Task Force Member Instructions

- The meeting will begin at 9:00 a.m.
- Please enter your PIN to join with audio if you are not using computer audio
- If you are a substitute, please email Marlon Bizerra with your information
- If you experience technical difficulties, please:
  1. Try logging in again, or
  2. Contact technical support
     - Tommy Bull – Tommy.Bull@dot.state.fl.us
     - Marlon Bizerra – Marlon.Bizerra@dot.state.fl.us
Welcome

L.K. Nandam, Chair
Introductions, Update & Agenda Review

Karen Kiseleewski, Facilitator
The Public Comment Period begins at 5:00 p.m., or as soon as the agenda items are completed.

We will receive comments virtually and then subsequently from our two physical public viewing locations.

Requests to provide comments virtually, received by 4:00 p.m. today, will be addressed during the Public Comment Period.

- If you have not yet registered, please sign-up on the website under today’s event. If you need the link emailed to you, please use the “Raise Hand” function and one of our team members will email you the link to sign-up.

Requests to provide comments at one of the public viewing locations can be made by completing a speaker card on-site at the registration area.
The meeting is being recorded and will be available with other materials on the M-CORES website.

Task Force Members will remain muted for the presentations and then you will be self-muted during discussion.

Task Force members can use the “raise hands” feature during the discussion periods to indicate their desire to ask a question or provide comments.

The facilitator will recognize individual Task Force members to speak. If you have self-muted please be sure to unmute before speaking.

Do not put the webinar on hold or take another call, as we will hear your hold music.
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Task Force Member Roll Call

Karen Kiselewski, Facilitator
Moving from Task Force Recommendations to Corridor Planning and Project Development

Will Watts, Chief Engineer, FDOT
• General definitions and avoidance areas
• Example attraction areas
• Environment – study overview
• Example application of using guiding principles to develop potential illustrative paths/courses
• Potential planning areas
• Northern area – potential illustrative paths/courses
• Southern area – potential illustrative paths/courses
• Next steps
• Potential illustrative paths/courses are a broad geographic area for a multi-use corridor connecting two or more locations

• First step of potential illustrative paths/courses is to define the avoidance areas

Map Legend

- Existing Roads
- Existing Railroads
- Will Not Impact
- No New Corridor Through
Development of guiding principles and instructions help define avoidances and attractions.

Example attraction areas (e.g., Opportunity Zones, Commercial/Industrial/City Areas)

Map Legend
- Existing Roads
- Existing Railroads
- Will Not Impact
- No New Corridor Through
- Opportunity Zones
- Commercial/Industrial/City Areas
East Portion of Study Region
  • Kissimmee River & Lake Okeechobee

Northern Edge
  • Green Swamp

Center Region
  • Lake Wales Ridge

Southwest Region
  • Coast, Beaches, Barrier Islands & Estuaries
  • Babcock Ranch Preserve

South Region
  • Florida panther habitat
  • Big Cypress National Preserve
East Portion of Study Region
  • Kissimmee River & Lake Okeechobee

Northern Edge
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Environment – Study Overview

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• Using guiding principles and instructions related to maximizing use of existing facilities, two major north/south roads are potential illustrative paths/courses
  • US 27 via SR 29
  • US 17 via SR 29, SR 82 and SR 31
• Consistent with other guiding principles
• Similar environmental characteristics
• Bisected by major east/west roads for enhancement and connectivity
Task Force Work Plan
• Refine guiding principles and instructions to help narrow potential illustrative paths/courses
• Discuss draft guiding principles and instructions - relate them to communities and potential illustrative bypasses
• Discuss draft guiding principles and instructions - relate them to new potential illustrative paths/courses

Planning / Alternative Corridor Evaluation & Project Development and Environment Studies
• Further prioritize, analyze and refine avoidance and/or minimization and mitigation of impacts
• Coordinate with resource agencies through FDOT’s Efficient Transportation Decision Making (ETDM) Process
• 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
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
Financial Feasibility

- 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
Questions?
Update on Work Plan and Recommendations Framework

Huiwei Shen, FDOT Chief Planner
Needs Evaluation Process

• Task Force (Pre-planning)
  • Identify high-level needs tied to statutory purposes
  • Provide guidance for needs evaluation

• Post Task Force (Planning + Project Development)
  • Evaluate conventional transportation needs + regional co-benefits
  • Consider full range of alternatives including “no build” option
  • Evaluate economic, environmental, land use, and emergency management impacts
  • Assess financial feasibility including Turnpike standards
  • Conduct robust analysis meeting statutory requirements & industry standards
  • Support through corridor advisory group and robust public input
Section 338.2278 (3)(c)(6), F.S.: “To the maximum extent feasible, the department shall adhere to the recommendations of the task force created for each corridor in the design of the multiple modes of transportation and multiple types of infrastructure associated with the corridor.”

• Guiding principles & instructions function as a set of directions to FDOT and partners in implementing Task Force’s recommendations

• Statutory direction is inclusive of both guiding principles and instructions

• Additional information or changing conditions may warrant refinements to specific instructions; in these situations, guiding principles and Task Force intent will inform refinements, in consultation with the corridor advisory group
Changes to Guiding Principles

• Eliminated qualifier language
• Revised cross-cutting principles
  • Consistency with existing plans
  • Maximizing existing facilities
• Revised principles for environmental and community resources
  • Specific avoidance commitments in principles and/or instructions
  • Expanded instructions to document future analyses and decision points
• Revised additional principles based on member discussion
Corridor Advisory Group

• Members
  • Local governments, state and regional agencies, environmental groups, industry partners, etc.

• Role
  • Advise FDOT on implementation of Task Force recommendations
  • Help track FDOT and partner commitments
  • Review and provide feedback on needs evaluation, PD&E, and other documents
  • Assist with robust outreach process
• Focus on refining guiding principles and instructions as a set
• Understand how this language will direct future planning and corridor development decisions
• Review revised high-level needs for incorporation in Task Force report
• **Meeting 8** (tentatively September 23) – prepare draft recommendations for public comment

• Additional **community open houses** – tentatively September 24 in Naples and October 21 in Punta Gorda

• **Public comment period** during month of October on draft recommendations

• **Meeting 9** (tentatively October 20) – complete recommendations and final report

• **By November 15** – submit final report to Governor and Legislature
Review and Refine Guiding Principles and Instructions

Task Force Discussion
Guiding Principles by Topic

- Consistency with Statewide, Regional and Local Plans and Visions
- Maximizing Use of Existing Facilities
- Social and Community Context
- Economic Development
- Agricultural Land Uses
- Conservation Lands
- Wildlife and Plant Habitats
- Water Resources

- Freight Mobility and Safety
- Transportation Modes
- Connectivity to Regional and Local Transportation Network
- Resilience
- Emergency Evacuation and Response
- Broadband and Other Utilities
- Technology
M-CORES and Emergency Considerations

Don Lewis, Task Force Support Team
Emergency Considerations

Four Phases of Emergency Management:

- **MITIGATION**: Preventing and minimizing emergency impacts
- **PREPAREDNESS**: Developing plans and tools for emergencies
- **RESPONSE**: Activities during the emergency
- **RECOVERY**: Returning to normalcy after an event

*M-CORES impacts all 4 phases of Emergency Management*
Roles in Florida Emergency Management:

- **STATE** - Implement State Emergency Ops Plan; oversee and coordinate all phases of emergency management including FHP law enforcement and management of state facilities and resources; facilitate communication with counties and federal partners; monitor congestion on statewide highways.

- **REGIONAL** - Coordinate emergency activities of neighboring counties for situational awareness, real time needs identification, and communication.

- **LOCAL** - Activate local plans including county decision making, evacuation messaging and areas, sheltering openings, and coordination with state and regional partners. Manage recovery efforts including resource storage and distribution.
Evacuation Traffic Capacity Needs:

• More north-south capacity needed for evacuation and re-entry

• Hurricane Irma - one emergency scenario that gives a glimpse of what can happen: minor track shift could have been worst-case

• M-CORES possible I-75 relief / dispersion of evacuees so that more destinations can be reached safely and timely

• Stronger events = more out of county evacuation
Role / Realities of Public Sheltering:

- Critical role for transportation disadvantaged and those needing a last resort refuge
- Sheltering in place - less severe emergency events
- With Covid-19, public shelters will not be a destination most will choose
- Past hurricane events - less than 10% of the evacuating population go to public shelter
- Local pre-Covid-19 shelter capacities could only handle a small portion of the evacuating population, now more constrained by virus / social distancing
- Even if we could build enough structurally safe shelter capacity for various severe emergency events, citizens will not go there if they feel unsafe
Local County Emergency Challenges / M-CORES Help:

• Long traffic clearance times and difficult decision-making
• Better control of evacuee egress out of storm surge areas
• Separation of local and through evacuation traffic in many areas
• Preservation of local shelter space for local needs
• Messaging to through-traffic to control local impacts
M-CORES Hurricane Emergency Benefits and Usefulness:

• Very much scenario specific
  • Track and intensity
  • Public participation
  • In-County vs. Out-of-County destinations
  • Traffic control and messaging
  • Tourist populations

• Evacuations conducted before the arrival of pre-landfall hazards (sustained tropical storm winds and flooding cut-off)

• Mitigation of long evacuation lead times where track and intensity confidence is poor

• Southwest Florida to Tampa Bay most difficult evacuation area in US
  (Source: National Hurricane Conference)
Stretch Break

Task Force Meeting #7

August 25, 2020
Review and Refine Guiding Principles and Instructions (continued)

Task Force Discussion
• The meeting will resume from lunch break at 1:30 p.m.
• Please enter your PIN to join with audio, if you are not using computer audio
• If you experience technical difficulties, please:
  1. Try logging in again, or
  2. Contact technical support
     • Tommy Bull – Tommy.Bull@dot.state.fl.us
     • Marlon Bizerra – Marlon.Bizerra@dot.state.fl.us

• Public Comments
  • If you wish to provide public comments virtually, please complete the form on the website https://floridamcores.com/event/southwest-central-florida-corridor-task-force-meeting-7/
  • If you are at a public viewing location and wish to provide public comment, please register with staff on-site.
• Requests made online to provide comments virtually, received by 4:00 p.m. today, or via speaker card at the public viewing locations will be addressed during the Public Comment Period.

• If you have not yet registered to provide public comment during today’s virtual meeting and wish to do so, please sign-up on the website under today’s event or by completing a speaker card at one of the on-site public viewing locations.

• If you need the link emailed to you, please use the “Raise Hand” function and one of our team members will email you the link to sign-up.

• Comments can be submitted at anytime to FDOT.Listens@dot.state.fl.us
Review and Refine Guiding Principles and Instructions (continued)

Task Force Discussion
Break

Task Force Meeting #7

August 25, 2020
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Review and Refine Guiding Principles and Instructions (continued)

Task Force Discussion
Review Draft Task Force Report

Sections

Task Force Discussion
Next Steps

L.K. Nandam, Chair
Public Comment

Southwest-Central Florida Corridor
Task Force Meeting #7
Public Comment Period

• Requests made online to provide comments virtually, received by 4:00 p.m. today, or via speaker card at the public viewing locations will be addressed during the Public Comment Period.

• When your name is called, we will unmute your line in order for you to provide comment within your allotted time of 3 minutes.

• You will hear 2 tones during the countdown:
  • 30 seconds remaining
  • 3 minutes have concluded

• Only one person at a time will be unmuted; if you have self-muted please be sure to unmute before speaking

• After completion of the virtual public comments we will subsequently move to the public viewing locations

• If you did not submit your request in time to be able to speak today, please email your comments to FDOT.Listens@dot.state.fl.us