Introductions, Update, and Agenda Review

Suncoast Corridor Task Force Meeting #4

February 11, 2020
State Agencies Involved Within the Study Area

- Greg Evans - Chair, Department of Transportation
- Jason Peters - Vice Chair, Department of Transportation
- Chris Stahl, Department of Environmental Protection
- Brian McManus, Department of Economic Opportunity
- Mary Cross, Department of Education
- Paul D. Myers, Department of Health
- Chris Wynn, Fish and Wildlife Conservation Commission
- The Honorable Pegeen Hanrahan, Department of Agriculture and Consumer Services
- Mark Futrell, Florida Public Service Commission
- Eric Anderson, Enterprise Florida
- Chris Lee, Department of Business and Professional Regulation
- Diane Head, CareerSource Florida
- Audrey Kidwell, Volunteer Florida
Local Government Officials

- The Honorable Scott Carnahan, Citrus County
- The Honorable Mark Hatch, Dixie County
- The Honorable Todd Gray, Gilchrist County
- The Honorable Betsy Barfield, Jefferson County
- The Honorable Anthony Adams, Lafayette County
- The Honorable Matt Brooks, Levy County
- Brian Kauffman, Madison County
- The Honorable Pam Feagle, Taylor County
Metropolitan Planning Organizations

- The Honorable Kristin Dozier, Capital Region TPA
- The Honorable Jeff Kinnard, Hernando/Citrus MPO

Regional Planning Councils

- The Honorable Ronald E. Kitchen, Jr., Tampa Bay RPC
- Chris Rietow, Apalachee RPC
- Scott Koons, North Central Florida RPC
Environmental Groups

Thomas Hawkins, 1000 Friends of Florida
Charles Lee, Audubon Florida
Kent Wimmer, Defenders of Wildlife
Janet Bowman, The Nature Conservancy

Local Water Management Districts

Lyle Seigler, Northwest Florida WMD
Warren Zwanka, Suwannee River WMD
Michelle Hopkins, Southwest Florida WMD
Community Individual or Member of Non-Profit Organization

Christopher Emmanuel, Florida Chamber of Commerce
Ken Armstrong, Florida Trucking Association
Randy Wilkerson, Florida Rural Water Association
Chris Bailey, Florida Internet and Television Association
Susan Ramsey, Florida Economic Development Council
Charles Shinn, Florida Farm Bureau
John Grosskopf, North Florida Community College
Dr. Lawrence Barrett, Florida Gateway College
Location address:
Madison Church of God Life Center
771 NE Colin Kelly Highway
Madison, Florida 32340

Guillermo Vidal will dial 9-1-1, notify front desk, and meet emergency responders; Chairman Evans will be the backup person.

Who is CPR Certified?

Review Emergency Evacuation map posted in common area

Does anyone need assistance evacuating the building?

Staging area will be outside the main entrance; Guillermo Vidal will perform roll-call

Please place all cell phones on silence or vibrate mode
Government in the Sunshine Law – Video

Suncoast Corridor Task Force Meeting #4

February 11, 2020
Your Voice Is Important

Input Summary
We welcomed over 350 members of the public to Community Open House Events since we last met in December.

- **45** Lafayette County
  - December 19, 2019

- **27** Taylor County
  - January 27, 2020

- **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

Suncoast Connector
### Overall Statistics

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>E-newsletter subscribers (total of all three e-newsletters)</td>
<td>65</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*
<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>
</tr>
<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*
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

Community Open House
• March 12
  First Baptist Church
  325 W. Washington Street
  Monticello, FL 32344

Task Force Meeting #5
• March 24
  First Church of the Nazarene
  1590 N. Jefferson Street
  Monticello, FL 32344
• **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 Rate

Statewide Average: 3.1%

Source: Florida Department of Economic Opportunity – May 2019
Employment by Industry

- Transportation, Warehousing, Wholesale Trade
- Manufacturing
- Accommodation and Food Services
- Construction
- Retail trade
- Education & Health Services

Source: Bureau of Economic Analysis, 2018
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
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

Suncoast Corridor Task Force Meeting #4

February 11, 2020
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.
Comprehensive Plan Synthesis

• DEO and FDOT reviewed 21 current comprehensive plans in the Suncoast Corridor study area
  • 8 county plans
  • 13 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>Dixie</td>
<td>1990/2015</td>
<td>2025</td>
</tr>
<tr>
<td>Gilchrist</td>
<td>2006/2018</td>
<td>-</td>
</tr>
<tr>
<td>Madison</td>
<td>2013/2015</td>
<td>2035</td>
</tr>
<tr>
<td>County</td>
<td>City/Town</td>
<td>Comprehensive Plan</td>
</tr>
<tr>
<td>-----------</td>
<td>----------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Year Adopted/Updated</td>
</tr>
<tr>
<td>Citrus</td>
<td>City of Crystal River</td>
<td>2011/ -</td>
</tr>
<tr>
<td></td>
<td>City of Chiefland</td>
<td>1979/2018</td>
</tr>
<tr>
<td></td>
<td>Town of Inglis</td>
<td>2010/2019</td>
</tr>
<tr>
<td></td>
<td>City of Williston</td>
<td>2018/ -</td>
</tr>
<tr>
<td>Taylor</td>
<td>City of Perry</td>
<td>1990/2015</td>
</tr>
</tbody>
</table>
Environmental Goals, Objectives, & Policies

- Conserving and protecting environmentally sensitive lands
- Use buffers when constructing near environmentally sensitive areas
- Designation of low density land uses adjacent to natural land reservations and resources
- Use avoidance, minimization, and mitigation steps when assessing wetland impacts
- Conserving and protecting native vegetative communities and natural drainage functions
- Supporting acquisition programs for conservation lands
- Policies for site analysis and environmental protection

Regionally Significant Ground Water Resources

Source: Adopted into Madison County Comp Plan
<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. |
| Dixie   | • 35-foot natural buffer around all wetlands  
• Includes springshed protection and specific policies for water recharge  
• Separate Coastal Management Element |
| Gilchrist | • Suwannee River System Overlay to protect and maintain natural functions of Suwannee River System (floodwater storage and conveyance, water quality assurance, fish and wildlife habitat).  
• Density of 1 dwelling unit/5 acres on designated wetlands |
| Jefferson | • Programs showing advantages of maintaining existing trees and planting new trees, both of which are effective in removing pollutants from the air.  
• New subdivisions required to include at least one-half acre of buildable area outside the 100-year floodplain with each lot or parcel whenever possible. |
<table>
<thead>
<tr>
<th>County</th>
<th>Policy</th>
</tr>
</thead>
</table>
| Lafayette | • Post-development runoff rates and pollutant loads must not exceed pre-development conditions  
           • Dredging and filling of wetlands is prohibited where other alternatives for development exist |
| 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 |
| Madison | • Natural resource management areas  
           • Prohibits uses within or adjacent to surface waters which degrade the present water quality classification |
| Taylor  | • Residential density limitation of 1 dwelling unit/40 acres in Conservation areas  
           • Incentives for water conservation  
           • Florida Waterwise landscaping to reduce the use of potable water at new public buildings |
Environmentally sensitive areas generally include:

- Aquifer Recharge Areas
- Major Watersheds
- Spring Groups
- Wetlands
- Wildlife habitat
- Floodplain Management
- River Systems
- Beaches and Shorelines/Coastal Areas
- Forest lands

Fish Bowl Underwater Observatory, Homosassa Springs State Park (Citrus County).

Source: floridastateparks.org
Farmland Preservation Areas

- Established to preserve agriculture and rural character
- Areas for farmland preservation are depicted on FLUMs typically as Agriculture, Open Rural, or Conservation (see greens on Lafayette map)
- These land use categories and their adjacent lands are subject to limited development opportunities and allowable uses
- “Any exception granted in agriculturally classified areas within the City shall be required to maintain a buffer between agricultural use and the special exception.” (City of Perry Comp Plan, Future Land Use Element).
- “Promoting farmland preservation in the agricultural land use category through mitigating land use conflicts, allowing farm support business in agricultural zones, and providing public education on agricultural issues.” (City of Williston Comp Plan Policy 6.6.A)
• Establishment of Urban Growth Boundary and policies and planning examples
• Establishment of Planned Service Areas to discourage urban sprawl
• Creation of suburban service areas around municipalities
• Encourage development of interconnected multi-modal transportation infrastructure

• Examples:
  • Municipal Service Districts (MSDs) in Levy County
  • Urban Development Overlay in Madison County
  • Urban Development Areas in Taylor County
  • Planned Service Areas (PSAs) in Citrus County
## Economic Development Priorities

<table>
<thead>
<tr>
<th>County</th>
<th>Commercial Nodes</th>
<th>Activity Centers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Citrus</td>
<td>• CR-488-community node&lt;br&gt;• Emerald Oaks Drive-community node&lt;br&gt;• Crystal River Mall-general node&lt;br&gt;• Cardinal Lane-general node&lt;br&gt;• Village Way-community node&lt;br&gt;• Des Moines Street-community node&lt;br&gt;• US-98-community node (Figure 10-29 Corridor Planning Zones)</td>
<td>Commercial nodes also for a radius not to exceed 600 feet at these intersections:&lt;br&gt;7) Rock Crusher Road and CR-490&lt;br&gt;8) SR-200 and CR-491&lt;br&gt;9) SR-200 and CR-39&lt;br&gt;Rural Activity Center (RAC)</td>
</tr>
<tr>
<td>Dixie</td>
<td>None listed</td>
<td>None listed</td>
</tr>
<tr>
<td>Gilchrist</td>
<td>None listed</td>
<td>None listed</td>
</tr>
<tr>
<td>Jefferson</td>
<td>Mixed Use-Interchange Business</td>
<td>I-10 interchanges (SR 59; US 19; CR 257)</td>
</tr>
<tr>
<td>Lafayette</td>
<td>None listed</td>
<td>None listed</td>
</tr>
<tr>
<td>County</td>
<td>Commercial Nodes</td>
<td>Activity Centers</td>
</tr>
<tr>
<td>--------</td>
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<td>------------------</td>
</tr>
</tbody>
</table>
| Levy   | Rural Commercial Node  
Rural Neighborhood Commercial  
Rural General Commercial | Major intersections on county rural collector roads not to exceed 50 acres  
Located on SIS or SHS transportation facilities only with maximum node of 100 acres |
| Madison | Highway Interchange | I-10 interchanges (US 221; CR 14; CR 53; CR 255) |
| Taylor | Aviation Related Commercial  
Regional Employment Centers (Policy XI.2.3) | Perry-Foley Airport  
Regional Employment Centers within Vision 2060 Plan |
## Planned DRIs and Sector Plans

<table>
<thead>
<tr>
<th>County</th>
<th>Number of DRIs/Sector Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>Citrus</td>
<td>• Cruise Ship Terminal DRI (Sun Cruz Ship Dock DRI #99-01 (barge canal))&lt;br&gt;• Hollinswood Harbor Port Subarea&lt;br&gt;• Beverly Hills Farm DRI (adopted 1981)&lt;br&gt;• Betz Farm DRI (adopted 1988)</td>
</tr>
<tr>
<td>Dixie</td>
<td>None listed</td>
</tr>
<tr>
<td>Gilchrist</td>
<td>None listed</td>
</tr>
<tr>
<td>Jefferson</td>
<td>None listed</td>
</tr>
<tr>
<td>Lafayette</td>
<td>None listed</td>
</tr>
<tr>
<td>Levy</td>
<td>None listed</td>
</tr>
<tr>
<td>Madison</td>
<td>None listed</td>
</tr>
<tr>
<td>Taylor</td>
<td>• Vision 2060 Plan (Regional Employment Centers in Planning Areas 11, 12, and 18 within Vision 2060 Plan require DRI review and approval (Policy I.18.4)&lt;br&gt;• Sweetwater Resort Community Sub-area Plans</td>
</tr>
</tbody>
</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
Future Land Use Map: Dixie County

- Future Land Use Districts
- Mostly Environmentally Sensitive Areas or Agriculture (greens, tan hash)
- Commercial and Residential districts concentrated around Cross City, areas of US 19, and near Old Town
Future Land Use Map: Jefferson County

- Future Land Use Districts
- Mostly Agricultural lands (pinks, white) or Conservation (tan)
- Residential (reds, orange) and Mixed-Use (green) concentrated near major corridors (US 90, US 19, FL 59, I-10)
• Future Land Use Districts
• Mostly Agricultural lands (green hash), Conservation (tan), or Environmentally Sensitive Areas (tan hash)
• Residential (light yellows) and Commercial (red) concentrated around Mayo along US 27 and SR 53/348B
• Purples are recreation or public lands
• Urban and rural land uses
• Overlay zones
• Environmentally Sensitive Lands
• Conservation areas
• Natural Reservation
• Spring Protection Zone
• George T. Lewis Airport Master Plan
Future Land Use Map: Madison County

- Primarily Agriculture (green hash)
- Includes Urban Development Overlay (black dotted line) for Greenville, Madison, and Lee
- Concentrations of Residential (yellow), Commercial (red) and Mixed Use (orange) in the Urban Development Overlay
Future Land Use Map: Taylor County

- Primarily Agriculture (green hash) or Conservation (solid green)
- Includes Option Vision 2060 Plan Overlay
- Designated Urban Development Areas
- Mixed Use (orange) near Dekle and Keaton Beach, Steinhatchee, and Perry
- Residential (yellow) shown on the perimeter of Mixed-Use areas and along the eastern end of US 19
- Depicts Coastal High Hazard Area (green line near west coast)
Transportation Elements

- Transportation/Traffic Circulation Elements generally include:
  - **Inventory of existing infrastructure**
  - **Functional classification of roads**
  - **Level of Service (LOS) criteria**

- Some include:
  - Transportation and Land Use
  - Bicycle and Pedestrian Elements
  - Transit Elements
  - Interchange Management
  - Future Transportation maps
  - Traffic circulation maps
  - Greenway Corridors (bikeways, walkways, equestrian ways)
  - Transit Corridors
  - Commercial Nodes

---

<table>
<thead>
<tr>
<th>ROADWAY SEGMENT NUMBER</th>
<th>ROADWAY SEGMENT</th>
<th>NUMBER OF LANES</th>
<th>FUNCTIONAL CLASSIFICATION</th>
<th>AREA TYPE</th>
<th>LEVEL OF SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>U.S. 19/98/27A/S.R. 55 from County west boundary to Cross City west limits</td>
<td>4-D</td>
<td>Principal Arterial - Other</td>
<td>Rural</td>
<td>B</td>
</tr>
<tr>
<td>2</td>
<td>U.S. 19/98/27A/S.R. 55 from Cross City east limits to S.R. 349</td>
<td>4-D</td>
<td>Principal Arterial - Other</td>
<td>Rural</td>
<td>B</td>
</tr>
<tr>
<td>3</td>
<td>U.S. 19/98/27A/S.R. 55 from S.R. 349 to County east boundary</td>
<td>4-D</td>
<td>Principal Arterial - Other</td>
<td>Rural</td>
<td>B</td>
</tr>
<tr>
<td>4</td>
<td>S.R. 349 from U.S. 19/98/27A/S.R. 55 to County north boundary</td>
<td>2-U</td>
<td>Minor Arterial</td>
<td>Rural</td>
<td>D</td>
</tr>
<tr>
<td>5</td>
<td>S.R. 51 from County west boundary to County north boundary</td>
<td>2-U</td>
<td>Minor Arterial</td>
<td>Rural</td>
<td>D</td>
</tr>
</tbody>
</table>

Example existing infrastructure inventory with functional classification and LOS from Dixie County Transportation Element.
<table>
<thead>
<tr>
<th>County</th>
<th>Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Citrus</td>
<td>• Leverage public infrastructure investment to encourage economic development</td>
</tr>
<tr>
<td></td>
<td>• Identify and designate Multimodal Corridors and Activity Centers</td>
</tr>
<tr>
<td></td>
<td>• Designate Interchange Management Areas within Suncoast Parkway</td>
</tr>
<tr>
<td></td>
<td>• Assure compatibility of development and development intensities</td>
</tr>
<tr>
<td></td>
<td>• Multimodal options to serve local and regional movements and connectivity</td>
</tr>
<tr>
<td></td>
<td>• No new road construction west of US 19</td>
</tr>
<tr>
<td>Dixie</td>
<td>• Service standards for peak hours</td>
</tr>
<tr>
<td></td>
<td>• Roadway improvement consistency with the Future Land Use Plan</td>
</tr>
<tr>
<td>Gilchrist</td>
<td>• Access management policies</td>
</tr>
<tr>
<td></td>
<td>• Transportation right-of-way preservation</td>
</tr>
<tr>
<td>Jefferson</td>
<td>• Provisions to ensure adequate movement of pedestrians and bicyclists</td>
</tr>
<tr>
<td></td>
<td>• Equitable cost participation to guide development approval decisions</td>
</tr>
<tr>
<td></td>
<td>• Design criteria for landscaping and signs along new roadways</td>
</tr>
<tr>
<td></td>
<td>• Review compatibility of improvements with the City of Monticello</td>
</tr>
<tr>
<td>County</td>
<td>Policy</td>
</tr>
<tr>
<td>------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| Lafayette  | • Provisions for safe and convenient on-site traffic flow (including parking)  
• Prior to plat approval for new developments, 10 feet of additional ROW to be provided for bicycle and pedestrian use on all proposed collector and arterial roadways                                                                                              |
| Levy       | • Provide for safe and efficient motorized and non-motorized transportation system through access, design standards, and maintenance.  
• Identify funding sources to improve infrastructure in areas of growth  
• Support development of business and industry that enhances environment                                                                                       |
| Madison    | • Setback requirements for roadways identified for multi-laning  
• Ensure consistency with FDOT’s 5-Year Transportation Plan  
• Ensure consistency with FLUM                                                                                                                                                                                      |
| Taylor     | • Establish a framework for policy and planning for future transportation needs  
• Reserve and connect transportation corridors as an alternative to widening roadways (Vision 2060)  
• Internal networks in Vision 2060 overlay areas shall be compact (walkable distances) and connect origins and destinations.                                                                                   |
Community Visions: Taylor County 2060

- Created by Taylor County Development Authority in 2009
- Plan to “guide future decisions that protect, sustain, and enhance” the quality of life of Taylor County Residents
- “Growing a diversified and sustainable Taylor County Economy”
- Includes strategies to aid expansion of Taylor County businesses or recruitment and creation of new businesses.
- Not a regulatory document. Uses an incentive-based approach as guidance to the community and future Comprehensive Plan amendments.
- Land owners have option to apply for development rights described in the plan.
Relationship to Other Plans

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

• Three processes
  • Small scale
  • Expedited review (*anticipated for most corridor related amendments*)
  • State coordinated review

• State agencies review amendments impacts to important state resources and/or facilities
<table>
<thead>
<tr>
<th>Time Period</th>
<th>Potential Approach</th>
</tr>
</thead>
<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>
MULTI-USE CORRIDORS OF REGIONAL ECONOMIC SIGNIFICANCE

FloridaMCORES.com
Corridor Planning Process

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Examples of Multi-use Corridors: Wekiva Drone Video

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Overview of Existing Modal Infrastructure

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Accommodate Multiple Modes

• Georgia and Florida Railway
• Madison Shuttle. Service provided by Big Bend Transit
• Historic railroad depot and trailhead in Trenton

Advance construction of regional corridors intended to accommodate multiple modes of transportation and multiple types of infrastructure
Key System Statistics
- Approximately 158 Track miles
- Approximately 180 at-grade crossings

Operators
- Georgia and Florida Railway
- Florida Northern Railroad
- CSX

Source: Florida Department of Transportation Florida Rail System Plan
Existing Transit Infrastructure

- **Current Providers**
  - Suwannee River Economic Council
  - Citrus County Transit
  - Big Bend Transit
  - Levy County Transit

- **Services**
  - Fixed Route
  - Paratransit

Source: The National Transit Database (NTD) Federal transit Agency (FTA)
Key System Statistics –

Suwannee River Economic Council

- Serves Dixie, Gilchrist and Lafayette Counties
- Service area population: 42,867
- 334,725 Paratransit revenue miles

Source: Florida Commission for the CTD Transportation Disadvantaged 2018 Annual Performance Report
Key System Statistics – Citrus County Transit

- Service area population 30,858
- 47,189 trips were provided in 2018
- 219,761 Fixed Route Revenue Miles
- 744,930 Paratransit Revenue Miles

Key System Statistics – Big Bend Transit

- Serves Taylor, Madison and Jefferson Counties
- Service area population 54,426
- 743,499 Paratransit revenue miles
- 231,731 Fixed Route Revenue Miles

Source: Florida Commission for the CTD Transportation Disadvantaged 2018 Annual Performance Report
Existing Transit Infrastructure

Key System Statistics – Levy County Transit

- Serves Levy County
- Service area population 40,355
- 894,173 Paratransit revenue miles
- 30,232 Paratransit trips

Source: Florida Commission for the CTD Transportation Disadvantaged 2018 Annual Performance Report
Key System Statistics

- Approximately 148 miles of existing trails
- Dixie Mainline Trail
- Nature Coast State Trail
- Four Freedoms Trail
- Withlacoochee State Trail

Source: FDEP Office of Greenways and Trails
Key System Statistics

- Over 500 Priority Miles of future trails
- This includes the majority of the Nature Coast Regional Connector and the Florida National Scenic Trail

Source: FDEP Office of Greenways and Trails
Overview of Traffic Analysis Methodology

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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**

**Legend**
- Suncoast Corridor Study Area
- Expanded Analysis Area
- Suncoast Parkway 2 - Under Construction
- Suncoast Parkway 2 - Proposed
- County Boundaries
• Peak Hour Traffic
  - Based on Typical Peak Travel Conditions in the Peak Direction
  - Can Occur on Weekend or Weekday

2018 Directional Peak Hour Traffic (Vehicles Per Hour)

- 0 - 200
- 201 - 1,000
- 1,001 - 2,000
- 2,001 - 3,000
- 3,001 - 5,000
- 5,001 - 9,900

Suncoast Corridor Study Area
Expanded Analysis Area
Suncoast Parkway 2 - Under Construction
Suncoast Parkway 2 - Proposed
County Boundaries
• Truck Traffic
  - Total Trucks per Day on Each Segment
  - Truck Percentage of Total Traffic
• 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 Moderate Traffic Volumes in the Study Area
  • High Truck Percentages
Overview of Feasibility Framework

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February 11, 2020
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
• 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
<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>
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<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>
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<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
Summary

• Consistent with Statutes
• During the Design Phase
  – Turnpike Funding Contribution
  – Design-Level Cost Estimate
• Consider Other Funding Sources to Address Any Funding Shortfall
Alternative Corridor Evaluation (ACE)

- 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

Diagram:
- START
- FINISH
- STUDY AREA
- Avoidance Areas
- Mitigation Area
- Natural Enhancement Area
- Existing Corridor Enhancement Area
• 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
Areas of Avoidance: Layers

**“Will Not Impact” Layers**
- Springheads
- High-Risk Coastal Areas
- Lakes
- Tribal Lands
- Cultural Sites (Archaeological & Sites with, or the potential for, Human Remains)
- Cemeteries
- Listed National Register Sites

**“No New Corridors Through” Layers**
- Aquatic Preserves
- Coastal Areas
- Florida Forever Owned Properties
- Managed Areas
- Mitigation Banks
- State Forests*
- State Parks
- Certified Power Plants
- Hospitals
- Prisons
- Public Water Supply Plants
- Wastewater Facilities
- Airports
- Schools

* Preserve ability to traverse the Cross Florida Greenway with potential enhancement opportunities
## Guiding Principles

### Natural (N) (Conservation, Wildlife, and Agriculture)
1. Identify, maintain and, where possible, protect, restore and enhance the integrity and connectivity of regionally significant environmental lands.
2. Avoid and minimize impacts on springshed or groundwater recharge areas and look for opportunities to protect, restore, and enhance those areas.
3. Avoid, to the extent feasible, impacts to identified natural resources and conservation lands of concern and minimize/mitigate impacts where avoidance is not feasible.
4. Develop a land protection program as part of the project to coordinate and implement the acquisition of identified conservation lands.
5. Enhance forestry and stormwater Best Management Practices (BMPs) are utilized.
6. Enhance wildlife corridor connectivity and protection.
7. Preserve, protect and improve transportation connectivity for agricultural and silviculture lands.

### Considerations
- Define and avoid private easements valuable for continued conservation (N1)
- Maintain existing hydrologic balance for the watershed (sheet flow and baselbows) (N2)
- Avoid and minimize impacts to public and conservation lands (i.e. greenway and trail, state parks, mitigation banks, Florida Forever Lands, future FL forever acquisition, and other identified priorities) (N3)
- Avoid and minimize direct, secondary, and cumulative impacts to wetlands (N3)
- Avoid impacting karst areas while maintaining aquifer/GW recharge (N2)
- Examine natural resources of regional significance as mapped in Strategic Regional Policy Plans (SRPP) and Comprehensive Economic Development Strategies (CEDS) (N1)
- Review existing and proposed local, regional, and state plans and initiatives for identified conservation assets and resources in need of protection, enhancement, and potential acquisition (N1) and (N3)
- Avoid and minimize impacts to Identified Rural and Family Lands and Florida Communities Trust (FCT) (N3)
- Identify existing or proposed conservation easements that need protection (public and private) (N1)
- Elevate (bridge) identified functionally significant wildlife corridors, and provide appropriate wildlife bridges with barriers to direct wildlife to safe crossing points (N6)
- Reduce hazards to wildlife life by relocating with existing roads while improving connectivity of existing wildlife corridors (N5)
- Avoid and minimize impacts to existing agricultural easements on rural land (N7)
- Provide non-intrusive and minimal roadway and bridge lighting in rural areas to support the conservation of dark skies (N7)
- Plan and develop transportation corridors in a manner that protects regionally significant agricultural lands and other rural lands with economic or environmental significance (N7)

### Mitigate
- Ensure public and private coordination for multi-use mitigation or acquisitions and management of conservation lands (N1)
- Incorporate safety and access design features to promote the continuation of Rx fire on conservation and public lands and avoid impacts to these lands and their proper management by Rx fire (N5)
- Use regional approach’s to stormwater treatment where possible to provide better WQ results and minimizing impacts to natural areas (N5)
- Provide for the acquisition of Florida Forever Lands and identified conservation lands and unacquired assets (N4)
- Where avoidance/minimization to natural resources is not feasible, provide appropriate mitigation (N4)
- Identify areas to mitigate for potential impacts to wildlife corridors and environmentally sensitive areas (N6)

### Enhance
- Provide enhancement and connection of existing public lands (N1)
- When mitigating or enhancing for conservation land involvement the goal should be for a net benefit/gain to the overall quantity of conservation land (N1) and (N4)
- Provide enhancement and connection to identified natural resources of significance (Florida Forever Lands, SRPP, CEDS, Rural and Family Lands, FCT etc.) (N1)
- Plan for the acquisition of conservation assets including already identified resources as well as newly identified resources (N4)
- Provide a net reduction of Nitrogen in springs priority focus areas (N2) and (N4)
- Provide a net reduction of nutrients in impaired water basins and strive to meet Basin Management Action Plan (BMAP) goals (N5)
- Restore hydrology enhancements (N2)
- Look to existing statues/bill for language (N1)
- Identify and include wildlife crossing facilities that are not there now and that will be needed in light of future traffic volumes (N6)
- Provide for the acquisition of easements or other protections on areas of the corridors that do not have protections now (N5)
- Maintain and improve transportation connectivity to, from, and between working farms (think about equipment needed at these sites) (N7)
<table>
<thead>
<tr>
<th>Principle</th>
<th>Avoid</th>
<th>Minimize</th>
<th>Mitigate</th>
<th>Enhance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cultural (C)</td>
<td>Identify, enhance and seek to avoid impacts to key cultural resources, such as cemeteries, historic district and structures, tribal lands, and archeologically significant areas</td>
<td>Avoid impacts that destroy significant resources or draw people away</td>
<td>Enhance cultural resources by providing better knowledge about them and access to them (C1)</td>
<td></td>
</tr>
<tr>
<td>Considerations</td>
<td>Planning and development corridors that are compatible with and enhance local, regional, and state plans, initiatives, and visions</td>
<td>Plan and design the project to enhance and protect the existing character and future vitality of the cities/communities within the study area</td>
<td>Plan and design the project to enhance and protect the existing character and future vitality of the cities/communities within the study area</td>
<td></td>
</tr>
<tr>
<td>Social (S)</td>
<td>Community and Economic</td>
<td>Avoid additional infrastructure needs and funding sources needed to accommodate the corridor (local roads, rail, utilities, sewer and water, etc.)</td>
<td>Avoid additional infrastructure needs and funding sources needed to accommodate the corridor (local roads, rail, utilities, sewer and water, etc.)</td>
<td></td>
</tr>
<tr>
<td>Considerations</td>
<td>Avoid and minimize negative economic impacts to communities that could occur from the project</td>
<td>Avoid economic impacts to local communities (don’t charge tolls for intra-regional and local travel)</td>
<td>Current comprehensive plans do not account for project: Updates to local comprehensive plans provide opportunity to determine what they want, protections, improvements, how corridor can benefit area (How do they want to grow?) (S1)</td>
<td></td>
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<tr>
<td></td>
<td>Avoid economic impacts to local communities (don’t charge tolls for intra-regional and local travel)</td>
<td>Consider avoiding restrictions (weight limits) to allow larger trucks on facility</td>
<td>Think beyond the corridor and provide access to as many people as possible (water treatment, broadband, etc.) (S2)</td>
<td></td>
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<td></td>
<td>Avoid/minimize impacts to Eco Tourism (unique environment that is basis for this local industry must be protected) (S2) and (S5)</td>
<td>Interchange location/management is key (work with local jurisdictions) (S1)</td>
<td>Think comprehensively about infrastructure and identify water and sewer plans, utility planning for how they will be laid out (including stations) (S1)</td>
<td></td>
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<td></td>
<td>Discourage sprawl development (specifically linear sprawl along corridors) (S1) and (S2)</td>
<td>Determine where local communities want to encourage more traffic and where they do not (S1)</td>
<td>Coordinate with the private sector on opportunities for utilities, broadband, solar, renewable energy, etc. along the corridor (S3)</td>
<td></td>
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<tr>
<td></td>
<td>Local plans should guide the process (S1)</td>
<td>Work with local communities/organizations to update plans and seek financial assistance for updates and implementation (S1)</td>
<td>Proactively protect and provide better access to commercial centers, historic downtowns, etc. (S1) and (S2)</td>
<td></td>
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<td></td>
<td></td>
<td>Consider avoiding restrictions (weight limits) to allow larger trucks on facility (S5)</td>
<td>Look to local comprehensive plans and regional plans for goals, economic development zones, identified areas for development (S1)</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Economic development authorities should be involved (S1)</td>
<td></td>
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<td></td>
<td>Enhance Eco-Tourism (trails, fishing, hunting, etc.) (S4)</td>
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<td></td>
<td>Look for opportunities to connect existing (freight/passenger) rail corridors and provide alternative to car travel (S3)</td>
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<td></td>
<td>Enhance and connect existing and planned trails/greenways (Sun Trail) (S3)</td>
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<td></td>
<td>Encourage local mom and pop businesses, not franchises (S4)</td>
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<td>Ensure the project provides local job opportunities (hire local people and providers) as the benefits should come back to local economy (S4)</td>
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<td>Ensure workforce development plans prepare locally for short-term and long-term work (S4)</td>
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</tbody>
</table>
### Guiding Principles

<table>
<thead>
<tr>
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<th>Enhance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Physical (P)</strong></td>
<td>1. Follow, where feasible, existing transportation rights of way and utility corridors or easements, and other existing disturbed areas</td>
<td></td>
<td>2. Plan and design a facility that accommodates multiple modes of transportation and considers the context of its unique surroundings and impacts to the natural and human environment</td>
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</tr>
<tr>
<td><strong>Location and Design</strong></td>
<td></td>
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<tr>
<td><strong>Considerations</strong></td>
<td>Consider parkway look and co-location design (P2)</td>
<td></td>
<td>Looks for ways that bypass facilities around areas do not economically impact them (negatively) (P2)</td>
<td>Enhance access to cultural and natural resources, farms, amenities, businesses, neighborhoods (P2)</td>
</tr>
<tr>
<td></td>
<td>Consider location/proximity of new facility (keep road close enough to local community without bypass traffic destroying it) (P2)</td>
<td></td>
<td>Look at technology/electronic tolling (so locals not charged on new facility) (P2)</td>
<td>Work with local jurisdiction to plan for and fund additional infrastructure (interchanges, additional transportation improvements, growth management, utilities, expanded fire/police service, etc.) need to support goals/growth associated with project (P2)</td>
</tr>
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<td></td>
<td>Avoid splitting farms/agriculture (stay on property lines) (P1) and (P2)</td>
<td></td>
<td></td>
<td>Look for ways the project can provide local opportunities (not just passing through area, how do you get people to stop) and attract visitors/business (P2)</td>
</tr>
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<td></td>
<td>Avoid placement of businesses (gas, food, etc.) in toll plazas (draws business away from local economy) (P2)</td>
<td></td>
<td></td>
<td>Work with local businesses to prepare them for changes and opportunities (P2)</td>
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<td>Ensure project enhances the community and makes it safer (improved traffic interaction, multimodal, etc.) (P2)</td>
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<td>Consider opportunities to relieve congestion on I-75 with this project (P2)</td>
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<td>Look for opportunities to improve hurricane evacuation routes (P2)</td>
</tr>
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<td></td>
<td>Look for opportunities to improve access to other roads, freight movement, provide better access to ports (P2)</td>
</tr>
</tbody>
</table>
Next Steps

Suncoast Corridor Task Force Meeting #4

February 11, 2020