

## 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

Index/Title	Purpose	High-Level Need	Guiding Principle as Presented at Meeting #6	Member Comments from Meeting #6 - Present	Revised Language for Review at Meeting #7	For Future Discussion	Instructions for Project Development and Beyond
<b>Consistency with Statewide, Regional, and Local Plans and Visions</b>	<ul style="list-style-type: none"> <li>All Purposes</li> </ul>	<ul style="list-style-type: none"> <li>All Needs</li> </ul>	<ul style="list-style-type: none"> <li>Be consistent with statewide, regional, and local plans and visions to the maximum extent possible.</li> </ul>	<ul style="list-style-type: none"> <li>Remove qualifying language.</li> <li>Perceives this to be a “global premise”, keep qualifying language in.</li> <li>Qualifying language is included in statute.</li> </ul>	<ul style="list-style-type: none"> <li>Be consistent with <u>statutorily required</u> statewide, regional, and local plans <del>and visions to the maximum extent possible</del>.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Be consistent with the vision, goals, and strategies of the Florida Transportation Plan (s. 339.155, F.S.).</li> <li>Be consistent with the 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.), placing 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.</li> <li>Develop a process 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.</li> <li>Identify needs to update statutorily required plans to address Task Force recommendations, such as designation and management of transportation corridors (s. 337.273, F.S.), and consideration of whether areas around potential interchange locations contain appropriate land use and environmental resource protections (s. 338.2278, F.S.); coordinate among local governments, regional planning councils, metropolitan planning organizations, and FDOT on plan updates.</li> </ul>

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<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>	<ul style="list-style-type: none"> <li>Evaluate potential statewide and interregional corridor improvements in this priority order:               <ol style="list-style-type: none"> <li>Make safety and operational improvements to existing transportation facilities.</li> <li>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.</li> <li>Where necessary to address statewide and interregional mobility or connectivity needs, develop new transportation facilities.</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Combine #1 and #2.</li> <li>Make #2 less specific, higher level so as not to conflict with necessary MPO decisions (e.g., based on federal requirements).</li> <li>Remove “where necessary” in #3.</li> <li>For #3, replace “Where necessary” with “Where documented need”.</li> <li>Include expansion.</li> <li>Expand the use of the US 27 and SR 29 corridor through Glades County.</li> </ul>	<ul style="list-style-type: none"> <li>Evaluate potential <u>alternatives for addressing statewide and interregional mobility and connectivity needs corridor improvements</u> in this priority order:               <ol style="list-style-type: none"> <li>Make safety, <u>and operational, and capacity improvements to existing transportation facilities and right-of-way.</u></li> <li><del>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.</del></li> <li><del>Where necessary to address statewide and interregional mobility or connectivity needs, d</del> Develop new transportation facilities.</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Expansion is considered as part of “add capacity”.</li> <li>Specific alternatives will be reviewed in future phases.</li> <li>Guidance for needs evaluation is included in the draft report text.</li> </ul>	<ul style="list-style-type: none"> <li>Identify and advance safety and operational improvements to existing transportation facilities.</li> <li>Evaluate potential capacity improvements to existing transportation facilities, including their impact on the surrounding environmental resources, land uses, and communities.</li> <li>Evaluate opportunities for co-location of transportation facilities within or adjacent to existing disturbed right-of-way, and other approaches to transforming existing facilities and right-of-way to accommodate additional modes, uses, and functions, including their impact on the surrounding environmental resources, land uses, and communities.</li> <li>Assess connectivity gaps between existing transportation facilities 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> </ul>

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<b>Social and Community Context</b>	<ul style="list-style-type: none"> <li>Enhance the Quality of Life and Public Safety</li> </ul>	<ul style="list-style-type: none"> <li>Support anticipated population growth in coastal communities and urban areas.</li> <li>Help increase economic activity and economic diversity throughout the region with emphasis on inland and rural areas.</li> <li>Enhance access to jobs, workforce training, education, healthcare, and goods and services.</li> <li>Create employment opportunities, particularly to assist lower-income residents and help retain younger residents in the area.</li> </ul>	<ul style="list-style-type: none"> <li>Maintain and enhance community character and quality of life consistent with local and regional visions and plans.</li> </ul>	<ul style="list-style-type: none"> <li>Move “Avoid cemeteries . . .” instruction to the guiding principle.</li> </ul>	<ul style="list-style-type: none"> <li>Maintain and enhance community character and quality of life consistent with local and regional <del>visions and</del> plans.</li> </ul>	<ul style="list-style-type: none"> <li>Detail is included as instructions.</li> </ul>	<ul style="list-style-type: none"> <li>Do not impact known cemeteries.</li> <li>Do not impact Avon Park (military site) and its mission critical lands.</li> <li>Do not impact lands owned by known Native American Tribes and associated historical sites not owned by Native American Tribes.</li> <li>Do not place new corridor through National Register of Historic Places (NRHP) listed sites.</li> <li>Plan and develop transportation corridors in a manner that improves connectivity to and enhances the quality of existing communities, while avoiding or minimizing adverse impacts on these communities and developments.</li> <li>Plan and design transportation corridors so that their purpose and scale is compatible with the communities that they serve.</li> <li>Consult with Native American Tribes to understand future plans and identify opportunities for enhanced connectivity.</li> <li>Consult with the military to understand future plans and identify opportunities for enhanced connectivity.</li> <li>Plan transportation corridors to avoid safety impacts to K-12 schools.</li> </ul>

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<b>Economic Development</b>	<ul style="list-style-type: none"> <li>Revitalize Rural Communities</li> <li>Provide Regional Connectivity</li> <li>Enhance the Quality of Life and Public Safety</li> </ul>	<ul style="list-style-type: none"> <li>Help increase economic activity and economic diversity throughout the region with emphasis on inland and rural areas.</li> <li>Enhance access to jobs, workforce training, education, healthcare, and goods and services.</li> <li>Create employment opportunities, particularly to assist lower-income residents and help retain younger residents in the area.</li> <li>Improve access and interregional connectivity for residents, freight, and visitors between communities and markets.</li> </ul>	<ul style="list-style-type: none"> <li>Advance economic development, job creation, and community development, with emphasis on rural areas of most need.</li> </ul>	<ul style="list-style-type: none"> <li>Add business retention and expansion.</li> <li>Change to “rural areas of opportunity” for consistency with language used in regional and local economic development plans.</li> <li>Remove 3<sup>rd</sup> need, misleading because limited access would prevent the need from being met unless there are a lot of interchanges.</li> <li>Add “sustainable” economic development.</li> <li>Sustainable has many different meanings.</li> <li>Change to “in rural areas without creating urban sprawl”.</li> <li>Sprawl is addressed in comp plans.</li> <li>Keep in mind, statute required comp plans to change.</li> <li>Add “Avoid impacts to natural resources important to ecotourism and outdoor recreation” to instructions.</li> </ul>	<ul style="list-style-type: none"> <li>Advance economic development, <u>business retention and expansion</u>, job creation, and community development, with emphasis on rural areas of <u>opportunity most need</u>.</li> </ul>	<ul style="list-style-type: none"> <li>Comprehensive plans address urban sprawl, and consistency with these plans is addressed in guiding principle #1.</li> <li>Existing industries, which would include ecotourism, are included in instructions.</li> <li>Economic development aspects related to resource-based businesses are specifically addressed in the agriculture guiding principle and instructions.</li> </ul>	<ul style="list-style-type: none"> <li>Work with economic development organizations for opportunities to focus on retention and expansion of existing industries.</li> <li>Work with economic development organizations for opportunities to attract emerging industries.</li> <li>Plan limited access transportation facilities to serve economic activities dependent on interregional travel.</li> <li>Provide connectivity to medical facilities, colleges, universities, and workforce training sites.</li> </ul>

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<b>Agricultural Land Uses</b>	<ul style="list-style-type: none"> <li>Revitalize Rural Communities</li> <li>Protect the Environment and Natural Resources</li> <li>Leverage Technology</li> </ul>	<ul style="list-style-type: none"> <li>Support agriculture and resource-based industries as major economic drivers and areas of environmental sensitivity.</li> </ul>	<ul style="list-style-type: none"> <li>Apply the following priority order for large contiguous agricultural and private lands:               <ol style="list-style-type: none"> <li>To the extent feasible, avoid fragmentation; and</li> <li>Minimize fragmentation of these lands and other negative impacts.</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Guiding principle should be more holistic and include economic development and connectivity; also match with high-level needs.</li> <li>Should address revitalizing rural communities.</li> <li>Improve transportation and broadband connectivity.</li> <li>Maintain ability to manage and access agricultural lands.</li> <li>Avoid fragmentation.</li> <li>Utilize existing corridors to minimize fragmentation.</li> <li>Some landowners may not want specificity for fragmentation.</li> <li>Identify, protect, and preserve Century Farms.</li> <li>For guiding principle: Avoid impacts to agricultural lands, prime farmlands (NRCS designation), and timber lands, including Farmland/Agricultural Preservation Areas in local comprehensive plans.</li> <li>For instruction: Recognize existing preservation areas such as the Florida Rural and Family Lands Protection Program lands and Farmland Preservation Areas identified in local government comprehensive plans, as well as those lands designated for future protection.</li> </ul>	<ul style="list-style-type: none"> <li><del>Apply the following priority order for large contiguous agricultural and private lands:</del> <ol style="list-style-type: none"> <li><del>To the extent feasible, avoid fragmentation; and</del></li> <li><del>Minimize fragmentation of these lands and other negative impacts.</del></li> </ol> </li> <li><u>Protect, enhance, and minimize impacts to productive agricultural lands and other productive lands with economic or environmental significance.</u></li> <li><u>Improve connectivity and maintain access between working farms, other resource-based industries, and their supply chains.</u></li> </ul>	<ul style="list-style-type: none"> <li>Transportation and broadband connectivity are included in instructions.</li> <li>Management of lands is referenced in instructions.</li> <li>Fragmentation is addressed in instructions.</li> <li>Specific lands are referenced in instructions.</li> </ul>	<ul style="list-style-type: none"> <li>Apply the guiding principle to prime farmlands (NRCS designation), irrigated cropland/non-irrigated agricultural areas (FDACS) and timber lands, Florida Rural and Family Lands Protection Program lands, and Farmland/Agricultural Preservation Areas designated in local government comprehensive plans.</li> <li>Work with owners/operators of agricultural farms, including Century Farms, along with other resource-based industries to understand their needs and plans to address access and fragmentation, and to support effective management of agricultural properties.</li> <li>Work with economic development organizations and owners/operators of agricultural farms to understand needs and opportunities to support the agritourism industry.</li> <li>Improve transportation connectivity between working farms, other resource-based industries, and their supply chains.</li> <li>Improve broadband connectivity to promote and support efficiency, new and emerging technologies, and best practices.</li> </ul>

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Conservation Lands	<ul style="list-style-type: none"> <li>Protect the Environment and Natural Resources</li> </ul>	<ul style="list-style-type: none"> <li>Protect, connect and enhance environmentally sensitive areas, ecosystems, water resources, and wildlife, including the Florida panther.</li> </ul>	<ul style="list-style-type: none"> <li>Apply the following priority order for existing and proposed managed conservation lands (including conservation easements and mitigation lands):               <ol style="list-style-type: none"> <li>Where practical, enhance them;</li> <li>To the extent feasible, avoid them; and</li> <li>Minimize and mitigate negative impacts to them.</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Connect conservation lands should be item 1.</li> <li>Leverage other conservation programs to match roadway funding to expand purchasing power and acquisition of conservation lands.</li> <li>Remove "proposed".</li> <li>Questions "proposed", Suncoast used "planned".</li> <li>Modify priority order include language to avoid impacts, minimize/mitigate negative impacts, avoid panther Primary/Secondary/Dispersal Zones to member-cited specific conservation and wildlife lands, as well as cited water and natural resources.</li> </ul> <p>For instructions:</p> <ul style="list-style-type: none"> <li>Coordinate with the Division of Forestry, Department of Agriculture &amp; Consumer Services in preserving the ability to use prescribed fire on public and private managed lands.</li> <li>Minimize fragmentation of large contiguous properties that function as wildlife corridors, hydrologic watersheds, and agricultural production.</li> <li>Ensure Best Management Practices are utilized to maintain, restore, and enhance water quality and watershed integrity.</li> </ul>	<ul style="list-style-type: none"> <li>Apply the following priority order for existing <del>and proposed</del> managed conservation lands (including conservation easements and mitigation lands):               <ol style="list-style-type: none"> <li><del>Where practical,</del> <u>Connect and</u> enhance them;</li> <li><del>To the extent feasible,</del> Avoid them; and</li> <li>Minimize and mitigate negative impacts to them.</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Leveraging conservation programs is included in instructions.</li> <li>Planned and proposed lands are considered in instructions.</li> <li>Wildlife and water resources are addressed in separate guiding principles.</li> <li>Agricultural lands are referenced in agriculture guiding principle and instructions.</li> </ul>	<ul style="list-style-type: none"> <li>Do not place new corridor through Preservation 2000 Lands, National Parks, State Parks, State Forests, State-owned Mitigation Banks, and Florida Forever Acquired Lands.</li> <li>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.</li> <li>Place a high priority on avoiding adverse impacts on Conservation and Recreational Lands (CARL).</li> <li>Coordinate with landowners to apply the guiding principle to non-state-owned conservation easements and mitigation lands to serve multiple purposes.</li> <li>Work with management agencies to obtain funding and to implement best management practices.</li> <li>Coordinate with the Division of Forestry, Department of Agriculture &amp; Consumer Services in preserving the ability to use prescribed fire on public and private managed lands.</li> </ul>

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<b>Wildlife and Plant Habitats</b>	<ul style="list-style-type: none"> <li>Protect the Environment and Natural Resources</li> </ul>	<ul style="list-style-type: none"> <li>Protect, connect and enhance environmentally sensitive areas, ecosystems, water resources, and wildlife, including the Florida panther.</li> </ul>	<ul style="list-style-type: none"> <li>Apply the following priority order to encourage biodiversity by:               <ol style="list-style-type: none"> <li>Where practical, enhance existing transportation corridors to address negative impacts of prior projects;</li> <li>Avoid these habitats to the extent feasible; and</li> <li>Minimize/mitigate negative impacts to them.</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Identify and construct wildlife crossings.</li> <li>Remove "Apply the following . . .".</li> <li>Remove item 3.</li> <li>Add as item 3: "Avoid Florida panther Primary, Secondary and Dispersal Zone and other impacts to endangered and threatened species and their habitats".</li> <li>Add as item 4: "Enhance wildlife habitats and corridors, including Florida panther Primary, Secondary and Dispersal Zone lands, to support statewide and regional wildlife protection goals and to address negative impacts to prior projects".</li> </ul>	<ul style="list-style-type: none"> <li><u>Encourage biodiversity by applying the following priority order to habitats for all federally and state protected species, including the panther, other wildlife, and endemic plants encourage biodiversity by:</u> <ol style="list-style-type: none"> <li><del>Where practical, Connect and enhance existing and adjacent habitats transportation corridors to address negative impacts of prior projects:</del></li> <li>Avoid these habitats to the extent feasible; and</li> <li>Minimize/mitigate negative impacts to these habitats.</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Reference to wildlife crossings are included in instructions.</li> <li>Panther zones and wildlife habitats and corridors are referenced in instructions.</li> </ul>	<ul style="list-style-type: none"> <li>Do not place new corridor through National Wildlife Refuges.</li> <li>Leverage s.338.2278 (3)(c) 6, F.S. acquisition authority and other programs to identify and preserve additional land to achieve multiple purposes including improving wildlife connectivity through lands identified in the Florida Ecological Greenways Network Priority 1 and 2.</li> <li>Design transportation corridors to restore and provide wildlife and plant habitat connectivity through adding new wildlife crossings and properly placed wildlife corridors.</li> <li>Apply the guiding principle to panther Primary, Secondary, and Dispersal Zones.</li> <li>Enhance existing transportation corridors to address negative impacts of prior projects.</li> <li>Minimize fragmentation of large contiguous properties that function as wildlife corridors.</li> <li>Minimize corridor lighting impacts on nearby wildlife habitats and communities.</li> <li>Place a high priority on avoiding adverse impacts to Wildlife Management Areas.</li> </ul>

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<b>Water Resources</b>	<ul style="list-style-type: none"> <li>Protect the Environment and Natural Resources</li> <li>Enhance the Quality of Life and Public Safety</li> </ul>	<ul style="list-style-type: none"> <li>Protect, connect and enhance environmentally sensitive areas, ecosystems, water resources, and wildlife, including the Florida panther.</li> </ul>	<ul style="list-style-type: none"> <li>Apply the following priority order for fresh water sources, aquifer recharge areas, wetlands, existing conservation easements and wetland restoration project areas:               <ol style="list-style-type: none"> <li>Where practical, enhance them;</li> <li>To the extent feasible, avoid them; and</li> <li>Minimize and mitigate negative impacts to them.</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Improve water flow opportunities.</li> <li>Modify guiding principle language to state "existing conservation lands, <u>conservation easements</u>".</li> <li>Add the following to instructions: "Protect and enhance aquifer and groundwater recharge areas, Outstanding Florida Waters, wetlands, floodplains and other surface waters".</li> </ul>	<ul style="list-style-type: none"> <li>Apply the following priority order for <del>fresh water resources, aquifer recharge areas, wetlands, existing conservation easements, and wetland restoration project areas:</del> <ol style="list-style-type: none"> <li><del>Where practical,</del> <u>Connect and enhance</u> them;</li> <li><del>To the extent feasible,</del> Avoid them; and</li> <li>Minimize and mitigate negative impacts to them.</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Water flow is addressed in instructions.</li> <li>Conservation lands are referenced in the conservation lands guiding principle.</li> <li>Specific areas are addressed in instructions.</li> </ul>	<ul style="list-style-type: none"> <li>Do not impact springheads, lakes and Everglades National Park.</li> <li>Leverage s.338.2278 (3)(c) 6, F.S. acquisition authority and other programs to identify and preserve additional land to restore and enhance water quality, quantity, and flow.</li> <li>Design transportation corridors to restore and enhance water quality, quantity, and flow including possible design elements such as elevated roadways and longer structures.</li> <li>Design transportation corridors to restore watershed integrity and minimize fragmentation of large contiguous properties that function as hydrologic watersheds.</li> <li>Place a high priority on avoiding adverse impacts to freshwater resources, aquifer recharge areas, Outstanding Florida Waters, wetlands, floodplains, existing conservation easements, wetland restoration project areas, and other surface waters.</li> <li>Pursue regional or landscape-scale water resource management approaches.</li> <li>Coordinate with Water Management Districts with a high priority of avoiding adverse impacts to monitoring site locations.</li> <li>Develop efficient water distribution plans that align with expected population locations.</li> </ul>
<b>Freight Mobility and Safety</b>	<ul style="list-style-type: none"> <li>Provide Regional Connectivity</li> <li>Encourage Job Creation</li> <li>Enhance the Quality of Life and Public Safety</li> </ul>	<ul style="list-style-type: none"> <li>Improve access and interregional connectivity for residents, freight, and visitors between communities and markets.</li> <li>Improve safety and mobility.</li> </ul>	<ul style="list-style-type: none"> <li>Improve connectivity and safety for major freight flows to support economic development.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Improve connectivity and safety for major freight flows to support economic development.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Do not place new corridor through airports.</li> <li>Improve connectivity to seaports, airports, and rail terminals.</li> <li>Implement solutions to improve safety, relieve congestion and address shifts in freight movements.</li> </ul>

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<b>Transportation Modes</b>	<ul style="list-style-type: none"> <li>Enhance the Quality of Life and Public Safety</li> </ul>	<ul style="list-style-type: none"> <li>Expand transportation options, such as shared-use nonmotorized trails, freight and passenger rail, and public transit.</li> </ul>	<ul style="list-style-type: none"> <li>Support efficient and accessible transportation options and/or modes for people and goods.</li> </ul>	<ul style="list-style-type: none"> <li>For instruction, instead of saying “such as adjacent trails”, include language that states directly to include a trail as part of the project and make it a part of SUN Trail.</li> </ul>	<ul style="list-style-type: none"> <li>Support efficient and accessible transportation options and/or modes for people and goods.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Enhance transportation corridors by supporting multiple modes including trails through maximizing co-location within existing and new facilities.</li> <li>Incorporate any trails included in these corridors as a part of SUN Trail system marketing.</li> <li>Coordinate with local governments, metropolitan planning organizations, and freight and transit industry operators on opportunities to expand transportation options.</li> </ul>
<b>Connectivity to Regional and Local Transportation Network</b>	<ul style="list-style-type: none"> <li>Provide Regional Connectivity</li> <li>Revitalize Rural Communities</li> </ul>	<ul style="list-style-type: none"> <li>Improve access and interregional connectivity for residents, freight, and visitors between communities and markets.</li> <li>Help rural and underserved areas improve infrastructure for people, freight, and technology.</li> <li>Improve safety and mobility.</li> </ul>	<ul style="list-style-type: none"> <li>Identify opportunities and improve transportation connections between communities and the regional roadway network.</li> </ul>	<ul style="list-style-type: none"> <li>For instructions: to address inconsistencies in regional roadway networks identified by MPOs and RPCs, develop a regional roadway map of the entire study area.</li> </ul>	<ul style="list-style-type: none"> <li>Identify opportunities and improve transportation connections between communities and the regional roadway network.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Prioritize interchange locations for regional roads.</li> <li>Work with local and regional governments to identify opportunities to improve or create connections to communities, focusing on the regional roadway networks, areas with compatible land uses, and areas targeted for growth in regional and local government comprehensive plans and economic development plans.</li> <li>Develop interchange management plans including appropriate land use and environmental resource protections for areas around proposed interchange locations.</li> </ul>

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<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>	<ul style="list-style-type: none"> <li>Plan and develop community and infrastructure development that is resilient, sustainable, and adaptable.</li> </ul>	<ul style="list-style-type: none"> <li>Add the following to guiding principle language: Address sea-level rise in planning and design of transportation facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Plan and develop community and infrastructure development that is resilient, sustainable, and adaptable.</li> </ul>	<ul style="list-style-type: none"> <li>References to sea-level rise are included in instructions.</li> </ul>	<ul style="list-style-type: none"> <li>Do not impact high risk coastal zones (Coastal Barrier Resources System).</li> <li>Build on the vision, goals, and strategies of the Florida Transportation Plan in addressing resilience, including sea-level rise.</li> <li>Develop local and regional plans that address sea-level rise and potential population migration/growth.</li> </ul>
<b>Emergency Evacuation and Response</b>	<ul style="list-style-type: none"> <li>Enhance the Quality of Life and Public Safety</li> </ul>	<ul style="list-style-type: none"> <li>Strengthen disaster mitigation, preparedness, response, and recovery.</li> </ul>	<ul style="list-style-type: none"> <li>Support local, regional, and statewide emergency management plans and actions.</li> </ul>	<ul style="list-style-type: none"> <li>Provide staging and recovery response areas like FTE legislation wording.</li> <li>Add the following language: "Address the impacts of storm surge and sea-level rise."</li> </ul>	<ul style="list-style-type: none"> <li>Support local, regional, and statewide emergency management plans and actions.</li> </ul>	<ul style="list-style-type: none"> <li>Reference to staging areas is included in instructions.</li> <li>Reference to sea-level rise is included in instructions for resilience</li> <li>Reference to storm surge is included in instructions.</li> </ul>	<ul style="list-style-type: none"> <li>Do not place new corridor through Cat2 Storm Surge zones.</li> <li>Provide staging areas as part of the program consistent with s.338.236, F.S.</li> <li>Support statewide approach regarding the need to maintain evacuation times.</li> <li>Support statewide, regional, and local plans for sheltering as appropriate.</li> <li>Coordinate with state, regional, and local emergency management agencies.</li> </ul>

Index/Title	Purpose	High-Level Need	Guiding Principle as Presented at Meeting #6	Member Comments from Meeting #6 - Present	Revised Language for Review at Meeting #7	For Future Discussion	Instructions for Project Development and Beyond
<b>Broadband and Other Utilities</b>	<ul style="list-style-type: none"> <li>• Provide Regional Connectivity</li> <li>• Revitalize Rural Communities</li> <li>• Encourage Job Creation</li> <li>• Enhance the Quality of Life and Public Safety</li> <li>• Leverage Technology</li> </ul>	<ul style="list-style-type: none"> <li>• Help rural and underserved areas improve infrastructure for people, freight, and technology.</li> <li>• Enhance access to jobs, workforce training, education, healthcare, and goods and services.</li> <li>• Help increase economic activity and economic diversity throughout the region with emphasis on inland and rural areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Support expansion of rural utility infrastructure, including broadband, water, and sewer to enhance quality of life.</li> <li>• Plan and design enhanced or new corridors to enable co-location of utility and broadband infrastructure in right-of-way.</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• Support expansion of rural utility infrastructure, including broadband, water, and sewer to enhance quality of life.</li> <li>• Plan and design enhanced or new corridors to enable co-location of utility and broadband infrastructure in right-of-way.</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• Enhance and integrate transportation and infrastructure planning processes.</li> <li>• Maximize co-location opportunities (e.g. add conduit or “dig once”).</li> <li>• Ensure broadband provider access to FDOT right-of-way is non-discriminatory and competitively neutral.</li> <li>• Leverage partnerships with utility providers.</li> <li>• Prioritize connections to community anchor institutions.</li> </ul>
<b>Technology</b>	<ul style="list-style-type: none"> <li>• Leverage Technology</li> </ul>	<ul style="list-style-type: none"> <li>• All Needs</li> </ul>	<ul style="list-style-type: none"> <li>• Implement infrastructure that supports state-of-the-art vehicles, materials, data, and methodologies.</li> </ul>	<ul style="list-style-type: none"> <li>• Focus on state-of-the-art roadway for vehicles or modes.</li> <li>• Address which type of vehicles will be accommodated.</li> <li>• Add “that will evolve and adapt over time” at the end of guiding principle.</li> <li>• Add instruction: Design, construct and maintain the corridor utilizing resilient and energy efficient materials and methods of construction.</li> </ul>	<ul style="list-style-type: none"> <li>• Implement infrastructure that supports <u>current and emerging</u> state-of-the-art vehicles, materials, data, and methodologies.</li> </ul>	<ul style="list-style-type: none"> <li>• Guiding principle is based on multi-use aspects of the program with the roadway being one component.</li> <li>• Vehicle types are noted in instructions.</li> </ul>	<ul style="list-style-type: none"> <li>• Design in anticipation of connected and autonomous vehicles, transit, and other modes.</li> <li>• Provide access to electric vehicle charging stations.</li> <li>• Consider innovative uses of right-of-way for transportation, energy, and community purposes.</li> <li>• Employ technologies that enhance infrastructure maintenance and repair efficiencies.</li> <li>• Design, construct, and maintain the corridor utilizing resilient and energy efficient materials and methods of construction.</li> <li>• Employ technologies for effective corridor management, such as avoiding wildlife collisions.</li> </ul>