Welcome

Task Force Meeting #5
Government in the Sunshine Law - Video

Task Force Meeting #5
Corridor Utility Needs and Opportunities Panel Discussion

Task Force Meeting #5
The FDOT mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.
Draft High-Level Needs Summary Discussion

Task Force Meeting #5
“…this is an opportunity to work together to get sewer and water systems.”

“…what is the vision for the community?”

“…accessibility of the corridor and fuel during hurricane evacuation.”

“…not worsening ecological greenway connectivity as it has been impacted by several other corridors.”

“…corridors are needed to move people around given Florida’s population and economic growth.”

“…consider the impacts of people with disabilities.”

“…shortage of skilled labor.”

https://floridamcores.com/event/northern-turnpike-connector-task-force-meeting-3/#documents
Revitalize Rural Communities

- Consider local vision for communities and preserve their lifestyle
- Support outdoor recreation
- Support and leverage programs to convert septic to centralized sewer systems
- Expand rural broadband infrastructure and service
- Improve access to farms and other key industries
Encourage Job Creation

- Support the community vision including planned growth/development
- Improve access to existing industries, activity centers and isolated population centers
- Attract new industries, markets or services to the study area
- Improve broadband access for study area
- Support economic drivers such as local tourism and outdoor recreation
- Address shortage of local skilled labor
- Provide local students the opportunity to participate in construction workforce development
- Support job creation to address the projected demand for jobs
Provide Regional Connectivity while Leveraging Technology

- Co-locate with other modes to provide alternative routes and travel options
- Preserve functional integrity of local street network
- Improve access and connectivity to freight terminals, intermodal logistic centers, farms and other key industries; and accommodate existing and projected freight demand
- Co-locate or be adjacent to utility rights-of-ways to minimize impacts
- Complete gaps in the trail network by co-locating recreational trails
High-Level Needs from Task Force Roll Up

Enhance Quality of Life and Public Safety

• Address mobility needs due to the growth in population and visitation
• Improve hurricane evacuation routes and access to local shelters
• Improve times to access a shelter and evacuate out of county
• Accommodate evacuees from the region and other areas
• Address fuel and other supply needs during evacuations
• Consider and accommodate people with disabilities and transportation disadvantaged populations
Protect Environmental and Natural Resources

• Restore and protect quality of water resources that have been impaired by septic tanks, wastewater discharge, or other actions

• Maintain the integrity of the existing wildlife corridors, fill in connectivity gaps, and enhance areas impacted by prior actions

• Minimize vehicle-wildlife collisions by allowing wildlife to move under the highway corridors

• Proactively enhance habitat, regional biodiversity and ecosystems by acquiring additional lands for environmental mitigation and enhancement
Public Engagement Activities

Task Force Meeting #5
Your Voice Is Important

Recap of Input
We Have Heard You

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

COMMENT STATION

FloridaMCORES.com
Stay Engaged

Updates and Opportunities for Feedback

- Sign up for e-newsletters at FloridaM CORES.com
- Social Media
- Presentations to Groups/ Commissions / Councils

Workshops Available
Request through FDOT.listens@dot.state.fl.us
Written Comments
<table>
<thead>
<tr>
<th>COUNTY</th>
<th>EVENT NAME</th>
<th>DATE</th>
<th>NUMBER OF COMMENTS / LETTERS</th>
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<td>Northern Turnpike Corridor Task Force Meeting #2</td>
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<td>Hillsborough</td>
<td>*Suncoast, Northern Turnpike &amp; Southwest-Central Florida Corridors Task Force Meeting #1</td>
<td>8/27/2019</td>
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<td>Lafayette</td>
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<td>Levy</td>
<td>*Suncoast / Northern Turnpike Corridors Community Open House</td>
<td>1/28/2020</td>
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<td>Madison</td>
<td>Suncoast Corridor Task Force Meeting #4</td>
<td>2/11/2020</td>
<td>19</td>
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<td>Marion</td>
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<td>12/18/2019</td>
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<td>Polk</td>
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<td>1/9/2020</td>
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<td>Suncoast Corridor Community Open House</td>
<td>1/27/2020</td>
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*Joint Meetings that involved more than one corridor

Total: 362
Areas of Interest

Environmental Mentions

• Wildlife/Habitat Impacts
• Wetlands
• Water Resources/Aquifer
• Pollution: Water/Air/Ground
• Native Plants
• Conservation
• Impacts to Property/Rural/Quality of Life
Areas of Interest

Traffic Topics

• Projected Alignment or Route Locations
• Tolls
• Expand/Maintain Existing Roads
• Multi-modal/Mass Transit/Alternate Transportation
• Hurricane Evacuation
Areas of Interest

General Mentions

- Cost
- Tourism
- Jobs/Economic/Business Impacts
- Eminent Domain
- Water-Sewer Utilities
- Broadband
FDOT’s VISION:

➢ FDOT serves the people of Florida by providing a transportation network that is well planned, supports economic growth, and has the goal of being congestion and fatality free.
Additional Priority Data Requested by Task Force

Task Force Meeting #5
Consolidated Future Land Use Synthesis

- Land use categories synthesized into common major categories
- Municipalities not included

Source: Levy County, Citrus County, Marion County and Sumter County Comprehensive Plans
Existing Trail Infrastructure

• Updated trail inventory to include Florida National Scenic Trail
Consistency with State, Regional, and Local Plans

Task Force Meeting #5
Overview

• State and federal laws and rules describe areas for consistency, coordination, and consideration
  • Different approaches for rural and metropolitan areas

• Key documents
  • Local government comprehensive plan
  • MPO long-range transportation plan/transportation improvement program
  • Florida Transportation Plan/statewide transportation improvement program

• FDOT commitments to collaborating with partner agencies
Land Use and Community Planning

• Considerations
  • Goals, objectives, and policies
  • Inclusion of transportation corridors
  • Land use and natural resources around identified interchanges

• Timing
  • After Task Force report: May incorporate guiding principles and potential corridor paths/courses
  • By December 31, 2023: Determine need to amend plan to address land use and natural resource protection around identified interchanges
• Considerations
  • Consistency with local government comprehensive plans
  • Consistency with Florida Transportation Plan
  • Identification of proposed corridor projects in statewide transportation improvement program

• Timing
  • State Transportation Improvement Program (STIP) amendment/update prior to first project advancing
Transportation Planning: MPO Areas

- Considerations
  - Goals and objectives of Metropolitan Planning Organization (MPO) Long-Range Transportation Plan (LRTP)
    - Linkages to Florida Transportation Plan and Strategic Regional Policy Plan (SRPP)
    - Consistency with local government comprehensive plans
  - Identification of proposed corridor projects in MPO LRTP and transportation improvement programs (TIP)

- Timing
  - LRTP amendment or next update
  - TIP amendment/update prior to first project advancing
Future Traffic Conditions

Task Force Meeting #5
Agenda

Traffic Analysis Steps

Origin & Destination Summary

Traffic Forecast Inputs

2050 Future Traffic Conditions
Traffic Analysis Steps

Task Force
- High-Level Mobility Needs
  * Existing Traffic Conditions
  * Future No-Build (Baseline) Traffic

Planning and Corridor Evaluation
- Alternative Corridors Development
  * Traffic Evaluation of Corridor Alternatives

Project Development & Environment (PD&E) and Design
- Evaluate Alternatives Alignments
  * Refined Analysis of No-Build and Build Alternatives
### Study Area Daily Trips Summary

<table>
<thead>
<tr>
<th>Category</th>
<th>Trips</th>
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<tbody>
<tr>
<td><strong>Within Study Area</strong></td>
<td>964,500</td>
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<tr>
<td>Trips that start and end completely within the Study Area</td>
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<tr>
<td><strong>To and From Study Area</strong></td>
<td>307,500</td>
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<tr>
<td>Trips that start within, end outside, of the Study Area, and vice versa</td>
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<tr>
<td><strong>Pass-Through</strong></td>
<td>106,600</td>
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<tr>
<td>Trips that start and end outside of, and passing through, the Study Area</td>
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<tr>
<td><strong>Total Trips</strong></td>
<td>1,378,600</td>
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*Source: AirSage, Inc., September 2016*
Traffic Forecast Inputs

Roadway Improvements and Number of Lanes

Improvements (2016 to 2050)

- Widenings
- New Facilities

2050 Number of Lanes

- 2 Lanes
- 4 Lanes
- >= 6 Lanes

- Population Growth: 53% Increase
- Employment Growth: 72% Increase

Maps showing population and employment distribution with color-coded areas indicating different population and employment ranges.
Peak Season Daily Traffic Volumes

• Study Area Traffic Increases by 83% from 2018 to 2050
• Increase in Passenger Car and Truck Traffic
Peak Season Daily Truck Volume

<table>
<thead>
<tr>
<th>Location</th>
<th>2018</th>
<th>2050</th>
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<tr>
<td>Levy</td>
<td>19</td>
<td>11%</td>
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<tr>
<td>Citrus</td>
<td>19</td>
<td>13%</td>
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<tr>
<td>Marion</td>
<td>27</td>
<td>16%</td>
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<tr>
<td>Sumter</td>
<td>441</td>
<td>20%</td>
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<td>Sumter</td>
<td>75</td>
<td>22%</td>
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<td>Citrus</td>
<td>71</td>
<td>17%</td>
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### Truck Traffic

- **X%**: Percentage
- **2018**: Count Location
- **2050**: Freight Facilities
2050 Future Traffic Conditions

- **Level of Service (LOS)**
  - A Quantitative Stratification of Quality of Service Using Letter Grades A through F
  - Quality of Service Is Measured across Multiple Modes

- **FDOT Target LOS**
  - LOS C Rural Areas
  - LOS D Urbanized Areas

<table>
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<tr>
<th>LOS</th>
<th>Description</th>
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<tbody>
<tr>
<td>A</td>
<td>Complete Mobility, Traffic Flow at or above Speed Limit</td>
</tr>
<tr>
<td>B</td>
<td>Traffic Flow at Speed Limit, Vehicles Side by Side</td>
</tr>
<tr>
<td>C</td>
<td>Slightly Congested, Traffic Flow at Speed Limit or Below</td>
</tr>
<tr>
<td>D</td>
<td>Congestion, Typical Rush Hour, Speeds Reduced below Speed Limit</td>
</tr>
<tr>
<td>E</td>
<td>Congestion, Irregular Traffic Flow, Speed Varies Rapidly</td>
</tr>
<tr>
<td>F</td>
<td>Heavy Congestion, Excessive Delay, Frequent Stops</td>
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2050 Future Traffic Conditions

Level of Service (LOS)

- Future 2050
- LOS E/F
  - Marion County
  - Sumter County
    - I-75, US 301, SR 471, SR 50, SR 44
  - Citrus County
    - US 41, SR 44, SR 200
  - Levy County
    - SR 121
Level of Service (LOS) Deficiency

- Segments that Exceed the Target LOS
- Existing 2018
- Future 2050
• **Origin & Destination Summary**
  • Regional and Pass-Through – 414,100 Daily Trips

• **2050 Future Traffic Conditions**
  • Growth to 2050 (Population = 53%; Employment = 72%)
  • Traffic Growth to 2050
    • Overall Traffic Growth = 83%
    • Many Segments >100% Change in Traffic

• **Level of Service and Congestion**
  • Analysis Area LOS ‘E’ and ‘F’ Segments in Sumter, Marion, and Citrus Counties
  • Many Segments Do Not Meet Target LOS
  • I-75 Projected Deficient Even with a 10-Lane Widening
Existing Capacity Projects

Task Force Meeting #5
Major Planning and PD&E Studies

- Major Projects
  - Capacity / widening, interstate & interchange
- Planned & Underway
  - Ongoing and Planned through FY 2025
- Completed
  - Completed, but not yet constructed

Legend*

1. Suncoast Parkway 2 from CR 486 to US 19**
2. US 19 from W Cardinal St to W Green Acres St
3. US 41 (SR 45) from E Arlington St to N of SR 200
4. US 41 (SR 45) from E of Live Oak Lane to E of Arlington
5. US 41 (SR 45) from SR 44 to N of SR 200

*See handout for a complete list of projects
**Design for this project is on hold
Major Construction Projects

• Major Projects
  • Capacity / widening, interstate & interchange

• Programmed for Construction
  • Programmed through FY 2025

• Ongoing
  • Construction has begun but not yet completed

Legend*

1. US 19 (SR 55) from W Jump Court to W Fort Island Trail
2. US 19 (SR 55) from W Green Acres St to W Jump Ct
3. Suncoast Parkway 2 (SR 589) from SR 44 to CR 486
4. Suncoast Parkway 2 from South of W Grover Cleveland Blvd to SR 44

*See handout for a complete list of projects
Avoidance and Enhancement Areas

• Original categories identified at Task Force meeting #4:
  • **Will not impact** – Absolute avoidance areas*
  • **No new corridor through** – No additional corridors will be proposed through these areas that are for the purposes of M-CORES**

• What’s New Today
  • **Existing Roads for Potential Co-Location**

*Now includes Marion County Farmland Preservation Areas
**Preserve ability to traverse the Cross Florida Greenway with potential enhancement opportunities
Review of Updated Avoidance and Enhancement Areas

• Original categories identified at Task Force meeting #4:
  • *Will not impact* – Absolute avoidance areas
  • *No new corridor through* – No additional corridors will be proposed through these areas that are for the purposes of M-CORES

• Categories for requested avoidance layers from Task Force Members:
  • *Task Force will not impact* – Proposed by the Task Force as absolute avoidance areas
  • *Task Force no new corridor through* – Proposed by the Task Force as areas where no additional corridors will be proposed through these areas that are for the purposes of M-CORES
  • *Impact only with enhancement* – Proposed by the Task Force as areas that may only be impacted if new or existing facilities include enhancement to the natural and physical environment
  • *FDOT standard analysis areas* – Proposed by the Task Force as areas that will be reviewed and analyzed following FDOT standard policies and procedures
Task Force Member Requested Areas to be placed in one of the four categories (Task Force will not impact; Task Force no new corridor through; Impact only with enhancement; FDOT standard analysis areas):

- Florida Forever Land Acquisition Priorities (High)
- Florida Forever Land Acquisition Priorities (High/Medium)
- Florida Forever Land Acquisition Priority (Medium)
- Florida Forever Land Acquisition Priority (Medium/Low)
- Florida Forever Land Acquisition Priority (Low)
- Florida Rural and Family Lands (Approved Acquisition)
- Mitigation Easements (Privately Owned, Managed by FWC or WMD)
- Florida Ecological Greenways Network (Priority 1 and 2)
- Prime Farmland
- Water Management District, Long-Term Monitoring Sites
Task Force Layers Comments for Review

Northern Turnpike Corridor Avoidance and Enhancement Areas & Task Force Meeting #4 Comments
Existing Corridor Enhancement Opportunities

Task Force Meeting #5
Enhancement Commitments

Bioswales
- Improved Water Quality

Additional Wildlife Crossings & Design Elements

Springs
- Connecting and Expanding Multi-Use Trails
Enhancement Commitments

- Improved Water Flow
  *Bridging Example

- Connecting/Expanding Conservation Lands

- Providing/Preserving Right-of-Way for Utilities

- Connecting/Expanding Wildlife Corridors
Put It Down

IT CAN WAIT
Revised Draft AMME Guiding Principles

Task Force Meeting #5
1. Avoid, to the extent feasible, and enhance to the extent practical, where avoidance is not feasible, minimize and mitigate, impacts to conservation areas including:
   a. Florida Forever Program projects that are in the highest priority for acquisition,
   b. wildlife corridors and lands identified as priority 1 and 2 in the Florida Ecological Greenways Network,
   c. Land managed with prescribed or controlled burns,
   d. Natural Resources of Regional Significance identified in Regional Planning Councils’ Strategic Regional Policy Plans, and
   e. mitigation easements.

2. To the extent feasible, minimize impacts of transportation lighting on nearby agricultural, environmental and conservation lands.

3. Avoid, to the extent feasible, and enhance to the extent practical, where avoidance is not feasible, minimize and mitigate impacts to endangered or threatened species and their habitats.
4. Prioritize water quality and quantity in the study area by avoiding, to the extent feasible, and enhancing to the extent practical, where avoidance is not feasible, minimizing and mitigating impacts to important water resources including:
   a. spring protection zones,
   b. outstanding Florida waters
   c. aquifer and groundwater recharge areas,
   d. wetlands and other surface waters, and
   e. floodplains.

5. Avoid, or minimize impacts to sinkhole and karst areas.

6. Minimize impacts by not placing a new corridor through the following natural resources: state forests, Florida Forever acquired (owned) lands, aquatic preserves, state parks, wildlife refuges, mitigation banks, managed lands, and coastal avoidance area.

7. Avoid and do not impact springheads, high risk coastal zones, lakes and farmland preservation areas.

8. Avoid, to the extent feasible, and enhance to the extent practical, where avoidance is not feasible, minimize and mitigate impacts to Florida Rural and Family Lands Protection Program lands, agricultural lands, prime farmlands, and timber lands.
1. Avoid or minimize impacts to existing neighborhoods and residential communities by maintaining and preserving the surrounding character, while accommodating potential growth and development.

2. Avoid and do not impact cemeteries and historic markers, cultural sites, tribal lands, and sites currently listed in the National Register of Historic Places.
1. Enhance mobility and accessibility in areas with a high concentration of transportation-disadvantaged populations.

2. Give priority to, and enhance potential economic development opportunities and employment benefits in the study area by providing, improving or maintaining accessibility to activity centers, employment centers, learning institutions, agricultural lands, and locating interchanges in a manner that preserves and maintains the local land use vision and goals.

3. Prioritize emergency evacuation needs by enhancing emergency evacuation and response time including providing or maintaining access to emergency shelters and other emergency facilities.

4. Minimize impacts by not placing a new corridor through the following community infrastructure facilities: airports, hospitals, prisons, public water supply plants, wastewater facilities and electric generating facilities.
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.

3. Avoid and do not impact military facilities.

4. 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.
A. Enhance infrastructure and transportation planning processes to support co-benefits of implementation.

B. Avoid or minimize impacts to funding for programmed FDOT projects.

C. In transportation corridor planning and project development, localize public input/feedback.

D. In transportation corridor planning and project development, evaluate improvements and access to existing and planned trail networks.

E. Prioritize additional infrastructure needs and funding sources needed to accommodate the corridor (local roads, rail, utilities, sewer and water).
F. Develop a land protection program as part of the project to coordinate and implement the acquisition of identified conservation lands.

G. Work with landowners of regionally significant or large contiguous agricultural lands and other rural lands to understand their future plans.

H. Apply innovative planning and design strategies such as using state of the art and energy efficient methodologies, technologies and materials to develop the corridor; utilize forestry and stormwater Best Management Practices (BMPs); and accommodating multiple modes of transportation.

I. Enhance springs priority focus areas and impaired water bodies by prioritizing opportunities to convert septic to sewer systems, and watershed-wide water quality improvements.
Next Steps

Task Force Meeting #5
Next Steps

Webinar

Task Force Meeting #5 Homework

One-on-One Meetings
Task Force Meeting #6: May TBD

Community Open House: TBD
Florida Law: Hands-Free in School Zones or Work Zones

➢ It is a primary offense to use a phone in a work zone or school zone.

➢ Drivers may be ticketed for using wireless communication devices in a handheld manner in work or school zones.