski opened the meeting and welcomed the attendees.
- Discussion was held about current coordination efforts and the corridors evaluation under the East Central Florida Corridor Evaluation Study (ECFCES) – SR 405/50; SR 528
- During the ECFCES update, Jeff noted the importance of continuing the Task Force efforts
- He noted that the ECFCES is seeking to address challenges, such as coordinated plans with differing time horizons (military missions, space manifests, large developments such as Deseret and DUDA/ Viera)
- Jeff also noted that an ECFCES Project Advisory Group (PAG) has been assembled; need further coordination with stakeholders and project partners
- Mark Bontrager provided an overview and update on activities underway by the various private and public entities operating at the spaceport
- Incredible changes over the last couple years have necessitated updating and expanding scope of plan
- Mark noted that the Master Plan is updated every five (5) years and are expanding the scope over the scope for the interim master plan to look outside of boundaries to create larger Master Plan (due to be started in Feb 2017 and completed in 2 years)
- History of Kennedy Space Center (KSC), primarily Department of Defense (DOD) at first, then NASA began space exploration and human flight activities
- In the last 10 years, state has become active partner with federal partners – focused on specific customers



MEETING SUMMARY



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- 2000: NASA Orion program – state wanted capsule to be built here
 - In last 10 years, state investment to bring in Orion program and infrastructure, has brought other companies to Florida
 - Florida moved from just launches to commercial space industry
 - \$1B into infrastructure; \$600M 3rd party money
 - 1100 jobs created; \$400M of other peoples' money
 - Communications expanding; OneWeb – expanding number of satellites per month, SpaceX
 - Launches have historically been 15-20 per year; have 30 launches scheduled over next 12 years; with projection of 200 launches per year
 - Need to understand the cargo needs – “space freight”; value of space services - early intelligence, weather, remote sensing; etc.
 - During the roundtable discussion, it was noted that Central Florida is the future hub of space commerce, the new London of transportation
 - More analysis needs to be done on SR 405 and SR 401 – critical access points with the potential to be bottlenecks to emergency evacuation, and cargo / passenger mobility
 - 80% of cargo traffic goes through SR 405 gate, including \$100M payloads
 - SR 405 is critical for aerospace companies such as ULA, SpaceX, and NASA who use Astrotech (owned by Lockheed Martin) to process all payloads
 - Haulover Canal Bridge – de-rated for trucks and would need to be replaced
 - Banana River Bridge isn't rated for truck traffic (width or weight)
 - Tourism traffic is being projected through the Central Florida Regional Transit Study
 - There are seven (7) total drawbridges accessing the Cape
 - Routes need to be analyzed for clearance, hazardous materials, grades (3% is max grade for payloads)
 - SR 3 should be analyzed more for employment traffic
 - KSC is conditioned by national defense mission (DOD) and exploration mission (NASA) in that order
 - Governance issue is an identified impediment to planning facilities – can't mix money
 - Currently, Space Florida is the receiver of facilities and infrastructure no longer needed by DOD
 - Discussion was held regarding the importance of the unique features of which to be mindful during the ECFCES
 - Space Coast Spaceport is a national asset with global competition
 - Proximity to civilization is a huge planning issue
 - Connection with universities – R&D, employment base
 - Alternatives to launch sites outside of the Cape Canaveral Spaceport are not desirable, such as: Turkey Creek, June, and Matanzas Inlet



MEETING SUMMARY



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- Changing demands in transportation, changing planning for infrastructure
 - Mark noted that current corridors aren't sufficient for all the things "leaping off the earth in the future"
 - Increasing cruise operations may create conflict with increasing launch plans – (2030: 150M tourists)
 - NASA focusing on getting to Mars – federal agencies are working to decrease costs to support – one way to do this is to bringing more to Central Florida– decreasing NASA's federal footprint and increasing commercial presence.
 - Next Master Plan iteration due '17 / '18; will consider and reflect employment and freight
 - NASA hiring from UCF, MIT, and Embry-Riddle (Transit Study connection)
 - Purpose and Need: DOD is a mission –based, defense-based organization; NASA is mission-based, space exploration; transportation is not mission-based – support service
 - Cape Canaveral Spaceport (CCS) is only matched in lift-capacity to orbit by Russia
 - Room for only a few more launch pads on Cape ... opportunities near SLC-15/16, 48, and 49
 - Shiloh far to the north – launches over Intracoastal Waterway an impediment
 - Federal funding to plan and make improvements related to Sea Level Rise – becoming more of a concern (20 year plan for 100 year problem)
 - New facilities are built 8' above sea level; old facilities replaced at new standards
 - Composition of traffic on routes needs to be analyzed
 - FDOT to provide traffic information from Central Florida Tourism Study
 - It was recommended to connect with freight forwarders
 - Space Florida noted utility of convening a Merritt Island special area (quintimodal) study

Next Steps

- Lori send TRANSTAT freight and modal inventory to meeting invitees / attendees
- Space Florida to present at PAG #4