Northern Turnpike Corridor
Fanning Springs, Florida
February 12, 2020
Sunshine Law Video

Task Force Meeting #4

February 12, 2020
Your Voice Is Important

Input Summary
We welcomed more than 300 members of the public to Community Open House Events since we last met in December.

- **10**
  - Sumter County
  - December 19, 2019

- **177**
  - Levy County
  - January 28, 2020

- **129**
  - Citrus County
  - January 30, 2020
We Have Heard You

Email us at: FDOT.Listens@dot.state.fl.us

COMMENT STATION

floridamcores.com
## Overall Input Statistics

<table>
<thead>
<tr>
<th>Category</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>E-newsletter subscribers</td>
<td>65</td>
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<tr>
<td>(total of all three e-newsletters)</td>
<td></td>
</tr>
<tr>
<td>Website visitors (people visiting the site)</td>
<td>7,409</td>
</tr>
<tr>
<td>Page views</td>
<td>32,823</td>
</tr>
</tbody>
</table>

### Public Comments

- **FDOT.Listens email address**: Nearly 1,200
- **Since Oct/Nov Task Force Meetings**: Over 150

*Numbers represent Dec. 2, 2019 – Jan. 31, 2020*
## M-CORES Web Mapping Application View Counts

<table>
<thead>
<tr>
<th>Corridor</th>
<th>View Count</th>
<th>Average Daily View Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>M-CORES Northern Turnpike Corridor</td>
<td>1,282</td>
<td>21.37</td>
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<tr>
<td>M-CORES Southwest-Central Corridor</td>
<td>1,511</td>
<td>25.18</td>
</tr>
<tr>
<td>M-CORES Suncoast Corridor</td>
<td>2,135</td>
<td>35.58</td>
</tr>
</tbody>
</table>

*Numbers represent Dec. 2, 2019 – Jan. 31, 2020*
Staying Engaged

One-On-One Meetings, Presentations and Phone Conversations

- Task Force Members
- Local Agencies

Updating the Public

- Social Media
- Sign up for e-newsletters at FloridaMCORES.com

Workshops Available
Request through FDOT.listens@dot.state.fl.us
Next Steps for Engagement

Task Force Meeting #5
• **March 25**
  Hilton Ocala
  3600 SW 36th Avenue
  Ocala, FL 34474

Community Open House
• **March 26**
  College of Central Florida – Levy Campus
  15390 NW Hwy 19
  Chiefland, FL 32626
Workforce Development

Task Force Meeting #4

February 12, 2020
Florida’s Work Program is one of the largest in the country
- Total Adopted Funding & Budget for 2019/2020 – 2023/2024 = $52.2B
  - 46% for Construction
- 514 Active Construction Contracts
  - $12.9B

State Highway System = 44,424 Lane miles
- 334,216 Daily Vehicle Miles Traveled (DVMT)

Sources: FDOT Adopted Work Program Charts (07/01/2019), FDOT Contract Analytics, FDOT 2018 SHS Report
Florida is 3rd largest State in the U.S. by population

Florida is 2nd fastest growing State in the U.S.

Population Density:
- 2019 Current – 21.5 million
- 2070 Future – 33.7 million

Florida is the leading relocation State in the U.S.

127 million visitors in 2018
- 2026 Forecast – 168.9 million
2019 Unemployment Rates

- CITRUS COUNTY: 4.6%
- SUMTER COUNTY: 4.6%
- MARION COUNTY: 3.7%
- LEVY COUNTY: 3.6%
- FLORIDA: 3.1%

Statewide Average: 3.1%

Source: Florida Department of Economic Opportunity, 2019
Employment by Industry

- Construction
- Accommodation & Food Services
- Government & Government Enterprise
- Retail Trade
- Health Care & Social Assistance

Source: Bureau of Economic Analysis, 2019
F.S. Section 334.044(35) – Duties of the department

- 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.

- The workforce development program is intended to provide direct economic benefits to communities in which the department is constructing infrastructure projects and to promote employment opportunities, including within areas of low income and high unemployment.

- The department shall merge any of its own existing workforce services into the program to create a robust workforce development program. The workforce development program must serve as a tool to address the construction labor shortage by recruiting and developing a group of skilled workers for infrastructure projects to increase the likelihood of department projects remaining on time and within budget.
F.S. Section 334.044(35) – Duties of the department (Cont.)

- 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.
- 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.

F.S. Section 338.2278(8) – Multi-use Corridors of Regional Economic Significance Program

- For “Workforce development program, $2.5 million, to be used as specified in s. 334.044(35)”
FDOT Statewide Workforce Development Training Program:

- **Goal:** To recruit, train and employ individuals who have not been exposed to the road and bridge construction industry

- **Activities:**
  - Partnership with FDOT contractors and local community partners
  - Recruitment
  - Orientation (One day)
  - Training course (Weeklong)
  - Possible Employment
  - Case management (1-year post employment)
ONBOARD4JOBS:

- **Goal:** Help job seekers gain employment on road and bridge construction projects with local contractors and increase the number of minorities, females and veterans on road and bridge construction contracts.

- **Activities:**
  - Hiring Fairs
  - Online Job Opportunities
Under Development:

- Prison Inmate Transition Program
  - Conceptual Goal: To transition released prison inmates from the correctional system into road and bridge construction jobs
Non-College Bound Student Programs

**Construction Career Days (CCD):**

- **Goal:** One day event for Florida’s 11th and 12th grade and vocational students to learn about career paths in the road and bridge construction industry through partnerships between FDOT, Contractors and Engineering Consultants

<table>
<thead>
<tr>
<th>Locations</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Orlando</td>
<td>01/30 – 01/31/2020</td>
</tr>
<tr>
<td>Davie</td>
<td>10/20 – 10/21/2020</td>
</tr>
<tr>
<td>Jacksonville</td>
<td>02/25 – 02/27/2020</td>
</tr>
<tr>
<td>Milton</td>
<td>04/28 – 04/29/2020</td>
</tr>
<tr>
<td>Tampa</td>
<td>02/20/2020</td>
</tr>
</tbody>
</table>
Under Development:

- **Summer Youth Internship Program**
  - **Conceptual Goal:** To provide a 4 to 6-week part-time hands-on internship to Florida’s 11th and 12th grade and vocational students, with a local contractor, on a FDOT construction project.

- **Construction Career Academy**
  - **Conceptual Goal:** To provide a one-day academy for Florida’s 11th and 12th grade and vocational students to provide a more in-depth exposure to career paths in the road and bridge construction industry.
Amy Tootle, P.E.
Corridor Program Manager
Amy.Tootle@dot.state.fl.us
Local Government Comprehensive Plans and Regional and Community Visions

Task Force Meeting #4

February 12, 2020
Community Planning in Florida

- Community Vision
- Comprehensive Plan
- Land Development Regulations
- Permitting

General Conceptual

Specific Technical
Comprehensive Plans

• Part II, Chapter 163, F.S. requires all local governments to adopt a comprehensive plan including these Elements:
  • Mandatory: Future Land Use; Transportation; Water Supply and Sanitary Infrastructure and Groundwater; Conservation; Recreation & Open Space; Housing; Coastal Management; Capital Improvements; Intergovernmental Coordination
  • Optional: Public School Facilities; Airport Master Plan; Public Buildings; Community Design; Redevelopment; Public Safety; Hazard Mitigation / Post Disaster Plan; Historic and Scenic Preservation; Economic

• Comprehensive plans must include minimum criteria, but the approaches for meeting criteria can be determined by the local government
Comprehensive Plans and Corridor Plans

• F.S. Section 337.273
  • The designation and management of transportation corridors can best be achieved through the inclusion of transportation corridors in the local government comprehensive plans….in order to ensure comprehensive planning for future development and growth…

• F.S. Section 338.2278
  • Not later than December 31, 2023, a local government that has an interchange within its jurisdiction shall review the applicable task force report and its local comprehensive plan ...The local government review must include consideration of whether the area in and around the interchange contains appropriate land uses and natural resource protections and whether the comprehensive plan should be amended to provide such appropriate uses and protections.
• DEO and FDOT reviewed 18 current comprehensive plans in the Northern Turnpike Corridor study area
  • 4 county plans
  • 14 municipal plans

• Purpose of review
  • Identify current policies related to transportation corridors
  • Identify existing and future land uses and environmental and community resources related to AMME considerations/potential guiding principles
## County Comprehensive Plans and Future Land Use Maps

<table>
<thead>
<tr>
<th>County</th>
<th>Comprehensive Plan</th>
<th>Future Land Use Map</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Year Adopted/Updated</td>
<td>Horizon Year</td>
</tr>
<tr>
<td>Citrus</td>
<td>2017</td>
<td>2030</td>
</tr>
<tr>
<td>Levy</td>
<td>2017</td>
<td>2026</td>
</tr>
<tr>
<td>Marion¹</td>
<td>2019</td>
<td>2045</td>
</tr>
<tr>
<td>Sumter²</td>
<td>2019</td>
<td>2035</td>
</tr>
</tbody>
</table>

¹ *Town of McIntosh uses Marion County Plan*

² *Includes City of Center Hill, City of Coleman and City of Webster*
<table>
<thead>
<tr>
<th>County</th>
<th>City/Town</th>
<th>Comprehensive Plan</th>
<th>Future Land Use Map</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Year Adopted/Updated</td>
<td>Horizon Year</td>
</tr>
<tr>
<td></td>
<td>Citrus</td>
<td>2011 2025</td>
<td>2019 2025</td>
</tr>
<tr>
<td></td>
<td>City of Crystal River</td>
<td>2011 2025</td>
<td>2019 2025</td>
</tr>
<tr>
<td></td>
<td>City of Inverness</td>
<td>2016 2020</td>
<td>2019 2025</td>
</tr>
<tr>
<td></td>
<td>City of Chiefland</td>
<td>2018 2028</td>
<td>2018 2028</td>
</tr>
<tr>
<td></td>
<td>City of Fanning Springs</td>
<td>2015 2025</td>
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</tr>
<tr>
<td></td>
<td>Town of Inglis</td>
<td>2010/2019 2029</td>
<td>2010/2015 2029</td>
</tr>
<tr>
<td></td>
<td>Town of Yankeetown</td>
<td>2012 2022</td>
<td>2011 2022</td>
</tr>
<tr>
<td></td>
<td>City of Williston</td>
<td>2018 2030</td>
<td>2018 2030</td>
</tr>
<tr>
<td>Marion</td>
<td>City of Belleview</td>
<td>2015 2035</td>
<td>2014 2035</td>
</tr>
<tr>
<td></td>
<td>City of Dunnellon</td>
<td>2016 2035</td>
<td>2015 2035</td>
</tr>
<tr>
<td></td>
<td>City of Ocala</td>
<td>2014 2035</td>
<td>2011 2035</td>
</tr>
<tr>
<td></td>
<td>Town of Reddick</td>
<td>2011 2022</td>
<td>2011 2022</td>
</tr>
<tr>
<td>Sumter</td>
<td>City of Bushnell</td>
<td>2011 2035</td>
<td>2011 2035</td>
</tr>
<tr>
<td></td>
<td>City of Wildwood</td>
<td>2019 2035</td>
<td>2019 2035</td>
</tr>
</tbody>
</table>
## Environmental Conservation Policies

<table>
<thead>
<tr>
<th>County</th>
<th>Policy</th>
</tr>
</thead>
</table>
| Citrus | • Use buffers when construction in the vicinity of water bodies or wetland  
        • Establish appropriate measures to protect its springs, springsheds, and surface water contributing areas. |
| Levy   | • Protect, appropriately use and conserve the quality and quantity of current and projected water sources  
        • Discourage incompatible future growth in the Coastal Zone and limit development of environmentally sensitive lands |
| Marion | • Encourage acquisition of environmentally sensitive lands  
        • Minimize adverse impacts to locally significant natural responses |
| Sumter | • Discourage filling activity within the 100-year floodplain  
        • Restrict activities that affect the survival of endangered and threatened wildlife. |
Marion County established the Farmland Preservation Area to preserve agriculture and rural character of the area.

- Designated as the Horse Capital of the World
  - Infrastructure shall reflect rural area
  - Context sensitive design
  - Avoidance of negative impacts to vital farmlands
  - Development of new corridors shall be coordinated with the Board of County Commissioners
## Planned Developments of Regional Impact

<table>
<thead>
<tr>
<th>County</th>
<th>Number of Developments of Regional Impact (DRIs)</th>
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</thead>
<tbody>
<tr>
<td>Citrus</td>
<td>4</td>
</tr>
<tr>
<td>Levy</td>
<td>None</td>
</tr>
<tr>
<td>Marion</td>
<td>9</td>
</tr>
<tr>
<td>Sumter</td>
<td>4</td>
</tr>
</tbody>
</table>

**Legend:**
- Village of Rainbow DRI
- Golden Osage Development Order
- On Top of the World DRI
- Circle Square Winds Vested DRI
- Oak Run DRI
- Spruce Creek Golf and Country Club FQD
- The Villages of Marion FQD
- Spruce Creek South FQD
- Stonecrest DRI
- Tri-County Villages DRI - Tri-County Villages Community Plan
- Village of Sumter DRI Community Plan
- Monarch Industrial Park Overlay
- Southern Villas RV Resort Overlay
### Economic Development Priorities

<table>
<thead>
<tr>
<th>County</th>
<th>Policy</th>
</tr>
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<tbody>
<tr>
<td>Citrus</td>
<td>• Leverage the extension of the Suncoast Parkway&lt;br&gt;• Support improvement projects for the intra-county road network&lt;br&gt;• Support economic development in activity centers and multimodal corridors</td>
</tr>
<tr>
<td>Levy</td>
<td>• Identify and pursue funding sources to improve infrastructure in areas of growth&lt;br&gt;• Encourage the development of business and industry that enhances and preserves the rural environment</td>
</tr>
<tr>
<td>Marion</td>
<td>• Discourage expansion of incompatible development&lt;br&gt;• Identify mechanisms to reduce impacts</td>
</tr>
<tr>
<td>Sumter</td>
<td>• Support the planned development of an intermodal logistics center&lt;br&gt;• Establish 4 types of generalized economic activity centers</td>
</tr>
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</table>
Future Land Use Map

Citrus County

- Future Land Use Districts
- Future Development Pattern
  - Corridor Planning Zones
  - Commercial Nodes
  - Future Commercial Land Uses
- Interchange Management Areas
Levy County

- Urban and Rural Land Uses
- Overlay Zones
- Environmentally Sensitive Lands
- Conservation Areas
- Natural Reservation
- Spring Protection Zone
- George T. Lewis Airport Master Plan
Marion County

Future Land Use Map

Map 1: Marion County 2045 Future Land Use Map
August 28, 2019

Future Land Use Designation:

- Urban Residential (U - 15 acres)
- Low Residential (1 - 4 acres)
- Medium Residential (5 - 9 acres)
- High Residential (10 - 18 acres)
- Rural Residential (19 - 30 acres)
- Rural Activity Center (0.5 - 2 acres)
- Park 1, 2, 3
- Environmental Protection District (EPPD)
- Municipal Water Disconnection (MWD)
- NTWI
- Special Protection Areas
- Waterfront

- Farmland Preservation Area
- On Top of the World Development of Regional Impact
- Urban Growth Boundary
- Preservation Areas
- Environmentally Sensitive Overlay Zone
- Rural Activity Center
- Future Land Use Map Series
Sumter County

• Vibrant Community Growth
• Protection of Environmental Resources
• Municipal Service Areas
• Urban Development Area
• Economic Activity Centers

City of Wildwood Municipal Service Area
<table>
<thead>
<tr>
<th>County</th>
<th>Transportation Element</th>
</tr>
</thead>
</table>
| Citrus | • Leverage public infrastructure investment to encourage economic development  
       | • Identify and designate multimodal corridors and activity centers  
       | • Designate Interchange Management Areas within Suncoast Parkway  
       | • Assure compatibility of development and development intensities  
       | • Provide the opportunity for use of multimodal transportation options to serve local and regional movements and connectivity  
       | • No new road construction west of US 19  
       | • Protection of wetlands and other environmentally sensitive lands |
| Levy   | • Identify funding sources to improve infrastructure in areas of growth  
<pre><code>   | • Support development of business and industry that enhances environment |
</code></pre>
<table>
<thead>
<tr>
<th>County/ Municipality</th>
<th>Transportation Element</th>
</tr>
</thead>
</table>
| Marion               | - Ensure direct access to manufacturing and industrial land uses  
                        - Encourage the development of interconnected multimodal transportation infrastructure  
                        - Ensure the appropriate transportation network is in place |
| Sumter               | - Monitor and plan for transportation facilities to meet demand  
                        - Provide the opportunity for use of multimodal transportation options  
                        - Promote compact growth with a variety of land uses within the municipal overlay areas  
                        - Coordinate with the Metropolitan Planning Organization (MPO) to promote and implement a regional transportation system |
| Municipalities       | - Provide transportation facilities to meet current and future demands  
                        - Accommodate pedestrian and bicycles  
                        - Coordinate with MPO, County and Florida Department of Transportation |
• North Central Florida Strategic Regional Policy Plan
• East Central Florida 2060 Plan (Strategic Regional Policy Plan)
• Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region
• How Did We Grow? An Analysis of Growth in Central Florida
• One Bay—Livable Communities Vision for Tampa Bay Area
### City/Town Vision Statements

<table>
<thead>
<tr>
<th>City/Town</th>
<th>Vision Statement</th>
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</thead>
<tbody>
<tr>
<td>City of Inverness 2020 Vision</td>
<td>“Inverness will continue to be a safe and friendly community, and its citizens expect their government to be progressive, dynamic, and responsive to their needs. Retention of family values and affordable lifestyles are cornerstones of Inverness’ future. The citizens will seek new ways for the community to grow, while refusing to let the city lose its small town flavor, country charm, and rural atmosphere. Community pride will increase because of what Inverness has already accomplished and its citizens’ commitment to do even more in the next ten years”.</td>
</tr>
<tr>
<td>City of Ocala 2035 Vision</td>
<td>“Ocala is… a great place to live, play, and prosper”.</td>
</tr>
<tr>
<td></td>
<td>A key aspect of the Ocala 2035 Vision is connectivity, both internal to the City and external to surrounding jurisdictions, natural features, and the larger region.</td>
</tr>
<tr>
<td>City/Town</td>
<td>Vision Statement</td>
</tr>
<tr>
<td>---------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| City of Belleview Vision  | Motto: “City with Small Town Charm”.  
Vision: “dedicated to maintaining our old Florida heritage and small town charm while striving for excellence in improving the overall quality of life.”          |
| City of Dunnellon Vision  | “In 2004 and the immediate years to follow, Dunnellon will continue to be a City of great natural beauty with a historic downtown center. Dunnellon is dedicated to preserving and enhancing its historic, cultural, economic, environmental, and recreational assets while planning and building for the future.” |
| City of Crystal River Vision | “Crystal River is a unique waterfront community that balances the preservation and enhancement of its environmental resources with eco-friendly business and residential practices”. |
| City of Chiefland Vision  | Chiefland is the “Gem of the Suwannee Valley”.                                                                                                           |
Relationship to Other Plans

- Florida Transportation Plan
- FL Strategic Plan for Economic Development
- FL Water Plan
- State Comprehensive Plan
- Statewide Conservation Plans
- FL Water Plan
- MPO Long-Range Transportation Plan
- Comprehensive Economic Development Strategy
- Regional Water Supply Plan
- Local Government Comprehensive Plan
- Strategic Regional Policy Plan
- Transportation Improvement Plan
- Land Development Regulations
Amending Comprehensive Plans

- Three processes
  - Small scale
  - Expedited review (anticipated for most corridor related amendments)
  - State coordinated review
- State agencies review amendment impacts to important state resources and/or facilities
# Amending Comprehensive Plans

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Potential Approach</th>
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<tbody>
<tr>
<td>While Task Force is meeting</td>
<td>No amendments required, but good opportunity for local governments review data, maps, and policies</td>
</tr>
<tr>
<td>After Task Force submits final report</td>
<td>Can amend plan to incorporate guiding principles and potential corridor paths/courses</td>
</tr>
<tr>
<td>By December 31, 2023</td>
<td>Amend plan to address land use and natural resource protection around proposed interchanges and consistency issues</td>
</tr>
</tbody>
</table>
Wekiva Parkway Video

Task Force Meeting #4

February 12, 2020
Advance construction of regional corridors intended to accommodate **multiple modes of transportation** and multiple types of infrastructure.

- **Freight Rail, Wildwood**
  - Source: CSX Transportation
- **Transit Buses, Ocala**
  - Source: SunTran
- **Dunnellon Trail, Dunnellon**
  - Source: Google Earth
Key System Statistics

- 1 Strategic Intermodal System (SIS) Railway Corridor
- 1 Strategic Growth Railway Corridor
- ~158 Total track miles
- 77 At-grade crossings
- 1 Rail interchange

Purpose/Use

- No passenger service
- Freight, moving various commodities
- ~15 Daily train movements

Source: FDOT, FRA, CSXT, Pinkly
Existing Transit Infrastructure

- **Key System Statistics**
  - 704,725 Fixed route revenue miles
    - 43,191 Fixed route revenue hours
  - 3,263,371 Paratransit revenue miles
    - 2,865,335 Paratransit revenue hours

- **Purpose/Use**
  - 95,513 Service areas population
  - 476,577 Annual bus ridership
  - 124,121 Annual demand response

*Source: FDOT, CTD, NTD*
Existing Trail Infrastructure

- **Key System Statistics**
  - 719.5 Total trail miles
  - 74.6 SUN Trail miles
  - 173 Miles of SUN Trail gaps

- **Purpose/ Use**
  - Recreational
  - Multi-modal transportation
  - Public facilities and amenities
  - Higher trail ridership

Source: FDOT, FGDL, FDEP
Agenda

- Statewide Model
- Model Data
- 2018 Existing Traffic Conditions
- Summary & Questions
• Traffic Support for M-CORES
  – Consistent Methodology for All Corridor Study Areas
  – High-Level Connectivity & Mobility Needs
  – 1 Travel Demand Model
• Statewide Model
  – Validated Base Year 2015
  – Forecast Year 2050
  – Forecast Traffic for PD&E Corridors
Model Data

Major Inputs
- Land Use
- Roadway Network

Statewide Model

Primary Output
- Estimated Daily Traffic
Land Use – Population & Employment

- Consistent with Local Plans
- Within Metropolitan Planning Organizations (MPO) Areas
  - Population & Employment from Regional / County Adopted Models
- Outside of MPO Area
  - Population from University of Florida Bureau of Economic & Business Research (BEBR)
  - Base Year Employment from US Bureau of Economic Analysis (BEA)
  - Forecast Year Employment from Woods & Poole Economics, Inc
2018 Existing Traffic Conditions

- FDOT Traffic Counts
- Peak Season Daily Traffic
  - Higher Traffic During Certain Times of Year
  - Visitors and Tourists
  - Seasonal Residents

2018 Peak Season Daily Traffic (Vehicles Per Day)

- 0 - 5,000
- 5,001 - 20,000
- 20,001 - 40,000
- 40,001 - 60,000
- 60,001 - 100,000
- 100,001 - 200,000

- Northern Turnpike Corridor Study Area
- Suncoast Parkway 2 - Under Construction
- Suncoast Parkway 2 - Proposed
- County Boundaries

[Map showing traffic conditions with different color codes for traffic volume]
2018 Existing Traffic Conditions

• Peak Hour Traffic
  - Based on Typical Peak Travel Conditions in the Peak Direction
  - Can Occur on Weekend or Weekday

2018 Peak Hour Traffic (Vehicles Per Hour)

<table>
<thead>
<tr>
<th>Traffic Range</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 200</td>
<td>Northern Turnpike Corridor Study Area</td>
</tr>
<tr>
<td>201 - 1,000</td>
<td>Suncoast Parkway 2 - Under Construction</td>
</tr>
<tr>
<td>1,001 - 2,000</td>
<td>Suncoast Parkway 2 - Proposed</td>
</tr>
<tr>
<td>2,001 - 3,000</td>
<td></td>
</tr>
<tr>
<td>3,001 - 5,000</td>
<td></td>
</tr>
<tr>
<td>5,001 - 9,900</td>
<td>County Boundaries</td>
</tr>
</tbody>
</table>
2018 Existing Traffic Conditions

- Truck Traffic
  - Total Trucks per Day on Each Segment
  - Truck Percentage of Total Traffic

2018 Daily Truck Traffic (Trucks Per Day)

- 0 - 1,500
- 1,501 - 3,500
- 3,501 - 6,000
- 6,001 - 10,000
- 10,001 - 15,000
- > 15,000

- Northern Turnpike Corridor Study Area
- Suncoast Parkway 2 - Under Construction
- Suncoast Parkway 2 - Proposed
- County Boundaries
- Truck Percentage
• Consistent Approach
  • Statewide Travel Demand Model
  • FDOT Process for New Corridors
  • Comparable Results
• Model Years for 2015, 2050
• Data from Local, Adopted Plans, & Other Reputable Sources
• Existing Traffic Conditions
  • Light to Heavy Traffic Volumes in the Study Area
  • High Truck Percentages
Agenda

WHY?
Statutes

WHAT?
Feasibility Components

HOW?
Process

WHEN?
Project Phases
Section 339.1373, F.S. requires FDOT to -

- **Allocate sufficient funds** to implement the M-CORES Program
- **Develop a plan** to expend the revenues as specified in s. 338.2278
- **Amend the current tentative work program** for the 2019-2020 through 2023-2024 fiscal years to include Program projects
- Prior to adoption of the work program, **submit a budget amendment** requesting budget authority necessary to implement the Program
• Feasibility Defined in Florida Statutes

**Florida Statutes, Section 338.2278**

The three M-CORES Corridors are subject to the economic and environmental feasibility statement requirements of Florida Statutes (FS) Section 338.223

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**Potential Funding Sources**

- State Funding
- Turnpike Revenue Bonds
- Private Funding
- Other Funding
- Local Funding
M-CORES projects may be funded through combination of:

- **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**
- Right-of-way donations
- Portion of toll revenue may be used to repay advances received from the State Transportation Trust Fund
## Program Funding Level

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>M-CORES</th>
<th>SCRAP</th>
<th>SCOP</th>
<th>TDTF</th>
<th>Workforce Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019-2020</td>
<td>$12.5 million</td>
<td>$10 million</td>
<td>$10 million</td>
<td>$10 million</td>
<td>$2.5 million</td>
</tr>
<tr>
<td>2020-2021</td>
<td>$57.5 million</td>
<td>$10 million</td>
<td>$10 million</td>
<td>$10 million</td>
<td>$2.5 million</td>
</tr>
<tr>
<td>2021-2022</td>
<td>$101.7 million (estimated)</td>
<td>$10 million</td>
<td>$10 million</td>
<td>$10 million</td>
<td>$2.5 million</td>
</tr>
<tr>
<td>2022-2023 &amp; thereafter</td>
<td>$105.9 million (estimated)</td>
<td>$10 million</td>
<td>$10 million</td>
<td>$10 million</td>
<td>$0</td>
</tr>
</tbody>
</table>

- These funding allocations are in addition to other statutory funding allocations.
Suncoast Parkway 2 Phase 1 – Cost Example

- 13 miles four-lane toll facility (US 98 to SR 44)
- One wildlife corridor and three wildlife culverts
- 15 new bridges
- Two all-electronic tolling gantries and equipment buildings
- Suncoast Trail extension to SR 44
- Pedestrian overpass over US 98
- Construction cost approx. $134M
- www.floridasturnpike.com/suncoast2.html
• 25-mile tolled expressway
• Total cost of $1.6 billion includes $500 million of non-toll road improvements (7 miles of SR46 widening, service roads, 10 miles of multi-use trail, etc.)
• www.wekivaparkway.com
Feasibility Components

Feasibility Includes:

1. Environmental Feasibility
   • Determined as part of the Project Development & Environment (PD&E) Study
   • Ensures New Roadway Project Can Be Constructed to Minimize Environmental Impacts (to Extent Possible)
   • Focuses on the Natural, Physical, and Social Environments

2. Economic Feasibility
   • Determined during the Design Phase
   • Financial Evaluation for New Roadway Projects
   • Based on the Project’s Net Revenue Forecast
   • Considers Other Funding Sources
• Determined during the Design Phase
• Requires Net Revenue Forecast
• Utilizes Design-Level Project Cost Estimate

1. **Estimate Net Revenue**
   - Investment-Grade Level Traffic & Revenue Study

2. **Determine Turnpike Funding Contribution**

3. **Address Funding Shortfall**
   - Project Cost
   - Other Funding
Project Development Process

**Task Force**
- **Objectives**
  - Develop Guiding Principles – Oct 2020
  - Data Collection
  - Interagency Coordination
  - Review Needs of Project Areas
  - Design Recommendations
  - Avoidance Minimization Mitigation & Enhancement (AMME) Recommendations
  - Public Involvement and Stakeholder Coordination

- **Public Meetings**
  - Task Force Meetings
  - Community Open Houses

**Planning and Corridor Evaluation**
- **Objectives**
  - Purpose and Need Statement
  - Alternative Corridors Development
  - Alternative Corridors Evaluation
  - Corridor Segmentation
  - Interagency Coordination and Review
  - Traffic Analysis
  - Public Involvement and Stakeholder Coordination

- **Public Meetings**
  - Corridor Public Workshops
  - Recommended Corridor Public Meeting
  - Local Government, Stakeholder, and Advisory Committee Meetings

**Project Development & Environment and Design**
- **Objectives**
  - Develop and Evaluate Alternative Alignments
  - Implement AMME Recommendations from Task Force
  - Resources Evaluation
  - Agency Review and Concurrence
  - Stormwater and Water Quality
  - Permitting
  - Utility, Rail, Right-of-Way Coordination
  - Public Involvement and Stakeholder Coordination
  - Prepare Design-Level Cost Estimate
  - Conduct Investment-Grade Level Traffic & Revenue Study

- **Public Meetings**
  - Alternative Public Workshops
  - Public Hearing for Preferred Alternative
  - Local Government, Stakeholder, and Advisory Committee Meetings

**Right-of-Way**
- **Objectives**
  - Residential & Business Owner Notifications
  - Residential & Business Property Appraisal
  - Negotiations to Purchase
  - Closing Process

- **Public Meetings**
  - Public Information Meetings

**Construction**
- **Objectives**
  - Construct M-CORES
  - Implement Mitigation and Enhancements

- **Public Meetings**
  - Public Information Meetings

**Key Dates**
- **2019**
  - Overlaps with Task Force

- **2030**
  - Overlaps with all steps

**Segments**
- Overlaps with Project Development & Environment and Design
- Overlaps with Design and Right-of-Way as segments complete

**Public Input**
- Overlaps with all steps
• Consistent with Statutes
• During the Design Phase
  – Turnpike Funding Contribution
  – Design-Level Cost Estimate
• Consider Other Funding Sources to Address Any Funding Shortfall
Discussion of Alternative Corridor Evaluation Process Consistent with Guiding Principles

Task Force Meeting #4

February 12, 2020
• What is the Alternative Corridor Evaluation Process?
  • ACE is a planning study that evaluates alternatives

• What does the Enhanced Alternative Corridor Evaluation Process look like for M-CORES?
  • Planning Screen with path/courses
  • Programming Screen with Alternative Corridors

• What are Paths/Courses?
  • Broad geographic area for a transportation corridor connecting two or more locations, indicating a general direction of movement
**Alternative Corridor Evaluation (ACE)**

- **Path/Course Development**
- Identify “Push” and “Pull” factors for additional analysis
  - “Push” factors – areas that should be avoided
  - “Pull” factors – attractiveness factors such as areas identified for economic growth or enhancement
- Develop initial Paths/Courses using Guiding Principles established by the Task Force
- Path/Course Refinement based on Guiding Principles
- Paths/Courses may be removed from further consideration based on feedback gained during the ACE process
First step is to define the Avoidance Areas

- Will not impact
- No new corridor through
- Areas resulting from Task Force Member Guiding Principles
Break

floridamcores.com
Path/Courses for Northern Turnpike Corridor

Task Force Meeting #4

February 12, 2020
### Areas of Avoidance: Layers

#### “Will Not Impact” Layers
- Springheads
- High Risk Coastal Zones
- Cultural Sites (Archaeological & Sites with, or the potential for, Human Remains)
- Tribal Lands
- Cemeteries
- National Register Sites (Currently Listed)
- Military Installations

#### “No New Corridors Through” Layers
- Aquatic Preserves
- Coastal Avoidance Areas
- Florida Forever Owned Properties
- Managed Areas
- Mitigation Banks
- State Forests*

#### Areas Resulting from Task Force Member Guiding Principles
- Wildlife Refuges
- Airports
- Hospitals
- Prisons
- Public Water Supply Plants
- Wastewater Facilities
- Certified Power Plants

* Preserve ability to traverse the Cross Florida Greenway with potential enhancement opportunities. Needs Discussion.
Guiding Principles

Draft Guiding Principles Worksheet

All the topics discussed at the Task Force Meetings were used in the development of the overall guiding principles. This table demonstrates how each discussed topic is incorporated into the Guiding Principles.

<table>
<thead>
<tr>
<th>Natural</th>
<th>Conservation Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Enhance natural resources by applying innovative planning and design strategies aimed at protecting, restoring and conserving habitats and natural ecosystems.</td>
<td></td>
</tr>
<tr>
<td>2. Avoid, Minimize, or Mitigate, if required, impacts to conservation areas including:</td>
<td></td>
</tr>
<tr>
<td>a. public conservation lands (Florida Preservation 2000 Act lands and Florida Forever Program acquired lands and projects).</td>
<td></td>
</tr>
<tr>
<td>b. lands identified as priority 1 and 2 in the Florida Ecological Greenways Network.</td>
<td></td>
</tr>
<tr>
<td>c. managed lands, and</td>
<td></td>
</tr>
<tr>
<td>d. mitigation banks and easements.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Topics Discussed at Task Force Discussion by Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avoid/Minimize</td>
</tr>
<tr>
<td>Consider impacts to Florida Forever Prospective lands as they are already prioritized for purchase and be mindful that not all Florida Forever lands projects are &quot;active&quot; as the owners may choose to remove them.</td>
</tr>
<tr>
<td>Consider areas where there are prescribed fires or controlled burning/smoke sheds.</td>
</tr>
<tr>
<td>Consider State public lands have management plans with optimal boundaries.</td>
</tr>
<tr>
<td>Avoid Mitigation banks and easements.</td>
</tr>
<tr>
<td>Consider impact to priority 1 and 2 of the Florida Ecological Greenways Network (FEGN)—these may have different weights in the avoidance process.</td>
</tr>
<tr>
<td>Avoid regionally significant resources identified in the Regional Planning Council's Strategic Regional Policy Plans.</td>
</tr>
</tbody>
</table>
## Natural

### Wildlife and Habitat

<table>
<thead>
<tr>
<th>3. Avoid, Minimize, or Mitigate, if required, impacts to endangered or threatened species and their habitats, and wildlife corridors.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Avoid/Minimize</strong></td>
</tr>
<tr>
<td>- Avoid and minimize impact to critical habitat areas.</td>
</tr>
<tr>
<td>- Focus on regionally significant wildlife and conservation identified in the Regional Planning Council’s Plans.</td>
</tr>
<tr>
<td>- Consider Wildlife corridor linkage interruptions, wildlife corridors – species and animal dispersal patterns, and areas where there is significant animal fatalities/mortalities.</td>
</tr>
<tr>
<td>- Minimize wildlife corridor interruptions and avoid creating further bottlenecks or severing the wildlife corridors.</td>
</tr>
<tr>
<td><strong>Mitigate</strong></td>
</tr>
<tr>
<td>- Follow the Wekiva Parkway model for mitigating impacts wildlife corridor by elevating some sections of the road to avoid wildlife impacts.</td>
</tr>
<tr>
<td>- Consider and evaluate design features and the need for acquisition of state conservation lands that mitigate the impact on wildlife habitat.</td>
</tr>
<tr>
<td><strong>Enhance</strong></td>
</tr>
<tr>
<td>- Protect and enhance wildlife corridors.</td>
</tr>
<tr>
<td>- Consider innovative concepts to combine right-of-way acquisition with the acquisition of lands or easements to facilitate environmental mitigation or ecosystem, wildlife habitat protection or restoration.</td>
</tr>
<tr>
<td>- Recognize the existing network of conservation lands, and habitats for fish and wildlife and look for opportunities to enhance the existing network through restoration of water quality and habitats in order to allow for natural functions to continue.</td>
</tr>
<tr>
<td>- Look for opportunities to improve the road environmentally and also enhancement opportunities within the green swamp wildlife corridor by looking at connectivity to the ecological greenway to the north of the study area up to the Withlacoochee area.</td>
</tr>
</tbody>
</table>
### Guiding Principles

**Natural**

<table>
<thead>
<tr>
<th>Water Resources</th>
<th>4. Avoid, Minimize, or Mitigate, if required, impacts to important water resources including:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>a. spring protection zones/springheads,</td>
</tr>
<tr>
<td></td>
<td>b. outstanding Florida waters</td>
</tr>
<tr>
<td></td>
<td>c. groundwater recharge areas,</td>
</tr>
<tr>
<td></td>
<td>d. wetlands,</td>
</tr>
<tr>
<td></td>
<td>e. floodplains, and</td>
</tr>
<tr>
<td></td>
<td>f. other surface waters</td>
</tr>
<tr>
<td></td>
<td>5. Enhance spring priority focus areas and impaired water bodies by capitalizing on opportunities to convert septic to sewer systems, and watershed-wide water quality improvements.</td>
</tr>
<tr>
<td></td>
<td>6. Avoid, or Minimize impacts to sinkhole and karst areas.</td>
</tr>
</tbody>
</table>

**Avoid/Minimize**

- Avoid or minimize impact to spring protection areas, groundwater and surface water resources.
- Pay closer attention to very scarce wetland with higher ecological values such as hydric pine flatwoods.
- Include second and third magnitude springs.
- When feasible (or practical) avoid watershed impacts and not further impairing wetlands.
- Use the guiding principles from Wekiva Parkway.
- Sink holes swallets, where water goes into the aquifer.

**Mitigate**

- Repurpose stormwater management sites—for instance utilize empty ponds for future water needs.
- Find ways to leverage offsetting compensation when impacts are unavoidable.
- Consider and evaluate design features and the need for acquisition of state conservation lands that mitigate the impact on water quality and quantity of springs, rivers, and aquifer recharge areas.

**Enhance**

- Protect or enhance primary spring protection zones.
- Consider innovative concepts to combine right-of-way acquisition with the acquisition of lands or easements to facilitate water quality protection or restoration.
- Provide centralized sewer to unincorporated areas and consider rural economic development with regard to septic impacts and counties which may have limited resources to support the sewer systems.
- Use multimodal/multimuse corridor to turn challenges into opportunities—for example finding ways to improve water quality standards within impaired water bodies.
- Include a regional approach to stormwater management as there are opportunities for multifunctional stormwater systems to provide more recharge, more reduction of nutrients, alternatives water supplies through partnership with local communities to address alternative water supply needs.
- Map impaired water bodies and consider them as opportunities.
### Cultural

1. Avoid or Minimize impacts to existing neighborhoods and residential communities by maintaining the surrounding character, while accommodating potential growth and development.

2. Avoid or Minimize impacts to cultural resources including historical and archaeological resources, as well as lands owned by Native American tribal nations.

<table>
<thead>
<tr>
<th>Avoid/Minimize</th>
<th>Topics Discussed at Task Force Discussion by Type</th>
<th>Mitigate</th>
<th>Enhance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keep the small charm of cities and neighborhoods, and characteristics of horse farms.</td>
<td></td>
<td></td>
<td>Preserve and provide access to outdoor, hunting and other recreational activities.</td>
</tr>
<tr>
<td>Minimize billboards to protect the image of rural countryside.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accommodate the growth without losing rural County’s identity.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Consider Local Government Comprehensive Plans and look at what the communities want protected and what type of character or development in downtown they prefer.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avoid historically significant structures and communities, archeological significant areas and graveyards.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avoid anything listed or eligible for listing in the National Historical Preservation Act.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# Guiding Principles

**Social**

1. Enhance mobility and accessibility in areas with a high concentration of transportation-disadvantaged populations.
2. Enhance economic development opportunities by locating interchanges in a manner that considers the local land use vision and goals.
3. Avoid, Minimize, or Mitigate, if required, impacts to farmland preservation areas, Florida Rural and Family Lands Protection Program lands, agricultural lands, and timber lands.
4. Consider transportation of agricultural products to distribution centers and markets and minimize impacts to productive agricultural lands.
5. Enhance access to emergency shelters and other emergency facilities.

<table>
<thead>
<tr>
<th>Topic Discussed</th>
<th>Task Force Discussion by Type</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Avoid/Minimize</strong></td>
<td></td>
</tr>
<tr>
<td>Consider land use planning priorities from Comprehensive Plan when locating interchanges.</td>
<td></td>
</tr>
<tr>
<td>Consider growth pattern included in the future land use maps.</td>
<td></td>
</tr>
<tr>
<td>Avoid Rural and Family Lands Protection Program lands and farmland preservation areas.</td>
<td></td>
</tr>
<tr>
<td>Be mindful of the complexity associated with agricultural, farmland and conservation properties.</td>
<td>Consider dividing these areas by the type of use for maximization and avoid future purpose.</td>
</tr>
<tr>
<td>Consider the differences between livestock and timber properties, also the differences between farmland and timber land.</td>
<td>Consider developing corridors that replace the impact on agricultural land use.</td>
</tr>
<tr>
<td>Be mindful that major land owners may impose the corridor alignment and that not all land owners are the same as their different values and perspectives on what to do with their land in regard to agriculture conservation.</td>
<td></td>
</tr>
<tr>
<td>Avoid preventing any type of travel for distributors, yielding products to where they need to go.</td>
<td></td>
</tr>
<tr>
<td>Avoid splitting farms—don’t split the land tracts, large agricultural tracts, cause farms, and forestry tracts with wildlife crossings.</td>
<td></td>
</tr>
<tr>
<td>Consider agricultural areas by imaging non-engaged lands and crop type in understanding potential social impacts.</td>
<td></td>
</tr>
<tr>
<td><strong>Mitigate</strong></td>
<td></td>
</tr>
<tr>
<td>Consider tractor corridor accessibility (via underpass or side roads) to agricultural lands when there are impacts.</td>
<td></td>
</tr>
<tr>
<td>Work with local governments to obtain public input on rural agricultural landscape with regard to protection or inclusion in planning documents.</td>
<td></td>
</tr>
<tr>
<td>Consider and evaluate design features and the need for acquisition of state conservation lands that mitigate the impact on agricultural land use.</td>
<td></td>
</tr>
<tr>
<td><strong>Enhance</strong></td>
<td></td>
</tr>
<tr>
<td>Protect or enhance farmland preservation areas.</td>
<td></td>
</tr>
<tr>
<td>Consider low income populations and provide travel options by preventing making a toll road the sole option for people to move from point-to-point to another.</td>
<td></td>
</tr>
<tr>
<td>Look for opportunity to work with smaller communities visioning and planning to help them when corridor crosses through their area.</td>
<td></td>
</tr>
<tr>
<td>Coordinate with existing plans and whether they can be used for purpose, for instance the new interchange with Turnpike and any physical enhancement considerations.</td>
<td></td>
</tr>
<tr>
<td>Support programs that encourage voluntarily acquisition of agriculturally based conservation easements in order to strategically guide growth or future land use.</td>
<td></td>
</tr>
<tr>
<td>Consider integration with ferrosity biomass with wildlife crossings—Use Wekiva Parkway as an example for integration techniques.</td>
<td></td>
</tr>
<tr>
<td>Work with local governments to realize better understanding of agriculture opportunities.</td>
<td></td>
</tr>
<tr>
<td>Consider sheltering in the areas with vulnerable populations and assist people with utilizing during emergency evacuations by providing mobility options.</td>
<td></td>
</tr>
<tr>
<td>Look for accessibility of the corridor during hurricane evacuation and fuel availability as well.</td>
<td></td>
</tr>
<tr>
<td>Consider what the ultimate future (vision for the future) of lands looks like in terms of the green space and the location of the corridor.</td>
<td></td>
</tr>
</tbody>
</table>
## Guiding Principles

1. Minimize impacts to environmentally sensitive areas by locating the corridor such that it follows existing transportation rights of way and utility corridors or easements where feasible.
2. Enhance local and regional transportation network connectivity.

<table>
<thead>
<tr>
<th>Physical</th>
<th>Topics Discussed at Task Force Discussion by Type</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Avoid/Minimize</strong></td>
<td><strong>Mitigate</strong></td>
</tr>
<tr>
<td>• When it is impossible to avoid sensitive environmental areas consider avoidance using bridges and co-location with existing infrastructure.</td>
<td>• Follow Welkiva co-location model by integrating highway and wildlife corridors.</td>
</tr>
<tr>
<td><strong>Enhance</strong></td>
<td></td>
</tr>
<tr>
<td>• Decision for interchange plans should be guided by land use planning priorities that have been established by the Comprehensive Plans.</td>
<td></td>
</tr>
</tbody>
</table>
Next Steps

Task Force Meeting #4

February 12, 2020
Next Steps

- Meeting materials posted online today
- Meeting summary to be distributed in next 2 weeks
- Please complete meeting evaluation form before you leave today
• **Task Force Meeting #5:** March 25, 2020  
  Hilton Ocala, 3600 SW 36th Avenue, Ocala, FL 34474

• **Community Open House:** March 26, 2020  
  College of Central Florida – Levy Campus, 15390 NW Hwy 19  
  Chiefland, FL 32626