

## 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/after Meeting 6	Revised Language for Review at Meeting 7	For Future Discussion	Instructions for Project Development and Beyond
<p><b>Consistency with Statewide, Regional, and Local Plans and Visions</b></p>	<ul style="list-style-type: none"> <li>All purposes</li> </ul>	<ul style="list-style-type: none"> <li>All needs</li> </ul>	<p>1. Ensure planning and development of the corridor is consistent with local, regional, and state plans and visions to the maximum extent possible.</p>	<ul style="list-style-type: none"> <li>Local comprehensive plans should be respected, and a new route should fit into the current plans. Do not assume comprehensive plans will be amended to support this new road.</li> <li>Be specific on the plans &amp; vision— Local Government Comprehensive Plans, RPC Strategic Regional Policy Plans, and Florida Transportation Plan (FTP)</li> <li>Consider specific directives from Wekiva Parkway</li> <li>Remove qualifying language “to the maximum extent possible”; consider the financial assistance needed to update these plans to support M-CORES and the impacts to comprehensive plans and future land use maps.</li> <li>Use Guiding Principles from Meeting #5 as they are more specific, these presented at Meeting #6 are too vague.</li> </ul> <p><u>Written Comments:</u></p> <p>Revisions to Guiding Principle:</p> <ul style="list-style-type: none"> <li>Remove “to the maximum extent possible”.</li> </ul>	<p>1. <u>Be consistent with statutorily required statewide, regional, and local plans including the Florida Transportation Plan (FTP), Regional Planning Council (RPC) Strategic Regional Policy Plans, Long Range Transportation Plans (LRTPs), and local government comprehensive plans. Ensure planning and development of the corridor is consistent with local, regional, and state plans and visions to the maximum extent possible.</u></p>		<ul style="list-style-type: none"> <li><del>Build on</del> <u>Be consistent with the vision, goals, and strategies of the Florida Transportation Plan (s. 339.155, F.S.).</u></li> <li>Respect <del>Consider</del> 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.), and adopted regional and community visions, <u>placing place emphasis on future land use maps and look to these plans for consistency and language and growth projections, as well as consideration of regional and community visions as adopted into strategic regional policy plans and/or local government comprehensive plans.</u></li> <li><del>Develop process for</del> <u>Establish coordination with local representatives for reconciling differences among statutorily required state, regional, and local plans related to transportation corridors and future growth and development projections, including differences related to the timing and horizon years of plan updates and visions.</u></li> <li>Identify needs to update <u>statutorily required</u> plans to address Task Force recommendations, <del>and designate</del> such as <u>designation and management of transportation corridors (s. 337.273, F.S.), including statutory requirements to address and consideration of whether areas around potential interchange locations contain appropriate land use and natural environmental resource protections (s. 338.2278, F.S.) around proposed interchanges; coordinate with among local governments, regional planning councils, metropolitan planning organizations, and FDOT planning agencies on plan updates.</u></li> <li><del>Consider providing technical assistance with updates and revisions to plans or policies where needed to accommodate the corridor.</del></li> </ul>

	Purpose	High-Level Need	Guiding Principle as Presented at Meeting 6	Member Comments from/after Meeting 6	Revised Language for Review at Meeting 7	For Future Discussion	Instructions for Project Development and Beyond
<p><b>Maximizing Use of Existing Facilities</b></p>	<ul style="list-style-type: none"> <li>All purposes</li> </ul>	<ul style="list-style-type: none"> <li>All needs</li> </ul>	<p>2. Evaluate potential statewide and interregional corridor improvements in this priority order:</p> <ul style="list-style-type: none"> <li>i. Make safety and operational improvements to existing transportation facilities.</li> <li>ii. Add capacity to existing transportation facilities including co-location of facilities within existing disturbed right-of-way to accommodate additional modes, uses, and functions.</li> <li>iii. Where necessary to address statewide and interregional mobility or connectivity needs, develop new transportation facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Amend iii (where it says “<i>where necessary</i>”) to acknowledge that this is only when i. and ii. have been exhausted. Remove conditional phrases. Include co-location for routes and existing corridors outside the study area and treat this as a tiered process.</li> <li>New facilities should be considered as a last option.</li> </ul> <p><u>Written Comments:</u> Revisions to Guiding Principle:</p> <ul style="list-style-type: none"> <li>Amend iii. from “<i>Where necessary</i>” to “<i>Where demonstrated need necessary</i>”</li> </ul>	<p>2. Evaluate potential <del>statewide and interregional corridor improvements</del> <u>alternatives tofor addressing the M-CORES purposes and interregional statewide connectivity and mobility needs</u> in this priority order:</p> <ul style="list-style-type: none"> <li>i. Make safety and operational improvements to existing transportation facilities.</li> <li>ii. Add capacity to existing transportation facilities <u>or right-of-way in or near the study area</u>, 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.</li> <li>iii. <del>Where necessary to address statewide and interregional mobility or connectivity needs, develop new transportation facilities.</del> <u>In circumstances where purpose and need, and/or other guiding principles cannot be addressed, by operational or existing facility improvements, or in circumstances where these improvements are not consistent with local government comprehensive plans or documented community goals, then new alignment alternatives may be evaluated.</u></li> </ul>		<ul style="list-style-type: none"> <li>Identify and advance safety and operational improvements to existing <u>transportation facilities</u>.</li> <li><u>Evaluate potential capacity improvements to existing transportation facilities in or near the study area, including their impact on surrounding environmental resources, land uses, and communities.</u></li> <li>Evaluate opportunities for co-location within or adjacent to existing disturbed right-of-way <u>in or near the study area</u>, including their impact on surrounding <del>natural</del> environmental resources, land uses, and communities.</li> <li>Assess connectivity gaps between existing <u>transportation facilities</u> and areas identified as priorities for attraction, and potential opportunities for closing those gaps.</li> <li>Advance specific improvements that support a system meeting the long-term needs of statewide and interregional flows of people and freight.</li> <li><u>Collaborate with local governments on operational improvements, existing facility enhancements, and, if needed, interchange locations to ensure consistency with local government comprehensive plans. This collaboration should consider how proposed improvements can help enhance the vitality of the residential and business communities.</u></li> </ul>

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<b>Technology</b>	<ul style="list-style-type: none"> <li>All purposes</li> </ul>	<ul style="list-style-type: none"> <li>All needs</li> </ul>	3. Leverage and prepare for emerging technologies to meet all needs.	<p><u>Written Comments:</u></p> <ul style="list-style-type: none"> <li>Provide EV infrastructure</li> </ul>	3. Leverage and prepare for emerging technologies to meet all needs.		<ul style="list-style-type: none"> <li>Leverage existing technology to help <u>avoid, minimize, or mitigate adverse impacts.</u></li> <li>Consider how future and emerging technologies, <u>such as electronic and automated vehicles</u> may also be accommodated.</li> <li><u>Apply innovative planning and design strategies such as using state-of-the-art energy efficient methodologies, technologies, and materials to develop the corridor.</u></li> </ul>
<b>Resilience</b>	<ul style="list-style-type: none"> <li>All purposes</li> </ul>	<ul style="list-style-type: none"> <li>All needs</li> </ul>	4. Ensure that any new transportation infrastructure considers extreme weather events in addition to climate, social, and economic changes and can adapt to and mitigate risks.	<ul style="list-style-type: none"> <li>Remove “, <i>social, and economic</i>” as it is too broad and is important to separate physical and social hazards.</li> <li>Details are needed in Guiding Principle/ Instructions, ex: “<i>no new corridors through storm surge zones for Category 1-3 hurricanes</i>”.</li> </ul> <p><u>Written Comments:</u></p> <p>Addition to Guiding Principle:</p> <ul style="list-style-type: none"> <li><i>Plan and design corridors that consider vulnerability to risks such as inland flooding and changing coastlines/sea level rise.</i> [moved from Instructions]</li> </ul> <p>Instructions:</p> <ul style="list-style-type: none"> <li>Move current Instructions [above] to Guiding Principle and replace Instructions with: ‘<i>Identify sea level rise projections appropriate to the planning horizon of road and bridge infrastructure.</i>’</li> </ul>	4. <u>Plan and develop corridors that consider vulnerability to risks such as inland flooding, storm surge zones, and changing coastlines/sea level rise.</u>  <u>Design and construct infrastructure to withstand and recover from potential risks such as extreme weather events and climate trends.</u>	Corridor Advisory Group to be discussed in Action Plan.	<ul style="list-style-type: none"> <li><del>Plan and develop corridors that consider vulnerability to risks such as inland flooding and changing coastlines/sea level rise.</del></li> <li><u>Identify sea level rise projections appropriate to the planning horizon of road and bridge infrastructure.</u></li> <li><u>Develop, analyze, and evaluate corridors for their ability to avoid Category 1-3 storm surge zones and do not develop new corridors through these areas.</u></li> </ul>
<b>Transportation Modes</b>	<ul style="list-style-type: none"> <li>All purposes</li> </ul>	<ul style="list-style-type: none"> <li>All needs</li> </ul>	5. Plan, design, construct and operate a corridor that accommodates multiple modes of transportation.	No comments were provided.	5. Plan, design, construct and operate a corridor that accommodates multiple modes of transportation.		<ul style="list-style-type: none"> <li>Consult with local communities, adopted plans, and the public on needs and preferences for multimodal forms of transportation to be included with the corridor.</li> <li><del>Assess the opportunity for inclusion of multiple forms of travel during corridor development (for future improvements).</del></li> <li><u>Apply innovative planning and design strategies to accommodate multiple modes of transportation.</u></li> <li><u>Enhance mobility and accessibility in areas with high concentrations of transportation- disadvantaged populations.</u></li> </ul>

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<b>Community Identity and Character</b>	<ul style="list-style-type: none"> <li>Enhance quality of life and public safety</li> </ul>	<ul style="list-style-type: none"> <li>Preserve and improve the <u>rural</u> character and quality of communities</li> </ul>	<p>6. Seek opportunities to maintain and enhance the character and quality of life in communities, and ensure the corridor provides for their future vitality.</p>	<ul style="list-style-type: none"> <li>Remove “<i>Protect the environment and natural resources</i>” from “<i>Purpose</i>”.</li> <li>Add “rural” so Guiding Principle reads as “...<i>enhance the rural character</i>...”</li> <li>Recommend adding language to this/other Guiding Principle/ Instructions for establishing an Environmental Advisory Committee that could weigh in on decisions regarding potential impacts, land acquisition, and loss of private/public conservation lands (like Wekiva).</li> <li>Concern of lumping protection of natural resources within enhancing Quality of Life for communities means it gets lost because of how it reads. Include protection as well.</li> <li>As Quality of Life can mean different things to different counties, need a commitment to working with those communities on what they want as defined in the Guiding Principles/Instructions.</li> <li>Clarification on requirement to be a toll or limited access road; consider landscaping/ aesthetics when considering branding/ character of the community/local businesses. Include in Instructions: aesthetics, signage, outreach, etc.</li> <li>Proposed a ranking system for the Guiding Principles.</li> <li>Like Wekiva, clarify what individual communities want to get out of this project.</li> </ul> <p><u>Written Comments:</u> Additions to Guiding Principle:</p> <ul style="list-style-type: none"> <li><u><i>Avoid impacts to natural resources, rural lands and cultural assets identified as an avoidance area on “Avoidance and Attraction” maps.</i></u></li> </ul>	<p>6. Seek opportunities to maintain and enhance the <u>rural</u> character and quality of life in communities, and ensure the corridor provides for their future vitality.</p>	<p>Corridor Advisory Group to be discussed in Action Plan.</p>	<ul style="list-style-type: none"> <li><del>Work with communities on preferences and ensure local input and feedback is incorporated into corridor planning, interchange locations, additional infrastructure needs, and project development.</del></li> <li><u>Work with communities on preferences to enhance safety, quality of life, and character of communities. Community preferences for incorporation into corridor planning, interchange locations, additional infrastructure needs, and project development may include:</u> <ul style="list-style-type: none"> <li><u>access (toll vs. limited access and access locations).</u></li> <li><u>aesthetics and landscaping.</u></li> <li><u>branding, and</u></li> <li><u>signage.</u></li> </ul> </li> </ul>

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<b>Historic and Cultural Resources</b>	<ul style="list-style-type: none"> <li>Protect the environment and natural resources</li> </ul>	<ul style="list-style-type: none"> <li>Preserve and improve the <u>rural</u> character and quality of communities</li> </ul>	8. Prioritize avoiding impacts to historic and cultural resources; where avoidance is not feasible, minimize and mitigate impacts to them.	<p><u>Written Comments:</u></p> <p>Revisions to Guiding Principle:</p> <ul style="list-style-type: none"> <li>Prioritize avoiding impacts to historic and cultural resources; where avoidance is not feasible, minimize and mitigate impacts to them.</li> </ul> <p><u>Avoid impacts to historic and cultural resources. (Including historic and cultural resources identified as avoidance/no new corridors map).</u></p> <p><u>Move from Instructions to Guiding Principle:</u></p> <p>Avoid lands owned by Native American Tribes, cultural sites with human remains, cemeteries, and historic resources listed on the National Register of Historic Places (NRHP).</p>	<p>7. <del>Prioritize avoiding impacts to historic and cultural resources; where avoidance is not feasible, minimize and mitigate impacts to them.</del> <u>Avoid adverse impacts to these identified resources:</u></p> <ul style="list-style-type: none"> <li><u>Known cultural sites with human remains</u></li> <li><u>Known cemeteries</u></li> <li><u>Known lands owned by Native American Tribes</u></li> <li><u>Historic resources listed on the National Register of Historic Places (NRHP)</u></li> </ul> <p><u>If new resources are discovered, they will be addressed consistent with state and federal policies and regulations.</u></p>	Corridor Advisory Group to be discussed in Action Plan.	<ul style="list-style-type: none"> <li>Work with communities to identify needs for enhancement or protection of historic and cultural resources.</li> <li><u>Follow (FDOT) Project Development &amp; Environment (PD&amp;E) Manual, Part 2 Chapter 8, Section 106 of the National Historic Preservation Act (NHPA) of 1966 as amended, 36 Code of Federal Regulations (CFR) Part 800, and the Florida Historical Resources Act (FHRA), Chapter 267, Florida Statutes (F.S.), any involvement with historic and cultural resources, including lands owned by Native American Tribes, will be coordinated per these instructions.</u></li> </ul>



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<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Protect the environment and natural resources</li> </ul>	<ul style="list-style-type: none"> <li>Protect, restore, enhance, and connect public and private environmentally sensitive areas and ecosystems</li> </ul>	<p>9. Protect, restore, and enhance the integrity and connectivity of existing and planned regionally significant conservation lands.</p> <p>Prioritize avoiding impacts to identified conservation resources; where avoidance is not feasible, minimize and mitigate impacts to them.</p> <p>10. Seek opportunities to protect, restore, and enhance the integrity and connectivity of regionally significant wildlife and native plant habitats and corridors.</p> <p>Prioritize avoiding impacts to wildlife and native plant habitats, with emphasis on threatened and endangered species; where avoidance is not feasible, minimize and mitigate impacts to these habitats.</p> <p>11. Seek opportunities to protect, restore, and enhance the integrity of regionally significant water resources.</p> <p>Prioritize avoiding impacts to water resources; where avoidance is not feasible, minimize and mitigate impacts to them.</p> <p>12. Seek opportunities to protect, restore, and enhance the integrity and connectivity of federal, state, local, and regionally significant ecosystems.</p>	<p><b>CONSERVATION LANDS</b></p> <ul style="list-style-type: none"> <li>Suggested avoidance categories be more specific in Guiding Principle (or Instructions) and make a connection/reference to the GIS mapping tool.</li> <li>Advised to return to Guiding Principles presented at Task Force Meeting 5 which linked to avoidance areas.</li> <li>Guiding Principles should state that all private and public conservation lands should not be impacted. Add to Instructions that FDOT should fund a land acquisition program at least at a 2:1 ratio. If discussing water resources, Wekiva showed environmental protection measures to be employed during corridor development include turbidity barriers outside of Outstanding Florida Waters, require post-development recharge and runoff volumes vs. pre-development, comply/be consistent with Basin Management Action Plans (BMAP), coordinate with agencies/landowners for prescribed burn measures, etc.</li> <li>Protection for priority areas is important and we should set forth recommendations.</li> <li>Focus not only on natural resources, but their impact on people as we get more specific in Instructions.</li> <li>Include Florida Forever Lands/other conservation lands.</li> </ul> <p><u>Written Comments:</u></p> <p>Revisions to Guiding Principle:</p> <ul style="list-style-type: none"> <li><del>Prioritize avoiding impacts to identified conservation resources; where avoidance is not feasible, minimize and mitigate impacts to them.</del></li> </ul> <p><u>Avoid impacts to existing and future conservation lands including conservation lands identified as No Impact and No New Corridor</u></p>	<p><i>Note: Conservation Lands, Wildlife Habitats, Water Resources, and Ecosystem Connectivity Guiding Principles are now combined.</i></p> <p>8. Avoid adverse impacts to these identified resources:</p> <p><b><u>Will Not Impact:</u></b></p> <ul style="list-style-type: none"> <li><u>Springheads</u></li> <li><u>Named Lakes</u></li> <li><u>High Risk Coastal Areas</u></li> </ul> <p><b><u>No New Corridor Through:</u></b></p> <ul style="list-style-type: none"> <li><u>Coastal Areas</u></li> <li><u>Aquatic Preserves</u></li> <li><u>Mitigation Banks</u></li> <li><u>Florida Forever Acquired Lands</u></li> <li><u>Managed Conservation Areas</u></li> <li><u>State Forests</u></li> <li><u>State Parks</u></li> </ul> <p><u>Avoid or minimize and mitigate impacts to the following resources; and utilize these resources during the development, analysis, and comparative evaluation of project alternatives including the no-build. Resources identified include:</u></p> <p><b><u>Task Force Requests:</u></b></p> <ul style="list-style-type: none"> <li><u>Waccasassa Flats</u></li> <li><u>FEMA Floodways</u></li> <li><u>SWFWMD Surface Water Sites</u></li> <li><u>SWFWMD Groundwater Sites</u></li> <li><u>SWFWMD Atmospheric Sites</u></li> <li><u>SWFWMD Proposed Well Sites</u></li> <li><u>Water Management Lands (including Fee and Conservation Easements)</u></li> <li><u>State Owned Lands</u></li> </ul>	<p>Corridor Advisory Group to be discussed in Action Plan.</p>	<p><b>GENERAL</b></p> <p>Place a high priority on avoiding impacts to:</p> <ul style="list-style-type: none"> <li>Florida Ecological Greenway Network – Priority 1 and 2 lands must be considered in the Planning and PD&amp;E evaluations.</li> <li>High Priority Critical Lands and Waters Identification Project (CLIP) lands</li> </ul> <p><b>CONSERVATION LANDS</b></p> <ul style="list-style-type: none"> <li>Continue to identify and prioritize <u>private and public</u> conservation lands for enhancement or avoidance.</li> <li><del>Work with private and public conservation organizations to develop a land protection program for protection and acquisition of identified conservation lands</del></li> <li><u>Leverage s.338.2278 (3) (c) 6, F.S. acquisition authority and other conservation programs to identify and preserve additional land to accomplish multiple purposes, such as supporting planned and proposed conservation lands including those within the Florida Ecological Greenway Network Priorities 1 and 2.</u></li> </ul> <p><b>WILDLIFE HABITATS</b></p> <ul style="list-style-type: none"> <li>Continue to identify and prioritize wildlife areas for enhancement or avoidance.</li> <li>Ensure corridor minimizes impacts to wildlife corridors and bridges areas identified for protection if avoidance is not feasible.</li> </ul> <p><b>WATER RESOURCES</b></p> <ul style="list-style-type: none"> <li>Work with local jurisdictions to ensure best management practices (BMPs) and emerging technologies are utilized to maintain, restore, and enhance water quality within the corridor.</li> <li>Continue to identify and prioritize water resources for enhancement or avoidance.</li> </ul> <p><b>ECOSYSTEM CONNECTIVITY</b></p> <ul style="list-style-type: none"> <li>Continue to identify and prioritize ecosystems for enhancement or avoidance <u>while considering wildlife crossing linkages and overall ecosystem connectivity.</u></li> <li>Work with local organizations and businesses to understand the needs for ecotourism improvements and protections.</li> </ul>

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		<p>Prioritize avoiding impacts to identified resources; where avoidance is not feasible, minimize and mitigate impacts to them.</p>	<p><u>Through (on Avoidance &amp; Attraction Map)</u></p> <ul style="list-style-type: none"> <li>• <u>State Forests</u></li> <li>• <u>Florida Forever</u></li> <li>• <u>Aquatic Preserves</u></li> <li>• <u>State Parks</u></li> <li>• <u>Mitigation Banks</u></li> <li>• <u>Wildlife Refuges</u></li> <li>• <u>Managed Lands</u></li> <li>• <u>Cross Florida Greenway</u></li> </ul> <p>Addition to Instructions:</p> <ul style="list-style-type: none"> <li>• <u>Coordinate with the Florida Forest Service, Department of Agriculture &amp; Consumer Services in preserving the ability to use prescribed fire on public and private managed lands.</u></li> </ul> <p><b>WILDLIFE HABITAT</b></p> <p><u>Written Comments:</u></p> <p>Revisions to Guiding Principle:</p> <ul style="list-style-type: none"> <li>• <u>Prioritize avoiding <del>Avoid</del> impacts to wildlife and native plant habitats, with emphasis on threatened and endangered species; where avoidance is not feasible, minimize and mitigate impacts to these habitats.</u></li> <li>• <u>Ensure corridor minimizes <del>avoids</del> impacts to wildlife corridors and bridges areas identified for protection if avoidance is not feasible. [moved from Instructions to GP]</u></li> <li>• <u>Restore fish and wildlife habitat corridors and provide fish passages and wildlife crossings.</u></li> <li>• <u>Avoid, to the extent feasible, and enhance to the extent practical, where avoidance is not feasible, minimize and mitigate impacts to endangered or threatened species and their habitats.</u></li> </ul> <p><b>WATER RESOURCES</b></p> <ul style="list-style-type: none"> <li>• <u>There are emerging technologies and perceptual shifts in ways to think about stormwater treatment.</u></li> </ul> <p><u>Written Comments:</u></p> <p>Revisions to Guiding Principle:</p>	<ul style="list-style-type: none"> <li>• <u>Other Park Boundaries</u></li> <li>• <u>Wildlife Refuges</u></li> <li>• <u>Florida Forever Targeted Property</u></li> <li>• <u>Prime Farmland</u></li> <li>• <u>Springs Priority Focus Areas</u></li> <li>• <u>Tri-Colored Bats, Critical Wildlife Areas</u></li> <li>• <u>Florida Ecological Greenway Network – Priority 1 &amp; 2</u></li> <li>• <u>Aquifer Recharge Priorities</u></li> <li>• <u>Surface Water Resource Priorities</u></li> <li>• <u>Rare Species Habitat Conservation Priorities</u></li> </ul>		

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			<ul style="list-style-type: none"> <li>• <u>Prioritize avoiding Avoid impacts to important water resources; where avoidance is not feasible, minimize and mitigate impacts to them including springheads and associated springheds, aquifer recharge areas and lakes.</u></li> </ul> <p>Additions to Instructions:</p> <ul style="list-style-type: none"> <li>• <u>Support water resource enhancements that will improve water quality.</u></li> </ul> <p><u>Coordinate with Water Management Districts and the Florida Department of Environmental Protection for projects in Basin Management Action Plans (BMAPs) for springs; and protection and enhancement of aquifer and groundwater recharge areas, Outstanding Florida Waters, wetlands, floodplains, and other surface waters.</u></p> <p><b>ECOSYSTEM CONNECTIVITY</b></p> <ul style="list-style-type: none"> <li>• Suggested Instructions include evaluating wildlife crossing linkages when looking at ecosystem connectivity.</li> <li>• Include language about logical termini in the instructions; connecting into another large SIS facility.</li> </ul> <p><u>Written Comments:</u></p> <p>Revisions to Guiding Principle:</p> <ul style="list-style-type: none"> <li>• <u>Prioritize avoiding Avoid impacts to identified resources; where avoidance is not feasible, minimize and mitigate impacts to them important ecosystem linkages.</u></li> </ul>			

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<b>Economic Development</b>	<ul style="list-style-type: none"> <li>Revitalize rural communities</li> <li>Encourage job creation</li> <li>Enhance quality of life and public safety</li> </ul>	<ul style="list-style-type: none"> <li>Enhance <u>economic and workforce</u> development, access to education, and job creation</li> </ul>	<p>7. Maximize opportunities to enhance local community and economic development with an emphasis on rural areas.</p> <p>Avoid and minimize negative economic impacts to individual communities, businesses, and resources.</p>	<ul style="list-style-type: none"> <li><i>Note: Not discussed at Task Force Meeting 6.</i></li> </ul> <p><u>Written Comments:</u></p> <p>Revisions to Guiding Principle:</p> <ul style="list-style-type: none"> <li>Avoid and minimize negative economic impacts to individual communities, businesses, and resources.</li> </ul> <p>Avoid impacts to natural assets important to ecotourism, outdoor recreation, while providing access to tourists.</p> <ul style="list-style-type: none"> <li>Provide for recreational greenways and trails.</li> </ul>	<p>9. Maximize opportunities to enhance local community and economic development with an emphasis on rural areas.</p> <p>Avoid and minimize adverse economic impacts to individual communities, businesses, and resources.</p>		<ul style="list-style-type: none"> <li>Work with communities on preferences and consistency with economic development plans and visions.</li> <li>Conduct early outreach to communities and the public and private sectors to fully understand economic development needs including job training, education, and workforce development.</li> <li><u>Give priority to, and enhance potential economic development opportunities and employment benefits in the study area by providing, improving or maintaining accessibility to activity centers, employment centers, learning institutions, agricultural lands, and locating interchanges in a manner that preserves and maintains the local land use vision and goals.</u></li> </ul>
<b>Agricultural Land Uses</b>	<ul style="list-style-type: none"> <li>Revitalize rural communities</li> <li>Encourage job creation</li> <li>Protect the environment and natural resources</li> </ul>	<ul style="list-style-type: none"> <li>Improve connectivity to agricultural businesses, manufacturing, warehousing, freight terminals, and intermodal logistic centers</li> </ul>	<p>13. Plan and develop transportation corridors in a manner that protects the region's most productive agricultural lands and other rural lands with economic or environmental significance.</p> <p>Improve transportation connectivity to, from, and between working farms and other economically valuable rural lands.</p>	<ul style="list-style-type: none"> <li><i>Note: Not discussed at Task Force Meeting 6.</i></li> </ul> <p><u>Written Comments:</u></p> <p>Additions to High-Level Need:</p> <ul style="list-style-type: none"> <li><u>Protect agricultural and silvicultural lands for current and future production.</u></li> </ul> <p>Additions to Guiding Principle:</p> <ul style="list-style-type: none"> <li><u>Avoid entirely and do not impact lakes and farmland preservation areas designated in local government comprehensive plans.</u></li> </ul>	<p>10. Plan and develop transportation corridors in a manner that protects the region's most productive agricultural lands and other rural lands with economic or environmental significance.</p> <p>Improve transportation connectivity to, from, and between working farms and other economically valuable rural lands.</p>	Corridor Advisory Group to be discussed in Action Plan.	<ul style="list-style-type: none"> <li>Work with owners/operators of agriculture/silviculture lands to understand their needs and plans.</li> <li>Emphasize protection and enhancement of farmland preservation areas designated within local government comprehensive plans.</li> <li><u>Coordinate any impacts to Farmland Preservation Areas identified in local comprehensive plans and lands in the Florida Rural and Family Lands Program. This includes preserving the ability of landowners to conduct controlled burns for agricultural purposes.</u></li> </ul>
<b>Highway Safety</b>	<ul style="list-style-type: none"> <li>Enhance quality of life and public safety</li> </ul>	<ul style="list-style-type: none"> <li>Enhance <u>travel options and</u> safety for all transportation users</li> </ul>	<p>14. Plan, design, construct and operate a corridor that safely accommodates multiple modes of transportation and types of users.</p>	<ul style="list-style-type: none"> <li><i>Note: Not discussed at Task Force Meeting 6.</i></li> </ul>	<p>11. Plan, design, construct and operate a corridor that safely accommodates multiple modes of transportation and types of users.</p>		<p>Reduce transportation incidents and improve response by using advanced safety strategies including innovative technology, design, and operations.</p>

	Purpose	High-Level Need	Guiding Principle as Presented at Meeting 6	Member Comments from/after Meeting 6	Revised Language for Review at Meeting 7	For Future Discussion	Instructions for Project Development and Beyond
<b>Emergency Management</b>	<ul style="list-style-type: none"> <li>Enhance quality of life and public safety</li> </ul>	<ul style="list-style-type: none"> <li>Enhance emergency management at the local, regional, and state levels</li> </ul>	<p>15. Seek opportunities to support and enhance local, regional, and state emergency management plans at all phases: preparedness, response, recovery, and mitigation.</p>	<ul style="list-style-type: none"> <li><i>Note: Not discussed at Task Force Meeting 6.</i></li> </ul> <p><u>Written Comments:</u></p> <p>Additions to Guiding Principle:</p> <ul style="list-style-type: none"> <li><u>Address the impacts of storm surge and sea level rise.</u></li> </ul>	<p><del>13. Seek opportunities to support and enhance local, regional, and state emergency management plans at all phases: preparedness, response recovery, and mitigation.</del></p> <p><u>Support and enhance local, regional, and state emergency management plans at all phases: mitigation, preparedness, response, and recovery.</u></p>		<ul style="list-style-type: none"> <li>Evaluate the needs and demand for emergency evacuation and sheltering at the local, regional, and state levels.</li> <li><u>Use best practices currently available to evaluate the impacts of storm surge and sea level rise during the development, analysis, and comparative evaluation of project alternatives.</u></li> <li><u>Support emergency evacuation needs by enhancing emergency evacuation and response time including providing or maintaining access to emergency shelters and other emergency facilities.</u></li> </ul>
<b>Broadband and Other Utilities</b>	<ul style="list-style-type: none"> <li>Revitalize rural communities</li> <li>Encourage job creation</li> <li>Leverage technology</li> </ul>	<ul style="list-style-type: none"> <li>Expand rural broadband infrastructure and access to broadband service</li> </ul>	<p>16. Plan and design the corridor to enable co-location of broadband and other utility infrastructure in right-of-way.</p> <p>Plan for broadband and other utility needs at a regional scale, independent from the transportation facility; address these needs through the corridor, where feasible.</p>	<ul style="list-style-type: none"> <li><i>Note: Not discussed at Task Force Meeting 6.</i></li> </ul>	<p>14. Plan and design the corridor to enable co-location of broadband and other utility infrastructure in right-of-way.</p> <p>Plan for broadband and other utility needs at a regional scale, independent from the transportation facility; address these needs through the corridor, where feasible.</p>		<ul style="list-style-type: none"> <li>Ensure broadband provider access to FDOT right-of-way is non-discriminatory and competitively neutral.</li> <li>Assist in providing broadband for schools, libraries, and other civic buildings.</li> </ul>