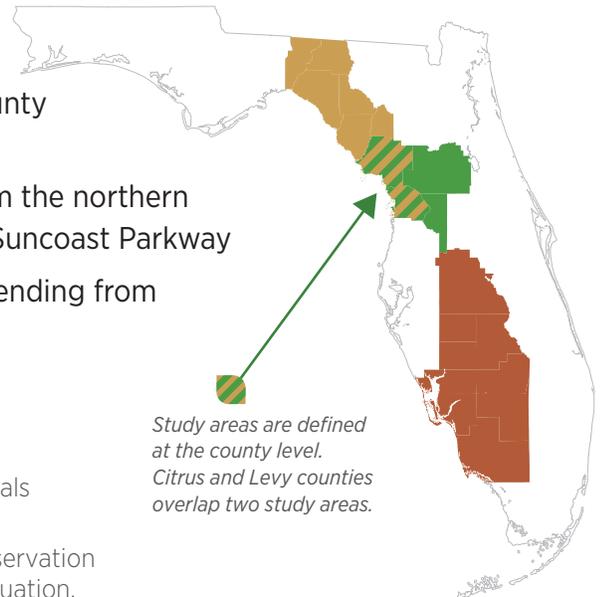


The Multi-use Corridors of Regional Economic Significance (M-CORES) program was introduced as a forward-looking piece of legislation (Senate Bill 7068) that was signed into law by Governor DeSantis in May 2019. With more than 900 people moving into Florida each day, the M-CORES program is planning for Florida's continued growth by offering innovative solutions to how multi-use, multi-modal corridors can provide connected, flexible, safe and efficient transportation solutions in addition to a variety of infrastructure needs including but not limited to broadband service, wildlife connectivity, and improved wastewater conveyance. Rooted in good policy planning and reinforced by partnerships as well as community engagement, M-CORES is helping to ensure Florida's infrastructure will revitalize rural communities, encourage job creation, provide regional connectivity, leverage technology, enhance quality of life and public safety, and protect the environment and natural resources.

3 PROGRAM STUDY AREAS

- SUNCOAST CORRIDOR:** extending from Citrus County to Jefferson County
- NORTHERN TURNPIKE CORRIDOR:** extending from the northern terminus of the Florida Turnpike northwest to the Suncoast Parkway
- SOUTHWEST-CENTRAL FLORIDA CORRIDOR:** extending from Collier County to Polk County



Study areas are defined at the county level. Citrus and Levy counties overlap two study areas.

1 Phase 1- Task Force (pre-planning phase)

- August 1, 2019, through November 15, 2020.
- Three independent Task Forces consisting of local elected officials and environmental, community and transportation experts.
- Subject matter experts provided input from environmental preservation and protection to economic development and emergency evacuation.
- Charged with developing guiding principles that would assist the Florida Department of Transportation (FDOT) in future planning phases.
- Task Force Reports submitted to the Governor and legislative leadership on November 12, 2020, and posted on FloridaMCORES.com.

2 Phase 2- Alternative Corridor Evaluation (ACE)

- According to all three Task Force Reports, determining preliminary needs is the next step for the study areas. The preliminary needs study is scheduled to be completed mid-2021. The Task Force Guiding Principles, in collaboration with federal, state, and local agency partners, will be used to conduct the preliminary needs and financial analysis and evaluation of potential corridors, including opportunities for linear infrastructure (broadband, sewer, water) and co-location with existing corridors.
- The ACE is underway. A final report will identify which sections and which corridor(s), if any, are carried forward for further evaluation.

3 Phase 3- Project Development & Environment (PD&E)

- Timeframe for Phase 3 is yet to be determined at this time.
- Phase 3 – Corridor alignments developed and financial and environmental feasibility must be met or projects cannot move forward, and per law, they cannot be constructed.

4 Phase 4- Right-of-Way Acquisition

- Timeframe for Phase 4 is yet to be determined at this time.
- Consider innovative concepts that combine Right-of-Way acquisition with land acquisition or easements to enable environmental mitigation, such as protecting or restoring ecosystems, habitats, and water quality.

5 Phase 5- Construction

- Per legislation, construction must begin by December 31, 2022, and be completed by 2030.

Staying Connected: An inclusive public engagement program will continue through all phases of the program. Individuals can stay connected through the program's website: FloridaMCORES.com, which includes an interactive mapping tool with data layers; email: FDOT.Listens@dot.state.fl.us; and social media channels: [@FloridaMCORES](https://www.facebook.com/FloridaMCORES) and [@MyFDOT](https://www.instagram.com/MyFDOT).

FAQs

How are the planning and construction phases of M-CORES being funded?

Funding for the M-CORES program was outlined in Senate Bill 7068 and authorizes corridor project funding on a phased-in schedule. M-CORES projects will be part of Florida's Turnpike and are subject to statutory economic and environmental feasibility criteria. Revenue sources include motor vehicle license fees, bond and financing through the FDOT financing corporation, Right-of-Way and bridge construction bonds, Turnpike revenue bonds (paid for with tolls), and public/private partnerships.

What is the cost to build these corridors?

Any cost estimation for a corridor would be very unreliable at this time since the details and locations of proposed corridors are yet to be determined. Traffic and revenue studies factor into the cost equation and have yet to be conducted and must have enough project detail to be accurate. Again, per law, any proposed corridor must meet environmental and financial feasibility, or they cannot be constructed. These feasibility studies can only be conducted once a part or whole corridor is determined and gone through PD&E and Design. All three Task Forces require preliminary analysis prior to PD&E.

What other programs are funded through the M-CORES legislation?

The M-CORES legislation authorized annual funding for programs that benefit rural areas including: \$10 million for the Small County Road Assistance Program; \$10 million for the Small County Outreach Program; and \$10 million for the Transportation Disadvantaged Program. In addition, the bill created and provided three years of funding at \$2.5 million per year for a construction workforce development program within FDOT.

Will this funding structure change due to revenue shortfall?

Funding for the M-CORES program was outlined in Senate Bill 7068. Each year, FDOT must propose and receive approval for all work program project funding, including M-CORES, by the legislature.

Is this program diverting dollars from other programs/needs?

Funding to support the M-CORES program was allocated during the 2019 Legislative Session, specifically to meet the goals outlined in Senate Bill 7068. Task Force Reports guarantee no projects programmed in FDOT's work program will be diverted due to M-CORES and requires concurrence with Metropolitan Planning Organizations and local land use.

Is the timeline included in the legislation flexible? Can the deadline for construction be changed?

The M-CORES program timeline is outlined in the legislation. Any changes to the legislation must be made during the Legislative Session.

How will this program protect the environment and wildlife habitats?

The protection of environmentally sensitive lands, natural resources, and wildlife habitats, for the Florida panther and other endangered species is a vital part of the M-CORES program. During the Task Force Phase, representatives from environmental groups assisted with the development of guiding principles that will be used in all future phases of the program. During the future phases, FDOT will conduct further environmental and habitat analysis and will use innovative solutions to both protect and enhance our natural resources and wildlife. Further, the Task Force Reports state a key focus will be on how M-CORES program decisions can support broader regional or statewide conservation and environmental stewardship goals including early identification of potential conservation land acquisition and protection opportunities.