Welcome

Thank you for visiting this Virtual Open House for the Southwest-Central Florida Corridor, part of the Florida Department of Transportation’s Multi-Use Corridors of Regional Economic Significance (M-CORES) program. This online format is designed to accommodate those who cannot
attend either in-person Community Open House scheduled at the North Collier Park Exhibit Hall (15000 Livingston Road, Naples, Florida) on September 24, 2020 from 5:30 pm – 7:30 pm or at the Nora Mayo Hall (500 3rd Street NW, Winter Haven, Florida) on September 29, 2020 from 5:30 pm – 7:30 pm. Information presented on this website provides the same information shown at the in-person event in Naples.

This site will provide an overview of the M-CORES program as well as information shared with the Southwest-Central Florida Corridor Task Force at their virtual meeting held on September 23, 2020.

**HOW TO NAVIGATE**

Scroll through the content below to learn about the Multi-Use Corridors of Regional Economic Significance (M-CORES) program. Or, jump ahead to topics of interest using the links at the top of the page.

**HOW TO PARTICIPATE**

Provide feedback on topics the Task Force is currently exploring, including the Draft Task Force Report. Opportunities for input in this online open house include:

Submit a Comment

For additional information, please email Marlon Bizerra at Marlon.Bizerra@dot.state.fl.us.

*Let's get started.*

The purpose of this open house is to provide an overview of the Draft Task Force Report and to
provide an update to the discussion on paths/courses development.

Draft Task Force Report

The Florida Legislature charged each Task Force with providing recommendations and evaluations in a final report, which will guide FDOT in its subsequent study phases. The final report is due to the Governor and Legislature November 15, 2020.

Scroll below to review a summary of the Task Force Report. For details, read the full report using the link below.

Task Force Report

Report Outline

• Introduction
• Task Force Overview - membership, meetings, data and mapping tools, public engagement
• Study Area Overview - environmental, community, economic, and infrastructure characteristics
• Recommendations - approach and framework, high-level needs, and guiding principles and instructions
• Action Plan

Introduction
Governor Ron DeSantis signed Senate Bill 7068 on May 17, 2019 to create the M-CORES program with FDOT. The purpose of the program is to revitalize rural communities, encourage job creation, and provide regional connectivity while leveraging technology, enhancing quality of life and public safety, and protecting the environment and natural resources.

Program Goals
With regional growth anticipated in the double digits, the state must plan and implement an intentional, intelligent and responsible approach toward improvement and resiliency of Florida’s infrastructure, protection of the natural environment, and visioning the transportation needs of area residents.

The FDOT M-CORES approach is to consider new multi-use corridors that consider vehicular movement and additional benefits such as opportunities for the expansion of water and sewer, broadband connectivity, energy distribution, freight efficiency, mobility and alternative modes of transportation, while mitigating impacts to and enhancing preservation of the natural environment and wildlife.
Task Force Overview

Included in Senate Bill 7068 was the creation of three Task Forces that are made up of members representing state agencies, water management districts, local governments, metropolitan planning organizations, regional planning councils, environmental groups, and community organizations. The mission of the Task Forces is to evaluate the Southwest-Central Florida Corridor. FDOT is currently working with Task Force members to evaluate the corridors and their potential economic and environmental impacts.

The M-CORES program was developed around an extensive and inclusive process to ensure the goals outlined in the bill are achieved. The graphic below outlines the M-CORES project development process. We are currently in the Task Force phase.

Visit the Southwest-Central Corridor Task Force home page for more information about the Task Force mission.

Study Area Overview

One of Three Study Areas: Southwest Central Florida Corridor

The Southwest-Central Florida Corridor study area extends from Collier County to Polk County. This nine-county area spans more than 10,500 square miles encompassing all of Polk, Hardee, DeSoto, Highlands, Charlotte, Glades, Lee, Hendry, and Collier counties. This nine-county region is home to nearly 2.3 million residents. About 90% of the population is located along the coastline (Lee, Collier and Charlotte Counties) and near the Interstate 4 (I-4) corridor (Polk County).

The study area is well known for its scenic beauty and natural environment that includes connected rural landscapes and
wildlife corridors, water, and habitat of statewide, and in some cases, international significance.

Recommendations
The Task Force recognized the large scope of the M-CORES purpose and program, as well as the scale of the corridors authorized in the statute. Decisions about where these corridors should be located and how they should be developed, particularly in relation to environmental resources and existing communities, could have transformative impacts not only on the study area but also on the state as a whole. This called for thoughtful decision-making supported by the best available data, analysis, subject matter expertise and extensive public input.

The Task Force focused on developing recommendations for how FDOT and other agencies should implement the M-CORES Program in this study area with a framework that includes three parts: High-Level Needs, Guiding Principles, and Instructions for Project Development and Beyond.

The following slides elaborate on the recommended three-part framework.
High-Level Needs

High-level needs are key regional opportunities and challenges the M-CORES Program, including corridor investments and related actions, are intended to address.

The high-level needs, along with the purpose, answer the question “why?”.

The Task Force has finalized and established eleven high-level needs, shown at right.

The Task Force also developed guidance for how FDOT should work with partners to evaluate these potential needs and form more specific purpose and need statements for corridor improvements moving forward.

FDOT will conduct a robust evaluation of the potential high-level needs in the study area, building on the recommendations of the Task Force.

- Support anticipated population growth in coastal communities and urban areas.
- Improve safety and mobility.
- Help rural and underserved areas improve infrastructure for people, freight, and technology.
- Improve access and interregional connectivity for residents, freight, and visitors between communities and markets.
- Expand transportation options, such as shared-use nonmotorized trails, freight and passenger rail, and public transit.
- Help increase economic activity and economic diversity throughout the region with emphasis on inland and rural areas.
- Create employment opportunities, particularly to assist lower-income residents and help retain younger residents in the area.
- Enhance access to jobs, workforce training, education, healthcare, and goods and services.
- Support agriculture and resource-based industries as major economic drivers and areas of environmental sensitivity.
- Protect, connect, and enhance environmentally sensitive areas, ecosystems, water resources, and wildlife, including the Florida panther.
- Strengthen disaster mitigation, preparedness, response, and recovery.
Guiding Principles & Instructions

The Task Force recommended a set of core values to guide decision-making related to the M-CORES Program in the study area throughout the planning, development, and implementation process. These guiding principles answer the question “how?”.

The Task Force also recommended specific directions for future project development and implementation activities to ensure the guiding principles are applied to subsequent activities as intended. These instructions answer the question “what's next?”.

The guiding principles are accompanied by a set of instructions covering 16 topics. The first two are topics that overlap with other core values:

Consistency with Statewide, Regional, and Local Plans
Maximizing Use of Existing Facilities
Maximizing Use of Existing Facilities

Guiding Principle #2

Purpose
• All Purposes

Draft High-Level Needs
• All Needs

Draft Guiding Principles
• Evaluate potential alternatives for addressing statewide and interregional mobility and connectivity needs in this priority order:
  1. Make safety, operational, and capacity improvements to existing transportation facilities and right-of-way.
  2. Develop new transportation facilities.

Draft Instructions For Project Development and Beyond
• Identify and advance safety and operational improvements to existing transportation facilities.
• Evaluate potential capacity improvements to existing transportation facilities, including their impact on the surrounding environmental resources, land uses, and communities.
• Evaluate opportunities for co-location of transportation and utility facilities within or adjacent to existing disturbed right-of-way, and other approaches to transforming existing facilities and right-of-way to accommodate additional modes, uses, and functions, including their impact on the surrounding environmental resources, land uses, and communities.
• Assess connectivity gaps between existing transportation facilities and areas identified as priorities for action, and potential opportunities for closing those gaps.
• Advise specific improvements that support a system meeting the long-term needs of statewide and interregional flows of people and freight.

Maximizing Use of Existing Facilities

Social and Community Context

Guiding Principle #3

Purpose
• Enhance the Quality of Life and Public Safety

Draft High-Level Needs
• Support anticipated population growth in coastal communities and urban areas.
• Help increase economic activity and economic diversity throughout the region with emphasis on inland and rural areas.
• Enhance access to jobs, workforce training, education, healthcare, and goods and services.
• Create employment opportunities, particularly to assist lower-income residents and help retain younger residents in the area.

Draft Guiding Principles
• Maintain and enhance community character and quality of life consistent with local and regional plans.

Draft Instructions For Project Development and Beyond
• Do not impact known cemeteries.
• Do not impact Avon Park Air Force Range and its mission critical leases.
• Do not impact lands owned by known Native American Tribes and associated historical sites not owned by Native American Tribes.
• Do not place new corridor through National Register of Historic Places (NRHP) listed sites.
• Plan and develop transportation corridors in a manner that improves connectivity to and enhances the quality of existing communities, while avoiding or minimizing adverse impacts on these communities and developments.
• Plan and design transportation corridors so that their purpose and scale is compatible with the communities that they serve.
• Consult with Native American Tribes to understand future plans and identify opportunities for enhanced connectivity.
• Consult with the military to understand future plans and identify opportunities for enhanced connectivity.
• Plan transportation corridors to avoid safety impacts to K-12 schools.

Guiding Principles & Instructions

The following three topics cover community and economic development aspects:

• Social and Community Context
• Economic Development
• Agricultural Land Uses
Social and Community Context

Economic Development Guiding Principle #4

**Purpose**
- Revitalize Rural Communities
- Provide Regional Connectivity
- Enhance the Quality of Life and Public Safety

**Draft High-Level Needs**
- Help increase economic activity and economic diversity throughout the region with emphasis on inland and rural areas.
- Enhance access to jobs, workforce training, education, healthcare, and goods and services.
- Create employment opportunities, particularly to assist lower-income residents and help retain younger residents in the area.
- Improve access and interregional connectivity for residents, freight, and visitors between communities and markets.

**Draft Guiding Principles**
- Advance economic development, business retention and expansion, job creation, and community development, with emphasis on rural areas of opportunity.

**Draft Instructions For Project Development and Beyond**
- Work with economic development organizations for opportunities to focus on retention and expansion of existing industries, including ecotourism and recreation industries.
- Work with economic development organizations on opportunities to attract emerging industries.
- Work with workforce development organizations on opportunities to enhance access to jobs and workforce training.
- Plan limited access transportation facilities to serve economic activities dependent on interregional travel.
- Provide connectivity to medical facilities, colleges, universities, and workforce training sites.

Economic Development

Agricultural Land Uses Guiding Principle #5

**Purpose**
- Revitalize Rural Communities
- Protect the Environment and Natural Resources
- Leverage Technology

**Draft High-Level Needs**
- Support agriculture and resource-based industries as major economic drivers and areas of environmental sensitivity.

**Draft Guiding Principles**
- Protect, enhance, and minimize impacts to productive agricultural lands and other productive lands with economic or environmental significance.
- Improve connectivity and maintain access between working farms, other resource-based industries, their supply chains, and their market destinations.

**Draft Instructions For Project Development and Beyond**
- Apply the guiding principle to prime farmlands (U.S. Department of Agriculture, Natural Resources Conservation Service-designated), irrigated cropland/non-irrigated agricultural areas (Florida Department of Agriculture and Consumer Services) and timber lands, Florida Rural and Family Lands Protection Program lands, and Farmlands/Agricultural Preservation Areas designated in local government comprehensive plans.
- Work with owners/operators of agricultural farms, including those with the honorary designation of Century Farm, along with other resource-based industries to understand their needs and plans to address access and fragmentation, and to support effective management of agricultural properties.
- Work with economic development organizations and owners/operators of agricultural farms to understand needs and opportunities to support the agri tourism industry.
- Improve transportation connectivity between working farms, other resource-based industries, and their supply chains.
- Improve broadband connectivity to promote and support efficiency, new and emerging technologies, and best practices.
Guiding Principles & Instructions

These four topics address environmental aspects of the region:

- Conservation Lands
- The Florida Panther
- Wildlife and Plant Habitats
- Water Resources

Conservation Lands

Draft Guiding Principle #6

- Protect the Environment and Natural Resources
- Protect, connect, and enhance environmentally sensitive areas, ecosystems, water resources, and wildlife, including the Florida panther.

Draft High-Level Needs

- Apply the following priority order for existing conservation lands (including conservation easements and mitigation lands):
  1. Avoid negative impacts to them;
  2. Restore, connect, and enhance these lands while continuing to avoid negative impacts to them; and
  3. Minimize and mitigate negative impacts to them.

Draft Instructions For Project Development and Beyond

- Do not place new corridor through Preservation 2000 lands, National Parks, State Parks, State Forests, State-owned Mitigation Banks, and Florida Forever Acquired Lands.
- Leverage §380.227(19)(f), F.S. acquisition authority and other conservation programs to identify and preserve additional land to accomplish multiple purposes with the intent of acquiring property near or adjacent to the corridor prior to or parallel to corridor development.
- Coordinate with other entities to identify and prioritize targeted acquisitions such as those on the Florida Forever targeted list, other state recognized planned conservation land lists, and other locally recognized conservation land lists.
- Coordinate with landowners to apply the guiding principle to non-state owned conservation easements and mitigation lands to serve multiple purposes.
- Coordinate with landowners and operators of agricultural lands that also serve a conservation purpose.
- Work with management agencies to obtain funding and to implement Best Management Practices (BMP).
- Coordinate with the Division of Forestry, Florida Department of Agriculture and Consumer Services to preserve the ability to use prescribed fire on public and private managed lands.
- Identify and prioritize opportunities to reduce the purpose of existing conservation lands by reversing the negative impacts of existing transportation facilities.

The Florida Panther

Draft Guiding Principle #7

- Protect the Environment and Natural Resources
- Protect, connect, and enhance environmentally sensitive areas, ecosystems, water resources, and wildlife, including the Florida panther.

Draft High-Level Needs

- Apply the following priority order to protect the federally endangered Florida panther and its habitat:
  1. Avoid negative impacts to the U.S. Fish and Wildlife Service Panther Focus Area;
  2. Restore, connect, and enhance existing and adjacent habitats (or habitats within close proximity to the project); and
  3. Minimize and mitigate negative impacts to panther habitat.

Draft Instructions For Project Development and Beyond

- Coordinate with the Florida Panther Recovery Implementation Team (PRIT) and the U.S. Fish and Wildlife Service to place a high priority on acquiring lands that protect panther habitats and connect existing conservation lands and wildlife management areas important to the panther.
- Coordinate with the Florida PRIT to prioritize wildlife corridor connections and implement design features to protect the panther and other critical species.
- Consult the U.S. Fish and Wildlife Service regarding potential impacts within the Panther Focus Area.
The Florida Panther

Wildlife and Plant Habitats

Draft Guiding Principles
- Encourage biodiversity by applying the following priority order to habitats for all federally and state protected species, including wildlife and endemic plants:
  1. Avoid negative impacts to these habitats;
  2. Restore, connect, and enhance these habitats while continuing to avoid negative impacts; and
  3. Minimize/mitigate negative impacts to these habitats.

Draft Instructions
- Do not place new corridor through National Wildlife Refuges.
- Leverage $386,379,129 in F.S. acquisition authority and other programs to identify and preserve additional land to achieve multiple purposes including improving wildlife connectivity with the intent of acquiring property near or adjacent to the corridor prior to or parallel to corridor development.
- Design transportation corridors to restore and provide wildlife and plant habitat connectivity through adding new design elements such as elevated roadway segments, wildlife crossings, and properly placed wildlife corridors cited upon the best available data concerning wildlife movement patterns to existing and new facilities.
- Enhance existing transportation corridors to address negative impacts of prior projects.
- Minimize fragmentation of large contiguous properties that function as wildlife corridors.
- Minimize corridor lighting impacts on nearby wildlife habitats and communities.
- Place a high priority on avoiding adverse impacts to Wildlife Management Areas and Florida Fish and Wildlife Conservation Commission managed lands not covered by other instructions.
- Place a high priority on avoiding adverse impacts to Lake Wales Ridge.
- Place a high priority on continuing to reduce invasive plant species along the transportation corridor.

Water Resources

Draft Guiding Principles
- Apply the following priority order for water resources:
  1. Avoid negative impacts to them; and
  2. Restore, connect, and enhance them while continuing to avoid negative impacts; and
  3. Minimize and mitigate negative impacts to them.

Draft Instructions
- Boost project water needs, and leverage federal funds.
- Be consistent with regional water supply plans (s. 373.795, F.S.).
- Be consistent with the Comprehensive Everglades Restoration Plan Projects, the St. Johns River Restoration Project, and any other water quality or hydrologic restoration projects in the South Florida Water Management District.
- Leverage $28,279,530 (s. 373.795, F.S.) in F.S. acquisition authority and other programs to identify and preserve additional land to restore and enhance water quality, quantity, and flow including through work under the Big Cypress National Preserve, with the intent of acquiring property near or adjacent to the corridor prior to or parallel to corridor development.
- Design transportation corridors utilizing Best Management Practices (BMPs) for restoring and enhancing water quality, quantity, and flow including possible design elements such as segments of elevated roadways and lower structures.
- Design transportation corridors utilizing BMPs to restore water levels, and enhance fragmentation of large contiguous properties that function as hydrologic reservoirs.
- Place a high priority on avoiding adverse impacts to freshwater resources, upland tree species, Everglades Restoration Commission waterways, and existing conservation easements, wetland restoration project areas, and other surface waters.
- Pursue regional or landscape-scale water resources management approaches.
- Coordinate with Water Management Districts with a high priority of avoiding adverse impacts to monitoring sites/locations and water quality and restoration plan projects.
- Outline efficient water distribution plans that align with expected project locations.
Guiding Principles & Instructions

The following three topics are in the area of mobility and transportation connectivity:

- Freight Mobility and Safety
- Transportation Modes
- Connectivity to Regional and Local Transportation Network

Freight Mobility and Safety

Transportation Modes

Guiding Principle #11

Purpose

• Enhance the Quality of Life and Public Safety

Draft High-Level Needs

• Expand transportation options, such as shared-use nonmotorized trails, freight and passenger rail, and public transit.

Draft Guiding Principles

• Support safe, efficient, and accessible transportation options and/or modes for people and goods.

Draft Instructions

• Enhance transportation corridors by supporting multiple modes including trails, through maximizing co-location within existing and new facilities.
• Incorporate any trails included in these corridors as a part of SUIT Trail system marketing.
• Coordinate with local governments, metropolitan planning organizations, and industry operators on opportunities to expand transportation options.
Transportation Modes

Connectivity to Regional and Local Transportation Network

Guiding Principle #12

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<thead>
<tr>
<th>Draft High-Level Needs</th>
<th>Draft Guiding Principles</th>
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</thead>
<tbody>
<tr>
<td>• Improve access and interregional connectivity for residents, freight, and visitors between communities and markets.</td>
<td>• Identify opportunities and improve transportation connections between communities and the regional roadway network.</td>
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<tr>
<td>• Help rural and underserved areas improve infrastructure for people, freight, and technology.</td>
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<tr>
<td>• Improve safety and mobility.</td>
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Draft Instructions
For Project Development and Beyond

• Prioritize interchange locations for regional roads.
• Work with local and regional governments to identify opportunities to improve or create connections to communities focusing on the regional roadway networks, areas with compatible land uses, and areas targeted for growth in regional and local government comprehensive plans and economic development plans.
• Develop interchange management plans including appropriate land use and environmental resource protections for areas around proposed interchange locations.

Connectivity to Regional and Local Transportation Network

Resilience

Guiding Principle #13

<table>
<thead>
<tr>
<th>Draft High-Level Needs</th>
<th>Draft Guiding Principles</th>
</tr>
</thead>
<tbody>
<tr>
<td>• All Needs</td>
<td>• Plan and coordinate community development and infrastructure asset creation and management that improves and maintains resiliency, sustainability, and adaptability.</td>
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Draft Instructions
For Project Development and Beyond

• Do not impact high risk coastal zones (Coastal Barrier Resources System).
• Build on the vision, goals, and strategies of the Florida Transportation Plan in addressing resilience, including sea-level rise.
• Develop local and regional plans that address sea-level rise and potential population migration/growth.
• Consider hazards such as flooding, fire, and sea-level rise when designing corridors.

Guiding Principles & Instructions

These final four topics cover other areas of importance to the region:

• Resilience
• Emergency Evacuation and Response
• Broadband and Other Utilities
• Technology

Resilience

Emergency Evacuation and Response

Guiding Principle #14

Draft High-Level Needs
• Strengthen disaster mitigation, preparedness, response, and recovery.

Draft Guiding Principles
• Strengthen local, regional, and statewide emergency management plans and actions.

Draft Instructions
For Project Development and Beyond
• Do not place new corridor through Cat2 Storm Surge zones.
• Provide staging areas as part of the program consistent with s.138.236, F.S.
• Strengthen statewide approach regarding the need to maintain or improve evacuation times.
• Strengthen statewide, regional, and local plans for sheltering as appropriate.
• Coordinate with state, regional, and local emergency management agencies including the Statewide Regional Evacuation Study update that is in process.
• Develop the corridor to lessen congestion through small rural communities during evacuation.
• Develop the corridor to support efficient and safe delivery of supplies and rescue services.
• Develop the corridor to maintain or improve access to emergency evacuation shelters.
• Evaluate effects of innovative approaches, including technological advancements and autonomous vehicle projections on emergency evacuation clearance times.

Broadband and Other Utilities

Guiding Principle #15

Draft High-Level Needs
• Help rural and underserved areas improve infrastructure for people, freight, and technology.
• Enhance access to jobs, workforce training, education, healthcare, and goods and services.
• Help increase economic activity and economic diversity throughout the region with emphasis on intact and rural areas.

Draft Guiding Principles
• Support expansion of rural utility infrastructure, including broadband, water, and sewer to enhance quality of life.
• Plan and design enhanced or new corridors to enable co-location of utility and broadband infrastructure in right-of-way.

Draft Instructions
For Project Development and Beyond
• Enhance and integrate transportation and infrastructure planning processes.
• Maximize colocation opportunities (e.g., add conduit or “dig once”) while still allowing flexibility for service providers to separately install their own conduit and fiber.
• Ensure utility provider access to FDOT right-of-way is non-discriminatory and competitively neutral.
• Leverage partnerships with utility providers.
• Prioritize connections to community anchor institutions.
High-Level Needs

Action Plan

- Evaluate needs.
- Identify and evaluate alternatives.
- Support consistency review and update of local and regional plans.
- Assess economic feasibility and identify potential funding sources.
- Advance innovative land acquisition concepts.
- Advance multi-use opportunities.
- Continue robust partner and public engagement.
- Commit to transparency and process improvement.

Action Plan

In addition to the high-level needs, guiding principles, and instructions, FDOT will commit to the following actions to move forward with implementation of the recommendations of the Task Force's report in developing the M-CORES Program in this study area, consistent with s. 338.2278, F.S.
FDOT encourages public participation.

Thank you for your comments.

Final Draft Report Public Comment Period

After Task Force Meeting 8, the first Draft Task Force Report will be updated and the Final Draft Task Force Report will be posted on the M-CORES website. It will be available for public comment between September 29, 2020 and October 14, 2020.

Submit a Comment

Potential Illustrative Paths/Courses

Co-Location

The Southwest-Central Florida Corridor Task Force will revise and ultimately finalize the Guiding Principles, which will help provide guidance for potential illustrative paths/courses for the Southwest-Central Florida Corridor. The paths/courses will be analyzed in further detail during the Planning phase (described below).
At the last Task Force meeting in August we showed one of the first steps in identifying future paths/courses within the Southwest-Central Florida Corridor by using the Task Force’s draft guiding principle of maximizing the use of existing facilities (see map below). Continuing to use the work of the Task Force and listening to Task Force comments about maximizing use of existing facilities, major north-south routes offer opportunities as potential illustrative paths/courses such as SR 29 (highlighted in red). At the September 23, 2020 Task Force meeting, the graphics shown below were reviewed to address other co-location opportunities utilizing a draft instruction in the same guiding principle to evaluate opportunities for co-location of transportation and utility facilities within or adjacent to existing disturbed right-of-way. On the slide below there is an abandoned railroad corridor (highlighted in blue) traveling parallel to SR 29 and adjacent to the Okaloacoochee Slough State Forest.

In looking at the Hendry County long-range transportation plans, SR 29 is identified as a priority 1 to improve and second in the lower right the abandoned railroad is identified as a potential new corridor to a multi-use recreational trail. This new trail is also shown in the FDEP’s Florida Greenways land trail opportunities list. This opportunity offers an example of how the M-CORES program could be leveraged in delivering a potential enhancement to the area and be consistent with at least 3 of the Task Force’s draft guiding principles: 1) co-locating a trail on an existing corridor, 2) be consistent with statewide, regional and local comprehensive plans and 3) expand transportation options supporting multiple modes including non-motorized trails.
Co-Location

Bypasses

In the study area, there are 37 municipalities with a number of them found on the major north south roadways we have previously highlighted in past task force meeting as potential opportunities for co-location facilities, namely along SR 29, SR 31, SR 82, US 17 and US 27. Those local governments along those major north south roadways are listed here.

When considering these potential bypasses, two of the draft guiding principles can be highlighted: 1) consistency with regional and local plans; and 2) maintain and enhance community character.

As it relates to being consistent with local and regional plans, each local government is required to develop a transportation element as part of their Comprehensive Plan to address traffic circulation and mobility issues. Those transportation elements are coordinated with future land use, existing and proposed roadway networks, existing and proposed transportation needs and how those deficiencies will be addressed.
Bypasses

Enhancements

In Task Force Meeting 5, we enumerated several potential enhancement ideas to help generate instructions as part of the task force report. A number of these ideas were related to natural environment, economic development, transportation connectivity, and innovation and technology. That work has paid off with a number of enhancements clearly identified as draft instructions to FDOT as key considerations during the M-CORES program development. Many of these enhancement ideas offer the opportunity to deliver improvements and benefits to the study area long before FDOT develops or advances potential multi-use transportation corridors. The enhancements listed could help preserve and protect the environment and wildlife in and around the planned multi-use transportation corridor that is developed and identified during the early planning phases to help the entire study area years before the capacity projects are delivered and open to traffic.
Enhancements

Conservation Lands
- Leverage s. 338.2278, F.S. acquisition authority to identify and preserve additional land prior to or parallel to corridor development
- Coordinate with entities to prioritize these targeted acquisitions
- Right-of-Way funds available in FY2021, FY2022, and FY2023

Florida Panther and Wildlife
- Coordinate with the Florida PRIT to prioritize connections and implement additional crossing features and locations

Water Resources
- Prioritize and implement regional storm water improvements

Enhancements

Broadband
- Leverage HB 969 to develop projects that assist with broadband infrastructure within or adjacent to the multiuse corridor

Staging Areas for Emergencies
- Leverage SB 7018 to identify and provide strategic spaces to support disaster mitigation, preparedness, response, and recovery

Consistency with Local Plans
- Review local government comprehensive plans to address potential interchange locations with land use management plans and environmental resource protections

Project Schedule
Where are we Now?

**Task Force Phase**

The Task Force is scheduled to meet on October 19, 2020 to finalize the Task Force report, which is due to the Governor and Legislature by November 15, 2020. The Task Force phase will be completed with the submittal of the final report.
What's Next?

Planning Phase

After the Task Force report is completed, the project will continue with the Planning phase. During this phase, paths/courses will be developed and evaluated in detail for consistency with the Task Force recommendations and state and federal requirements.

Project Development & Environment Phase

During the PD&E phase the paths/courses from the Planning...
phase are refined into potential roadway alignments. The Task Force Recommendations will be used by FDOT and other agencies to guide and inform the development of the project.

During this phase the No Build alternative is considered and evaluated against the build alternative(s). The outcome of the PD&E phase will be a preferred alternative which could be the No-Build option.

During both Planning and PD&E phases, FDOT will continue to seek public input and will proactively coordinate with local governments within the project area.
Link to FDOT PD&E Manual

Comments/Questions
Southwest-Central Florida Corridor Virtual Meeting

First Name

Thank You for your Comments!

Contact Us

FDOT encourages public participation. Please reach out.

SOUTHWEST-CENTRAL FLORIDA CORRIDOR

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If you need additional space to provide comments or prefer to submit your comments via email, please do so to FDOT.Listens@dot.state.fl.us.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Marlon Bizerra at (863) 519-2250 or via email at Marlon.Bizerra@dot.state.fl.us.