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

Concept
- Study Area Defined and Needs Identified

Evaluation
- Potential Corridors Identified

Project Development
- Specific Alternatives Identified for Detailed Analysis
- Implementation

Policy Screening
- Criteria Screening
- ETDM/PD&E
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?
Need: Urbanized Areas Growing Together
Need: Urbanized Areas Growing Together
Need: Urbanized Areas Growing Together

2010
Need: Projected Population Growth 2010-2060

Source: Florida Department of Transportation, June 2012
Need: Connect Economic Centers
Research and Technology Employment

Source: InfoUSA, 2010

Legend

Universities
By Number of Students
- < 1,500
- 1,501 - 4,000
- 4,001 - 20,000
- > 20,000

High-Tech Firms
By Number of Employees
- < 100
- 101 - 500
- 501 - 1,000
- > 1,000

Federal Research Labs

Study Area

Lake Nona/Medical City
Need: Support Trade and Freight Flows

Source: InfoUSA, 2010
Need: Connect to Targeted Development Sites

Sources:
- Central Florida CEDS 2007
- East Central Florida CEDS 2007
- East Central Florida 2060 SRPP
- Southwest Florida CEDS Annual Update 2011
- Tampa Bay CEDS 2007
Need: Future Development

Source: Florida Department of Transportation, 2012
Need: Congestion

Over Capacity in 2006: 650 Miles

Over Capacity in 2060: 3,800 Miles

Source: Florida Department of Transportation
Context: Regional Visions

Source: www.MyOneBay.org, 2010
Context: Environmental Resources

Source: Florida Natural Areas Inventory, 2011
## Tampa Bay-Central Florida Study Area
### Trends and Implications

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

Legend
- Urbanized Area (Multi-Color)
- Study Area
- SIS/Emerging SIS Rail Corridor
- Major Highway

1990
Need: Growing Urbanized Areas

Legend
- Urbanized Area (Multi-Color)
- Study Area
- SIS/Emerging SIS Rail Corridor
- Major Highway
Need: Growing Urbanized Areas

Legend
- Urbanized Area (Multi-Color)
- Study Area
- SIS/Emerging SIS Rail Corridor
- Major Highway

2010
Need: Projected Population Growth 2010-2060

Source: Florida Department of Transportation, June 2012
Need: Economic Development

Sources:
- Innovate Northeast Florida Strategic Plan 2011
- First Coast Vision 2009
- North Central Florida CEDS 2008-2012
- Withlacoochee CEDS 2009
- Tampa Bay CEDS 2007

Legend
- Development Site
- Study Area
- SIS/Emerging SIS Rail Corridor
- Major Highway
- Urbanized Area

Cecil Commerce Center
Port Citrus (proposed)
Levy County Power Plant (proposed)
Need: Support Trade and Freight Flows

Port Citrus (proposed)
Need: I-75 Capacity and Safety
Context: Regional Visions

Source: www.MyOneBay.org, 2010

Source: First Coast Vision, 2011
Context: Environmental Resources

Source: Florida Natural Areas Inventory, 2011
### Tampa Bay-Northeast Florida Study Area Trends and Implications

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