Overview of M-CORES Program

Senate Bill 7068

August 27, 2019
The Purpose of the Program is to:
- Revitalize rural communities
- Encourage job creation
- Provide regional connectivity while leveraging technology
- Enhance quality of life and public safety
- Protect the environment and natural resources

The Objective of the Program is to:
- Advance the construction of regional corridors that are intended to accommodate multiple modes of transportation and multiple types of infrastructure
Program Benefits

- Hurricane evacuation
- Congestion mitigation
- Trade and logistics
- Trade and logistics
- Broadband, water, and sewer connectivity
- Energy distribution
- Autonomous, connected, shared, and electric vehicle technology
- Other transportation modes, such as shared-use nonmotorized trails, freight and passenger rail, and public transit
- Mobility as a service
- Availability of a trained workforce skilled in traditional and emerging technologies
- Protection or enhancement of wildlife corridors or environmentally sensitive areas
- Protection or enhancement of primary springs protection zones and farmland preservation areas designated within local comprehensive plans adopted under chapter 163.
Study Area Overview

**STUDY AREA FACTS**

**Suncoast Connector**
- 8 Counties
- 21 Cities & Towns
- 5,635 Square Miles of Land Area
- 296,827 Residents
- 48,760 Jobs
- 2,217 Lane Miles of State Highway System
- 147 Miles of Active Rail
- 1 Seaport

**Northern Turnpike Connector**
- 4 Counties
- 20 Cities & Towns
- 3,631 Square Miles of Land Area
- 677,430 Residents
- 136,305 Jobs
- 2,162 Lane Miles of State Highway System
- 158 Miles of Active Rail
- 1 Seaport

**Southwest-Central Florida Connector**
- 9 Counties
- 36 Cities & Towns
- 9,511 Square Miles of Land Area
- 2,261,543 Residents
- 590,999 Jobs
- 4,793 Lane Miles of State Highway System
- 600 Miles of Active Rail
- 2 Commercial Service Airports

Legend:
- Suncoast Connector
- Northern Turnpike Connector
- Southwest-Central Florida Connector
- Urban Area
- Commercial Service Airports
- Seaports
- Spaceports
- Interstates
- Toll Roads
- Toll Roads Under Construction
- State Highways
- Active Rail
Study Focus Areas

Suncoast Connector
from Citrus to Jefferson Counties
150 miles
Study Focus Areas

Turnpike Connector

from northern terminus to Suncoast Parkway
40 miles
Study Focus Areas

Southwest-Central Florida Connector

From Collier County to Polk County
140 miles
**Inclusive, Consensus-Building Task Team for Each Corridor**

**Task Force**

- Secretary of Transportation Appointed Members on August 1, 2019
- Final Report to the Governor, the President of the Senate, and the Speaker of the House of Representatives by October 1, 2020
- The Department shall provide affected local governments with a copy of the applicable task force report and project alignments, no later than December 31, 2023

**Composed of Representatives**

- Department of Environmental Protection
- Department of Economic Opportunity
- Department of Education
- Department of Health
- Fish and Wildlife Conservation Commission
- Department of Agriculture and Consumer Services
- Local water management district
- Government officials from each local government within a proposed corridor
- Metropolitan Planning Organizations
- Regional Planning Councils
- The community, who may be an individual or a member of a nonprofit community organization, as determined by the department
- Appropriate environmental groups, such as 1000 Friends of Florida, Audubon Florida, the Everglades Foundation, The Nature Conservancy, and the Florida Wildlife Corridor, as determined by the department
FDOT M-CORE Team

Courtney Drummond, Assist. Secretary Engineering and Operations

Suncoast Chair Greg Evans, District 2 Secretary

SW Connector Chair L.K. Nandam, District 1 Secretary

N. Turnpike Ext. Chair Tom Byron, Assist. Secretary Strategic Develop.

Erik Fenniman, General Counsel

Kevin Thibault, Secretary

Torey Alston, Chief of Staff

Will Watts, Chief Engineer

Amy Tootle, Corridor Programs

Wendy Parrish, Corridor PM

Co - Chair Jason Peters, District 3 Director Ops

Production Lead Ryan Asmus

Co - Chair Tracy Hood, District 7 Design

Production Lead Marlon Bizerra

Co - Chair Christina Colon, Turnpike Director Production

Production Lead Jennifer Stultz

Huiwei Shen, Chief Planner

April Blackburn, Chief Technology Officer

Stacy Miller, Assist. Secretary Finance and Administration

Kevin Thibault, Secretary

Tracy Hood, District 7 Director Ops

Jennifer Stultz, Production Lead

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Environmental Feasibility

Subject to the economic and environmental feasibility statement requirements of s. 338.223:

- Projects undertaken under this section are subject to the department’s delegated responsibilities under s. 334.044(34) for environmental review, consultation, or other action required under any federal environmental law applicable to review or approval of such projects.

- For projects that do not receive federal aid or projects that do not require federal action, the department must perform a project evaluation that considers the following:
  - Project purpose and need;
  - An alternatives analysis;
  - Existing conditions of the project area and potential impacts or enhancements the project may have on social, economic, cultural, natural, and connectivity issues and resources;
  - Anticipated permits identified during the project development and environmental study;
  - Opportunities for stakeholder and regulatory agency coordination; and
  - Public and agency comments and coordination.

- At a minimum, for projects constructed under this section, decisions on matters such as corridor configuration, project alignment, and interchange locations must be determined in accordance with applicable department rules, policies, and procedures.

- To the greatest extent practical, corridor configuration, project alignment, and interchange locations shall be designed so that project rights-of-way are not located within conservation lands acquired under the Florida Preservation 2000 Act as established in s. 259.101, and the Florida Forever program as established in s. 259.105.
The Southwest-Central Florida Connector corridor task force shall:

a. Address the impacts of the construction of a project within the corridor on panther and other critical wildlife habitat and evaluate in its final report the need for acquisition of lands for state conservation or as mitigation for project construction.
b. Evaluate wildlife crossing design features to protect panther and other critical wildlife habitat corridor connections.

The Suncoast Connector corridor task force and the Northern Turnpike Connector corridor task force shall evaluate design features and the need for acquisition of state conservation lands that mitigate the impact of project construction within the respective corridors on:

a. The water quality and quantity of springs, rivers, and aquifer recharge areas
b. Agricultural land uses
c. Wildlife habitat

The Southwest-Central Florida Connector corridor task force shall:

a. Address the impacts of the construction of a project within the corridor on panther and other critical wildlife habitat and evaluate in its final report the need for acquisition of lands for state conservation or as mitigation for project construction.
b. Evaluate wildlife crossing design features to protect panther and other critical wildlife habitat corridor connections.
The department, in consultation with the Department of Environmental Protection, may incorporate those features into each corridor during the project development phase.

The department also may accept donations of land for use as transportation rights-of-way or to secure or use transportation rights-of-way for such projects in accordance with s. 337.25.

- The task force for each corridor may consider and recommend innovative concepts to **combine right-of-way acquisition with the acquisition of lands or easements to facilitate environmental mitigation or ecosystem, wildlife habitat, or water quality protection or restoration.**

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**Innovative Right of Way**

- Florida Wildlife Corridor
- Water Veins on Florida's face are nourished by a complex hydrologic web that includes more than 300 freshwater springs. Most occur in an area (darker shading) where the aquifer breaches the surface or is covered by no more than 100 feet of clay-laden sediment.
Previous Studies
Map: The most distressed communities in America

Florida Unemployment Rates by County
(Not Seasonally Adjusted)
June 2019

Legend
- Unemployment Rate(%):
  - 2.4 - 2.9
  - 3.0 - 3.7
  - 3.8 - 4.4
  - 4.5 - 5.2
  - 5.3 - 6.6
- County Boundaries

Data: Economic Innovation Group Distressed Communities Index, Map: Lazaro Gamio/Axios
To provide a **road and bridge construction workforce development program**, in consultation with affected stakeholders, for construction of projects designated in the department’s work program.

- Allocates **$2.5 million** to fund the program for 3 years
- The department shall merge any of its own existing workforce services into the program to create a robust workforce development program.
- The department shall develop performance and outcome metrics to ensure accountability and to **measure the benefits** and cost-effectiveness of the program. By June 30, 2020, and annually thereafter, the department shall prepare and provide a report to the Governor, President of Senate, and Speaker of the House of Representatives detailing the results of its findings and containing any recommendations relating to future program refinements.

The workforce development program is **intended** to

- Provide direct **economic benefits** to communities in which the department is constructing infrastructure projects and
- Promote employment opportunities, including within areas of low income and high unemployment.

The program serves as a **tool** to address the construction labor shortage by

- Recruiting & building a pipeline of skilled worker for multi-use infrastructure projects to increase the likelihood of department projects remaining on time and within budget.

To accomplish these activities, the department may administer **workforce development contracts with consultants and nonprofit entities**, such as local community partners, Florida College System institutions, and technical institutions or centers. These entities, as specified in a contract with the department, shall have the primary purposes of providing all of the following:

- **Workforce recruitment.**
- **A training curriculum** for the department’s road and bridge construction projects which includes both traditional and emerging construction methods and skills needed to construct multi-use infrastructure and facilities accommodating emerging technologies.
- **Support services to remove barriers to work.**
Reoccurring Funding Source to the Transportation Trust Fund

- Multi-use Corridors of Regional Economic Significance Program (M-CORES): to be used as specified in s. 2019.43
- Small County Road Assistance Program (SCRAP): to be used as specified in s. 339.2816, with preference to projects in counties impacted by hurricanes
- Small County Outreach Program (SCOP): to be used as specified in s. 339.2818, with preference to projects in counties impacted by hurricanes
- Transportation Disadvantaged Trust Fund (TDTF): to be used as specified in s. 427.0159
- Workforce Development Program: to be used as specified in s. 334.044(35)

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>M-CORES</th>
<th>SCRAP</th>
<th>SCOP</th>
<th>TDTF</th>
<th>Workforce Development</th>
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</thead>
<tbody>
<tr>
<td>2019-2020</td>
<td>$12.5 million</td>
<td>$10 million</td>
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<td>$10 million</td>
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<td>2020-2021</td>
<td>$57.5 million</td>
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<td>2021-2022 &amp; thereafter</td>
<td>Remainder of funds: estimated $101.7 million</td>
<td>$10 million</td>
<td>$10 million</td>
<td>$10 million</td>
<td>$2.5 million</td>
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<tr>
<td>2022-2023 &amp; thereafter</td>
<td>Remainder of funds: estimated $105.9 million</td>
<td>$10 million</td>
<td>$10 million</td>
<td>$10 million</td>
<td>$0</td>
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</tbody>
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Funds that result from increased revenues to the State Transportation Trust Fund derived from the amendments to s. 320.08 made by this act and deposited into the fund pursuant to s. 320.20(5)(a), must be used as follows:

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>State Transportation Trust Fund (STTF)</th>
<th>General Revenue Fund (GR)</th>
</tr>
</thead>
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<tr>
<td>2019-2020</td>
<td>$45 million</td>
<td>$83.9 million</td>
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<td>2020-2021</td>
<td>$90 million</td>
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<td>2021-2022 &amp; thereafter</td>
<td>$132.5 million</td>
<td>$0</td>
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Beginning with the 2022-2023 fiscal year and annually thereafter, $35 million shall be transferred to Florida’s Turnpike Enterprise, to be used in accordance with s. 338.2278, with preference to feeder roads, inter-changes, and appurtenances that create or facilitate multi-use corridor access and connectivity.
Other Program Enhancements

Expanded Funding Options:

- In accordance with ss. 337.276, 338.227, and 339.0809, the Division of Bond Finance may issue on behalf of the department right-of-way and bridge construction bonds, turnpike revenue bonds, and Florida Department of Transportation Financing Corporation bonds to finance program projects, as provided in the State Bond Act.

- Projects may be funded through turnpike revenue bonds or right-of-way and bridge construction bonds or financing by the Florida Department of Transportation Financing Corporation; by advances from the State Transportation Trust Fund; with funds obtained through the creation of public-private partnerships; or any combination thereof.

- To the extent legally available, any toll revenues from the turnpike system not required for payment of principal, interest, reserves, or other required deposits for bonds; costs of operations and maintenance; other contractual obligations; or system improvement project costs must be used to repay advances received from the State Transportation Trust Fund.
Project construction in any corridor is not eligible for funding until submission of the final report of the corridor task force for that corridor required in subsection (3) and completion of 30 percent of the design phase of any project within a corridor identified in subsection (2), except for project phases that are under construction or for which project alignment has been determined.