Meeting Notes

Project: M-CORES Task Force Meeting #2
Subject: Northern Turnpike Connector
Date: Tuesday, October 22, 2019
Location: College of Central Florida Citrus Learning & Conference Center
3800 South Lecanto Highway
Lecanto, Florida 34461

Attendees (check all in attendance)
☒ Bradley Arnold, Sumter County
☒ Nancy Brown, FDOE
☒ Kathy Bryant, Marion County
☒ Tom Byron, FDOT
☒ Scott Carnahan, Citrus County
☒ Christina Colon, FDOT
☒ Bill Ferry, Florida Internet & Television Association
☒ Philip Fulmer, Florida Trucking Association
☒ Mark Futrell, FPSC
☒ Valerie Hanchar, Ocala/Marion TPO
☒ Hugh Harling, East Central Florida RPC
☒ Jeff Kinnard, Hernando/ Citrus MPO
☐ Scott Koons, North Central Florida RPC
☒ Jason Lauritsen, Florida Wildlife Corridor
☐ Dr. Vernon Lawter, College of Central Florida
☒ Charles Lee, Audubon Florida
☒ James R. Maher, FDEP
☐ Tim McGrath, FDBPR
☒ Rock Meeks, Levy County
☒ Michael Napier, FDOH
☒ Paul Owens, 1000 Friends of Florida
☒ Nicole Martin for Jeff Prather, St. Johns River WMD
☒ Zachary Prusak, The Nature Conservancy
☒ Mario Rubio, FDEO
☒ Danielle Ruiz, FEDC
☒ Jeff Himes for Christopher Saliba, Florida Rural Water Association
☒ Dave Kramer for Jennette Seachrist, Southwest Florida WMD
☒ Dr. Stanley Sidor, Lake-Sumter State College
☒ Rusty Skinner, CareerSource Florida
☒ Matt Surrency, FDACS
☒ Katie Tranoso, Volunteer Florida
☒ Sean Sullivan, Tampa Bay RPC
☐ Tim Vanderhoof, Enterprise Florida
☐ Curt Williams, Florida Farm Bureau Federation
☐ Kent Wimmer, Defenders of Wildlife
☒ Mike Woods, Lake~Sumter MPO
☒ Shannon Wright, FWC
☐ Warren Zwanka, Suwannee River WMD
☐ TBD, Florida Chamber of Commerce

10:00 am
Welcome
Tom Byron, Task Force Chair

- Tom Byron began the meeting providing appreciation for all members in attendance and for the College of Central Florida for hosting the meeting. Mr. Byron facilitated the Pledge of Allegiance
- Additionally, Mr. Byron stated the following:
  - This is the second of seven meetings, and this meeting will get more into the discussion mode whereas the first meeting was more of a one-way communication.
  - The focus is on the Avoid and Minimize and the Task Force will stay on the charge from the Governor and signed statute.
  - To clarify some current information out in the public, the Task Force is focused on what is in the map – not drawing lines in the sand by January. The Task Force will be looking to areas of opportunities.
    - The formal planning process will start in January.
Meeting Notes

- Local government outreach plans are taking shape and the meetings will proceed as planned.
- Public workshops will be conducted as planned.
- There has been no change in what the Task Force has been charged with and what the Task Force is doing in terms of making the recommendations for this corridor.
  - The Task Force will touch on Mitigation and Enhancement but the focus of this meeting will be Avoidance and Minimization for Environmental issues to inform the planning process in January.
  - Public comment is a key piece of this process: comment stations are all around the conference center. FDOT will take public comments all ways, including through the court reporter.
    - Formal speaker cards are available to speak at 4:30 p.m. today and interested public may submit comment cards to staff at the front of the room all day.
    - There is a community open house at 5:30 p.m. to 7:30 p.m. here on Thursday which is another opportunity for comment.
    - The M-CORES website, www.floridamcores.com, is another avenue for public comment. You can put any comments any time. Floridamcores.com will contain all information including this meeting.
  - Florida Channel is here. Task Force members should put their card up if they have a question or comment to make sure they are identified correctly.

<table>
<thead>
<tr>
<th>10:05 am</th>
<th>Introductions and Safety Briefing</th>
<th>Christine Kefauver, Facilitator</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Christine Kefauver began presenting and announced the beginning of the live stream. Ms. Kefauver thanked all in attendance and explained that this is an iterative and an evolving process with a spectrum of conversations which will include Task Force members’ feedback. The feedback will be put in conversation going forward.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Ms. Kefauver reviewed the Introduction and Safety Briefing, which included the following remarks:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- This Task Force includes members of state agencies, local governments, county agencies, MPOs, regional planning councils, environmental groups, water management districts, community organizations and non-profits. The handout in the packet include the list of the Task Force members.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Today the Task Force will focus on the Avoidance and Minimization of environmental impacts.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- To provide a two-way communication, Task Force members need to take what they hear today back to their organizations, discuss with their staff and bring back the feedback.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- A safety briefing was reviewed along with other house keep items.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Ms. Kefauver introduced Diane Guillemette, Assistant Attorney General, representing the State Attorney General’s Office, and Jennifer Stults, Northern Turnpike Connector Production Lead.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Ms. Kefauver called for each member to introduce themselves (see list on page 1 for attendees).</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Ms. Kefauver also introduced note takers (Sharisse Kenney and Levi Hannon) and the subject matter expert for the transportation planning process (Victor Muchuruza).</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>10:15 am</th>
<th>Government in the Sunshine Law – Video Refresher</th>
<th>Diane Guillemette</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Before inviting Diane Guillemette to present, Christine Kefauver reminded the Task Force that there were some questions regarding the Sunshine Law. Those questions and their answers are in the packet.</td>
<td></td>
</tr>
</tbody>
</table>
Ms. Guillemette restated that the legal questions from Task Force Meeting #1 have been responded to and are available in the packet, and highlighted the questions and answers as follows:
  - The question that had been heard the most is, are these three different boards or treated as one board?
    - The answer is that these are three separate legal entities and the people in the other boards are treated as public with discussions, so Task Force members can discuss the project. However, Task Force members cannot discuss the project within the same board without it being a publically noticed meeting.
    - Everything that is consider by the board to make decisions should be available for the public to hear. That is why the Sunshine Law requires there should be no conversation about the board business outside the Sunshine, so the public can see how the decision was made.
  - There was a question related to public records and retention.
    - If a Task Force member has anything that is a public record, send it to FDOT staff. They will retain the record and if the member gets any questions, it should go to the FDOT public information office.

Ms. Guillemette reminded the Task Force that they can talk to any person in the world except to other members of this particular board.

After Ms. Guillemette’s remarks, the Task Force watched the refreshed Sunshine Law video.

Ms. Kefauver reminded the Task Force that if there are any questions, Ms. Guillemette will be available all day to answer them.

<table>
<thead>
<tr>
<th>Time</th>
<th>Task Force Meeting #1 Recap and Meeting #2 Objectives</th>
<th>Christine Kefauver, Facilitator</th>
</tr>
</thead>
<tbody>
<tr>
<td>10:30 am</td>
<td>- Christine Kefauver reviewed the Task Force Meeting #1 Recap and Meeting #2 Objectives presentation. In regard to Meeting #1, Ms. Kefauver noted the following:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- This is on-going, two-way communication back with the Task Force members organizations.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- The morning session included all three task forces and the public. FDOT Secretary Thibault welcomed everyone and Senator Galvano discussed SB 7068. The Task Force discussed the Sunshine Law and M-CORES as a multimodal/multiuse project. Huiwei Shen, FDOT Chief Planner, discussed corridor planning and the development process. The Task Force reviewed the work plan and roles and responsibilities of Task Force members. Then, the three Task Forces broke out and discussed individual study areas overview and considerations.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Ms. Kefauver highlighted key components of the Task Force work plan and reminded the Task Force that the work plan is included in their packets. The work plan has been tweaked since the last meeting. Also, public feedback from last meeting helped to guide the process and expected delivery.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- For this meeting and the meeting in December, Ms. Kefauver emphasized that the Task Force is looking at what is in our natural environment based on the information (including GIS data layers) and what to absolutely avoid, what to not impact and what are other areas that impacts to the environment can be minimized. Ms. Kefauver stated that in the afternoon the Task Force will start developing guiding principles to shape the framework for future corridors.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Ms. Kefauver further stated that:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- The conversation will continue in December during Meeting #3; today the Task Force is focusing on natural resources. Review of the initial corridor opportunities will not take place until after the December meeting.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Between Meetings #3 and #4, there were will be workshops and open houses for the community to engage.</td>
<td></td>
</tr>
</tbody>
</table>
For Meetings #4 and #5, the Task Force will discuss the positive side and how to mitigate, how to enhance and leave it better than before. The Task Force will talk about AMME – Avoidance, Minimization, Mitigation and Enhancement.

- Any ideas from today’s meeting around this [mitigation and enhancement] will be considered in the future and put into the “parking lot” to include in future conversations along the way.

Then, the Task Forces will review the corridors, draft the report and at the last meeting in September, will adopt the final report which may be tweaked before submitting the final report.

- Ms. Kefauver stated that the Task Force Engagement Plan has been updated (e.g. clarifying that these are three separate Task Forces). She noted that if Task Force members are unable to attend and need a representative in their place, please let FDOT know ahead of time. There is a process for sending substitutes, members should please follow that.

- Ms. Kefauver noted that any future correspondence, it would be preferred to come from FDOT but Task Force members are also allowed to respond. For example, there was an email from the Friends of the Manatees. FDOT provided a response and copied Task Force members.
  - *Charles Lee indicated that the response email did not get to him; Ms. Kefauver said that FDOT will verify.*

- Ms. Kefauver reviewed the roles of the facilitators for this meeting and stated the following:
  - As an AICP certified planner, she is committed to a professional planning process and Jennifer Stults is also AICP certified.
  - There are many ways for the public to engage including a formal public comment period at 4:30 p.m. today. The Task Force is encouraged to stay to hear public comment.
  - The Task Force will review the GIS tool today to help guide discussion including avoiding and minimizing and a data dictionary, which showcases the layers. Members should let the production lead or facilitator know if they would like to add layers and if anything is missing. The tool uses public sector data layers.
  - Action items will be documented throughout the day and reviewed at the end of the day.
  - For the recommendation process, the Task Force is developing a framework and trying to include what is it that is of value to use. The Task Force will develop proposals down the road in the winter time frame and make the initial recommendations, which will be amended as needed.
  - In adopting final recommendations, they are looking for consensus. Ms. Kefauver reviewed what consensus means for this Task Force including asking members to consider support, accept, live with, and agree not to oppose.
  - Ms. Kefauver discussed rules of engagement, project schedule timeline including Final Report submitted to Governor and Legislature by October 1, 2020; construction of the projects shall begin no later than December 31, 2022, with the corridors open to traffic no later than December 31, 2030.

- Ms. Kefauver further stated that FDOT will conduct briefings with local agencies and groups. Ms. Kefauver noted that they would like to engage with Task Force members on this discussion. FDOT will host events but realize that some conversations need to happen on members’ terms and are open to this approach.

- Ms. Kefauver discussed meeting objectives and indicated that the Task Force is focused on Avoid and Minimize for Environmental issues today. She reviewed meeting agenda items.
Jennifer Stults introduced herself as the production lead for this corridor and stated she is AICP certified. Ms. Stults stated that this meeting is being live streamed by the Florida Channel.

Ms. Stults discussed the following with regard to the public comments received between August 1, 2019 and October 6, 2019:

- The summary of public comments is for all three of the corridors.
- FDOT received over 2,000 comments and are still in the process of responding to those. Ms. Stults emphasized the importance of public input and that the public knows their area better than anyone else – FDOT wants to hear from folks in this process.
- From August 1, 2019 through October 6, 2019, www.floridamcores.com was visited by over 13,000 people, accounting for nearly 47,000 page views.
- Nearly 2,700 subscribers elected to receive e-newsletters from the three Task Forces.
- Public comments have been received for all three corridors, with 1,440 coming through the FDOT. Over 200 official comment forms were submitted online and 151 comments forms were collected at the August 27, 2019 Task Force meetings.

Ms. Stults stated that comments were combined into common themes and all comments carry the same weight. The word cloud showcases some of the major topics including words like rural, map, and public. Comments were organized into the categories of M-CORES. Ms. Stults reviewed the questions and answers by category:

- Mobility
  - A major question was “Can FDOT widen existing roads?” Yes – all options will be considered during Project Development and Environment (PD&E) study.
  - Several questions involved using the 2016 I-75 Relief Task Force recommendations and if they will be considered. Ms. Stults indicated that the I-75 Relief Task Force had a very specific goal of reducing congestion while the M-CORES goal is different, we are looking at many other things broader than that project.
  - Another question was about transit and low-income housing, and if the project is considering all of these things. Ms. Stults stated that the M-CORES Task Forces will make recommendations regarding mobility opportunities including transit within the multi-use corridors.

- Connectivity
  - There was a question of if M-CORES is necessary to expand utility services. Ms. Stults indicated that the Task Force is going to consider these utility needs and solutions within the corridor. It is part of the charge to look at these things to accommodate the current and future conditions.
  - Regarding the question if it is better to spend funding to fix algae blooms and other environmental impacts, Ms. Stults stated that the funding for M-CORES is specific to this charge and the Task Forces are evaluating many topics which may address those items but this is a separate project.
  - Will M-CORES improve connectivity and logistics, and deliver critically needed infrastructure to our rural communities? Ms. Stults indicated that the Task Force will evaluate the needs of all communities and will work with local communities and the logistical providers.

- Opportunity
  - Ms. Stults stated there were questions related to this project benefiting a wealthy few. The Task Force is charged with looking holistically and providing for all
communities. The purpose of M-CORES is to enhance rural communities, job creation the charge is broad.

- There was a question of how the promise of economic opportunity will be prevented from becoming more traffic congested. Ms. Stults responded that the Task Force includes a broad spectrum of stakeholders and they are trying to provide a balanced approach.
  - Resiliency
    - Ms. Stults indicated that evacuation was a major topic. Along with the recommendations, the Task Force will determine the potential solutions this is included in the Task Force charge: the enhancement of evacuation routes.
    - What is being done to address existing infrastructure? Ms. Stults responded that FDOT is required to maintain the existing infrastructure before building more capacity. Florida has been ranked the highest in the country for its existing road and bridge conditions
    - Ms. Stults indicated that climate change was a major topic and there is the opportunity to design for resiliency to work better with hurricanes, flooding and sea level rise.
  - Environment
    - How will FDOT and M-CORES address the high price the environment will pay due to new projects? Ms. Stults indicated that the M-CORES charge is to come up with innovative solutions to combine right-of-way (ROW) acquisition process with acquisition of conservation lands or easement– FDOT is looking at the missing gaps and maybe this provides an opportunity for mitigation.
    - Why won’t FDOT purchase more conservation lands instead? Ms. Stults indicated that FDOT is looking at innovative concepts which try to do this along with ROW to create a win-win solution.
    - Won’t new toll roads cause more urban sprawl? Ms. Stults indicated that there should be a holistic look at current and future needs of the corridor and a look for opportunities to enhance communities while avoiding, minimizing and mitigating where feasible.
  - Safety
    - Would M-CORES consider four-laning SR 70 for efficient evacuations? Ms. Stults stated that this would be considered.
    - Hurricane shelters were a common topic and Ms. Stults noted that FDOT will look at opportunities to coordinate on this as well as using the standard planning and PD&E evaluation.

- Ms. Stults highlighted the next steps for engagement which include a community open house on October 24, Task Force Meeting #3 on December 18, a community open house on December 19 and two workshop sessions in January and February.
- There were no more questions or comments.

<table>
<thead>
<tr>
<th>11:00 am</th>
<th>Task Force Members Comments Summary</th>
<th>Jennifer Stults, FDOT Production Lead</th>
</tr>
</thead>
<tbody>
<tr>
<td>•</td>
<td>Jennifer Stults started that this session will discuss input provided during the August Task Force meeting. Comments were organized by the M-CORES themes of Mobility, Connectivity, Opportunity, Resiliency, Environment, and Safety. Ms. Stults discussed comments related to each theme as follows:</td>
<td></td>
</tr>
</tbody>
</table>
Meeting Notes

- **Mobility** is alleviating congestion and supporting multiple modes of transportation. These discussions included:
  - Freight: Truck parking, truck infrastructure, and costs for large trucks use of toll roads. Also innovations from The Ray in Georgia.
  - Origin/Destination: Where traffic is going and coming from and ports and distribution centers impacts.
  - Multimodal/Multiuse: Balancing the multimodal/multiuse concepts with natural resource and trucking needs.
  - Community Impacts: Impacts to area communities, to ADA communities and regional significance to areas like Tampa Bay.
  - Roadways: Utilizing both new and old technologies and impacts to the existing corridors and areas from these corridors.

- **Connectivity** is rural community access including to broadband service. Discussions included:
  - Wildlife corridor connectivity and maintaining corridor continuity by elevation of roadways.
  - Broadband connectivity and the importance of access to emerging wireless technology from the highway improvements.
  - Recreation connectivity via how community trails and parks connect to these corridors.

- **Opportunity** is the creation of jobs and the advancement of trade and logistics. Discussions included:
  - Quality of Life: Access to public education, inclusion of comprehensive community input, and also impacts to concentrated areas of poverty.
  - Economic: Workforce development and economic opportunity, including for ADA community members. Can there be technical skills training, possibly from higher education institutions?
  - Innovation and Technology: Within the planning process, use a GIS platform to show the data to the public.
  - Planning: Take advantage of what is already being planned, locally, how to plan for population growth patterns, and use limited interchanges like in the Wekiva Parkway project.

- **Resilience** is improvement of infrastructure systems including water, sewer, energy distribution, and other infrastructure. Discussions included:
  - Costs: The costs of this corridor, what cost feasible projects may be impacted or connected and will any funding be cut?
  - Infrastructure: Replacing or improving existing infrastructure including septic and water systems. These may be more expensive, for example in areas of high poverty.
  - Climate Vulnerability: Future impacts to these facilities for weather conditions like heat and inland flooding.
  - Future Conditions: What impacts will future growth have in this area and how will this corridor be impacted?

- **Environment** is conserving wildlife and protecting environmentally sensitive areas. Discussions included:
  - Land: Ensuring family farmers have a voice in the process, using scientific analysis of natural resources, protecting natural resources, and impacts like sink holes.
  - Recreation: Connecting community trails and parks to the corridors.
  - Water: Water supply, natural resource, springs, and recharge areas protection and stormwater treatment.
Meeting Notes

- **Wildlife**: Wildlife habitat protection and protecting natural areas for future generations.
  - Safety is providing hurricane evacuation routes and enhancing public safety. Discussions included:
    - Hurricane Evacuation: What happens during evacuation, and what are future impacts of population growth and evacuation? Past coordination/communication efforts provide lessons for evacuation.
    - Traffic: What kind of impacts come with increased volume and what are the current statistics?
    - Safety: Understanding what current crash data in the study area shows.
    - Public Health: How these corridors can improve public health and how health should be included in whatever policy is derived for these corridors.

- Ms. Stults also highlighted existing projects and prior studies in the area based on questions received. She showed an exhibit on the slide that illustrates the location of the studies.
  - Suncoast Parkway 2: Phase 1 from US 98 to SR 44, Currently Under Construction, Estimated Completion 2022. Phase 2 from SR 44 to CR 486 which is a pretty short section, Re-evaluation & Design Underway, Project Letting Scheduled September 2022. Phase 3 is included in the PD&E document from CR 486 to US 19, PD&E Complete and is currently being looked at for optimization, there is no Letting Date currently planned.
  - Northern Extension of Florida’s Turnpike, there is a PD&E study complete in 1992 in order to provide connectivity to the western side of the peninsula.
  - A couple of studies on U.S. 19 Corridor between 1988 and 1998 to evaluate various needs.

- **Jason Lauritsen asked how FDOT is looking at resiliency. He noted that the response presented is from the standpoint of the infrastructure and there are impacts from the infrastructure on the natural environment and ability overtime for water, plants and wildlife to adjust. Another aspect is on safety. Regarding the cost of wildlife collisions, nationally, it is about $33 billion dollars annually. That is something the Task Force needs to consider, wildlife and traffic as well.**
  - Ms. Stults thanked Mr. Lauritsen for the comment.

<table>
<thead>
<tr>
<th>11:10 am</th>
<th>GIS Interactive Mapping Tool using data layers within Study Area – DEMO</th>
<th>Mira Bourova, GIS Manager, Florida’s Turnpike Enterprise</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Jennifer Stults noted that the GIS tool will go live on November 1st.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mira Bourova introduced herself as GIS Manager for FDOT Turnpike and noted that she also teaches GIS at UCF School for Environment Studies.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ms. Bourova explained that the GIS tool was created to address the main request heard in August regarding the need for more site-specific information for the study area. This tool provides access to many layers to understand the existing resources within the study area. Ms. Bourova demonstrated how to access the tool from the floridamcores.com website. She stated that the tool works best with Google Chrome and Firefox. She reviewed the data sources included in the tool and indicated that a list of data is in packets. Data sources were pulled from various state agencies and all data is publically accessible.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ms. Bourova showed how data layers were downloaded from their sources and showed how to download species information from USFW website. She illustrated the tool functionality and showed the layers for springs, agriculture, active bald eagle, Florida Forever Lands.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Charles Lee asked if preservation 2000 lands are included as there are many more millions of acres for preservation lands.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ms. Bourova said she will verify and provide feedback on this.</td>
<td></td>
</tr>
</tbody>
</table>
Mr. Lee asked if there are both state and federal wetlands in the tool.
  - Ms. Bourova responded that wetlands are there.
  - Ms. Bourova will verify if both state and federal wetlands are present.
  - Tom Byron clarified that this presentation is for demonstration purposes and there will be more data and information when the tool becomes live in November. He reminded the Task Force that the list of data sources is included in the packet so they need to review and provide feedback. This part of the presentation is just for demonstration purposes.

Kent Wimmer stated that Defenders of Wildlife has an application like this and wanted to know how they can recommend the layers that are missing.
  - Christine Kefauver stated that the tools are currently being evaluated side by side.
  - Mr. Wimmer stated there are 14 data layers that are missing, things that are missing which are in state law which are not included. Mr. Wimmer asked, how do we inform you of what is missing?
    - Mr. Byron indicated that is the kind of feedback the production team is looking for.
    - Ms. Kefauver suggested that Mr. Wimmer work with Jennifer Stults, production lead, to inform what is missing.

11:30 am
Overview of AMME Considerations including Examples from Prior Corridor Development Initiatives

- Huiwei Shen reiterated that today the Task Force is concentrating on the natural environment and guiding principles. Ms. Shen’s presentation included the following remarks:
  - M-CORES is going to enhance what we traditionally do, for example looking at the environment and ROW. With the M-CORES process we are trying to also enhance the communities/environments.
  - The first step is to understand all of the resources located in each study area. The second step is AMME consideration and finally we will develop considerations to help shape the guiding principles to avoid and minimize the impacts. AMME is a spectrum and is interrelated.
  - The Wekiva Parkway is an example considered a successful process for AMME. There was a need for this project in the central Florida area but at the same time this area was very environmentally sensitive impacting critical natural resources. The Task Force was created and developed guiding principles for the project, which included how to enhance communities. This helped to identify the most appropriate location for the corridor causing the least destruction.
  - The East Central Florida Corridor Task Force is an example where regional connectivity was a major consideration. There were environmentally sensitive areas with communities wanting to maintain rural lifestyles, which the project took into account. The project included corridor planning supporting local visions while minimizing impacts. The task force for East Central Florida had 21 guiding principles. The slide showed one principle regarding conservation of lands.

- Charles Lee indicated that the description of the Wekiva guiding principles left out three key components: 1. Land acquisition (a group of properties necessary for conservation acquired along with the construction of the road and they were acquired) 2. Collocation (success of Wekiva in avoiding damaging environment was largely because of the early decision to collocate with existing corridor and that avoided much of the impact to the natural environment, and 3. Land use control and land use decision (25 miles of parkway, requirement to re-evaluate land use plans, and to concentrate exits at a
couple of locations that were environmentally desirable, to protect the land use against sprawl) several of these provisions exist in SB 7068. Mr. Lee suggested to include these components going forward in the discussion.

- Ms. Shen responded that what she presented were examples and the Task Force can explore the whole Wekiva report going forward.

| 12:00 pm | ***Lunch*** on your own |
| 1:30 pm | Overview of Avoidance and Minimization Considerations Presentation | Jennifer Stults, FDOT Production Lead |

- Jennifer Stults reviewed the presentation outline, key definitions, and the evaluation process. She also highlighted the legislation relevant to this task including the Endangered Species Act, Clean Water Act, and the USDOT and Florida Historical Resources Act.
- Ms. Stults highlighted the following topics:
  - Spring and groundwater systems support entire ecosystems and offer recreational opportunities. Within the study area there are many springs. There are also outstanding Florida springs which provide important value to Florida. Avoidance and minimization of springs would be to avoid spring heads, minimize impacts to aquifer recharge areas and other important ecological impacts.
  - Historic preservation and the National Register of Historic Places (NRHP) which is the official register for the nation’s historic resources – anything over 50 is considered historic and must be associated with historic event, person, distinctive design, and yield info of history. Avoidance and minimization would be to avoid cemeteries and anything on the register.
  - Threatened and endangered species includes scrub jay, indigo snake, wood stork, sturgeon, and more. Avoidance and minimization of this would be to complete surveys to determine if there are species and relocate these species. For example, no construction is allowed within 300 feet of an active eagle nest. For manatee habitat, manatee spotters would be used.
  - There are four categories of wetlands. Avoidance and minimization would be to evaluate impacts and avoid wetlands to minimize impacts. Mitigation credits can also be used.
  - The list of GIS layers for environmental resources that were included in SB 7068 to avoid or protect are critical for avoidance and minimization. Ms. Stults noted that some of the layers may include multiple resources. For example, managed conservation lands include conservation lands managed by federal state and local government and include national parks, state parks and water management district lands.
  - Charles Lee noted that the water management district lands include managed conservation lands and can be the same. The maps on the boards show them as two different things can be misleading.
    - Ms. Stults thanked Mr. Lee for the comment and said FDOT will make a note and make sure everything is included but not double counted.
  - Composite maps for conservation lands, water quality, agriculture lands and wildlife connectivity opportunities were developed. As an example for demonstration, Ms. Stults showed a composite overlay GIS map of avoidance and minimization. Weighting of layers is very important for AMME and will be discussed in the next meetings.
- Charles Lee mentioned that the southern part of Levy County, just west of Goethe State Forest, cross hatch is not publicly owned. It is the Gulf Hammock Wildlife Management Area, which is privately owned. This is an agreement with U.S. Fish and Wildlife and may be incorrectly placed in the cross
hatched on the map. This area is also in the Florida Forever acquisition list not yet acquired. This may be important for mitigation.

- Ms. Stults asked Victor Muchuruza to verify this.

- Tom Byron reminded the Task Force that this presentation will be on the website.

<table>
<thead>
<tr>
<th>1:50 pm</th>
<th>Avoidance and Minimization Considerations Discussion</th>
<th>Christine Kefauver, Facilitator &amp; Task Force Members</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Christine Kefauver led the discussion of avoidance and minimization considerations with a focus of the data presented. She reminded the Task Force that their input is critically important to the AMME process and if they have reliable databases they need to share. What layers do we have, what are we using, and what are we missing?</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Ms. Kefauver referred to the definitions of Avoid and Minimize from Huiwei Shen’s presentation and reminded the Task Force they would to go back to that. Task Force members should remember that M-CORES is multimodal-multiuse. Further, Ms. Kefauver reminded the Task Force that they are not adding lines on the map; rather, the Task Force should identify things to avoid or minimize. The main question for today is do we have the right data.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• The Task Force discussed each of the five composite maps that were presented in the 1:30 presentation:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Conservation Lands Composite GIS Map</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o Charles Lee indicated that he is working with GeoPlan Center. He sent a link to a map series of data layers produced by GeoPlan to FDOT, Huiwei Shen and Will Watts. He suggested the Task Force needs to add this data and align with FDOT. Additionally, Mr. Lee would like to include everything on the maps displayed on the avoidance list and he recommended to add Florida Forever projects such as the Goethe area. Mr. Lee added that the Task Force should also include respective avoidance lands, springs protection areas and wetlands systems.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o Mr. Lee also noted that the Task Force needs to consider avoidance beyond the boundary/footprint of the road (secondary and tertiary impacts) because the road may affect the ability to continue to manage the lands. He suggested the Task Force add prescribed fire and control area burns.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o Jason Lauritsen suggested to split crop land and pasture land (presently compiled into the same layer) because they have very different ecological functions. Mr. Lauritsen further suggested the Task Force need to look at FLUCCS mapping used for wetlands, hydro-cline flatwoods should be pulled out; connectivity should definitely be considered (GeoPlan may have more resources/data); and the Rural and Family Lands Protection Program may have additional lands.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o Paul Owens had a process question regarding avoidance category to minimize category: Who ultimately makes the judgment of what is feasible and practical extent and what is not? Who make such decision?</td>
<td></td>
</tr>
<tr>
<td></td>
<td>▪ Ms. Kefauver answered that the Task Force should help “drive” that decision.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o Michael Napier said Florida Department of Health (FDOH) has data for vulnerable populations from evacuation standpoint; not necessarily a “natural” discussion topic but may be related. Census tract data includes human information on socio economic and the Task Force needs to talk about human data. FDOH has such data that can be added in the discussion.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>▪ Ms. Kefauver responded that today the Task Force is focused on “natural” not necessary built environment; that data will be added in December meeting.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o Danielle Ruiz noted opportunity zones.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>▪ Ms. Kefauver responded that this will be covered in future meetings.</td>
<td></td>
</tr>
</tbody>
</table>
Kent Wimmer would like to see the following layers included for avoidance: Federally endangered species – Critical Habitat and State – Critical Wildlife areas.

Mr. Wimmer asked if the only designated farmland preservation area is in Marion County.

- Victor Muchuruza responded yes.

Mr. Wimmer noted that the avoidance can be looked at as repel or attract. For instance, future land uses by mapping local government future land uses; natural gas pipelines, rail lines, electrical power lines; sinkhole swallets (Florida Geological survey has this data); shared-use trail network, priority trail opportunities (existing vs proposed); fire map (FFS), smoke sheds; beyond priority 1 and 2 CLIP data—all five CLIP priorities are important habitats for wildlife.

Jeff Kinnard stated that given the number of large water bodies, it may be impossible to avoid so they should go under minimization. He said in his region, due to impending future water constraints, they will begin looking to surface waters as a source of drinking water. He would like to see the Task Force minimize interference with the surface water which will soon become drinking water.

Mr. Lee would like farmland preservation areas added in the list.

Mr. Lauritsen would like Rural and Family Land Protection areas added to the list.

Mr. Wimmer suggested tracts with optimal boundaries need to be added and avoided.

- Water Quality Composite GIS Map
  
  Mr. Lauritsen would like to define spring protection zone versus aquifer recharge. He was interested for the Task Force to have a better idea of the differences.

  Dave Kramer stated that there are maps which show spring protection zones and aquifer recharge, and he thought the composite maps have captured them correctly. He would be able to provide metadata to further understand them.

  Mr. Lee stated that spring protection zones are designated in Basin Management Action Plans (BMAPs). What is shown on the map are springs priority focus area which is a larger envelop of the spring protection area. Springs protection zones (small envelop) are smaller areas and will fit in the focus area. Spring protection areas are not shown on the map on priority focus areas. They are all indicative of the area that influence the groundwater that recharge into the spring. In those areas, what happens on the surface will influence the quality of the spring. Different engineering techniques may be needed in any of those areas given the considerations.

  - Ms. Kefauver responded that there is always a balance in consideration of environmental issues.

  Mr. Lee suggested septic tank areas may be turned into areas managed by central sewer so we can improve springs in the realm of the purpose of the M-CORES bill.

  - Ms. Kefauver noted that may present opportunities to solve the problem.

  Mr. Lauritsen would like to relate the septic problem with rural economic development discussed in last meeting. Some rural counties may need help to manage the septic tanks.

  Mr. Kinnard suggested that recharge areas (BFAs) could be areas of opportunity for sewer and he is looking forward to the opportunities discussion in the next meeting.

  Matt Surrency stated that there is a difference between natural and manmade recharges and they are not captured in the map. He was also interested in stormwater management along the roadways. He asked if the Task Force can take stormwater and reuse for irrigation or recharge aquifer as an opportunity.

  Warren Zwanka would like the map to include second and third magnitude springs, specifically in Levy County. He agreed on sewer opportunities, recharge opportunities and shared spring education effort in his county where springs are made aware through signs when a road is
adjacent to a spring. He wanted the map to include the mapping for water bodies which are already impaired with BMAPs.

- Mr. Kramer said it is possible to add maps associated with the quality of water, BMAP etc.

- Agriculture Composite GIS Map
  - Ms. Kefauver noted that some of the comments in this map were included in conservation lands. For example, Family and Rural Lands Protection Program can be applied here for additional data.
  - Curt Williams noted that in agriculture, there are “price takers” – any cost they have does not and cannot trickle down to consumers. He suggested to avoid blocking any type of travel or transportation for livestock, inputs, or getting the product to the consumer, so it is important to consider this. He said control burns are tools for agricultural producers as well. Control burns and smoke could be a huge issue for roadway so the Task Force needs to consider that.
  - Mr. Lee said Marion County has taken the lead on farmland preservation. Other counties have not gotten as far along as far as their comprehensive plans are concerned to designate farmland preservation areas. He suggested FDOT reach out to local governments and get input on what citizens are saying especially on areas of rural agriculture landscape (similar to what Marion County has put in their plan) so as not to divide the agriculture land. He suggested FDOT use a Wekiva Parkway type approach.
    - Ms. Kefauver said the project may use the East Central Florida corridor approach where agricultural land owners were very involved in the process. She understands that FDOT may need to talk to local governments.
  - Shannon Wright asked if there is a size that determines whether an area is on the map.
    - Victor Muchuruza responded that in the map, any land less than 0.25 acre is not included.
  - Rock Meeks had the same concern, does the map only show large agriculture tracks and does it take a section of the area to be on that map? He clarified that silviculture is timber.
  - Mr. Surrency suggested considering a “tractor corridor” – tractor crossings underneath major roads such as currently on the north part of Turnpike, so this is an opportunity.
  - Mr. Lee noted the need to avoid dividing large agriculture tracts and the need to provide wildlife crossings. He stated the need to look at Wekiva Parkway as an example for integration techniques.
  - Mr. Zwanka suggested including water use or water well data by water management districts (WMDs). This may also inform water information.
    - Mr. Lee cautioned that some large agriculture tracts such as forestry don’t have water data because they don’t irrigate.
    - Mr. Wimmer said the Task Force can refer to the Department of Revenue dataset and FDOT. He stated the need to have that data on parcel size.
    - Ms. Kefauver responded FDOT will talk to local governments to verify that.
  - Additional Task Force member comments include:
    - Not all of the parcels in a Florida Forever Project are “active.”
    - Is there a weighting consideration for Florida Forever vs Rural Families?
    - State of Florida should be the ones to approach families about selling land, especially in agriculture. Land owner in comprehensive plans will control where the route ultimately ends up.
    - The Task Force needs to set parameters but understand that land owners will dictate.
    - There is a big difference between Florida Forever targeted lands and Rural Families who choose to seek out that group.
Meeting Notes

- One of the trends in agriculture, when Florida Forever started out, it was entirely fee-simple, where the State acquired land and treated it as a state park. The trend is shifting to where owner still has rights to land, to help maintain landscape.
- Should the Task Force not consider the difference in types of crop, timber versus important crop? This may be very complex.
- In those counties that have not designated avoidance of designated farmland preservation areas, FDOT will reach out to county commission to provide input on those portions that are designated agriculture and should be “avoided” with regards to M-CORES alignment. Input is imperative.
- Avoiding fragmentation of properties, looking at tractor corridors.
- Offsetting compensation might be support for programs to voluntarily acquire conservation-based easements to prevent the potential for urban sprawl. Would give land owners the opportunity to be funded for conservation.
- Not our responsibility to tell land owners what they should do. It’s up to them and their family.
- Department of Agriculture has data on crop type (irrigated vs not irrigated).

- Wildlife Connectivity Opportunities Composite GIS Map
  - Mr. Lee noted that the Northern Turnpike Connector will connect with Suncoast at some point, one will influence the other. In the current situation with Suncoast Parkway, where it is going to meet US-19 is very important in affecting wildlife corridors. He further mentioned that where the Northern Turnpike connects with the northerly extension of the Suncoast corridor is very important to wildlife corridors and where to put elevated sections to avoid wildlife impacts. Traffic growth on the road may affect wildlife impact.
    - Ms. Kefauver noted that those comments include how to avoid and opportunities to enhance.
  - Mr. Lauritsen said in addition to increase of traffic and wildlife mortality, the Task Force should remember that dispersal patterns of wildlife may change, changing ecosystems and species. All the FEGN priorities should be included with weighting. For instance, along the process if two is compromised we may move to three as the next available opportunity.
  - Mr. Wimmer said FWC has a data layer for bear kills due to automobile collisions. Its usage may present an opportunity for mitigation in the future. Agriculture should be more comprehensive as there are more layers out there than what is shown on the map. The Task Force may need to consider usage of the land. CLIP involves more biodiversity and impact, and FEGN is more corridor related.
    - Ms. Wright reiterated Mr. Wimmer’s comments by stating that FWC has very comprehensive datasets including all kind of species and wildlife management area. She will share on the break.
  - Additional Task Force member comments include:
    - Include all of the levels of wildlife corridor.
    - Areas where there is significant animal fatalities.
    - Avoid creating further bottlenecks or severing of corridors.
    - Follow Wekiva Parkway corridor guidelines.
    - Lengthy bridge networks. Keep in mind that terrestrial species should be considered, not just wetlands.
    - Include the wildlife habitat areas.

- Composite Map Overlay
  - Ms. Kefauver noted the intensity of color showed where the four layers intersect. These layers are not weighted. This information will be refined in the December meeting.
Mr. Lauritsen stated that weighting is really important. Everything mentioned has value and merit so how do we go about this?
- Ms. Kefauver responded that there will be consensus built through the Task Force. She reminded the Task Force that everyone’s voice should be heard through the process.
- Bradley Arnold said that one of the connections will be in Sumter County – I-75 and Turnpike. There are a lot of industrial properties in that area that are in wetlands, wildlife management area, water preservation areas, and all resources. Weighting is not just to the specific layers that have been discussed, but specific areas where sacrifices may happen and there may be other opportunities further along.
  - Mr. Lee stated that he may have two possible options for I-75 and North Turnpike area.
  - Ms. Kefauver reminded Mr. Lee that the Task Force is not drawing lines today.
- Ms. Kefauver reminded the Task Force to complete meeting evaluation forms. She noted that The Florida Channel has an app that can be download to view this meeting live or recorded.

<table>
<thead>
<tr>
<th>3:00 pm</th>
<th>Break</th>
</tr>
</thead>
<tbody>
<tr>
<td>3:15 pm</td>
<td>Guiding Principles for Avoidance and Minimization</td>
</tr>
</tbody>
</table>

- Christine Kefauver shared the link of the data that Shannon Wright provided: [http://geodata.myfwc.com/pages/updlan](http://geodata.myfwc.com/pages/updlan).
- Ms. Kefauver stated that FDOT will continue to look at the data that is available to make sure all necessary data layers are included. She also reminded the Task Force to do the same thing since there the GIS tool is available, gaps need to be identified.
- Ms. Kefauver started the discussion of guiding principles by highlighting important topics from the previous session as captured by Sharisse Kenney (on screen note taker) which included but not limited to all shown on the board are important, Florida Forever prospective lands, fire maps, critical habitat areas, farmlands preservation, and sinkhole swallet(s). CLIP and FEGN are different—CLIP is more biodiversity and ecological while FEGN is connectivity between conservation lands.
- Conservation Lands
  - Charles Lee suggested the following guidelines: (1) All highlighted above are avoid where feasible, minimize where unavoidable and (2) where minimization has been achieved, look at offsetting compensation where the result is a net positive benefit.
  - Mr. Lee discussed a real world example from Osceola Parkway Project Central Florida Expressway Authority that will affect about 160 acres of a 1,600-acre conservation tract. The planning for the Expressway Authority is offsetting by acquiring 1,500 acres of additional land to be added to the conservation tract which is approximately to 10:1 compensation. This will result to minimization of conservation land impact and offsetting of impacts to achieve a net positive benefit. He suggested that the Task Force may use offsetting term rather than mitigation because the latter is tied to wetland process more than anything else.
  - Ms. Kefauver reminded the Task Force that guiding principles will be more than drawing the corridor and will have a longer time associated with the project.
  - Jason Lauritsen would like to know more about weighting of agricultural lands and Florida Forever lands. When deciding which properties to avoid, is there a weighting consideration regarding Florida Forever prospective properties and Florida Rural and Family Lands?
  - Rock Meeks stated his county has 500,000 acres of agriculture so this corridor will affect agriculture but he is not knowledgeable of the Florida Forever program.
Scott Carnahan stated that this group has no right to tell the land owner they need to sell the land or keep the land in conservation prospects. The land owners may determine the corridor location on their own.

Kathy Bryant said weighing the two should be differently.

Mr. Lee stated the lands that are in the Florida Forever list are there because the owner wants them to be there and they can choose to remove them in the next cycle.

Jeff Kinnard reminded the Task Force that they may need to divide by the type of use for minimization and avoidance consideration. All agriculture is not “one.”

- Ms. Kefauver reminded the Task Force to be mindful of the complexity of agriculture data. There may be the need to look at land use maps and contact the property appraiser for more information.
- Mr. Meeks said that the property appraiser will know about this. He added that in Levy County there are four or five large timber companies. Towards the north, it breaks into farmland. The Task Force needs to look at farmland and timber land differently.
- Ms. Kefauver stated that all agriculture is not one when the Task Force develops guidelines.

Christina Colon wanted to clarify that the first guiding principle was specific to the yellow highlight.

- Christine Kefauver answered yes and Sharisse Kenney will clarify such to stand at its own.

Mr. Lauritsen asked if existing mitigation banks are listed anywhere.

- Mr. Lee stated it should be once it sells its credit, it will become a conservation easement.
- James Maher asked, will they be captured in those categories, or may be added in its own category?
- Victor Muchuruza stated that migration banks are included in the managed lands.
- Dave Kramer stated that not all mitigation banks are in conservation easement. There is the need to consult with water management district and FDEP.
- Mr. Maher said that is typically captured, there is a process for smaller banks.

Water Quality

- Task Force discussed general guiding principles for water quality. Most of the discussion centered around the topics discussed in the 1:50 pm, including: impaired waterbodies are regulatory protected, list of impaired waterbodies and impaired waters should be identified and shown on the map. Mapping impaired waterbodies and look at them as opportunities such as building stormwater management facilities near impaired water.
  - Mr. Kramer clarified that this is a WMD recommendation, when issuing the permit it should be considered.
  - Ms. Kefauver asked if this is something we need to avoid?
  - Mr. Kramer clarified that the list and the limits of impaired water bodies should be identified and be part of the design process.

- Mr. Kinnard stated that the guiding principles should be mapping those impaired waterbodies and looking at them as opportunities. Water are impaired for a reason—fertilizer and septic are the source of impaired water.
- Ms. Kefauver stated that maybe we can use this multimodal multiuse corridor as an opportunity to turn a challenge to an opportunity.
Meeting Notes

- Mr. Lee added that we may have an opportunity to help resolve impaired waters through offsetting enhancement with stormwater treatment strategies. Having sewer with the corridor is one of the possibilities we need to look at more.
  - Ms. Kefauver indicated that this may be included as a guiding principle.
- Mr. Lauritsen said the Outstanding Florida Waters (OFW) are outstanding because we have compromised the wetland around them. So avoid all wetlands when feasible, when practical.
- Mr. Lee said the Task Force is really reciting what the wetland permitting process requirements are: Avoid, Minimize, Mitigate
- Kathy Bryant said we may need to use Avoiding and Minimization in action slide. Those are five guiding principles regarding to waterbodies. From the map it may be impossible to avoid across the corridor. So we may need to minimize.
- Ms. Kefauver said we will add water impact slide in presentation and pull from avoidance and minimization items as guiding principles.

- Agriculture
  - Ms. Kefauver went over the notes that were discussed previously and asked the Task Force about possible guiding principles.
  - Charles Lee suggested first avoiding farmland preservation area in the statute and FDOT reaching out to each county commission to obtain input regarding portions in their counties that are designated farmland preservations that should be avoided by M-CORES alignment. Second should be the techniques highlighted in yellow such as avoiding fragmentation and tractor corridors. Third should be compensation which would need to support for programs to voluntarily acquire agriculture easement to protect agriculture land use and limit sprawl.
    - Ms. Kefauver noted that this was also discussed in the Wekiva Parkway so we will work through this language.
  - Mr. Carnahan said there is already the system for the local to preserve their agricultural land if they want to do, that is how Marion County did. He noted that the new corridor may create more opportunities to the agriculture industry and he gave an example for farms along I-10.
  - Mr. Wimmer added that FDAC has a good dataset for irrigated and non-irrigated crop lands and identified land by crop type. That is a good way of looking at agriculture impact including social impacts.

- Wildlife Connectivity Opportunities
  - Christine highlighted what was discussed previously in avoidance and minimization.
  - Mr. Lauritsen would like to clarify to avoid bottleneck or severing of corridors as identified by the FEGN network.
  - Mr. Lee stated to simply follow the model that was used in Wekiva Parkway and consider bridging whenever crossing those corridors. Mr. Lee suggested that in the next meeting, showing drone video on Wekiva on SR 46 techniques that have been deployed.
  - Ms. Wright said the Task Force needs to consider both the wildlife corridor and the habitats that are within those corridors.
  - Mr. Meeks reminded the Task Force that majority of Levy County will be a wildlife crossing because the county is enriched with wildlife.

- Ms. Kefauver concluded the discussion by asking the Task Force to give FDOT time to take the conversation back and the Task Force will continue the conversation in the next meeting.

4:15 pm Next Steps

Tom Byron, Task Force Chair & Christine Kefauver, Facilitator
- All presentations and materials will be posted today.
- The GIS tool will be available for use on November 1, 2019. Feedback is needed from the Task Force on additional data.
- Upcoming meetings:
  - Community Open House – October 24, 2019 (same location)
  - Task Force Meeting #3 – December 18, 2019 (Ocala)
  - Community Open House – December 19, 2019 (Wildwood)
- Action Items:
  - Solicit input from local government.
  - Gather additional data and more information regarding opportunities.
  - Draft and refine guiding principles.
  - Distribute meeting summary in 2 weeks.
- Additional notes:
  - Set dates for future meeting as soon as possible.
  - If a Task Force member cannot attend a meeting, there is a process for sending a delegate.
  - Suggestions for the next meeting include: show drone video of Wekiva Parkway and an aerial depiction of US 301 around Starke to illustrate collocation; acknowledge no build is still an option; discuss opinions of local officials from these counties; and discuss financial feasibility.

<table>
<thead>
<tr>
<th>4:30 pm</th>
<th>Public Comment</th>
<th>Tom Byron, Task Force Chair &amp; Christine Kefauver, Facilitator</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Eugene Kelly</td>
<td>Mr. Kelly is a Brooksville resident and says he appreciates that the focus of the discussion is conservation and environmental. What about financial feasibility? He stated that he didn’t hear anything about that today or in previous meetings. FDOT is going to be responsible for conducting this analysis. Feasibility provides some wiggle room for financial feasibility. He believes the FDOT provides guidance depending on toll receipts and debt service. He uses the Suncoast Parkway and he knows it has never met the projected toll receipts. He is curious to know if this is going to be financially feasible. Is that going to be part of this Task Force’s deliberations? In the next meetings will this be included?</td>
<td></td>
</tr>
<tr>
<td>2. John Wade Jr.</td>
<td>Mr. Wade says the Task Force is trying to build the cart before the horse. He says if you don’t know the route how can you complete this project? Shouldn’t the route be completed before? You should include where the indigo snakes are included in the map. There needs to be a financial feasibility study and he wonders when the traffic study showing the roads are necessary going to be available? Is the road really required is there a no build option? There should be. If the road is not needed don’t build it.</td>
<td></td>
</tr>
<tr>
<td>3. Loretta Tennant</td>
<td>Ms. Tennant stated that the best option is this option [holds “no build” sign]. We want to keep our nowhere – don’t build a road to nowhere. She saw a school bus stopped on US 19 and thought how will this happen with a six lane road? We have not mentioned no build and we have not mentioned to have a public transportation option. There is no mention of public transportation. We are in the dark ages with this and we need it. Multimodal what? Wifi or a sewer pipe? What about the tourists? They want to use good, fast, clean public transport. We are ranked 40th in cost effectiveness and public transportation solves this. We can hit all our goals with public transportation. No build number one and public transport number two.</td>
<td></td>
</tr>
</tbody>
</table>
4. Cris Costello
   - Ms. Costello stated that you may be thinking that those are crazy women with the signs up during all of the meeting. She will continue to do this for the next 12 months. The consensus building mechanism and the facilitator is telling you to push the go along to get along. You can refuse to reach consensus on bad ideas. Refuse to reject the destruction of wetlands. Without defining feasible minimize and avoidable. These are meaningless and open to the widest interpretations. They mean nothing. We urge you to change your minimize list to an avoid list. We understand that this was not your idea and we know this was dropped in your laps. We ask you to facilitate a process that allows the Floridians.

5. Janet Barrow
   - Ms. Barrow stated she heard if you have a disagreement, keep your comments to yourself and agree not to oppose. Senators helped to push these toll roads across Florida. The Sabal Trail bisected her husband’s property. Two of the routes from the Suncoast Parkway came through the rest of the property. She has been filing with FERTH going before the city government and county commission. Almost 10,000 acres and it is full of sink holes. The bald eagles are not on these maps. She tried to get officials to look at the sinkholes and then the State of Florida told the geologist not to talk to her. She is concerned and meanwhile the legislature keeps changing. She is fed up that this impacts agriculture. There are a lot of foreign investors that are part of this equation. She referenced a disaster article.

6. Pat Wade
   - Ms. Wade indicated that she wants to thank those of the Task Force that stayed to listen to the public. She was upset about those who left. Why is there not a no build option? What happens if there is no consensus? Why do you want to take this thing to US 19? This is underwater every time there is rain. She stated that evacuation is the last thing you want to do in a hurricane. Take this project and harden the hurricane shelters. How do you mitigate against the natural environment and wildlife? What about historic properties they bulldozed the turpentine property? It was mowed down with the current construction.

7. Peter Meylan
   - Mr. Meylan wanted to thank everyone for giving him a time to talk. He is from St. Petersburg. He stated that he knows Dade City and Cedar Key. He wanted to speak against all of these roads. More cars and more CO2, the 21st century problem in the era of climate change. From the Federal Reserve Bank – banks can stop lending, no funding for seawall protections – dangers from climate change. The bank is compelled to address this challenge. Properties will be underwater. Now they sell for 15% less. We can be financially underwater before we are physically underwater. Will we end up with blue lining? Home owner’s rates go up in the future? When you do your financial accounting, keep in mind the long range impacts. Roads and cars and petroleum are going to increase. Let’s go back to Tallahassee and come up with a 21st century solution.

8. Daniel Zydek
   - Mr. Zydek is an environmental scientist with Extinction Rebellion and he stated that he doesn’t need to explain because the other speakers did. This is pandering to developers for them to butcher our backgrounds. He stated that he can’t trust the legislature to look out for our interest. His group is not interested in working together on this project. They come in peace in love and recognize that all projects come from genocide of indigenous people. These plans are in contrary to the future of the state and wildlife species. This will perpetuate development and make areas more prone to destruction. These systems divert resources away from communities to a faceless accumulation of wealth. They hereby order you to cease and desist with this activities.
9. Rich Sommerville
   - Mr. Sommerville is a member of Extinction Rebellion and lives in Pasco County. He has written numerous comments on dredge and fill applications. Each time this happens an alternatives analysis must be done. Army Corps regulations require showing need for a project and there may not be a need for this. Instead of building roads to nowhere – jump lanes and intersections – spend money on these in urban traffic. Why not spend this instead of road to nowhere?

10. Warren Whistler
    - Mr. Whistler is a member of Extinction Rebellion and wanted to discuss comments from the founder of 350.org. Climate change is the biggest thing humans have done to this planet. He discusses and reviews several statements on climate change. Critical infrastructure is being strained. It is already becoming difficult to live in many places on the planet. We won’t have civilization like we do. Given these impacts, Floridians need to prepare for climate change. Events like Hurricane Harvey will decimate major Florida cities. Floridians will be the first climate refugees in the U.S. We are ground zero. We need resiliency planning. Younger generations will judge us based on inaction.

11. Johnsie Cate
    - Ms. Cate stated this was first pitched by road builders and now only road builders are in support. Only two dozen are in favor of the hundred comments received. Half of the supporters were from HNTB. She describes how supporters of the project are involved in the transportation industry. Various HNTB employees sent in positive comments. There is limited support from the public with this project. We will stop you.

12. Harriet Heywood
    - Ms. Heywood thanked the Task Force for the opportunity to speak. She wants to be here to let her voice be heard as one of many Floridians who do not believe this project benefits our economy or environment. The speed this was approved did not have any public approval before this happened. This will suck up millions of our tax dollars. This is far from population centers which encourages climate chaos. She stated that she knows what she is saying will have little difference on what will happen. She just wants her children to know she went on record to oppose.

13. Teresa Waldron
    - Ms. Waldron is from Lecanto and from St. Petersburg. She admires the other environmental groups. She believes FTE brought to life through Governor Bush is a for-profit company. They will never stop building roads in Florida. They have to keep supporting these companies. The money isn’t going to Florida and we are being fooled. A toll road cannot be designed to filter into another road that is not a toll road. For this to go to US 19 they will change the law to do this because right now US 19 is not a toll road. The people have been lied to. The responsibility on your shoulders is immense. Cement, dirt, sand, our water springs, our recharge areas, you have to avoid Citrus County completely to avoid destroying the watersheds. There is a limit to money and you can’t eat it.

14. Sarah Gledhill
    - Ms. Gledhill is from the Center for Biological Diversity and she lived in Gainesville, St. Petersburg and St. Augustine. She loves Florida like everyone else here and she has been sitting in the audience all day. We brought these signs to show you that “no build” is an option. She wants the Task Force to be bold and oppose. We wanted to see the private interests but they are behind the doors making deals. She stated that she has never heard that a road is an opportunity to help clean up our waterways. She stated that she looked at
the roster and many Task Force member’s pay checks come from the state of Florida – is this a conflict of interest? We will recommend a no build option.

15. George Prescott
- Mr. Prescott is from northern Hillsborough County. Before it was more rural and you could do more fishing and hunting. He moved to Citrus County because of the quality of life and low taxes. When new roads get built there tends to be sprawl and this winds up being problematic. It brings bad things like crime. He stated that it is upsetting to see folks leave without hearing public comment. He says he is a cheap skate and is irritated to see toll roads. Avoid toll roads, why are we not fighting for tax dollars? We are a donor state for gas tax.

16. PJ Auffhammer
- Mr. Auffhammer is a native south Floridian refugee. He moved here to get away from the over development. He claims that we are away from all metropolitan areas. Over development with poor transit. So what do we do? We get someone from south Florida to come and develop our own back yard. We were told they voted because none of their roads were built. We are taking moneys from our general funds. We should not be putting people on the road and we should provide shelter in place. He wanted to say, we have the people on the Task Force. You are probably afraid for your jobs. He hopes Task Force members have courage to fight for Florida. Thirteen people left including Mario Rubio. He stated that these members need to be replaced.

17. Maxine Connor
- Ms. Conner belongs to a lot of organizations including League of Women Votes and are opposed the M-CORES toll roads. We urged the Governor to veto. Everglades and water quality is at risk. We are the taxpayers and have to live with the decisions made. We have to expand transit. Construction companies will benefit and we will not be including the Florida panther and less oxygen to breath. Land legacy amendment. The outstanding Florida springs are in these areas. FDOT’s systematic approach has not identified a need for these roads. Millions of acres of natural land are at risk.

<table>
<thead>
<tr>
<th>TBD</th>
<th>Adjourn</th>
<th>Tom Byron, Task Force Chair</th>
</tr>
</thead>
</table>

Text Format:
Regular – Agenda outline; *Italic* – Discussion notes; **Bold** – Action items

Notes Taken By: Sharisse Kenney and Levi Hannon; compiled by Victor Muchuruza