

Task Force Meeting #7: Draft High-Level Needs, Guiding Principles, and Instructions Worksheet

Definitions

- **Purpose** – the overarching reason for accomplishing an activity; for M-CORES, the purpose is defined in s. 338.2278 (1), F.S.
- **High-Level Needs** - key regional opportunities and challenges corridor investments and related actions are intended to address. These can be transportation specific and transportation supported and should be informed by the six purposes and 13 potential benefits in s. 338.2278 (1), F.S. The high-level needs, along with the purpose, answer the question “*why?*”.
- **Guiding Principles** - a set of core values that guides decision making related to a transportation corridor or other type of project or program throughout the planning, development, and implementation process. These answer the question “*how?*”.
- **Instructions for Project Development and Beyond** - direction provided by the Task Force for future project development and implementation activities to ensure the Task Force’s guiding principles are applied to subsequent activities as intended. This direction could address corridor location and design, as well as strategies to be carried forward and refined during planning, project development, design, and other implementation phases. These answer the question “*what’s next?*”.

The Florida Legislature charged each Task Force with providing recommendations and evaluations in a final report which will guide the Florida Department of Transportation in its subsequent study phases through the implementation of high-level needs, guiding principles and instructions.

The guiding principles and instructions are intended to function as a set of directions to FDOT and other partners in implementing the Task Force’s recommendations as they carry out future planning, project development, and implementation activities related to the M-CORES program in s. 338.2278, F.S. The guiding principles provide a high-level statement of value and direction that is intended to apply in all decisions; the instructions detail specific commitments and actions. The Task Force recommendations are intended to supplement the requirements of current FDOT processes during planning, project development, design, and other implementation phases.

Section 338.2278 (3)(c)(6), F.S. states “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 Task Force views this statement as inclusive of both the guiding principles and the instructions and of the full range of planning, project development, and implementation activities. The Task Force also recognizes that as future work continues in the study area, additional information or changing conditions may provide insight about the feasibility and value of specific implementation steps that could warrant refinements to specific instructions; in these situations, the guiding principle and intent of the Task Force will guide any such refinements, in consultation with the corridor advisory group.

Draft Language for Discussion at Task Force Meeting 7

	Purpose	High-Level Need	Guiding Principle as Presented at Meeting 6	Member Comments from Meeting 6	Task Force Recommendations		For Future Discussion
					Revised Language for Review at Meeting 7	Instructions for Project Development and Beyond	
Consistency with Statewide, Regional, and Local Plans and Visions	<ul style="list-style-type: none"> All purposes 	<ul style="list-style-type: none"> All needs 	<ol style="list-style-type: none"> Be consistent with statewide, regional, and local plans and visions to the maximum extent possible. 	<ul style="list-style-type: none"> Local comprehensive plans should be respected, and a new route should fit into the current plans and do not assume comprehensive plans will just change. Be specific on the plans and vision—Local Government Comprehensive Plans, RPC Strategic Regional Policy Plans, and Florida Transportation Plan (FTP). Consider specific directives from Wekiva Parkway. Remove qualifying language “to the maximum extent possible.” Add “consistent with the statutory goals.” Recognize need for flexibility due to plan updates over time. <p><u>Written Comments</u></p> <ul style="list-style-type: none"> Respect local comp plans. 	<ol style="list-style-type: none"> Be consistent with <u>the vision, goals, and strategies of the Florida Transportation Plan (s. 339.155, F.S.)</u>. <u>Be consistent with goals, objectives, policies, and resources identified in local government comprehensive plans (s. 163.3177 and 163.3178, F.S.), metropolitan long-range transportation plans (s. 339.175, F.S.), and strategic regional policy plans (s. 186.507, F.S.) statewide, regional, and local plans to the maximum extent possible.</u> 	<ul style="list-style-type: none"> Consider <u>goals, objectives, policies, and resources identified in Place an emphasis on future land use maps and growth projections, as well as regional and community visions as adopted into strategic regional policy plans and/or local government comprehensive plans.</u> Develop a process for reconciling differences among <u>statutorily required state, regional, and local plans and visions related to transportation corridors and future growth and development projections, including differences related to the timing and horizon years of plan updates.</u> Identify needs to update <u>statutorily required plans to address Task Force recommendations such as designation and management of transportation corridors including statutory requirements to address (s. 337.273, F.S.) and consideration of whether areas around potential interchange locations contain appropriate land use and natural resource environmental protections around proposed interchanges (s. 338.2278, F.S.); coordinate among planning agencies local governments, regional planning councils, and metropolitan planning organizations on plan updates.</u> Build on <u>vision, goals, and strategies of the Florida Transportation Plan.</u> 	
Maximizing Use of Existing Facilities	<ul style="list-style-type: none"> All purposes 	<ul style="list-style-type: none"> All needs 	<ol style="list-style-type: none"> Evaluate potential statewide and interregional corridor improvements in this priority order: <ol style="list-style-type: none"> Make safety and operational 	<ul style="list-style-type: none"> Amend iii (where it says “where necessary”) to acknowledge that this is only when i and ii have been exhausted. 	<ol style="list-style-type: none"> Evaluate <u>Develop potential alternatives for addressing statewide and interregional mobility and connectivity needs corridor improvements in this priority order:</u> 	<ul style="list-style-type: none"> Identify and advance safety and operational improvements to existing <u>transportation facilities.</u> Evaluate potential capacity improvements to existing <u>transportation facilities in or near the study area, including their</u> 	

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		<ul style="list-style-type: none"> improvements to existing transportation facilities. ii. Add capacity to existing transportation facilities including co-location of facilities within existing disturbed right of way and other approaches to transforming existing facilities and right of way to accommodate additional modes, uses, and functions. iii. Where necessary to address statewide and interregional mobility or connectivity needs, develop new transportation facilities. 	<p><u>Written Comments</u></p> <ul style="list-style-type: none"> Alternative routes and improvements to corridors beyond the current task force boundaries should be considered as part of the evaluation of need, routing and alignment decision-making. US 41, SR 44, SR 484 and SR 40 should be evaluated as a co-location alternatives for the Suncoast and Northern Turnpike corridors. CR 336 dividing the Goethe State Forest should not be included as a co-location alternative. 	<ul style="list-style-type: none"> i. Make Safety and operational improvements to existing transportation facilities; ii. Then additional add capacity in existing transportation facilities or right of way in or near the study area including co-location of facilities within existing disturbed right of way and other approaches to transforming existing facilities and right of way to accommodate additional modes, uses, and functions; iii. In circumstances where purpose and need, and/or guiding principles cannot be addressed by operational or existing facility/right of way improvements, or in circumstances where these improvements are not consistent with local government comprehensive plans or documented community goals, then evaluate new facilities iii. Where necessary to address statewide and interregional mobility or connectivity needs, develop new transportation facilities. 	<p>impact on the surrounding natural resource environment, land uses, and communities.</p> <ul style="list-style-type: none"> Evaluate opportunities for co-location within or adjacent to existing disturbed right of way in or near the study area, including their impact on the surrounding natural resource environment, land uses, and communities. Assess connectivity gaps between existing transportation facilities and areas identified as priorities for attraction, and potential opportunities for closing those gaps. Evaluate opportunities to advance specific improvements that support a system meeting the long-term needs of statewide and interregional flows movements of people and freight during future phases of project development. 		
Technology	<ul style="list-style-type: none"> All purposes 	<ul style="list-style-type: none"> All needs 	<p>3. Apply innovative strategies to incorporate technology into corridor planning, design, construction, operations, and maintenance.</p>	<ul style="list-style-type: none"> Add "tolling technology." <p><u>Written Comments</u></p> <ul style="list-style-type: none"> Delete "apply innovative strategies" from #3. Add "Plan for and provide infrastructure for electric vehicle charging stations." 	<p>3. Apply innovative strategies to incorporate technology into corridor planning, design, construction, operations, and maintenance.</p> <p>4. Accommodate emerging vehicle and information technologies such as</p>	<ul style="list-style-type: none"> Continuously Coordinate and partner, when appropriate, with agencies and the private sector to leverage resources, applications, and infrastructure. Plan and design the corridors to accommodate technologies/ 	<ul style="list-style-type: none"> Added instruction in Transportation Network Connectivity regarding maintaining existing facilities. Note that operations includes tolling.

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		4. Accommodate emerging vehicle and information technologies such as autonomous, connected, electric, and shared vehicles (ACES) and mobility as a service (MaaS).		autonomous, connected, electric, and shared vehicles (ACES) and mobility as a service (MaaS).	<ul style="list-style-type: none"> applications, considering their ability to evolve/adapt over time. Design, construct, and maintain corridors using state-of-the-art, resilient, and energy efficient materials and methods of construction. <u>Plan for and provide infrastructure for electric vehicle charging stations.</u> 	
Community Character	<ul style="list-style-type: none"> Revitalize Rural Communities Enhance Quality of Life and Public Safety 	<ul style="list-style-type: none"> Provide a transportation network that revitalizes and enhances communities and industries. 	<p>5. Avoid or minimize impacts to the rural communities and attractions where feasible.</p> <ul style="list-style-type: none"> Don't use buzz words such as context sensitive solution. Remove "where feasible." <p><u>Written Comments</u></p> <ul style="list-style-type: none"> Establish an Environmental Advisory Committee made up of environmental agency and advocacy groups and area officials to engage in routing and design considerations. No impacts to National Register of Historic Places sites. Protect community character. Protect rural communities from suburban sprawl. 	<p>5. Avoid or minimize impacts to the rural communities and attractions reinforce the unique character of each community. where feasible.</p>	<ul style="list-style-type: none"> <u>Avoid and do not impact known cemeteries and historic markers, known cultural sites, and sites currently listed in the National Register of Historic Places.</u> <u>Avoid and do not impact Native American Tribal lands. Coordination will be undertaken if historic properties of religious or cultural significance to the Native American Tribes are discovered during project development.</u> <u>Plan, design, construct, operate, and maintain corridors that recognize and incorporate the surrounding community character through context sensitive solutions while accommodating potential growth and development. Balance the need to move vehicles safely and efficiently while preserving scenic, aesthetic, historic, and environmental resources.</u> 	<ul style="list-style-type: none"> Corridor Advisory Group to be discussed in Action Plan. Sprawl addressed in Plan Consistency guiding principle.
Economic Development	<ul style="list-style-type: none"> Revitalize Rural Communities Encourage Job Creation 	<ul style="list-style-type: none"> Support expansion of existing and new industries through enhanced access to jobs, education, and healthcare. Strengthen the local tourism, ecotourism, agritourism, and outdoor recreation economy. Provide a transportation network that 	<p>6. Develop infrastructure that enhances economic development and employment opportunities.</p> <ul style="list-style-type: none"> Add public transit to help transportation from rural to employment areas and healthcare facilities. Reflect some sensitivity to the existing businesses in rural communities. Include planning instructions to protect existing business. Add linkage or modifier word that enhances economic development consistent with local 	<p>6. Develop infrastructure that <u>strengthens existing local businesses and</u> enhances economic development and employment opportunities.</p> <p><u>Avoid impacts to natural assets important to tourism, agritourism, ecotourism, and outdoor recreation.</u></p>	<ul style="list-style-type: none"> <u>Be consistent with economic development elements of local government comprehensive plans (s. 163.3177 and 163.3178, F.S.), and comprehensive economic development strategies developed by regional planning councils in their capacity as federal economic development districts.</u> <u>Enhance economic development opportunities related to regional assets such as airports, educational facilities, and healthcare facilities by improving</u> 	<ul style="list-style-type: none"> Added instruction to Transportation Network Connectivity: "Coordinate with Metropolitan/Transportation Planning Organizations and transit providers on transit needs and opportunities." Local preference and Comprehensive Plan consistency addressed in Plan Consistency guiding principle.

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		<p>revitalizes and enhances communities and industries.</p>	<p>comprehensive plans and future land use maps.</p> <ul style="list-style-type: none"> • Add “where appropriate” at the end of the statement. • Add “consistent with local preference.” • Add “support existing local businesses—retention and expansion opportunities.” <p><u>Written Comments</u></p> <ul style="list-style-type: none"> • Avoid impacts to natural assets important to ecotourism and outdoor recreation, while providing access to tourists. • Provide for recreational greenways and trails. • Promote the creation of sustainable new business opportunities. • Protect existing businesses in the rural communities. 		<p><u>access while avoiding direct impacts.</u></p> <ul style="list-style-type: none"> • Provide support to local governments and economic development organizations to maximize long-term economic benefits from corridor investments in the study area. • Engage with agriculture, timber and forestry <u>silviculture</u>, manufacturing, logistics, and other industry stakeholders to understand and incorporate their infrastructure needs. • Plan for and design address truck parking and rest area needs. • <u>Support the local tourism and recreation economy by providing opportunities for access and connections to outdoor recreation areas such as recreational greenways, trails, and hunting and fishing areas.</u> • <u>Plan for and design infrastructure to protect access to existing businesses in rural communities.</u> 	
<p>Conservation Lands</p>	<ul style="list-style-type: none"> • Protect Environmental and Natural Resources 	<ul style="list-style-type: none"> • Protect, restore, enhance, and connect public and private environmentally sensitive areas, conservation lands, threatened and endangered species habitats, key water quality resources, and ecosystems. 	<p>7. Enhance to the extent practical existing and planned conservation lands to support statewide and regional conservation goals.</p> <p>8. Avoid, to the extent feasible, and where avoidance is not feasible, minimize and mitigate, impacts to existing and future conservation lands.</p> <ul style="list-style-type: none"> • Add an environmental advising committee like Wekiva (it may be broader). • Instead of supporting land acquisition program, FDOT should fund the program in a 2:1 value ratio. • Provide more specifics as they are in principles presented in Meeting #5. • Begin with avoid not enhance. <p><u>Written Comments</u></p> <ul style="list-style-type: none"> • Do not impact: All public and private conservation lands (FNAI’s Managed Conservation Lands dataset); Wetland mitigation banks; Wetland 	<p>7. <u>Restore and enhance to the extent practical existing and planned conservation lands to support statewide and regional conservation goals.</u></p> <p>8. <u>Avoid, to the extent feasible, and where avoidance is not feasible, minimize and mitigate, impacts to and fragmentation of existing and future-planned conservation lands.</u></p>	<ul style="list-style-type: none"> • <u>Do not place new corridors through: state parks, state forests, mitigation banks, existing managed conservation lands (including conservation easements), wildlife refuges, or Florida Forever acquired lands.</u> • <u>Leverage partnerships to support a land protection program to acquire state conservation lands to support statewide and regional conservation plans and mitigate the impact of corridor construction [including s. 338.2278 (3)(c)(6) & (8), F.S.]. Coordinate with the Florida Department of Environmental Protection and other agencies for Florida Forever Program projects that are in the highest priority for acquisition, potential Water Management District lands, and lands within the</u> 	<ul style="list-style-type: none"> • Corridor Advisory Group to be discussed in Action Plan. • M-CORES legislation instructs FDOT to consult FDEP during project development regarding land acquisition. Instruction #2 also recommends coordination for land acquisition program. • BMAPs are much more specific in terms of water quality improvement projects than springs priority focus areas. • Storm surge covered in Emergency Management guiding principle.

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			<p>regulatory easements; and Swallets.</p> <ul style="list-style-type: none"> No new corridors shall be created through: <ul style="list-style-type: none"> All areas approved/listed for public conservation but not yet acquired including Florida Forever, Rural and Family Land and Florida Communities Trust projects (all priorities); Lands within the optimal boundaries as per the adopted management plan for regional, state and national parks, forests and refuges and water management areas; Rare Species Habitat Conservation Priorities; CLIP version 4.0 Aggregated Priorities model, which combines conservation priorities from the Biodiversity, Landscapes, and Surface Waters Resource Priority models, and the underlying CLIP Core Data layers; Springs Priority Focus Areas; Storm Surge Zones (Tropical Storm, Cat 1, Cat 2 and Cat 3). Natural Resources of Regional Significance from the North Central Florida Regional Planning Council. 		<p><u>optimal boundaries of the adopted management plan for regional, state and national parks, forests, refuges, and water management areas.</u></p> <ul style="list-style-type: none"> Coordinate with Regional Planning Councils to support Natural Resources of Regional Significance outlined in their Strategic Regional Policy Plans. Coordinate with the Florida Forest Service to identify lands managed with <u>prescribed or controlled burns and their associated smokesheds and minimize impacts associated with corridor location and operations.</u> Use established procedures and <u>analysis tools during project development to avoid, minimize and mitigate impacts to, and enhance: wetland mitigation banks and regulatory easements, swallets, Florida Communities Trust projects, Wildlife Management Areas, and Rare Species Habitat Conservation Priorities.</u> Reference <u>CLIP version 4.0 Priorities model during project development.</u> 	

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			<ul style="list-style-type: none"> Add “enhance” if DO NOT IMPACT language isn’t adopted in #8. Protect environmental lands and natural resources vulnerable to direct and secondary impacts of each M-CORES. Mitigate unavoidable impacts. Provide connection in Guiding Principles to the areas FDOT committed as “Will Not Impact” and “No New Corridor Through.” Add an instruction to coordinate with the Florida Forest Service regarding the use of prescribed fire on managed lands. 			
Wildlife Habitats and Connectivity	<ul style="list-style-type: none"> Protect Environmental and Natural Resources 	<ul style="list-style-type: none"> Protect, restore, enhance, and connect public and private environmentally sensitive areas, conservation lands, threatened and endangered species habitats, key water quality resources, and ecosystems. 	<p>9. Enhance to the extent practical wildlife habitats and corridors to support statewide and regional wildlife protection goals.</p> <p>10. Avoid, to the extent feasible, and where avoidance is not feasible, minimize and mitigate impacts to endangered or threatened species and their habitats.</p> <p><u>Written Comments</u></p> <ul style="list-style-type: none"> Add “enhance” if DO NOT IMPACT language isn’t adopted in #10. Within areas identified as priority 1 and 2 of the Florida Ecological Greenway Network, impacts only will be allowed with enhancement—Areas impacted within priority 1 and 2 of the Florida Ecological Greenway Network, elevated roadways and wildlife crossings should replace 	<p>9. Enhance to the extent practical <u>and restore</u> wildlife habitats and corridors to support statewide and regional wildlife protection goals.</p> <p>10. Avoid, to the extent feasible, and where avoidance is not feasible, minimize and mitigate impacts to endangered or threatened species <u>and fragmentation of their</u> habitats.</p>	<ul style="list-style-type: none"> <u>Leverage partnerships</u> to support a land protection program to acquire state conservation lands to support the completion of wildlife connectivity gaps (<u>including s. 338.2278 (3)(c)(6) & (8), F.S.</u>). Coordinate with the Florida Fish and Wildlife Conservation Commission to enhance wildlife corridor connectivity including lands identified as priority 1 and 2 in the Florida Ecological Greenways Network. <u>Support a regional approach</u> to enhanced wildlife connectivity by restoring fish and wildlife habitat corridors and providing fish passages and wildlife crossings, where feasible. <u>Minimize impacts of transportation lighting on nearby agricultural, environmental, and conservation lands.</u> <u>Consult with state and federal agencies to identify and protect threatened and endangered</u> 	<ul style="list-style-type: none"> M-CORES legislation instructs FDOT to consult FDEP during project development regarding land acquisition. Instruction #1 also recommends coordination for land acquisition program.

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			<p>existing at-grade highways to greatly reduce personal injury and property damage caused by vehicle collisions with wildlife on second Instruction.</p> <ul style="list-style-type: none"> Consult established state and federal resources to identify endangered species (wildlife and plants), their habitats, and wildlife corridors. Avoid fragmentation. 		<p><u>species (wildlife and plants) and their habitats.</u></p>	
<p>Water Resources</p> <ul style="list-style-type: none"> Protect Environmental and Natural Resources 	<ul style="list-style-type: none"> Protect, restore, enhance, and connect public and private environmentally sensitive areas, conservation lands, threatened and endangered species habitats, key water quality resources, and ecosystems. 	<p>11. Enhance to the extent practical important water resources in support of statewide and regional water supply and quality goals.</p> <p>12. Avoid, to the extent feasible, and where avoidance is not feasible, minimize and mitigate, impacts to important water resources.</p>	<ul style="list-style-type: none"> Add specifics from Meeting #5 guiding principles. <p><u>Written Comments</u></p> <ul style="list-style-type: none"> Add "enhance" if DO NOT IMPACT language isn't adopted on #12. FDOT should fund BMAPs for impacted waters and just not work with to develop which is meaningless. Environmental protection measures to be employed during corridor development. Require development associated with M-CORES to protect surface and groundwater resources while promoting compact, ecologically, and economically sustainable growth. Avoid and/or minimize impacts to sensitive natural resources critical to Florida's water supply and quality, economy, wildlife habitat, and quality of life. Add springheads, springsheds, aquifer recharge areas, and lakes to GP #12. 	<p>11. Enhance to the extent practical important water resources in support of statewide and regional water supply and quality goals.</p> <p>12. Avoid, to the extent feasible, and where avoidance is not feasible, minimize and mitigate, impacts to important water resources <u>including springsheds and aquifer recharge areas.</u></p>	<ul style="list-style-type: none"> <u>Avoid and do not impact springheads and lakes.</u> <u>Do not place new corridors through aquatic preserves.</u> <u>Leverage partnerships to support water resource enhancements that will improve regional water quality (including s. 338.2278 (3)(c)(6) & (8), F.S.).</u> Coordinate with Water Management Districts and the Florida Department of Environmental Protection for projects in Basin Management Action Plans (BMAPs) for springs and other surface water bodies and protection and enhancement of aquifer and groundwater recharge areas, Outstanding Florida Waters, wetlands, floodplains, and other surface waters. Address both local and regional flooding problems by integrating stormwater and floodplain management strategies where feasible. <u>Avoid placing transportation corridors and stormwater ponds in sinkholes and karst areas.</u> <u>Use established procedures and analysis tools during project development to avoid, minimize, and mitigate impacts to Water Management District surface, groundwater, proposed well, and atmospheric sites.</u> 	<ul style="list-style-type: none"> Growth management addressed in Plan Consistency guiding principle.

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Agriculture	<ul style="list-style-type: none"> Protect Environmental and Natural Resources 	<ul style="list-style-type: none"> Protect, restore, enhance, and connect public and private environmentally sensitive areas, conservation lands, threatened and endangered species habitats, key water quality resources, and ecosystems. 	13. Avoid, to the extent feasible, impacts to agricultural lands, prime farmlands, and timber lands.	<ul style="list-style-type: none"> Remove “to the extent feasible.” Make sure pioneer farms are included. Broaden the definition of agriculture land, avoid jargon such as prime land. Don’t oversimplify. Agriculture is encompassed by farmlands, silviculture, and cattle ranches. Add/recognize hunting lands, fishing industry—recreational and commercial. Do not fragment farmlands and forests. Provide/maintain access to farmlands. <p><u>Written Comments</u></p> <ul style="list-style-type: none"> Protect agricultural and silvicultural lands for current and future production. Preserve ability of landowners to conduct controlled burns. 	13. Avoid, to the extent feasible, impacts to <u>and fragmentation of agricultural lands, prime farmlands, silviculture, and cattle ranches. timber lands</u>	<ul style="list-style-type: none"> <u>Avoid and do not impact Farmland Preservation Areas identified in local government comprehensive plans.</u> Recognize existing preservation areas such as of the Florida Rural and Family Lands Protection Program lands, and Farmland Preservation Areas identified in local government comprehensive plans, as well as those lands formally designated for future protection <u>within this program.</u> Plan, design, construct, operate, and maintain a <u>corridors</u> that protect the region’s agricultural lands (including Century Pioneer Family Farms), avoid <u>segmentation fragmentation of agricultural lands,</u> and facilitate connectivity to and between agricultural lands <u>them.</u> <u>Work with owners/operators of farmlands, silviculture, and cattle ranches to understand their needs and plans.</u> 	<ul style="list-style-type: none"> Added hunting and fishing to Economic Development instruction. Controlled burns are included in Conservation Lands instruction (the instruction is not limited to conservation lands).
Emergency Preparedness and Response	<ul style="list-style-type: none"> Enhance Quality of Life and Public Safety Leverage Technology 	<ul style="list-style-type: none"> Strengthen emergency mitigation, preparedness, response, and recovery to enhance safety. 	14. Plan, design, construct, operate and maintain resilient corridors that support state, regional, and local plans for emergency preparedness, response, recovery, and mitigation.	<p><u>Written Comments</u></p> <ul style="list-style-type: none"> Address the impacts of storm surge and sea level rise. 	14. Plan, design, construct, operate and maintain resilient corridors that support state, regional, and local plans for emergency mitigation, preparedness, response, and recovery.	<ul style="list-style-type: none"> <u>Do not place new corridors through category 2 storm surge zones.</u> <u>Avoid and do not impact high risk coastal areas consistent with local government comprehensive plans.</u> Coordinate with state, regional, and local response plans and priorities, including evacuation and sheltering. Provide opportunities for staging areas for emergencies (SAFE) as outlined in SB 7018. <u>Plan and develop corridors that consider vulnerability to risks such as inland flooding, storm surge</u> 	

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						<p><u>zones, and changing coastlines/sea level rise.</u></p> <ul style="list-style-type: none"> • <u>Design and construct infrastructure to withstand and recover from potential risks such as extreme weather events and climate trends.</u> 	
Infrastructure Opportunities	<ul style="list-style-type: none"> • Revitalize Rural Communities • Encourage Job Creation • Leverage Technology • Enhance Quality of Life and Public Safety 	<ul style="list-style-type: none"> • Expand rural utility infrastructure, including broadband, water, and sewer to enhance quality of life. 	<p>15. Plan and design enhanced or new corridors to enable co-location of utility infrastructure.</p> <p>16. Coordinate utility investment with future land use, economic development, transportation, and water quality plans.</p>		<p>15. Plan and design enhanced or new corridors to enable co-location of <u>broadband and other utility infrastructure.</u></p> <p>16. Coordinate utility investment with future land use, economic development, transportation, and water quality plans.</p>	<ul style="list-style-type: none"> • Minimize impacts by not Do not placing new corridors through public or private utility facilities. • Support local governments and utility providers regarding existing and planned utility projects, including identifying opportunities within the study area to co-locate utilities within and adjacent to transportation corridors. • <u>Collaborate with broadband providers, local governments, and the Florida Department of Economic Opportunity, leveraging funding allocations (s. 339.0801) and guided by the broadband strategic plan (s. 364.0135) to integrate broadband into corridors.</u> • Explore opportunities to extend sewer service for septic to sewer conversions to improve quality of life and water quality. 	
Transportation Network Connectivity	<ul style="list-style-type: none"> • Revitalize Rural Communities • Provide Regional Connectivity 	<ul style="list-style-type: none"> • Improve statewide and regional transportation mobility and connectivity for people and freight. • Address statewide and regional safety and mobility needs due to the growth in population and visitation. 	<p>17. Enhance interregional connectivity by providing direct connections between major statewide corridors.</p> <p>18. Plan interregional corridors to support the function of regional and local networks.</p>		<p>17. Enhance interregional connectivity by providing direct connections between major statewide corridors.</p> <p>18. Plan interregional corridors to support the function of regional and local networks.</p>	<ul style="list-style-type: none"> • Plan corridor access and termini consistent with local and regional goals for targeted growth or preservation areas. • <u>Maintain existing facilities and connections for local traffic.</u> • Evaluate improvements and access to existing and planned non-motorized trail networks. • <u>Coordinate with Metropolitan/Transportation Planning Organizations and transit providers on transit needs and opportunities.</u> 	