

The Florida Senate
BILL ANALYSIS AND FISCAL IMPACT STATEMENT

(This document is based on the provisions contained in the legislation as of the latest date listed below.)

Prepared By: The Professional Staff of the Transportation Committee

BILL: CS/SB 682

INTRODUCER: Transportation Committee and Senator Bullard

SUBJECT: Interstate 95/Alternative Routes Study

DATE: February 8, 2008 **REVISED:** _____

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	Eichin	Meyer	TR	Fav/CS
2.			TA	
3.				
4.				
5.				
6.				

Please see Section VIII. for Additional Information:

- | | | |
|------------------------------|-------------------------------------|---|
| A. COMMITTEE SUBSTITUTE..... | <input checked="" type="checkbox"/> | Statement of Substantial Changes |
| B. AMENDMENTS..... | <input type="checkbox"/> | Technical amendments were recommended |
| | <input type="checkbox"/> | Amendments were recommended |
| | <input type="checkbox"/> | Significant amendments were recommended |

I. Summary:

The Committee Substitute for Senate Bill 682 directs the Florida Department of Transportation (FDOT) to conduct a study examining transportation alternatives for the Interstate 95 (I-95) travel corridor.

This bill creates an unnumbered section of Florida Law.

II. Present Situation:

Interstate 95 (I-95) is the predominant interstate highway on the United States (U.S.) eastern seaboard, paralleling the Atlantic Ocean for 1,917 miles from the Canadian border to South Florida. With approximately 1,040 miles traversing through urban areas, I-95 travels near or through some of the largest and most economically important cities in the country including Boston, Baltimore, Philadelphia, New York City, Washington, D.C., and Miami. According to the U.S. Census Bureau, only five counties along the route - two in South Carolina, one in southern Virginia, and two in northern Maine - are completely rural. I-95 is the longest north-south U.S. interstate highway and passes through fifteen states - more than any other.

The Federal Highway Administration (FHWA) estimates without any further improvements to the corridor, virtually 100 percent of the urban segments will be under heavy congestion by 2035. Congestion for non-urban corridors would increase from the current 26 percent impacted to over 55 percent impacted.

Florida’s 382 miles of I-95 comprise the highest number of miles for any state. According to FDOT calculations using 2006 data, 159 miles (42%) fail to meet the adopted minimum level of service standards and may be considered congested.

County	Total Length	Congested	Percent
BREVARD	73	45	62%
DUVAL	38	19	50%
FLAGLER	19	19	100%
NASSAU	12	0	0%
ST.JOHNS	35	0	0%
VOLUSIA	46	1	2%
BROWARD	25	25	100%
MIAMI-DADE	17	15	88%
INDIAN RIVER	19	0	0%
MARTIN	25	7	28%
PALM BEACH	46	28	61%
ST.LUCIE	27	0	0%
Total	382	159	42%

In 2007, Florida joined four other states (Georgia, North Carolina, South Carolina, and Virginia) in a single application for the FHWA’s new “Corridors of the Future” program. The application proposes to reconstruct and expand a 1,054 mile stretch of I-95 from Florida to Washington, D.C., to accommodate future demand, safety, and reliability. The projects proposed in the application offer the potential for moderate to significant congestion reduction and mobility improvements along I-95 from Washington, D.C., to Florida.

Routes paralleling I-95 for long distances in Florida include:

- U.S. Route 1, which closely parallels I-95 from Jacksonville to Miami;
- State Road A1A, along the coastline;
- U.S. Route 17, running through Jacksonville, Palatka, Deland, Orlando, before heading West through Bartow to Punta Gorda;
- U.S. Route 301, from the Georgia line to Interstate 75 in Marion County; and
- The Florida Turnpike, especially from Fort Pierce to Miami.

III. Effect of Proposed Changes:

CS/SB 682 directs FDOT, in consultation with the Department of Law Enforcement, the Division of Emergency Management of the Department of Community Affairs, and the Office of Tourism, Trade, and Economic Development, to study transportation alternatives for the I-95 corridor. The study is to consider state needs relating to:

- transportation,
- emergency management,
- homeland security, and
- economic development.

The report must identify cost-effective measures for;

- alleviating congestion on I-95,
- facilitating emergency and security responses, and
- fostering economic development.

The report must be completed by June 30, 2009. FDOT is required to send the report to:

- the Governor,
- the President of the Senate,
- the Speaker of the House of Representatives, and
- each affected metropolitan planning organization (MPO).

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

B. Public Records/Open Meetings Issues:

None.

C. Trust Funds Restrictions:

None.

V. Fiscal Impact Statement:

A. Tax/Fee Issues:

None.

B. Private Sector Impact:

None.

C. Government Sector Impact:

FDOT staff have stated the study could be completed using existing resources.

VI. Technical Deficiencies:

None.

VII. Related Issues:

None.

VIII. Additional Information:

A. Committee Substitute – Statement of Substantial Changes:

(Summarizing differences between the Committee Substitute and the prior version of the bill.)

By Transportation on February 6, 2008

The CS:

- removed reference to a specific alternative corridor (U.S. Route 301);
- included affected MPOs with the list of study recipients; and
- added the goals of facilitating emergency response and fostering economic development to any measure identified for implementation by the study.

B. Amendments:

None.