During its 2019 session, the Florida Legislature passed Senate Bill 7068, and Governor DeSantis later signed it into law. This sweeping legislation authorizes the design, funding and construction of “M-CORES,” a system of three toll roads extending 340 miles from Jefferson County in the Florida Panhandle south to Collier County on the fringes of the Everglades. The stated objective of M-CORES is to “advance the construction of regional corridors that are intended to accommodate multiple modes of transportation and multiple types of infrastructure.” Goals outlined in the legislation include to address hurricane evacuation, congestion mitigation, trade and logistics, broadband, water and sewer connectivity, energy distribution, autonomous and other vehicle technology, mobility as a service, availability of trained workforce.

Project goals also include “protection or enhancement of wildlife corridors or environmentally sensitive areas,” and “protection or enhancement of primary springs protection zones and farmland preservation areas designated within local comprehensive plans adopted under chapter 163.” More details on the M-CORES process is available at Citizen Primer 1: An Overview at 1000fof.org/mcores/primer1overview. But instead of establishing an objective process to determine how to facilitate the movement of people and goods, provide other needed infrastructure, facilitate economic development, and promote and enhance wildlife corridors and environmentally sensitive areas in this region, the M-CORES legislation proceeds under the assumption that toll roads in the three designated corridors provide the best solution to all of these challenges.
A separate task force has been established for each of the three corridors, with their reports due to the Governor and Legislature, likely now November 15, 2020 due to the COVID-19 pandemic. Each task force:

... shall evaluate the need for and the economic and environmental impacts of, hurricane evacuation impacts of, and land use impacts of, the related corridor...

Also, to the maximum extent feasible they “may consider and recommend innovative concepts to combine right-of-way acquisition with the acquisition of lands or easements to facilitate environmental mitigation or ecosystem, wildlife habitat, or water quality protection, or restoration. The department, in consultation with the Department of Environmental Protection, may incorporate those features into each corridor during the project development phase.”

The task forces have been charged with preparing three products as part of the planning process. First, they are charged with understanding and identifying natural, cultural, social and physical resources in their respective regions to identify and map “Avoidance Features” for each corridor. This process has begun in each of the three corridors.

With regard to avoidance features, the legislation specifies that, “to the greatest extent practical, corridor configuration, project alignment, and interchange locations shall be designed so that project right-of-way are not located within conservation lands acquired under the Florida Preservation 2000 Act as established in s. 259.101, and the Florida Forever program as established in s. 259.105.”

Second, they identify how to address the identified avoidance features resources using the “AMME” process. This entails Avoiding significant direct impacts to resources to the extent feasible, Minimizing or reducing impacts when avoidance isn’t feasible (such as limiting access in areas not appropriate for new development), Mitigating or offsetting impacts where possible (such as creating new wetlands to offset negative project impacts),
and **Enhancing** or creating net benefits (such as creating a bridge in the corridor to restore water flow).

Third, they develop “**Guiding Principles**” for corridor planning and development. Again, initial drafts of these principles are being prepared for each corridor.

The avoidance features, results of the AMME Process and guiding principles will provide the foundation for each of the three task force reports to be submitted to the Governor and Legislature. The M-CORES legislation notes that “to the maximum extent feasible, the department shall adhere to the recommendations of the task force created for each corridor in the design of the multiple modes of transportation and multiple types of infrastructure associated with the corridor.”

The bulk of the task force work to date has been spent on identifying environmental resources. Time must be allocated to identifying need, addressing both positive and negative economic impacts of the roads, and assessing hurricane evacuation and land use impacts of the project if they are to meet their mandate shown in the first paragraph of this section.

**Next Steps**

With the task force reports to be finalized in late summer for submission to the Governor and Legislature, the clock is ticking. It’s essential to share your input as soon as possible to help shape the outcome. Here’s how you can help:

- **Continue to share your input on M-CORES** at the task force meetings and open houses, on FDOT’s website at [floridamcores.com](http://floridamcores.com) and to your local elected officials and State legislators.

- **Work with receptive M-CORES task force members** to continue to identify avoidance areas and guiding principles to protect special qualities in your community and region.

- **Share your thoughts** in opinion pieces and letters to the editor and on social media.

Visit [1000fof.org/mcores](http://1000fof.org/mcores) to find out more!