



M-CORES

MULTI-USE CORRIDORS OF REGIONAL ECONOMIC SIGNIFICANCE

Balanced Approach

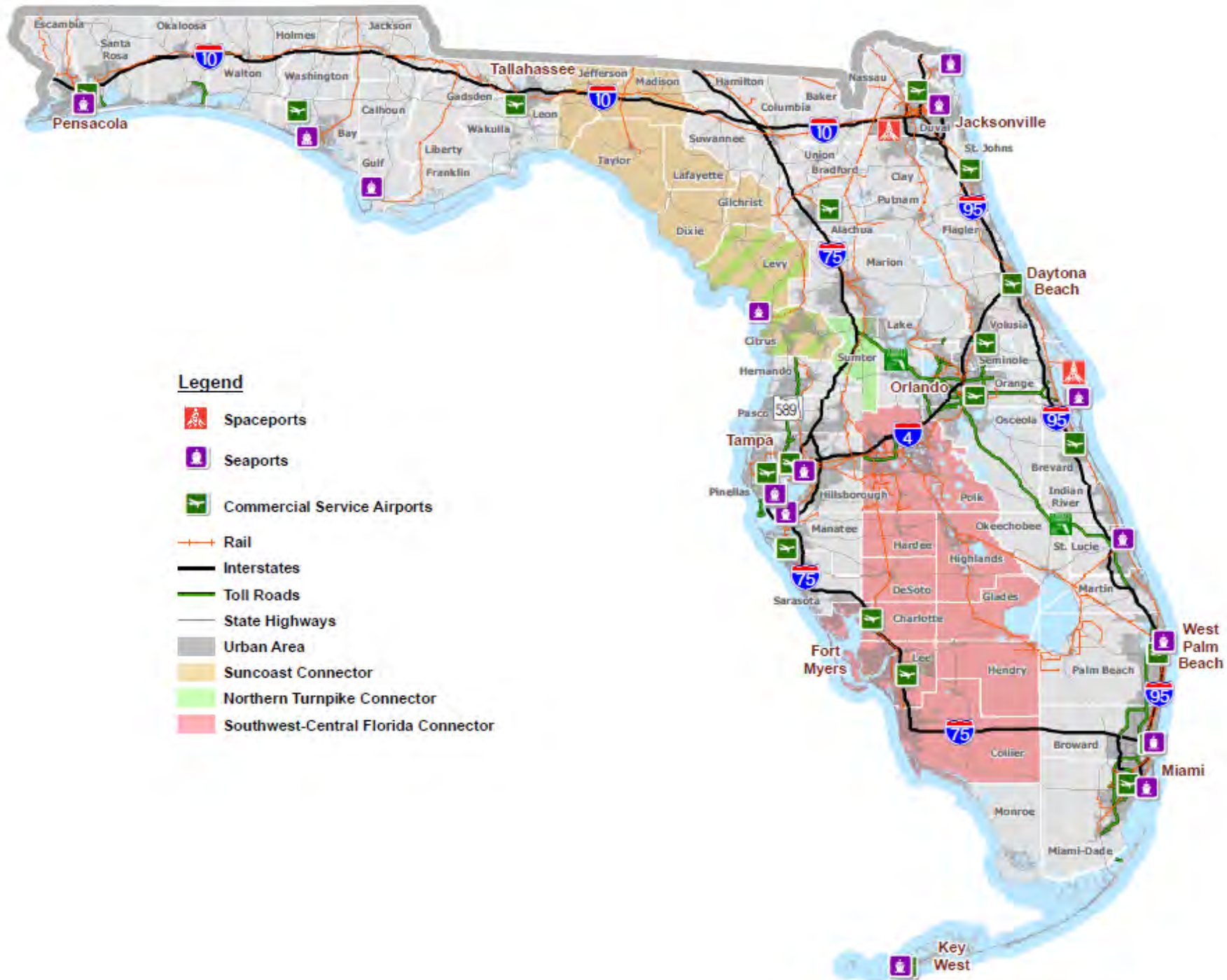


The Multi-use Corridors of Regional Economic Significance Program. The purpose of the program is to revitalize rural communities, encourage job creation, and provide regional connectivity while leveraging technology, enhancing quality of life and public safety, and protecting the environment and natural resources. The objective of the program is to advance the construction of regional corridors that are intended to accommodate multiple modes of transportation and multiple types of infrastructure.














- Hurricane evacuation.
- Congestion mitigation.
- Trade and logistics.
- Broadband, water, and sewer connectivity.
- Energy distribution.
- Autonomous, connected, shared, and electric vehicle technology.
- Other transportation modes, such as shared-use nonmotorized trails, freight and passenger rail, and public transit.
- Mobility as a service.
- Availability of a trained workforce skilled in traditional and emerging technologies.
- Protection or enhancement of wildlife corridors or environmentally sensitive areas.
- Protection or enhancement of primary springs protection zones and farmland preservation areas designated within local comprehensive plans adopted under chapter 163.





Legend

-  Spaceports
-  Seaports
-  Commercial Service Airports
-  Rail
-  Interstates
-  Toll Roads
-  State Highways
-  Urban Area
-  Suncoast Connector
-  Northern Turnpike Connector
-  Southwest-Central Florida Connector

STUDY AREA COUNTIES

- Suncoast Connector**
- Citrus County
 - Dixie County
 - Gilchrist County
 - Jefferson County
 - Lafayette County
 - Levy County
 - Madison County
 - Taylor County

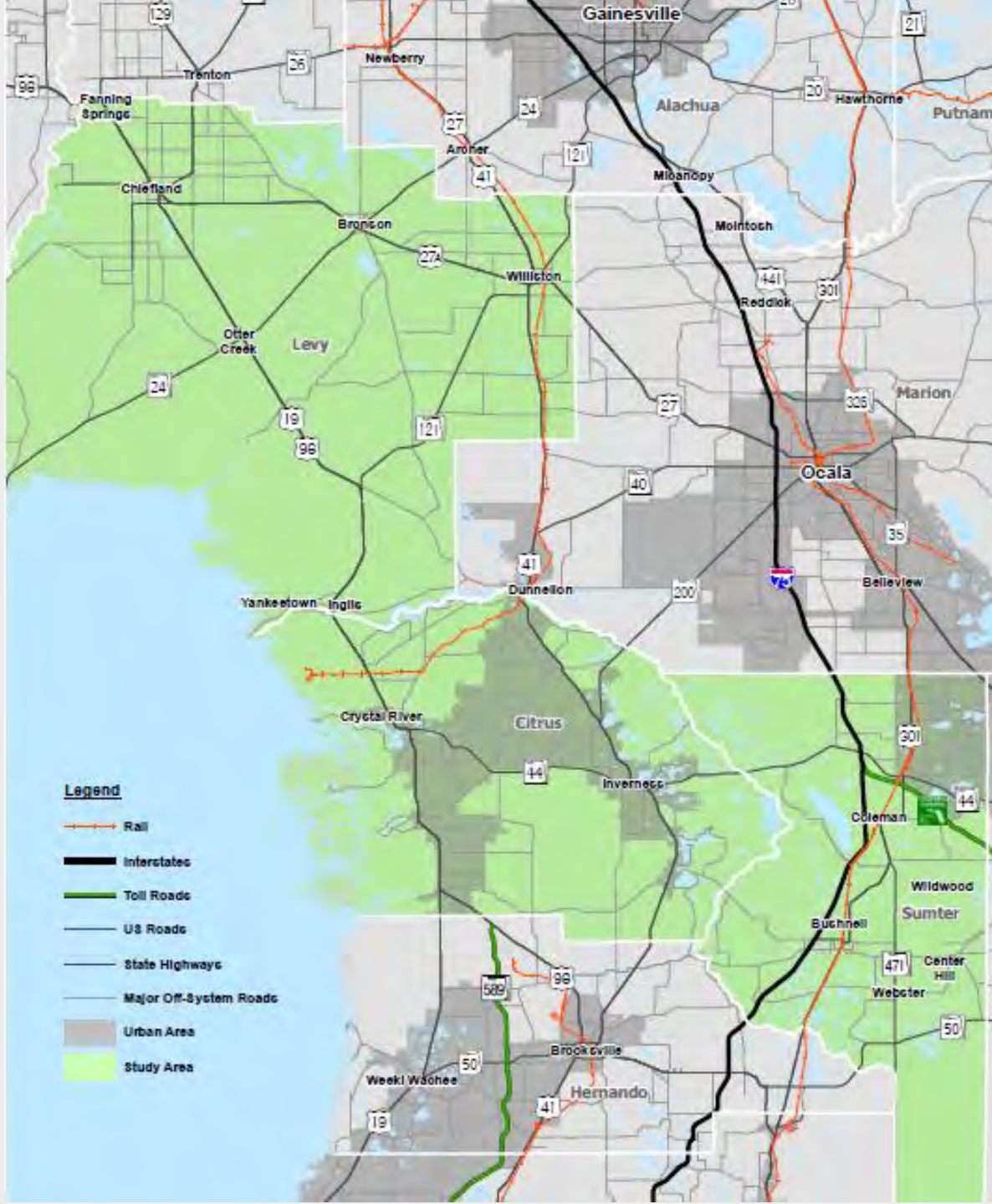
- Northern Turnpike Connector**
- Citrus County
 - Levy County
 - Sumter County

- Southwest-Central Florida Connector**
- Charlotte County
 - Collier County
 - DeSoto County
 - Glades County
 - Hardee County
 - Hendry County
 - Highlands County
 - Lee County
 - Polk County



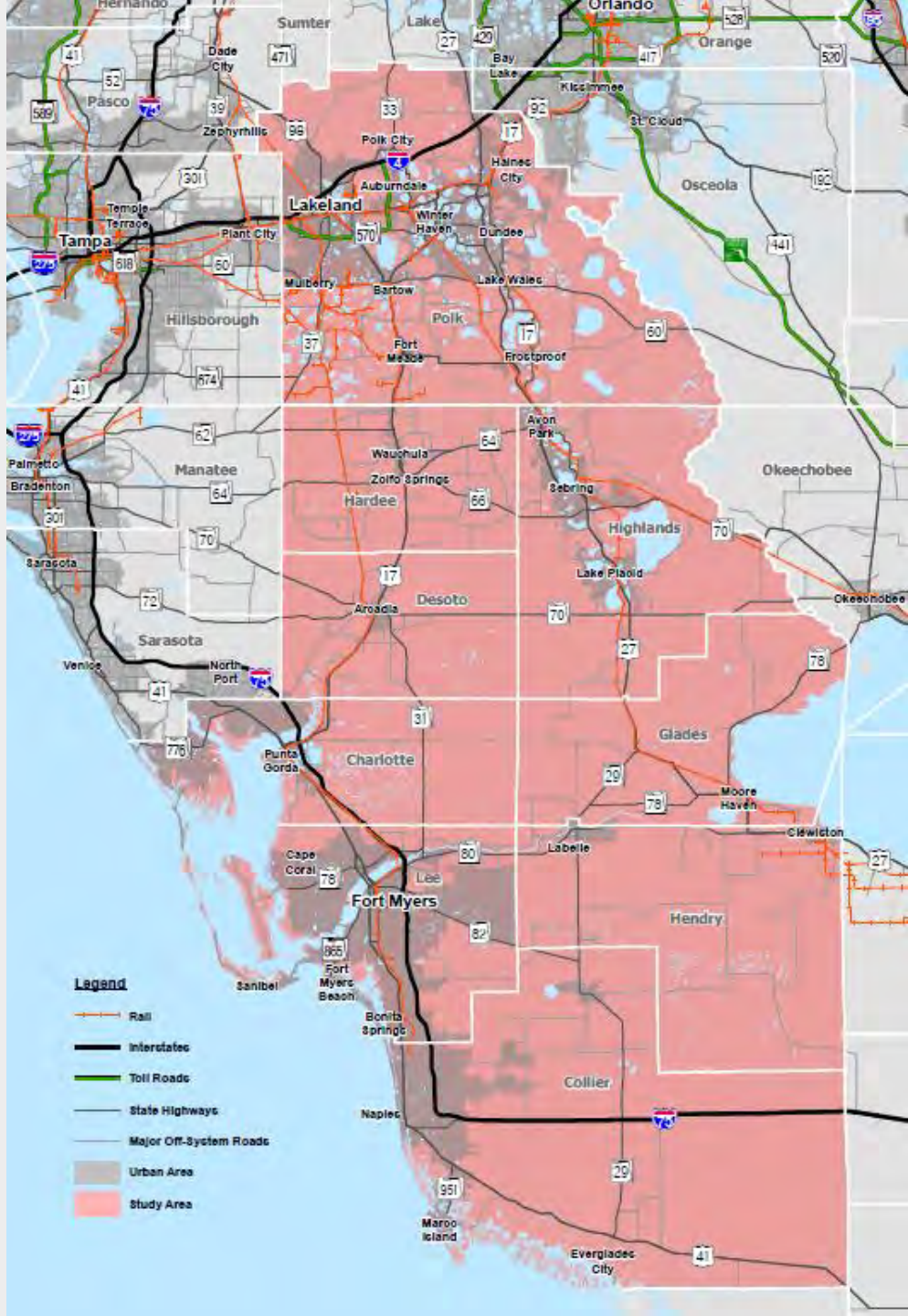
Suncoast Connector
from Citrus to
Jefferson Counties
150 miles





Turnpike Connector
 from northern
 terminus to
 Suncoast Parkway
 40 miles





Southwest-Central Florida Connector

from Collier County to Polk County

140 miles

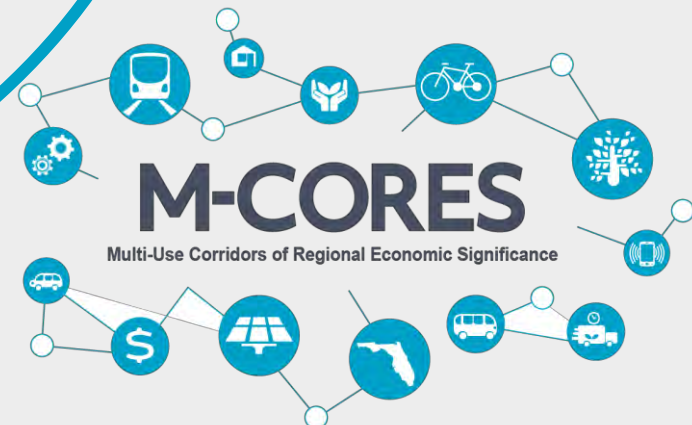
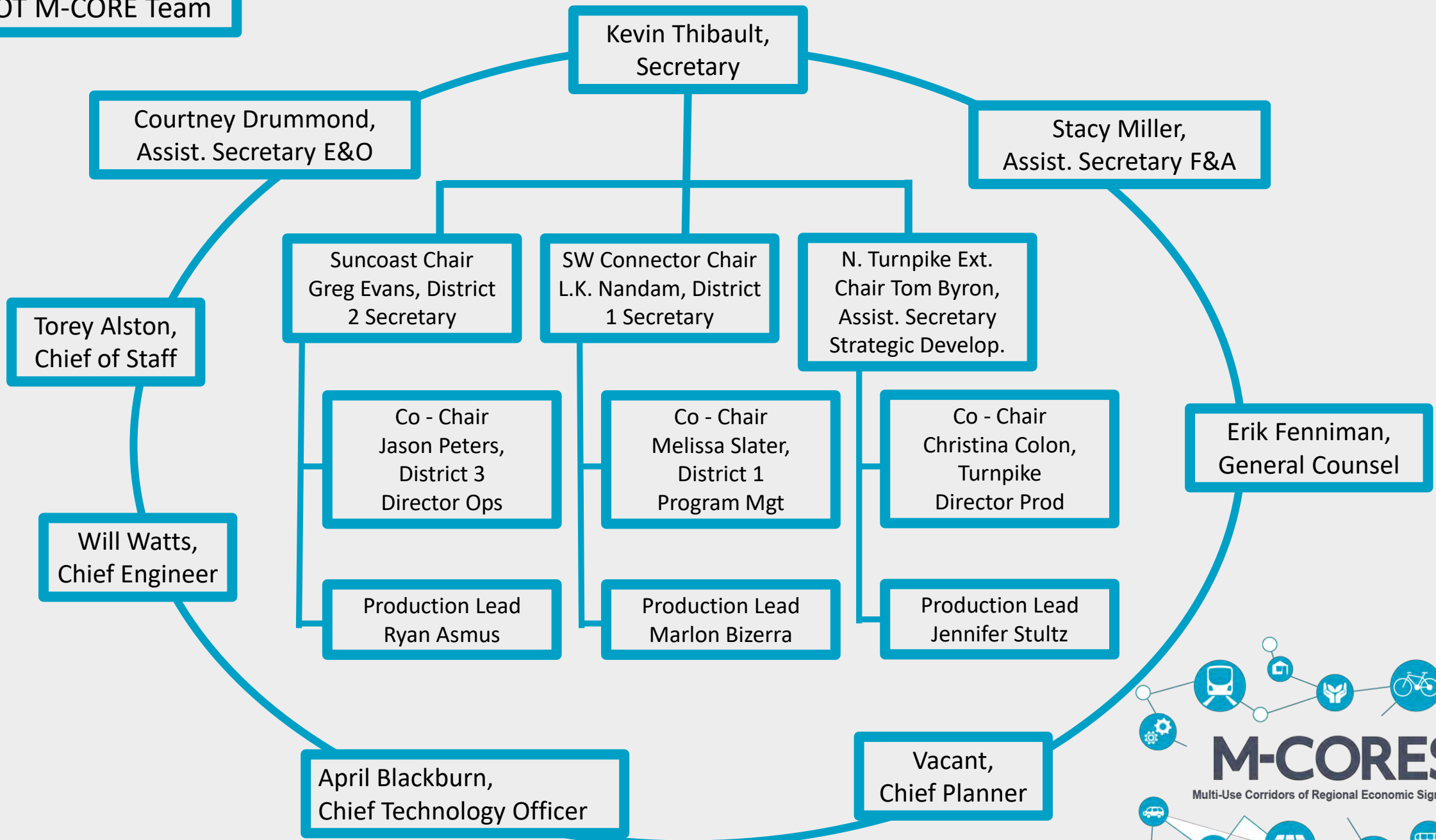


Inclusive, Consensus-Building Corridor Task Team for Each Corridor

- Secretary of Transportation Appoint Members by **August 1 ,2019**
- Final Report to the Governor, the President of the Senate, and the Speaker of the House of Representatives by **October 1, 2020**
- The department shall provide affected local governments with a copy of the applicable task force report and project alignments. Not later than **December 31, 2023**

- The Department of Environmental Protection;
- The Department of Economic Opportunity;
- The Department of Education;
- The Department of Health;
- The Fish and Wildlife Conservation Commission;
- The Department of Agriculture and Consumer Services;
- The local water management district or districts;
- A local government official from each local government within a proposed corridor;
- Metropolitan planning organizations;
- Regional planning councils;
- The community, who may be an individual or a member of a nonprofit community organization, as determined by the department; and
- Appropriate environmental groups, such as 1000 Friends of Florida, Audubon Florida, the Everglades Foundation, The Nature Conservancy, the Florida Sierra Club, and the Florida Wildlife Corridor, as determined by the department.





Subject to the economic and environmental feasibility statement requirements of s. 338.223

1. Projects undertaken under this section are subject to the department's **delegated responsibilities** under s. 334.044(34) for environmental review, consultation, or other action required under any federal environmental law applicable to review or approval of such projects. For **projects that do not receive federal aid or projects that do not require federal action**, the department must perform a project evaluation that considers the following:
 - a. Project purpose and need;
 - b. An alternatives analysis;
 - c. Existing conditions of the project area and potential impacts or **enhancements the project may have** on social, economic, cultural, natural, and connectivity issues and resources;
 - d. Anticipated permits identified during the project development and environmental study;
 - e. Opportunities for stakeholder and regulatory agency coordination; and
 - f. Public and agency comments and coordination.
2. At a minimum, for projects constructed under this section, decisions on matters such as corridor configuration, project alignment, and interchange locations must be determined in accordance with applicable department rules, policies, and procedures.
3. To the greatest extent practical, corridor configuration, project alignment, and interchange locations shall be designed so that project rights-of-way are **not located within conservation lands acquired under the Florida Preservation 2000 Act** as established in s. 259.101, and the Florida Forever program as established in s. 259.105.

Environmental Feasibility



The Suncoast Connector corridor task force and the Northern Turnpike Connector corridor task force shall evaluate design features and the need for acquisition of state conservation lands that mitigate the impact of project construction within the respective corridors on:

- a. The water quality and quantity of springs, rivers, and aquifer recharge areas;
- b. Agricultural land uses; and
- c. Wildlife habitat.



The Southwest-Central Florida Connector corridor task force shall:

- a. Address the impacts of the construction of a project within the corridor on panther and other critical wildlife habitat and evaluate in its final report the need for acquisition of lands for state conservation or as mitigation for project construction;
- b. Evaluate wildlife crossing design features to protect panther and other critical wildlife habitat corridor connections.

US 19 (SR 55) ACTION PLAN ENVIRONMENTAL ELEMENT

CORRIDOR REPORT

FLORIDA DEPARTMENT OF TRANSPORTATION
State Project Number: 99002-1564
W.P.I. Number: 2119964

U.S. 19 Corridor Study
Taylor, Madison & Jefferson Counties

Prepared For:
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT TWO



State Project No.: 99002-1564
W.P.I. No.: 2119964

July 1997

MARCH 1989

TALLAHASSEE OFFICE
For FDOT

US 19 (SR 55) ACTION PLAN ENVIRONMENTAL ELEMENT

FILE COPY
DO NOT REMOVE FROM E.M.O.

Prepared For:
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT TWO



State Project No.: 99002-1564
W.P.I. No.: 2119964

Corridor Analysis Report

US 19 (SR 55) Corridor Study in Levy, Gilchrist and Dixie Counties

State Project Number: 99002-1563
W.P.A. Number: 2119963



Submitted by:
Barton-Aschman Associates, Inc.

In Association with:
Devcon Design Group Inc.
Williams & Associates
Harper, Van Scoik & Company

October, 1988

U.S. 19 (S.R. 55) ACTION PLAN ENVIRONMENTAL ELEMENT

PREPARED FOR:
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT TWO ENVIRONMENTAL MANAGEMENT OFFICE

STATE PROJECT NUMBER: 99002-1563
W.P.I. NUMBER: 2119963

November, 1998

Florida Department of Transportation PROJECT REEVALUATION

I. GENERAL INFORMATION

- a. Reevaluation Phase: Design Change and Construction Advisement
- b. Document Type and Date of Approval: State Environmental Impact Report (SEIR), Approved February 6, 1998 as updated by the Design Change Reevaluation approved on August 24, 2010.
- c. Project Number: State Project Number 97020-1300; Work Program Number 715900
- d. Project Local Name, Location and Limits: Suncoast Parkway 2 from US 98 in Hernando County to US 19/98 in Citrus County
- e. Segments of Highway Being Advanced: Suncoast Parkway 2 from US 98 in Hernando County to SR 44 in Citrus County - Financial Project ID 405270-1, 405270-3 and 405270-4
- f. Prior Reevaluations: August 24, 2010 Design Change Reevaluation
- g. Project Segment Planning Consistency:

Currently Adopted CFP-LRTP	Comments
Yes	FPID #'s 405270-1, -3, & -4 Suncoast Parkway 2 from US 98 to SR 44

Phase	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	Comments
Construction	Y	Y	\$183,876,330	2017	

*Pages from TIP/STIP/LRTP attached (Attachment 2)

h. Name of Analyst(s): John Post and Martin Horwitz

Florida Department of Transportation PROJECT REEVALUATION

GENERAL INFORMATION

- a. Reevaluation Phase: Preliminary Engineering
- b. Document Type and Date of Approval: State Environmental Impact Report (SEIR) - approved February 6, 1998
- c. Project Number: State Project Number 97020-1300; Work Program Number 715900
- d. Project Local Name, Location and Limits: Suncoast Parkway 2 from US 98 in Hernando County to US 19/98 in Citrus County
- e. Segments of Highway Being Advanced: Suncoast Parkway 2 from US 98 in Hernando County to US 19/98 in Citrus County - Financial Project ID 405270-1
- f. Name of Analyst(s): URS Corporation

CONCLUSION AND RECOMMENDATION

above environmental document has been reevaluated as required by the Project Development and Environment Manual of FDOT, and it was determined that no material changes have occurred in the social, economic, or environmental effects of proposed action that would significantly affect the quality of the human environment. Therefore, the findings of the original environmental analysis remain valid, and satisfy requirements to proceed with the development of this project utilizing state funding.

recommended that the project identified herein be advanced to the next phase of development.

Thomas G. Perdivabur, Manager
Environmental Management Office
7-23-10
Date

INCURRENCE BLOCK

Kevin D. Thibault, P.E.
Interim Executive Director and Chief Executive Officer
8/24/2010
Date

ALTERNATIVE CORRIDORS REPORT

SUNCOAST PARKWAY, PROJECT 2 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

S. 98 in Hernando County
19 in Northwest county, Florida

Project Number 97020-1300
Work Item Number 7159000

for
District
Department of Transportation

chner, Inc.
ar, 1995

FINAL

ENVIRONMENTAL IMPACT REPORT

Florida Department of Transportation
Turnpike District

State Project Number: 97020-1300
Work Program Number: 7159000

Suncoast Parkway-Project 2

in Citrus County, Florida to U.S. 19/98 in Citrus County, Florida

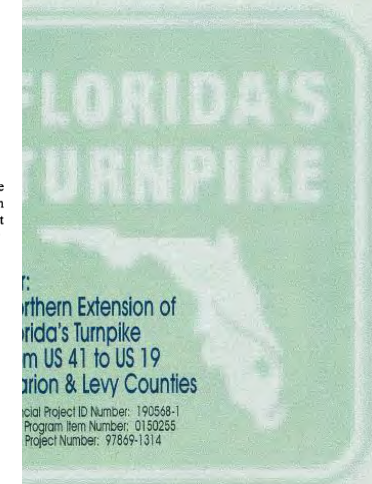
for a four lane, limited access facility on a new alignment from the east end of Suncoast Parkway-Project 1 at U.S. 98, 0.6 kilometers (0.4 miles) south of the intersection of U.S. 19/98 in the area just west of the intersection of U.S. 19/98 and Crystal Manor in Citrus County, Florida.

District Secretary
Turnpike District

Contract
Management Office
Turnpike District, Suite 100

PROJECT DEVELOPMENT & ENVIRONMENT STUDY

Final Supplemental State Environmental Impact Report



for:
Northern Extension of
Florida's Turnpike
from US 41 to US 19
in Marion & Levy Counties

Official Project ID Number: 190568-1
Program Item Number: 0150255
Project Number: 97669-1314

AUGUST 1999



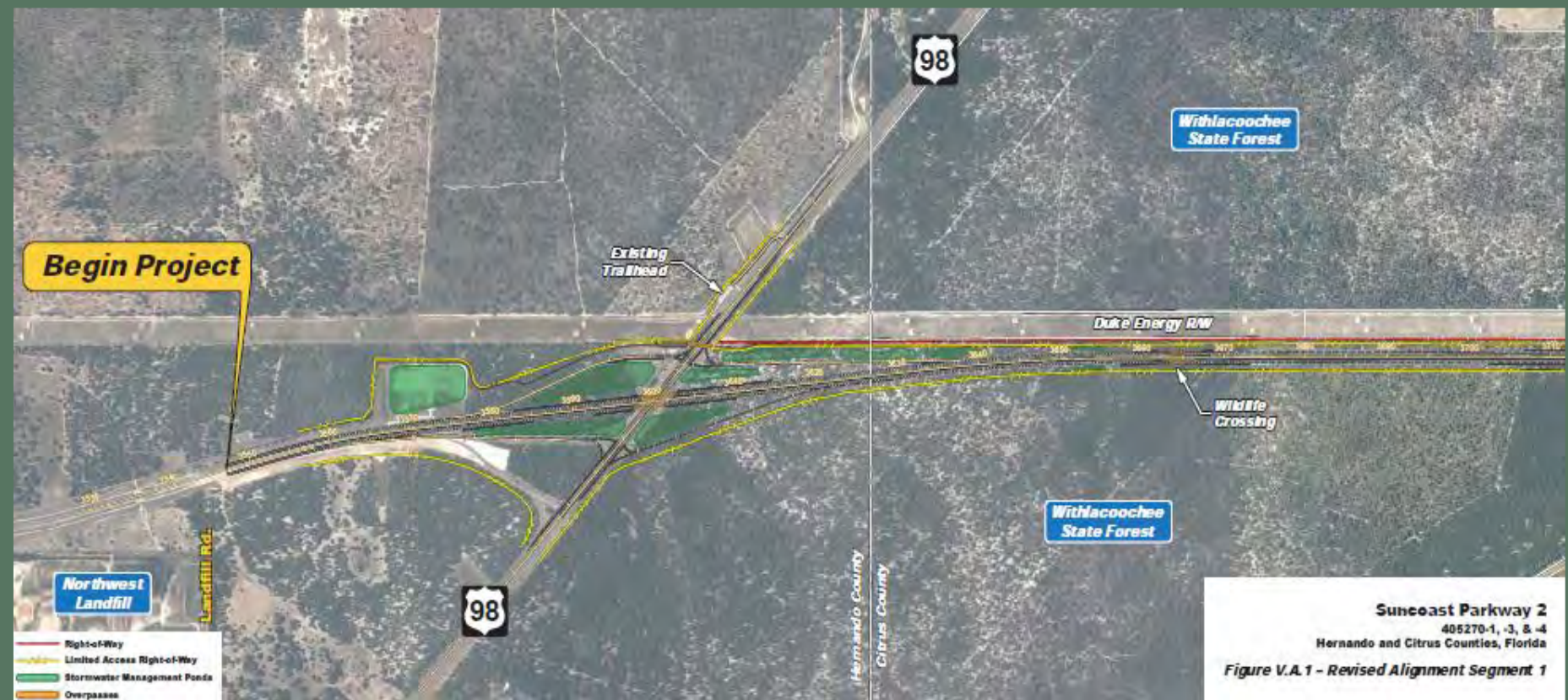
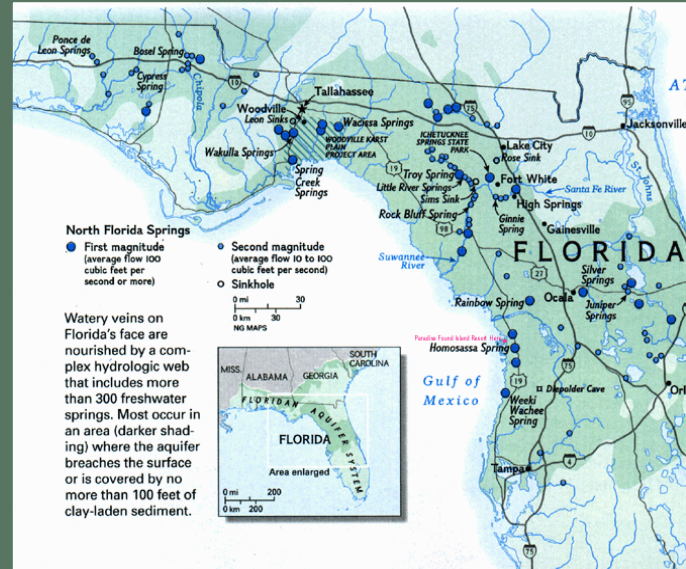
Florida's Turnpike
• WPI No. 0150255

Final Impact Report

Innovate Right of Way

The task force for each corridor may consider and recommend innovative concepts to **combine right-of-way acquisition with the acquisition of lands or easements to facilitate environmental mitigation or ecosystem, wildlife habitat, or water quality protection or restoration.** The department, in consultation with the Department of Environmental Protection, may incorporate those features into each corridor during the project development phase.

The department also may accept donations of land for use as transportation rights-of-way or to secure or use transportation rights-of-way for such projects in accordance with s. 337.25.

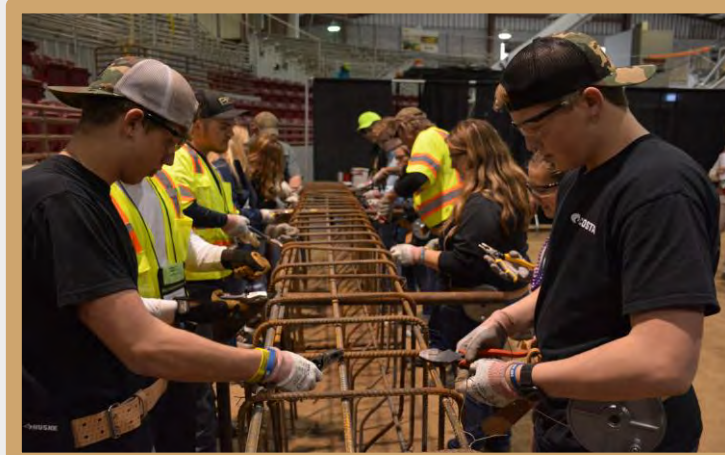
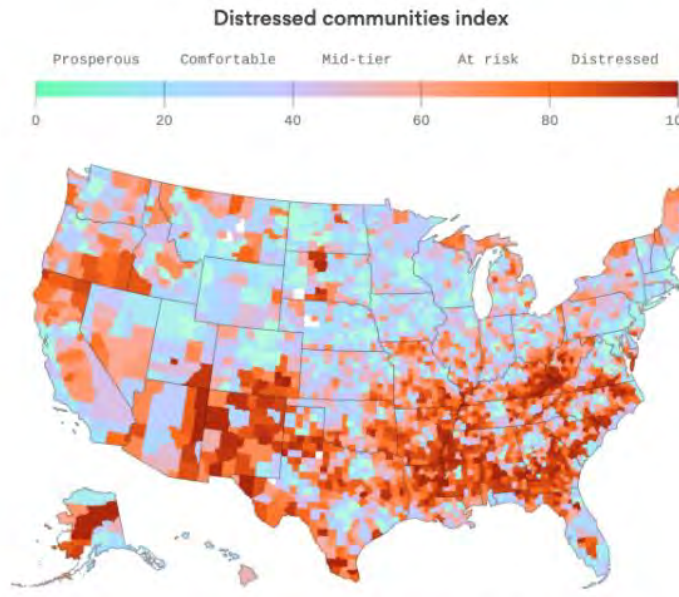


Work Force Development, \$2.5m a Year for 3 Years

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.

- a. 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.
- b. 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.
- c. 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. These entities, as specified in a contract with the department, shall have the primary purposes of providing all of the following:
 1. **Workforce recruitment.**
 2. **A training curriculum** for the department's road and bridge construction projects which includes both traditional and emerging construction methods and skills needed to construct multi-use infrastructure and facilities accommodating emerging technologies.
 3. **Support services to remove barriers to work.**
- d. 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.

Map: The most distressed communities in America



Other Program Enhancements

Starting in 2019/2020, Adds and Reoccurring

- **Small County Road Assistance Program**, \$10 million, to be used as specified in s. 339.2816, with **preference** to projects in counties impacted by hurricanes
- **Small County Outreach Program**, \$10 million, to be used as specified in s. 339.2818, with preference to projects in counties impacted by hurricanes
- **Transportation Disadvantaged Trust Fund**, \$10 million, to be used as specified in s. 427.0159
- Beginning with the 2022-2023 fiscal year and annually thereafter, \$35 million shall be transferred to Florida's **Turnpike Enterprise**, to be used in accordance with s. 338.2278, with preference to **feeder roads**, inter-changes, and appurtenances that create or facilitate multi-use corridor access and connectivity.

Funds allocated to the Transportation Disadvantaged Trust Fund in this subsection shall be used to award competitive grants to community transportation coordinators and transportation network companies for the purposes of providing cost-effective, door-to-door, on-demand, and scheduled transportation services that:

1. Increase a transportation disadvantaged person's access to and departure from job training, employment, health care, and other life-sustaining services;
2. Enhance regional connectivity and cross-county mobility; or
3. Reduce the difficulty in connecting transportation disadvantaged persons to a transportation hub and from the hub to their final destination.

(f) The funds allocated as provided in this subsection shall be in addition to any other statutory funding allocations provided by law.

(g) In each fiscal year in which funding provided under this subsection for the Small County Road Assistance Program, the Small County Outreach Program, the Transportation Disadvantaged Trust Fund, or the workforce development program is **not committed by the end of each fiscal year, such uncommitted funds shall be used by the department to fund Multi-use Corridors of Regional Economic Significance Program projects.**

As provided in s. 339.135(7), the adopted work program may be amended to transfer funds between appropriations categories or to increase an appropriation category to implement this paragraph.(9) **The department, in its discretion and for hurricane-impacted counties, may waive consideration of local matching funds under s.339.2816, relating to the Small County Road Assistance Program, and may waive the match requirement of s. 339.2818, relating to the Small County Outreach Program, with respect to project awards funded by the allocations to those programs provided in this section.**

Reoccurring Funding Source to the Transportation Trust Fund

Funds that result from increased revenues to the State Transportation Trust Fund derived from the amendments to s. 320.08 made by this act and deposited into the fund pursuant to s. 320.20(5)(a) must be used as follows:

- (a) For the 2019-2020 fiscal year, \$45 million shall be retained in the State Transportation Trust Fund, and the remaining funds shall be transferred to the General Revenue Fund.
- (b) For the 2020-2021 fiscal year, \$90 million shall be retained in the State Transportation Trust Fund, and the remaining funds shall be transferred to the General Revenue Fund.
- (c) For the 2021-2022 fiscal year and each fiscal year thereafter, all of the funds shall be retained in the State Transportation Trust Fund

Net Effect (Approx.):

2019/2020: \$12.5m

2020/2021: \$57.5m

2021/2022: \$100m

2022/2023: \$103m

Recurring: \$103m

Expanded Funding Options:

In accordance with ss. 337.276, 338.227, and 339.0809, the Division of Bond Finance may issue on behalf of the department right-of-way and bridge construction bonds, turnpike revenue bonds, and Florida Department of Transportation Financing Corporation bonds to finance program projects, as provided in the State Bond Act.

Projects may be funded through 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; or **any combination thereof**.

To the extent legally available, any toll revenues from the turnpike system not required for payment of principal, interest, reserves, or other required deposits for bonds; costs of operations and maintenance; other contractual obligations; or system improvement project costs must be used to **repay advances received from the State Transportation Trust Fund**.



M-CORES

MULTI-USE CORRIDORS OF REGIONAL ECONOMIC SIGNIFICANCE