



Florida's Future Transportation Corridors

Presented to:
Florida Transportation Commission

Presented by:

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Florida Department of Transportation

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Presentation Objectives

- Recent activities
- Initial findings from first two Concept studies
- Key policy issues
- Next steps



What Is the Goal?

- Coordinate long-range growth/transportation plans and visions
- Provide solutions for or alternatives to existing congested corridors
- Meet growing demand for moving people and freight to support economic development
 - Growth in population, visitors, and domestic and international trade
- Improve connectivity
 - Between regions
 - Between Florida and other states and nations



What Is a Future Corridor?

■ Function

- Connect Florida regions or connect Florida to other states
- Focal point for trade and economic development



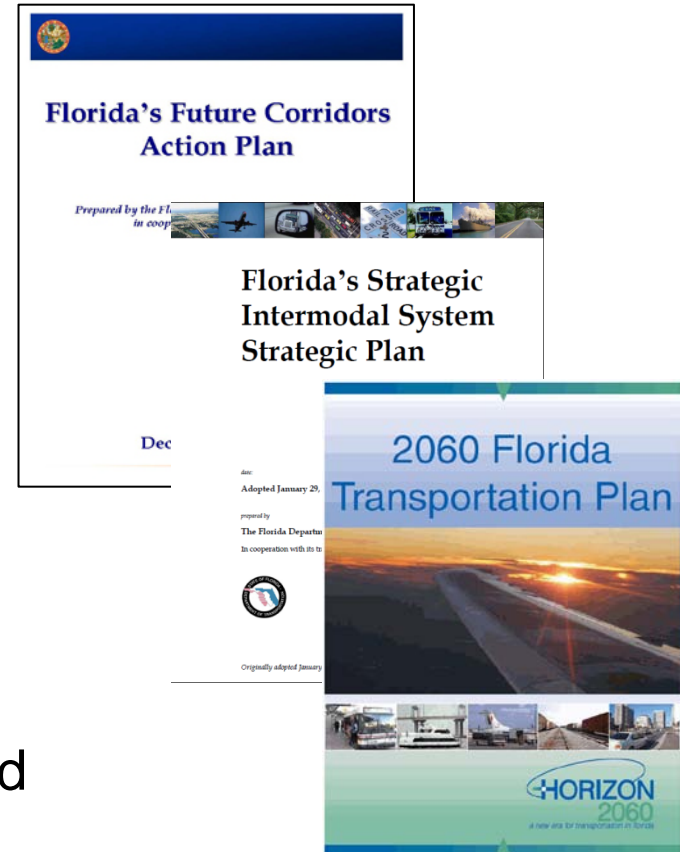
■ Characteristics

- High-speed, high capacity connection
- Multiple transportation modes
- Co-location with utility, communications, and other linear facilities
- Advanced technologies, materials



Policy Framework

- Focus on connecting economic activities and moving people and freight
- Maximize use of existing facilities
- Consider alternatives to highways
- Add capacity to existing facilities to support growth in demand and relieve congestion
- Consider new facilities when needed to fill major connectivity gaps

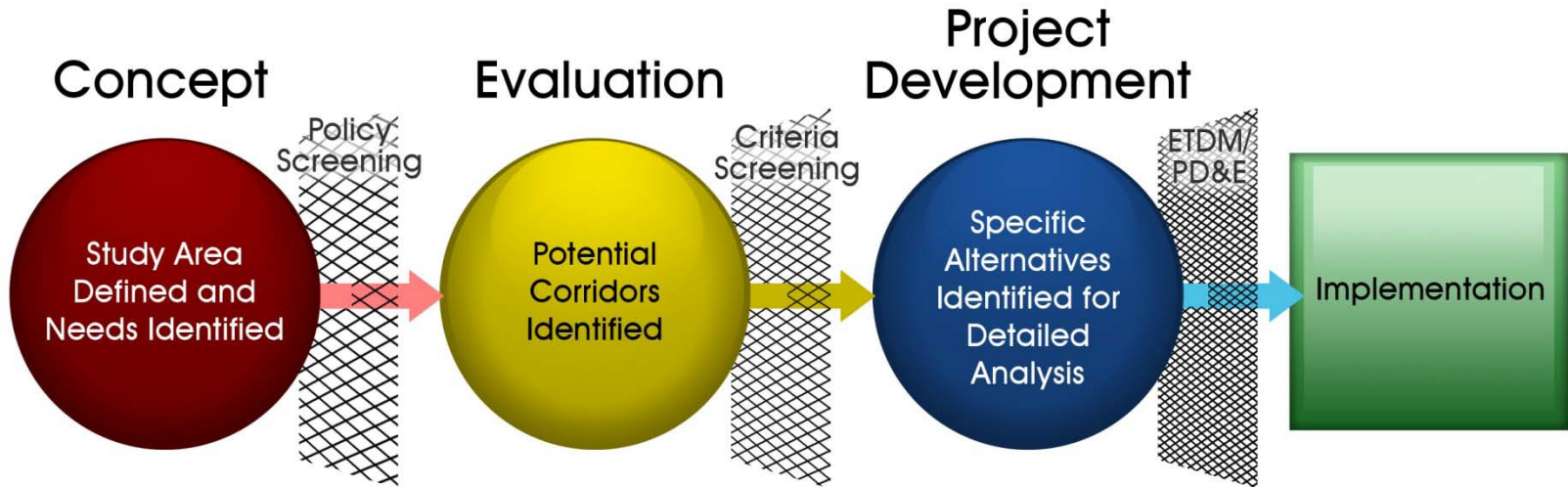


What Have We Accomplished?

- Studies of existing corridors
 - I-95 (completed), I-75 (underway), US 27 (underway)
- Initiated government agency coordination group
 - Department of Economic Opportunity, Department of Environmental Protection, Department of Agriculture and Consumer Services, Fish and Wildlife Conservation Commission, Federal Highway Administration
- Identified initial priority study areas
- Initiated Concept studies of priority areas
- Initiated outreach to stakeholders
 - Environmental/land use advocates, regional planning councils, MPOs, local governments, public and private landowners, etc.

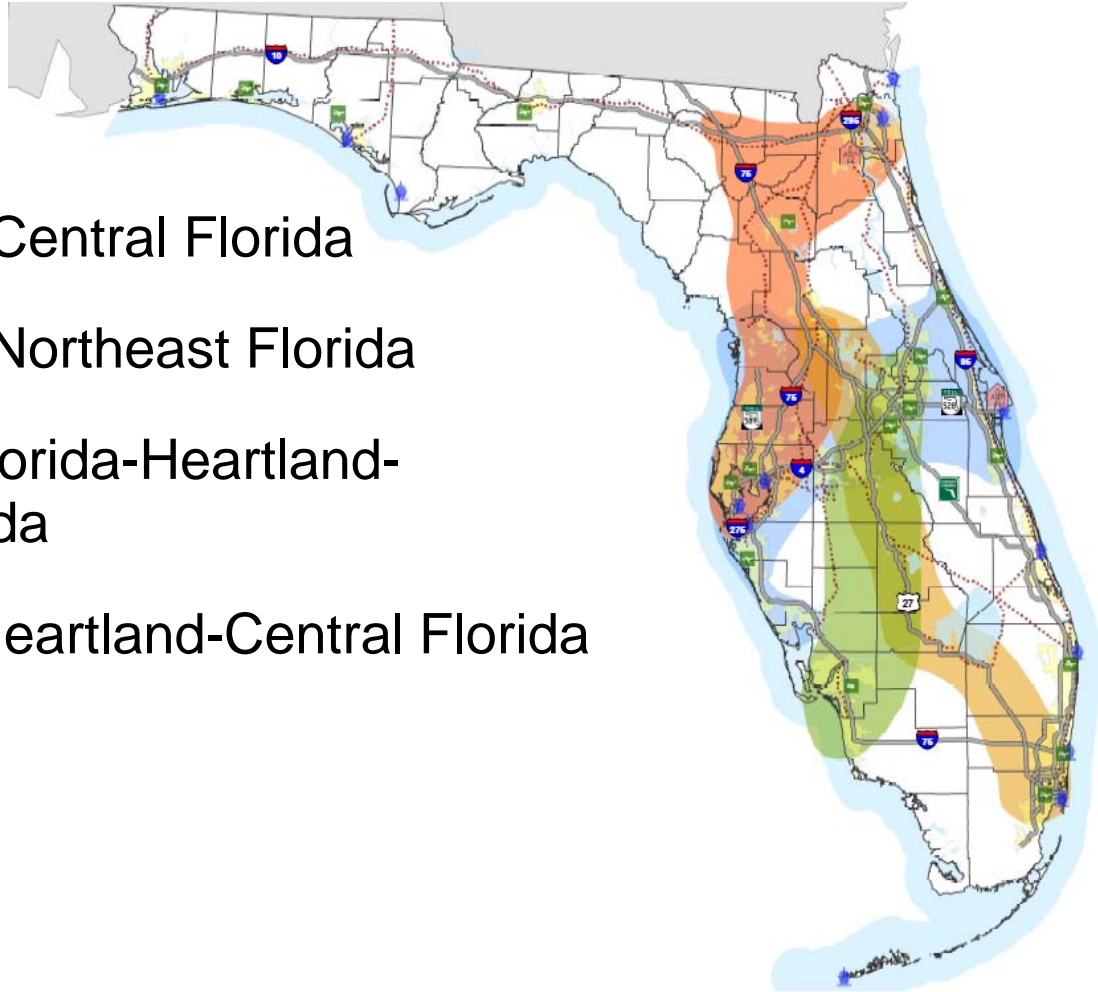


Corridor Planning Approach



Initial Study Areas

- Tampa Bay-Central Florida
- Tampa Bay-Northeast Florida
- Southeast Florida-Heartland-Central Florida
- Southwest-Heartland-Central Florida



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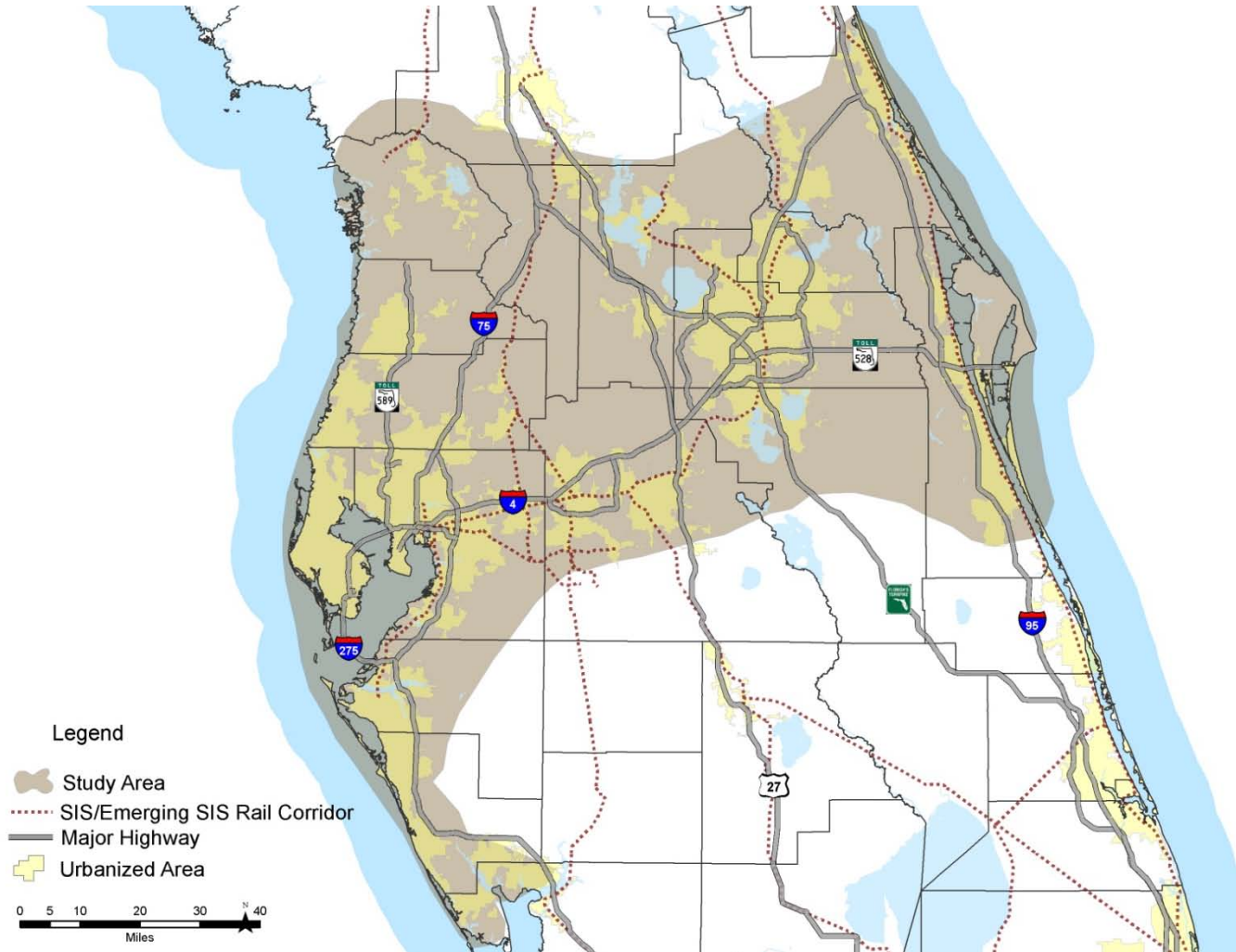


Key Questions

- **Need:** Is there a statewide mobility or connectivity need?
- **Context:** Is this area suitable for a major transportation investment?
- **Potential strategies:** How might we address the need?
- **Support:** Is there support from partners and the public for moving forward?

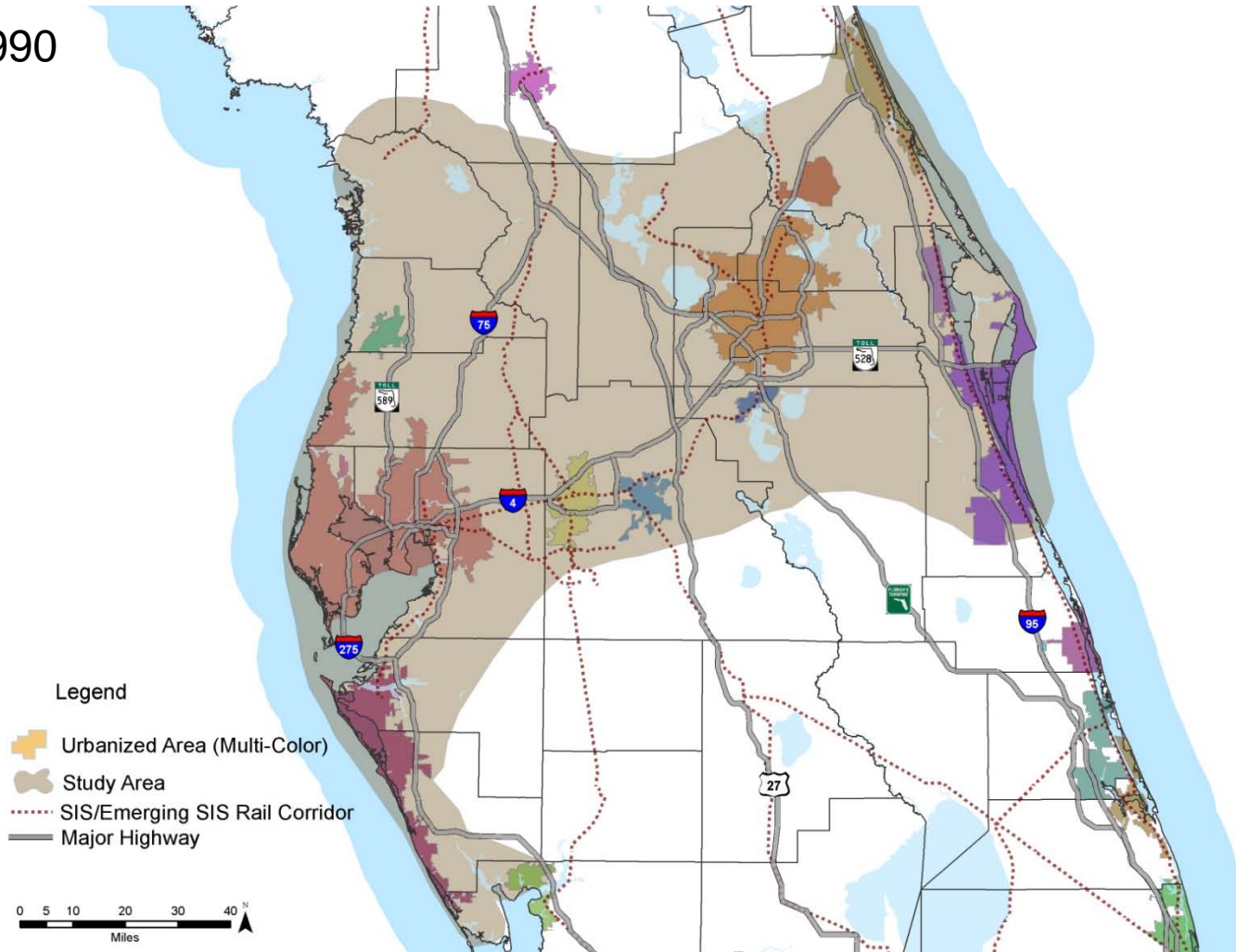


Tampa Bay-Central Florida Study Area



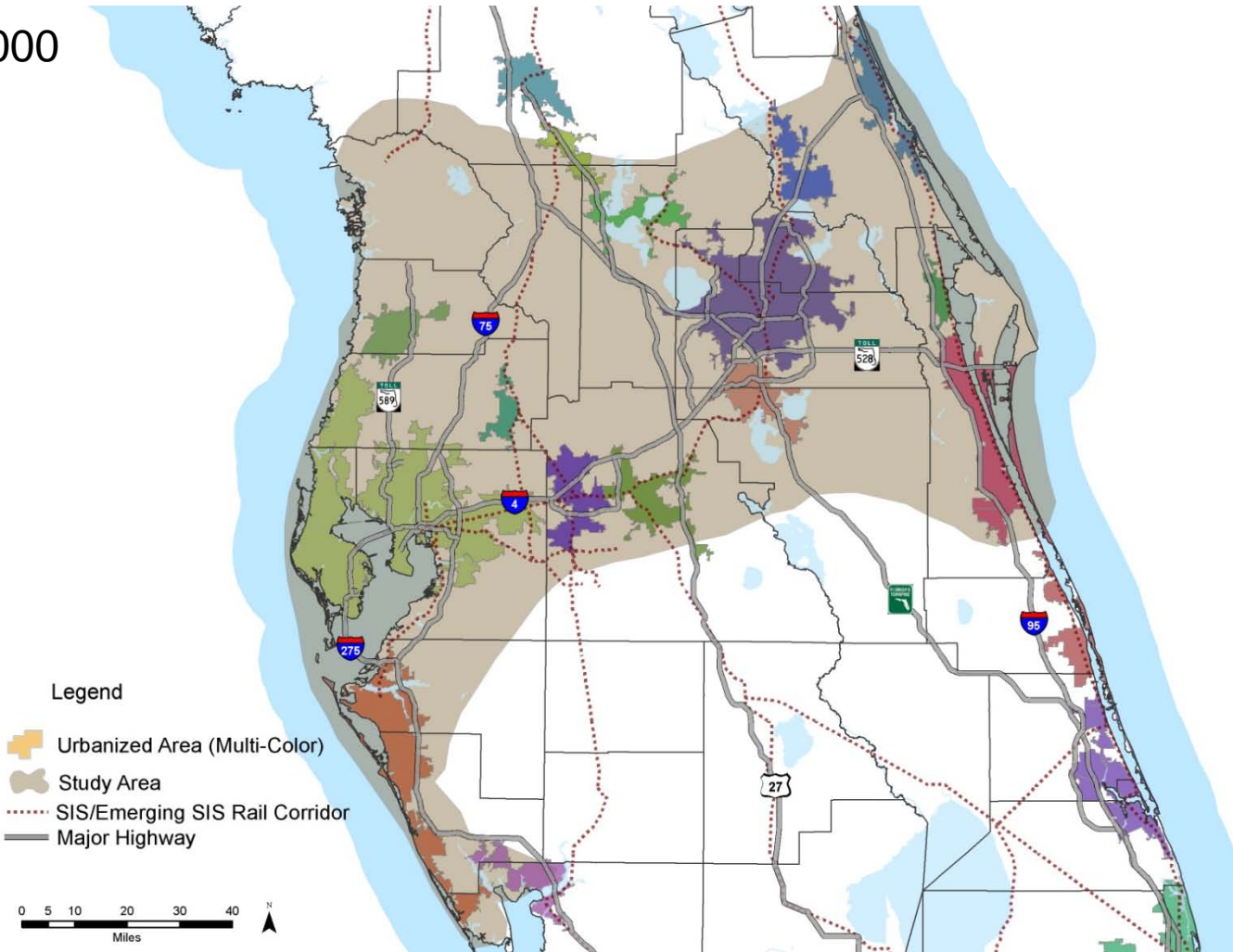
Need: Urbanized Areas Growing Together

1990



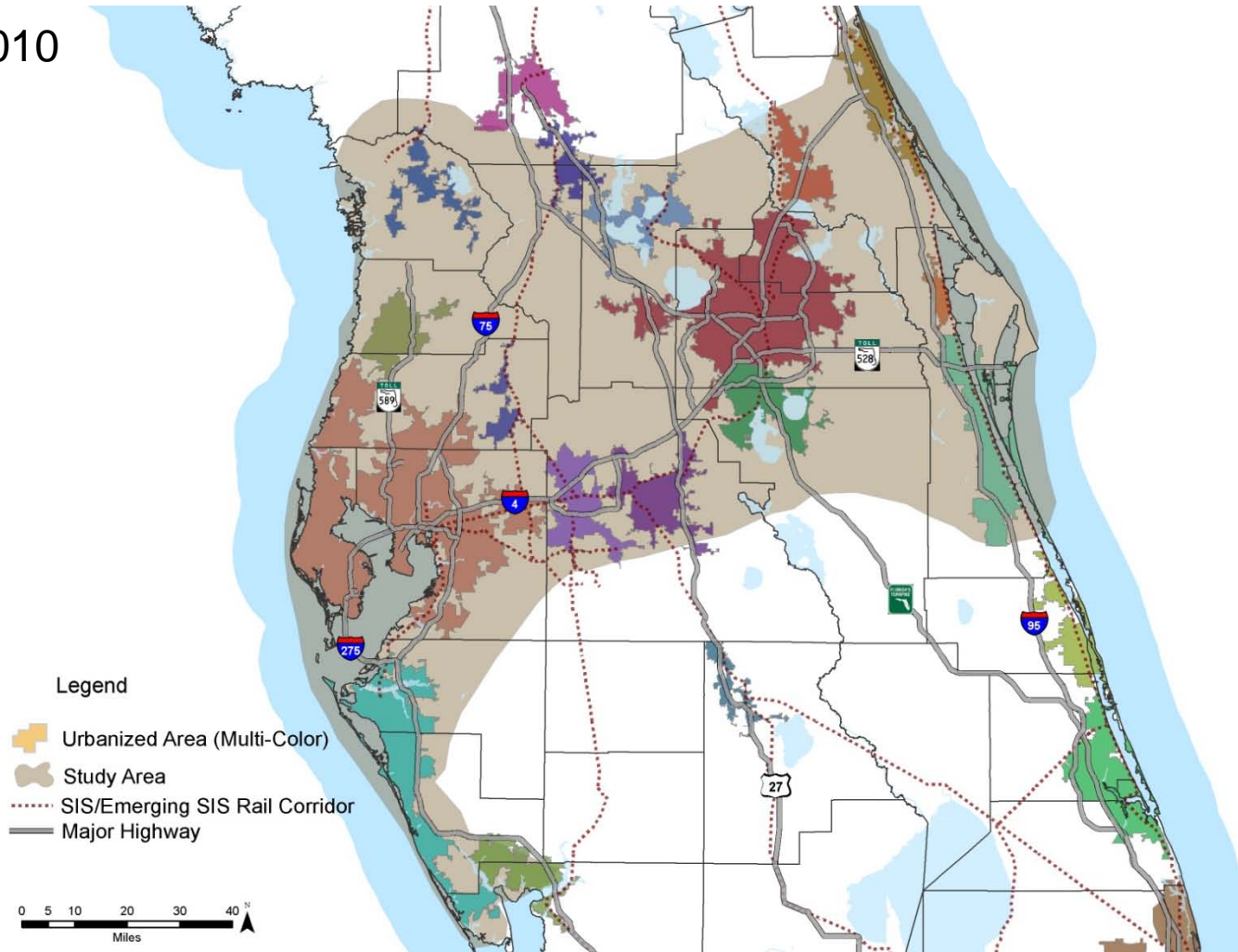
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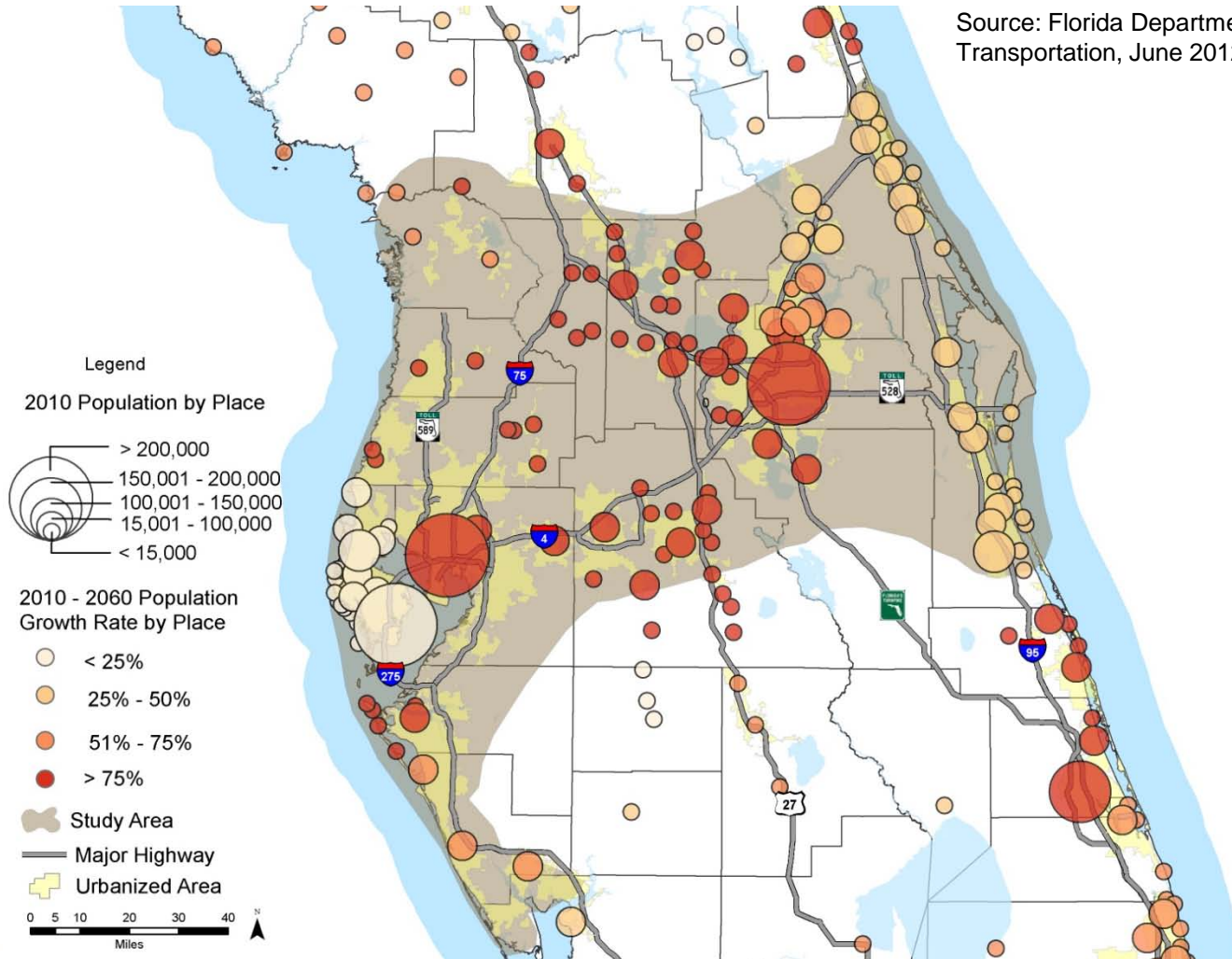
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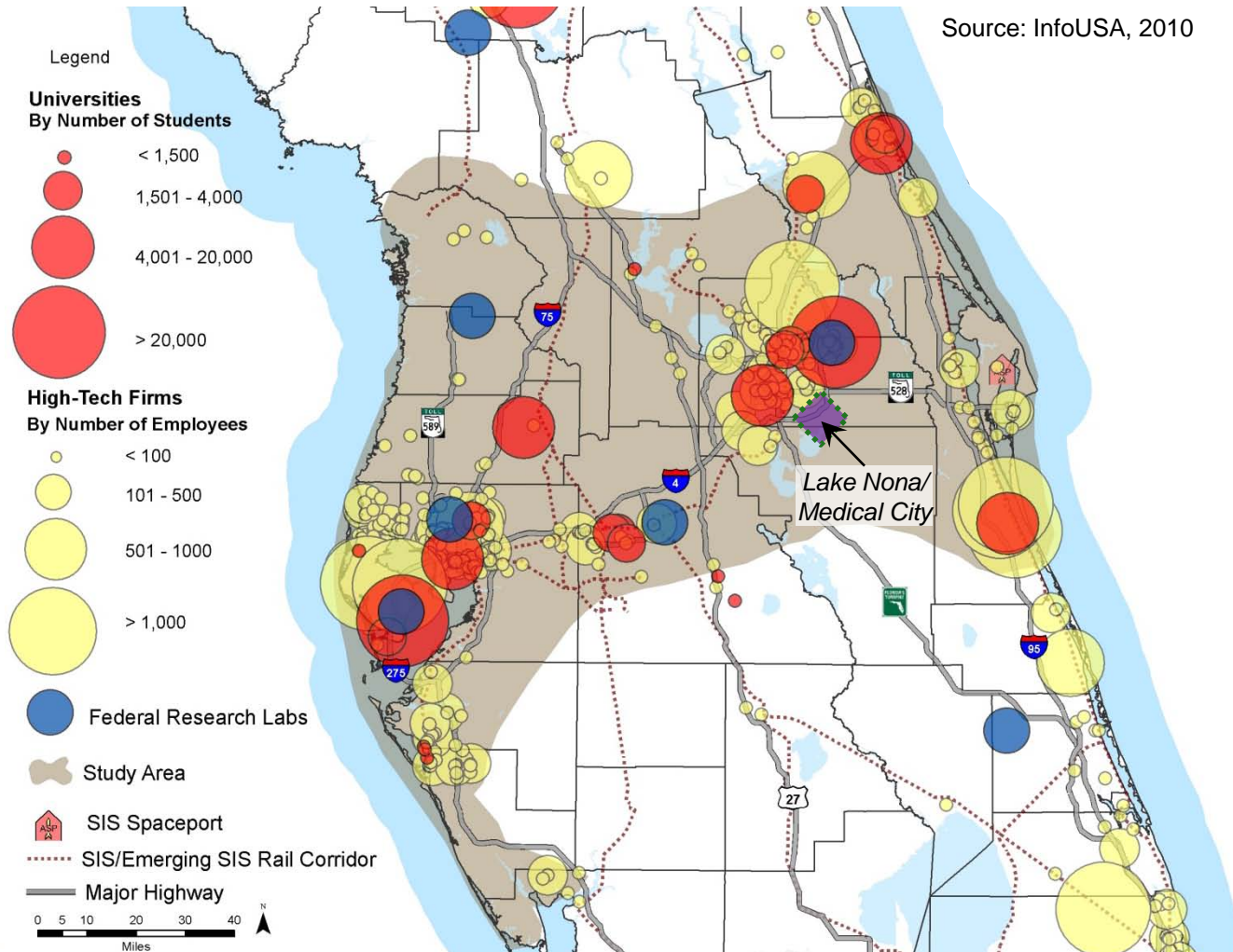


Need: Projected Population Growth 2010-2060

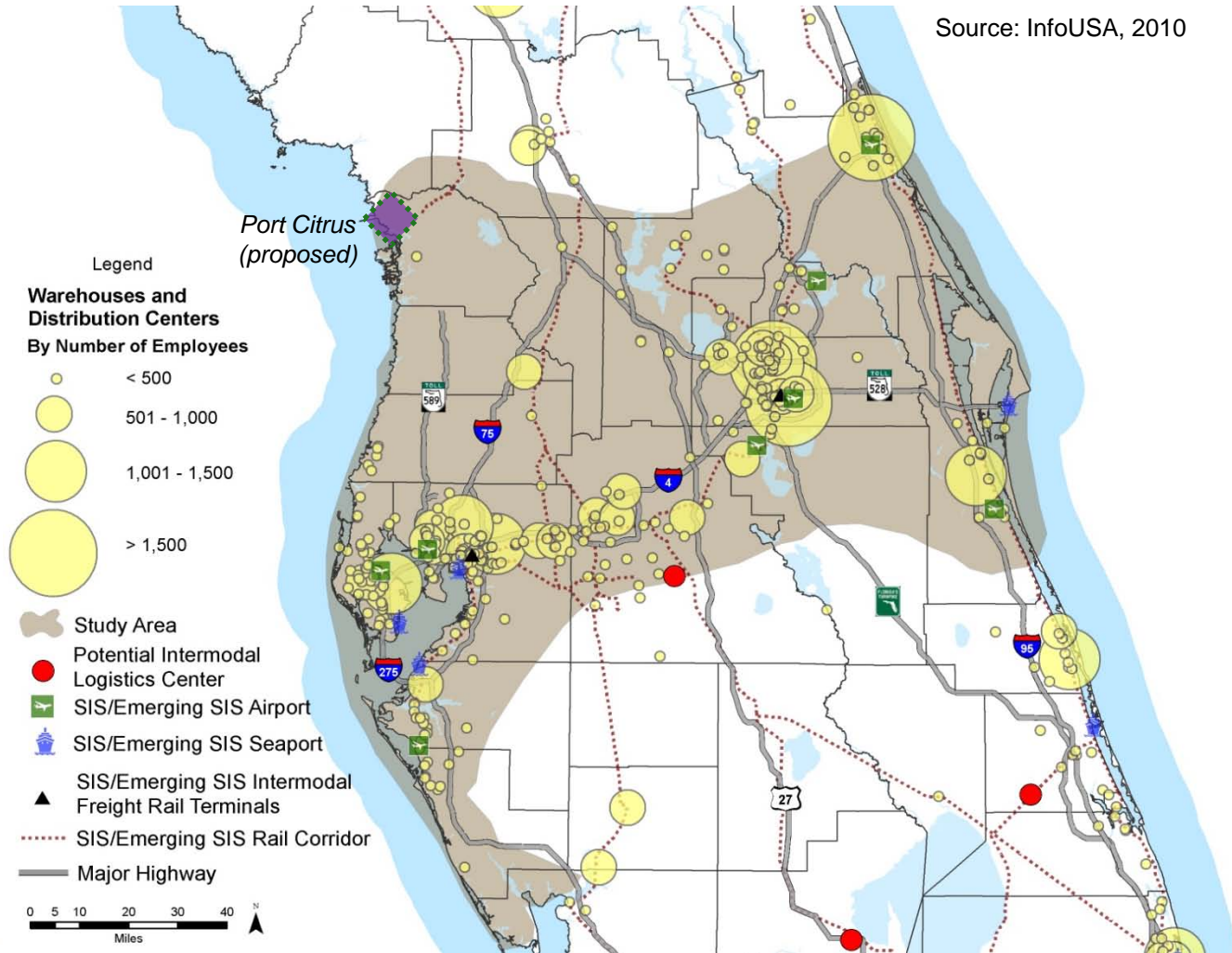
Source: Florida Department of Transportation, June 2012



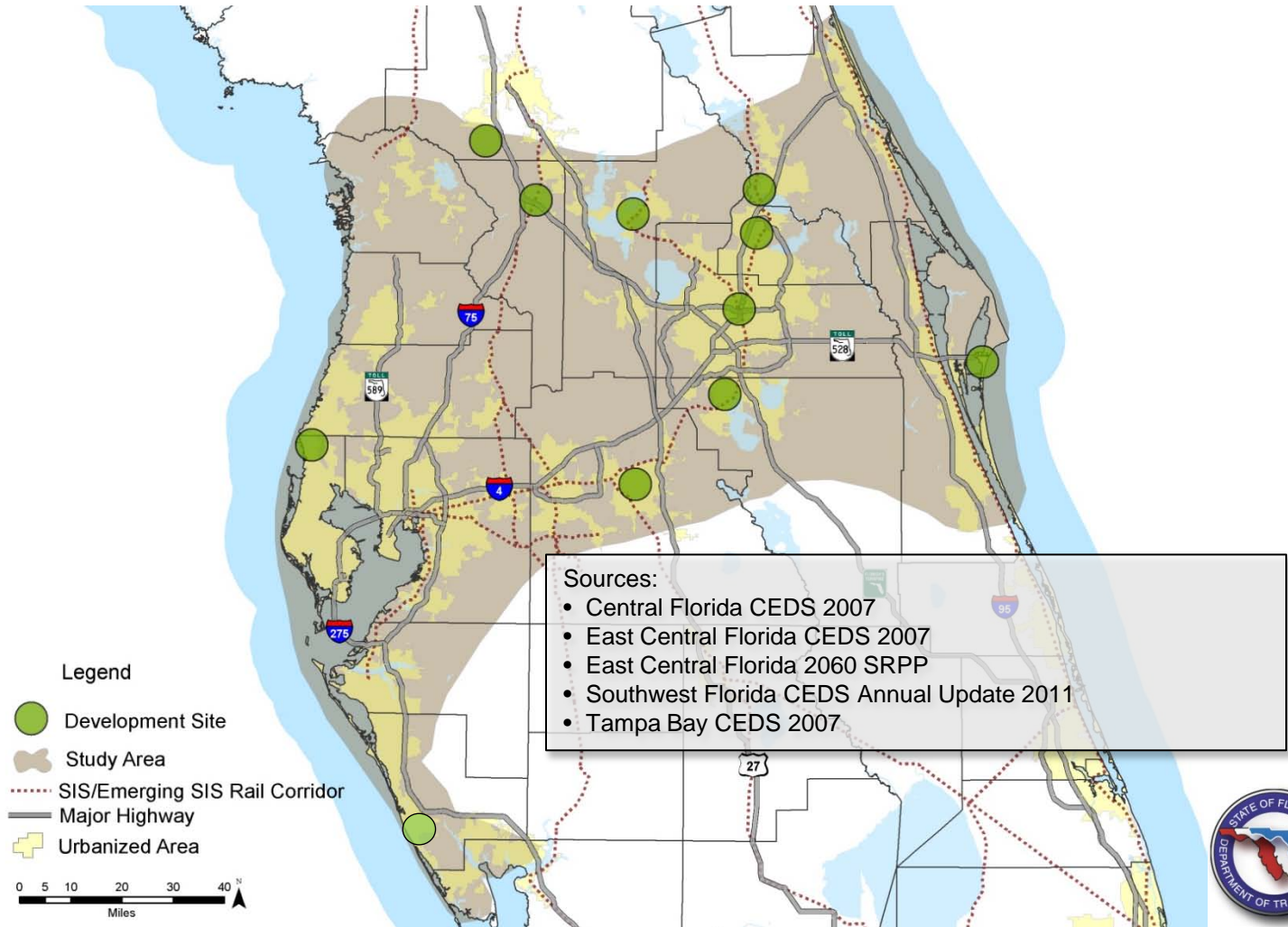
Need: Connect Economic Centers Research and Technology Employment



Need: Support Trade and Freight Flows

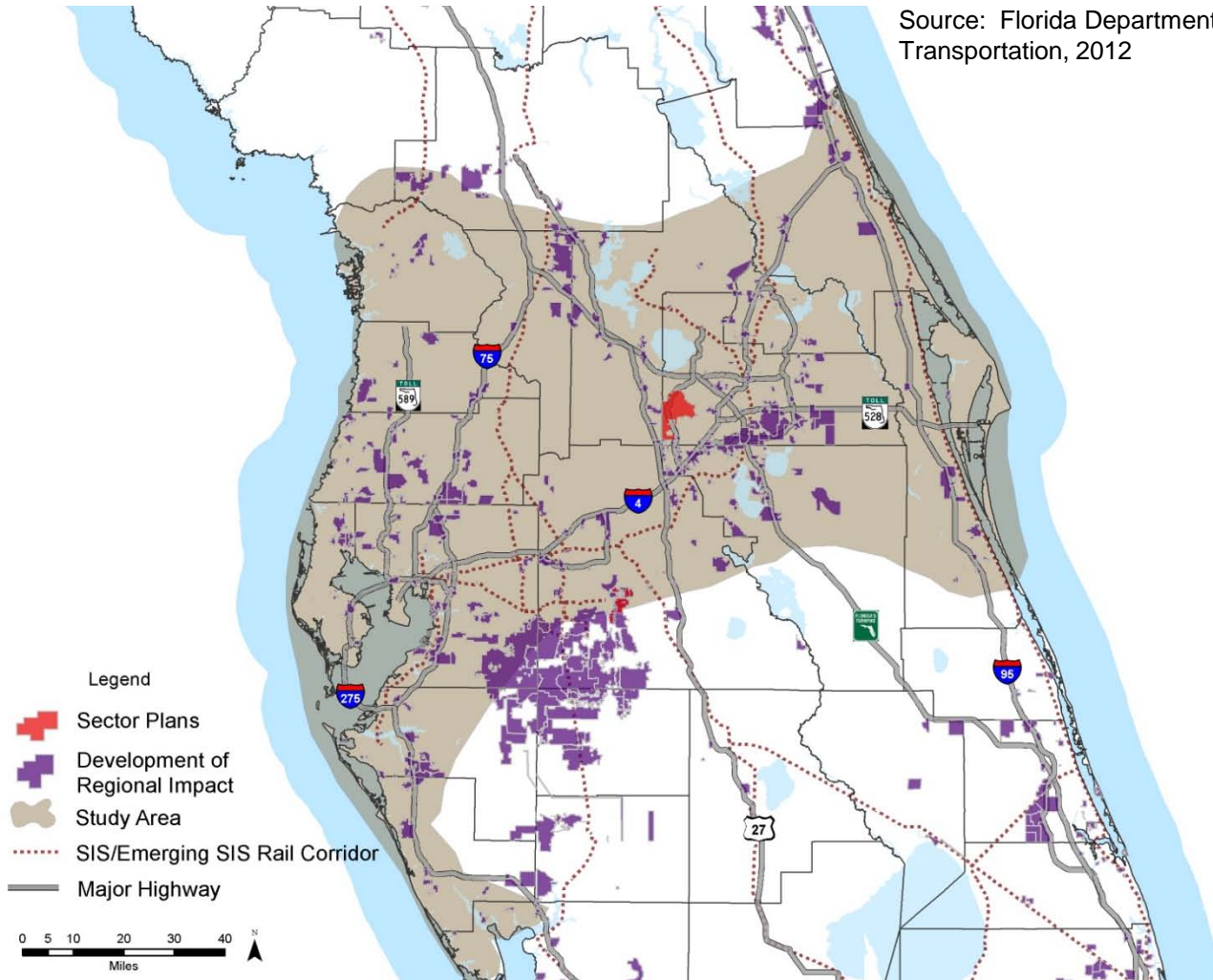


Need: Connect to Targeted Development Sites



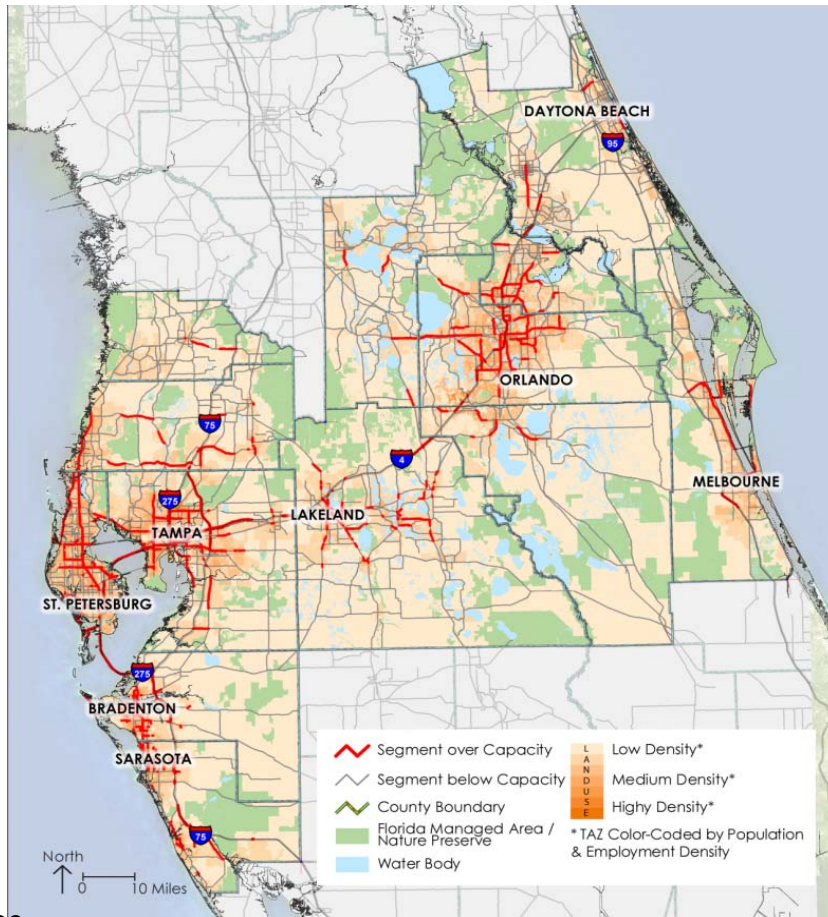
Need: Future Development

Source: Florida Department of Transportation, 2012

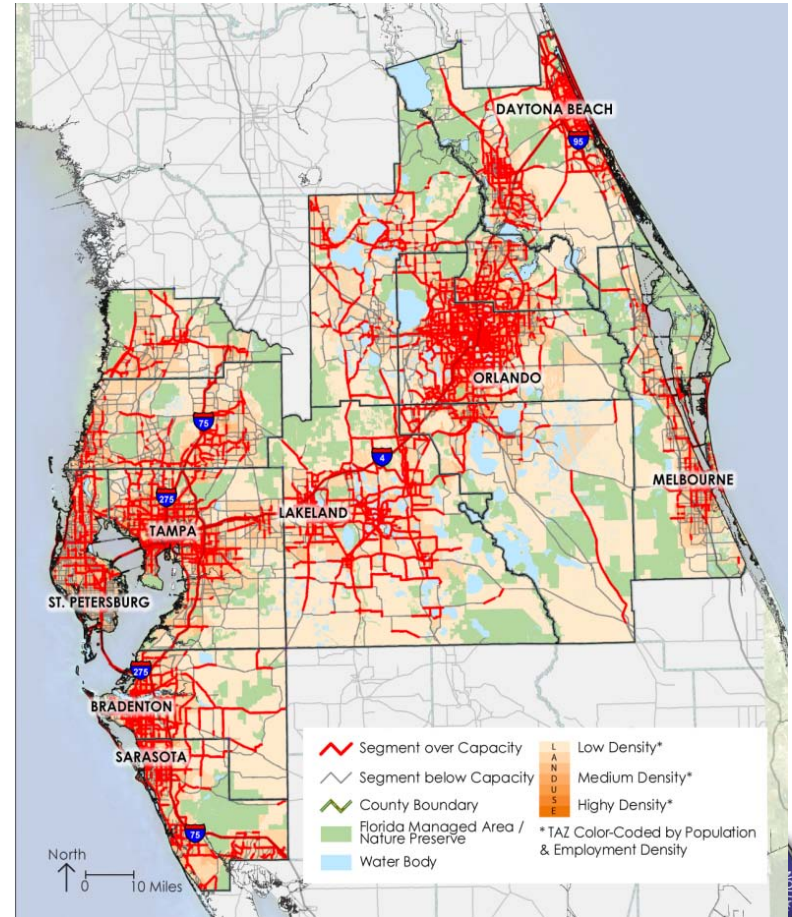


Need: Congestion

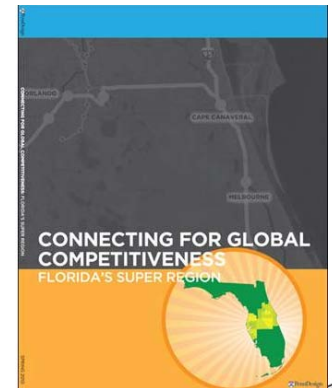
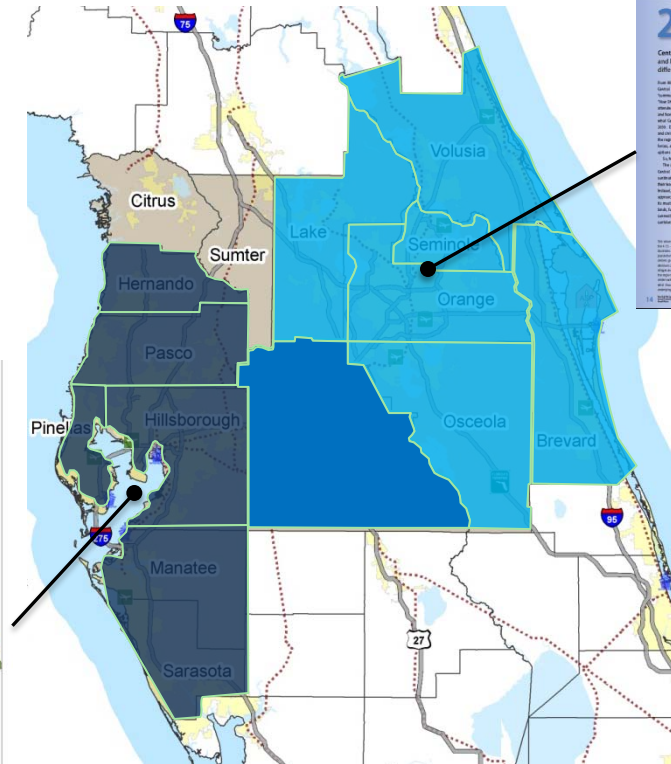
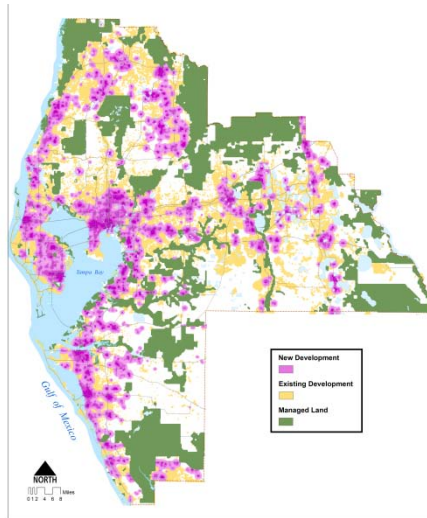
Over Capacity in 2006: **650** Miles



Over Capacity in 2060: **3,800** Miles

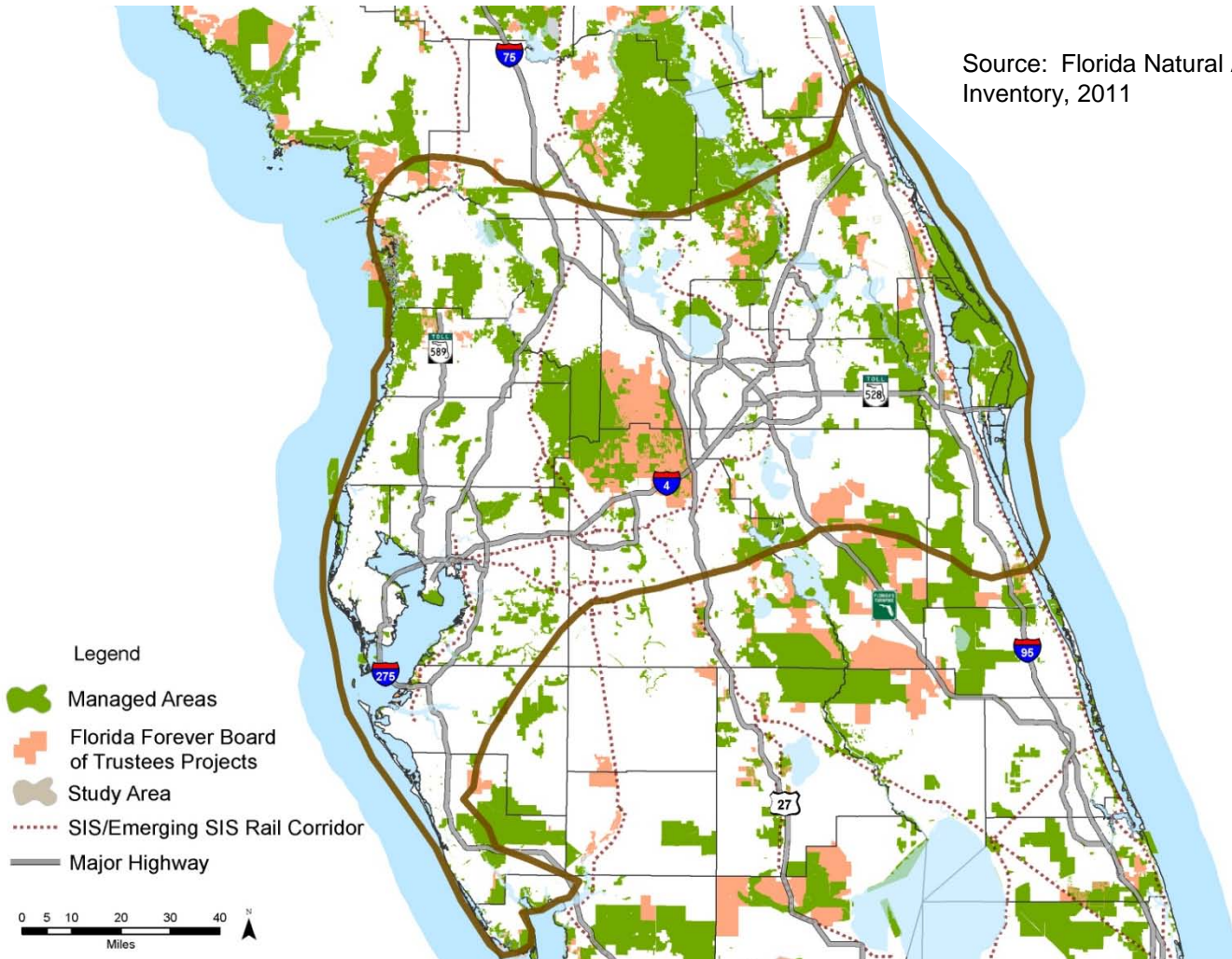


Context: Regional Visions



Source: www.MyOneBay.org, 2010

Context: Environmental Resources



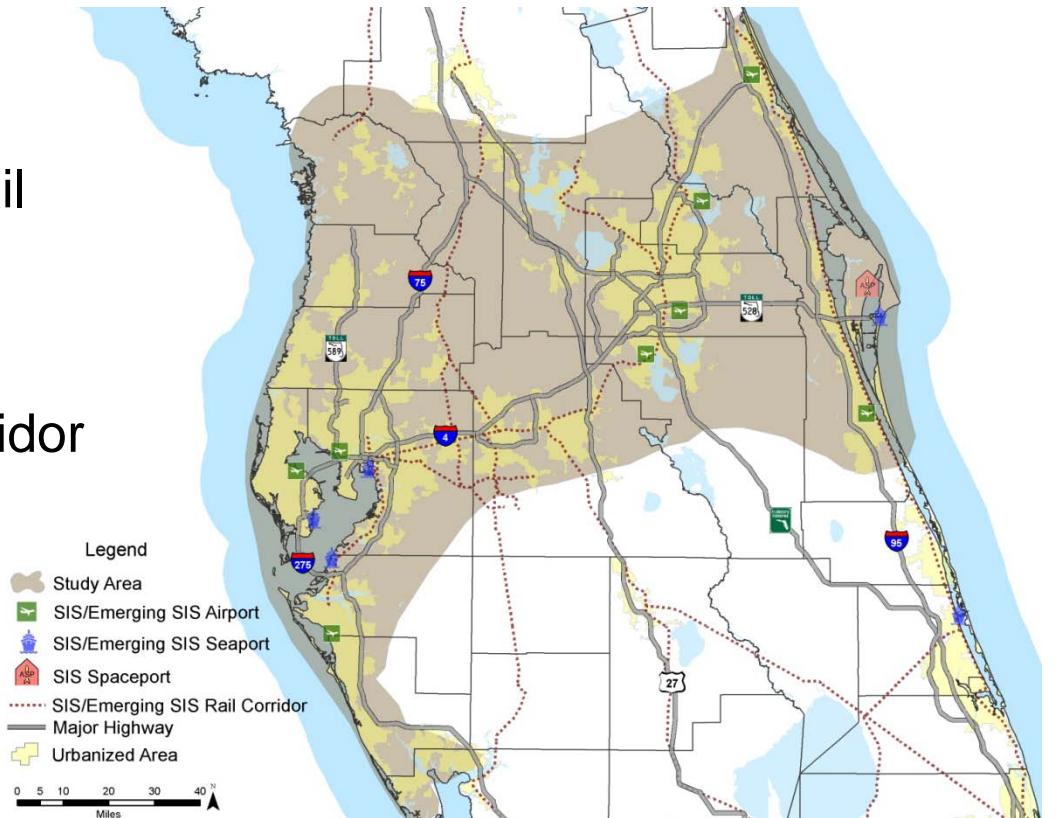
Tampa Bay-Central Florida Study Area Trends and Implications

Trend	Implication
Return to strong growth in population, jobs, visitors	Rising demand for moving people and freight
Urbanized areas growing together	Growing travel between cities and counties at regional and superregional scales
Expanding trade flows (imports and exports)	Need to expand seaport/airport capacity and ensure landside connectivity
Emerging population and employment centers	Potential connectivity gaps
Broad support for regional visions	Enhanced focus on growth in centers connected by multimodal corridors
Need to preserve critical lands, waters, habitats	Build on statewide and regional 'greenprint' initiatives
Increasing highway congestion	Address key bottlenecks; optimize existing system; provide alternatives



Potential Strategies

- I-4 managed lanes
- Freight/passenger rail improvements
- Parallel facilities on segments of the corridor
- Possible new corridors consistent with regional visions and adopted land uses

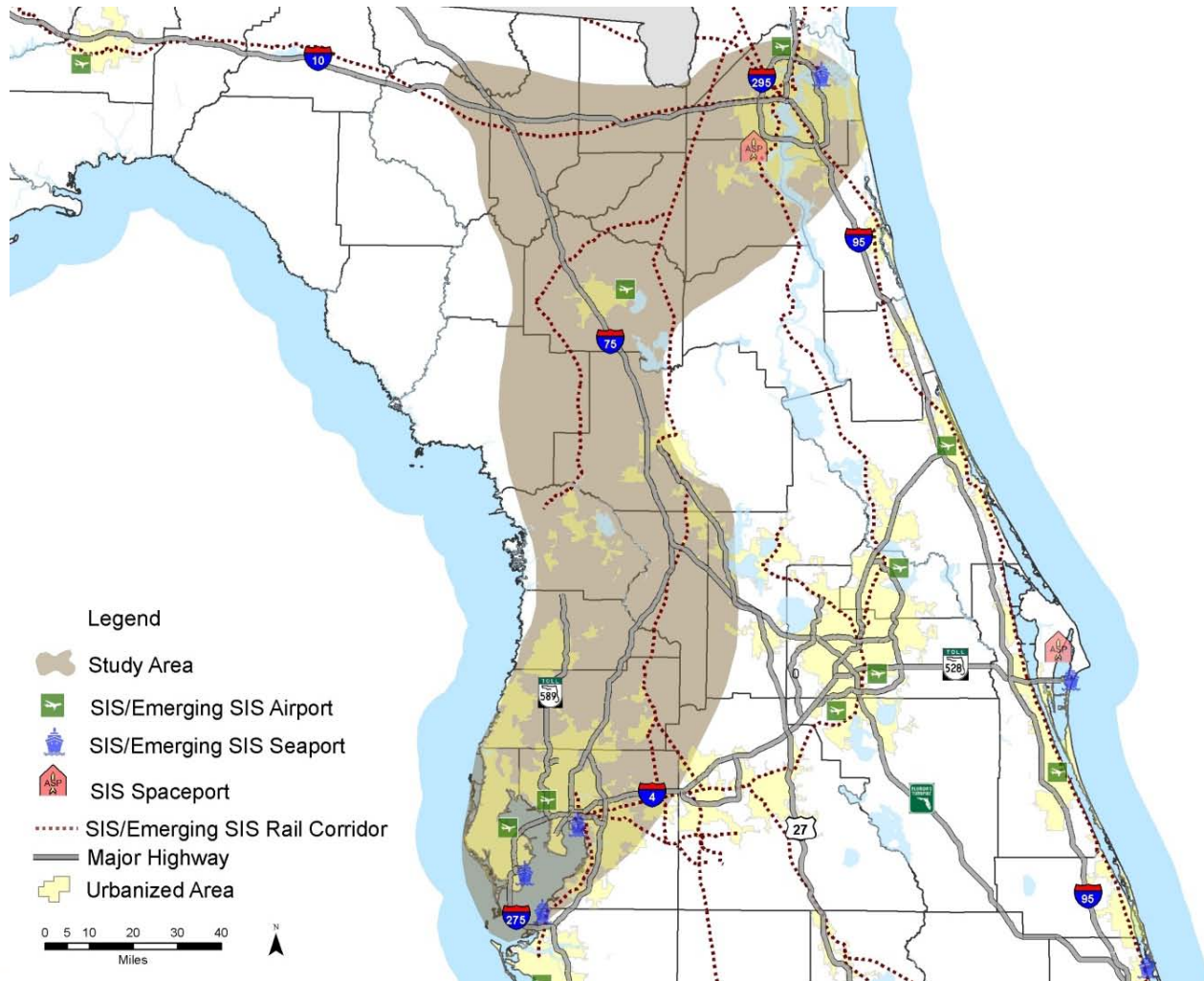


Potential Partners

- 15 counties
- 199 cities
- 9 metropolitan planning organizations (2 alliances)
- 10 transit authorities
- 3 expressway authorities
- 1 regional transportation authority
- Railroads
- 4 seaports
- 7 commercial service airports
- 1 spaceport
- 5 regional planning councils
- 51 economic development organizations
- 3 water management districts
- Public, private landowners
- Utilities
- Environmental partners

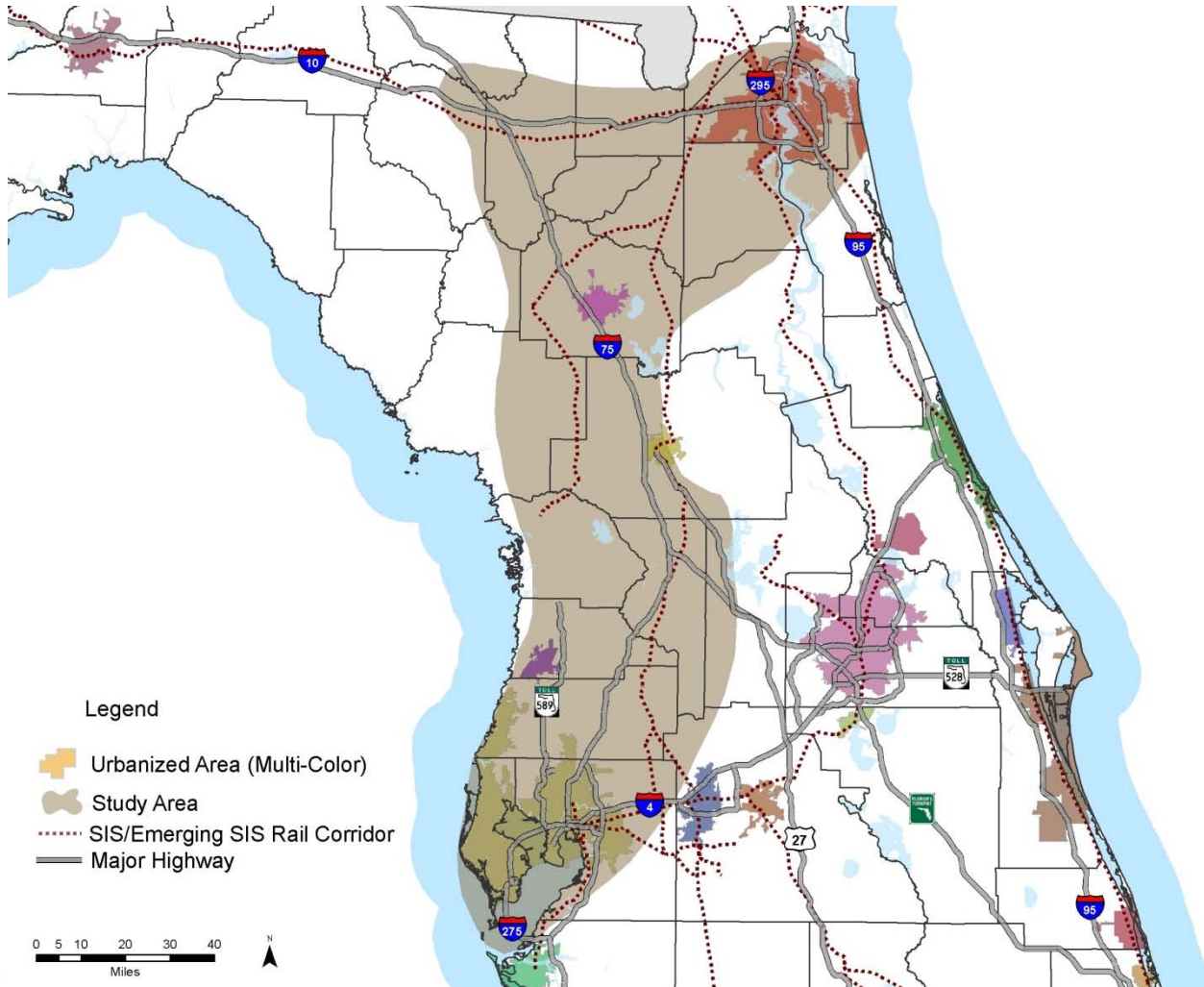


Tampa Bay-Northeast Florida Study Area



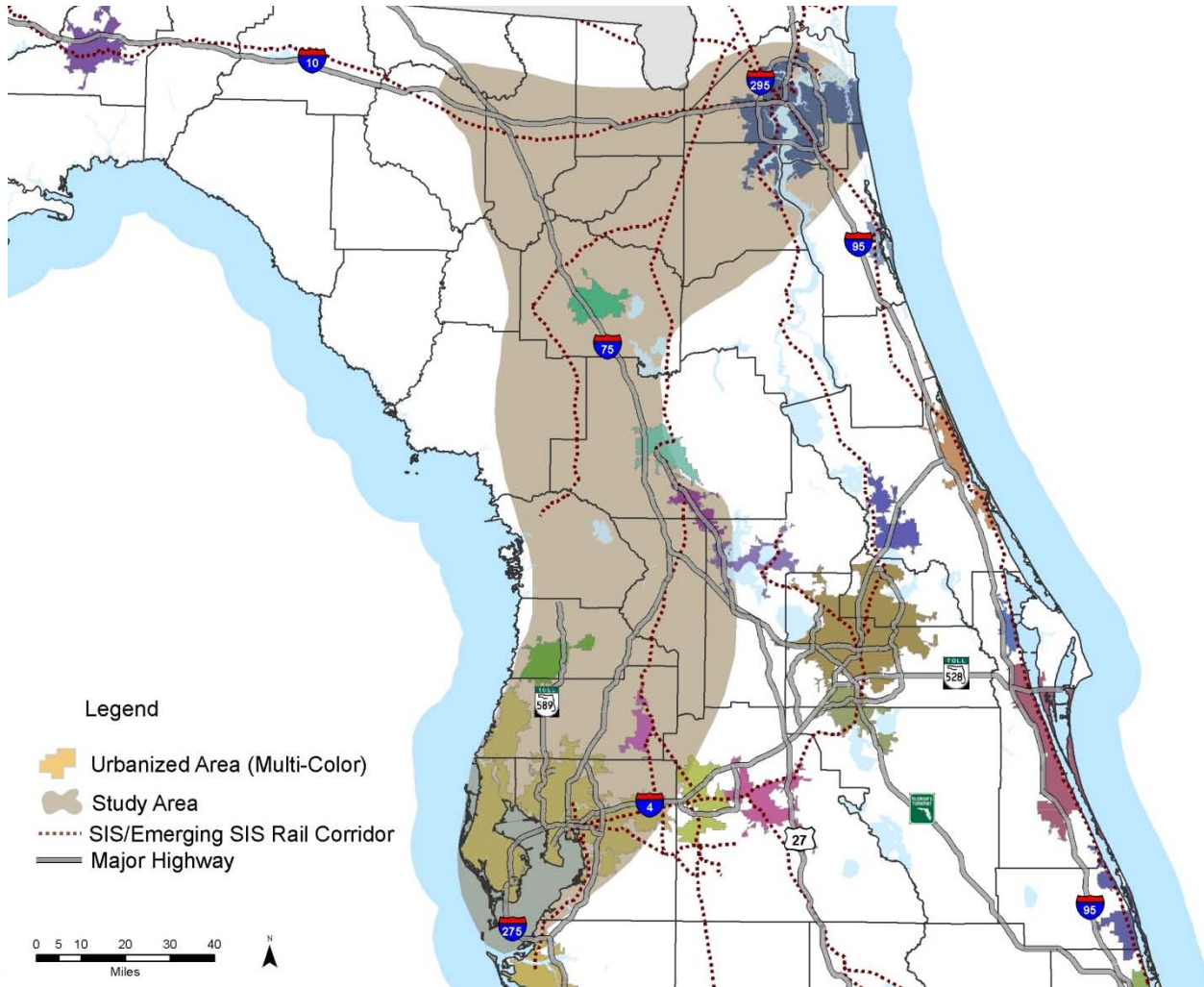
Need: Growing Urbanized Areas

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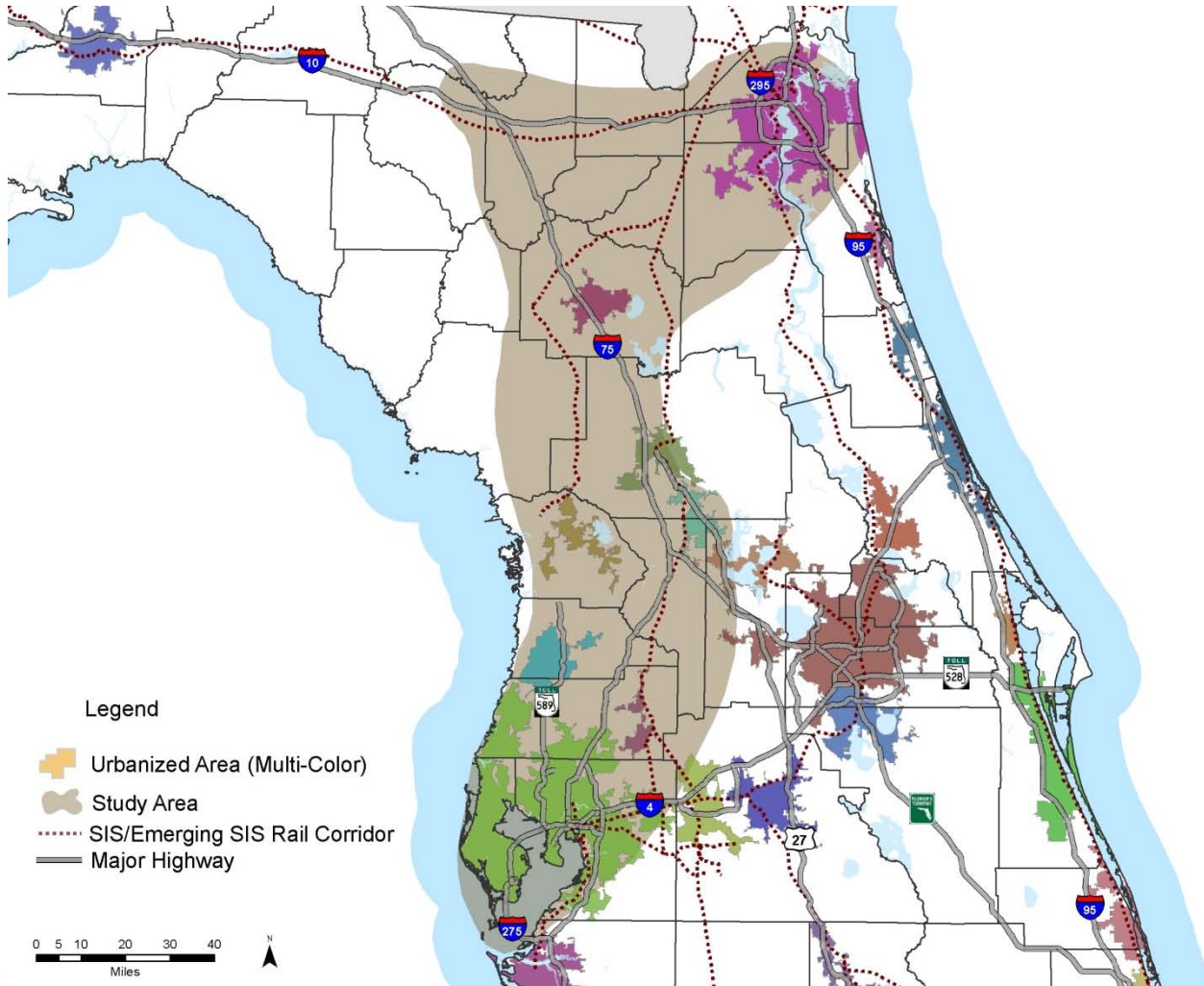
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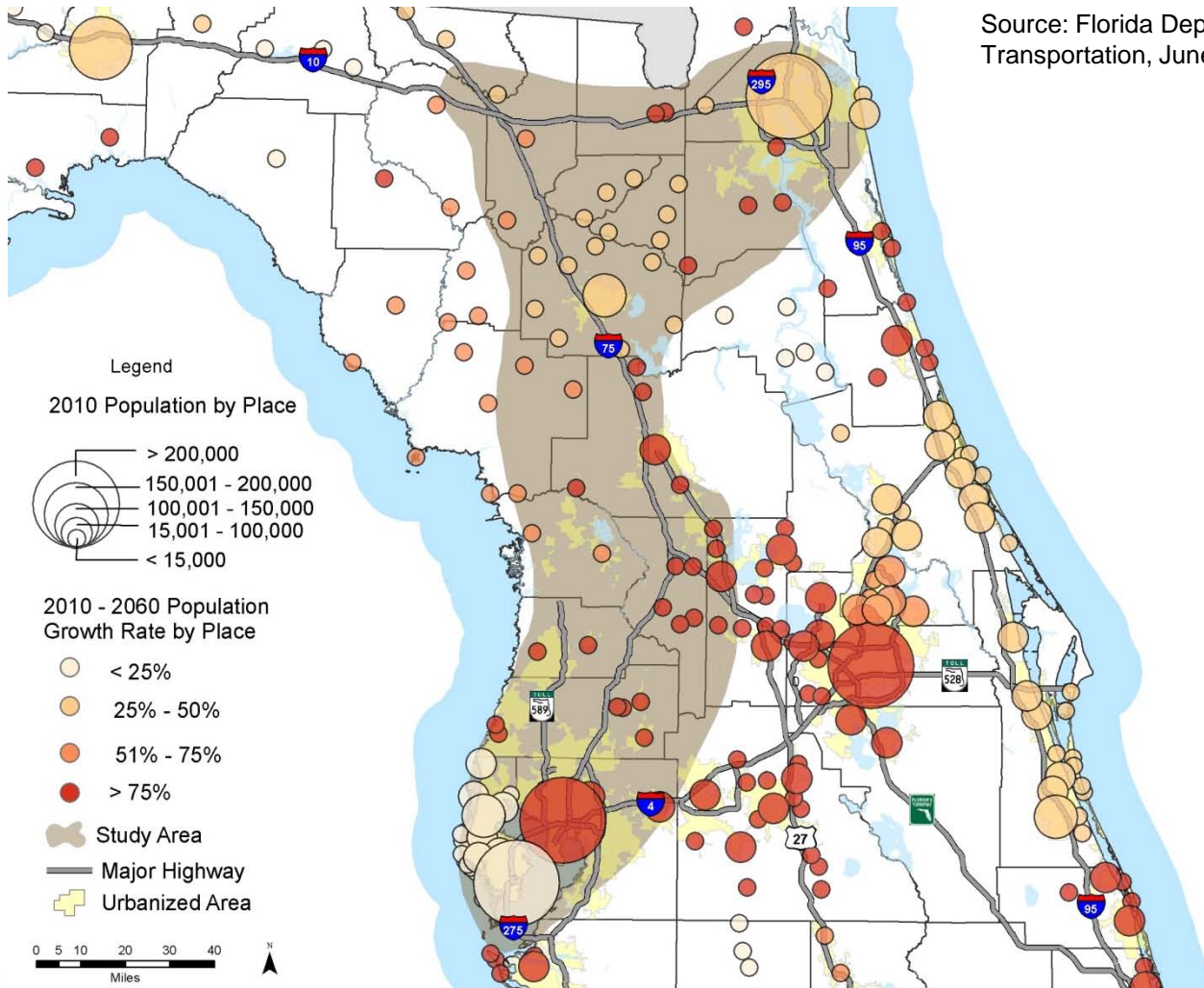


Need: Growing Urbanized Areas

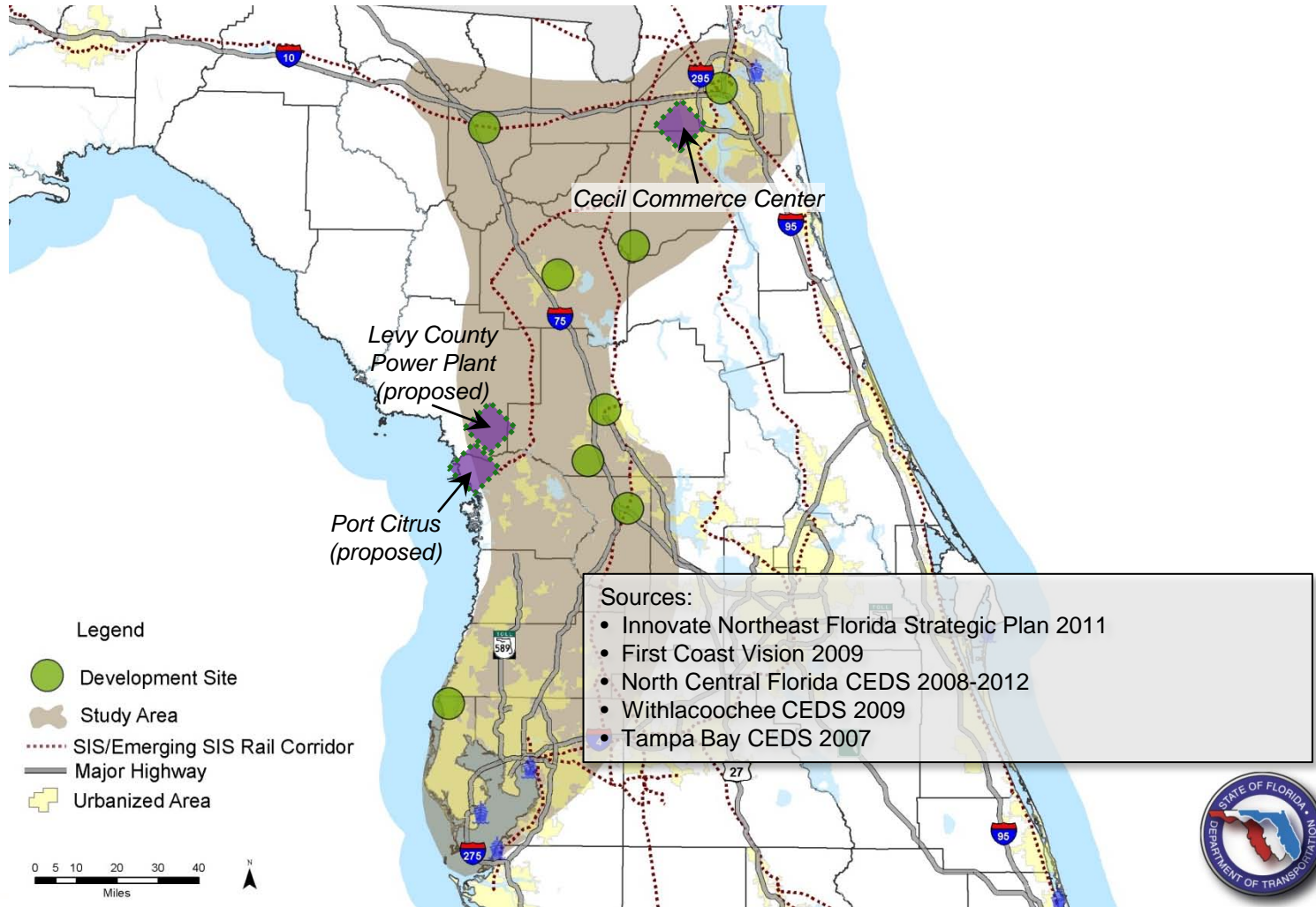
2010



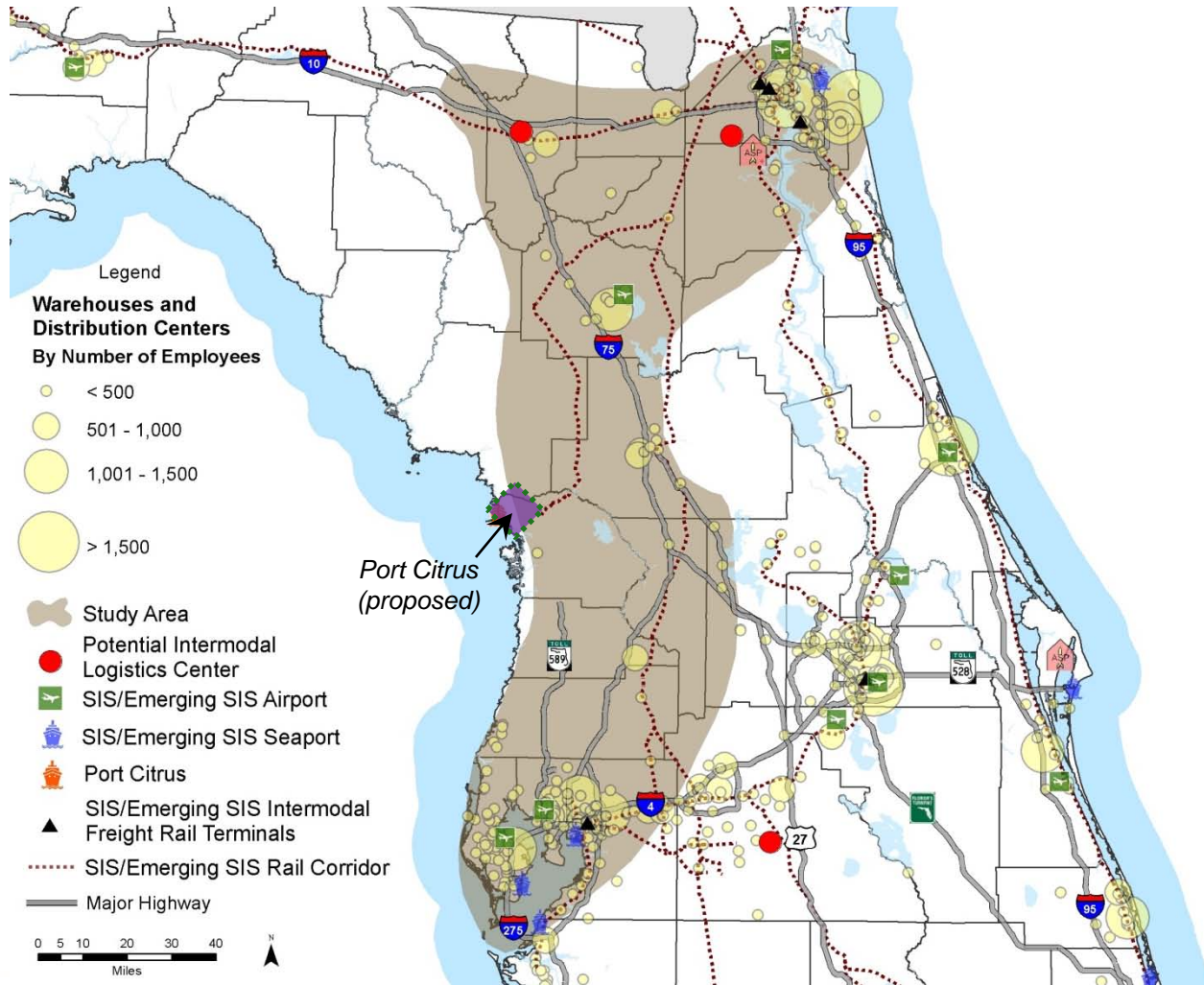
Need: Projected Population Growth 2010-2060



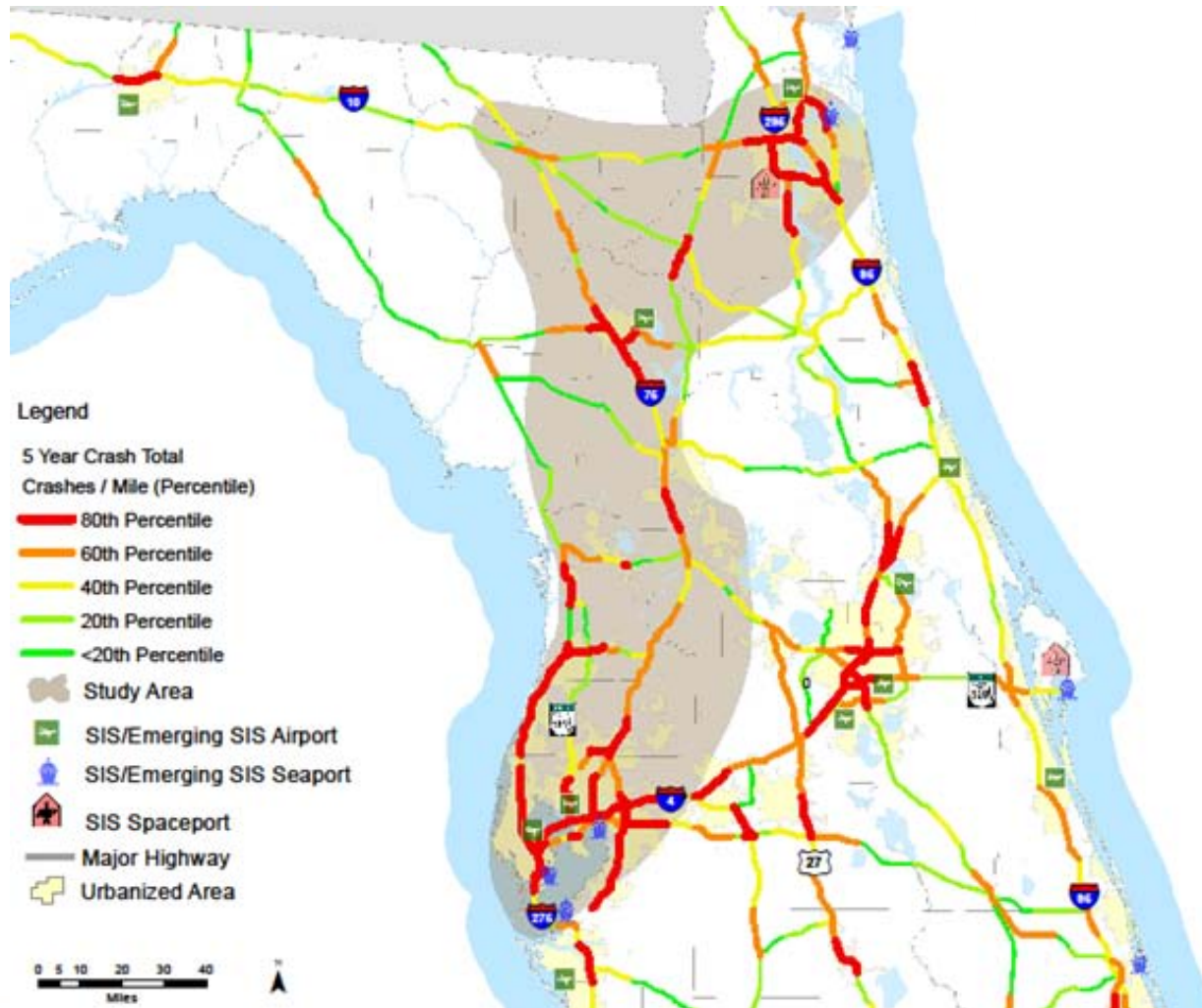
Need: Economic Development



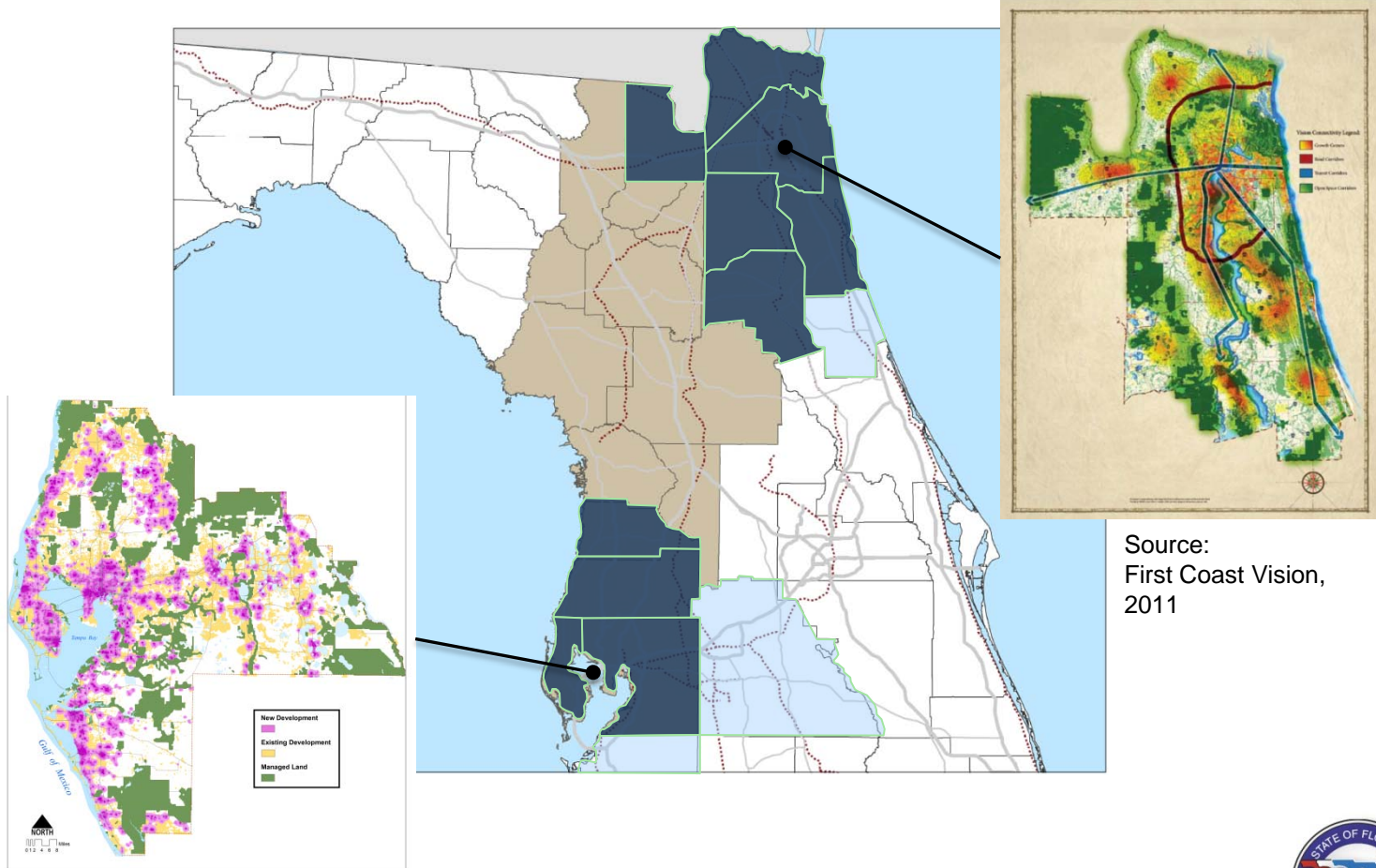
Need: Support Trade and Freight Flows



Need: I-75 Capacity and Safety



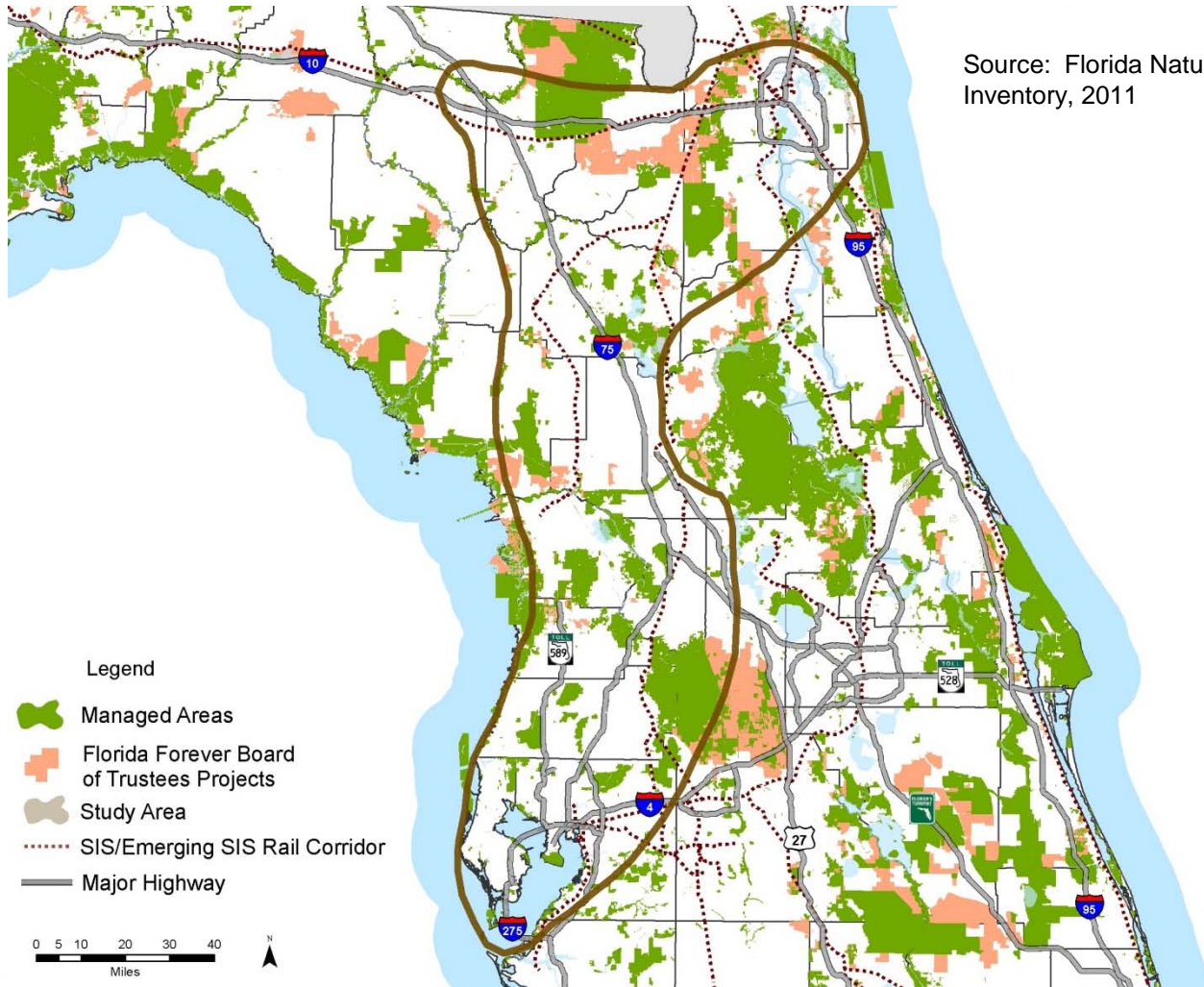
Context: Regional Visions



Source: www.MyOneBay.org, 2010



Context: Environmental Resources



Tampa Bay-Northeast Florida Study Area

Trends and Implications

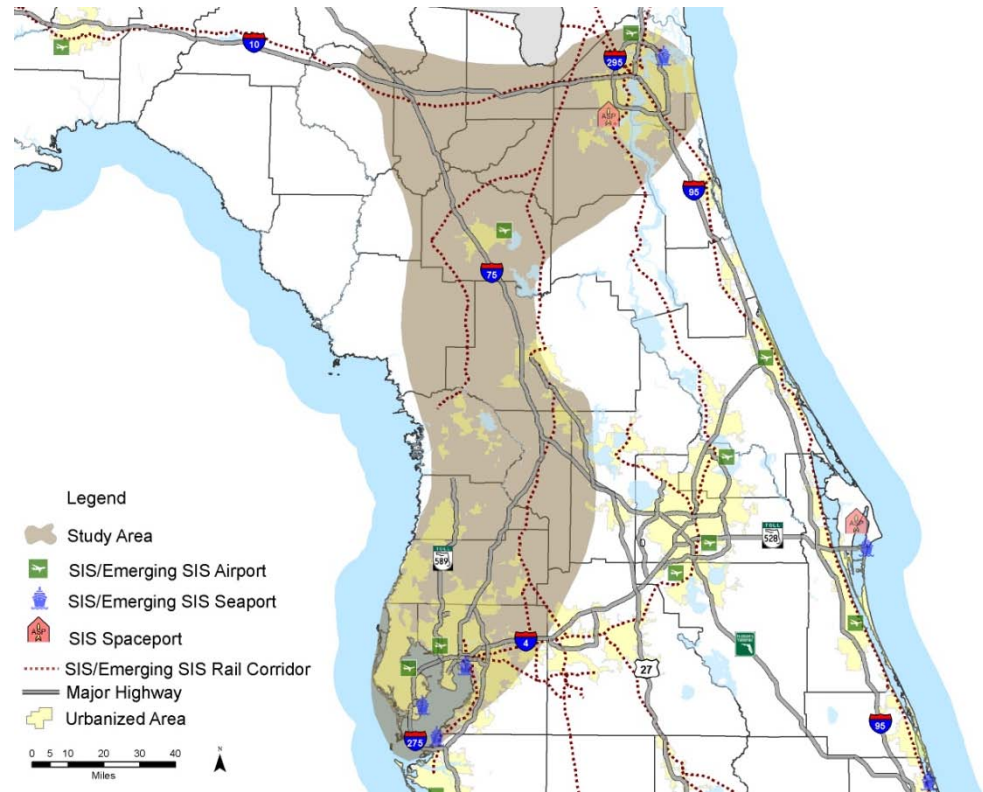
Trend	Implication
Growth along I-75 and around Tampa, Jacksonville	Continued pressure on I-75 corridor; need for more travel options in growing areas
Emerging centers along Suncoast and I-75	Potential gaps in intercity connectivity
Lagging economy in rural areas	Need for better connectivity to regional employment centers and to markets
Expanding Florida trade flows (imports and exports)	Greater use of I-75 for N/S trade flows; need for better connectivity to seaports, airports
Critical lands, waters, habitats throughout area	Build on statewide conservation initiatives; careful decisions about corridor locations
Increasing congestion and safety issues on I-75 (especially N of Wildwood)	Address bottlenecks; optimize existing right of way; provide alternatives



Tampa Bay-Northeast Florida Study Area

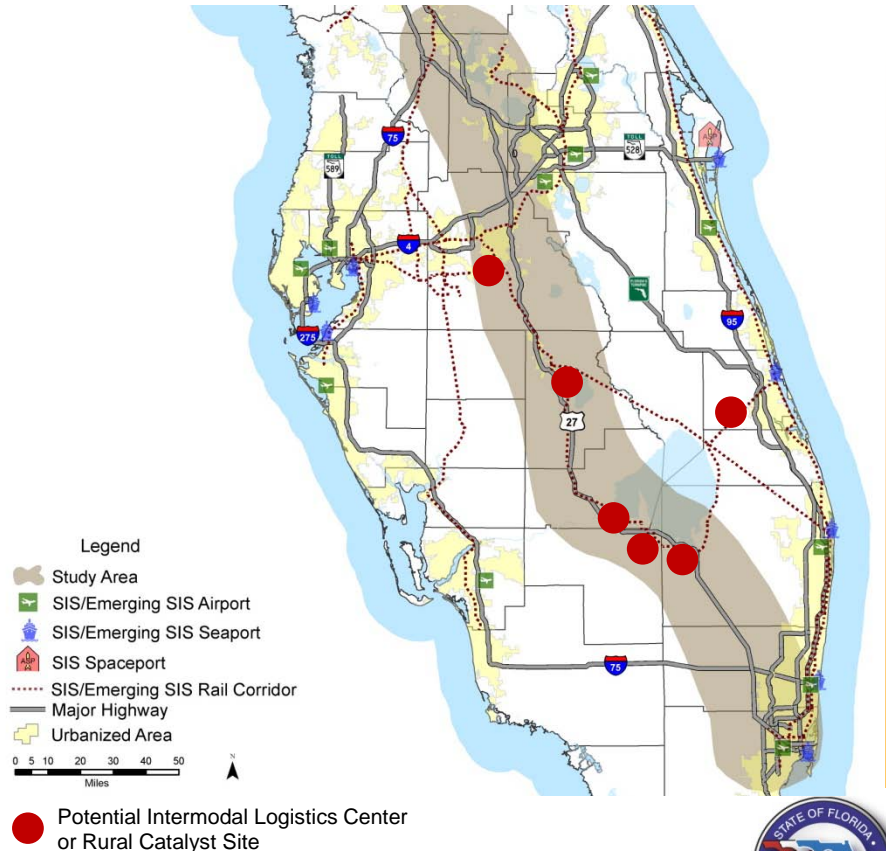
Potential Solutions

- I-75 managed lanes/
truck only lanes
- Enhanced rail system
- Suncoast Parkway
extension
- Florida Turnpike
extension (NEFT)
- Possible I-75 reliever
from Suncoast to
Gainesville/Ocala area
- Improved connections
between I-75 and Jacksonville



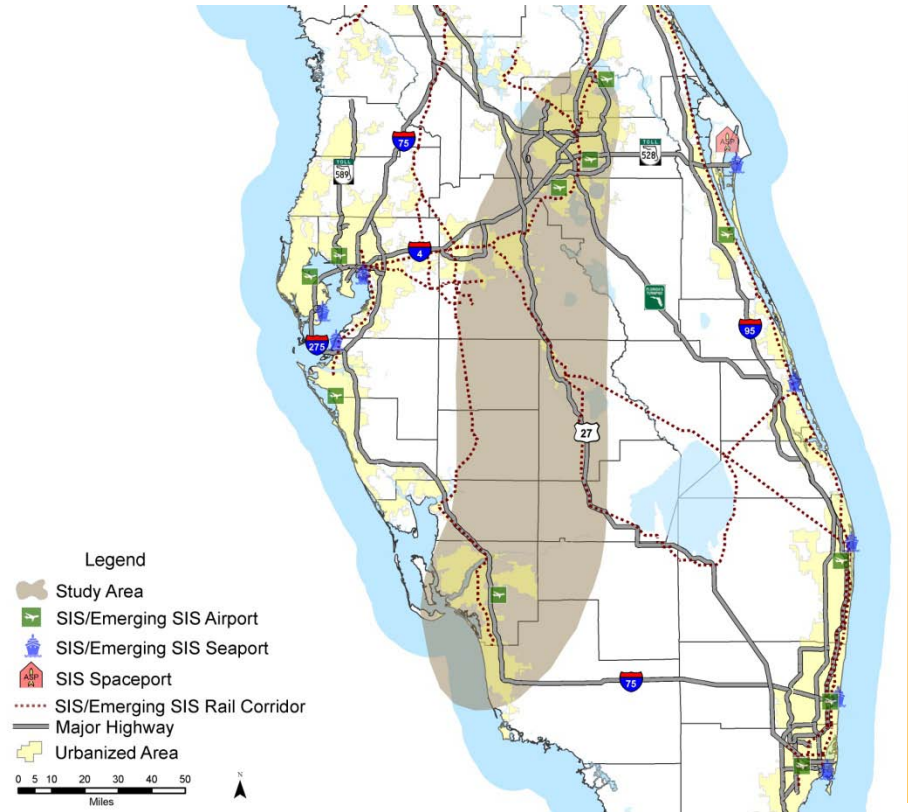
Southeast Florida-Heartland-Central Florida Study Area

- Potential for increased freight flows from Southeast Florida seaports and connections to proposed intermodal logistics centers
- US 27 Alternatives Study initiated to examine options including truck-only lanes, freight rail service
- Heartland 2060 regional vision will help guide future decisions about US 27



Southwest Florida-Heartland-Central Florida Study Area

- Examine need for more direct connection between Southwest, Central Florida
- Potential future need to provide alternative to I-75 for people and freight
- Heartland 2060 regional vision will help guide decisions about future growth and development



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Key Policy Issues

- Consistency with statewide and regional visions/plans including DEO Strategic Plan, Six Pillars™
- Linkage to local government comprehensive plans, sector plans, rural land stewardship areas, DRIs, etc.
- Linkage to MPO and local transportation plans
- Coordination with Cooperative Conservation Blueprint and other land conservation plans
- Partnership opportunities with landowners, utilities
- Design principles for 21st century corridors



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What's Next?

- Support statewide and regional visioning/strategic planning
- Continue to coordinate with agencies
- Continue to conduct outreach to stakeholders
- Complete alternatives studies on existing corridors
- Develop concept reports for priority study areas
- Initiate pilot evaluation studies
- Develop potential agreements for reservation or dedication of right of way for potential viable future corridors





Questions?

For more information:

<http://www.dot.state.fl.us/planning/policy/corridors/>

