

## Task Force Meeting #8: 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.

Draft Language for Discussion at Task Force Meeting 8

	Purpose	High-Level Need	Guiding Principle as Presented at Meeting 7	Instructions for Project Development and Beyond as Presented at Meeting 7	Member Comments from Meeting 7	Task Force Recommendations		Notes
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<p><b>Consistency with Statewide, Regional, and Local Plans and Visions</b></p> <p><i>Reference Report P.15, Line 19.</i></p>	<ul style="list-style-type: none"> <li>All purposes</li> </ul>	<ul style="list-style-type: none"> <li>All needs</li> </ul>	<ol style="list-style-type: none"> <li>Be consistent with the vision, goals, and strategies of the Florida Transportation Plan (s. 339.155, F.S.). Be consistent with goals, objectives, policies, and resources identified in local government comprehensive plans (s. 163.3177 and 163.3178, F.S.), metropolitan long-range transportation plans (s. 339.175, F.S.), and strategic regional policy plans (s. 186.507, F.S.).</li> </ol>	<ul style="list-style-type: none"> <li>Place an emphasis on future land use maps and growth projections, as well as regional and community visions as adopted into strategic regional policy plans and/or local government comprehensive plans.</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 protections (s. 338.2278, F.S.); coordinate among local governments, regional planning councils, and metropolitan planning organizations on plan updates.</li> </ul>	<ul style="list-style-type: none"> <li>Locals will need funding for comprehensive plan updates.</li> <li>List FTP last in Guiding Principle #1.</li> </ul> <p><u>Written Comments</u></p> <ul style="list-style-type: none"> <li>Replace “place an emphasis on” with “respect” in first instruction.</li> </ul>	<ol style="list-style-type: none"> <li>Be consistent with <del>the vision, goals, and strategies of the Florida Transportation Plan (s. 339.155, F.S.).</del> <u>Be consistent with goals, objectives, policies, and resources identified in local government comprehensive plans (s. 163.3177 and 163.3178, F.S.), metropolitan long-range transportation plans (s. 339.175, F.S.), and strategic regional policy plans (s. 186.507, F.S.), statutorily required statewide, regional, and local plans.</u></li> </ol>	<ul style="list-style-type: none"> <li><u>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 an emphasis on future land use maps and growth projections, as well as regional and community visions as adopted into strategic regional policy plans and/or local government comprehensive plans.</u></li> <li><u>Be consistent with the vision, goals, and strategies of the Florida Transportation Plan (s. 339.155, F.S.).</u></li> <li><u>Develop a process for reconciling</u> <u>Coordinate among agencies to address</u> 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 <u>as well as the geographical areas covered by regional plans.</u></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 <u>resource</u> protections (s. 338.2278, F.S.), <u>including resources identified as significant in other guiding principles and instructions;</u></li> </ul>	<ul style="list-style-type: none"> <li>FDOT has committed to provide support for comprehensive plan update assistance.</li> </ul>

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						<ul style="list-style-type: none"> <li>coordinate among local governments, regional planning councils, <del>and</del> metropolitan planning organizations, <u>and</u> <u>FDOT</u> on plan updates.</li> <li><u>Support local governments in developing interchange management plans including appropriate land use and environmental resource protections for areas around proposed interchange locations.</u></li> </ul>		
<p><b>Maximizing Use of Existing Facilities</b></p> <p><i>Reference Report P.16, Line 8.</i></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. Develop potential alternatives for addressing statewide and interregional mobility and connectivity needs in this priority order:</p> <ol style="list-style-type: none"> <li>Safety and operational improvements to existing transportation facilities;</li> <li>Then additional capacity in existing transportation facilities or right of way in or near the study area including co-location of facilities within existing right of way and other approaches to transforming existing facilities and right of way to accommodate additional modes, uses, and functions;</li> <li>In circumstances where purpose</li> </ol>	<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 in or near the study area, including their impact on the surrounding environment, land uses, and communities.</li> <li>Evaluate opportunities for co-location within or adjacent to existing right of way in or near the study area, including their impact on the surrounding environment, 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>Evaluate opportunities to advance specific improvements that</li> </ul>	<ul style="list-style-type: none"> <li>Evaluate proposed US 301 and I-75 improvements (regarding i &amp; ii) during PD&amp;E.</li> <li>Generally – better explain guiding principles in the instructions.</li> </ul> <p><u>Written Comments</u></p> <ul style="list-style-type: none"> <li>Add instruction from SCC: "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."</li> </ul>	<p>2. Develop potential alternatives for addressing statewide and interregional mobility and connectivity needs in this priority order:</p> <ol style="list-style-type: none"> <li>Safety and operational improvements to existing transportation facilities;</li> <li>Then additional capacity in existing transportation <u>and utility</u> facilities or right of way in or near the study area including co-location of facilities within existing right of way and other approaches to transforming existing facilities and right of way to accommodate additional modes, uses, and functions;</li> </ol>	<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 in or near the study area, including their impact on the surrounding environment, land uses, and communities.</li> <li>Evaluate opportunities for co-location within or adjacent to <u>transportation or utility</u> existing right of way in or near the study area, including their impact on the surrounding environment, 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>Evaluate opportunities to advance specific improvements, <u>including those identified through planning studies, PD&amp;E studies and long range transportation plans</u>, that support a system meeting the long-term needs of statewide and interregional movements of people and freight during future phases of project development.</li> </ul>	<ul style="list-style-type: none"> <li>Specific improvements will be identified during PD&amp;E.</li> </ul>

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		and need, and/or guiding principles cannot be addressed by operational or existing facility/right of way improvements, or in circumstances where these improvements are not consistent with local government comprehensive plans or documented community goals, then evaluate new facilities.	support a system meeting the long-term needs of statewide and interregional movements of people and freight during future phases of project development.		iii. In circumstances where purpose and need, and/or guiding principles cannot be addressed by operational or existing facility/right of way improvements, or in circumstances where these improvements are not consistent with local government comprehensive plans or documented community goals, then evaluate new facilities.	<ul style="list-style-type: none"> <li>Collaborate with local governments on operational improvements, existing facility enhancements, and, if needed, interchange locations to ensure consistency with local government comprehensive plans.</li> </ul>		
<b>Technology</b> <i>Reference Report P.17, Line 1 &amp; 3.</i>	<ul style="list-style-type: none"> <li>All purposes</li> </ul>	<ul style="list-style-type: none"> <li>All needs</li> </ul>	<ol style="list-style-type: none"> <li>Incorporate technology into corridor planning, design, construction, operations, and maintenance.</li> <li>Accommodate emerging vehicle and information technologies such as autonomous, connected, electric, and shared vehicles (ACES) and mobility as a service (MaaS).</li> </ol>	<ul style="list-style-type: none"> <li>Coordinate and partner with agencies and the private sector to leverage resources, applications, and infrastructure.</li> <li>Plan and design the corridors to accommodate technologies/ applications, considering their ability to evolve/adapt over time.</li> <li>Design, construct, and maintain corridors using state-of-the-art, resilient, and energy efficient materials and methods of construction.</li> <li>Plan for and provide infrastructure for electric vehicle charging stations.</li> </ul>	<ul style="list-style-type: none"> <li>Add instruction for tolling technology to differentiate local traffic (not tolled) from through traffic (tolled).</li> </ul> <p><u>Written Comments</u></p> <ul style="list-style-type: none"> <li>Add Instruction: "Use best available technology to limit impacts to wildlife including road kills and notify vehicles of other hazards such as smoke from prescribed and wild fires."</li> </ul>	<ol style="list-style-type: none"> <li>Incorporate technology into corridor planning, design, construction, operations (including toll collection), and maintenance.</li> <li>Accommodate emerging vehicle and information technologies such as autonomous, connected, electric, and shared vehicles (ACES) and mobility as a service (MaaS).</li> </ol>	<ul style="list-style-type: none"> <li>Coordinate and partner with agencies and the private sector to leverage resources, applications, and infrastructure.</li> <li>Plan and design the corridors to accommodate technologies/ and applications, considering their ability to evolve/adapt over time.</li> <li>Design, construct, and maintain corridors using state-of-the-art, resilient, and energy efficient materials and methods of construction.</li> <li>Plan for and provide infrastructure for electric vehicle charging stations.</li> <li>Evaluate technology to limit impacts to wildlife including road kills and notifications of other hazards such as smoke from prescribed and wildfires.</li> </ul>	

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<b>Community Character</b>  <i>Reference Report P.17, Line 22.</i>	<ul style="list-style-type: none"> <li>Revitalize Rural Communities</li> <li>Enhance Quality of Life and Public Safety</li> </ul>	<ul style="list-style-type: none"> <li>Provide a transportation network that revitalizes and enhances communities and industries.</li> </ul>	<p>5. Avoid or minimize impacts to communities and reinforce the unique character of each community.</p>	<ul style="list-style-type: none"> <li>Avoid and do not impact known cemeteries and historic markers, known cultural sites, and sites currently listed in the National Register of Historic Places.</li> <li>Avoid and do not impact Native American Tribal lands. Coordination will be undertaken if historic properties of religious or cultural significance to the Native American Tribes are discovered during project development.</li> <li>Plan, design, construct, operate, and maintain corridors that recognize and incorporate the surrounding community character while accommodating potential growth and development. Balance the need to move vehicles safely and efficiently while preserving scenic, aesthetic, historic, and environmental resources.</li> </ul>	<ul style="list-style-type: none"> <li>Recommend using wording from SCC for this Guiding Principle.</li> <li>Protect areas within 5 miles of proposed interchanges via conservation easement, agricultural easement, purchase of development rights or other similar instrument.</li> <li>Do not limit local governments in deciding what they want around their interchanges.</li> </ul> <p><u>Written Comments</u></p> <ul style="list-style-type: none"> <li>Add instruction from SCC: "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:                             <ul style="list-style-type: none"> <li>access (toll vs. limited access and access locations)</li> <li>aesthetics and landscaping,</li> <li>branding, and</li> <li>Signage."</li> </ul> </li> </ul>	<p>5. Avoid or minimize impacts to communities and reinforce the unique character of each community.</p>	<ul style="list-style-type: none"> <li>Avoid and do not impact known cemeteries and historic markers, known cultural sites, and sites currently listed in the National Register of Historic Places.</li> <li>Avoid and do not impact Native American Tribal lands. Coordination will be undertaken if historic properties of religious or cultural significance to the Native American Tribes are discovered during project development.</li> <li>Plan, design, construct, operate, and maintain corridors that recognize and incorporate the surrounding community character while accommodating potential growth and development. Balance the need to move vehicles safely and efficiently while preserving scenic, aesthetic, historic, and environmental resources.</li> <li><u>Explore opportunities to view, understand, and access the environmental uniqueness of the Big Bend Ecosystem.</u></li> </ul>	<ul style="list-style-type: none"> <li>Guiding principle and instructions are consistent with SCC.</li> <li>Land use adjacent to corridors will be determined by local government comprehensive plans (see Plan Consistency guiding principle).</li> <li>Conservation land acquisition will be coordinated with agencies and partners (see Conservation Lands guiding principle).</li> </ul>
<b>Economic Development</b>  <i>Reference Report P.18, Line 4 &amp; 6.</i>	<ul style="list-style-type: none"> <li>Revitalize Rural Communities</li> <li>Encourage Job Creation</li> </ul>	<ul style="list-style-type: none"> <li>Support expansion of existing and new industries through enhanced access to jobs, education, and healthcare.</li> </ul>	<p>6. Develop infrastructure that strengthens existing local businesses and enhances economic development and employment opportunities.</p>	<ul style="list-style-type: none"> <li>Be consistent with economic development elements of local government comprehensive plans (s. 163.3177 and 163.3178, F.S.), and comprehensive economic development strategies developed</li> </ul>	<ul style="list-style-type: none"> <li>Avoid potential development around interchanges displacing existing businesses.</li> <li>Do not limit local governments in deciding</li> </ul>	<p>6. Develop infrastructure that <u>avoids and minimizes adverse economic impacts to</u> <del>strengthens</del> existing local businesses and enhances economic development and</p>	<ul style="list-style-type: none"> <li>Be consistent with economic development elements of local government comprehensive plans (s. 163.3177, F.S. and s. 163.3178, F.S.), and comprehensive economic development strategies developed by regional planning councils in their capacity as</li> </ul>	<ul style="list-style-type: none"> <li>Land use adjacent to corridors will be determined by local government comprehensive plans (see Plan Consistency guiding principle).</li> </ul>

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	<ul style="list-style-type: none"> <li>Strengthen the local tourism, ecotourism, agritourism, and outdoor recreation economy.</li> <li>Provide a transportation network that revitalizes and enhances communities and industries.</li> </ul>	Avoid impacts to natural assets important to tourism, agritourism, ecotourism, and outdoor recreation.	<ul style="list-style-type: none"> <li>by regional planning councils in their capacity as federal economic development districts.</li> <li>Enhance economic development opportunities related to regional assets such as airports, educational facilities, and healthcare facilities by improving access while avoiding direct impacts.</li> <li>Provide support to local governments and economic development organizations to maximize long-term economic benefits from corridor investments in the study area.</li> <li>Engage with agriculture, silviculture, manufacturing, logistics, and other industry stakeholders to understand and incorporate their infrastructure needs.</li> <li>Plan for and design truck parking and rest area needs.</li> <li>Support the local tourism and recreation economy by providing opportunities for access and connections to outdoor recreation areas such as recreational greenways, trails, and hunting and fishing areas.</li> </ul>	<p>what they want around their interchanges.</p> <p><u>Written Comments</u></p> <ul style="list-style-type: none"> <li>Add instruction from SCC: "Avoid and minimize adverse economic impacts to individual communities, businesses, and resources."</li> </ul>	<p>employment opportunities.</p> <p>7. Avoid impacts to natural assets important to tourism, agritourism, ecotourism, and outdoor recreation.</p>	<p>federal economic development districts.</p> <ul style="list-style-type: none"> <li>Enhance economic development opportunities related to regional assets such as airports, educational facilities, and healthcare facilities by improving access while avoiding direct impacts.</li> <li>Provide support to local governments and economic development organizations to maximize long-term economic benefits from corridor investments in the study area.</li> <li>Engage with agriculture, silviculture, manufacturing, logistics, and other industry stakeholders to understand and incorporate their infrastructure needs.</li> <li>Plan for and design truck parking and rest area needs.</li> <li>Support the local tourism and recreation economy by providing opportunities for access and connections to outdoor recreation areas such as recreational greenways, trails, and hunting and fishing areas.</li> <li>Plan for and design infrastructure to protect access to existing businesses in rural communities.</li> </ul>	

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			<ul style="list-style-type: none"> <li>Plan for and design infrastructure to protect access to existing businesses in rural communities.</li> </ul>				
<p><b>Conservation Lands</b></p> <p><i>Reference Report P.19, Line 22.</i></p> <ul style="list-style-type: none"> <li>Protect Environmental and Natural Resources</li> </ul>	<ul style="list-style-type: none"> <li>Protect, restore, enhance, and connect public and private environmentally sensitive areas, conservation lands, threatened and endangered species habitats, key water quality resources, and ecosystems.</li> </ul>	<p>7. Restore and enhance existing and planned conservation lands to support statewide and regional conservation goals.</p> <p>8. Avoid impacts to and fragmentation of existing and planned conservation lands.</p>	<ul style="list-style-type: none"> <li>Do not place new corridors through: state parks, state forests, mitigation banks, existing managed conservation lands (including conservation easements), wildlife refuges, or Florida Forever acquired lands.</li> <li>Leverage partnerships to support a land protection program to acquire state conservation lands to support statewide and regional conservation plans and mitigate the impact of corridor construction [including s. 338.2278 (3)(c)(6) &amp; (8), F.S.]. Coordinate with the Florida Department of Environmental Protection and other agencies for Florida Forever Program projects that are in the highest priority for acquisition, potential Water Management District lands, and lands within the optimal boundaries of the adopted management plan for regional, state and national parks, forests, refuges, and water management areas.</li> <li>Coordinate with Regional Planning</li> </ul>	<ul style="list-style-type: none"> <li>For last instruction, say “most current version” rather than 4.0.</li> <li>Not enough commitment for instruction #2.</li> <li>No conservation lands should be impacted.</li> <li>Suggest using structure similar to SCC.</li> <li>“Avoid, and when avoidance isn’t feasible, minimize and mitigate.”</li> <li>Specify mitigation ratios.</li> <li>Reference other guiding principles/instructions if they are related.</li> <li>Protect identified conservation lands and targeted lands within 10 miles of interchanges (specifically CLIP priorities 1, 2 &amp;3, Florida Rural and Family Lands Protection Program, Florida Forever, springs protection zones, Florida Ecological Greenways Network Priorities 1 &amp;2).</li> <li>Do not limit local governments in deciding what they want around their interchanges.</li> </ul>	<p>8. Apply the following <u>priority order for existing conservation lands</u>:</p> <ol style="list-style-type: none"> <li><u>Avoid negative impacts to, and fragmentation of these lands.</u></li> <li><u>Restore, connect, and enhance these lands while continuing to avoid negative impacts.</u></li> <li><u>Minimize and mitigate negative impacts to these lands.</u></li> </ol>	<ul style="list-style-type: none"> <li>Do not place new corridors through: state parks, state forests, mitigation banks, existing managed conservation lands (including conservation easements), wildlife refuges, or Florida Forever acquired lands.</li> <li><del>Leverage partnerships</del> <u>Coordinate with agencies and partners early in the project development process to identify land acquisition plans and identify opportunities to advance acquisition priorities.</u> <del>to support a land protection program to acquire state conservation lands to support statewide and regional conservation plans and mitigate the impact of corridor construction</del> [including s. 338.2278 (3)(c) <u>6 &amp; 8</u>, F.S.]. Coordinate with the Florida Department of Environmental Protection and other agencies for Florida Forever Program projects that are in the highest priority for acquisition, potential Water Management District lands, and lands within the optimal boundaries of the adopted management plan for regional, state and national parks, forests, refuges, and water management areas.</li> <li>Coordinate with Regional Planning Councils to support Natural Resources of Regional Significance outlined in their Strategic Regional Policy Plans.</li> <li>Coordinate with the Florida Forest Service to identify lands managed with prescribed or controlled burns and their associated smokedsheds and minimize</li> </ul>	<ul style="list-style-type: none"> <li>Land use adjacent to corridors will be determined by local government comprehensive plans. Conservation lands adjacent to corridors will be determined through coordination with agencies and partners.</li> <li>Mitigation ratios will be coordinated with agencies and partners during project development once corridors and potential impacts are defined.</li> <li>All Guiding Principles and Instructions are intended to be viewed as a set. Additionally, cross cutting Guiding Principles are highlighted in the report.</li> </ul>

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			<p>Councils to support Natural Resources of Regional Significance outlined in their Strategic Regional Policy Plans.</p> <ul style="list-style-type: none"> <li>Coordinate with the Florida Forest Service to identify lands managed with prescribed or controlled burns and their associated smokesheds and minimize impacts associated with corridor location and operations.</li> <li>Use established procedures and analysis tools during project development to avoid, minimize and mitigate impacts to, and enhance: wetland mitigation banks and regulatory easements, swallets, Florida Communities Trust projects, Wildlife Management Areas, and Rare Species Habitat Conservation Priorities.</li> <li>Reference CLIP version 4.0 Priorities model during project development.</li> </ul>			<p>impacts associated with corridor location and operations.</p> <ul style="list-style-type: none"> <li>Use established procedures and analysis tools during project development to avoid, <u>restore and enhance, and minimize</u> and mitigate impacts to, <del>and enhance:</del> wetland mitigation banks and regulatory easements, swallets, Florida Communities Trust projects, Wildlife Management Areas, and Rare Species Habitat Conservation Priorities.</li> <li>Reference <u>the most current Critical Lands and Waters Identification Project (CLIP) version 4.0</u> Priorities model during project development.</li> </ul>		
<p><b>Wildlife Habitats and Connectivity</b></p> <p><i>Reference Report P.20, Line 14.</i></p>	<ul style="list-style-type: none"> <li>Protect Environmental and Natural Resources</li> </ul>	<ul style="list-style-type: none"> <li>Protect, restore, enhance, and connect public and private environmentally sensitive areas, conservation lands, threatened and endangered</li> </ul>	<p>9. Enhance and restore wildlife habitats and corridors to support statewide and regional wildlife protection goals.</p> <p>10. Avoid impacts to endangered or threatened species</p>	<ul style="list-style-type: none"> <li>Leverage partnerships to support a land protection program to acquire state conservation lands to support the completion of wildlife connectivity gaps (including s. 338.2278 (3) (c) (6) &amp; (8), F.S.). Coordinate with the Florida Fish</li> </ul>	<ul style="list-style-type: none"> <li>Place a high priority on “bottlenecks” even if they don’t score high in the Florida Ecological Greenways Network priorities.</li> <li>Consider combining all environmental guiding principles and</li> </ul>	<p>9. Apply the following <u>priority order for existing wildlife habitats:</u></p> <ol style="list-style-type: none"> <li><u>Avoid negative impacts to, and fragmentation of these lands.</u></li> <li><u>Restore, connect, and enhance these lands while</u></li> </ol>	<ul style="list-style-type: none"> <li><del>Leverage partnerships</del> <u>Coordinate with agencies and partners early in the project development process to identify land acquisition plans and identify opportunities to advance acquisition priorities.</u> <del>to support a land protection program to acquire state conservation lands</del> to support the completion of wildlife connectivity gaps</li> </ul>	

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		species habitats, key water quality resources, and ecosystems.	and fragmentation of their habitats.	and Wildlife Conservation Commission to enhance wildlife corridor connectivity including lands identified as priority 1 and 2 in the Florida Ecological Greenways Network.  <ul style="list-style-type: none"> <li>Support a regional approach to enhanced wildlife connectivity by restoring fish and wildlife habitat corridors and providing fish passages and wildlife crossings, where feasible.</li> <li>Minimize impacts of transportation lighting on nearby agricultural, environmental, and conservation lands.</li> <li>Consult with state and federal agencies to identify and protect threatened and endangered species (wildlife and plants) and their habitats.</li> </ul>	instructions similar to SCC.  <ul style="list-style-type: none"> <li>Clarify “leverage partnership,” discuss funding for land acquisition.</li> <li>Remove “where feasible” in instruction #2.</li> </ul> <p><u>Written Comments</u></p> <ul style="list-style-type: none"> <li>Not enough commitment for instruction 1.</li> <li>Change second instruction to: “Support a regional approach to enhanced wildlife connectivity by restoring fish and wildlife habitat corridors and providing fish passages by implementing maximum provisions for functional wildlife crossing design features to maintain connectivity of critical linkages to provide for adequate fish/wildlife/water passage.”</li> <li>Add instruction: “Offer opportunities to view, understand, and access the environmental uniqueness of the Big Bend Ecosystem.” <i>(provided instruction in Community Character)</i></li> </ul>	<p><u>continuing to avoid negative impacts.</u></p> <p>iii. <u>Minimize and mitigate negative impacts to these lands.</u></p>	<p>(including s. 338.2278 (3)(c) 6 &amp; 8, F.S.). Coordinate with the Florida Fish and Wildlife Conservation Commission to enhance wildlife corridor connectivity including lands identified as priority 1 and 2 in the Florida Ecological Greenways Network. <u>Place an emphasis on connectivity gaps and bottlenecks.</u></p> <ul style="list-style-type: none"> <li>Support a regional approach to enhanced wildlife connectivity, <u>including by restoration of fish and wildlife habitat corridors. and providing fish passages and wildlife crossings, where feasible.</u></li> <li><u>Coordinate with the Florida Fish and Wildlife Conservation Commission to maximize effectiveness of wildlife crossing design elements based upon the best available data concerning wildlife movement patterns.</u></li> <li>Minimize impacts of transportation lighting on nearby agricultural, environmental, and conservation lands.</li> <li>Consult with state and federal agencies to identify and protect threatened and endangered species (wildlife and plants) and their habitats.</li> </ul>	
<p><b>Water Resources</b></p> <p><i>Reference Report P.20, Line 38.</i></p>	<ul style="list-style-type: none"> <li>Protect Environmental and Natural Resources</li> <li>Protect, restore, enhance, and connect public and private environmentally sensitive areas, conservation lands,</li> </ul>	<p>11. Enhance important water resources in support of statewide and regional water supply and quality goals.</p> <p>12. Avoid impacts to important water resources including</p>	<ul style="list-style-type: none"> <li>Avoid and do not impact springheads and lakes.</li> <li>Do not place new corridors through aquatic preserves.</li> <li>Leverage partnerships to support water</li> </ul>	<ul style="list-style-type: none"> <li>Meet and exceed Environmental Resource Permit (ERP) requirements.</li> <li>For karst avoidance – say “high density with mapped underground</li> </ul>	<p><u>11-10. Apply the following priority order for existing water resources:</u></p> <p>i. <u>Avoid negative impacts to water resources.</u></p>	<ul style="list-style-type: none"> <li>Avoid and do not impact springheads and lakes.</li> <li>Do not place new corridors through aquatic preserves.</li> <li><u>Leverage partnerships Coordinate with agencies and partners early in the project development process to identify</u></li> </ul>		

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	threatened and endangered species habitats, key water quality resources, and ecosystems.	springsheds and aquifer recharge areas.	<p>resource enhancements that will improve regional water quality (including s. 338.2278 (3)(c)(6) &amp; (8), F.S.). Coordinate with Water Management Districts and the Florida Department of Environmental Protection for projects in Basin Management Action Plans (BMAPs) for springs and other surface water bodies and protection and enhancement of aquifer and groundwater recharge areas, Outstanding Florida Waters, wetlands, floodplains, and other surface waters.</p> <ul style="list-style-type: none"> <li>Address both local and regional flooding problems by integrating stormwater and floodplain management strategies where feasible.</li> <li>Avoid placing transportation corridors and stormwater ponds in sinkholes and karst areas.</li> <li>Use established procedures and analysis tools during project development to avoid, minimize, and mitigate impacts to Water Management District surface, groundwater, proposed well, and atmospheric sites.</li> </ul>	<p>channels” as it will be difficult to avoid entirely.</p> <p><u>Written Comments</u></p> <ul style="list-style-type: none"> <li>Not enough commitment for instruction 3.</li> </ul>	<p>ii. <u>Restore, connect, and enhance water resources while continuing to avoid negative impacts.</u></p> <p>iii. <u>Minimize and mitigate negative impacts to water resources.</u></p>	<p><u>water supply and quality goals and identify opportunities to advance to support</u> water resource enhancements that will improve regional water quality (including s. 338.2278 (3)(c) 6 &amp; 8, F.S.). Coordinate with Water Management Districts and the Florida Department of Environmental Protection for projects in Basin Management Action Plans (BMAPs) for springs and other surface water bodies and protection and enhancement of aquifer and groundwater recharge areas, Outstanding Florida Waters, wetlands, floodplains, and other surface waters.</p> <ul style="list-style-type: none"> <li>Address both local and regional flooding problems by integrating stormwater and floodplain management strategies where feasible.</li> <li><u>Support a regional approach to stormwater system design with the goal of meeting and exceeding Environmental Resource Permit requirements.</u></li> <li>Avoid placing transportation corridors and stormwater ponds in sinkholes and <u>high density</u> karst areas.</li> <li>Use established procedures and analysis tools during project development to avoid, minimize, and mitigate impacts to Water Management District surface, groundwater, proposed well, and atmospheric sites.</li> </ul>	

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<b>Agriculture</b> <i>Reference Report P21, Line 30.</i>	<ul style="list-style-type: none"> <li>Protect Environmental and Natural Resources</li> </ul>	<ul style="list-style-type: none"> <li>Protect, restore, enhance, and connect public and private environmentally sensitive areas, conservation lands, threatened and endangered species habitats, key water quality resources, and ecosystems.</li> </ul>	13. Avoid, impacts to and fragmentation of farmlands, silviculture, and cattle ranches.	<ul style="list-style-type: none"> <li>Avoid and do not impact Farmland Preservation Areas identified in local government comprehensive plans.</li> <li>Recognize existing preservation areas such as of the Florida Rural and Family Lands Protection Program as well as those lands formally designated for future protection within this program.</li> <li>Plan, design, construct, operate, and maintain corridors that protect the region's agricultural lands (including Century Pioneer Family Farms), avoid fragmentation and facilitate connectivity to and between them.</li> <li>Work with owners/operators of farmlands, silviculture, and cattle ranches to understand their needs and plans.</li> </ul>	<ul style="list-style-type: none"> <li>Need to capture equine industry, nursery &amp; aquaculture.</li> </ul> <p><u>Written Comments</u></p> <ul style="list-style-type: none"> <li>Add Instruction: "Minimize the fragmentation of agricultural and forestry tracts and operations."</li> </ul>	4311. Avoid impacts to and fragmentation (of both tracts and operations) of farmlands, silviculture, <u>equine industry, nurseries, aquaculture</u> and cattle ranches.	<ul style="list-style-type: none"> <li>Avoid and do not impact Farmland Preservation Areas identified in local government comprehensive plans.</li> <li>Recognize existing preservation areas <del>such as</del> of the Florida Rural and Family Lands Protection Program as well as those lands formally designated for future protection within this program.</li> <li>Plan, design, construct, operate, and maintain corridors that protect the region's agricultural lands (including Century Pioneer Family Farms), avoid fragmentation <u>of these lands</u> and facilitate connectivity to and between <del>them</del> <u>these lands</u>.</li> <li>Work with owners/operators of farmlands, silviculture, <u>equine industry, nurseries, aquaculture</u>, and cattle ranches to understand their needs and plans.</li> </ul>	
<b>Emergency Preparedness and Response</b> <i>Reference Report P.22, Line 10.</i>	<ul style="list-style-type: none"> <li>Enhance Quality of Life and Public Safety</li> <li>Leverage Technology</li> </ul>	<ul style="list-style-type: none"> <li>Strengthen emergency mitigation, preparedness, response, and recovery to enhance safety.</li> </ul>	14. Plan, design, construct, operate and maintain resilient corridors that support state, regional, and local plans for emergency mitigation, preparedness, response, and recovery.	<ul style="list-style-type: none"> <li>Do not place new corridors through category 2 storm surge zones.</li> <li>Avoid and do not impact high risk coastal areas consistent with local government comprehensive plans.</li> <li>Coordinate with state, regional, and local response plans and priorities, including evacuation and sheltering.</li> </ul>	<ul style="list-style-type: none"> <li>Consider recommendations from the 2018 FDOT study following Hurricane Irma regarding fuel distribution.</li> <li>Consider charging and staging areas.</li> <li>Consider providing large, regional shelters.</li> <li>Enhance the last two instructions to say "avoid and minimize" and build to withstand a Category 3 storm.</li> </ul>	4412. Plan, design, construct, operate and maintain resilient corridors that support state, regional, and local plans for emergency mitigation, preparedness, response, and recovery.	<ul style="list-style-type: none"> <li><del>Do not place new corridors through category 2 storm surge zones.</del></li> <li><u>When developing, and evaluating corridors, place a high priority on the ability of existing, co-located or new infrastructure to withstand and recover from risks such as storm surge (tropical storm through category 5), inland flooding, extreme weather events, and climate trends</u></li> <li>Avoid and do not impact high risk coastal areas consistent with local</li> </ul>	<ul style="list-style-type: none"> <li>Electric vehicle charging stations included as Technology instruction.</li> <li>Storm surge impact analysis includes all storm categories</li> </ul>

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				<ul style="list-style-type: none"> <li>Provide opportunities for staging areas for emergencies (SAFE) as outlined in SB 7018.</li> <li>Plan and develop corridors that consider vulnerability to risks such as inland flooding, storm surge zones, and changing coastlines/sea level rise.</li> <li>Design and construct infrastructure to withstand and recover from potential risks such as extreme weather events and climate trends.</li> </ul>	<ul style="list-style-type: none"> <li>Use native plants.</li> <li>Look for opportunities to improve existing vulnerable infrastructure (SR 44 bridges); example of I-75 bridge over Santa Fe River</li> </ul> <p><u>Written Comments</u></p> <ul style="list-style-type: none"> <li>Add Instruction: "While creating a natural parkway look, strive to plant/maintain natural buffers using storm-resistant, native vegetation."</li> </ul>		<p>government comprehensive plans.</p> <ul style="list-style-type: none"> <li>Coordinate with state, regional, and local <u>emergency</u> response plans and priorities, including evacuation and sheltering.</li> <li>Provide opportunities for staging areas for emergencies (SAFE) as outlined in s. 338.236, F.S. <del>SB 7018.</del></li> <li><del>Plan and develop corridors that consider vulnerability to risks such as inland flooding, storm surge zones, and changing coastlines/sea level rise.</del></li> <li><del>Design and construct infrastructure to withstand and recover from potential risks such as extreme weather events and climate trends.</del></li> <li><u>Give high priority to native, storm resistant landscaping.</u></li> </ul>	
<p><b>Infrastructure Opportunities</b></p> <p><i>Reference Report P.22, Line 25.</i></p>	<ul style="list-style-type: none"> <li>Revitalize Rural Communities</li> <li>Encourage Job Creation</li> <li>Leverage Technology</li> <li>Enhance Quality of Life and Public Safety</li> </ul>	<ul style="list-style-type: none"> <li>Expand rural utility infrastructure, including broadband, water, and sewer to enhance quality of life.</li> </ul>	<p>15. Plan and design enhanced or new corridors to enable co-location of broadband and other utility infrastructure.</p> <p>16. Coordinate utility investment with future land use, economic development, transportation, and water quality plans.</p>	<ul style="list-style-type: none"> <li>Do not place new corridors through public or private utility facilities.</li> <li>Support local governments and utility providers regarding existing and planned utility projects, including identifying opportunities within the study area to co-locate utilities within and adjacent to transportation corridors.</li> <li>Collaborate with broadband providers, local governments, and the Florida Department of Economic Opportunity, leveraging funding allocations (s. 339.0801, F.S.) and guided by the</li> </ul>	<ul style="list-style-type: none"> <li>Expand infrastructure from ROW into communities.</li> <li>Second instruction, stress equal access – "non-discriminatory, competitively neutral."</li> <li>Avoid unintended consequences of forcing large, rural tracts to connect to central sewer. Perhaps mention that we are targeting dense areas.</li> <li>Add "local government and utility coordination" to instruction #4.</li> <li>Local leaders need to be on the forefront of the utilities.</li> <li>Start sewer instruction with "explore opportunities."</li> </ul>	<p><del>45</del> 13. Plan and design enhanced or new corridors to enable co-location of broadband and other utility infrastructure.</p> <p><del>46</del> 14. Coordinate utility investment with future land use, economic development, transportation, and water quality plans.</p>	<ul style="list-style-type: none"> <li>Do not place new corridors through public or private <u>utility wastewater facilities, public water supply facilities, and certified power plants.</u></li> <li>Support local governments and utility providers regarding existing and planned utility projects, including identifying opportunities within the study area to co-locate <u>and/or extend</u> utilities within and adjacent to transportation corridors.</li> <li>Collaborate with broadband providers, local governments, and the Florida Department of Economic Opportunity, leveraging funding allocations (s. 339.0801, F.S.) and guided by the broadband strategic plan (s. 364.0135, F.S.) to integrate broadband into <u>transportation corridors.</u></li> </ul>	

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			<p>broadband strategic plan (s. 364.0135, F.S.) to integrate broadband into corridors.</p> <ul style="list-style-type: none"> <li>Explore opportunities for septic to sewer conversions to improve quality of life and water quality.</li> </ul>	<p><u>Written Comments</u></p> <ul style="list-style-type: none"> <li>The concept of “co-location” would be for each service provider to have equal access to run its own lines within a dedicated easement. Access should be technology neutral. Each provider should have adequate space to run its own lines including enough space for future work and upgrades as necessary.</li> </ul>		<ul style="list-style-type: none"> <li><u>Ensure broadband provider access to FDOT right of way is non-discriminatory, competitively neutral, and technology neutral. Coordinate spatial needs with each utility provider.</u></li> <li>Explore opportunities <u>to coordinate with local governments and utilities</u> for septic to sewer conversions to improve quality of life and water quality, <u>with an emphasis on higher density communities and areas targeted in BMAPs.</u></li> </ul>		
<p><b>Transportation Network Connectivity</b></p> <p><i>Reference Report P.23, Line 15 &amp; 17.</i></p>	<ul style="list-style-type: none"> <li>Revitalize Rural Communities</li> <li>Provide Regional Connectivity</li> </ul>	<ul style="list-style-type: none"> <li>Improve statewide and regional transportation mobility and connectivity for people and freight.</li> <li>Address statewide and regional safety and mobility needs due to the growth in population and visitation.</li> </ul>	<p>17. Enhance interregional connectivity by providing direct connections between major statewide corridors.</p> <p>18. Plan interregional corridors to support the function of regional and local networks.</p>	<ul style="list-style-type: none"> <li>Plan corridor access and termini consistent with local and regional goals for targeted growth or preservation areas.</li> <li>Maintain existing facilities and connections for local traffic.</li> <li>Evaluate improvements and access to existing and planned non-motorized trail networks.</li> <li>Coordinate with Metropolitan/Transportation Planning Organizations and transit providers on transit needs and opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>Delete second instruction.</li> <li>Add “shall coordinate” to first instruction.</li> <li>Avoid interchanges in rural areas except to connect to an existing, major state or county roads to avoid sprawl.</li> <li>Local officials need to be part of the discussion at every point of the process.</li> </ul>	<p><del>47</del> <u>15.</u> Enhance interregional connectivity by providing direct connections between major statewide corridors.</p> <p><del>48</del> <u>16.</u> Plan interregional corridors to support the function of regional and local networks.</p>	<ul style="list-style-type: none"> <li>Plan corridor access and termini consistent with local and regional goals for targeted growth or preservation areas <u>and in coordination with local governments.</u></li> <li><del>Maintain existing facilities and connections for local traffic.</del></li> <li><del>Evaluate improvements and access</del> <u>Seek opportunities to further trail improvements and access</u> to existing and planned non-motorized trail networks.</li> <li><u>Prioritize gaps on high priority segments on the Florida Greenways and Trails System Plan.</u></li> <li>Coordinate with Metropolitan/Transportation Planning Organization <del>MPOs</del> and transit providers on transit needs and opportunities.</li> </ul>	