

Florida's Future

CORRIDORS



What is the Future Corridors Initiative?

The Future Corridors initiative is a statewide effort led by the Florida Department of Transportation (FDOT) to plan for the future of major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. This initiative builds upon the 2060 Florida Transportation Plan and Secretary Prasad's "Florida's 21st Century Transportation Vision," which call for planning a transportation system that maintains our economic competitiveness by meeting current and future transportation needs for moving people and freight.

Why Are We Considering Future Statewide Corridors?

In addition to an expected population increase of 37 percent by 2040, it is also anticipated Florida will experience a 44 percent increase in visitors by 2040 and a 39 percent increase in freight tonnage by 2035. This means as a state we need to:

- Better coordinate long-range transportation and development plans and visions to identify and meet a growing demand for moving people and freight.
- Identify long-range solutions that support statewide and regional goals for economic development, quality of life, and environmental stewardship.
- Provide solutions for or alternatives to major highways that already are congested.
- Improve connectivity between Florida and other states and nations and among Florida's regions to better support economic development opportunities consistent with regional visions and the Florida Department of Economic Opportunity's Strategic Plan for Economic Development.

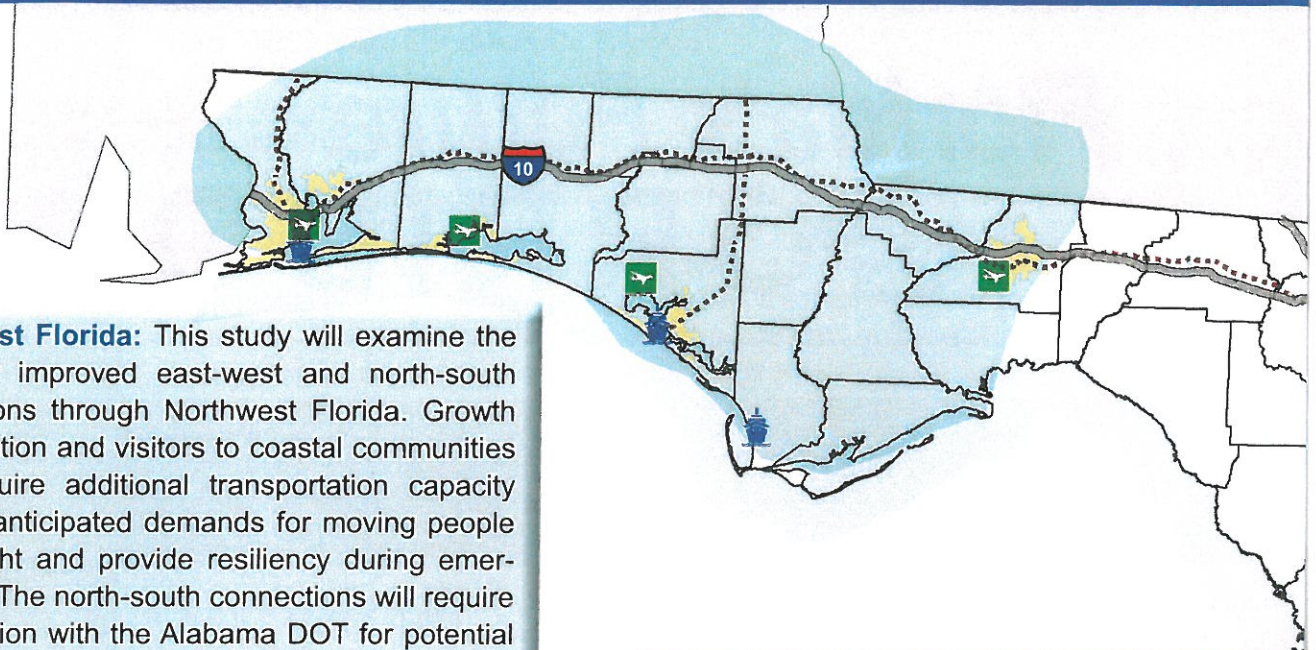
What Types Of Facilities Are We Planning?

A statewide transportation corridor is one that connects Florida to other states or connects broad regions within Florida, generally by high-speed, high-capacity transportation facilities such as interstate highways or other limited-access roadways, major rail lines, and major waterways. These corridors may also involve multiple modes of transportation as well as other linear infrastructure such as pipelines and telecommunications or utility transmission lines.

This initiative focuses on two approaches to plan for future corridors:

- *Transforming existing facilities* in a corridor to serve a new function, such as adding tolled express lanes, truck-only lanes, or bus rapid transit systems to an existing highway, or adding passenger service to an existing freight rail line.
- Identifying study areas for potential *new parallel facilities* to provide alternatives to existing congested highways or potential *new corridors* for multimodal facilities in regions not well served by statewide corridors today.

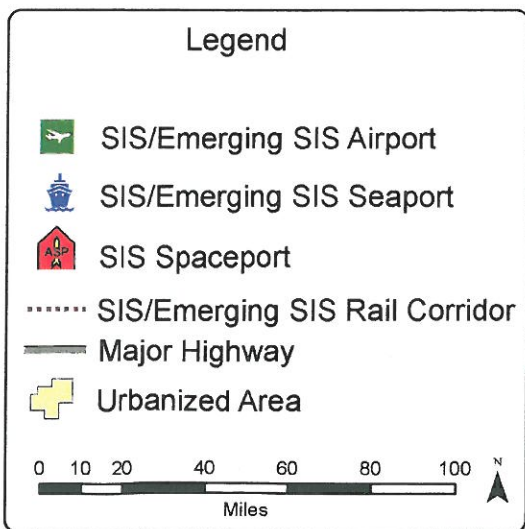




Northwest Florida: This study will examine the need for improved east-west and north-south connections through Northwest Florida. Growth in population and visitors to coastal communities may require additional transportation capacity to meet anticipated demands for moving people and freight and provide resiliency during emergencies. The north-south connections will require coordination with the Alabama DOT for potential interstate connections. In addition, FDOT will coordinate with planning organizations to work toward a regional approach that examines specific ideas within the context of long-range planning for Northwest Florida.

Tampa Bay to Northeast Florida: This study will assess ways to better connect Tampa Bay and Jacksonville, two large regions not well connected today. An early focus will be on increasing safety and congestion concerns along I-75 north of Wildwood. Initial steps will evaluate operational improvements to I-75 as well as potential extensions of the Suncoast Parkway or Florida's Turnpike to improve connectivity in the southern portion of the study area. The full study will explore a possible new connection between the Suncoast Parkway and I-75 in the Gainesville/Ocala area, as well as enhanced connectivity between Gainesville/Ocala and the Jacksonville area.

Southwest Florida through the Heartland of Central Florida: This study will examine the need for a more direct connection between Southwest Florida and Central Florida. Alternatives to improve connectivity and mobility and freight will be addressed. Potential for this study area could involve a new connection along US 27, as well as additional east-west connections. The Heartland 2060 process will be completed during this study.

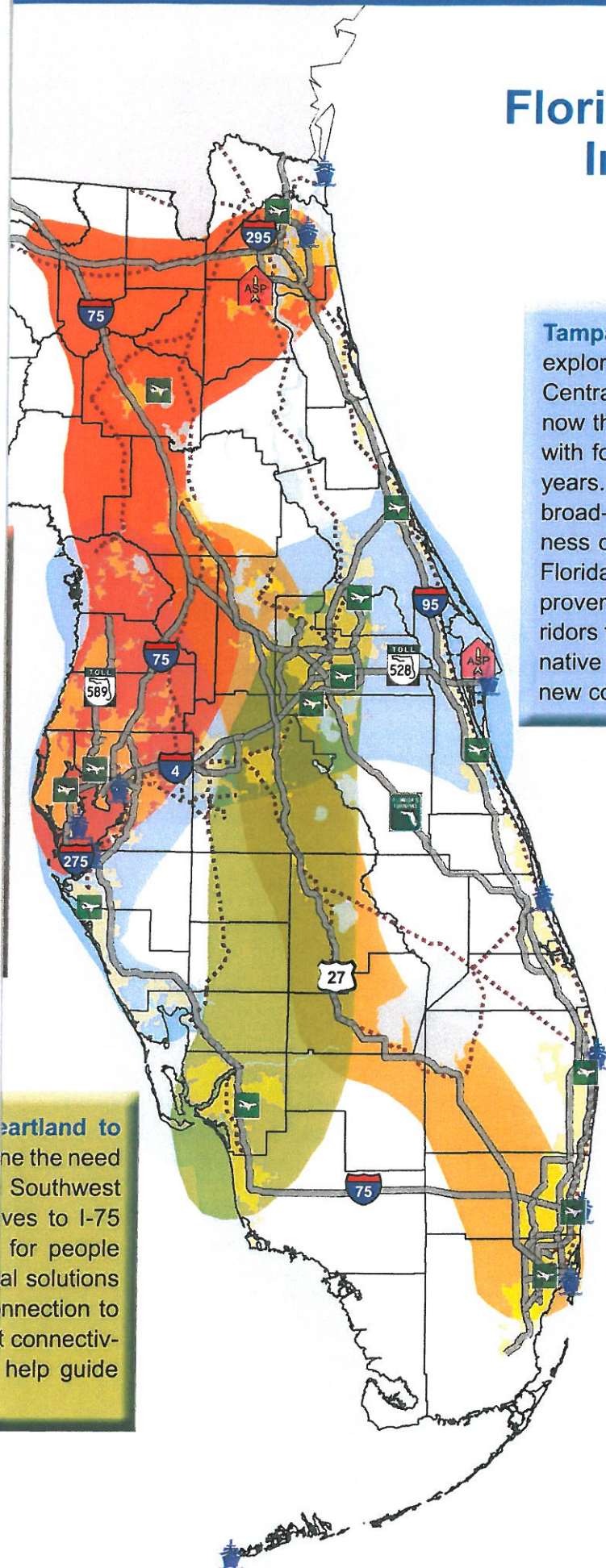


Florida's Future Corridors Initial Study Areas

Tampa Bay to Central Florida: This study will explore ways to better connect Tampa Bay and Central Florida. This emerging "superregion" is now the 10th largest region in the United States, with forecasts of strong growth over the next 50 years. This study will build upon multi-partner, broad-based visioning processes led by the business community in both Tampa Bay and Central Florida. Alternatives may include operational improvements, express lanes along I-4, parallel corridors for some segments of the study area, alternative modes including SunRail extensions, and new corridors to fill connectivity gaps.

Southeast Florida through the Heartland to Central Florida: This study will explore alternatives for moving people and freight from Southeast Florida through the Heartland to Central Florida and locations to the north. A focus will be the potential for increased freight flows from the Southeast Florida seaports, connecting to several planned and proposed intermodal logistics centers and other freight/distribution sites in the Heartland. FDOT is currently studying the existing US 27 corridor from Miami-Dade to Marion County. The Central Florida Regional Planning Council is leading the Heartland 2060 regional visioning process. These two studies will guide decisions about the future of US 27 and other corridors in this region.

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How Will Future Corridors Be Planned?

FDOT has developed a three stage process for planning future statewide corridors. The basic steps for each study area are:

- Complete a high-level **Concept** report to identify statewide connectivity and mobility needs in the study area; determine whether a significant transportation investment in the study area is consistent with statewide policies and available regional and community visions and plans for future growth; identify key community and environmental issues to be considered in future stages; and identify a framework for moving forward in the study area.
- Conduct an **Evaluation** of one or more segments of the full study area to identify and assess potential alternative multimodal solutions to the anticipated mobility and connectivity needs; work with partners to build consensus around potential solutions; and develop an action plan for future work on viable corridors.
- Use FDOT's established Efficient Transportation Decision-Making and **Project Development** and Environment processes to conduct more detailed analyses of specific alternative corridor improvements, continue coordination with stakeholders, and advance projects into implementation.



When Will Future Corridors Be Developed?

FDOT will be conducting Concept studies on priority study areas in 2012 and 2013. The intent is to develop a long-range framework to guide future investment decisions in the study areas over the next 50 years. This strategy can be integrated over time into local and regional transportation, land use, and conservation plans. Evaluation and Project Development studies will be scheduled on specific segments as needed. Construction on some segments that are of independent utility could move forward in the next few years, while other corridors may not be developed for a few decades.



Who Will Be Involved in Planning and Developing Future Corridors?

As the lead agency for this initiative, FDOT will be working with a full range of state-wide, regional, and local partners. A state agency working group including the Departments of Environmental Protection, Economic Opportunity, Agriculture and Consumer Services, Fish and Wildlife Conservation Commission, and Federal Highway Administration is guiding the overall initiative. In specific study areas, FDOT will work with a wide range of partners including environmental organizations, business and economic development organizations, utility providers, local governments, metropolitan planning organizations, regional planning councils, and public and private landowners to better understand how they envision the future of Florida.

How Do I get Involved?

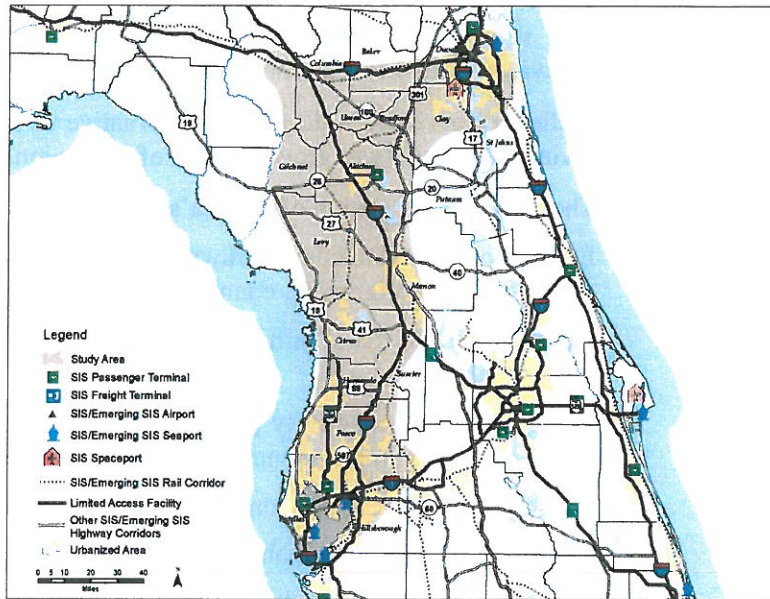
Contact your FDOT Future Corridor Coordinator to get involved:

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Tampa Bay-Northeast Florida Study Area Concept Report: Summary of Findings and Recommendations

Economic Trends and Opportunities

- Growing global trade to, from, and through Florida; need to serve global gateways (Port of Tampa, Jaxport, etc.).
- Need for a connection between Tampa and Jacksonville to complete Florida’s “megaregion.”
- Need for business, labor, and university connections to create strong industry clusters, particularly in emerging industries such as logistics and technology.
- Anticipated growth in existing urban centers (Tampa and Jacksonville) and emerging centers (Suncoast region, I-75 corridor from Wildwood to Gainesville).



- Economic development opportunities in Rural Areas of Critical Economic Concern (Rural Catalyst sites, intermodal logistics centers, potential development of large land holdings such as Plum Creek Timber, Rayonier, Foley Land and Timber, and Bascom Southern).

Mobility & Connectivity Needs

- Increasing demand for moving freight; heavy reliance on I-75 as a major truck route today.
- Increasing delay and decreasing reliability of key highway corridors, especially I-75.
- High crash rates along major highway corridors, especially I-75 in Marion and Alachua counties, and portions of U.S. 19, U.S. 301, and U.S. 17.
- Limited options for interregional travel between Tampa Bay and Jacksonville, Georgia, and Northwest Florida.
- Limited modal options, especially for passenger rail and public transit.
- Connectivity to emerging economic centers and rural areas: nearly one out of every four jobs in the study area is located more than five miles from a limited access highway.

Potential Strategies

- **Transformation of Interstate 75** – modernize and optimize I-75 corridor by incorporating managed lanes, implementing truck-only lanes and enhanced truck parking and staging areas, and implementing transportation systems management and operations strategies.
- **Intercity passenger rail service** – work with Amtrak and All Aboard Florida to improve passenger rail service between Tampa and Jacksonville via Orlando; extend this rail spine over time to other urbanized areas and link to regional commuter rail and urban transit systems.
- **Freight rail improvements** – develop long term rail investment strategy to improve connectivity to seaports, intermodal logistics centers, and employment centers.
- **I-75 reliever corridors** – develop an alternative to I-75 in the western part of the study area, improving connectivity to growing parts of the region. Options include:
 - The Northern Extension of Florida’s Turnpike from Sumter to Levy County;
 - Extension of the Suncoast Parkway beyond the Suncoast II terminus in Citrus County on existing or new alignment, connecting to I-75 near Ocala, Gainesville, or Lake City; and
 - Extension of Florida’s Turnpike beyond Levy County on existing or new alignment to I-10 near Tallahassee.
- **Closing regional connectivity gaps** – develop new multimodal corridors to serve areas not well connected using the existing transportation system. Potential connections include:
 - Hillsborough and Citrus counties;
 - Citrus/Hernando counties and I-75/Florida’s Turnpike; and
 - Gainesville/Ocala and Jacksonville.

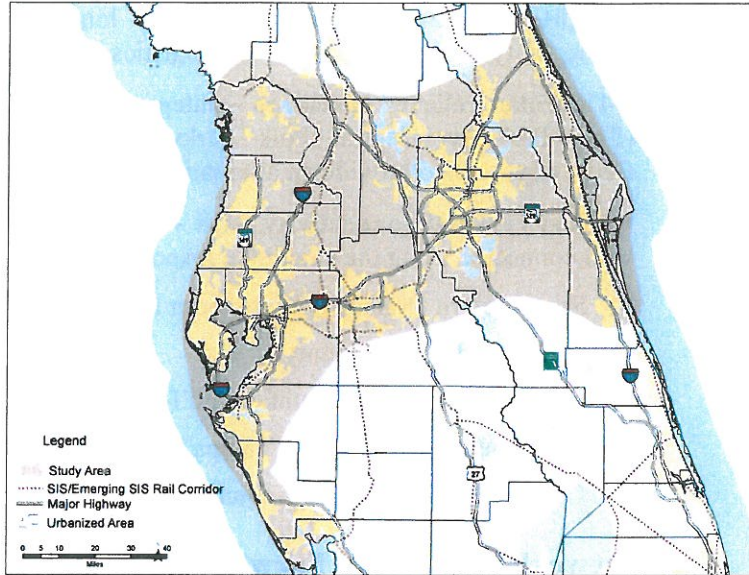
Framework for Moving Forward

1. Convene partners in a collaborative process to conduct a pilot Evaluation study for addressing connectivity between the Suncoast area and I-75. Pilot objectives:
 - Identify likely future land use and economic development patterns in the pilot area;
 - Evaluate and build consensus around alternative strategies for addressing mobility and connectivity needs (NEFT, Suncoast III, etc.);
 - Develop model processes for coordinating future corridor planning with conservation plans, economic development plans, local government comprehensive plans, MPO long range transportation plans, expressway authority master plans, etc.; and
 - Test potential public/private partnerships with expressway authorities, railroads, public and private landowners, and utilities; develop sample agreements.
2. Support development of a regional vision for North Central Florida. Help integrate this vision with those of surrounding regions and use these visions as input to corridor planning activities.
3. Develop an integrated strategy/Ultimate Plan for I-75 over the next 50 years.
4. Work with the rail industry to develop long-term strategies for continued enhancements to freight and passenger service.
5. Conduct initial analyses to better document mobility and connectivity needs in other parts of the study area (e.g., freight studies for US 301 and US 19).

Tampa Bay-Central Florida Study Area Concept Report: Summary of Findings and Recommendations

Economic Trends & Opportunities

- Tampa Bay and Central Florida are growing together into a “Super Region” along Interstate 4.
- The 15 county region’s population is expected to grow 76 percent between 2010 and 2060. The strongest growth is anticipated along the Suncoast north of Tampa and in inland counties (Lake, Sumter, and Polk).
- Key initiatives include:
 - Visions for transforming of Orlando and Tampa into world-class cities;
 - Growth of innovation hubs centered around major research universities and laboratories (Cape Canaveral, Florida Polytechnic University, Medical City at Lake Nona, etc.);
 - Growth of trade gateways and logistics hubs (Tampa Bay seaports, Port Canaveral, Port Citrus, CSX Winter Haven terminal, intermodal logistics centers, etc.); and
 - Potential development of major landholdings including those owned by the Mosaic Company and Deseret Ranches of Florida.



Mobility & Connectivity Needs

- Ability of the existing highway system to accommodate anticipated growth in demand for moving people and freight; increasing delay and decreasing reliability.
- Limited modal options, especially for passenger rail and public transit systems
- Need for greater capacity of and connectivity to trade gateways.
- Limited options for long distance and interregional travel; I-4 is the only limited-access east-west corridor across the entire Super Region, and high-capacity north-south routes are limited.
- Connectivity to emerging centers along the Suncoast and in Polk, Lake, and Sumter counties.

Potential Strategies

- **Transformation of Interstate 4** – expand use of managed lanes; introduce alternative modes in I-4 right of way; and optimize the efficiency of the system through advanced technologies.

- **Regional managed lanes network** – move from initial segments (I-4 in Orlando and I-4, I-75, and I-275 in Tampa Bay) to an integrated network of managed lanes along the length of I-4 and on other facilities from coast to coast.
- **Commuter and intercity passenger rail improvements** – build on SunRail, Amtrak, All Aboard Florida and Tampa Bay plans; move toward vision of a passenger rail spine connecting Tampa to Orlando, with branches connecting to major regional centers.
- **Freight rail improvements** – develop long term rail investment strategy to improve connectivity to seaports, intermodal logistics centers, and employment centers.
- **I-4 parallel reliever corridors** – integrate and link existing facilities, plans, and proposals (Polk Parkway, Central Polk Parkway, Osceola County Expressway projects, Pineda Causeway, etc.) to provide an alternative travel corridor to I-4 for most of its length.
- **Closing regional connectivity gaps** – develop new multimodal corridors to serve areas not well connected using the existing transportation system:
 - Southeastern Orlando and Southern Brevard County;
 - Tampa and Citrus County;
 - Citrus and Hernando counties and I-75/Florida’s Turnpike;
 - Polk County and southern Tampa Bay; and
 - Orlando and Lake/Sumter counties.

Framework for Moving Forward

1. Convene a collaborative process to assess future development patterns and associated connectivity and mobility needs in one portion of the Super Region, and to refine the planning process for future use. Objectives:
 - Identify likely future land use and economic development patterns in the pilot area;
 - Evaluate and build consensus around alternative strategies for meeting the mobility and connectivity needs of this development;
 - Build on the *How Shall We Grow?* regional vision and the sector planning framework;
 - Develop model processes for coordinating future corridor planning with conservation plans, economic development plans, local government comprehensive plans, MPO long range transportation plans, expressway authority master plans, etc.; and
 - Test potential public/private partnerships with expressway authorities, railroads, public and private landowners, and utilities; develop sample agreements.
2. Develop an integrated strategy/Ultimate Plan for transformation of I-4 over the next 50 years.
3. Work with the rail industry to develop long term strategies for continued enhancements to passenger and freight rail service.
4. Assess the benefits and costs of developing one or more parallel multimodal corridors to help relieve I-4 over the next 50 years.
5. Engage public, private, and civic partners from across the 15 counties to continue planning for the future of the region’s major transportation corridors.