INTRODUCTION

Section 338.2278, Florida Statute (F.S.) created the Multi-use Corridors of Regional Economic Significance (M-CORES) program. The purpose of the program is to revitalize rural communities, encourage job creation, and provide regional connectivity while leveraging technology, enhancing the quality of life and public safety, and protecting the environment and natural resources.

The statute directs the Florida Department of Transportation (FDOT) to advance the construction of regional corridors intended to accommodate multiple modes of transportation and multiple types of infrastructure in three defined study areas:

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

These corridors are viewed as part of a broader program to address the complete statutory purpose of M-CORES, creating strategic opportunities to revitalize rural communities and enhance economic development. The statute also provides FDOT with direction and tools to help advance other regional goals related to environmental stewardship and quality of life in parallel with corridor development.

With this broad approach, the intended benefits of M-CORES include addressing issues such as: emergency evacuation and response; congestion mitigation; trade and logistics; broadband, water, and sewer connectivity; energy distribution; autonomous, connected, electric, and shared vehicle technology; multimodal options including shared-use non-motorized trails, freight and passenger rail, and public transit; 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; and protection or enhancement of primary springs protection zones and farmland preservation areas.

The statute directed FDOT to convene a Task Force for each corridor as an inclusive, consensus-building mechanism comprised of representatives from state agencies, regional planning councils, metropolitan planning organizations, water management districts, local governments, environmental groups, and the community. Members of each Task Force were appointed by the FDOT Secretary.

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. This report documents the Suncoast Corridor Task Force’s activities and recommendations.
In August 2019, FDOT convened the Suncoast Corridor Task Force with 41 members representing state agencies, water management districts, local governments, metropolitan planning organizations, regional planning councils, environmental groups, and community organizations (see Appendix A for Membership List).

The Task Force met 13 times between August 2019 and October 2020 through nine Task Force meetings and four webinars or virtual meetings. Over the course of 15 months, the Task Force reviewed data, trends, and issues; discussed key considerations for planning transportation corridors; received and reviewed public input; and developed high-level needs, guiding principles, and instructions for project development and beyond. Subject matter experts joined the Task Force members to provide information related to specific aspects of the Task Force’s charge, including community planning, economic and workforce development, agriculture, environmental resources, broadband and utilities, emerging technology, and emergency management.

In March 2020, some unique challenges arose resulting from the COVID-19 pandemic. The Task Force adapted meeting formats to comply with the Governor’s Executive Orders. The later Task Force meetings were designed with a combination of virtual and in-person ways for both Task Force members and the public to participate (see Appendix B for Work Plan and Appendix C for Meeting Locations – these will be updated prior to final publication).

FDOT staff developed and maintained a geographic information system (GIS) tool to provide the Task Force with access to a wide variety of data on existing demographic, economic, land use, environmental, infrastructure, and other resources in the study area. This tool was specifically used to help identify areas where direct impacts from corridors should be avoided, as well as areas where a connection to a corridor is desired. FDOT staff conducted one-on-one technical briefings to provide Task Force members with a tutorial of the GIS tool and to discuss data-related questions. The Task Force used the GIS tool to help understand the linkage between draft guiding principles and potential corridor location decisions. The GIS tool served as a living tool and was updated based on feedback and suggestions from the Task Force members. The GIS tool remains publicly accessible at all times on the project website including through a mobile-friendly format.

During Task Force meetings, facilitators and staff supported the Task Force in effective discussion and collaboration. Additional documentation of the Task Force activities including meeting agendas, materials, and summaries, as well as the GIS tool, can be found on the project website (Floridamcores.com).

Public engagement was a critical component of the Task Force process. Opportunities for public engagement were included at each Task Force meeting through a dedicated public comment period and comment stations were available to receive written comments. Meetings were broadcast live and recordings were posted on the project website for members of the public who could not attend in person. The public could also attend the webinars and hybrid meetings virtually through the GoToWebinar platform. Overall, a total of # people attended the in-person meetings and # people attended the webinars and meetings virtually.
To further public engagement, Community Open Houses were held in Old Town, Mayo, Perry, Chiefland, Crystal River, and Monticello to share information about the process and receive public input. [Expand to cover future activities] At the Community Open Houses, members of the public were able to directly ask questions of FDOT staff, view informational material, and experience hands-on use of the GIS tool. A total of # people participated in the six open houses.

Additionally, FDOT received communication 24/7 through the project website, FDOT Listens email address, phone, social media, letters, newsletters, and more. In total, FDOT received # unique and # form letter comments through these communication methods, which were shared with the Task Force.

In addition to engaging the public, FDOT conducted active engagement with partners. FDOT provided # presentations to interested agencies and organizations at their workshops, meetings, and conferences. FDOT staff also attended metropolitan planning organization, regional planning council, and local government board meetings to share updates on the Task Force’s process and answer any questions. The Task Force also considered resolutions adopted by the Board of County Commissioners in Citrus County, Levy County, and Madison County; City Commissions in the City of Cedar Key and the City of Chiefland; Town Council of the Town of Greenville; and the Hernando/Citrus Metropolitan Planning Organization. The Task Force also considered letters from the City of Williston and the Town of Yankeetown. [Expand to include others received before the date of the final Task Force meeting]

The Task Force received the compiled and summarized written public comments. FDOT tracked topics at a high level to ensure the Task Force discussed and considered those topics throughout the process at their meetings. [Public comment summary to be expanded at Meeting #8]
STUDY AREA OVERVIEW

The Suncoast Corridor study area is located along Florida’s Nature Coast through Citrus, Dixie, Gilchrist, Jefferson, Lafayette, Levy, Madison, and Taylor Counties and is home to more than 280,000 residents (Figure 1).

Environment

The predominately rural counties located within the Suncoast Corridor study area have been a draw to residents and year-round visitors for decades. This area has many unique features and natural resources including rivers, springs, wetlands, aquifer recharge areas, coastal areas, conservation areas, state parks, and agricultural lands. Some notable resources include the Big Bend Seagrasses Aquatic Preserve, the Suwannee and Santa Fe Rivers, Blue Springs, Fanning Springs, Crystal River, and the Goethe State Forest. These areas support significant fish, wildlife, and plant populations including threatened and endangered species such as the West Indian Manatee, the Florida Scrub Jay, and the Gopher Tortoise. The study area also includes an abundance of prime farmlands and agricultural properties that serve both economic and environmental functions in addition to Spring Protection and Recharge Areas, Florida Forever Lands, and Florida Ecological Greenways Network critical linkages.

Community

The population of the eight-county study area is projected to increase approximately 15% by 2045, adding over 40,000 more residents to the area (Table 1).
Citrus County currently contributes almost half the population of the study area and will account for the majority of population growth in the future. Citrus, Gilchrist, and Lafayette are projected to have the highest percentage of growth by 2045 (approximately 20%) with Dixie and Madison counties projected to have the lowest population growth (approximately 3%) during the same period. The state’s projected population increase is approximately 29% during this same time period; nearly twice the growth rate of the overall study area. Population within the study area is mostly driven by domestic migration from other parts of the state. All of the counties in the study area, except Gilchrist, experienced more deaths than births over the last decade, reflecting an older population.

The study area is a blend of coastal and inland areas, which are mostly rural and agricultural with conservation areas and scattered suburban communities. Approximately 88% is in agricultural or recreation/park use, while residential use accounts for approximately 8% of the overall land use. The remaining 4% of land uses are comprised of primarily industrial, institutional, and commercial development. While mostly rural in nature, there are 21 towns and cities within the study area with an abundance of community resources including schools, parks, places of worship, and downtown mainstreets. There are also several historic resources within the study area including the Monticello Historic District, the Crystal River Archaeological Site, and the Letchworth-Love Mounds Archaeological State Park.

As one of the more rural areas of the state, the study area has limited infrastructure and lower levels of adequate broadband internet access, sewer and water service, and transit than the rest of the state. In addition, all of the counties have limited access to fresh food (within ½ mile) and significantly lower access to healthcare (hospitals and physicians) than the rest of the state. Dixie, Gilchrist, Jefferson, and Lafayette counties do not have any hospital facilities and all of the counties (except for Citrus) have fewer than 10 licensed physicians. These deficiencies affect the quality of life for residents in the study area and limit the ability to attract new residents and businesses. Future vision and land use plans for the counties in the study area generally focus on the need to protect and enhance the environment and

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3 FDOT Generalized Land Use, Florida Dept. of Revenue (2015), and University of Florida (UF) Institute of Food and Agricultural Science Florida Agriculture 2018 Fast Facts.
quality of life for residents while providing economic opportunity and growth in an environmentally and economically sustainable manner.

**Economy**

The local economy within the study area is primarily based on the trade, education and healthcare, and construction industries\(^5\). In addition, all of the counties list government services as one of their top employers with many residents working in the county government (administration and schools) and state correctional institutions\(^5\). Several counties also list agricultural businesses as some of their largest employers. The presence of various natural resources also provides local economic benefits as the area has a successful and growing nature-based and ecotourism industry.

All eight counties have a median household income below the 2017 state median income ($50,833) and all counties (except Jefferson County) have a poverty rate that exceeds the 2017 state poverty rate (15.5%)\(^5\). In addition, educational attainment levels are lower in all eight study area counties than the state average and the unemployment rate for counties within the study area have historically been near or above the state unemployment average\(^5\). All of the counties, except for Citrus, have also been designated as Rural Areas of Opportunity by the Florida Department of Economic Opportunity in need of expansion of economic development projects\(^6\). Specific areas targeted for economic development include the City of Monticello, the City of Madison, the town of Greenville, the Town of Cross City, northern Gilchrist County, northern Lafayette County, the City of Perry, and northeast Citrus County.

**Infrastructure**

The majority of the study area is served by state highways and county roads with varying speed limits and partial or full access. There are no high speed, high capacity transportation facilities in the central portion of the study area. There are two high speed, high capacity facilities within the study area at the northern- and southern-most boundaries. The Suncoast Parkway (SR 589) is a toll road that runs north out of Tampa Bay region in the southern portion of the study area and terminates in Citrus County. I-10 runs east-west across the state at the northern portion of the study area through Jefferson and Madison Counties. I-75, located east of the study area, is the only north-south high speed, high capacity transportation facility serving this area. There is also freight rail located in the northern and southern ends of the study area; however, there is no rail within the central portion of the study area.

Traffic data shows that approximately 60% of vehicular trips stay within the study area, 30% of the trips are to and from the study area, and only 10% of the trips pass through the study area\(^7\). In addition, future traffic conditions modeling based on population projections indicate that several roadways within the study area will operate at a poor Level of Service (LOS) Level E or F with high to excessive levels of delay at peak times\(^8\). These roadways include SR 44, US 41, and SR 200 in Citrus County and SR 121 in Levy County. In addition, I-75 (the primary north-south interstate east of the study area) currently experiences delays and is projected to operate at LOS Level E or F by 2050\(^8\).

**Appendix D** includes a complete demographic profile and overview of each county. (To be updated and included in final report)

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\(^5\) Florida Office of Economic and Demographic Research. *Statistics and County Profiles 2019*.

\(^6\) Florida Department of Economic Opportunity. *North Central Rural Areas of Opportunity*.

\(^7\) AirSage, Inc. *Study Area Daily Trips Summary 2016*.

\(^8\) FDOT. *Traffic Forecast Input: 2018 Existing Conditions and 2050 Future Traffic Conditions*. 

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The Task Force developed recommendations in three areas:

- **High-Level Needs** - key regional opportunities and challenges corridor investments and related actions are intended to address. These can be transportation-specific needs and transportation-supported needs. The high-level needs are 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 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 a corridor advisory group established following completion of the Task Force process.

**HIGH-LEVEL NEEDS**

High-level needs are key regional opportunities and challenges that the corridor investments and related actions are intended to address.
Florida Statute charged the Task Force to “evaluate the need for, and the economic and environmental impacts of, hurricane evacuation impacts of, and land use impacts of” the corridor on which the Task Force is focusing. Because the Task Force is in a pre-planning phase, the high-level needs were identified based on review of partner and public input, existing plans and studies, and available data and forecasts on trends and conditions in the study area.

The Task Force has identified the following high-level needs for the study area, recognizing that additional evaluation will be required to develop more specific, quantifiable needs as part of future planning and project development. These needs are not presented in any priority order.

- **Support projected statewide and regional population and economic growth**
  The eight-county study area population is projected to increase approximately 15% by 2045. While this is lower than the overall state population increase of 29%; several counties (Citrus, Gilchrest, and Lafayette) in the study area are projected to see population increases of approximately 20% during this same time. As the number of residents, workers, and visitors to the region and the state increases, demand for moving people and freight is anticipated to increase. Future traffic conditions modeling based on population projections for the year 2050 indicate that several roadways within the study area and I-75 will operate at a poor LOS with high to excessive levels of delay making the existing roads less reliable. Additional transportation capacity is likely to be needed to accommodate growth while also enhancing connectivity and access in underserved areas in need of economic development.

- **Improve safety, mobility, and connectivity through access to a high speed, high capacity transportation corridor for people and commercial goods**
  The study area lacks a north-south high speed, high capacity transportation facility and the nearest north-south interstate facility (I-75) is heavily traveled with increasing congestion and decreasing reliability. Traffic data indicates that the majority of traffic (approximately 60%) is internal to the study area. Interregional connectivity along high speed corridors is important for the efficient movement of people and goods to and from external markets in a cost-effective manner. Projected traffic conditions in the future with poor LOS along roadways within the study area and I-75, and limited options for other high speed, high capacity corridors will lead to inefficient transportation of people and goods within and outside of the study area. All of these conditions indicate that an additional north-south corridor though the study area is needed to provide a link between the Suncoast Parkway (SR 589) and I-10, an alternative to travel on I-75, and overall improved connectivity to, from, and within the study area.

- **Protect, restore, enhance, and connect public and private environmentally sensitive areas and ecosystems**
  The study area contains a variety of environmental resources and vital ecosystems including aquifer recharge areas, major watershed, springs, rivers, farmlands, and wetlands. The need for transportation to accommodate growth and enhance communities must be balanced with the protection and enhancement of the natural environment. Ensuring that growth is accommodated in a sustainable, coordinated manner and that transportation facilities are developed and designed with protection and enhancement of the environment in mind is a proactive approach that allows the opportunity to improve the environment through infrastructure development. Avoidance of environmental features; co-location and utilization of existing facilities; elevated roadway design;
 provision of wildlife crossings and corridors; locations for water, sewer and other utilities in the right-of-way; and establishing programs for the acquisition and protection of environmental lands are all enhancement techniques that can be used to benefit the natural environment when developing transportation corridors.

- **Enhance travel options and safety for all transportation users**

Approximately 3,800 vehicle crashes resulting in nearly 90 deaths occurred along roadways within the study area in 2018. This was a 44% increase in total traffic fatalities from 2010 to 2018 in the study area, compared to 28% statewide over the same period⁹. In addition, I-75, the primary north-south high speed, high capacity transportation corridor serving the study area, also experiences crashes above the state average. With increased demand on roadways in the study area and I-75, those crash numbers are likely to rise. Mobility options are limited within the study area as most existing roadways do not provide transit or safe bicycle and pedestrian facilities. Transportation facilities that use innovative design and technology to improve automobile safety, reduce the number of incidents, and accommodate multi-modal transportation, including multi-use trails separated from the roadway, are needed to provide safe transportation options for all users within the study area.

- **Enhance emergency management at the local, regional, and state levels**

Five counties within the study area (Citrus, Levy, Dixie, Jefferson, and Taylor Counties) are coastal counties susceptible to hurricanes and storm surge with designated emergency evacuation zones. I-75 is the northern route out of the study area counties during an evacuation. I-75 also serves as a primary evacuation route for large portions of central and southwest Florida in the event of a major hurricane, including the heavily populated Tampa Bay region. Transportation corridors are vital to all phases of emergency response planning in order to evacuate people out of harm’s way and provide recovery access to an area after a disaster. As growth within the study area and the state increases there will be more people that will need safe and efficient evacuation routes to shelters or inland and out of state areas. A centrally located high speed, high capacity transportation facility that could provide an additional north-south access route out of the study area would give residents, responders, and others more reliable and efficient transportation options during an emergency.

- **Improve access to ecotourism and recreational assets**

The study area contains a multitude of natural resources that serve as the basis of the ecotourism and nature-based recreation industry with residents and visitors enjoying the beauty of the Nature Coast’s rivers, springs, trails, beaches, and state and local parks. These outdoor activities and resources not only create economic development opportunities for local businesses but also provide unique opportunities for recreation, the ability to view wildlife in their habitats, and the appreciation of the natural environment. This exposure helps increase environmental education and awareness on the need of conservation of these areas. Improved access to the resources is important to allow visitors and customers to easily and safely reach them; however, it is also vital to protect the very resources that serve as the basis for the industry. Land acquisition programs that increase the amount of conservation areas for preservation would also provide additional opportunities to enhance the ecotourism industry in the study area.

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• **Enhance economic and workforce development, access to education, and job creation**

All eight counties have a median household income below the state median income and all counties (except Jefferson County) have a poverty rate that exceeds the state poverty rate. In addition, all of the counties have populations with high school and college education levels below the state average. The entire study area includes a total of four colleges; however, five of the eight counties have no state colleges or post-secondary education facilities. These statistics indicate the need for increased opportunities for educational attainment, job training, workforce development, and economic development within the study area. In addition, several local economic development policies indicate the need to grow and diversify the local and regional economy and add job opportunities to accommodate population growth and improve the economic prosperity of the existing communities. Seven of the counties have also been designated as Rural Areas of Opportunity by the Florida Department of Economic Opportunity in need of expansion of economic development projects. Infrastructure improvements (roadway, multi-modal, and communications) are key to creating a competitive environment to attract businesses, investment, and talent to a region.

• **Improve connectivity to agricultural businesses, manufacturing, warehousing, freight terminals, and intermodal logistics centers**

As previously noted, the study area has two high speed, high capacity transportation facilities at each end of the study area (I-10 in north end and the Suncoast Parkway [SR 589] at the south end) and the majority of trips (60%) stay within the study area. The lack of a centrally located high speed, high capacity transportation facility though the study area limits logistics for the movements of commercial goods and agricultural, forestry, and mining products. Freight transportation is often the most vital component to ensure economic competitiveness of business as they rely on reduced and reliable transport times for freight and improved access and connectivity to allow suppliers to access larger market areas. The ability to move goods more efficiently not only enhances opportunities for existing businesses but also can attract more industries to the area, resulting in additional job creation.

• **Expand rural broadband infrastructure and access to broadband service**

Broadband access is crucial for education, employment, business operations, and access to healthcare and has become part of a community’s critical infrastructure along with electricity, water, sewer, and roads. As one of the more rural areas of the state, several counties with the study area have limited access to adequate high-speed broadband services. According to the Federal Communications Commission, all eight counties in the study area are below the Florida average (96.2%) for access to fixed speed broadband internet. In addition, only 1% of residents in Dixie County and less than 20% of residents in Levy County have access to the common standard of broadband speed of at least 25 megabits per second (Mbps) download. The lack of access to healthcare (physicians and hospitals) and college/technical schools within the rural study area increases the need for improved broadband service for virtual healthcare and learning opportunities. Since many industries rely on supply chain management for efficient movement of goods, opportunities to bring improved broadband service to one of the most rural parts of the state is needed to ensure quality of life and economic enhancements within the study area.

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Preserve and improve the rural character and quality of communities

The study area contains 21 individual municipalities and various communities, neighborhoods, and rural residential developments with over 280,000 residents making this area their home. In addition to the agricultural land uses that dominate the study area, there are a variety of community resources located throughout the study area that serve to enhance the quality of life. While a key purpose of M-CORES is to revitalize rural communities with additional infrastructure and economic development opportunities, this must be done in a way that preserves the quality of life in these communities and maintains or improves the character that made the residents want to live and raise their families there. It is important to work with local communities, listen to their concerns, and understand their goals and visions throughout the corridor development process. Minimization of negative impacts to the human environment should be emphasized to ensure the project does not negatively impact the very communities it was designed to improve. In addition, the project should seek opportunities to provide positive impacts to these communities.

EVALUATION OF NEEDS MOVING FORWARD

As input to project development, FDOT will conduct a robust evaluation of the existing and future transportation and related needs in the study area, building on the recommendations of the Task Force. This process should:

- Evaluate and distinguish between conventional safety, mobility, and connectivity needs, and broader regional needs or co-benefits related to transportation.
- Consider safety, mobility, and connectivity needs related to moving both people and freight.
- Consider and document mobility and connectivity needs related to both local/regional travel originating and terminating within the study area and statewide/interregional travel through the study area.
- Consider and document mobility and connectivity needs related to both routine daily traffic and special event traffic such as evacuation and response to major emergencies and disasters.
- Use population and economic growth projected in local government comprehensive plans and/or the metropolitan planning organization (MPO) long-range transportation plans and the Florida Transportation Plan as the basis for estimating future travel demand in the study area. Consider the potential for additional population and economic growth that could be generated by proposed land use and economic development changes in and surrounding the study area.
- Consider the mobility, economic, and fiscal impacts of potential shifts in economic activity from existing communities and corridors to enhanced or new corridors, as well as potential net economic benefits to the state.
- Consider potential changes in travel demand related to recovery from COVID-19 and potential long-term changes in travel behavior, such as greater propensity for working from home, increased home delivery of goods and services, and potential reluctance to use public transportation or shared mobility options.
- Consider potential changes in travel demand and transportation system capacity related to increased use of emerging technologies such as automated and connected vehicles.
- Evaluate the ability of a full range of proposed alternatives for corridor improvements in the study area to accomplish the high-level needs, including the specific economic, environmental, land use, and emergency management impacts called for in s. 338.2278, F.S.
These alternatives should consider operational and capacity improvements, existing and new facilities, multiple transportation modes, and a “no build” option.

- Evaluate the economic and financial feasibility of corridor alternatives, including whether they would meet statutory requirements for designation as part of Florida’s Strategic Intermodal System and for financing as part of Florida’s Turnpike system.
- Be supported by high quality data and technical analyses; and
- Incorporate comprehensive public and agency involvement, including reporting of the results and how specific alternatives will be advanced into project development.

The Task Force believes that the formal determination of need and feasibility pursuant to statutory requirements and consistent with accepted statewide processes is an important milestone in corridor planning and development. The Task Force has developed a series of guiding principles and instructions for future planning and development of corridors for which high-level needs have been identified. While these determinations will be made after the Task Force has completed its deliberations, the guidance provided by the Task Force will instruct the evaluation process, and an ongoing corridor advisory group will review and provide feedback on the findings and conclusions of these analyses.

GUIDING PRINCIPLES (UNDER DEVELOPMENT)
• To be finalized at remaining Task Force meetings

ACTION PLAN (UNDER DEVELOPMENT)
• To be finalized at remaining Task Force meetings