Welcome

Task Force Meeting #4

February 13, 2020
Introductions

Task Force Meeting #4

February 13, 2020
Public Engagement Activities

Task Force Meeting #4

February 13, 2020
Your Voice Is Important

Input Summary
We welcomed approximately 100 members of the public and Task Force to Community Open Houses since we last met.

28
Naples
December 12, 2019

25
Bartow
January 9, 2020

45
Arcadia
January 30, 2020
### Overall Input Statistics

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

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

### 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>
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<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>25.82</td>
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<tr>
<td>M-CORES Suncoast Corridor</td>
<td>2,135</td>
<td>35.58</td>
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</tbody>
</table>

*Numbers represent Dec. 2 – Jan. 31, 2020*
Stay 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
Southwest-Central Florida Corridor
Task Force Meeting #5
• March 4
Bert Harris Agricultural Center Auditorium
4509 George Blvd., Sebring, FL 33870

Southwest-Central Florida Corridor
Community Open House
• March 26
Bert Harris Agricultural Center Auditorium
4509 George Blvd., Sebring, FL 33870
• **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

Source: U.S. Census Bureau; University of Florida Geo Plan, 1000 Friends of Florida, Florida Department of Agriculture, U-Haul, Visit Florida, Florida Chamber of Commerce
2019 Unemployment Rates

Statewide Average: 3.1%

Source: Florida Department of Economic Opportunity, 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
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>
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<tbody>
<tr>
<td>Orlando</td>
<td>01/30 – 01/31/2020</td>
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<tr>
<td>Davie</td>
<td>10/20 – 10/21/2020</td>
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<tr>
<td>Jacksonville</td>
<td>02/25 – 02/27/2020</td>
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<tr>
<td>Milton</td>
<td>04/28 – 04/29/2020</td>
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<tr>
<td>Tampa</td>
<td>02/20/2020</td>
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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
Economic and Workforce Development Opportunities
Panel Discussion

Task Force Meeting #4

February 13, 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.
• 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.
Local Governments

- Polk County
  - 17 Municipalities
- Hardee County
  - 3 Municipalities
- Highlands County
  - 3 Municipalities
- DeSoto County
  - 1 Municipality
- Charlotte County
  - 1 Municipality
- Glades County
  - 1 Municipality
- Lee County
  - 6 Municipalities
- Hendry County
  - 2 Municipalities
- Collier County
  - 3 Municipalities
• Synthesized nine current county comprehensive plans in the Southwest-Central Florida Corridor study area

• Purpose of synthesis
  • Identify current policies related to transportation corridors
  • Identify existing and future land uses and environmental and community resources related to avoidance, minimization, mitigation, and enhancement (AMME) considerations/potential guiding principles
<table>
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<tr>
<th>Local Government</th>
<th>Year Adopted</th>
<th>Last Amendment</th>
<th>Future Land Use Horizon</th>
<th>Transportation Horizon</th>
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<td>2010</td>
<td>2016</td>
<td>2050</td>
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<tr>
<td>Collier County</td>
<td>1997</td>
<td>2018</td>
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<tr>
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<tr>
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<td>2040</td>
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<td>Lee County</td>
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<td>2019</td>
<td>2030</td>
<td>2030</td>
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<tr>
<td>Polk County</td>
<td>1992</td>
<td>2018</td>
<td>2030</td>
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## Comprehensive Plan Synthesis

<table>
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<tr>
<th>Local Government</th>
<th>References New/Enhanced Corridor</th>
<th>Discourages Sprawl</th>
<th>New Activity Centers/Communities</th>
<th>Conservation Areas</th>
<th>Economic Element</th>
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<td>Lee County</td>
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<tr>
<td>Polk County</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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</tbody>
</table>

1 – Supports 300’ ROW for expansion of SR 31, south of CR 74
2 – Through Sector Plans
3 – Calls for consideration (with FTE and FDOT) of new limited access corridor providing regional connectivity
AMME Considerations – Polk County

- Large Phosphate Mining area
- Significant areas of development
- Green Swamp Area of Critical State Concern
- Avon Park Air Force Range

- Plan also includes policies to support new communities
AMME Considerations – Hardee County

- Large areas of agriculture
- Small areas of development
- Small conservation area
- Identifies some sites to support future development
AMME Considerations – Highlands County

- Large areas of agriculture
- Significant development along US 27
- Large conservation area
- Supports New Communities

- Will consider new limited access corridor
- Will consider regional high-speed rail
AMME Considerations – DeSoto County

- Large areas of agriculture
- Small areas of development
- Large conservation area
- Large Solar Farm
- New Urban Communities
AMME Considerations – Charlotte County

- Some areas of agriculture
- Significant areas of development
- Large conservation area
- Babcock Ranch
- 300’ right-of-way identified parallel to SR 31 in the conservation area
AMME Considerations – Glades County

- Large areas of agriculture
- Small areas of development
- Some conservation area
- Supports New Communities
- Will work with FDOT and Hendry County for new or expanded corridors that cross the Caloosahatchee River
AMME Considerations – Lee County

- Significant areas of development
- Large conservation/density reduction area
- Supports new communities
AMME Considerations – Hendry County

- Large areas of agriculture
- Small areas of development
- Areas of agriculture conservation
- Supports new communities through Sector Plans
- Big Cypress Indian Reservation
AMME Considerations – Collier County

A Big Cypress Area of Critical State Concern / Conservation area
B Rural Lands Stewardship Area
C Significant areas of development
• Highlands County
  • Regional High Speed Rail – Consider regional high speed rail corridor
  • New Limited Access Corridor – Consider a new limited access corridor
  • New Limited Access Facilities – Coordinate with FTE and FDOT in locating limited access facilities connecting Highlands County with the interstate highway system

• Charlotte County
  • Expansion of SR 31 – Working with Babcock Ranch, Charlotte supports the conveyance of a 300 foot right-of-way along S.R. 31 for the expansion of S.R. 31

• Glades County
  • New North/South Roadway – Work with Hendry County and FDOT to explore the potential for new or expanded north/south roadway corridors that cross the Caloosahatchee River
Multimodal Solutions

• Polk County
  • Uses a multimodal, urban-cluster concept to base its urban form which directs growth to cluster around and near notes or centers
  • Includes Transit Supportive Development Areas (TSDA) and Urban Growth Areas (UGA) to support multimodal solutions
  • Implement multimodal transportation system within TSDA

• DeSoto County
  • New Communities shall provide multimodal capabilities
  • The County promotes an efficient multimodal system

• Hendry County
  • Promotes alternative modes of transportation to provide a safe and efficient multimodal transportation network
Heartland 2060:
Building a Resilient Region

Update in Progress

245,400 New Jobs by 2060 in seven counties

The Heartland population will increase by more than 551,000 Residents by 2060

Opportunity and Investment Areas:

1. DeSoto County: G. Pierce Wood Memorial Hospital Complex/Business Park
2. Hardee County: TechRiver Technology Park
3. Hardee County: Commerce Park
4. Highlands County: Sebring Multimodal Logistics Center and Business Park
5. Okeechobee County: Airport Area/Okeechobee Commerce Center
6. Polk County: Polk Gateway
7. Polk County: Florida Polytechnic University/Polk Commerce Center Area
8. Polk County: Linder International Airport/West Lakeland Area
9. Hendry County: Americas Gateway & Airglades Airport
Relationship to Other Plans

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

Legend:
- State
- Regional/MPO
- Local Government
• 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>
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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>
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<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>
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Lunch

Task Force Meeting #4

February 13, 2020
Example of Multi-Use Corridors
Wekiva Corridor Video

Task Force Meeting #4
Corridor Planning Process

Wekiva video

awaiting voice over version
Brief Overview of Existing Modal Infrastructure (Rail, Transit, Trails)

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February 13, 2020
Accommodate Multiple Modes

- Rail freight in Mulberry, Polk County
- LeeTran bus service, Lee County
- Fort Fraser Trail, Polk County

Advance construction of regional corridors intended to accommodate **multiple modes of transportation** and multiple types of infrastructure.
Rail System Overview
- 396 Class I track miles (CSX)
- 215 Class III track miles
- 3 passenger terminals (Amtrak)
- SIS Intermodal Logistics Center – Strategic Growth - Florida’s Gateway (Winter Haven)

Purpose/Use
- 53,274 Amtrak passenger ridership (boardings/alightings) in FY2018
- Major commodities - phosphate, chemicals, sugar cane, and others

Source: Amtrak FY 2018 Florida Fact Sheet, Florida Rail System Plan, USDOT Federal Railroad Administration (FRA)
Fixed-Route Systems

- Fixed-route transit in Collier, Lee, and Polk
- Service area population:
  - Collier – 323,785
  - Lee – 713,618
  - Polk – 686,483

- Fixed route revenue miles:
  - Collier – 1,268,696
  - Lee – 3,390,026
  - Polk – 1,457,881

- Annual Passenger Trips:
  - Collier – 840,961
  - Lee – 3,192,840
  - Polk – 1,144,300

Source: 2019 Florida Transit Information and Performance Handbook
Other Transit Service

- Some type of Transportation Disadvantaged Program service in all counties
- Other services being used include deviated fixed-route service and demand-response
- Planned expansion of rural transit service options – ex. Heartland Rural Mobility Plan and Highlands Transit Plan
- Intercity bus service provided by private operators such as Greyhound

Source: 2019 Florida Transit Information and Performance Handbook; 2018 USDOT IPCD
Existing Trail Infrastructure

- **SUN Trail – Paved Multi-Use**
  - 175 miles of Existing SUN Trail
  - Includes Fort Fraser Trail, Bartow-Winter Haven Trail & Lake Okeechobee Scenic Trail

- **Other Greenways and Trails**
  - Land Trails – paved or unpaved
  - Florida National Scenic Trail – unpaved
  - Peace River State Paddling Trail – water

- **Various trail planning efforts**
  - Local greenway/trail, park/recreation, and bicycle/pedestrian plans

Source: FDEP Office of Greenways & Trails, FDOT
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
Model Data

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

Southwest Central Florida Corridor Study Area
Expanded Analysis Area
County Boundaries
- **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)

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

- Southwest Central Florida Corridor Study Area
- Expanded Analysis Area
- County Boundaries

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2018 Existing Traffic Conditions

- 2018 Peak Hour Traffic (Vehicles Per Hour)
2018 Truck Traffic Volumes (Trucks Per Day)

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

2018 Truck Traffic Volumes (Trucks Per Day)

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

Southwest Central Florida Corridor Study Area
Expanded Analysis Area
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*
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>
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<th>Fiscal Year</th>
<th>M-CORES</th>
<th>SCRAP</th>
<th>SCOP</th>
<th>TDTF</th>
<th>Workforce Development</th>
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<td>2019-2020</td>
<td>$12.5 million</td>
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<td>2020-2021</td>
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<td>2021-2022</td>
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<td>2022-2023 &amp; thereafter</td>
<td>$105.9 million (estimated)</td>
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<td>$10 million</td>
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• 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
Process

- Determined during the Design Phase
- Requires Net Revenue Forecast
- Utilizes Design-Level Project Cost Estimate

Estimate Net Revenue
- Investment-Grade Level Traffic & Revenue Study

Determine Turnpike Funding Contribution

Address Funding Shortfall
- Project Cost
- Other Funding
• 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 13, 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
• 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
Overview of Avoidance Areas

- Will not impact
  - Springheads
  - Lakes
  - High Risk Coastal Zones
  - Cemeteries
  - Tribal Lands
  - Military Installations

- No new corridor through
  - Mitigation Banks
  - Resources listed in the National Register of Historic Places (NRHP)
  - Acquired Florida Forever Lands
  - Acquired Florida Preservation 2000 Act Lands
  - National Wildlife Refuges
    - Florida Panther
    - Lake Wales Ridge
    - Ten Thousand Islands
    - Everglades Headwaters
  - National Parks
    - Everglades
    - Big Cypress National Preserve
  - State Parks
  - Coastal Area Storm Surge (CAT 2)
  - Airports

- Areas resulting from Task Force Member Guiding Principles
Discuss Draft AMME Guiding Principles

Task Force Meeting #4

February 13, 2020
Guiding Principles

Natural Guiding Principles

1. Avoid, to the extent feasible, and enhance, to extent practical, existing lands currently managed for conservation purposes, where avoidance is not feasible, minimize and mitigate impacts on these lands.
2. Avoid, to the extent feasible, and enhance, to extent practical, lands proposed for management for conservation purposes, where avoidance is not feasible, minimize and mitigate impacts to these lands.
3. Minimize and mitigate impacts to endangered, threatened, rare, or endemic species and their habitats, as well as to rare or endemic plant communities. Enhance these area to extent practical.
4. Avoid, to the extent possible, and enhance, to extent practical, degradation of fresh water sources and aquifer recharge areas, where avoidance is not possible, minimize and mitigate impacts on these resources.
5. Maintain, and where possible, restore and enhance water quality and water shed integrity.
6. Minimize direct impacts to wetlands, where mitigation is needed, pursue regional or landscape-scale approaches.
7. Avoid or minimize fragmentation of, or other negative impacts to, regionally significant or large contiguous agricultural lands and other rural lands with environmental significance, working with landowners to understand their future plans.
8. Maintain and, where possible, restore and enhance the integrity and connectivity of regionally significant environmental lands, with emphasis on enhancing connectivity for wildlife, water, and other resources.
9. Enhance, to extent practical, existing roads to improve natural resource conditions.

Avoid

- Conservation lands under federal, state (including Florida Preservation 2000 Act lands and Florida Forever program acquired lands), local, and private sector ownership, including mitigation banks, and conservation easements
- Land needed for proper management of conservation lands, e.g., smoke sheds for controlled burns
- Existing scientific data collection sites
- Florida Forever proposed acquisitions and priority easements in acquisition process
- Lands identified as priorities through the Everglades restoration program
- Lands identified as priorities through statewide or regional landscape scale conservation initiatives, including the Florida Ecological Greenways Network and Critical Lands and Waters Identification Process priority 1 and 2 designations
- Lands identified as optimal boundaries of existing conservation lands
- Mitigation lands from previous projects
- Priorities may include Outstanding Florida Waters and other water resources of statewide significance including the Peace River watershed, the Everglades, Lake Okeechobee, and the Caloosahatchee Estuaries
- Farmland preservation areas identified in local government comprehensive plans or other productive agricultural, forestry, and mining lands
- Fragmentation of agricultural lands should be minimized
- Florida Rural and Family Lands Protection Program’s agricultural lands
- Agricultural lands with conservation easements and/or providing environmental services
- Areas designated as dark sky parks by the International Dark-Sky Association
- Address habitat for endemic plant and wildlife
- Support Basin Management Action Plans for impaired water bodies
- Use landscape-scale approaches for water resource management to protect and enhance sheet flows in watersheds and other sensitive areas
- Enhance water quality
- Improve sheet water flow and major flow ways
- Provide wildlife crossings – details for panthers to be discussed by Task Force
- Conservation lands under federal, state (including Florida Preservation 2000 Act lands and Florida Forever program acquired lands), local, and private sector ownership, including mitigation banks, and conservation easements
- Lands identified as priorities through statewide or regional landscape scale conservation initiatives, including the Florida Ecological Greenways Network and Critical Lands and Waters Identification Process priority 1 and 2 designations, and the Avon Park Air Force Range Sentinel Landscape initiative
- Land needed for proper management of conservation lands, e.g., smoke sheds for controlled burns
- Consult with landowners about areas to avoid or areas of opportunity
- Enhance/reverse historical environmental impacts
- Enhance existing rural land stewardship programs (costs of private maintenance)
**Guiding Principles**

10. Avoid lands owned by Native American tribal nations; consult with tribal nations to identify opportunities for enhanced connectivity that would provide mutual benefit.
11. Avoid cemeteries and historic markers.

<table>
<thead>
<tr>
<th>Cultural Guiding Principles</th>
<th>Avoid</th>
<th>Minimize</th>
<th>Mitigate</th>
<th>Enhance</th>
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<tbody>
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<td>10: Avoid lands owned by Native American tribal nations; consult with tribal nations to identify opportunities for enhanced connectivity that would provide mutual benefit.</td>
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<td>11: Avoid cemeteries and historic markers.</td>
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</table>

- Use state historic resources inventory for cemeteries/historical markers
- Consult with tribes/landowners; do not assume a road is or is not wanted
### Guiding Principles

<table>
<thead>
<tr>
<th>Social Guiding Principles</th>
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<tbody>
<tr>
<td>12. Avoid military sites and lands important to maintain the site’s military mission.</td>
<td>• Avon Park Air Force Range Sentinel Landscape initiative including Avon Park Air Force Range and surrounding lands important to the Range’s military mission</td>
<td>• Expanded utilities entices development on land owned for generations</td>
<td>• Provide multi-modal transportation infrastructure and associated services (existing, upgrades or new)</td>
<td>• Provide traveler services, such as fuel, food and lodging, through access to existing cities and towns.</td>
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<tr>
<td>13. Maintain and enhance transportation connectivity to, from, and between working farms, forests, and mines; recreational areas, trails, and other eco-tourism attractions; rural employment centers; and other economically valuable rural lands.</td>
<td>• Remain sensitive to multi-generational landowners, family heritage and rural community culture</td>
<td>• Improve mobility and access to goods, services, education, and healthcare through limited access transportation.</td>
<td>• Build economic diversity and future competitiveness of Florida’s economy</td>
<td>• Promote employment opportunities in targeted industries</td>
</tr>
<tr>
<td>14. Enhance transportation corridors to reflect the context of the communities and environment through which the corridors pass to the fullest extent possible.</td>
<td>• Remain sensitive to community Main Streets</td>
<td>• Address travel distances and housing affordability</td>
<td>• Incorporate regional training to market corridor’s area</td>
<td>• Support new development in preferred locations</td>
</tr>
<tr>
<td>15. Enhance economic development and community development.</td>
<td></td>
<td>• Investigate opportunities to share resources (i.e. potable water)</td>
<td>• Prioritize opportunities to upgrade existing infrastructure to meet economic objectives and needs</td>
<td>• Create development plans to guide/limit development, especially for proposed interchanges</td>
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</tbody>
</table>
## Guiding Principles

### Physical Guiding Principles

16. Minimize implementation of new transportation facilities by following, where feasible, existing transportation rights of way, utility corridors or easements, and other existing human-disturbed corridors through conservation, agricultural, and other natural lands.
17. Enhance transportation connectivity by emphasizing linkages to the existing regional roadway network.
18. Enhance the development and operation of transportation corridors by using state-of-the-art and energy-efficient infrastructure, vehicles, materials, technologies, and methodologies.
20. Enhance areas where utilities and broadband can be combined with transportation through nondiscriminatory, competitively neutral access to FDOT rights of way for utility and service providers or joint deployment of infrastructure.
21. Enhance infrastructure and transportation planning processes to support co-benefits of implementation.
22. To extent feasible, minimize impacts of transportation lighting on nearby agricultural, environmental and conservation lands.

<table>
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<td>- Prioritize the use of existing transportation or human-developed corridors</td>
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<td>- Prioritize connections to the existing roadway network to process access to existing communities</td>
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<td>- Use downward facing lighting and be sensitive to nearby natural communities and military lands</td>
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<tr>
<td>- Address regional and statewide emergency evacuation needs while minimizing impacts on local mobility and access to services, amenities, and employment</td>
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<td>- Provide north-south and east-west connectivity, with north-south flow for evacuations</td>
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<tr>
<td>- Hendry is an inland area with hurricane evacuation zones options are needed</td>
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<tr>
<td>- There is no way to effectively evacuate on existing roads. Need to consider realistic ways to travel, particularly with increased population</td>
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<td>- Enhance the use of and prepare for new technologies</td>
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<td>- Enhance access to broadband to extent feasible</td>
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<tr>
<td>- Incorporate electric vehicle charging opportunities</td>
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<tr>
<td>- Provide competitively neutral, non-discriminatory access to rights-of-way for service providers</td>
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Next Steps

Task Force Meeting #4

February 13, 2020
Public Comment

Task Force Meeting #4

February 13, 2020