

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** – The Task Force identified 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 to the six statutory purposes and 13 potential benefits in s. 338.2278 (1), F.S. for M-CORES that should be priorities for the M-CORES program in the study area. The Task Force also developed guidance for how FDOT should work with partners to evaluate these potential needs and form more specific purpose and need statements for corridor improvements moving forward. The high-level needs, along with the purpose, answer the question “*why?*”.
- **Guiding Principles** – The Task Force recommended a set of core values that guides to guide decision-making related to a transportation corridor or other type of project or the M-CORES program in the study area throughout the planning, development, and implementation process. These answer the question “*how?*”.
- **Instructions for Project Development and Beyond** – The Task Force recommended specific directions 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.

s. 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 viewed 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 recognized 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 principles 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 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
						Revised Guiding Principle Language for Review at Meeting 8	Instructions for Project Development and Beyond for Review at Meeting 8	
<p>Consistency with Statewide, Regional, and Local Plans and Visions</p>	<ul style="list-style-type: none"> All purposes 	<ul style="list-style-type: none"> All needs 	<p>1. Be consistent with statutorily required statewide, regional, and local plans including the Florida Transportation Plan (FTP), Regional Planning Council (RPC) Strategic Regional Policy Plans, Long Range Transportation Plans (LRTPs), and local government comprehensive plans.</p>	<ul style="list-style-type: none"> Be consistent with the vision, goals, and strategies of the Florida Transportation Plan (s. 339.155, F.S.). Respect 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 consideration of regional and community visions as adopted into strategic regional policy plans and/or local government comprehensive plans. Establish coordination with local representatives for reconciling differences among statutorily required state, regional, and local plans related to transportation corridors and future growth and development projections, including differences related to the timing and horizon years of plan updates. 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, 	<ul style="list-style-type: none"> Concern about guiding principle organization; believes local plans should come first and work up to state plans. On 2nd bullet: change “<i>Respect</i>” to “<i>Be consistent with</i>” Noted that with any interchange that is built, it will have adjacent land use impacts and we should develop language that local governments can adopt (see <i>proposed submitted language (below)</i>). <i>Staff noted this may be in co-location.</i> <p><u>Written Comments:</u></p> <ul style="list-style-type: none"> Regarding developing model local comp plan policies related to interchange context areas that could be appropriate for an Instruction: <ul style="list-style-type: none"> <u>Author model comprehensive plan BEST PRACTICES that local governments may adopt to govern land within five miles of interchange locations ensuring—</u> <u>traffic safety, especially for vulnerable road users as s. 316.027, F.S. defines that term,</u> <u>access to any developed lands while minimizing connections to feeder roads,</u> <u>aesthetics including sign, architecture, and site planning controls,</u> <u>reservation of land for uses dependent on high capacity transportation infrastructure and significant regional or state economy such as manufacturing, and</u> 	<p>1. Be consistent with statutorily required statewide, regional, and local plans including the local government comprehensive plans, Long Range Transportation Plans (LRTPs), Regional Planning Council (RPC) Strategic Regional Policy Plans, and Florida Transportation Plan (FTP).</p>	<ul style="list-style-type: none"> Respect Be consistent with goals, objectives, policies, and resources identified in local government comprehensive plans (s. 163.3177, F.S. and s. 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 consideration of regional and community visions as adopted into strategic regional policy plans and/or local government comprehensive plans. Be consistent with the vision, goals, and strategies of the Florida Transportation Plan FTP (s. 339.155, F.S.). Establish coordination with local representatives for reconciling <u>Coordinate among agencies to address 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 as well as the geographical areas covered by regional plans.</u> 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 	

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			metropolitan planning organizations, and FDOT on plan updates.	<ul style="list-style-type: none"> avoiding the thirteen primary indicators of urban sprawl that s. 163.3177(6)(a)9a, F.S. describes. 		<p>organizations, and FDOT on plan updates.</p> <ul style="list-style-type: none"> Provide technical support to coordinate with local governments for best practices to implement as part of plan updates. 	

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Maximizing Use of Existing Facilities <ul style="list-style-type: none"> All purposes 	<ul style="list-style-type: none"> All needs 	2. Evaluate potential alternatives for addressing the M-CORES purposes and interregional statewide connectivity and mobility needs in this priority order: <ol style="list-style-type: none"> Make safety and operational improvements to existing transportation facilities. Add capacity to existing transportation facilities or right-of-way in or near the study area, including co-location of facilities within existing disturbed right-of-way and other approaches to transforming existing facilities and right-of-way to accommodate additional modes, uses, and functions. In circumstances where purpose and need, and/or other guiding principles cannot be addressed, by operational or existing facility improvements, or in circumstances where these improvements are not consistent with local government comprehensive plans or documented community goals, then new alignment alternatives may be evaluated. 	<ul style="list-style-type: none"> Identify and advance safety and operational improvements to existing transportation facilities. Evaluate potential capacity improvements to existing transportation facilities in or near the study area, including their impact on surrounding environmental resources, land uses, and communities. Evaluate opportunities for co-location within or adjacent to existing disturbed right-of-way in or near the study area, including their impact on surrounding environmental resources, land uses, and communities. Assess connectivity gaps between existing transportation facilities and areas identified as priorities for attraction, and potential opportunities for closing those gaps. Advance specific improvements that support a system meeting the long-term needs of statewide and interregional flows of people and freight. 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. 	<ul style="list-style-type: none"> Look at co-location near exits of emergency management stations, police, fire, shelter, etc. Consider rail locations for co-location Suggest defining a standard of ROW (at least a 200 ft 4-lane ROW), anything less can be considered but as a greenfield primarily. The width of the intrusion is not large enough as a “real co-location opportunity”. US 19/98 would be good for co-location but there are existing areas like those on the logical termini that are small roads. Route of 129 would devastate the county and is clearly a bad choice. <p><u>Written Comments:</u></p> <ul style="list-style-type: none"> Note about local traffic given current usage should be given priority of consideration. Also, I think the comment was made previously about working to further improve the roads perpendicular to the major N-S corridors. 	2. Evaluate potential alternatives for addressing the M-CORES purposes and interregional statewide connectivity and mobility needs in this priority order: <ol style="list-style-type: none"> Make safety and operational improvements to existing transportation facilities. Add capacity to existing transportation facilities or <u>other publicly owned</u> right-of-way in or near the study area, including co-location of facilities within existing disturbed right-of-way and other approaches to transforming existing facilities and right-of-way to accommodate additional modes, uses, and functions. In circumstances where purpose and need, and/or other guiding principles cannot be addressed, by operational or existing facility improvements, or in circumstances where these improvements are not consistent with local government comprehensive plans or documented community goals, then new alignment alternatives may be evaluated, then new alignment alternatives may be evaluated. 	<ul style="list-style-type: none"> Identify and advance safety and operational improvements to existing transportation facilities; <u>particularly those that would be adjacent to a new or improved north-south corridor.</u> Evaluate potential capacity improvements to a <u>broad range</u> of existing transportation facilities (<u>rail and roadway</u>) in or near the study area, including their impact on surrounding environmental resources, land uses, and communities. Evaluate opportunities for co-location within or adjacent to existing disturbed <u>rail, utility, and roadway</u> right-of-way in or near the study area, including their impact on surrounding environmental resources, land uses, and communities. Assess connectivity gaps between existing transportation facilities and areas identified as priorities for attraction, and potential opportunities for closing those gaps. Advance specific improvements that support a system meeting the long-term needs of statewide and interregional flows of people and freight. Collaborate with local governments on operational improvements, existing facility enhancements, and, if needed, interchange locations to ensure consistency with local government comprehensive plans. This collaboration should consider how proposed improvements can help enhance the vitality of the residential and business communities <u>and provide access to vital resources (police, fire, shelters, etc.).</u> 	

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<p>Technology</p> <ul style="list-style-type: none"> All purposes 	<ul style="list-style-type: none"> All needs 	<p>3. Leverage and prepare for emerging technologies to meet all needs.</p>	<ul style="list-style-type: none"> Leverage existing technology to help avoid, minimize, or mitigate adverse impacts. Consider how future and emerging technologies, such as electronic and automated vehicles may also be accommodated. Apply innovative planning and design strategies such as using state-of-the-art energy efficient methodologies, technologies, and materials to develop the corridor. 	<ul style="list-style-type: none"> Suggest looking at NTC language; plan for and provide for electric vehicle charging stations. Consider electronic tolling system for the differentiation of local traffic vs. tolled traffic including variable pricing (varied by time of day/season, freight, etc.) Maximize technology use for safety purposes. <p>Written Comments:</p> <ul style="list-style-type: none"> Add: <i><u>"Incorporate differential tolling, made possible by the electronic transponder/toll by plate systems, so that local traffic is differentiated from thru traffic, and local trips by residents in the communities along a co-located route avoid tolls while long distance trips on the same lanes generate tolls. Differential tolling will reduce or eliminate the need for frontage roads or additional lanes for local traffic that would otherwise be a large right of way and construction expense."</u></i> Instructions: This may be included, just not specifically stated and not sure how to state it: Push GPS notifications to route traffic based on capacity to mitigate--even potential--congestion from I-75. Peak seasons, peak days, and peak hours, and certainly for those with destinations within the general area of the road, but also those with a terminus west of Jefferson County and south of Citrus County. 	<p><u>3. Incorporate technology into corridor planning, design, construction, operations, and maintenance.</u></p> <p><u>Accommodate emerging vehicle and information technologies such as autonomous, connected, electric, and shared vehicles (ACES) and mobility as a service (MaaS).</u></p>	<ul style="list-style-type: none"> Leverage existing technology to help avoid, minimize, or mitigate adverse impacts <u>from the corridor.</u> Consider how future and emerging technologies, such as electronic and automated vehicles, may <u>also</u> be accommodated. Apply innovative planning and design strategies such as using state-of-the-art <u>and/or</u> energy efficient methodologies, technologies, and materials to develop the corridor. <u>Plan and design the corridors to accommodate technologies/ applications, considering their ability to evolve/adapt over time.</u> 		

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Resilience	<ul style="list-style-type: none"> All purposes 	<ul style="list-style-type: none"> All needs 	<p>4. Plan and develop corridors that consider vulnerability to risks such as inland flooding, storm surge zones, and changing coastlines/sea level rise.</p> <p>Design and construct infrastructure to withstand and recover from potential risks such as extreme weather events and climate trends.</p>	<ul style="list-style-type: none"> Identify sea level rise projections appropriate to the planning horizon of road and bridge infrastructure. Develop, analyze, and evaluate corridors for their ability to avoid Category 1-3 storm surge zones and do not develop new corridors through these areas. 	<ul style="list-style-type: none"> Suggest changing "Category 1-3" to "Category 1-5" Although we should not consider it, if FDOT develops this corridor in a storm surge zone it should be elevated. One opportunity to explore and add in Instructions is to elevate US 19/98 and remove any deficiencies related to storm surge, sea level rise, and flooding in a co-location option to solve those problems through design. <p>Written Comments:</p> <ul style="list-style-type: none"> Add: "<u>When considering co-location with existing right of way within areas subject to flooding, storm surge, or sea level rise, utilize the design process to elevate the grade of roadways, provide greater bridging and water conveyance capacity, and otherwise resolve resilience deficiencies.</u>" GP: What about other disasters Florida is prone to, wildfires for example? This may be more of an infrastructure or emergency management comment. 	<p>4. Plan and develop corridors that consider vulnerability to risks such as inland flooding, storm surge zones, and changing coastlines/sea level rise.</p> <p>Design and construct infrastructure to withstand and recover from potential risks such as extreme weather events and climate trends.</p>	<ul style="list-style-type: none"> Identify sea level rise projections appropriate to the planning horizon of road and bridge infrastructure. Develop, analyze, and evaluate corridors for their ability to avoid Category 1-3 storm surge zones and do not develop new corridors through these areas. <u>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> 	

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Transportation Modes	<ul style="list-style-type: none"> All purposes 	<ul style="list-style-type: none"> All needs 	<p>5. Plan, design, construct and operate a corridor that accommodates multiple modes of transportation.</p>	<ul style="list-style-type: none"> Consult with local communities, adopted plans, and the public on needs and preferences for multimodal forms of transportation to be included with the corridor. Apply innovative planning and design strategies to accommodate multiple modes of transportation. Enhance mobility and accessibility in areas with high concentrations of transportation-disadvantaged populations. 	<ul style="list-style-type: none"> Evaluate what modes we want to build based on demand, look at different levels and develop a threshold before we construct. Perform traffic modeling to identify specific movements. Noted very few riders will get off a free road to use a toll road. <p><u>Written Comments:</u></p> <ul style="list-style-type: none"> Instructions: Via expanded ride share and/or no cost use for residents (or less than 75 miles one way trip with termini in corridor (or contiguous) counties. Q: Does air space factor in? Just thinking about the increased use of drones and other autonomous aircraft. Not sure if this fits into the conversation at all or at this point. Droneports for larger autonomous craft? 	<p>5. Plan, design, construct and operate a corridor that accommodates multiple modes of transportation.</p>	<ul style="list-style-type: none"> Consult with local communities, adopted plans, and the public on needs and preferences for multimodal forms of transportation to that could be included with the corridor. Apply <u>Consider</u> innovative planning and design strategies to accommodate multiple modes of transportation. Enhance mobility and accessibility in areas with high concentrations of transportation-disadvantaged populations. <u>Review applicable metropolitan planning organization long range transportation plans, local government comprehensive plans, and transit development plans. Use these plans to help inform and refine the corridor's purpose and need for evaluating modal solutions and identifying potential alternatives.</u> 	

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Community Identity and Character	<ul style="list-style-type: none"> Enhance quality of life and public safety 	<ul style="list-style-type: none"> Preserve and improve the rural character and quality of communities 	<p>6. Seek opportunities to maintain and enhance the rural character and quality of life in communities, and ensure the corridor provides for their future vitality.</p>	<ul style="list-style-type: none"> 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"> access (toll vs. limited access and access locations), aesthetics and landscaping, branding, and signage. 	<ul style="list-style-type: none"> Suggest “<i>enhance and maintain</i>” Suggest “<i>native landscaping</i>” Suggest being more specific such as including social and cultural centers like downtowns and placemaking types of areas that are important to character and quality of life. Include language to not allow billboards to protect community character. Look at NTC for better language. Refer to the community on having an ‘open road’ and be creative about how co-location looks. Closing of US 19/27 will be detrimental. Branding is important to engage people in community and history. Opposition to ‘open road’ and belief differential tolling possibility is best option to allow a normal toll road outside of town with another urban area/open access road into towns. Character retention is dependent upon design. <p><u>Written Comments:</u></p> <ul style="list-style-type: none"> Add: “<i>Preclude the degradation of vistas from the M-Cores highway due to outdoor advertising billboards. Utilize the authority of M-Cores to acquire sufficient rights to prevent or greatly reduce the prevalence of billboards. Coordinate with DOT Right of Way office with regard to other statutory requirements.</i>” Attached NFEDP/CSNF study, one strategy being the branding of US 19 as a 	<p>6. Seek opportunities to maintain and enhance the rural character and quality of life in communities, and ensure the corridor provides for their future vitality.</p>	<ul style="list-style-type: none"> Work with communities on preferences to enhance <u>and maintain</u> 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"> access (toll vs. limited access and access locations), aesthetics (<u>including signs, billboards, etc.</u>) and <u>native landscaping</u>, branding, and signage. <u>Explore opportunities to view, understand, and access the environmental uniqueness of the Big Bend Ecosystem.</u> <u>Plan, design, construct, operate, and maintain corridors that recognize and incorporate the surrounding community character (including downtown areas, social and cultural centers) while accommodating potential growth and development. Balance the need to move vehicles safely and efficiently while preserving and enhancing scenic, aesthetic, historic, and environmental resources.</u> 	

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				lifestyle corridor. Several recommendations contained therein on how this can work and the entities to involve. Create opportunities for showcase but also opportunities for communities to choose what to promote.				
Historic and Cultural Resources	<ul style="list-style-type: none"> Protect the environment and natural resources 	<ul style="list-style-type: none"> Preserve and improve the rural character and quality of communities 	<p>7. Avoid adverse impacts to these identified resources:</p> <ul style="list-style-type: none"> Known cultural sites with human remains Known cemeteries Known lands owned by Native American Tribes Historic resources listed on the National Register of Historic Places (NRHP) <p>If new resources are discovered, they will be addressed consistent with state and federal policies and regulations.</p>	<ul style="list-style-type: none"> Work with communities to identify needs for enhancement or protection of historic and cultural resources. Follow (FDOT) Project Development and Environment (PD&E) Manual, Part 2 Chapter 8, Section 106 of the National Historic Preservation Act (NHPA) of 1966 as amended, 36 Code of Federal Regulations (CFR) Part 800, and the Florida Historical Resources Act (FHRA), Chapter 267, Florida Statutes (F.S.), any involvement with historic and cultural resources, including lands owned by Native American Tribes, will be coordinated per these instructions. 	<ul style="list-style-type: none"> Add: "<i>Work with communities and their stakeholders</i>" Expressed concern over the finding of new/unknown archaeological sites. 	<p>7. Avoid adverse impacts to these identified resources:</p> <ul style="list-style-type: none"> Known cultural sites with human remains Known cemeteries Known lands owned by Native American Tribes Historic resources listed on the National Register of Historic Places (NRHP) <p>If new resources are discovered, they will be addressed consistent with state and federal policies and regulations.</p>	<ul style="list-style-type: none"> Work with communities <u>and their stakeholders</u> to identify needs for enhancement or protection of historic and cultural resources. Follow (FDOT) Project Development & Environment (PD&E) Manual, Part 2 Chapter 8, Section 106 of the National Historic Preservation Act (NHPA) of 1966 as amended, 36 Code of Federal Regulations (CFR) Part 800, and the Florida Historical Resources Act (FHRA), Chapter 267, Florida Statutes (F.S.), <u>for coordination of any</u> involvement with historic and cultural resources, including lands owned by Native American Tribes, will be coordinated per these instructions. 	

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Natural Environment	<ul style="list-style-type: none"> Protect the environment and natural resources 	<ul style="list-style-type: none"> Protect, restore, enhance, and connect public and private environmentally sensitive areas and ecosystems 	<p>8. Avoid adverse impacts to these identified resources:</p> <p>Will Not Impact:</p> <ul style="list-style-type: none"> Springheads Named Lakes High Risk Coastal Areas <p>No New Corridor Through:</p> <ul style="list-style-type: none"> Coastal Areas Aquatic Preserves Mitigation Banks Florida Forever Acquired Lands Managed Conservation Areas State Forests State Parks <p>Avoid or minimize and mitigate impacts to the following resources; and utilize these resources during the development, analysis, and comparative evaluation of project alternatives including the no-build. Resources identified include:</p> <p>Task Force Requests:</p> <ul style="list-style-type: none"> Waccasassa Flats FEMA Floodways SWFWMD Surface Water Sites SWFWMD Groundwater Sites SWFWMD Atmospheric Sites SWFWMD Proposed Well Sites Water Management Lands (including Fee and Conservation Easements) State Owned Lands Other Park Boundaries 	<p>GENERAL</p> <p>Place a high priority on avoiding impacts to:</p> <ul style="list-style-type: none"> Florida Ecological Greenway Network – Priority 1 and 2 lands must be considered in the Planning and PD&E evaluations. High Priority Critical Lands and Waters Identification Project (CLIP) lands <p>CONSERVATION LANDS</p> <ul style="list-style-type: none"> Continue to identify and prioritize private and public conservation lands for enhancement or avoidance. 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. <p>WILDLIFE HABITATS</p> <ul style="list-style-type: none"> Continue to identify and prioritize wildlife areas for enhancement or avoidance. Ensure corridor minimizes impacts to wildlife corridors and bridges areas identified for protection if avoidance is not feasible. <p>WATER RESOURCES</p> <ul style="list-style-type: none"> Work with local jurisdictions to ensure best management practices (BMPs) and emerging technologies are utilized to maintain, restore, and enhance water quality within the corridor. 	<ul style="list-style-type: none"> Ensure it fits within permitting guidelines and can improve water quality and stormwater capacity wherever possible. Place emphasis on avoidance before enhancement—seem in a reverse order vs. Avoid, Minimize, then Enhance. Include ‘enhancement’ as much as possible. Clarify that local jurisdictions include WMDs. Mentioned opportunities for shared resources, partnering with local communities such as stormwater treatment. Consider language including conservation easements by land trusts. Uniformly use Avoid > Enhance > Minimize > Mitigate throughout Instructions. Per statute, add language to Recommendations/ Instructions to reference acquiring environmental lands. Regarding Conservation Lands/‘Leverage’ bullet, develop an acquisition list and identify funding methods. Include CARL and Preservation 2000 Lands as well as BMAPs in water management section of instructions as this process is how we are cleaning up waterbodies. FDACS can provide databases of private easements. If FDOT needs property under eminent domain, it could take public or private conservation land as the overall intent is to work with public and private interests and map this 	<p>8. Avoid adverse impacts to these identified resources:</p> <p>Will Do Not Impact:</p> <ul style="list-style-type: none"> Springheads Named Lakes High Risk Coastal Areas <p><u>Apply the following priority order for all of the below listed resources:</u></p> <ol style="list-style-type: none"> <u>Avoid negative impacts to these resources</u> <u>Restore, connect, and enhance these resources while continuing to avoid negative impacts</u> <u>Minimize and mitigate negative impacts to these resources</u> <p><u>FDOT will consider these resources during the development, analysis, and comparative evaluation of project alternatives including the no-build. Resources include:</u></p> <p>FDOT will Do not develop a new corridor through:</p> <ul style="list-style-type: none"> Coastal Areas Aquatic Preserves Mitigation Banks Florida Forever Acquired Lands Managed Conservation Areas State Forests State Parks <p><u>Avoid or minimize and mitigate impacts to the following resources; and utilize these resources during the development,</u></p>	<p>GENERAL</p> <p>Place a high priority on avoiding impacts to:</p> <ul style="list-style-type: none"> Florida Ecological Greenway Network – Priority 1 and 2 lands High Priority Critical Lands and Waters Identification Project (CLIP) lands <p>CONSERVATION LANDS</p> <ul style="list-style-type: none"> Continue to identify and prioritize private and public conservation lands for enhancement or avoidance. Leverage s.338.2278 (3) (c) 6, F.S. acquisition authority and other conservation programs to identify and preserve additional land to accomplish multiple purposes, such as supporting planned and proposed conservation lands including those within the Florida Ecological Greenway Network Priorities 1 and 2. <u>Coordinate with agencies and partners early in the project development process to identify land acquisition plans and identify strategic opportunities to advance acquisition priorities [including s. 338.2278 (3)(c) 6 & 8, F.S.] with the intent to acquire lands prior to or in parallel with corridor development.</u> <u>Coordinate with the Florida Department of Environmental Protection and other agencies for Florida Forever Program projects that are in the highest priority for acquisition (including consideration for Florida Ecological Greenway Network Priority 1 & 2), potential Water Management District lands, conservation easements by land trusts, and lands within the optimal boundaries of the adopted management plan for regional, state and national</u> 	<ul style="list-style-type: none"> CARL lands are superseded by other programs as listed.

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		<ul style="list-style-type: none"> Wildlife Refuges Florida Forever Targeted Property Prime Farmland Springs Priority Focus Areas Tri-Colored Bats, Critical Wildlife Areas Florida Ecological Greenway Network – Priority 1 & 2 Aquifer Recharge Priorities Surface Water Resource Priorities Rare Species Habitat Conservation Priorities 	<ul style="list-style-type: none"> Continue to identify and prioritize water resources for enhancement or avoidance. <p>ECOSYSTEM CONNECTIVITY</p> <ul style="list-style-type: none"> Continue to identify and prioritize ecosystems for enhancement or avoidance while considering wildlife crossing linkages and overall ecosystem connectivity. Work with local organizations and businesses to understand the needs for ecotourism improvements and protections. 	<p>language as best as possible.</p> <ul style="list-style-type: none"> Incorporate elements from NTC—strong language stating existing private and public conservations lands should not be impacted/Will Not Impact. Support the creation of a commitment to offset impacts. Should not have differing guidelines for Levy and Citrus Counties, work with NTC to develop strong/consistent language. If co-locating, stormwater needs to be improved. Emerging technologies should not be lumped under local jurisdictions. Should BMAPs be a critical element and a linkage about utilities infrastructure? Would advocate for BMAPs connecting with utilities such as alternative wastewater facilities. Moving people off septic tanks will have an environmental and utility benefit. <i>(FDOT is already looking at emerging technologies for wastewater; however, we will look at BMAPs and figure out how to look at them earlier in the process and determine the best place.)</i> Under Ecosystem Connectivity, “considering wildlife crossing linkages,” we need to strengthen that language and will provide suggested text. Then, refer to opportunities to connect people and the environment moving forward. Noted the importance of natural resources of regional significance is not included under Will Not 	<p>analysis, and comparative evaluation of project alternatives including the no-build.</p> <p>Resources identified include:</p> <p><u>Task Force Requests Additional resources identified as priorities by Task Force members:</u></p> <ul style="list-style-type: none"> Waccasassa Flats Federal Emergency Management Agency (FEMA) Floodways Southwest Florida Water Management District (SWFWMD) Surface Water Sites SWFWMD Groundwater Sites SWFWMD Atmospheric Sites SWFWMD Proposed Well Sites Water Management Lands (including Fee and Conservation Easements) State Owned Lands Other Park Boundaries Wildlife Refuges Florida Forever Targeted Property Prime Farmland Springs Priority Focus Areas Tri-Colored Bats, Critical Wildlife Areas Florida Ecological Greenway Network – Priority 1 & 2 Aquifer Recharge Priorities Surface Water Resource Priorities 	<p><u>parks, forests, refuges, and water management areas.</u></p> <p>WILDLIFE HABITATS</p> <ul style="list-style-type: none"> Continue to identify and prioritize wildlife areas for enhancement or avoidance. Ensure corridor minimizes impacts to wildlife corridors and bridges areas identified for protection if avoidance is not feasible gives high priority to design features that establish functional wildlife crossing that maintain connectivity of critical linkages to provide for adequate wildlife/water passage. Use best available technology to limit impacts to wildlife including road kills and notify vehicles of other hazards such as smoke from prescribed burns and wildfires. <p>WATER RESOURCES</p> <ul style="list-style-type: none"> Work with local jurisdictions (including the water management districts) to ensure best management practices (BMPs) and emerging technologies are utilized to maintain, restore, and enhance water quality within the corridor. Continue to identify and prioritize water resources for enhancement or avoidance. Look for opportunities to improve water quality as part of new corridor construction as well as upgrades to existing facilities that do not have the benefit of environmentally friendly design and modern stormwater improvements). <p>ECOSYSTEM CONNECTIVITY</p> <ul style="list-style-type: none"> Continue to identify and prioritize ecosystems for enhancement or 	

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				<p>Impact/No New Corridors Through/Task Force requests.</p> <p>Written Comments:</p> <ul style="list-style-type: none"> Strengthen "Wildlife Crossing" Instruction: <i>"Implement maximum provisions for functional wildlife crossing design features to maintain connectivity of critical linkages to provide for adequate wildlife/water passage."</i> Add: <i>"Offer opportunities to view, understand, and access the environmental uniqueness of the Big Bend Ecosystem."</i> (this comes from Wekiva) Add to Conservation: <i>"Use best available technology to limit impacts to wildlife including road kills and notify vehicles of other hazards such as smoke from prescribed and wildfires."</i> Revise: <ul style="list-style-type: none"> Leverage Utilize <i>s.338.2278 (3) (c) 6, F.S. acquisition authority, and other DOT funding, and DOT land acquisition personnel to assist DEP, Water Management Districts, Division of Forestry and the Florida Forest Service 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.</i> 	<ul style="list-style-type: none"> Rare Species Habitat Conservation Priorities CARL Lands Preservation 2000 Lands Basin Management Action Plans (BMAPs) Natural Resources of Regional Significance 	<p>avoidance while considering wildlife crossing linkages and overall ecosystem connectivity.</p> <ul style="list-style-type: none"> Work with local organizations and businesses to understand the needs for ecotourism improvements and protections. 	

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				<ul style="list-style-type: none"> • <u>Develop a Conservation Land Acquisition Plan in conjunction with the PDE process. The plan should be developed in close coordination with DEP, Water Management Districts, DOF and FWC. The primary goal should be maximizing the purchase of lands beginning with prioritized projects on the respective agencies' acquisition lists, and then extending to the Florida Ecological Greenway Network Priorities 1 and 2.</u> • Replace: "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." With: "<u>Develop and implement a package of potential land acquisition targets that mitigate the impact of project construction on: the water quality and quantity of springs, rivers, and aquifer recharge areas; agricultural land uses and wildlife habitat from proposed conservation lands identified by state agencies and the water management district and including those within the Florida Ecological Greenway Network Priorities 1 and 2.</u>" 			

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Economic Development <ul style="list-style-type: none"> Revitalize rural communities Encourage job creation Enhance quality of life and public safety 	<ul style="list-style-type: none"> Enhance economic and workforce development, access to education, and job creation 	<p>9. Maximize opportunities to enhance local community and economic development with an emphasis on rural areas.</p> <p>Avoid and minimize adverse economic impacts to individual communities, businesses, and resources.</p>	<ul style="list-style-type: none"> Work with communities on preferences and consistency with economic development plans and visions. Conduct early outreach to communities and the public and private sectors to fully understand economic development needs including job training, education, and workforce development. Give priority to, and enhance potential economic development opportunities and employment benefits in the study area by providing, improving or maintaining accessibility to activity centers, employment centers, learning institutions, agricultural lands, and locating interchanges in a manner that preserves and maintains the local land use vision and goals. 	<ul style="list-style-type: none"> Identify high employment or targeted areas/industries and have discussions with economic development at all levels of government. Increase economic diversity in rural communities. Provide access to jobs and training, and coordinate with education. Review local comp plans, as well as Comprehensive Economic Development Strategies (CEDs). Enhance investments in opportunity zones. Engage economic development stakeholders. Increase tourism and eco-tourism and promote agri-business. Recruit new businesses but retain businesses. Change: “<i>preserves and maintains</i>” to “<i>consistent with</i>” List or reference working with the North Florida Economic Development Partnership (NFEDP, funded by FDEO) which works with economic development in local communities and covers a lot of these issues (listed above). NFEDP is a resource, but not sure if all of the study area counties are included—Florida Economic Development Council (FEDC) represents the entire state. NFEDP study from 1.5 years ago may provide some insight. Reference ‘<i>comprehensive plans</i>’ instead of ‘<i>vision and goals</i>’. Regarding mention of comprehensive plans, ensure language is careful based on constantly 	<p>9. Maximize opportunities to enhance local community and economic development with an emphasis on rural areas.</p> <p>Avoid and minimize adverse economic impacts to individual communities, businesses, and resources.</p>	<ul style="list-style-type: none"> Work with communities on preferences and consistency with economic development plans and visions. 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 federal economic development districts. Conduct early outreach to communities and the public and private sectors to fully understand economic development needs including job training, education, and workforce development. Give priority to, and enhance potential economic development opportunities and employment benefits in the study area by providing, improving, or maintaining accessibility to activity centers, employment centers, learning institutions, <u>and</u> agricultural lands, and locating interchanges in a manner that preserves and maintains is consistent with the local government existing and future land uses vision and goals comprehensive plans. <u>Build on existing economic development priorities and plans by state and local organizations including economic development organizations, partnerships, chambers of commerce, and regional planning councils. Work with the community and organizations to look for opportunities for the corridor to help them reach their economic development goals.</u> 	

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				<p>changing landscape; avoid another I-10 situation with no economic development.</p> <ul style="list-style-type: none"> Requested someone to speak (to TF) about Economic Development to clarify what does/does not stimulate economic development based on highway construction. Encourage increased funding for rural development groups, and the CEDS strategy. If we improve our CEDS we are qualified for more federal dollars. Let's step this up and not only work with these groups but fund these groups. We have improved coordination, but funding is still a major issue. Consider adding an instruction that states: <i>"Support local tourism and provide opportunities to outdoor recreation opportunities."</i> Consider Share a Ride/rideshare park Include CEDS strategy/comp plans. <p><u>Written Comments:</u></p> <ul style="list-style-type: none"> GP: In reference to the NFEDP/CSNF study attached: Maximize alignment with identified sites which fall within the corridor area, as these will be the NFEDP-marketed sites (i.e. those with the best chance for development). This document also identifies targeted industries for the corridor area. Instructions: Revise first bullet to read as: <i>"Work with communities including current employers..."</i>. Again, not exactly sure how to state 		<ul style="list-style-type: none"> Review analysis done by the <u>Land and Water Conservation Fund to support opportunities for recreational tourism.</u> 	

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				<p>it, but along with economic development efforts must be reciprocal transportation and housing solutions. It's a package deal. To address economic development along the corridor, there must be thoughts/plan/initiatives on how to provide workforce/affordable housing and meaningful transportation solutions. So often our ED efforts fail due to lack of rooftops/population and housing can help. And because population numbers are low, we draw a 75-100 mile radius to help show the people who 'may' inflow for the right job. However, a means of commuting is such a luxury in the corridor area. Instructions to staff may involve public transportation, park and ride/rideshare, rezoning so housing is near or bike/walk paths are available to employment centers/large employers.</p>			



Agricultural Land Uses	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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	<ul style="list-style-type: none"> Revitalize rural communities Encourage job creation Protect the environment and natural resources 	<ul style="list-style-type: none"> Improve connectivity to agricultural businesses, manufacturing, warehousing, freight terminals, and intermodal logistic centers 	<p>10. Plan and develop transportation corridors in a manner that protects the region's most productive agricultural lands and other rural lands with economic or environmental significance.</p> <p>Improve transportation connectivity to, from, and between working farms and other economically valuable rural lands.</p>	<ul style="list-style-type: none"> Work with owners/operators of agriculture/silviculture lands to understand their needs and plans. Emphasize protection and enhancement of farmland preservation areas designated within local government comprehensive plans. Coordinate any impacts to Farmland Preservation Areas identified in local comprehensive plans and lands in the Florida Rural and Family Lands Program. This includes preserving the ability of landowners to conduct controlled burns for agricultural purposes. 	<ul style="list-style-type: none"> Consider adding equine, aquaculture, horticulture, and nurseries to include all types of agriculture. Emphasize connectivity between working farms and farm fields themselves as moving equipment any distance is dangerous with more traffic in an area. Suggested that the preserving of all lands and prescribed burning (3rd bullet) be separate bullets. Add a new instruction: <u>"Minimize fragmentation of agriculture, forestry tracts, and facilities."</u> Levy County would like for large tracts of land to not be separated. Staff suggested accommodation to landowner to access both sides of the land should it be impacted/landowner be agreeable. <p><u>Written Comments:</u></p> <ul style="list-style-type: none"> Add: <u>"Agricultural areas provide open space for large wildlife, smaller areas for endemic species, and water and wetland stewardship while at the same time providing for recreation and agricultural tourism."</u> Add: <u>"Recognize that a new corridor within agricultural lands can lead to land use changes that diminish or preclude the continuation of agriculture. Prioritize other alternatives over options that traverse rural areas and agricultural lands."</u> GP: How is this ["most"] qualified? [In reference to "...region's most productive agricultural lands..."] GP: For those large operations (including log 	<p>10. Plan and develop transportation corridors in a manner that protects the region's most productive agricultural lands and other rural lands with economic or environmental significance.</p> <p>Improve transportation connectivity to, from, and between working farms and other economically valuable rural lands.</p>	<ul style="list-style-type: none"> Work with landowners/operators of agriculture, silviculture, mining, equine, aquaculture, horticulture, and nursery lands to understand their needs and plans. Emphasize protection and enhancement <u>and coordinate any impacts</u> of farmland preservation areas designated within local government comprehensive plans <u>and lands in the Florida Rural and Family Lands Program.</u> Coordinate any impacts to Farmland Preservation Areas identified in local comprehensive plans and lands in the Florida Rural and Family Lands Program. This includes preserving the ability of landowners to conduct controlled burns for agricultural purposes. <u>Minimize the fragmentation of agriculture, forestry tracts, and facilities and consider how the project could affect the mobilization of equipment and prescribed burning activities.</u> 	<ul style="list-style-type: none"> Suggested revisions applicable to FDOT's development of this corridor were incorporated. Any suggested revisions outside of this effort were not included.

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				harvesters), how can they connect to the technology infrastructure in the corridor so they can plan and dispatch based on trends and expected traffic increases, etc. How do we prioritize their use of the corridor so raw product is moving quickly to either market or manufacturer?				
Highway Safety	<ul style="list-style-type: none"> Enhance quality of life and public safety 	<ul style="list-style-type: none"> Enhance travel options and safety for all transportation users 	11. Plan, design, construct and operate a corridor that safely accommodates multiple modes of transportation and types of users.	<ul style="list-style-type: none"> Reduce transportation incidents and improve response by using advanced safety strategies including innovative technology, design, and operations. 	<ul style="list-style-type: none"> Truck parking <p><u>Written Comments:</u></p> <ul style="list-style-type: none"> Work with FHP and counties to determine current bottlenecks/safety hazards and mitigate or correct during design phase. Emergency centers constructed within each county along the corridor to dispatch and stage FHP, fire, ambulance for quick response, as in some cases, the nearest hospital/firehouse may be over an hour away. 	11. Plan, design, construct, and operate a corridor that safely accommodates multiple modes of transportation and types of users.	<ul style="list-style-type: none"> Reduce transportation incidents and improve response by using advanced safety strategies including innovative technology, design, and operations. <u>Consult with the Florida Highway Patrol (FHP) and counties to determine current bottlenecks/safety hazards and mitigate or correct these issues during the Design phase.</u> <u>Consider the provision of truck parking facilities.</u> 	

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Emergency Management	<ul style="list-style-type: none"> Enhance quality of life and public safety 	<ul style="list-style-type: none"> Enhance emergency management at the local, regional, and state levels 	<p>12. Support and enhance local, regional, and state emergency management plans at all phases: mitigation, preparedness, response, and recovery.</p>	<ul style="list-style-type: none"> Evaluate the needs and demand for emergency evacuation and sheltering at the local, regional, and state levels. Use best practices currently available to evaluate the impacts of storm surge and sea level rise during the development, analysis, and comparative evaluation of project alternatives. Support emergency evacuation needs by enhancing emergency evacuation and response time including providing or maintaining access to emergency shelters and other emergency facilities. 	<ul style="list-style-type: none"> Consider fueling facilities and charging stations. Strengthen language to reference the latest evacuation data from RPCs when available. Consider an instruction focused on clearing debris post-hurricane. Key in on studies that showcase native plants being more resistant to storms. Suggested instruction: <i>“While creating a natural parkway look, strive to plant/maintain natural buffers using storm-resistant, native vegetation.”</i> <p><u>Written Comments:</u></p> <ul style="list-style-type: none"> Consider other disasters that occur in Florida, like wildfires, FSU, terrorist threats/attacks, industrial accidents/chemical spills, anything that could force evacuation. Some of these with no warning. Immediate evacuation scenarios should be considered in instructions presuming those scenarios would be addressed differently. Also, it should be noted, probably in instructions, that there should be some prioritization lanes for essential services/personnel to move counter to the evacuation. Currently tractor-trailers with recovery supplies, electricity workers, gas/diesel carriers have to travel in-roads or even come to a complete stop before they get to their staging areas, waiting out the storm in their vehicles at times. They also need to get where they are going in order for recovery to begin asap. 	<p>12. Support and enhance local, regional, and state emergency management plans at <u>in</u> all phases: mitigation, preparedness, response, and recovery.</p>	<ul style="list-style-type: none"> Evaluate the immediate and <u>long-term</u> needs and demand for emergency evacuation and sheltering at the local, regional, and state levels <u>for natural and man-made disasters (including but not limited to flooding, hurricanes, wildfires, terrorist threats/attacks, industrial accidents/chemical spills, etc.)</u>. Consider both existing <u>emergency response plans and ongoing updates to the Statewide Regional Evacuation Studies underway by the regional planning councils, including updated data being developed on travel behavior during emergencies.</u> Use best practices currently available to evaluate the impacts of storm surge and sea level rise during the development, analysis, and comparative evaluation of project alternatives. Support emergency evacuation needs by enhancing emergency evacuation and response time including providing, or <u>maintaining, or expediting roadway</u> access to emergency shelters and other emergency facilities. <u>Conduct additional emergency management needs analysis as part of the project related traffic studies.</u> <u>Consider fueling facilities and charging stations.</u> 	<ul style="list-style-type: none"> Suggested Task Force member text related to the use of native plants is included in a previous Guiding Principle.

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Broadband and Other Utilities	<ul style="list-style-type: none"> Revitalize rural communities Encourage job creation Leverage technology 	<ul style="list-style-type: none"> Expand rural broadband infrastructure and access to broadband service 	<p>13. Plan and design the corridor to enable co-location of broadband and other utility infrastructure in right-of-way.</p> <p>Plan for broadband and other utility needs at a regional scale, independent from the transportation facility; address these needs through the corridor, where feasible.</p>	<ul style="list-style-type: none"> Ensure broadband provider access to FDOT right-of-way is non-discriminatory and competitively neutral. Assist in providing broadband for schools, libraries, and other civic buildings. 	<ul style="list-style-type: none"> Consider communication upgrades along corridor. Suggested removing 2nd bullet as it is already provided for by FCCs E-Rate program. Guiding principle does not recognize other utilities; should clarify to include gas, electric, wastewater, etc. Consider private sector collaboration as broadband is essential for economic development. Consider putting stations in communities; encouraged to leave 2nd bullet in Instructions and make it stronger by saying “<i>Ensure we provide...</i>” and possibly create a sub task force to ensure this gets done. Make language that develops clear and consistent roles for utility poles in the corridor. Anything to help lower the cost will help as it may range from \$3-\$28/month for pole attachments in rural areas. The M-CORES statute does not allow authority to be in the broadband business but could provide nodes and conduits for cabling. Noted the agricultural industry is becoming more reliant on internet. Consider establishing a PPP. The government provided broadband in Gainesville because there was no private sector investment that profit motivated. <p><u>Written Comments:</u></p> <ul style="list-style-type: none"> Suggested language for GP/Instruction: “<u>Consult with private internet service providers (ISPs) to determine how construction</u> 	<p>13. Plan and design the corridor to enable co-location of broadband and other utility infrastructure in right-of-way.</p> <p>Plan for broadband and other utility needs at a regional scale, independent from the transportation facility; address these needs through the corridor, where feasible.</p>	<ul style="list-style-type: none"> Ensure broadband provider access to FDOT right-of-way is non-discriminatory and competitively neutral. Assist in providing broadband for schools, libraries, and other civic buildings. Coordinate with private internet service providers (ISPs) to determine how construction of the corridor identifies opportunities for reducing rural broadband deployment costs. 	

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				<p><i>of the corridor reveals opportunities for reducing rural broadband deployment costs.</i></p> <ul style="list-style-type: none"> • Personal Editorial: There was a comment made during the "broadband meeting": these providers have already had opportunity to expand service had they wanted to. I fully understand it is a ROI proposition, which they would get very little from their investment except 100's more of loyal customers for years and educated and connected communities which could then grow to create more demand for their services/products. It is repulsive to me to think they (current providers) will now be given the opportunity or even the contracts, to build out the infrastructure throughout the corridor. • Instructions: (this may be too much in the weeds) Find best practices for implementation of rural broadband. Work with DEO to set prior service standards for providers who wish to offer service along the corridor. Even consider how to involve the electric cooperatives or other electricity providers as they already own poles and lines and land. Encourage those providers with sustained, innovative, and truly rural expertise, those who have invested when other providers chose not to, to operate along the corridor. Discourage those who have chosen not to invest in middle mile robustness or last mile service existence in our communities. 			