

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, in consultation with the corridor advisory group.

Draft Language for Discussion at Task Force Meeting #8

Index/Title	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 - Present	Task Force Recommendations		Notes
						Revised Guiding Principle Language for Review at Meeting #8	Instructions for Project Development and Beyond for Review at Meeting #8	
1. Consistency with Statewide, Regional, and Local Plans and Visions	<ul style="list-style-type: none"> All Purposes 	<ul style="list-style-type: none"> All Needs 	<ul style="list-style-type: none"> Be consistent with statutorily required statewide, regional, and local plans. 	<ul style="list-style-type: none"> Be consistent with the vision, goals, and strategies of the Florida Transportation Plan (s. 339.155, F.S.). Be consistent with the goals, objectives, policies, and resources identified in local government comprehensive plans (s. 163.3177 and 163.3178, F.S.), metropolitan long-range transportation plans (s. 339.175, F.S.), and strategic regional policy plans (s. 186.507, F.S.), placing emphasis on future land use maps and growth projections, as well as regional and community visions as adopted into strategic regional policy plans and/or local government comprehensive plans. 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. Identify needs to update statutorily required plans to address Task Force recommendations, such as designation and management of transportation corridors (s. 337.273, F.S.), and consideration of whether areas around potential interchange locations contain appropriate land use and environmental resource protections (s. 338.2278, F.S.); coordinate among local governments, regional planning councils, metropolitan planning organizations, and FDOT on plan updates. 	<ul style="list-style-type: none"> Include reference to regional water supply plans and region, state, and federal ecosystem restoration plans in instructions. Include reference to the Heartland 2060 regional vision. 	<ul style="list-style-type: none"> Be consistent with statutorily required statewide, regional, and local plans. 	<ul style="list-style-type: none"> Be consistent with the 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 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 (s. 339.155, F.S.). Be consistent with the Heartland 2060 regional vision developed and maintained by the Central Florida Regional Planning Council in collaboration with the local governments in inland counties. Develop a process for reconciling <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> Identify needs to update statutorily required plans to address Task Force recommendations, such as designation and management of transportation corridors (s. 337.273, F.S.); and consideration of whether areas around potential interchange locations contain appropriate land use and environmental resource protections (s. 338.2278, F.S.); coordinate among local governments, regional planning councils, metropolitan planning organizations, and FDOT on plan updates. 	<ul style="list-style-type: none"> References to consistency with regional water supply plans, and specifically requested regional, state, and federal plans are included in instructions for Water Resources.

Index/Title	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 - Present	Task Force Recommendations		Notes
						Revised Guiding Principle Language for Review at Meeting #8	Instructions for Project Development and Beyond for Review at Meeting #8	
2. Maximizing Use of Existing Facilities	<ul style="list-style-type: none"> All Purposes 	<ul style="list-style-type: none"> All Needs 	<ul style="list-style-type: none"> Evaluate potential alternatives for addressing statewide and interregional mobility and connectivity needs in this priority order: <ol style="list-style-type: none"> Make safety, operational, and capacity improvements to existing transportation facilities and right-of-way. Develop new transportation facilities. 	<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, including their impact on the surrounding environmental resources, land uses, and communities. Evaluate opportunities for co-location of transportation facilities within or adjacent to existing disturbed right-of-way, and other approaches to transforming existing facilities and right-of-way to accommodate additional modes, uses, and functions, including their impact on the surrounding environmental resources, land uses, and communities. 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. 	<ul style="list-style-type: none"> Include using of existing FDOT right-of-way. For the 3rd instruction, add “and co-located facilities” beyond transportation. 	<ul style="list-style-type: none"> Evaluate potential alternatives for addressing statewide and interregional mobility and connectivity needs in this priority order: <ol style="list-style-type: none"> Make safety, operational, and capacity improvements to existing transportation facilities and right-of-way. Develop new transportation facilities. 	<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, including their impact on the surrounding environmental resources, land uses, and communities. Evaluate opportunities for co-location of transportation <u>and utility</u> facilities within or adjacent to existing disturbed right-of-way, and other approaches to transforming existing facilities and right-of-way to accommodate additional modes, uses, and functions, including their impact on the surrounding environmental resources, land uses, and communities. 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. 	<ul style="list-style-type: none"> N/A

Index/Title	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 - Present	Task Force Recommendations		Notes
						Revised Guiding Principle Language for Review at Meeting #8	Instructions for Project Development and Beyond for Review at Meeting #8	
3. Social and Community Context	<ul style="list-style-type: none"> Enhance the Quality of Life and Public Safety 	<ul style="list-style-type: none"> Support anticipated population growth in coastal communities and urban areas. Help increase economic activity and economic diversity throughout the region with emphasis on inland and rural areas. Enhance access to jobs, workforce training, education, healthcare, and goods and services. Create employment opportunities, particularly to assist lower-income residents and help retain younger residents in the area. 	<ul style="list-style-type: none"> Maintain and enhance community character and quality of life consistent with local and regional plans. 	<ul style="list-style-type: none"> Do not impact known cemeteries. Do not impact Avon Park (military site) and its mission critical lands. Do not impact lands owned by known Native American Tribes and associated historical sites not owned by Native American Tribes. Do not place new corridor through National Register of Historic Places (NRHP) listed sites. Plan and develop transportation corridors in a manner that improves connectivity to and enhances the quality of existing communities, while avoiding or minimizing adverse impacts on these communities and developments. Plan and design transportation corridors so that their purpose and scale is compatible with the communities that they serve. Consult with Native American Tribes to understand future plans and identify opportunities for enhanced connectivity. Consult with the military to understand future plans and identify opportunities for enhanced connectivity. Plan transportation corridors to avoid safety impacts to K-12 schools. 	<ul style="list-style-type: none"> For instructions, add Do not construct any interchange until all land not currently served by municipal water and sewer or not designated for future development as an industrial job center within a 5 miles radius of the future interchange is protected by conservation easement, agricultural easement, purchase of development rights or other similar instrument. 	<ul style="list-style-type: none"> Maintain and enhance community character and quality of life consistent with local and regional plans. 	<ul style="list-style-type: none"> Do not impact known cemeteries. Do not impact Avon Park Air Force Range (military site) and its mission critical lands. Do not impact lands owned by known Native American Tribes and associated historical sites not owned by Native American Tribes. Do not place new corridor through National Register of Historic Places (NRHP) listed sites. Plan and develop transportation corridors in a manner that improves connectivity to and enhances the quality of existing communities, while avoiding or minimizing adverse impacts on these communities and developments. Plan and design transportation corridors so that their purpose and scale is compatible with the communities that they serve. Consult with Native American Tribes to understand future plans and identify opportunities for enhanced connectivity. Consult with the military to understand future plans and identify opportunities for enhanced connectivity. Plan transportation corridors to avoid safety impacts to K-12 schools. 	<ul style="list-style-type: none"> References to interchanges are included in the instructions for Connectivity to Regional and Local Transportation Network.

Index/Title	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 - Present	Task Force Recommendations		Notes
						Revised Guiding Principle Language for Review at Meeting #8	Instructions for Project Development and Beyond for Review at Meeting #8	
4. Economic Development	<ul style="list-style-type: none"> Revitalize Rural Communities Provide Regional Connectivity Enhance the Quality of Life and Public Safety 	<ul style="list-style-type: none"> Help increase economic activity and economic diversity throughout the region with emphasis on inland and rural areas. Enhance access to jobs, workforce training, education, healthcare, and goods and services. Create employment opportunities, particularly to assist lower-income residents and help retain younger residents in the area. Improve access and interregional connectivity for residents, freight, and visitors between communities and markets. 	<ul style="list-style-type: none"> Advance economic development, business retention and expansion, job creation, and community development, with emphasis on rural areas of opportunity. 	<ul style="list-style-type: none"> Work with economic development organizations for opportunities to focus on retention and expansion of existing industries. Work with economic development organizations for opportunities to attract emerging industries. Plan limited access transportation facilities to serve economic activities dependent on interregional travel. Provide connectivity to medical facilities, colleges, universities, and workforce training sites. 	<ul style="list-style-type: none"> For instructions, add "Work with workforce development organization to enhance access to jobs and workforce training." Add resource-based, agricultural and ecotourism/recreation businesses to the guiding principle. 	<ul style="list-style-type: none"> Advance economic development, business retention and expansion, job creation, and community development, with emphasis on rural areas of opportunity. 	<ul style="list-style-type: none"> Work with economic development organizations for opportunities to focus on retention and expansion of existing industries, <u>including ecotourism and recreation industries.</u> Work with economic development organizations for <u>on</u> opportunities to attract emerging industries. <u>Work with workforce development organizations on opportunities to enhance access to jobs and workforce training.</u> Plan limited access transportation facilities to serve economic activities dependent on interregional travel. Provide connectivity to medical facilities, colleges, universities, and workforce training sites. 	<ul style="list-style-type: none"> Agriculture industry is included in existing industries but is also the focus of the Agricultural Land Uses guiding principle and instructions.

Index/Title	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 - Present	Task Force Recommendations		Notes
						Revised Guiding Principle Language for Review at Meeting #8	Instructions for Project Development and Beyond for Review at Meeting #8	
5. Agricultural Land Uses	<ul style="list-style-type: none"> Revitalize Rural Communities Protect the Environment and Natural Resources Leverage Technology 	<ul style="list-style-type: none"> Support agriculture and resource-based industries as major economic drivers and areas of environmental sensitivity. 	<ul style="list-style-type: none"> Protect, enhance, and minimize impacts to productive agricultural lands and other productive lands with economic or environmental significance. Improve connectivity and maintain access between working farms, other resource-based industries, and their supply chains. 	<ul style="list-style-type: none"> Apply the guiding principle to prime farmlands (NRCS designation), irrigated cropland/non-irrigated agricultural areas (FDACS) and timber lands, Florida Rural and Family Lands Protection Program lands, and Farmland/Agricultural Preservation Areas designated in local government comprehensive plans. Work with owners/operators of agricultural farms, including Century Farms, along with other resource-based industries to understand their needs and plans to address access and fragmentation, and to support effective management of agricultural properties. Work with economic development organizations and owners/operators of agricultural farms to understand needs and opportunities to support the agritourism industry. Improve transportation connectivity between working farms, other resource-based industries, and their supply chains. Improve broadband connectivity to promote and support efficiency, new and emerging technologies, and best practices. 	<ul style="list-style-type: none"> Add "and their market destinations" to end of 2nd bullet in the guiding principle. Add language in guiding principle and instructions that address fragmentation of ecologically important agricultural lands and those that serve as large contiguous blocks of habitat. Could also be addressed in an environmental guiding principle and instructions. 	<ul style="list-style-type: none"> Protect, enhance, and minimize impacts to productive agricultural lands and other productive lands with economic or environmental significance. Improve connectivity and maintain access between working farms, other resource-based industries, and their supply chains, and their market destinations. 	<ul style="list-style-type: none"> Apply the guiding principle to prime farmlands (<u>U.S. Department of Agriculture, Natural Resources Conservation Service NRCS</u> designation), irrigated cropland/non-irrigated agricultural areas (<u>FDACS Florida Department of Agriculture and Consumer Services</u>) and timber lands, Florida Rural and Family Lands Protection Program lands, and Farmland/Agricultural Preservation Areas designated in local government comprehensive plans. Work with owners/operators of agricultural farms, including <u>those with the honorary designation of Century Farms</u>, along with other resource-based industries to understand their needs and plans to address access and fragmentation, and to support effective management of agricultural properties. Work with economic development organizations and owners/operators of agricultural farms to understand needs and opportunities to support the agritourism industry. Improve transportation connectivity between working farms, other resource-based industries, and their supply chains. Improve broadband connectivity to promote and support efficiency, new and emerging technologies, and best practices. 	<ul style="list-style-type: none"> Specific reference to agricultural lands that also serve a conservation purpose is made in the Conservation Lands instructions.

Index/Title	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 - Present	Task Force Recommendations		Notes
						Revised Guiding Principle Language for Review at Meeting #8	Instructions for Project Development and Beyond for Review at Meeting #8	
6. Conservation Lands	<ul style="list-style-type: none"> Protect the Environment and Natural Resources 	<ul style="list-style-type: none"> Protect, connect, and enhance environmentally sensitive areas, ecosystems, water resources, and wildlife, including the Florida panther. 	<ul style="list-style-type: none"> Apply the following priority order for existing managed conservation lands (including conservation easements and mitigation lands): <ol style="list-style-type: none"> Connect and enhance them; Avoid them; and Minimize and mitigate negative impacts to them. 	<ul style="list-style-type: none"> Do not place new corridor through Preservation 2000 Lands, National Parks, State Parks, State Forests, State-owned Mitigation Banks, and Florida Forever Acquired Lands. 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. Place a high priority on avoiding adverse impacts on Conservation and Recreational Lands (CARL). Coordinate with landowners to apply the guiding principle to non-state-owned conservation easements and mitigation lands to serve multiple purposes. Work with management agencies to obtain funding and to implement best management practices. Coordinate with the Division of Forestry, Department of Agriculture & Consumer Services in preserving the ability to use prescribed fire on public and private managed lands. 	<ul style="list-style-type: none"> Delete "managed," then agreed to include proposed in instructions. Apply priority reordering of avoid, connect and enhance, and minimize/mitigate to all environmental guiding principles. For instructions, use key lists of targeted acquisitions to define "proposed" as opposed to including "proposed" in the guiding principle; consult with different agencies; add little bottlenecks between large blocks of conservation land that provide meaningful benefit to genetic health of wildlife populations. Identify and fund priority land and water acquisitions for preservation prior to commencing road construction. Identify and prioritize opportunities to reverse the negative impacts of existing transportation facilities on existing and proposed managed conservation lands. Add consistency between the 1st instruction bullet and the 3rd (CARL) bullet. Add "Florida Forever Lands" to the 3rd instruction bullet. Comment from Agricultural Land Uses: Add language in guiding principle and instructions that address fragmentation of ecologically important agricultural lands and those that serve as large contiguous blocks of habitat. Comment from Wildlife and Plant Habitats: Add instruction to minimize proximity to smoke shed corridors to protect plants. Acquisition should be the first priority. Avoid FEGN P1-P3, Critical Lands and Waters Identification 	<ul style="list-style-type: none"> Apply the following priority order for existing managed conservation lands (including conservation easements and mitigation lands): <ol style="list-style-type: none"> Connect and enhance them; <u>Avoid negative impacts to them;</u> Avoid them; <u>Restore, connect, and enhance these lands while continuing to avoid negative impacts to them;</u> and Minimize and mitigate negative impacts to them. 	<ul style="list-style-type: none"> Do not place new corridor through Preservation 2000 Lands, National Parks, State Parks, State Forests, State-owned Mitigation Banks, and Florida Forever Acquired Lands. 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, <u>with the intent of acquiring property near or adjacent to the corridor prior to or parallel to corridor development, such as supporting planned and proposed conservation lands including those within the Florida Ecological Greenway Network Priorities 1 and 2.</u> <u>Coordinate with other entities to identify and prioritize targeted acquisitions such as those on the Florida Forever targeted list, other state recognized planned conservation land lists, and other locally recognized conservation land lists.</u> Place a high priority on avoiding adverse impacts on Conservation and Recreational Lands (CARL). Coordinate with landowners to apply the guiding principle to non-state-owned conservation easements and mitigation lands to serve multiple purposes. <u>Coordinate with landowners and operators of agricultural lands that also serve a conservation purpose.</u> Work with management agencies to obtain funding and to implement Best Management Practices (BMP). Coordinate with the Division of Forestry, <u>Florida</u> Department of Agriculture & Consumer Services in <u>to preserving</u> the ability to use prescribed fire on public and private managed lands. <u>Identify and prioritize opportunities to restore the purpose of existing conservation lands by reversing the negative impacts of existing transportation facilities.</u> 	<ul style="list-style-type: none"> Conservation and Recreational Lands (CARL) was replaced with Preservation 2000 Lands, Florida Forever Acquired Lands and National Register of Historic Places (NRHP), which are already cited. Interchanges are addressed in Connectivity to Regional and Local Transportation Network.

Index/Title	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 - Present	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>Project (CLIP) P1-P3, and Avon Park Air Force Range Land Sentinel project.</p> <ul style="list-style-type: none"> The following lands within 10 miles of each planned interchange shall be protected by acquisition, easement or other legal instrument before construction begins on each M-CORES highway: CLIP 1, 2 or 3; all lands identified for purchase by Florida Forever, Rural and Family Lands, and other state, county and municipal conservation land acquisition programs; springs and locally designated springs protection zones and resource preservation areas; and Florida Ecological Greenways priorities 1 or 2. Include in instructions for environmental guiding principles that federal, state and local conservation acquisition work plans will be incorporated in the Planning and PD&E evaluations and treated like existing conservation lands. Avoid alternatives that would preclude, or limit prescribed fire management of conservation lands. Protect environmental lands and natural resources vulnerable to direct and secondary impacts. 			



Index/Title	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 - Present	Task Force Recommendations		Notes
						Revised Guiding Principle Language for Review at Meeting #8	Instructions for Project Development and Beyond for Review at Meeting #8	
7. The Florida Panther	<ul style="list-style-type: none"> Protect the Environment and Natural Resources 	<ul style="list-style-type: none"> Protect, connect, and enhance environmentally sensitive areas, ecosystems, water resources, and wildlife, including the Florida panther. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Create a separate guiding principle and instructions for the Florida Panther. For guiding principle avoid primary, secondary and dispersal zone panther habitat. Statute requires evaluation of need for acquisition lands. Add consideration of northern focus area for panther. Add lands for panther protection such as Okaloacoochee (OK) state forest to the list to avoid. Consult USFWS regarding potential impacts to the Florida Panther National Wildlife Refuge (NWR) and areas of ecological connectivity between the Refuge and the Caloosahatchee River. Add consideration for significant state owned lands such as OK Slough State Forest, OK Slough Wildlife Management Area, Dinner Island Ranch Wildlife Management Area, Corkscrew Regional Ecological Watershed, JB Ranch conservation easement, as well as numerous privately held conservation easements such as, Lone Ranger Forge, Black Boar Ranch, Cypress Creek Grove, numerous and USDA Natural Resources Conservation Service conservation easements. For Purpose: Protect the Federally Endangered Florida Panther Florida Ecological Greenways Network – Priority 1 and 2 lands must be considered in the Planning and PD&E evaluations; and High Priority CLIP lands Enhance existing transportation corridors to address negative impacts of prior projects Minimize fragmentation of large contiguous properties that function as wildlife corridors. Identify and fund the purchase of additional land to accomplish 	<ul style="list-style-type: none"> Apply the following priority order to protect the federally endangered Florida panther and its habitat: <ol style="list-style-type: none"> Avoid negative impacts to the U.S. Fish and Wildlife Service Panther Focus Area; Restore, connect, and enhance existing and adjacent habitats (or habitats within close proximity to the project); and Minimize and mitigate negative impacts to panther habitat. 	<ul style="list-style-type: none"> Coordinate with the Florida Panther Recovery Implementation Team (PRIT) and the U.S. Fish and Wildlife Service to place a high priority on acquiring lands that protect panther habitats and connect existing conservation lands and wildlife management areas important to the panther. Coordinate with the Florida PRIT to prioritize wildlife corridor connections and implement design features to protect the panther and other critical species. Consult the U.S. Fish and Wildlife Service regarding potential impacts within the Panther Focus Area. 	<ul style="list-style-type: none"> s. 338.2278 (3) (c) 7, F.S. language states: <ul style="list-style-type: none"> Address the impacts of the construction of the project on the panther Evaluate the need for acquisition of lands for state conservation or as mitigation Evaluate wildlife crossing design features

Index/Title	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 - Present	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>multiple purposes, such as purchasing planned and proposed conservation lands identified within the work plans of federal and state agencies and local counties and municipalities</p> <ul style="list-style-type: none"> • Ensure the corridor minimizes impacts to wildlife and ecosystem health by allowing for sufficient wildlife corridors, crossings, and bridges • Identify through a scientifically-based analysis lands necessary for acquisition to improve and sustain the Florida panther population south of the Caloosahatchee River and promote a sustainable population north of the Caloosahatchee River. 			

Index/Title	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 - Present	Task Force Recommendations		Notes
						Revised Guiding Principle Language for Review at Meeting #8	Instructions for Project Development and Beyond for Review at Meeting #8	
8. Wildlife and Plant Habitats	<ul style="list-style-type: none"> Protect the Environment and Natural Resources 	<ul style="list-style-type: none"> Protect, connect, and enhance environmentally sensitive areas, ecosystems, water resources, and wildlife, including the Florida panther. 	<ul style="list-style-type: none"> Encourage biodiversity by applying the following priority order to habitats for all federally and state protected species, including the panther, other wildlife, and endemic plants: <ol style="list-style-type: none"> Connect and enhance existing and adjacent habitats; Avoid these habitats; and Minimize/mitigate negative impacts to these habitats. 	<ul style="list-style-type: none"> Do not place new corridor through National Wildlife Refuges. Leverage s.338.2278 (3)(c) 6, F.S. acquisition authority and other programs to identify and preserve additional land to achieve multiple purposes including improving wildlife connectivity through lands identified in the Florida Ecological Greenways Network Priority 1 and 2. Design transportation corridors to restore and provide wildlife and plant habitat connectivity through adding new wildlife crossings and properly placed wildlife corridors. Apply the guiding principle to panther Primary, Secondary, and Dispersal Zones. Enhance existing transportation corridors to address negative impacts of prior projects. Minimize fragmentation of large contiguous properties that function as wildlife corridors. Minimize corridor lighting impacts on nearby wildlife habitats and communities. Place a high priority on avoiding adverse impacts to Wildlife Management Areas. 	<ul style="list-style-type: none"> Change “encourage” to “protect and enhance.” Statute requires evaluation of need for acquisition lands. Suggest adjusting language to remove the absolute of “no new corridor through” in bullet 1 in instructions because it inhibits ability to enhance. Elevate roads by using bridges that accommodate hydrological restoration, wildlife movement and agricultural production and equipment crossings. Wildlife connectivity options should be sited based upon the best available data concerning wildlife movement patterns, to existing and new facilities. Restore habitat in areas that have seen significant losses in the region. Add Wildlife Management Areas to the first bullet. Recommend long-term commitment to reduce invasive plant species along the roads. Add instruction to minimize proximity to smoke shed corridors to protect plants. Add “state-owned conservation lands including Florida Forever, CARL, FWC managed lands” to first instruction bullet for no new corridor though. Avoid Lake Wales Ridge. There are missing components such as cumulative impacts of induced development at interchanges and others. 	<ul style="list-style-type: none"> Encourage biodiversity by applying the following priority order to habitats for all federally and state protected species, including the panther, other wildlife, and endemic plants: <ol style="list-style-type: none"> Connect and enhance existing and adjacent habitats; Avoid negative impacts to these habitats; Avoid Restore, connect, and enhance these habitats while continuing to avoid negative impacts; and Minimize/mitigate negative impacts to these habitats. 	<ul style="list-style-type: none"> Do not place new corridor through National Wildlife Refuges. Leverage s.338.2278 (3)(c) 6, F.S. acquisition authority and other programs to identify and preserve additional land to achieve multiple purposes including improving wildlife connectivity <u>with the intent of acquiring property near or adjacent to the corridor prior to or parallel to corridor development, through lands identified in the Florida Ecological Greenways Network Priority 1 and 2.</u> Design transportation corridors to restore and provide wildlife and plant habitat connectivity through adding new <u>design elements such as elevated roadway segments, wildlife crossings, and properly placed wildlife corridors sited based upon the best available data concerning wildlife movement patterns to existing and new facilities.</u> Apply the guiding principle to panther Primary, Secondary, and Dispersal Zones. Enhance existing transportation corridors to address negative impacts of prior projects. Minimize fragmentation of large contiguous properties that function as wildlife corridors. Minimize corridor lighting impacts on nearby wildlife habitats and communities. Place a high priority on avoiding adverse impacts to Wildlife Management Areas <u>and Florida Fish and Wildlife Conservation Commission managed lands not covered by other instructions.</u> <u>Place a high priority on avoiding adverse impacts to Lake Wales Ridge.</u> <u>Place a high priority on continuing to reduce invasive plant species along the transportation corridor.</u> 	<ul style="list-style-type: none"> Prescribed fire capability is addressed in instructions for Conservation Lands. Some of the lands referenced are included in those already cited such as Avon Park Air Force Range, P2000, National Wildlife Refuge, Big Cypress National Preserve, Florida Forever Acquired, and State Park lands. Interchanges are addressed in Connectivity to Regional and Local Transportation Network.

Index/Title	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 - Present	Task Force Recommendations		Notes
						Revised Guiding Principle Language for Review at Meeting #8	Instructions for Project Development and Beyond as Presented at Meeting #8	
9. Water Resources	<ul style="list-style-type: none"> Protect the Environment and Natural Resources Enhance the Quality of Life and Public Safety 	<ul style="list-style-type: none"> Protect, connect, and enhance environmentally sensitive areas, ecosystems, water resources, and wildlife, including the Florida panther. 	<ul style="list-style-type: none"> Apply the following priority order for water resources: <ol style="list-style-type: none"> 1. Connect and enhance them; 2. Avoid them; and 3. Minimize and mitigate negative impacts to them. 	<ul style="list-style-type: none"> Do not impact springheads, lakes and Everglades National Park. Leverage s.338.2278 (3)(c) 6, F.S. acquisition authority and other programs to identify and preserve additional land to restore and enhance water quality, quantity, and flow. Design transportation corridors to restore and enhance water quality, quantity, and flow including possible design elements such as elevated roadways and longer structures. Design transportation corridors to restore watershed integrity and minimize fragmentation of large contiguous properties that function as hydrologic watersheds. Place a high priority on avoiding adverse impacts to freshwater resources, aquifer recharge areas, Outstanding Florida Waters, wetlands, floodplains, existing conservation easements, wetland restoration project areas, and other surface waters. Pursue regional or landscape-scale water resource management approaches. Coordinate with Water Management Districts with a high priority of avoiding adverse impacts to monitoring site locations. Develop efficient water distribution plans that align with expected population locations. 	<ul style="list-style-type: none"> Change the first bullet to “Do not negatively impact.” Avoid adverse impacts to, or the reduction of benefits of, any Comprehensive Everglades Restoration Plan project, the Kissimmee River Restoration Project or any other water quality or hydrologic restoration project in the South Florida Water Management District (SFWMD) during the life of the M-CORES project. Restore historic sheet flow conditions throughout project study areas. Add “including through and to the Big Cypress National Preserve” to acquisition instruction. Ensure storm water Best Management Practices (BMPs) are utilized. Change “Place a high priority” to “Avoid adverse impacts to freshwater resources, aquifer recharge areas, ...” Restore and/or enhance resource integrity using a regional and/or landscape scale approach when appropriate. Coordinate with Water Management Districts to avoid adverse impacts to monitoring site locations. Avoid the Everglades Headwaters NWR project area, Lake Okeechobee and C43 reservoir. In introduction state “surface and groundwater.” Coordinate with SFWMD and FDEP to analyze water supply and water quality effects of induced development on Lake Okeechobee and its tributaries, C43 reservoir, the Kissimmee River and the Caloosahatchee River. Avoid any corridor or enhancements that would result directly or through induced land 	<ul style="list-style-type: none"> Apply the following priority order for water resources: <ol style="list-style-type: none"> 1. Connect and enhance them; <u>Avoid negative impacts to them</u>; 2. Avoid them; <u>Restore, connect, and enhance them while continuing to avoid negative impacts</u>; and 3. Minimize and mitigate negative impacts to them. 	<ul style="list-style-type: none"> Do not impact springheads, lakes, and Everglades National Park. <u>Be consistent with regional water supply plans (s. 373.709, F.S.).</u> <u>Be consistent with the Comprehensive Everglades Restoration Plan Projects, the Kissimmee River Restoration Project, and any other water quality or hydrologic restoration project in the South Florida Water Management District.</u> Leverage s.338.2278 (3)(c) 6, F.S. acquisition authority and other programs to identify and preserve additional land to restore and enhance water quality, quantity, and flow, <u>including through and to the Big Cypress National Preserve, with the intent of acquiring property near or adjacent to the corridor prior to or parallel to corridor development.</u> Design transportation corridors <u>utilizing Best Management Practices (BMPs)</u> to restore and enhance water quality, quantity, and flow including possible design elements such as <u>segments of elevated roadways and longer structures.</u> Design transportation corridors <u>utilizing BMPs</u> to restore watershed integrity and minimize fragmentation of large contiguous properties that function as hydrologic watersheds. Place a high priority on avoiding adverse impacts to freshwater resources, aquifer recharge areas, Outstanding Florida Waters, wetlands, floodplains, existing conservation easements, wetland restoration project areas, and other surface waters. Pursue regional or landscape-scale water resource management approaches. Coordinate with Water Management Districts with a high priority of avoiding adverse impacts to monitoring site locations <u>and water quality and restoration plan projects.</u> 	<ul style="list-style-type: none"> Lake Okeechobee is included in “lakes” in the first instruction. Portions of the C43 reservoir are in the Florida Forever Acquired Lands, where there will be no new corridor through. Local governments have a water supply plan as part of their comprehensive plans, and they must be consistent with water management district water supply plans. This is where future development would be addressed.

Index/Title	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 - Present	Task Force Recommendations		Notes
						Revised Guiding Principle Language for Review at Meeting #8	Instructions for Project Development and Beyond for Review at Meeting #8	
					use changes, in increased nutrient impacts to the Kissimmee, Okeechobee, Everglades (KOE) Watershed.		<ul style="list-style-type: none"> Develop efficient water distribution plans that align with expected population locations. 	

Index/Title	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 - Present	Task Force Recommendations		Notes
						Revised Guiding Principle Language for Review at Meeting #8	Instructions for Project Development and Beyond for Review at Meeting #8	
10. Freight Mobility and Safety	<ul style="list-style-type: none"> • Provide Regional Connectivity • Encourage Job Creation • Enhance the Quality of Life and Public Safety 	<ul style="list-style-type: none"> • Improve access and interregional connectivity for residents, freight, and visitors between communities and markets. • Improve safety and mobility. 	<ul style="list-style-type: none"> • Improve connectivity and safety for major freight flows to support economic development. 	<ul style="list-style-type: none"> • Do not place new corridor through airports. • Improve connectivity to seaports, airports, and rail terminals. • Implement solutions to improve safety, relieve congestion and address shifts in freight movements. 	<ul style="list-style-type: none"> • Use of "no new corridor through airports is confusing"; do not want to prohibit connectivity/ access/ bypasses; requires too many caveats. 	<ul style="list-style-type: none"> • Improve connectivity and safety for major freight flows to support economic development. 	<ul style="list-style-type: none"> • Do not place new corridor that would impact airport operations. • Improve connectivity to seaports, airports, and rail terminals. • Implement solutions to improve safety, relieve congestion, and address shifts in freight movements. 	<ul style="list-style-type: none"> • N/A
11. Transportation Modes	<ul style="list-style-type: none"> • Enhance the Quality of Life and Public Safety 	<ul style="list-style-type: none"> • Expand transportation options, such as shared-use nonmotorized trails, freight and passenger rail, and public transit. 	<ul style="list-style-type: none"> • Support efficient and accessible transportation options and/or modes for people and goods. 	<ul style="list-style-type: none"> • Enhance transportation corridors by supporting multiple modes including trails through maximizing co-location within existing and new facilities. • Incorporate any trails included in these corridors as a part of SUN Trail system marketing. • Coordinate with local governments, metropolitan planning organizations, and freight and transit industry operators on opportunities to expand transportation options. 	<ul style="list-style-type: none"> • Add "safe" to guiding principle. 	<ul style="list-style-type: none"> • Support <u>safe</u>, efficient, and accessible transportation options and/or modes for people and goods. 	<ul style="list-style-type: none"> • Enhance transportation corridors by supporting multiple modes including trails, through maximizing co-location within existing and new facilities. • Incorporate any trails included in these corridors as a part of SUN Trail system marketing. • Coordinate with local governments, metropolitan planning organizations, and freight and transit industry operators on opportunities to expand transportation options. 	<ul style="list-style-type: none"> • N/A

Index/Title	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 - Present	Task Force Recommendations		Notes
						Revised Guiding Principle Language for Review at Meeting #8	Instructions for Project Development and Beyond for Review at Meeting #8	
12. Connectivity to Regional and Local Transportation Network	<ul style="list-style-type: none"> Provide Regional Connectivity Revitalize Rural Communities 	<ul style="list-style-type: none"> Improve access and interregional connectivity for residents, freight, and visitors between communities and markets. Help rural and underserved areas improve infrastructure for people, freight, and technology. Improve safety and mobility. 	<ul style="list-style-type: none"> Identify opportunities and improve transportation connections between communities and the regional roadway network. 	<ul style="list-style-type: none"> Prioritize interchange locations for regional roads. Work with local and regional governments to identify opportunities to improve or create connections to communities, focusing on the regional roadway networks, areas with compatible land uses, and areas targeted for growth in regional and local government comprehensive plans and economic development plans. Develop interchange management plans including appropriate land use and environmental resource protections for areas around proposed interchange locations. 	<ul style="list-style-type: none"> For instructions, utilize "limited access as a tool to ensure we achieve conservation and water quality objective by not inviting sprawl." Do not identify or build interchanges until significant surrounding areas can be placed under conservation or purchased in a way to prevent sprawl. Local should be able to make decisions regarding interchanges and that is addressed in instruction bullet 2 and in local growth management plans; leave language as is. Consider language used in Wekiva Parkway and Protection Act with requires local governments that host an interchange to adopt an interchange use plan within their comp plans. 	<ul style="list-style-type: none"> Identify opportunities and improve transportation connections between communities and the regional roadway network. 	<ul style="list-style-type: none"> Prioritize interchange locations for regional roads. Work with local and regional governments to identify opportunities to improve or create connections to communities focusing on the regional roadway networks, areas with compatible land uses, and areas targeted for growth in regional and local government comprehensive plans and economic development plans. Develop interchange management plans including appropriate land use and environmental resource protections for areas around proposed interchange locations. 	<ul style="list-style-type: none"> There were comments regarding interchanges in Social and Community Context, Conservation Lands, and Wildlife and Plant Habitats that are addressed here.
13. Resilience	<ul style="list-style-type: none"> All Purposes 	<ul style="list-style-type: none"> All Needs 	<ul style="list-style-type: none"> Plan and develop community and infrastructure development that is resilient, sustainable, and adaptable. 	<ul style="list-style-type: none"> Do not impact high risk coastal zones (Coastal Barrier Resources System). Build on the vision, goals, and strategies of the Florida Transportation Plan in addressing resilience, including sea-level rise. Develop local and regional plans that address sea-level rise and potential population migration/growth. 	<ul style="list-style-type: none"> Change guiding principle to state: "Plan and coordinate community development and infrastructure, asset creation and management that is resilient, sustainable, and adaptable that improves and maintains resilience, sustainability, and adaptability." Add language that requires planning and design to address hazards such as flooding, fire and sea-level rise in the guiding principle. Use Suncoast Connector guiding principle: Design and construct infrastructure to withstand and recover from potential risks such as extreme weather events and climate trends. 	<ul style="list-style-type: none"> Plan and develop community and infrastructure development that is resilient, sustainable, and adaptable. <u>Plan and coordinate community development and infrastructure asset creation and management that improves and maintains resiliency, sustainability, and adaptability.</u> 	<ul style="list-style-type: none"> Do not impact high risk coastal zones (Coastal Barrier Resources System). Build on the vision, goals, and strategies of the Florida Transportation Plan in addressing resilience, including sea-level rise. Develop local and regional plans that address sea-level rise and potential population migration/growth. <u>Consider hazards such as flooding, fire, and sea-level rise when designing corridors.</u> 	<ul style="list-style-type: none"> N/A

Index/Title	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 - Present	Task Force Recommendations		Notes
						Revised Guiding Principle Language for Review at Meeting #8	Instructions for Project Development and Beyond for Review at Meeting #8	
14. Emergency Evacuation and Response	<ul style="list-style-type: none"> Enhance the Quality of Life and Public Safety 	<ul style="list-style-type: none"> Strengthen disaster mitigation, preparedness, response, and recovery. 	<ul style="list-style-type: none"> Support local, regional, and statewide emergency management plans and actions. 	<ul style="list-style-type: none"> Do not place new corridor through Cat2 Storm Surge zones. Provide staging areas as part of the program consistent with s.338.236, F.S. Support statewide approach regarding the need to maintain evacuation times. Support statewide, regional, and local plans for sheltering as appropriate. Coordinate with state, regional, and local emergency management agencies. 	<ul style="list-style-type: none"> Replace "support" with "strengthen" in the guiding principle. Replace "support" with "strengthen" in the third instruction; and add "or improve" before "evacuation times". Add "strengthening" to the fourth instruction. For instructions, add coordination with the Statewide Regional Evacuation Study that is in process. Add instruction to minimize congestion through small rural communities during evacuation. For instructions, maximize public/private sector efficiency and safety to deliver supplies and restore things back operating status. Incorporate state-of-the-art approaches to emergency evacuation and consistent assumptions about autonomous vehicles in the evaluation of emergency evacuation clearance times. Incorporate additional shelter capacity in strategic locations and as co-located facilities. For instructions, assess capacity for shoulder plans and reverse lane plans for emergency response and clearance times. Avoid alternatives that increase hurricane evacuation clearance times or reduce emergency response levels of service. Use travel demand forecasts, population and induced growth projections, and relevant local and state emergency management plans to analyze impacts on emergency evacuation clearance times and on shelter in place levels of service. Supplement I-75 for northward evacuation movement. 	<ul style="list-style-type: none"> Support <u>Strengthen</u> local, regional, and statewide emergency management plans and actions. 	<ul style="list-style-type: none"> Do not place new corridor through Cat2 Storm Surge zones. Provide staging areas as part of the program consistent with s.338.236, F.S. Support <u>Strengthen</u> statewide approach regarding the need to maintain <u>or improve</u> evacuation times. Support <u>Strengthen</u> statewide, regional, and local plans for sheltering as appropriate. Coordinate with state, regional, and local emergency management agencies <u>including the Statewide Regional Evacuation Study update that is in process.</u> <u>Develop the corridor to lessen congestion through small rural communities during evacuation.</u> <u>Develop the corridor to support efficient and safe delivery of supplies and recovery services.</u> <u>Develop the corridor to maintain or improve access to emergency evacuation shelters.</u> <u>Evaluate effects of innovative approaches, including technological advancements and autonomous vehicle projections on emergency evacuation clearance times.</u> 	<ul style="list-style-type: none"> Customer behavior during major events, including shelter use, and shelter capacity are being evaluated as part of the Statewide Region Evacuation Study update.

Index/Title	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 - Present	Task Force Recommendations		Notes
						Revised Guiding Principle Language for Review at Meeting #8	Instructions for Project Development and Beyond for Review at Meeting #8	
15. Broadband and Other Utilities	<ul style="list-style-type: none"> Provide Regional Connectivity Revitalize Rural Communities Encourage Job Creation Enhance the Quality of Life and Public Safety Leverage Technology 	<ul style="list-style-type: none"> Help rural and underserved areas improve infrastructure for people, freight, and technology. Enhance access to jobs, workforce training, education, healthcare, and goods and services. Help increase economic activity and economic diversity throughout the region with emphasis on inland and rural areas. 	<ul style="list-style-type: none"> Support expansion of rural utility infrastructure, including broadband, water, and sewer to enhance quality of life. Plan and design enhanced or new corridors to enable co-location of utility and broadband infrastructure in right-of-way. 	<ul style="list-style-type: none"> Enhance and integrate transportation and infrastructure planning processes. Maximize co-location opportunities (e.g. add conduit or "dig once"). Ensure broadband provider access to FDOT right-of-way is non-discriminatory and competitively neutral. Leverage partnerships with utility providers. Prioritize connections to community anchor institutions. 	<ul style="list-style-type: none"> For the second instruction, include the ability for service providers to do their own digging if they desire. For the third instruction, change "broadband provider" to "utility provider." 	<ul style="list-style-type: none"> Support expansion of rural utility infrastructure, including broadband, water, and sewer to enhance quality of life. Plan and design enhanced or new corridors to enable co-location of utility and broadband infrastructure in right-of-way. 	<ul style="list-style-type: none"> Enhance and integrate transportation and infrastructure planning processes. Maximize co-location opportunities (e.g. add conduit or "dig once") <u>while still allowing flexibility for service providers to separately install their own conduit and fiber.</u> Ensure broadband-utility provider access to FDOT right-of-way is non-discriminatory and competitively neutral. Leverage partnerships with utility providers. Prioritize connections to community anchor institutions. 	<ul style="list-style-type: none"> N/A
16. Technology	<ul style="list-style-type: none"> Leverage Technology 	<ul style="list-style-type: none"> All Needs 	<ul style="list-style-type: none"> Implement infrastructure that supports current and emerging state-of-the-art vehicles, materials, data, and methodologies. 	<ul style="list-style-type: none"> Design in anticipation of connected and autonomous vehicles, transit, and other modes. Provide access to electric vehicle charging stations. Consider innovative uses of right-of-way for transportation, energy, and community purposes. Employ technologies that enhance infrastructure maintenance and repair efficiencies. Design, construct, and maintain the corridor utilizing resilient and energy efficient materials and methods of construction. Employ technologies for effective corridor management, such as avoiding wildlife collisions. 	<ul style="list-style-type: none"> Change the last instruction from "Employ" to "Explore the use of." Change the last instruction further to "Explore and evaluate." 	<ul style="list-style-type: none"> Implement infrastructure that supports current and emerging state-of-the-art vehicles, materials, data, and methodologies. 	<ul style="list-style-type: none"> Design in anticipation of connected and autonomous vehicles, transit, and other modes. Provide access to electric vehicle charging stations. Consider innovative uses of right-of-way for transportation, energy, and community purposes. Employ technologies that enhance infrastructure maintenance and repair efficiencies. Design, construct, and maintain the corridor utilizing resilient and energy efficient materials and methods of construction. Employ Evaluate technologies for effective corridor management, such as avoiding wildlife collisions. 	<ul style="list-style-type: none"> N/A