

HOUSE OF REPRESENTATIVES STAFF ANALYSIS

BILL #: HB 6059 Composition of the Multi-use Corridors of Regional Economic Significance Program

SPONSOR(S): Shoaf

TIED BILLS: **IDEN./SIM. BILLS:** SB 1590

REFERENCE	ACTION	ANALYST	STAFF DIRECTOR or BUDGET/POLICY CHIEF
1) Tourism, Infrastructure & Energy Subcommittee	18 Y, 0 N	Johnson	Keating
2) Commerce Committee	19 Y, 0 N	Johnson	Hamon

SUMMARY ANALYSIS

In 2019, the Legislature created the Multi-use Corridors of Regional Economic Significance (M-CORES) program within the Department of Transportation. The purpose of the program is to 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. M-CORES is composed of the following corridors:

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

The bill removes the words “to Jefferson County” from the description of the Suncoast Connector, thus providing that the Suncoast Connector extends from Citrus County without a specified terminus.

The bill does not appear to have a fiscal impact on state or local governments.

The bill has an effective date of July 1, 2021.

FULL ANALYSIS

I. SUBSTANTIVE ANALYSIS

A. EFFECT OF PROPOSED CHANGES:

Current Situation

In 2019, the Legislature passed CS/SB 7068, creating the Multi-use Corridors of Regional Economic Significance (M-CORES) program within the Department of Transportation (DOT).¹ The purpose of the program is to 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. The objective of the program is to advance the construction of regional corridors that are intended to accommodate multiple modes of transportation and multiple types of infrastructure. The intended benefits of the program include, but are not limited to, addressing issues such as:

- Hurricane evacuation.
- Congestion mitigation.
- Trade and logistics.
- Broadband, water, and sewer connectivity.
- Energy distribution.
- Autonomous, connected, shared, and electric vehicle technology.
- Other transportation modes.
- Mobility as a service.
- Availability of a trained workforce skilled in traditional and emerging technologies.
- Protection or enhancement of wildlife corridors or environmentally sensitive areas.
- Protection or enhancement of primary springs protection zones and farmland preservation areas.²

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- Northern Turnpike Connector, extending from the northern terminus of the Florida Turnpike northwest to the Suncoast Parkway.³

The M-CORES program required DOT to establish task forces for each of the above corridors to serve as a consensus building mechanism regarding each of the corridors. The Final Task Force Reports for each corridor were released in November 2020.⁴ Each report identified a series of potential high-level needs for DOT's future evaluation and developed recommendations for how DOT should assess the need for each corridor.⁵

Effect of the Bill

The bill removes the words "to Jefferson County" from the description of the Suncoast Connector in s. 338.2278(2)(b), F.S.; thus, providing that the Suncoast Connector extends from Citrus County without a specified terminus.

B. SECTION DIRECTORY:

Section 1 Amends s. 338.2278, F.S., relating to Multi-use Corridors of Regional Economic Significance Program.

¹ Ch. 2019-43, Laws of Fla.

² S. 338.2278(1), F.S.

³ S. 338.2278(2), F.S.

⁴ Copies of all three task force reports are available at: <https://floridamcores.com/> (last visited Feb. 24, 2021)

⁵ M-CORES Suncoast Connector Task Force Report, p. 6. https://floridamcores.com/wp-content/uploads/2020/11/M-CORES_SCC_FinalTaskForceReport.pdf (last visited Feb. 24, 2020)

II. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT

A. FISCAL IMPACT ON STATE GOVERNMENT:

1. Revenues:

The bill does not appear to impact state government revenues.

2. Expenditures:

The bill does not appear to impact state government expenditures.

B. FISCAL IMPACT ON LOCAL GOVERNMENTS:

1. Revenues:

The bill does not appear to impact local government revenues.

2. Expenditures:

The bill does not appear to impact local government expenditures.

C. DIRECT ECONOMIC IMPACT ON PRIVATE SECTOR:

None.

D. FISCAL COMMENTS:

None.

III. COMMENTS

A. CONSTITUTIONAL ISSUES:

1. Applicability of Municipality/County Mandates Provision:

Not applicable. This bill does not appear to impact county or municipal governments.

2. Other:

None.

B. RULE-MAKING AUTHORITY:

This bill does not provide a grant of rulemaking, nor does it require rulemaking.

C. DRAFTING ISSUES OR OTHER COMMENTS:

By removing the terminus for the Suncoast Connector, the bill creates ambiguity as to the desired direction and purpose of that corridor.

IV. AMENDMENTS/ COMMITTEE SUBSTITUTE CHANGES