



Citizen Advisory Committee (CAC)

March 28, 2019

CareerSource Heartland

Sebring, FL



1) Call to Order

- Pledge of Allegiance
- Roll Call
- Announcements



2) Public Comment



3) Approval of Minutes*

January 24, 2019 Meeting



US 27
MULTIMODAL
CORRIDOR

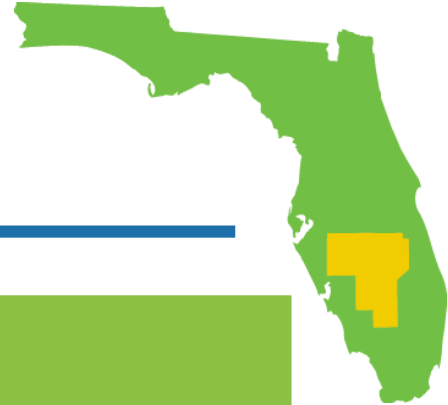


Overview

March 2019



Why is US 27 important?



Designated truck route



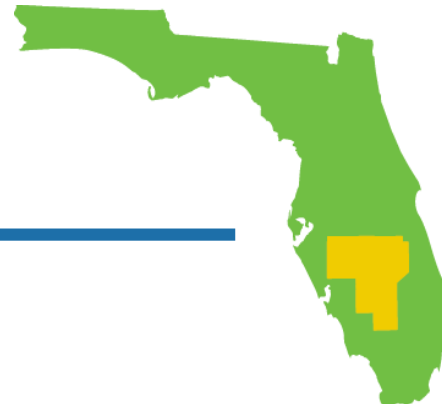
SIS facility – Strategic Intermodal System



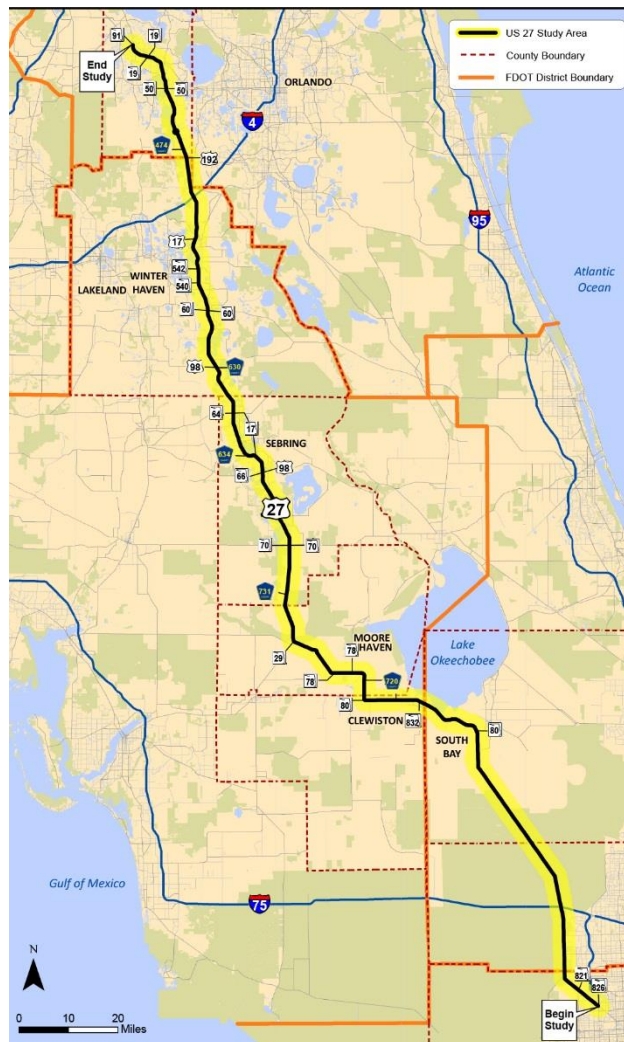
Connectivity and access to SIS hubs ~ facilities

- Airports
- Seaports
- Inland Ports
- CSX Intermodal Logistics Center

Study Area

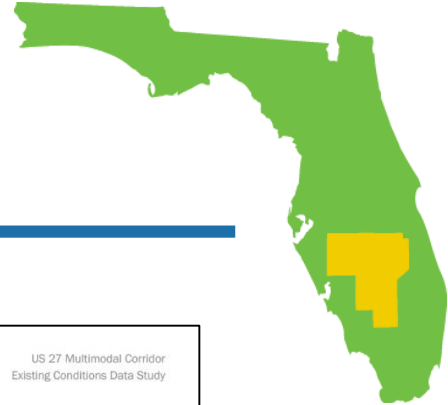


Lake County



Miami
Dade
County

FDOT US 27 Multimodal Corridor Existing Conditions Study



US 27 Multimodal Corridor
Existing Conditions Data Study

1 OVERVIEW

1.1 Introduction

US 27 is a major north-south highway that serves the Southern and Midwestern United States. In Florida, US 27 extends from the City of Miami in Miami-Dade County to the Florida-Georgia State Line. It is part of the State Highway System (SHS) and the Strategic Intermodal System (SIS). US 27 is classified as an SIS Highway Corridor from SR 826 in the City of Hialeah to US 441 in Lake County and as an Emerging SIS Highway Corridor from I-75 in Marion County to the Florida-Georgia State Line in Gadsden County. The SIS is comprised of Florida's statewide network of high-priority transportation facilities, including the state's largest and most significant airports, spaceports, deep-water seaports, freight rail terminals, interregional rail and bus terminals, rail corridors, urban fixed guideway transit corridors, waterways, and highways. The SIS facilities are the primary means for moving people and freight between Florida's diverse regions and between Florida and other states, and have the highest statewide priority for transportation capacity improvements.

US 27 is a major freight corridor connecting I-75, I-10, I-4, and I-95. It is an important link in Florida's high-priority network of transportation facilities that are crucial to the state's economy and mobility.

In December 2017, the Florida Department of Transportation (FDOT) Central Office initiated the US 27 Existing Conditions Data Study. The purpose of this study is to collect existing conditions data along the US 27 corridor from the Palmetto Expressway (SR 826) in Miami-Dade County to Florida's Turnpike (SR 93) in Lake County. The existing condition data from the study will aid FDOT in identifying deficiencies along the corridor, developing a preliminary purpose and need statement, and assisting with developing scopes of services for future projects. Future projects may include feasibility studies, safety studies, or Project Development and Environment (PD&E) Studies.

1.2 Background

The US 27 Existing Conditions Data Study builds on previous studies conducted on the corridor. The US 27 Transportation Alternatives Study (January 2013) from Miami-Dade County to I-75 in Marion County was conducted by the FDOT Systems Implementation Office in coordination with local governments, regional transportation planning agencies, FDOT Districts, and other state agencies. The 310-mile study traversed 10 counties in central and southeast Florida: Miami-Dade, Broward, Palm Beach, Hendry, Glades, Highlands, Polk, Lake, Sumter, and Marion. The study was performed to access travel demand and freight movement along the US 27 corridor based on five measures: transportation, freight movements, emergency management, homeland security, and economic development.

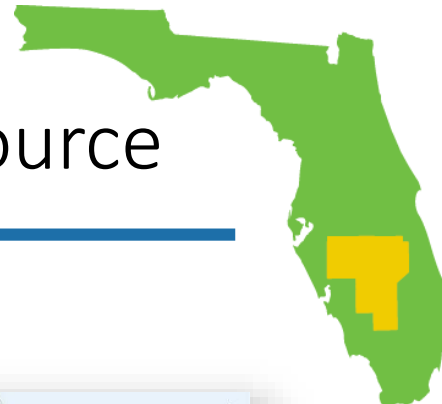
In addition, the momentum for the US 27 Transportation Alternatives Study and other studies such as this US 27 Existing Conditions Data Study stems from the Future Corridors Initiative set forth in the U.S. Transportation Secretary's Transportation Vision for the 21st Century Plan. The vision for Florida's Future Corridors Initiative is to create a statewide network of high-speed, high-capacity facilities to serve as the critical foundation for continued growth and development in Florida. The Future Corridors Initiative identified potential new corridor study areas as well as potential corridor transformation (re-use) study areas. This study is the first step toward identifying future needs for the US 27 corridor.

1.3 Corridor Limits

The US 27 corridor limits begin from Palmetto Expressway (SR 826) near the City of Hialeah to Florida's Turnpike near the City of Leesburg. The study corridor traverses eight counties, including Miami-Dade, Broward, Palm Beach, Hendry, Glades, Highlands, Polk, and Lake. See Figure 1-1 for the Study Location Map. The corridor limits include the major cities of Hialeah, suburbs of Miami, South Bay, Sebring, Frostproof, Lake Wales, Winter Haven, Haines City, Clermont, Minneola, Groveland, and Leesburg. Railroad segments run parallel to the US 27 corridor periodically throughout the study area.



Florida's Future Corridors - FDOT Resource



7florida.com/us27resources.htm

FDOT Florida Department of TRANSPORTATION

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US 27 Multimodal Corridor

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US 27 MULTIMODAL CORRIDOR

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Statewide Resources
Contact

US 27 Resources

Florida Department of Transportation staff compiled existing and relevant plans, studies, visions inside the US 27 study area for staff and partners to better understand what has been studied and what are the recommendations for improving this portion of US 27. If there are other resources that should be listed here please contact Brian Watts via the Comment section.

- Design-Build Request for Proposal for US 27 Traffic Adaptive Signal Control Technology for Polk County
- US 27 Multimodal Planning and Conceptual Engineering (PACE) Study
- US 27 Transportation Alternatives Study Identification of Corridor Conditions and Needs
- US 27 Transportation Alternatives Study

Comprehensive Economic Development Strategy (CEDS)

- Central Florida Regional Planning Council Comprehensive Economic Development Strategy Data Document
- Central Florida Regional Planning Council Comprehensive Economic Development Strategy Summary
- South Florida Regional Planning Council Comprehensive Economic Development Strategy
- Treasure Coast Regional Planning Council Comprehensive Economic Development Strategy

Freight Studies

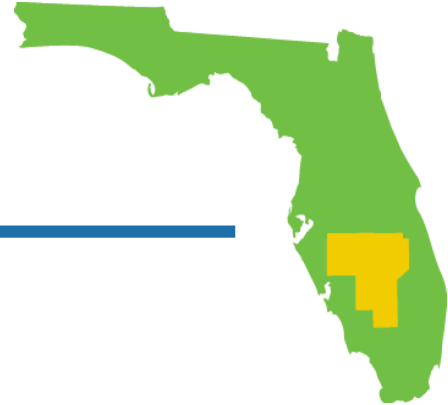
- Central Florida Regional Freight Mobility Study
- Miami-Dade County Freight Plan Update 2014
- Southeast Florida Regional Freight Plan 2014

Inland Port Studies



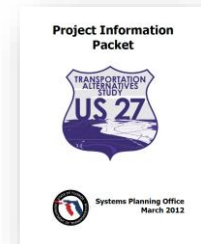
<http://us27florida.com/index.htm>

Background

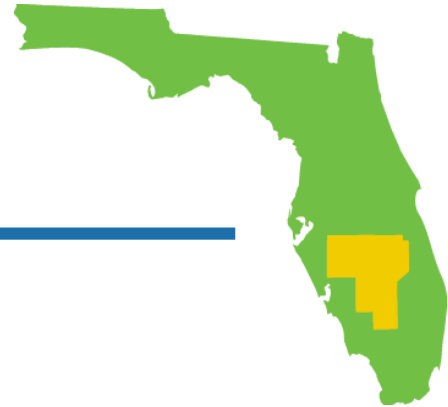


History

- Study builds on previous FDOT studies conducted on the corridor
 - 2004 US 27 Action Plan
 - 2008 US 27 Multimodal Corridor Needs Assessment
 - 2010 US 27 Rail Corridor Study Feasibility Assessment
 - 2012 Interregional Transportation Infrastructure Needs Study
 - 2012-2013 US 27 Multimodal Planning And Conceptual Engineering (PACE) Study
 - US 27 Transportation Alternatives Study
 - January 2013 (Miami-Dade to Marion County)



Purpose



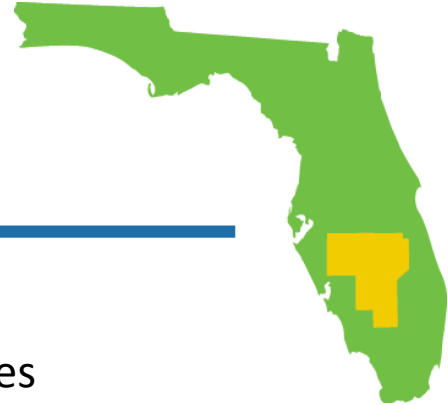
Kickoff

December 2017, the Florida Department of Transportation (FDOT) Central Office initiated the US 27 Existing Conditions Data Study

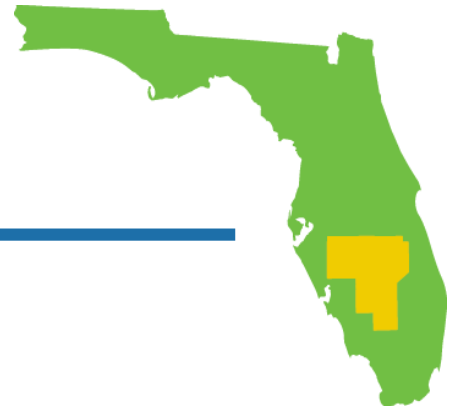
Purpose of this study was to collect existing conditions data along the US 27 corridor from:

- Palmetto Expressway (SR 826) in Miami-Dade County to Florida's Turnpike (SR 93) in Lake County

Existing Conditions Data Collection



- Data with a Shelf Life
- Typical Sections
 - *Lanes*
 - *Urban/Rural*
 - *AADT*
 - *LOS – Tables*
 - *ROW*
- Roadway Structures
 - *Horizontal Clearances*
 - *Vertical Clearances*
- Safety/Crash Data
- Evacuation Routes
- Rail Road Crossings (Number of Tracks and Operation)
- Major Utilities
- Drainage Structures
 - *Water Bodies*
 - *Structure Size*
 - *Flow Direction*
 - *WBID*
- Demographics
- Historical/Cultural
- DRI's, Special Generators
- Community Resources
- Parks and Recreational Areas
 - *Wetlands*
 - *Contamination*
 - *Floodplains*



Priorities to Review

Safety

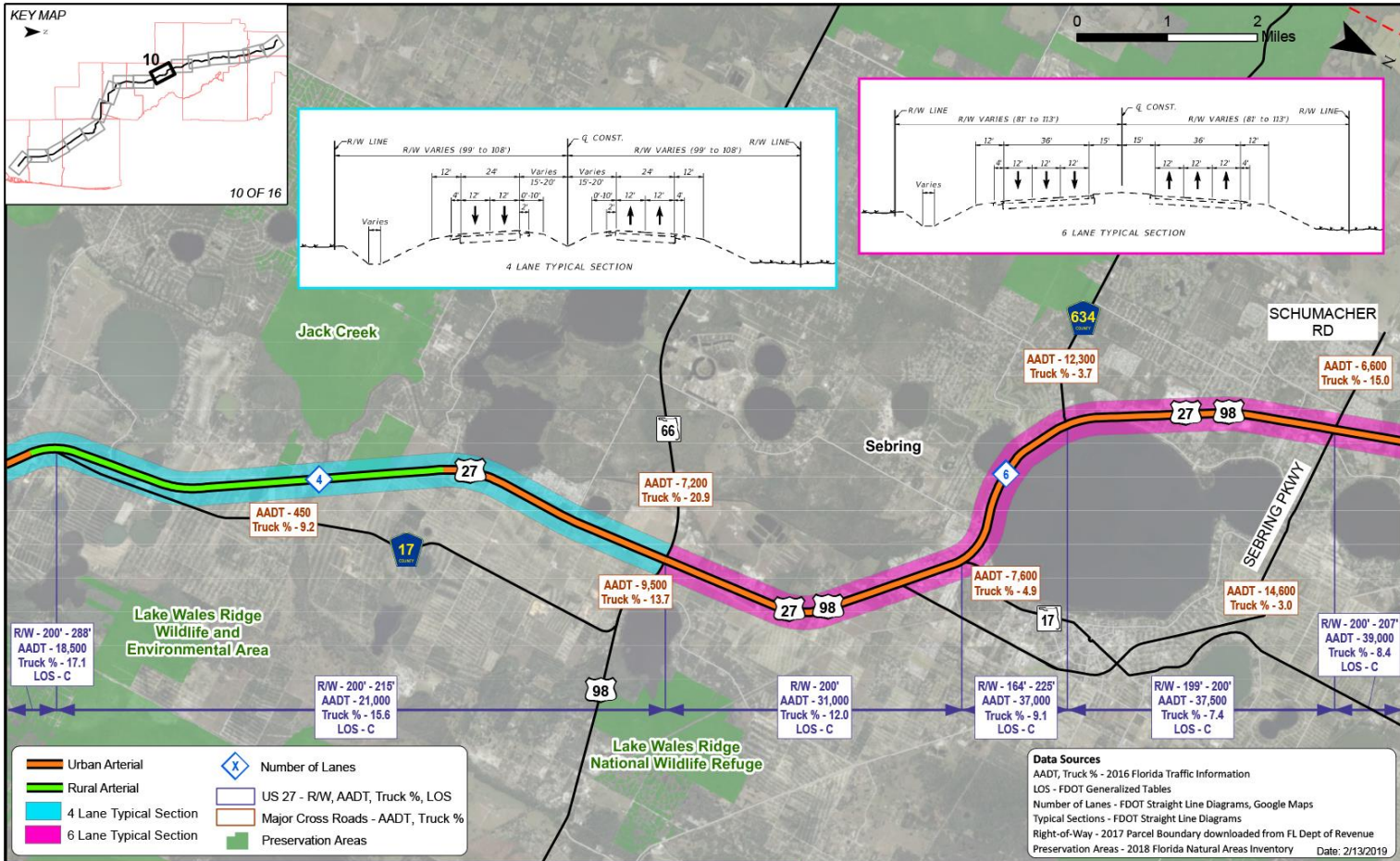
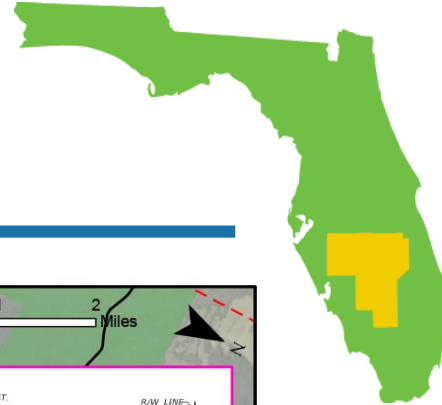
- Traffic Volume (AADT)
- Crash Data
 - Fatalities & Severe Injuries
 - Comparison by Intersection
 - Comparison between Intersections

Freight

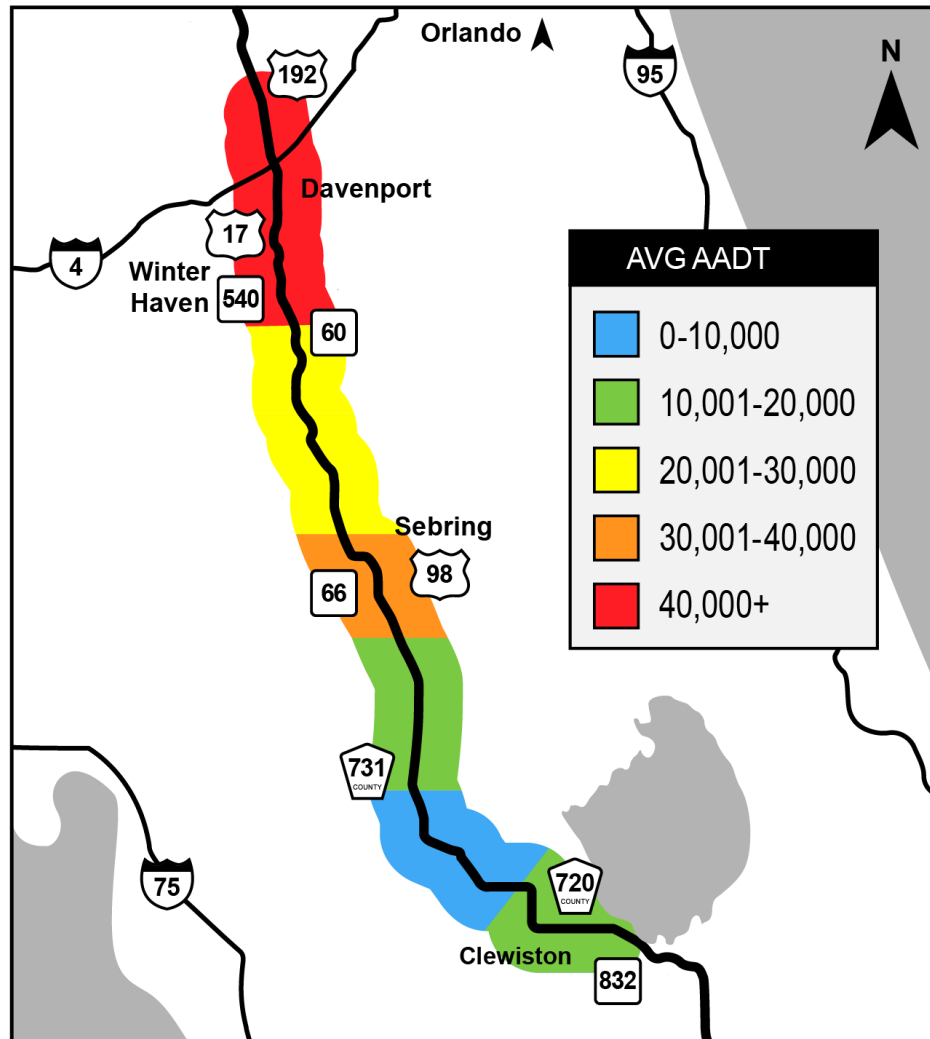
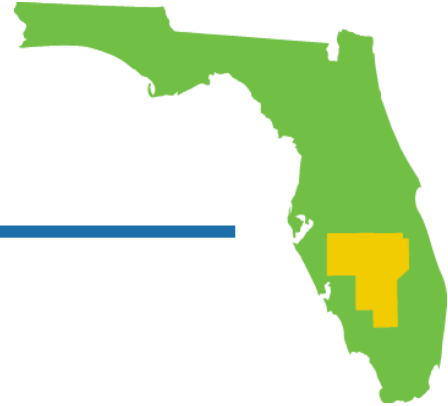
- Truck Volume along corridor



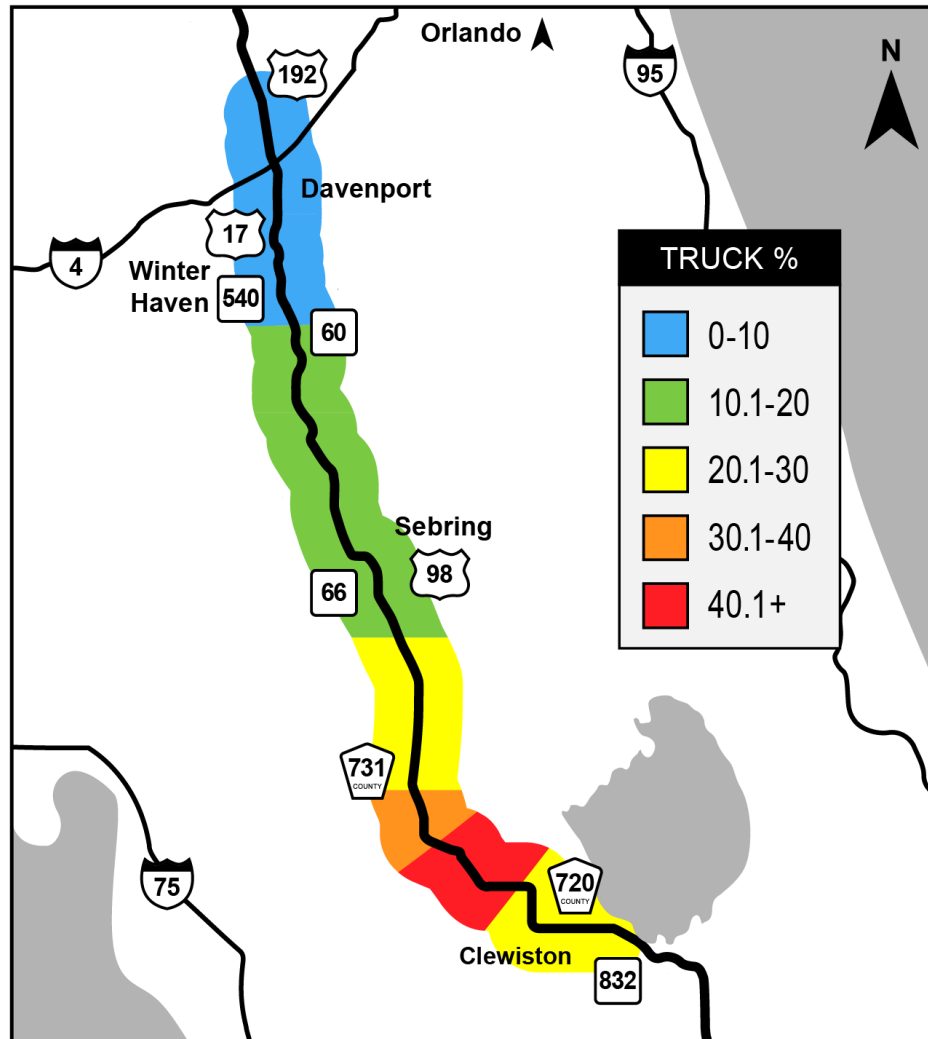
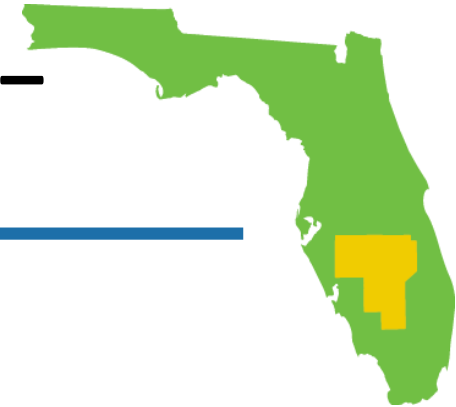
US 27 Roadway Corridor Characteristics



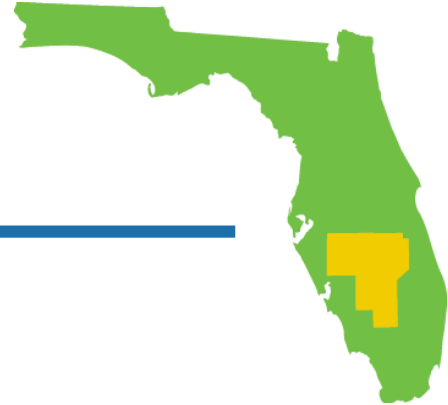
Annual Average Daily Traffic (AADT): 2012-2016



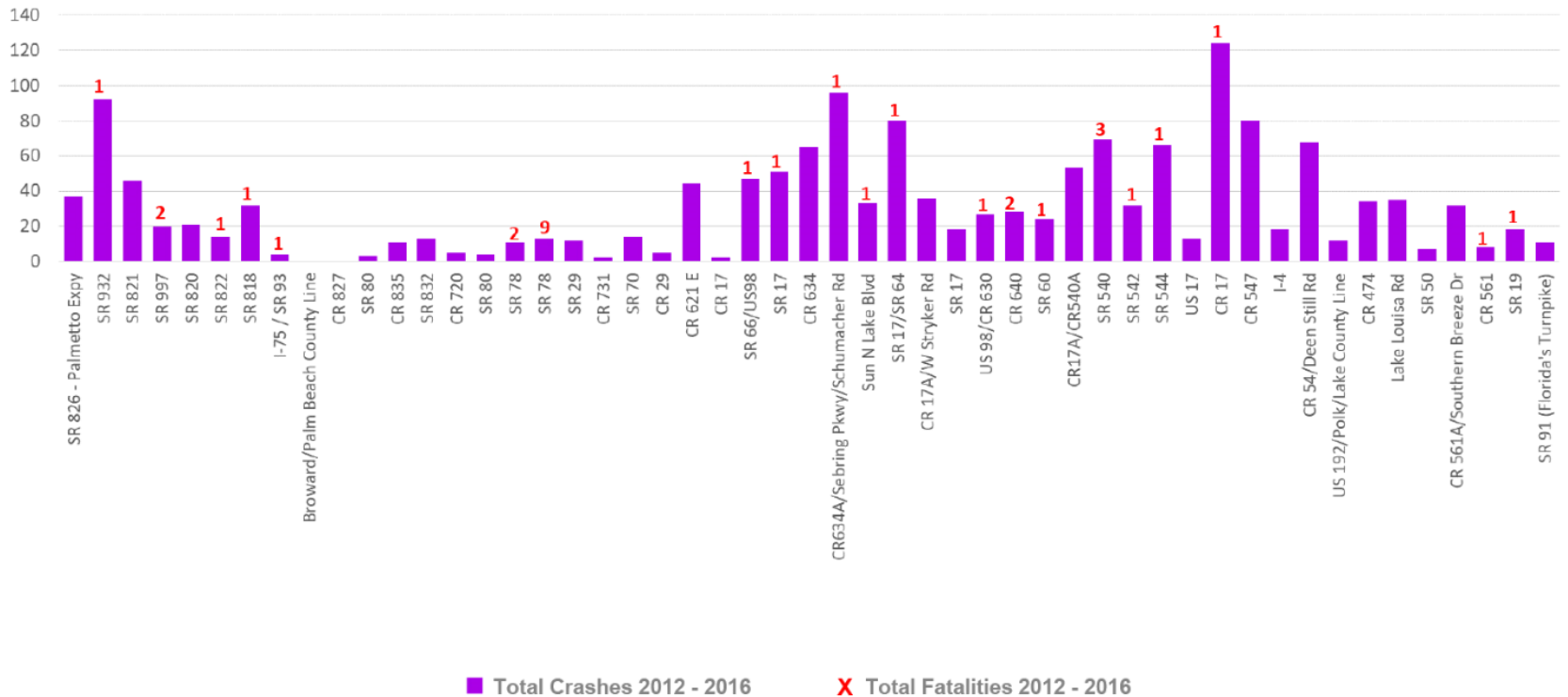
Annual Average Daily Traffic (AADT) – Truck Percentage: 2012-2016



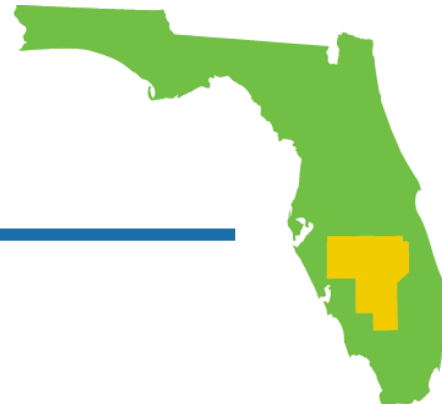
Safety: Crash Data



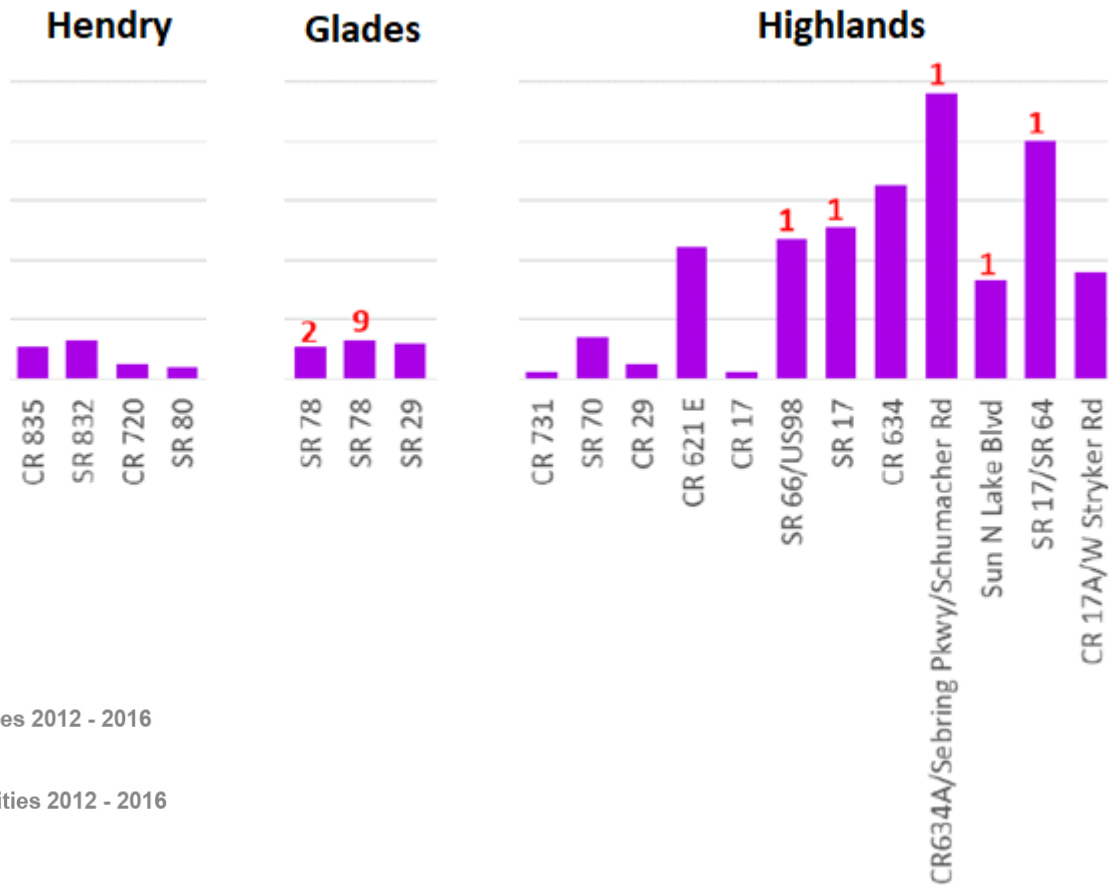
US 27 Total Number of Crashes 2012 – 2016
within 300 feet of intersection



Safety: Crash Data



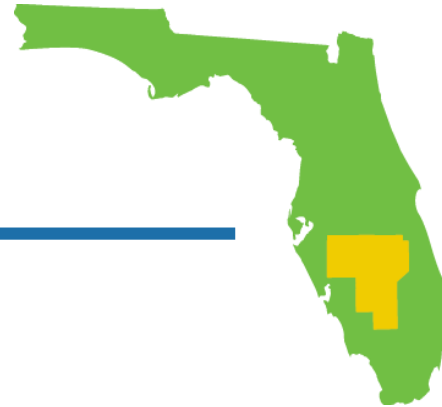
US 27 Total Number of Crashes 2012 – 2016
within 300 feet of intersection



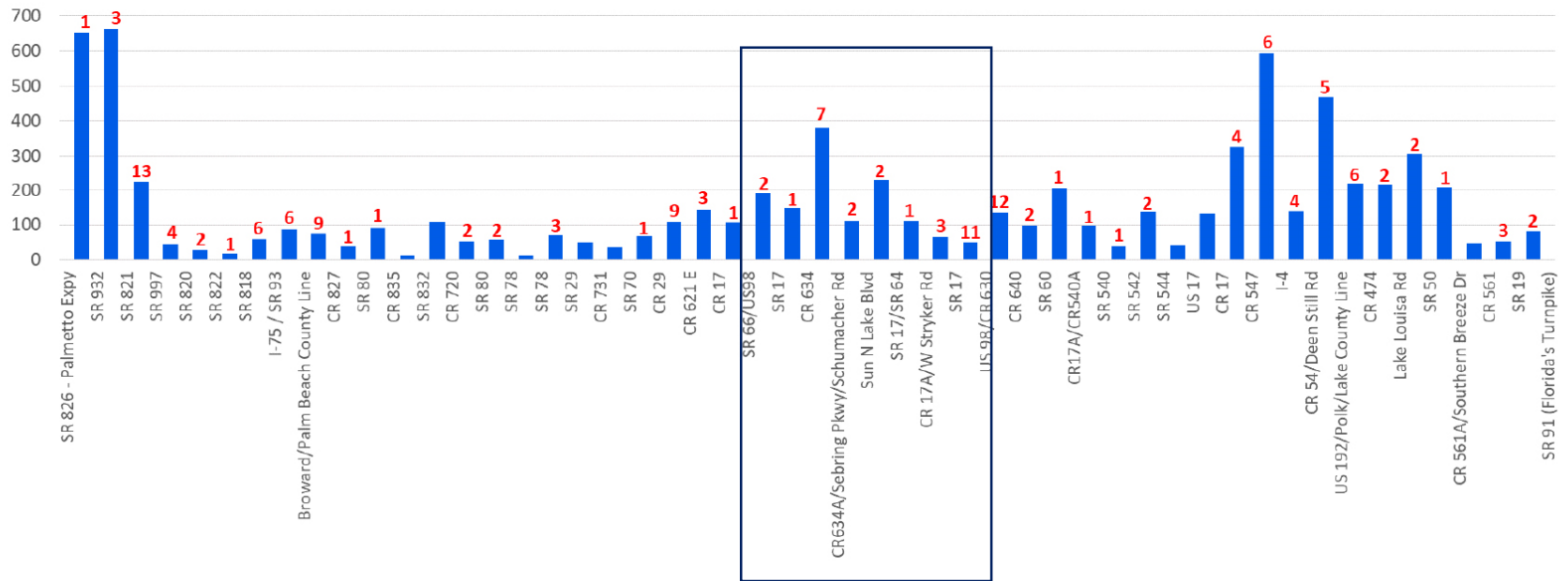
■ Total Crashes 2012 - 2016

✖ Total Fatalities 2012 - 2016

Safety: Crash Data



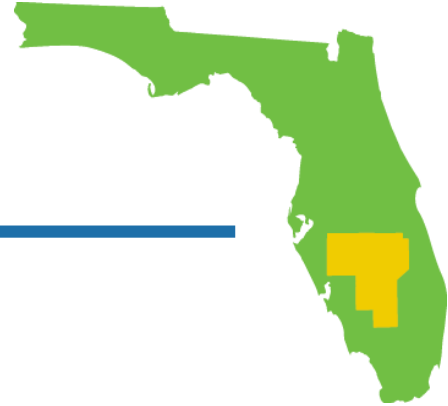
US 27 Total Number of Crashes 2012 – 2016
Between intersection



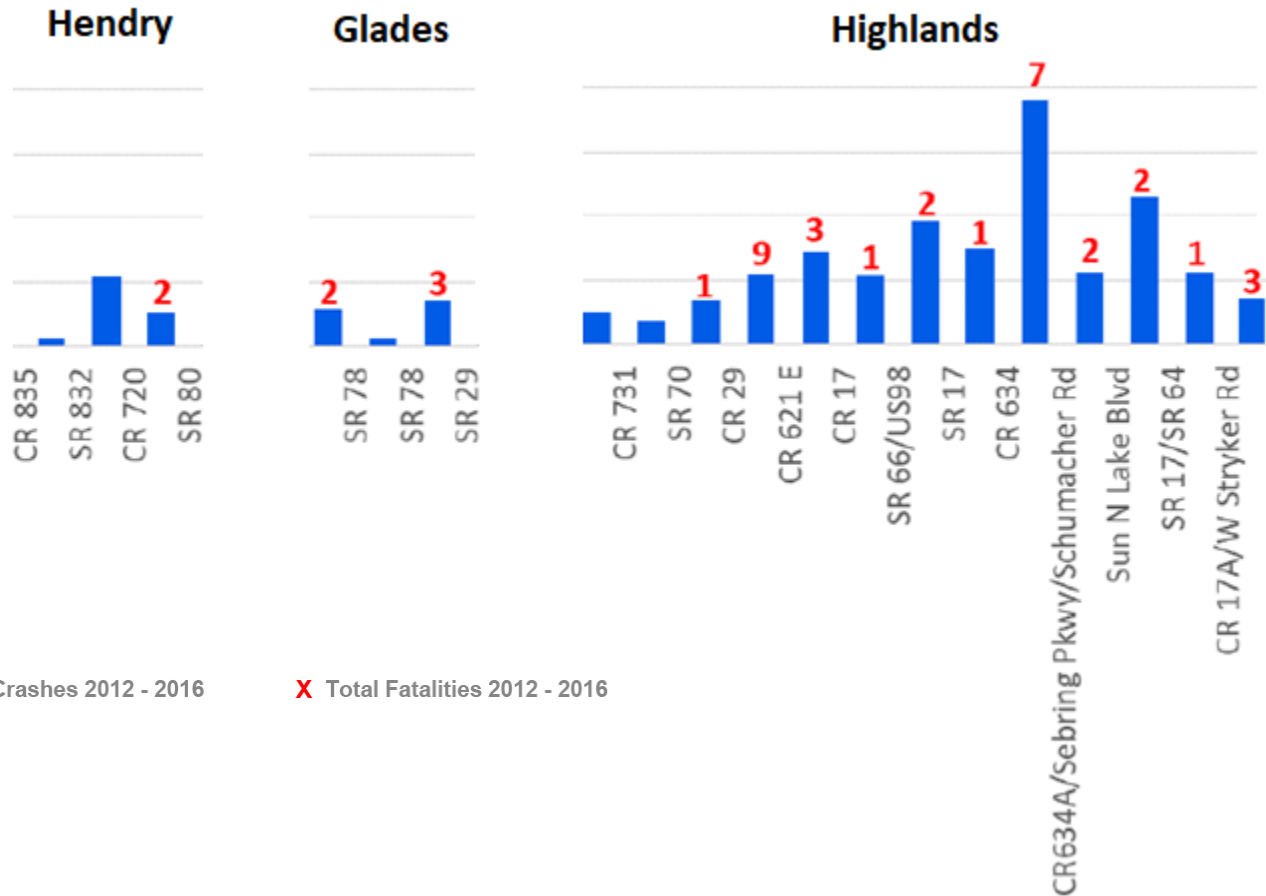
■ Total Crashes 2012 - 2016

✖ Total Fatalities 2012 - 2016

Safety: Crash Data



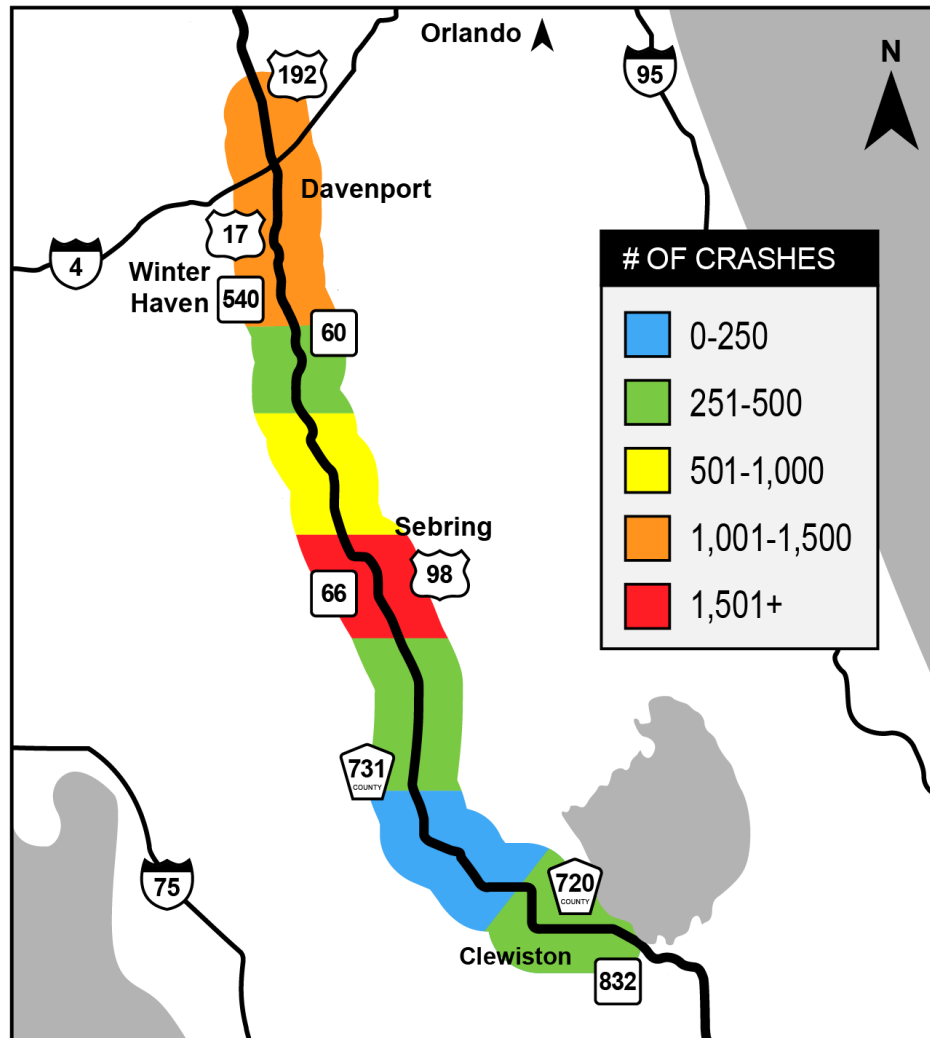
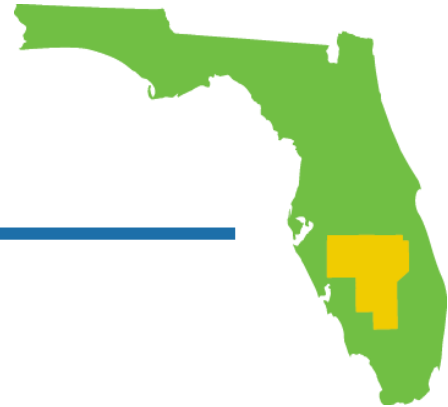
US 27 Total Number of Crashes 2012 – 2016
Between intersection



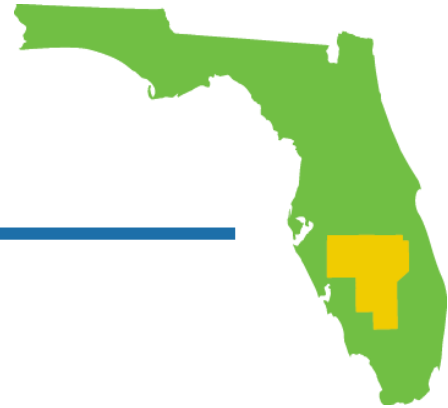
■ Total Crashes 2012 - 2016

✗ Total Fatalities 2012 - 2016

Safety: Crash Data



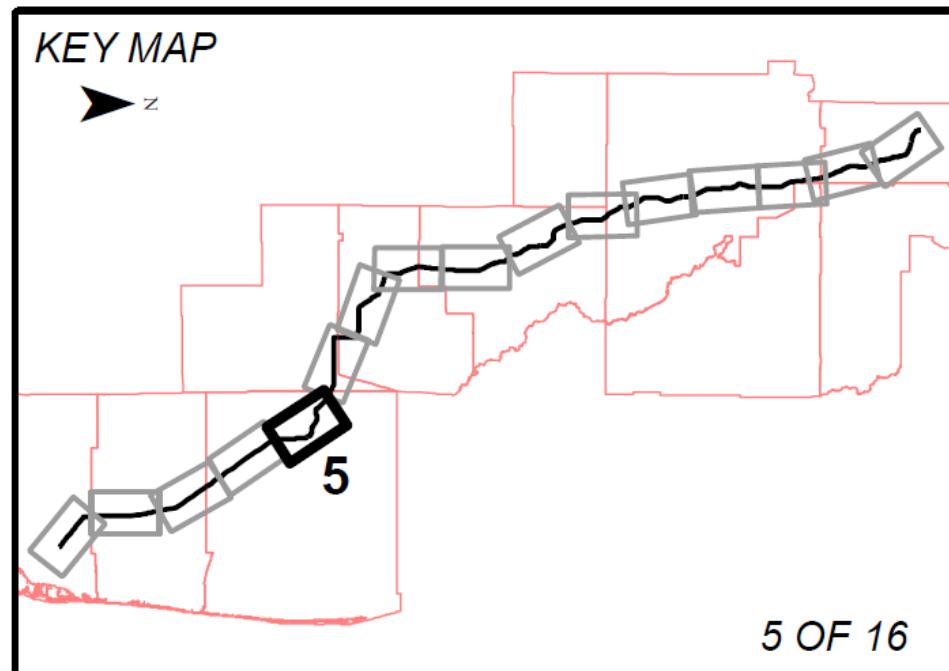
Key Map



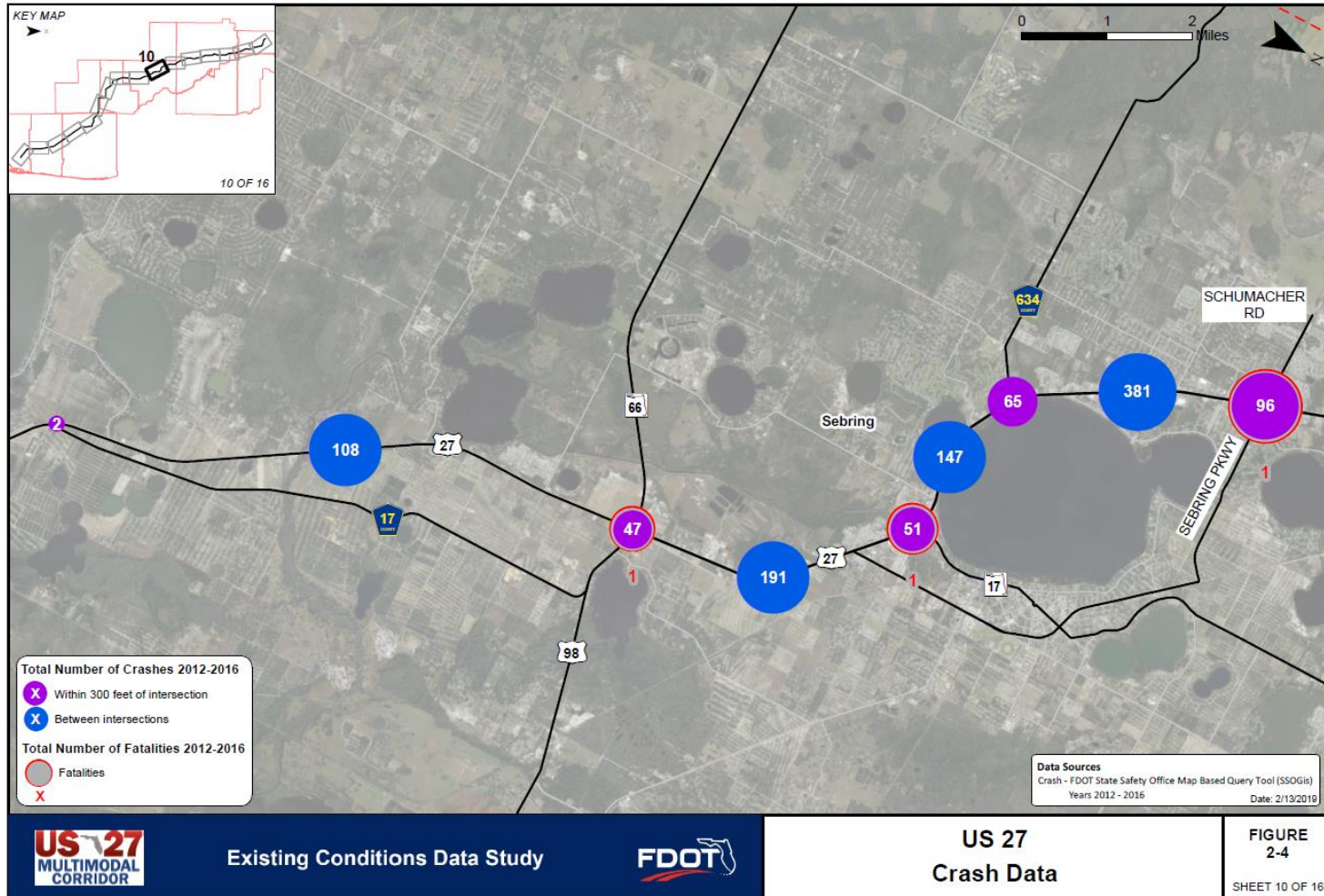
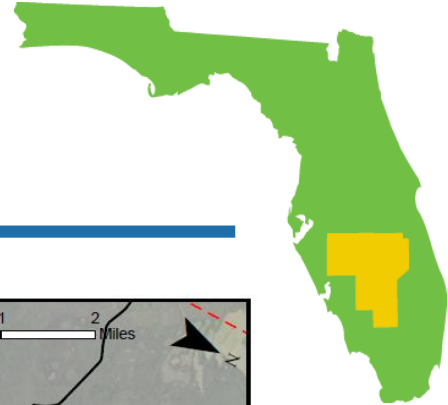
Hendry: 6

Glades: 6, 7, 8

Highlands: 8, 9, 10, 11



Selections from Report





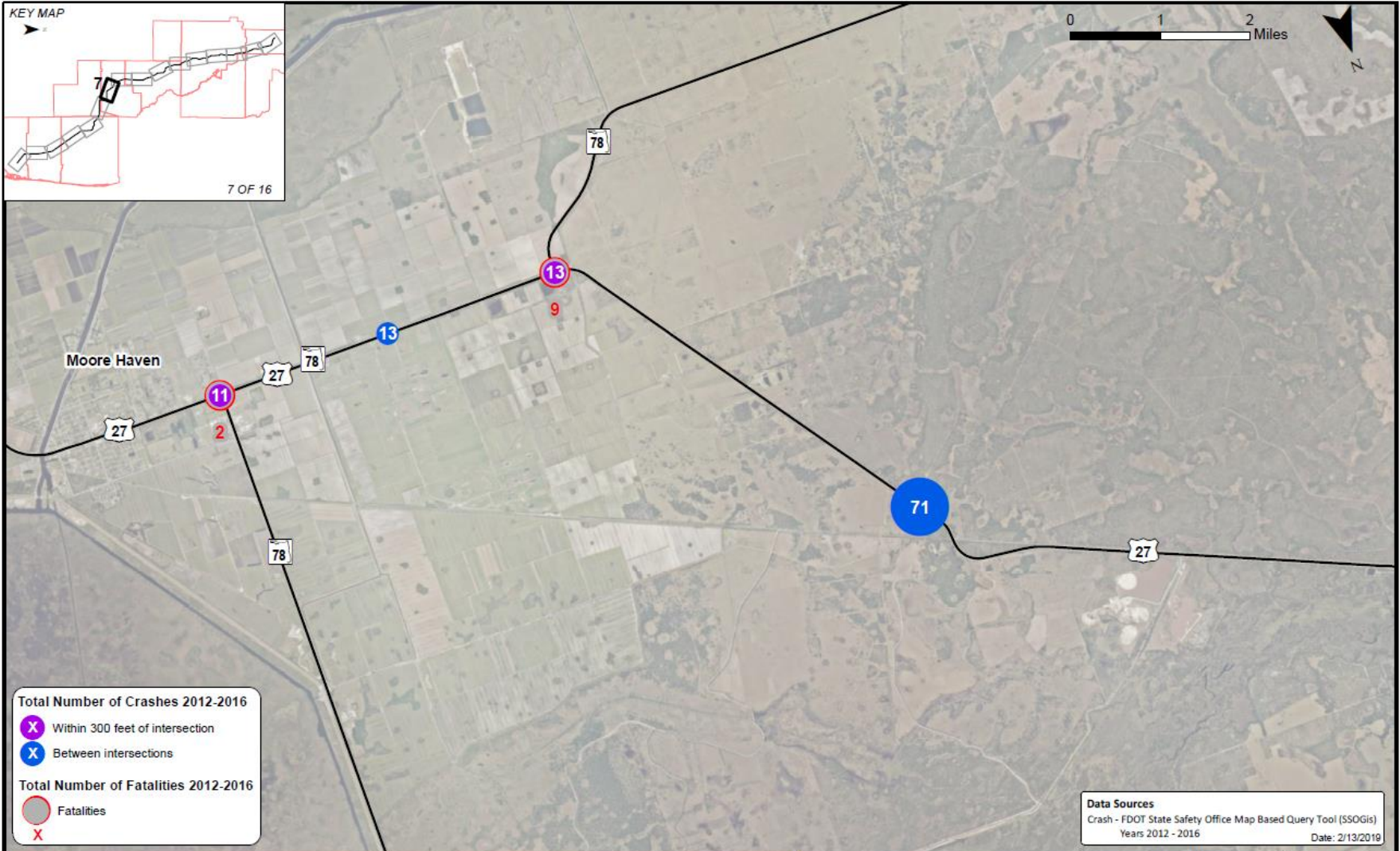
Existing Conditions Data Study



US 27
Crash Data

FIGURE
2-4

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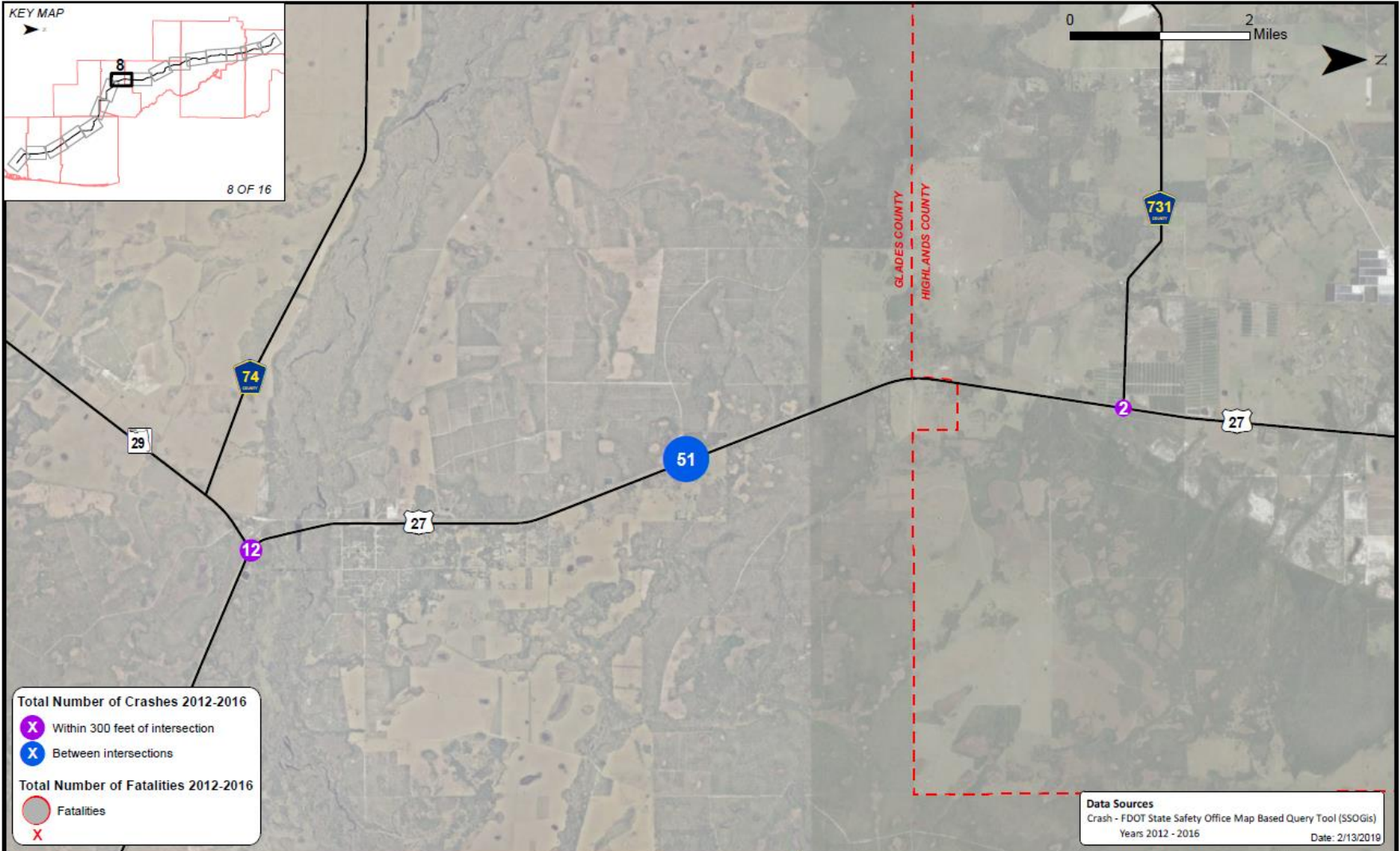
Existing Conditions Data Study



US 27
Crash Data

FIGURE
2-4

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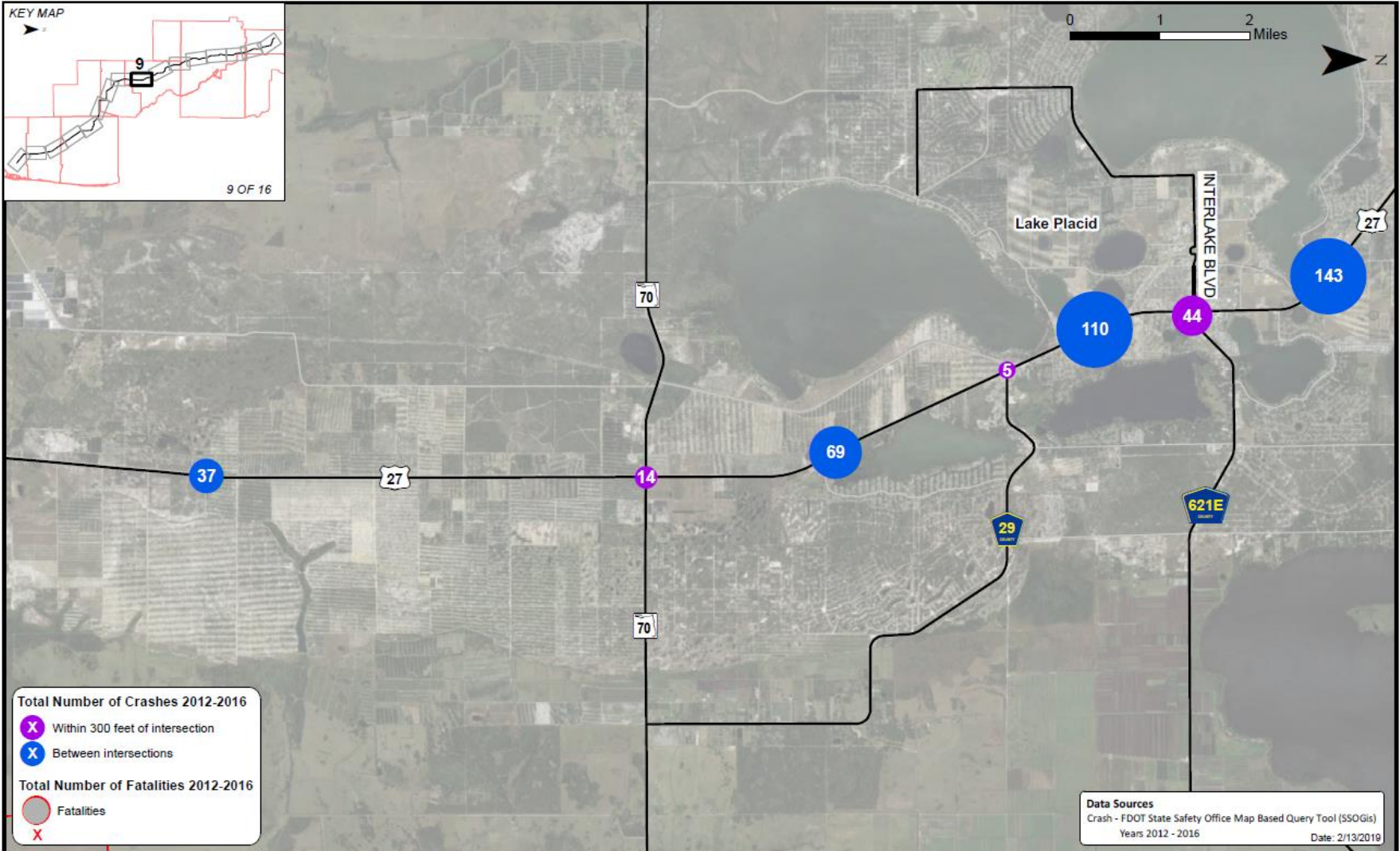
Existing Conditions Data Study



US 27
Crash Data

FIGURE
2-4

SHEET 8 OF 16



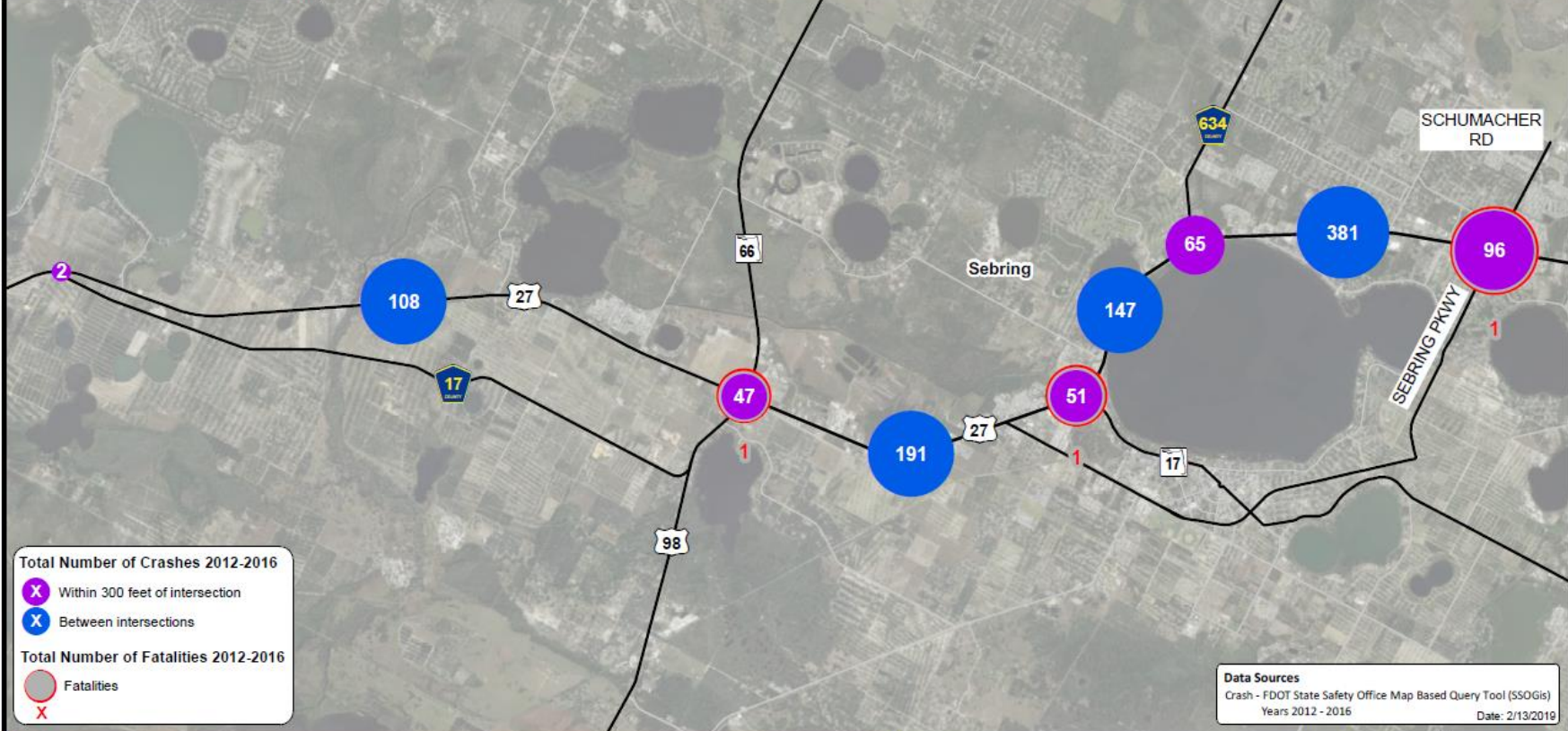
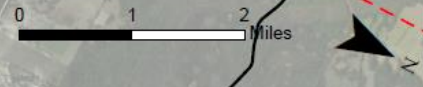
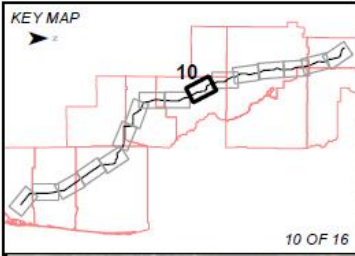
Existing Conditions Data Study



US 27
Crash Data

FIGURE
2-4

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Total Number of Crashes 2012-2016

- X Within 300 feet of intersection
- X Between intersections

Total Number of Fatalities 2012-2016

- X Fatalities

Data Sources
 Crash - FDOT State Safety Office Map Based Query Tool (SSOGIS)
 Years 2012 - 2016
 Date: 2/13/2019



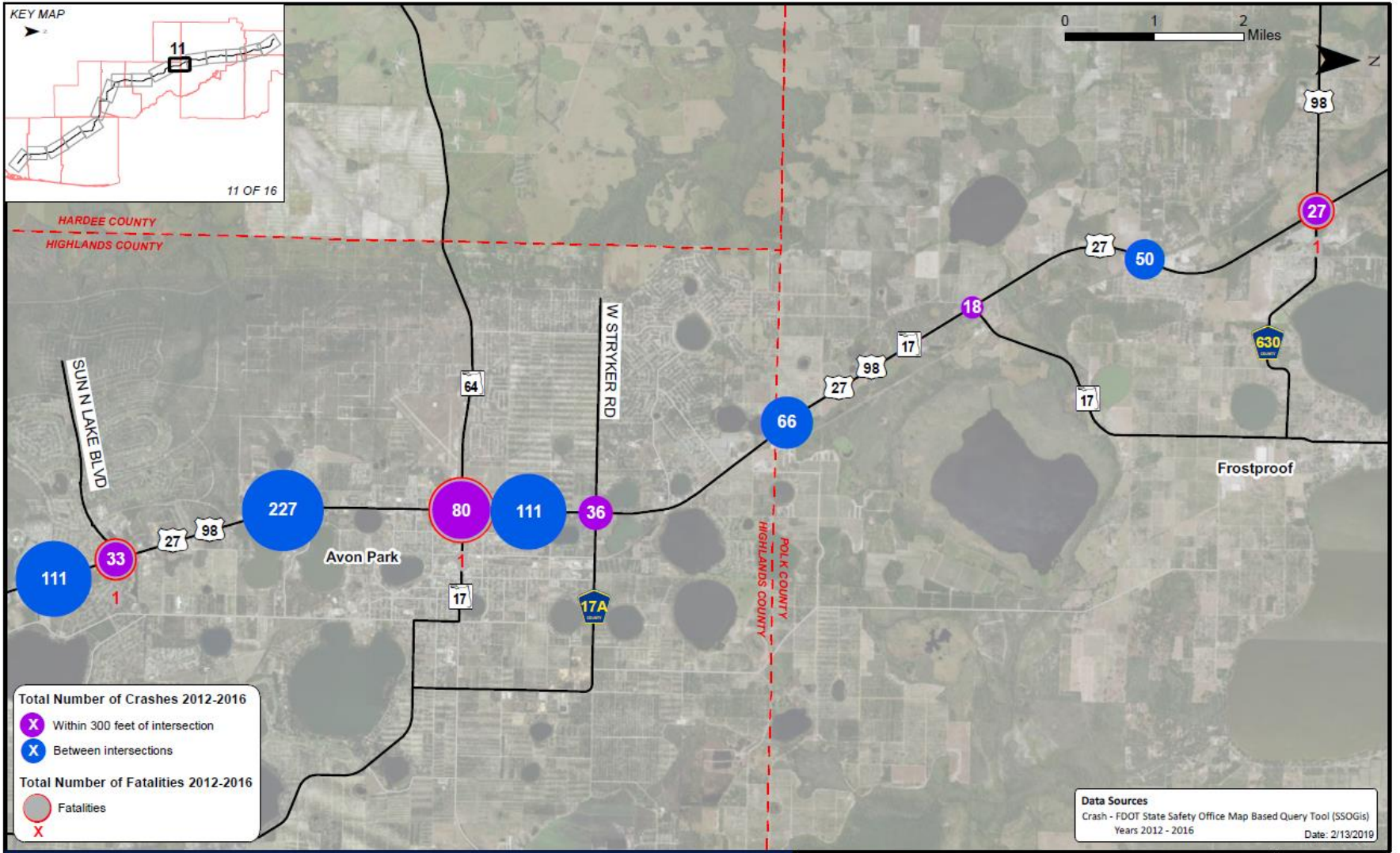
Existing Conditions Data Study



US 27
 Crash Data

FIGURE
 2-4

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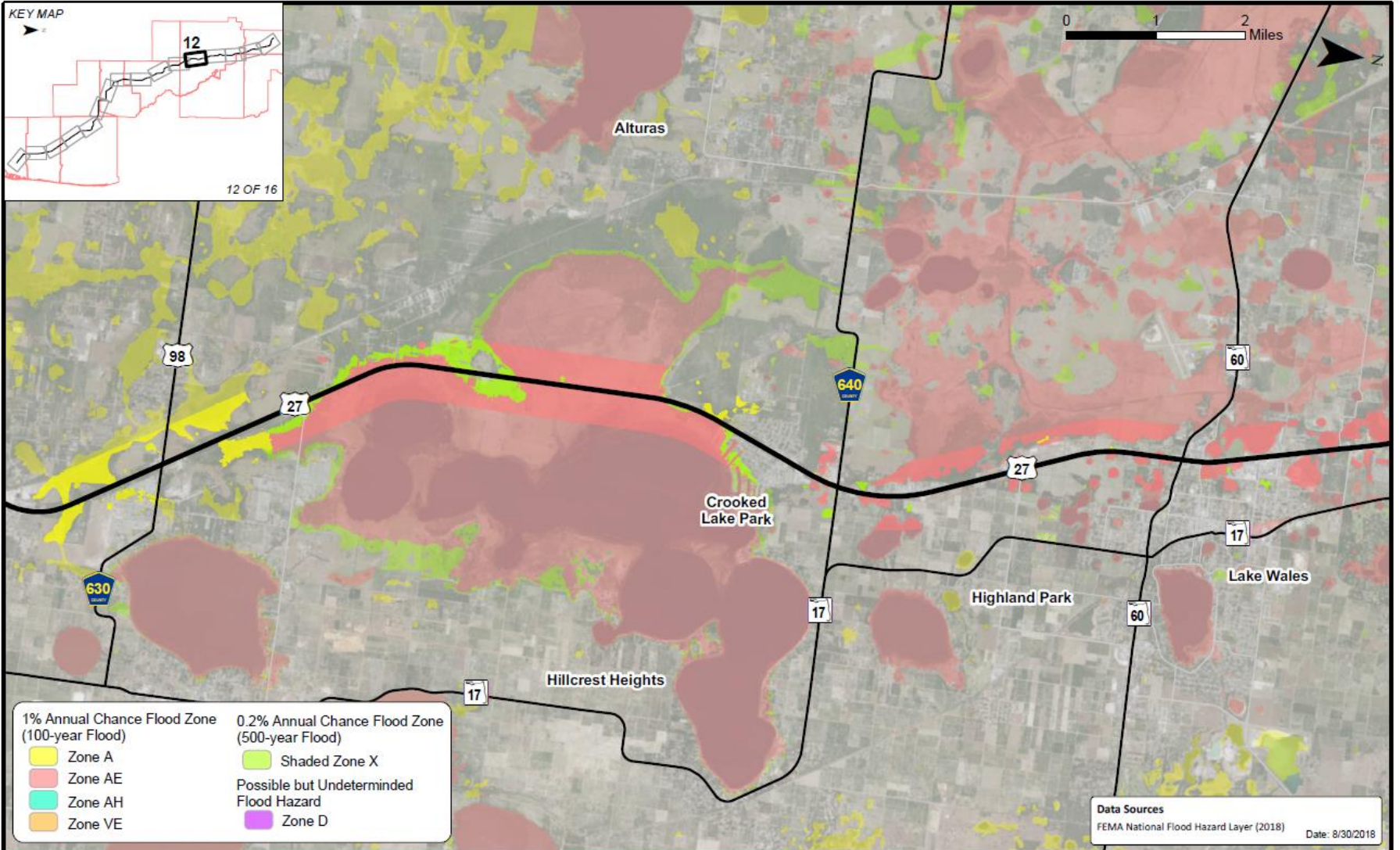
Existing Conditions Data Study



US 27
Crash Data

FIGURE
2-4

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Existing Conditions Data Study



**US 27
Flood Hazard Area**

**FIGURE
5-2**

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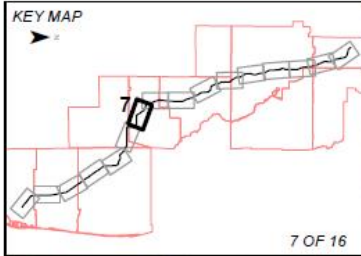
Existing Conditions Data Study



US 27
Wetlands

FIGURE
5-1

SHEET 6 OF 16



0 1 2 Miles



- | Within 2,000 ft from Corridor | Greater Than 2,000 ft from Corridor | |
|-------------------------------|-------------------------------------|-----------------------|
| | | School |
| | | Religious Center |
| | | Hospital |
| | | Fire Station |
| | | Correctional Facility |
| | | Community Center |

Data Sources
 All Data Layers - University of Florida Geoplan Center
 Schools - Sept 2017
 Religious Centers - Oct 2015
 Hospitals - Sept 2017
 Fire Stations - Feb 2013
 Correctional Facilities - Sept 2017
 Community Centers - Feb 2015
 Date: 7/9/2018



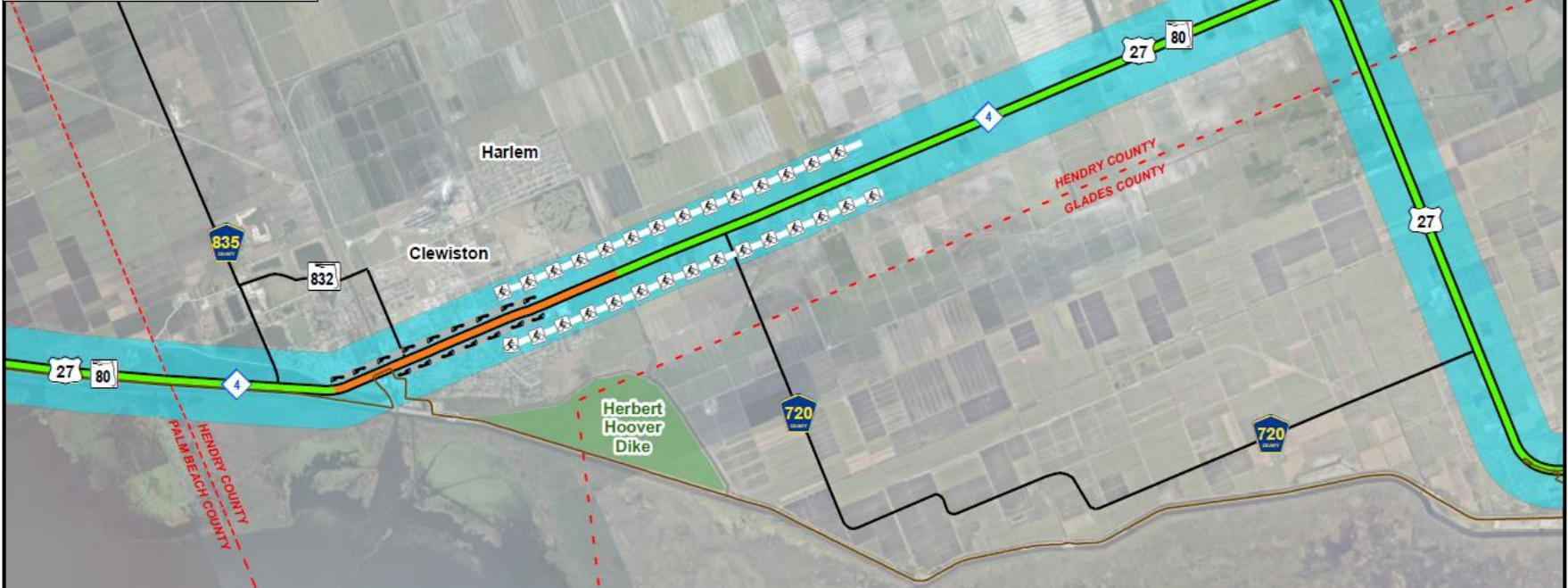
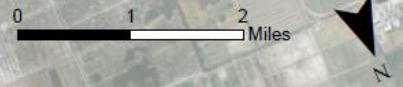
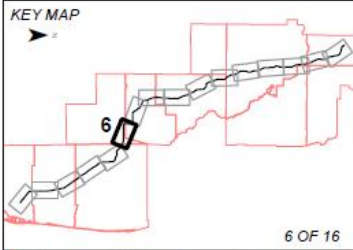
Existing Conditions Data Study



US 27
Community Resources

FIGURE
4-7

SHEET 7 OF 16



Data Sources
 Sidewalk and Bike Lanes - Google Maps (2017)
 Trails - Department of Environmental Protection (2018)
 Parks and Wildlife Areas - FDOT Open Data Hub (2018), Google Maps
 Number of Lanes - FDOT Straight Line Diagrams, Google Maps (2017)
 Urban/Rural Classification - FDOT GIS Transportation Data (2018)
 Preservation Areas - Florida Natural Areas Inventory (2018) Date: 8/27/2018

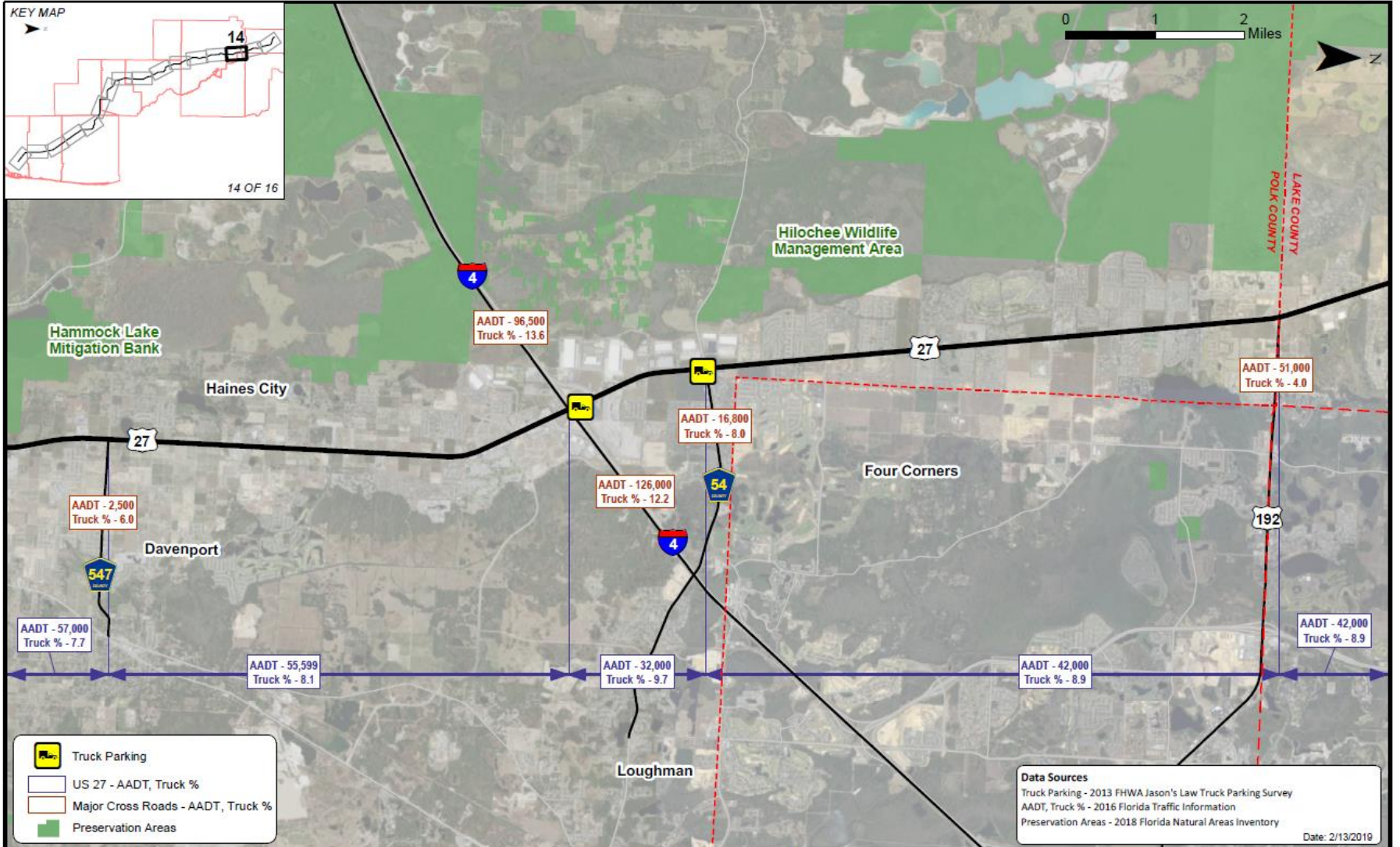


Existing Conditions Data Study



US 27
 Pedestrian, Bicycle, and Recreation

FIGURE
 4-1
 SHEET 6 OF 16



Existing Conditions Data Study



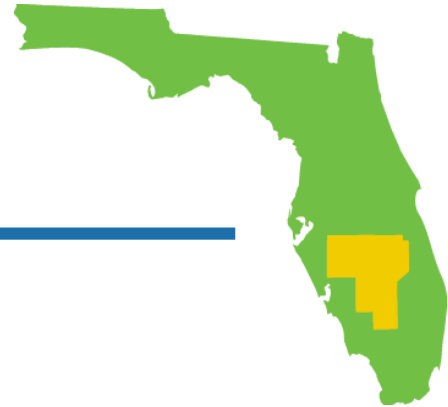
US 27
Truck Parking

FIGURE
2-5

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End Product

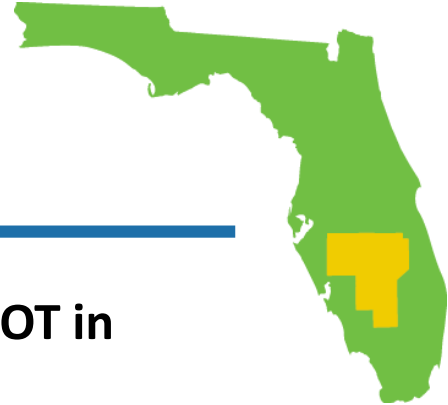


- Developed Existing Conditions Data (which Supports Purpose and Need for the study)
- Enhanced Corridor Knowledge
- Identify Capacity and Safety Areas along Corridor





Report Benefits and Uses



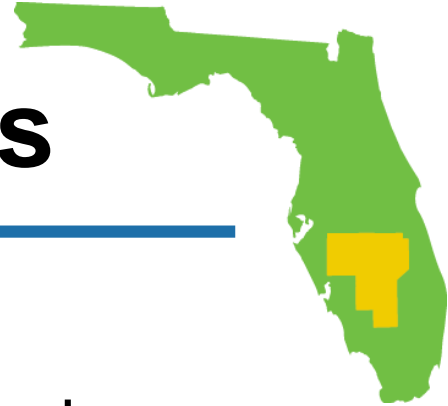
The existing condition data from the study will aid FDOT in identifying:

- Deficiencies along the corridor
- Helps early identification of hot spots along the corridors
 - Operations and Safety
- Developing a preliminary purpose and need statement
- Assisting with developing scopes of services for future projects
- Readily available data for future studies

Future projects may include:

- Feasibility studies
- Safety studies
- Project Development and Environment (PD&E) Studies

HRTPO Benefits and Uses



- Incorporate relevant data into Long-range Planning
- 2045 LRTP Update (due March 2021)
- Utilize during analysis and vetting of Prioritized Project Applications submissions
- Incorporate data into the HRTPO's Corridor Analysis and Story Map project for the US 27 and US 70 corridors
- Readily available data for future studies
 - Bicycle and Pedestrian Safety Plan (2019)



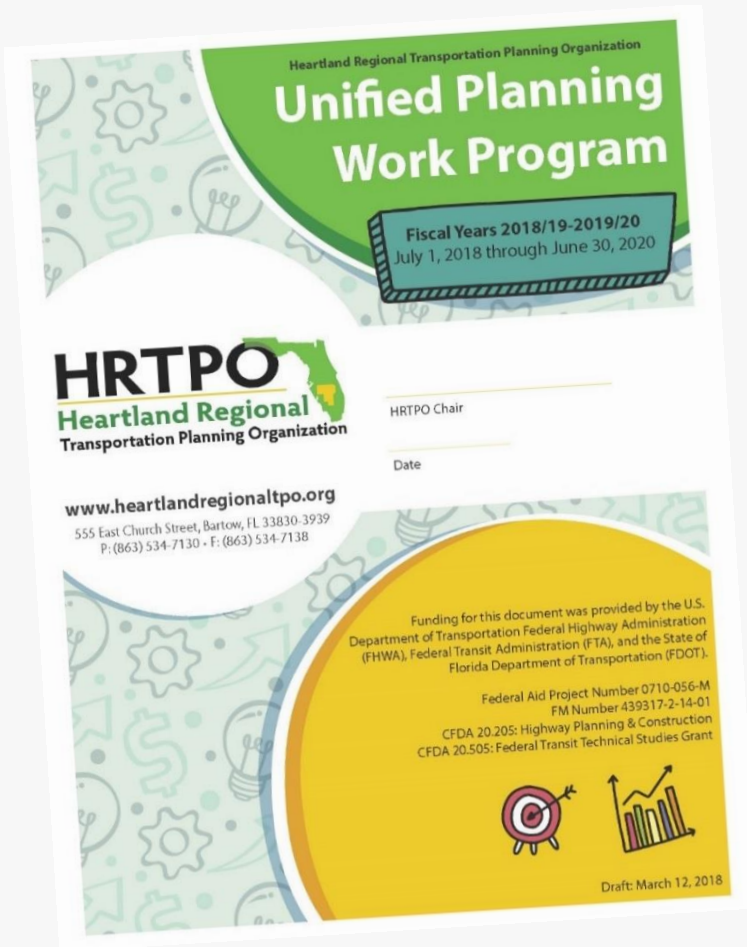
5) Amendment to the Unified Planning Work Program (UPWP) 2018/19 – 2019/20*

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Overview

The Unified Planning Work Program (UPWP) describes the transportation planning projects to be performed within the study area.

- Summarizes planning tasks to be completed by the HRTPO
- Defines work products and timeline for major activities
- Proposes budget using federal and other funds for planning
- Estimated cost for each task



UPWP Tasks

Administration

Transit Planning

Transportation
Disadvantaged

System
Performance

Long Range
Planning

Transportation
Improvement
Program

Regional
Coordination

Public
Participation

Budget Table Changes

Task	Reason	Financial Impact
All Tasks	Update Indirect rate from 51.83% to 52.73%	None
Task 1: Administration	Incorporate carry-over funding from FY 16/17 and FY 17/18	Increase of \$2,935.71
Task 2: Transit Planning	Adjust FY 2019/2020 FTA 5305 funding based on actual allocation	Increase of \$162
Task 5: Long Range Planning	FDOT District 1 is no longer requesting \$16,000 for the TPO's share of the cost to update the Districtwide Model.	Move \$16,000 from Consultant Services to Personnel Services



Requested Action

Motion to provide a recommendation to the HRTPO Board approval to adopt the Draft UPWP Amendment to the current Adopted UPWP for FY 2018/19 through FY 2019/20



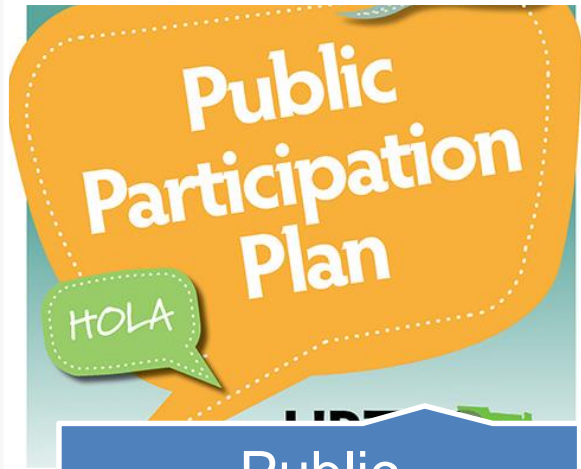
6) HRTPO & FDOT Joint Certification Review

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Risk Assessment Process

Scale	Risk Level	Frequency of Monitoring
0-1	Low	Annually
2-3	Moderate	Bi-annually
4-5	Elevated	Triennially
>6	High	Quarterly

Noteworthy Practices



Public Participation Plan



Unified Planning Work Program



Regional Sidewalk Inventory

Recommendations and Corrective Actions

Recommendations/ Corrective Action	HRTPO Response
(2016) CMP in LRTP	Complete
(2016) Bicycle and Pedestrian Planning & Safety	The UPWP for FY 2018-2020 includes the completion of a sidewalk inventory by June 2019 and a Bike/Ped Safety Plan by June 2020.
(2016) Consistency with Related Planning Activities	Complete
(2016) Performance Driven Plan	Complete



7) 2019/20 – 2023/24 Transportation Improvement Program (TIP)

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Current
TIP

- FY 2018/19 – 2022/23
- Current TIP

Next TIP

- FY 2019/20 - 2023/24
- Next TIP
- Adopt June 20

Project
Priorities

- FY 2024/25
- Under development
- Adopt June 19

***For the
development
of the FY
2020/21 –
2024/25 TIP
(June 2020)***



DRAFT Capacity Project Ranking

Roadway	Safety	Evacuation	Status	Reliable	Congestion	Socio	Reg Freight	Access to Activity	Multimodal	Total
US 98 in Highlands County from US 27 to Airport Road (2 to 4 lanes)	15	15	15	-	-	5	10	10	3	73
Kings Highway in DeSoto County from Charlotte C/L to Peace River Street (2 to 4 Lanes)	15	15	8	-	10	5	-	-	3	56
SR 31 Extension in DeSoto County from SR 70 to US 17 (New Road)	-	-	8	-	-	5	-	-	3	16
SR 710 in Okeechobee from US 98 to US 441 (New Road)	-	-	-	-	-	5	-	5	3	13

Timeline of Adoption

April 17	HRTPO review of draft
May	Committee Review and Endorsement, Public Comment Period
June 19	HRTPO Adoption



8) FDOT Project Applications for FY 2025

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HRTPO Evaluated Criteria, Amended November 28, 2018

L RTP Goals	Evaluation Criteria for Congestion Management Projects	Criteria Scoring
Improve Safety	Safety	
	Road/intersection has experienced 1 or more fatal or serious accidents in previous 5 years	20
	Pedestrian Safety	
	Road/intersection has 1 or more car/pedestrian incidents past 5 years	20
Provide Reliable and Efficient Options	Project Status/Funding Availability	
	Local funding is available to advance or contribute to project	10
	Level of Service (LOS)	
	Segment of road or intersection does not meet FDOT LOS Standards	10
	Truck Factor	
	Truck factor on segment of road or intersection managed by FDOT is greater than 10%	10
Create Quality Places	Non Interstate Reliability	
	Person miles traveled on Non Interstate NHS segment of road managed by FDOT reported as not reliable or below 50% on FDOT scale	20
	Community and/or Environmental Impact	
	Potential negative impact on community or environment	0
	No impact to community or environment	5
	Potential positive impact on community or environment	10

L RTP Goals	Evaluation Criteria for Transportation Alternative Projects	Criteria Scoring
Improve Safety	Safety	
	Adjacent road has 1 or more car/pedestrian incidents past 5 years	20
	School Zone Safety	
	Project is within 1-2 miles from a K-12 school	4
	Project is 1/2 mile to 1 mile from a K-12 school	10
	Project is within 1/2 mile of a K-12 school	16
Provide Reliable and Efficient Options		
	Project is within 1/4 mile of a K-12 school	18
	Project is within 1/8 mile of a K-12 school	20
	Project Linkage	
	Isolated improvement	0
	Connects to network	15
	Completes connection/closes gap	30
Create Quality Places	Project Status/Funding Availability	
	Additional phase or connects to project in Five-Year Work Program or funded Local Capital Improvement Program	10
	Community and/or Environmental Impact	
	Potential negative impact on community or environment	0
	No impact to community or environment	5
	Potential positive impact on community or environment	10
	Areas of Limited Modal Choice	
	Zero Vehicle Household rate in project Census tract 6.1% or higher	10

Adopted: April 27, 2016 | Amended: November 28, 2018

- Criteria now unique for Congestion Management and Transportation Alternatives
- TRIP criteria still based on Evaluation Check List

SCOP, SCRAP, MSCOP, and CIGP projects not evaluated by the HRTPO

Process for Priority Selection

- ✓ Project submission to HRTPO
- ✓ Project review by HRTPO staff
- ✓ Project submittal to FDOT
- Preliminary score review by local jurisdiction
- Project review by TAC and CAC
- Project review by HRTPO
- Ranking endorsement by TAC and CAC
- Priority List Adoption by HRTPO

Submitted Projects

Congestion Management (CM) Projects

Jurisdiction	Project Location	Project Type
City of Okeechobee	N 9th St and US 441	Signalization

The project is to install traffic signalization in the intersection of Parrott St. (US Hwy 441) and NE/NW 9th St. in Okeechobee, FL. Project includes new signal system including mast arms, and Rail Road preemption for the rail crossing approximately 300' South of the intersection.

Submitted Projects

Transportation Alternative (TA) Projects

Jurisdiction	Project Location	Project Length	Project Type
DeSoto	SW Kingsway Circle	2,300 LF	Sidewalk
DeSoto	SE Maple Drive	1,637 LF	Sidewalk
Highlands	Catfish Creek Rd	19,430 LF	Multi-Use Path
Highlands	Cemetery Rd	3,960 LF	Multi-Use Path
Highlands	Desoto Rd	3,326 LF	Multi-Use Path
Highlands	E O Douglas Ave	3,854 LF	Multi-Use Path
Highlands	School St	2,587 LF	Multi-Use Path
Hendry	Cowboy Way	2,990 LF	Sidewalk
Hendry	Harlem Academy Boulevard	780 LF	Sidewalk
City of LaBelle	LaBelle Street Lighting, MLK SR80 West	7,920 LF	Lighting

Submitted Projects

County Incentive Grant Program (CIGP) Projects

Jurisdiction	Project Location	Project Type
Highlands	Daffodil Street	CIGP
Highlands	Sebring Pkwy, Segment 1, Phase II	CIGP
Highlands	Sebring Pkwy, Segment 1, Phase III	CIGP
Highlands	Sebring Pkwy, Segment 1, Phase IV	CIGP
Highlands	W College Drive, Phase II	CIGP
Highlands	W College Drive, Phase II	CIGP
Hendry	Helms Road Extension	CIGP

Submitted Projects

Small County Outreach Program (SCOP) Projects

Jurisdiction	Project Location	Project Type
DeSoto	SW Liverpool Rd	SCOP
Hardee	Fish Branch Road	SCOP
Hardee	Old Town Creek Road	SCOP
Hendry	CR78: Lee County Line to West of Hidden Hammock Drive	SCOP
Hendry	CR78: West of Hidden Hammock Dr. to Kirby Thompson Rd.	SCOP
Highlands	Arbuckle Creek Rd Bridge	SCOP
Highlands	Catfish Creek Rd Bridge	SCOP
Highlands	Webster Turn Dr, Phase I	SCOP
Highlands	Webster Turn Dr, Phase II	SCOP

Submitted Projects

Small County Outreach Program (SCOP) Projects Cont.

Jurisdiction	Project Location	Project Type
Highlands	Old SR 8 - Archibold Rd to Hicoria Rd	SCOP
Highlands	Placid View Dr – Lost Lake Barn to Jamison Ave	SCOP
Highlands	Hammock Rd, Phase I – 1.25 Mi W of CR 635 to the wooden bridge	SCOP
Highlands	Hammock Rd, Phase II – wooden bridge to Hardee County line	SCOP
Highlands	Powerline Rd – W of Rail Road Crossing	SCOP
Highlands	CR 17A – DM Earnest to Abraham	SCOP
Highlands	Henscratch Rd – Lake Josephine Dr to Northern Blvd	SCOP
Okeechobee	NE 120th Street (Dark Hammond Road)	SCOP
Okeechobee	NE 80th Avenue	SCOP
Okeechobee	Berman Road	SCOP

Submitted Projects

Small County Road Assistance Program (SCRAP) Projects

Jurisdiction	Project Location	Project Type
DeSoto	SW Welles Avenue	SCRAP
Glades	Crescent Road	SCRAP
Glades	Cornelia Drive	SCRAP
Glades	Lake Drive West	SCRAP
Glades	CR 788 / Linda Road	SCRAP
Glades	Lake Circle	SCRAP
Glades	Hunter Road	SCRAP
Hendry	Hendry Isles Boulevard: SR80 to Arcadia Avenue	SCRAP
Hendry	Pine Cone Avenue: CR833 to Palm Street	SCRAP
Highlands	Arbuckle Creek Rd, Phase I – US 98 to Bishop Dairy Rd	SCRAP
Highlands	Arbuckle Creek Rd – Maranatha – Riverdale Rd to Martin Luther King Jr Boulevard	SCRAP



9) FDOT Update



10) Other Business

- Freight Prioritization
- SB 7068

MPOAC Freight Prioritization

- Projects must fall on a State Highway.
- Projects must be post-PD&E, have a PD&E funded or underway, or not require a PD&E to receive funding for construction.
- Projects should be unfunded, partially funded, or able to accept accelerated funding.

SR 70

SR 710

US 98

SB 7068: Multi-use Corridors of Regional Economic Significance Program

- 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
- Names 3 new turnpike tolled corridors
- Commits an additional \$10 Million a year to SCOP, SCRAP, and the Transportation Disadvantaged Program
- Additional funds for workforce development (temporary)



Central Florida Regional Planning Council





Our Heartland Values

Stewardship of Natural Resources



Our Water Resources



Respect for Agriculture



Our Communities



Our Communities



Future for Our Children



Education, Workforce, and Economic Development



Economic Diversification

Infrastructure to Support
Diversified Economy

Early Learning, K-16, Lifelong
Education

Environment and Natural Resources



Water

Sustainable and Viable
Natural Systems

Agriculture

Energy/Climate

Transportation & Land Use



Integrating with Natural
Resources Planning

Supporting Economic
Development

Ensuring Multimodal
Connectivity

Enhancing and Creating
Sustainable Communities

Community Resources



Health Care

Cultural Identity

Enhancing and Creating Sustainable Communities

Economic Diversity



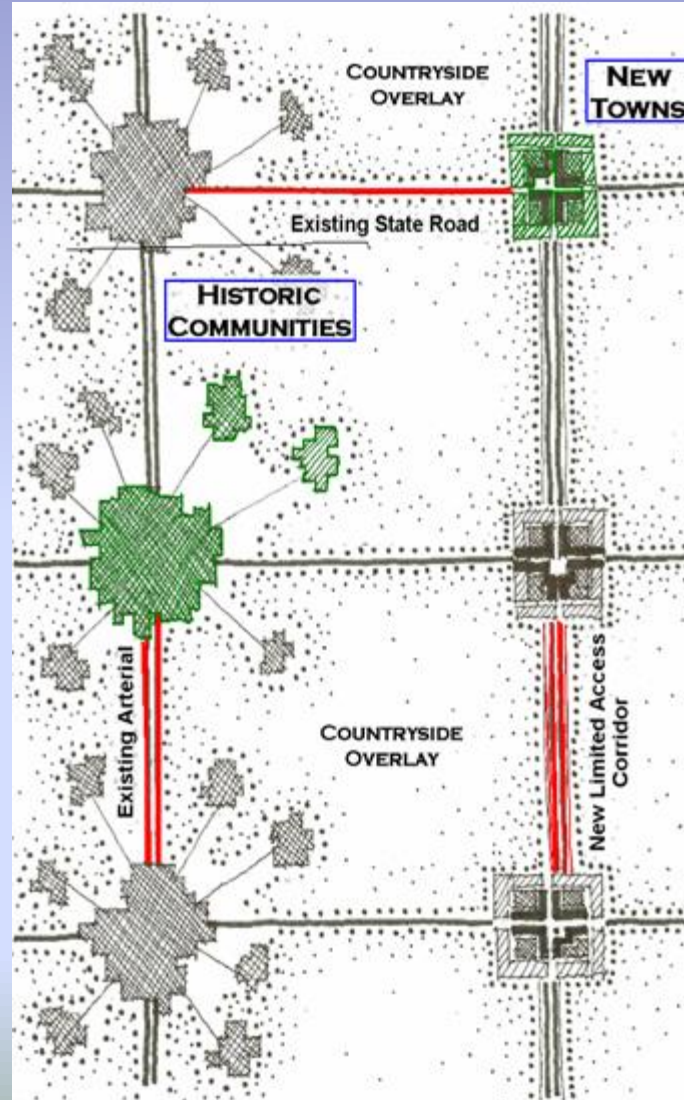
Cultural Heritage



Multi-Modal Connectivity

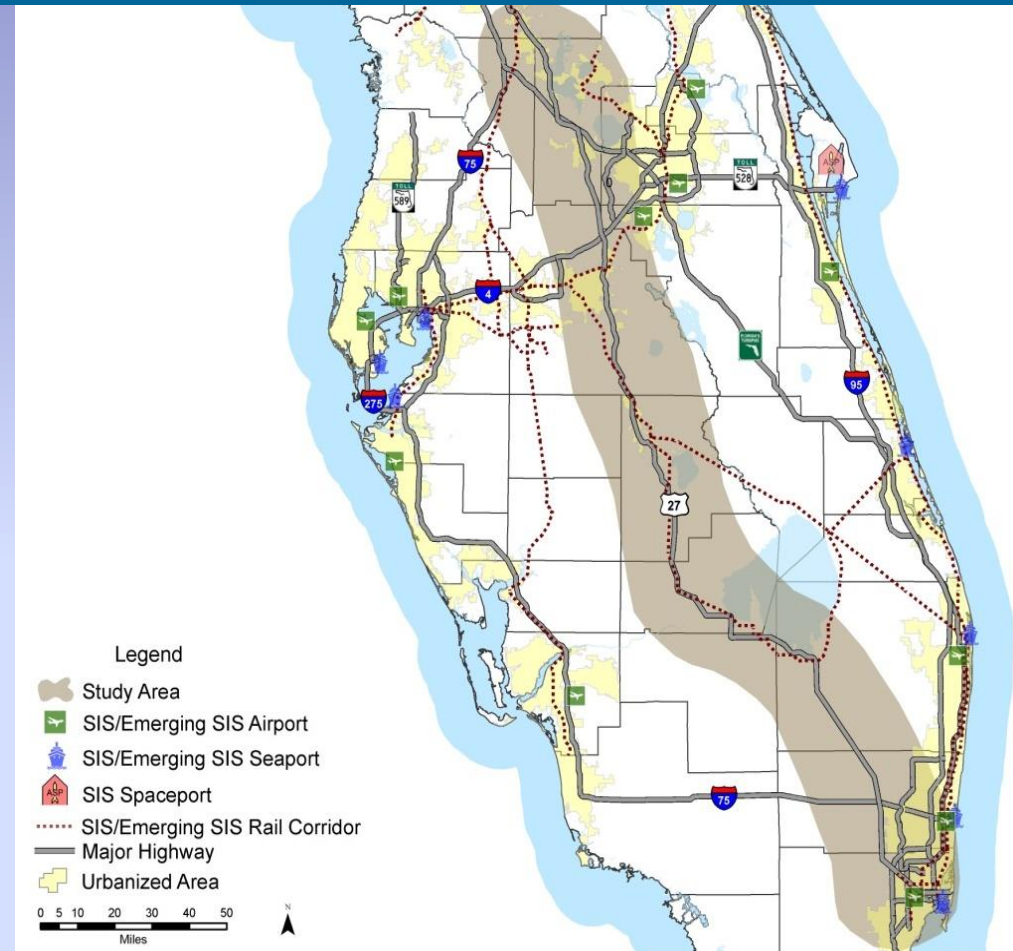


Natural Resource Protection



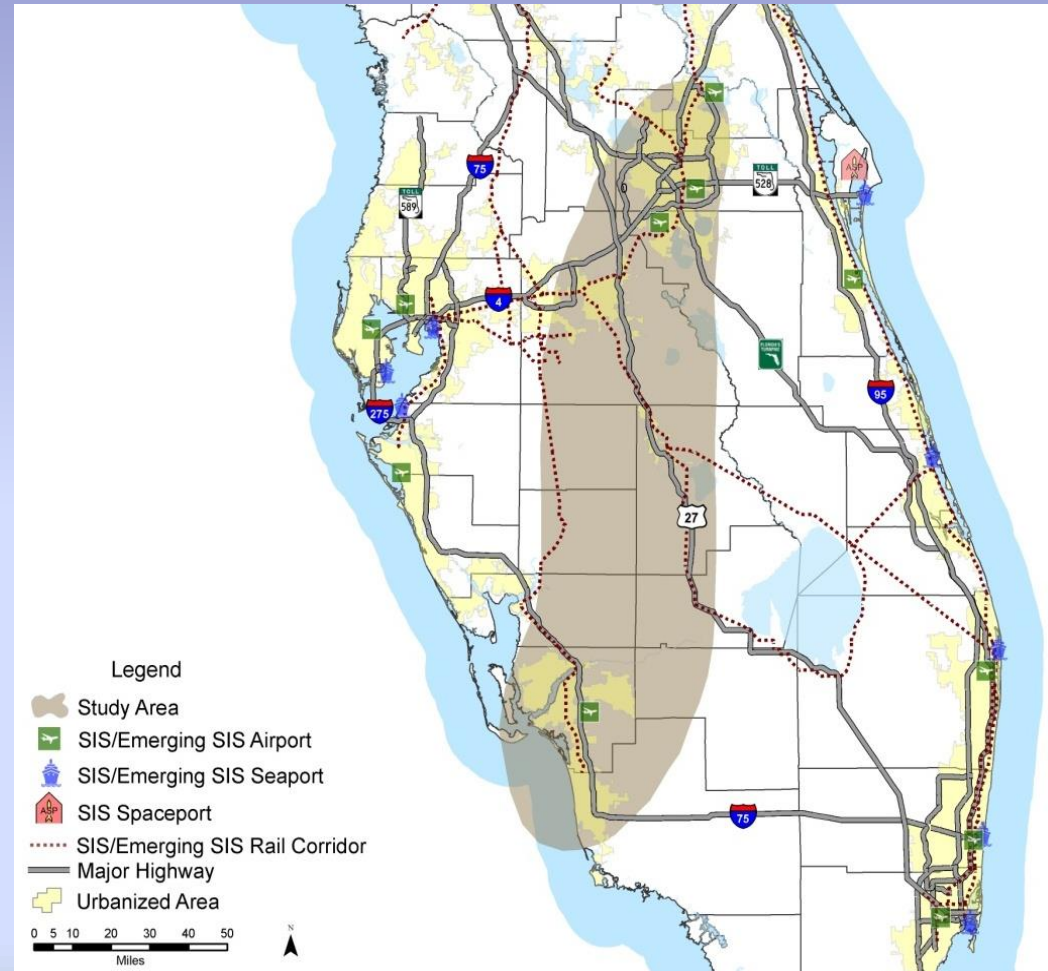
Southeast Florida-Heartland - Central Florida Study Area

- 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



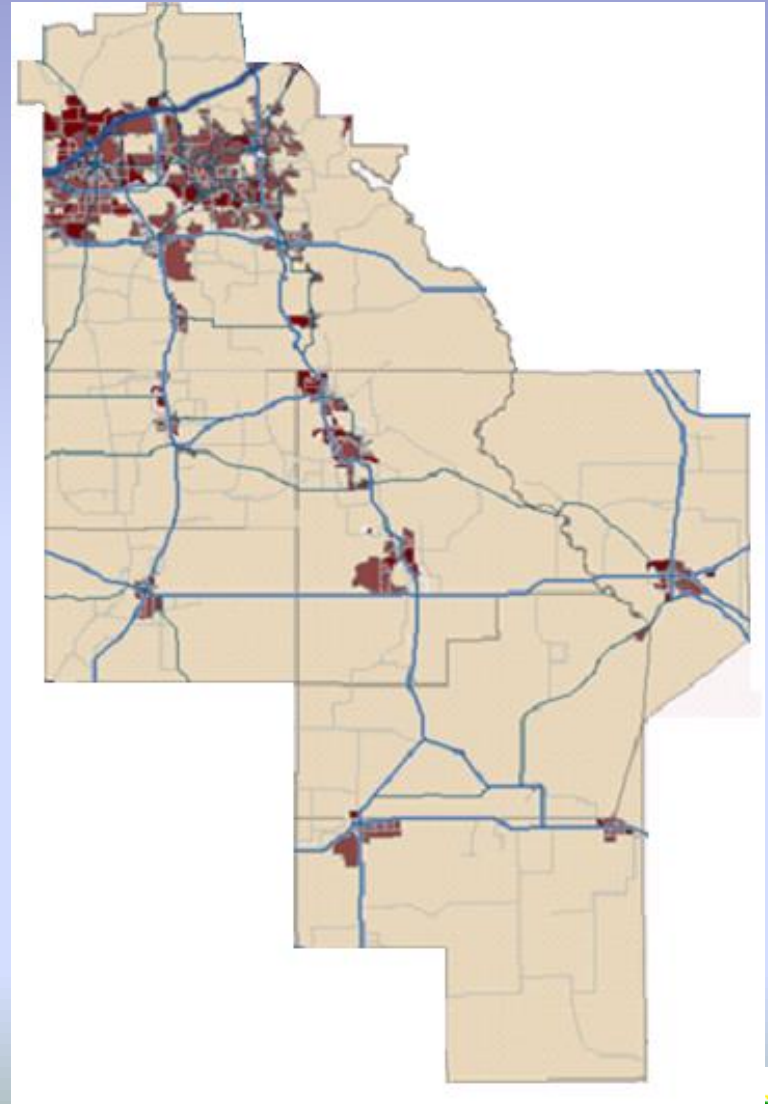
Southwest Florida-Heartland - Central Florida Study Area

- 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



Linking Land Use & Transportation

- Connections between growth and development and transportation access
- Planning land use and transportation to sustain viable natural systems
- Enhancing mobility while preserving community character
- Linking visioning to land use and transportation planning



Population and Employment Projections

- **As inputs:**
 - ✓ **to scenario modeling for Heartland 2060
Regional Vision Plan**
- **and**
 - ✓ **for the new Long Range Transportation
Plan for the Heartland**

SB 7068: Multi-use Corridors of Regional Economic Significance Program

- (a) Southwest-Central Florida Connector, extending from Collier County to Polk County.
- (b) Suncoast Connector, extending from Citrus County to Jefferson County.
- (c) Northern Turnpike Connector, extending from the northern terminus of the Florida Turnpike northwest to the Suncoast Parkway.

Corridor benefits and issues addressed:

- (a) Hurricane evacuation.
- (b) Congestion mitigation.
- (c) Trade and logistics.
- (d) Broadband, water, and sewer connectivity.
- (e) Energy distribution.
- (f) Autonomous, connected, shared, and electric vehicle 100 technology.
- (g) Other transportation modes, such as shared-use nonmotorized trails and freight and passenger rail.
- (h) Mobility as a service.
- (i) Availability of a trained workforce skilled in traditional and emerging technologies

SB 7068: Multi-use Corridors of Regional Economic Significance Program

- A regional task force to guide corridor alignment with the following representation:
 - a. The Department of Environmental Protection
 - b. The Department of Economic Opportunity
 - c. The Department of Education
 - d. The Department of Health
 - e. The Fish and Wildlife Conservation Commission
 - f. The Department of Agriculture and Consumer Services
 - g. The local water management district or districts
 - h. A local government official from each local government within a proposed corridor
 - i. Metropolitan planning organizations
 - j. Regional planning councils
 - k. Conservation or community non-profit organizations

Work underway now:

Population and Employment Projections

- **As inputs:**
 - ✓ **to scenario modeling for Heartland 2060 Regional Vision Plan**
- **and**
 - ✓ **for the 2045 Long Range Transportation Plan for the Heartland Regional TPO**



11) CAC Member Updates



12) Next Meeting

May 23, 2019

CareerSource Heartland