### Meeting Notes

**Project:** MCORES Task Force Meeting #2  
**Subject:** Suncoast Connector  
**Date:** Wednesday, October 23, 2019  
**Location:** College of Central Florida Citrus Learning & Conference Center  
3800 South Lecanto Highway  
Lecanto, Florida 34461

### Attendees

- Greg Evans, FDOT  
- Jason Peters, FDOT  
- Chris Stahl, FDEP  
- Brian McManus, FDEO  
- Mary Cross, FDOE  
- Paul D. Myers, FDOH  
- Chris Wynn, FWC  
- Pegeen Hanrahan, FDACS  
- Mark Futrell, FPSC  
- Tim Vanderhoof, Enterprise Florida  
- Chris Lee, FDBPR  
- Diane Head, CareerSource Florida  
- Audrey Kidwell, Volunteer Florida  
- Scott Carnahan, Citrus County  
- Mark Hatch, Dixie County  
- Todd Gray, Gilchrist County  
- Betsy Barfield, Jefferson County  
- Anthony Adams, Lafayette County  
- Matt Brooks, Levy County  
- Brian Kauuffman, Madison County  
- Pam Feagle, Taylor County  
- Kristin Dozier, Capital Region TPA  
- Jeff Kinnard, Hernando/ Citrus MPO  
- Ronald E. Kitchen, Tampa Bay RPC  
- Chris Rietow, Apalachee RPC  
- Scott Koons, North Central Florida RPC  
- Thomas Hawkins, 1000 Friends of Florida  
- Charles Lee, Audubon Florida  
- Kent Wimmer, Defenders of Wildlife  
- Janet Bowman, The Nature Conservancy  
- Lyle Seigler, Northwest Florida WMD  
- Steve Minnis, Suwannee River WMD  
- Michelle Hopkins, Southwest Florida WMD  
- Christopher Emmanuel, FL Chamber of Commerce  
- Ken Armstrong, Florida Trucking Association  
- Randy Wilkerson, Florida Rural Water Association  
- Chris Bailey, Florida Internet & Television Assoc  
- Susan Ramsey, FEDC  
- Charles Shinn, Florida Farm Bureau Federation  
- Dr. Lawrence Barrett, FGC  
- John Grosskopf, NFCC

### 10:00 am - Welcome

- **Greg Evans, Task Force Chair**  

  - Greg Evans began the meeting and thanked all members for attending. He thanked the College of Central Florida for hosting and facilitated the Pledge of Allegiance. Mr. Evans discussed the schedule of meetings and reiterated this was the second of seven meetings. He clarified with attendees regarding the next steps in terms of PD&E Study and that a no build option will be considered in this phase. He concluded with a review of the agenda, focus of the meeting, and the ways public may comment including the upcoming public meeting in Dixie County.
  
  - Mr. Evans introduced David Flynn who is representing the Attorney General’s Office for legal counsel in the meeting.

### 10:05 am - Roll Call and Safety Briefing

- **Hal Beardall & Rafael Montalvo, Facilitators**  

  - Hal Beardall facilitated introductions of the Task Force, discussed the safety briefing, and identified individuals able to conduct CPR if needed during the meeting.
### Meeting Notes

**10:15 am** Government in the Sunshine Law – Video Refresher  
FDOT or AG Staff

- Members of the Task Force watched the refreshed Sunshine Law video.
- Mr. Beardall noted that several members had questions related to serving on more than one Task Force and some organizations have members on multiple Task Forces. Mr. Beardall stated that answers to these legal questions are in the packet.

**10:30 am** Task Force Meeting #1 Recap and Meeting #2 Objectives  
Hal Beardall & Rafael Montalvo, Facilitators

- Hall Beardall reviewed Task Force Meeting #1 and stated that all comments have been addressed. He provided an overview of the Task Force Work Plan and reminded the Task Force that Meeting #2 will be about the Avoidance, Minimization, Mitigation and Enhancement (AMME) process. Mr. Beardall reviewed the agenda from the previous Task Force meeting with a focus on Avoidance and Minimization of natural resources. He said other resources will be discussed in Meeting #3 and mitigation and enhancement will be discussed in Meeting #4 and Meeting #5.
- Janet Bowman commented on misunderstanding of the press, the purpose and need of the project, alternative analysis, and if there is going to be a no build option. Ms. Bowman also suggested these item need to be presented at the next meeting to clear confusion.
- Charles Lee seconded Ms. Bowman’s suggestion and also indicated there were two additional sources of information that can be included or considered in the next meeting. The first is an eight minute segment of drone video showing the construction of the Wekiva Parkway collocated with SR 46 in Lake and Seminole Counties which can be obtained from District 5. The second is a drone video for US 301 bypass around City of Stark which also shows collocation.
  - Hal Beardall thanked Mr. Lee for the suggestion to improve the process and stated that all suggestions should be sent to Ryan Asmus, production lead.
- Hall Beardall reviewed an overview of the recommendation process, goals of the Task Force, public engagement, and the M-CORES schedule.
- Ken Armstrong asked if three separate reports will be submitted and to who.
  - Mr. Beardall responded each Task Force will submit its own final report.
  - Mr. Evans stated the reports will be submitted to the Governor and legislature.

**10:50 am** Overview of Public Comments Summary  
Ryan Asmus, FDOT Production Lead

- Ryan Asmus presented a summary of public comments received from the last Task Force meeting including the methods, key themes, and answers to these questions.
- Mr. Asmus noted that the first community open house will be held in Old Town on October 24th and there will be no live presentation. He also presented an overview of the public engagement schedule.
- Thomas Hawkins asked Hal Beardall to allow him at an appropriate time to talk about his thoughts regarding the agenda before the avoidance and minimization is introduced.
  - Mr. Beardall responded that he will be given time to speak before that topic is discussed.
- Charles Lee commented on how the task forces will evaluate the needs of the community and provide recommendations. He wanted to know the timeline of the future meetings and how members will receive data analysis information to assist in the development of recommendations.
  - Mr. Asmus responded that these will be presented in the mitigation and enhancement meeting.
  - Mr. Beardall added that today the Task Force is starting with natural resources and other environmental features will be discussed in future meetings specifically.
• Mr. Hawkins stated that he is seeing some big things missing. One was discussed by Janet Bowman and Charles Lee and is related to what we need, which we would need to talk first. The Task Force is missing information. For example, with hurricane evacuation he said they need to know more about this to make decisions. Logistics, energy distribution, evacuation, and other transportation modes. The Task Force needs to know these conditions for each of these topics before providing a corridor that address these needs.
• Mr. Hawkins emphasized that the Task Force needs to better define problems for each category before offering a solution.
  o Mr. Beardall responded that today we are beginning with natural environment and asking the Task Force if we are missing some information, others will be discussed in future meetings.
  o Mr. Hawkins also asked about the financial data that we need to be talking about the demand to pay toll—revenue versus cost.
  o Mr. Beardall stated that answers to these questions will be brought forth at a later date.
• Ms. Bowman would like to discuss the public question about sea level rise. She suggested that the answer should be expanded to include a vulnerability assessment conducted by FDOT and also reminded that there are on-going discussions within FDOT regarding how to address this which need to be added to answer the question better.

11:00 am
<table>
<thead>
<tr>
<th>Task Force Members Comments Summary</th>
<th>JoAnna Hand, FDOT Project Manager</th>
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<tr>
<td>• JoAnna Hand reviewed the Task Force comments and how they are organized into the M-CORES categories: Mobility, Connectivity, Resiliency, Environment, and Safety.</td>
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<td>• A question was asked about major communities in the corridor. The response was that these are Homosassa, Crystal River, and Lecanto.</td>
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<td>• Ryan Asmus presented on existing projects and studies.</td>
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<td>• Charles Lee stated that of the existing projects, Phase III will need coordination between the Turnpike Task Force and the Suncoast Task Force.</td>
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<td>o Greg Evans responded that the two task forces will coordinate.</td>
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11:10 am
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<tr>
<th>GIS Interactive Mapping Tool using data layers within Study Area – DEMO</th>
<th>Brian Brooker, FDOT Project Manager</th>
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<tr>
<td>• Brian Brooker presented the GIS tool showing all of the current data layers and how to use it. He indicated the tool will be available November 1st. Mr. Brooker showed Springs, Wood Stork Areas, Acquired and Targeted Florida Forever properties, Florida Wildlife Management Areas, Agriculture and Silviculture, and Wetlands data layers. This is a brief list of layers to help start the conversation. The layers were added based on comments and suggestions taken from the first task force meeting.</td>
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<td>• Kristen Dozier commended Mr. Brooker for creating a great tool. She also wanted to discuss the consistency of information from one county to another, for example, with utility maps for the counties that do not have this information complete. She indicated the north Florida region will have inconsistency based on her experience and wanted to know how this will be standardized in the tools.</td>
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<tr>
<td>o Mr. Brooker responded that currently the tool is focused on natural environmental. Other layers including utilities will be added in the future.</td>
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| • Charles Lee stated he would like to discuss three items: First, there may be problem with the land that is labeled water management district and also Florida Forever land. He would like the Task Force to know which organization owns which land. Second, Gulf Hammock is shown as a public land while it is private under agreement with the Florida Fish and Wildlife Conservation Commission (FWC). Third, there are two categories of data and we need to characterize them correctly. For instance in eagle
nests, since eagles move around, the durability of data is very important between the planning process and PD&E stage.

- Christopher Emmanuel stated that this is a very impressive tool and will be very useful to his staff.
- Paul Myers asked if it is possible to add special needs shelters or hurricane shelters.
  - Hal Beardall responded yes it is possible. He also reminded the Task Force that the today we are introducing the tool and also the maps displayed are examples.

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<th>11:30 am</th>
<th>Overview of AMME Considerations including Examples from Prior Corridor Development Initiatives</th>
<th>Huiwei Shen, FDOT Chief Planner</th>
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| • Huiwei Shen presented the AMME definitions and AMME process. The process starts with an understanding of the resources in the study area, considering AMME and developing guiding principles to avoid and minimize impacts.  
  - Ms. Shen highlighted the AMME approach used in Wekiva Parkway and the guiding principles for the project which included avoidance, minimization and enhancement. She also presented the AMME approach on the East Central Florida Corridor Task Force which included corridor planning supporting local visions while minimizing impacts. The Task Force developed 21 guiding principles. The slide showed one principle regarding conservation of lands. Ms. Shen said the production team will draft the guiding principles after this meeting and bring the work back to the Task Force for review and comment.  
  - Thomas Hawkins asked if AMME approach is the same without knowing about the infrastructure that we are looking to build (waterlines, roads or railroad).  
    - Ms. Shen responded that the discussion of AMME considerations will be within the framework of the M-CORES bill—multimodal multiuse corridors.  
    - Hal Beardall further clarified that it will be depending on the topic that applies.  
  - Mr. Hawkins reiterated his previous comment that the Task Force should establish the need first, including the kind of needs to fulfill and what type of infrastructure to provide, before applying AMME.  
    - Ms. Shen responded, that will be a future discussion, but today the Task Force will keep a broader scope in conversation and discussion.  
  - Charles Lee stated that Ms. Shen nailed in the discussion of Wekiva Parkway guiding principles, however the pictures presented are not typical for Wekiva as constructed as the wildlife crossing are longer by almost a mile.  
  - Mr. Beardall stated that the crossing in Wekiva are multipurpose to serve all environmental issues.  
  - Ken Armstrong stated he is in agreement with Mr. Hawkins’ comments because there cannot be a discussion of AMME without knowing the objectives. He didn’t know if the Task Force had established their objectives today.  
    - Ms. Shen stated that the objectives are identified in the M-CORES bill.  
    - Mr. Beardall added that today’s discussion is to introduce the concept focusing on natural environment.  
  - Kristin Dozier cautioned that if today’s focus is natural environment and other areas will be covered in the future, that will take more meetings. She would like to know how the Task Force will approach this if they have to break each category out.  
    - Ms. Shen responded that today they would like to test out this high level approach, so they will stay with the natural environment as the discussion topic. What is learned today can help guide future discussions for the other aspects of influence factors.  
  - Mr. Lee said SB 7068 clearly states process to study corridors and instructs consideration for other corridors (e.g. Turnpike and other infrastructure) and in the final analysis, the corridor is a linear corridor collocated with other infrastructure. Thus, avoidance and minimization can be applied within
the width of the corridor regardless of what is included in the corridor. If the corridor is broader, it impacts the avoidance and minimization and therefore this discussion is very important.

- James Stansbury asked where economic resources fall under.
  - Ms. Shen responded, social.

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<tr>
<th>Time</th>
<th>Activity</th>
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<tr>
<td>12:00 pm</td>
<td><em><strong>Lunch</strong></em> on your own</td>
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<td>1:30 pm</td>
<td>Overview of Avoidance and Minimization Considerations Presentation</td>
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<td>Ryan Asmus, FDOT Production Lead</td>
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<td>- Ryan Asmus presented outline, key definitions, and the evaluation</td>
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<td>process of Avoidance and Minimization. He highlighted the legislation</td>
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<td>relevant to this task including the Endangered Species Act, Clean Water</td>
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<td>Act, and the USDOT and Florida Historical Resources Act. Mr. Asmus also</td>
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<td>highlighted the following:</td>
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<td>o Avoidance is the first step in the evaluation process.</td>
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<td>o If no feasible and prudent avoidance alternatives exist, then</td>
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<td>minimization is considered.</td>
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<td>o Two counties in the study area have many wetland areas: Taylor and</td>
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<td></td>
<td>Lafayette</td>
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<td>o There are four critical habitats in the study area.</td>
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<td>o Two counties have historical resources: Jefferson (23 NRHP sites) and</td>
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<td>Madison (eight NRHP sites)</td>
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<td>o Resources listed on the National Register of Historic Places (NRHP)</td>
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<td>should be avoided.</td>
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<td>o Twenty environmental resource layers were specifically called out in</td>
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<td>SB 7068 and these are critical to avoidance and minimization.</td>
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<td>Another list of additional layers are for minimization considerations.</td>
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<td>- Mr. Asmus reviewed the composite maps and which layers were included.</td>
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<td>- Charles Lee stated that avoidance and minimization does not stop at</td>
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<td>the boundary of the managed land tract. Management over time should</td>
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<td>be considered and these areas cannot be managed without prescribed</td>
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<td>fire. Proximity of a new highway to conservation may prevent the</td>
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<td>agencies from conducting prescribed fires.</td>
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<tr>
<td>1:50 pm</td>
<td>Avoidance and Minimization Considerations Discussion</td>
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<td></td>
<td>Hal Beardall &amp; Rafael Montalvo, Facilitators &amp; Task Force Members</td>
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<td></td>
<td>- Rafael Montalvo provided guidance on how the discussion should evolve</td>
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<td>and emphasized that today’s discussion should be related to the</td>
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<td>natural environment as much as possible, and more discussion will be</td>
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<td>focused on other considerations at a later date.</td>
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<td>- Mr. Montalvo reminded the Task Force that the purpose of the discussion</td>
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<td>is to begin to work with the AMME considerations using the AMME</td>
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<td>framework to draft the guiding principles that apply to natural</td>
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<td>environment. He further stated that they will highlight additional</td>
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<td>considerations required to make good decisions. Discussion of other</td>
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<td>data will be in the next meetings and the avoidance and minimization</td>
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<td>discussion will continue in the next meeting. Then the mitigation and</td>
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<td>enhancement discussion will occur in later meetings. Mitigation and</td>
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<td>enhancement ideas will be accepted today and put in the parking lot</td>
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<td>for future discussion.</td>
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<td></td>
<td>- Mr. Montalvo reviewed the AMME definitions from Huwei Shen’s</td>
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<td>presentation.</td>
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<td>- Charles Lee stated that his first observation was related to the ability</td>
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<td>to manage prescribe fire. A second observation was that there is</td>
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<td>little development in the region north of Citrus County and going to</td>
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<td>Jefferson County, known as the Big Bend. There are many environmental</td>
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<td>assets in this area and it is equal in size to the Everglades.</td>
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<td>Highway development may encourage sprawl into this area. Mr. Lee</td>
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cautioned that if US 19 is used to dump traffic into, over time the result will become how development looks in Pasco County. Land use questions were key in the Wekiva Parkway and are a good model to use in this approach. He also asked to consider the architecture of this corridor which will help achieve most goals including collocation of US 19 to minimize impacts. If a new route is created parallel, then there will be the need to prevent additional growth.

- Pegeen Hanrahan said it would be useful to directly request the impacted local governments to tell the Task Force what they think should be the avoidance and mitigation items. She noted that the local officials know their communities better than the Task Force. While there may be some representation on the Task Force currently, she said that she suspects they may be limited in what they can contribute. There needs to be more input from local officials.
  - Betsy Barfield said Jefferson County has a lot of sensitive areas on the map. She said that the county does not want impacts to the Aucilla River and Red Hills region. Ms. Barfield provided some ideas for collocation. If the corridor is collocated with US 19, then they need to think about how to keep small towns viable. She said the Task Force needs to be creative and innovative; for instance, have a bypass restricted to commercial vehicles only or use land development code.
    - Ms. Barfield said collocation means placing the toll road on US 19.
    - Mr. Lee clarified collocating in the eight-mile section of Wekiva Parkway as two non-tolled lanes into the structure they are building. He noted the necessity to separate these lanes by using electronic tolling. He said that both can be done based on local traffic versus through traffic so additional lanes of pavement do not need to be built. Mr. Lee agreed with Ms. Barfield that the Task Force needs to look at bypasses around communities previously done on US 301 in the City of Starke.

- Kristin Dozier stated she is unclear if the Task Force is talking about a toll road replacing US 19. Additionally, she stated that water is a public health issue and an economic issue. This is a unique area of coast line and it is less disturbed. She reminded the Task Force to not limit investments in those areas that are less developed as both can be done while protecting other areas. She noted in terms of the water issue, the area is unique with all of the wetlands and the sheet flow into the estuaries. The area is currently facing issues with pollution and contaminated water which should not be compounded by this effort. She stated that it is important to avoid contributing to more contaminates and impacting green space through additional road construction.

- Brian Kaufman stated his agreement with the avoidance and minimization concept. However, he noted, with as many wetlands as there are in these communities, there will be areas that will be impacted. He noted that the dark skies are because the communities cannot afford to have the lights on. There are high poverty rates and a need for jobs. He stated that when looking at the land, those are working farms and forests and that needs to take into account equipment coming and going. Local road impacts have to be taken into account. He stated the desire to protect wetlands but that there can be some loss with the construction of the roads.

- Ronald Kitchen agreed with the discussion of the previous speakers. Citrus County went through this discussion for 20 years and there are a couple things to consider. He noted that you can’t have a road and protect the environment. In Citrus County, the most important thing is quality of life and it is what attracts everyone to the area. The county deals with environmental and natural resources and...
recognizes those resources fundamental to quality of life. Mr. Kitchen expressed his interest in hearing other’s thoughts. He noted that the Suncoast Parkway is avoiding these sensitive areas. The rural communities will have the big challenges of where the interchanges will be and what will be the trade-offs between environment and natural resources. He noted the need to plan for the future growth. Mr. Kitchen suggested that Citrus County could be very helpful for this process as they have learned from Hernando and Pasco counties on lessons learned. He added that Citrus County has a population of 150,000 people but had 500,000 tourists so the county considers impacts to tourism as well.

- Jeff Kinnard stated that the lack of lights seen in the region is equivalent to the lack of economic opportunity in the region. He also stated that Citrus County is looking towards the additional traffic and infrastructure to enhance their light and industrial workforce through economic development. Mr. Kinnard said he believes at the current terminus crossing the Withlacoochee River there is a significant water bird rookery and east of the crossing should be an area to avoid.

- Scott Carnahan said that with regard to hurricane evacuation, he is not sure all of US 19 will be used. When he looks at conservation in Levy and north, there are big land owners that have already done some comprehensive plan changes. He stated that all environmental issues cannot be avoided but the environment is important to all of us. He added that access for all communities going north should be looked at to give opportunities to thrive. Mr. Carnahan believes the Florida legislators and Governor understand water quality and conservation, and are going to make this the best road in the U.S.

- Michelle Hopkins said access to the GIS layers is important so that all no build areas may help define logical paths. The water management districts have used collocating infrastructure and Ms. Hopkins has seen success by partnering with local governments to share facilities. She stated that there are some ways to be creative with this.

- Janet Bowman noted the water quality in the Aucilla River and cumulative impact to protect water quality. She said that with this, we need to look not just at the road alignment but also growth impacts and conservation opportunities that protect the Gulf, seagrasses and fisheries.

- Kent Wimmer said Defenders of Wildlife has a web map application in their website with 14 layers that he recommended to include: critical habitat areas, critical wildlife areas, CLIPS all priorities and all priorities for the Florida Ecological Greenways Network (FEGN) all priorities. He also suggested to the Task Force to include future land use maps to know in determining which areas to avoid where there are areas that local governments want to direct growth and this may be a highway.

- Mark Hatch said all counties are using their land. He stated that we need to decide where the road is going to go if it is going to go. He stated the need to know the plans of where we can put the road so they can know what to tell their communities.

- Charles Shinn said lack of lights doesn’t mean lack of economic opportunity as there is a lot of agriculture happening in those areas. He also commented on control burning as a critical component to emulate the natural burns that used to take place. He noted that roads and burns do not mix and therefore forestry needs should be considered.

- Ms. Barfield noted the need to consider the Cody Escarpment, which is a ridge that may intersect the corridor location.

- Mr. Lee commented regarding US 19 and hurricane evacuation that there’s a low lying situation and parts of US 19 are vulnerable to flooding. He further remarked that the hydrology wasn’t designed according to the standards today. Right now, it impedes the flow, so collocation would facilitate elevating the road to avoid flooding and would rectify the environmental damage already being caused from the current facility. He stated the need to consider the current infrastructure impacts and how they can be improved with a new facility as SR 46 was collocated with Wekiva Parkway. He also said that limiting access is an important tool but no one wants to stifle growth.
• Matt Brooks noted that the Levy County clam industry provides local economy with money and jobs. He cautioned against upsetting the balance of water and ecosystem. He added the need to stay out of spring protection zones and that agriculture has considerations. He stated that people know growth is coming, but they want it to be smart. Old rural Florida is what brings people to their area.

• Ken Armstrong said we may think that putting the road in is going to help but the population moves in ways we cannot predict. He said that we know we can take traffic off of I-75 and we can use AMME, but that we are not that smart. He stated that the Task Force can just do the best job that they can until they have a better idea.

• Mr. Hawkins said the Task Force needs data. He does not know what it would take to impact traffic and hurricane evacuation on I-75. There are a lot of assumptions and the Task Force needs data to understand better.

• John Grosskopf said dark versus light spots means a lack of affordable broadband for his students. He is interested in this aspect.

• Ms. Hanrahan said with regard to sea level rise layer presented earlier, she would like to see this and how it affects the coast. She likes the idea of rail transport but would like to be pragmatic. She thinks this is a blind spot in terms of the Task Force.

• Mr. Shinn echoed Ms. Hanrahan’s remarks and said there is private rail in Florida and we need to reach out to them. With regard to agriculture, whatever the footprint, segregating land is critical along with the movement of equipment from one farm to another.

• Paul Myers noted the need to look at the age-old question of development versus the environment. Water quality in the Big Bend area is not pristine. There are rising nitrate levels and that is not because of septic tanks. Job creation leads to access to health care. Mr. Myers believes the Task Force needs input from communities.

• Mr. Lee commented on visual attractiveness and gave an example from New England. He suggested that there is an opportunity to avoid the visual blight of traditional roadway.

• Ms. Barfield noted that Jefferson County’s land development code has a strict water quality policy.

• Mr. Carnahan said just because a road is built does not mean agriculture is going away. He added that water quality in Florida is high and will continue to be high thanks to the Governor’s efforts.

• Steve Minnis requested the following layers: Lidar, FEMA layers, water and wastewater service areas, and impaired waterways.

• Mr. Wimmer added to the list BMAP, public lands with optimal boundaries, swallets (sinkholes), and shared-use non-motorized trails. He added the need to avoid priorities that are mapped by the Office of Greenway and Trails.

• Chris Emmanuel stated the need to consider smart economic growth. He added that knowing 900 people move to the state every day, there is the need to plan for this growth better than what was done previously.

• Chris Wynn stated that he was very impressed with the GIS tool. He noted the need to talk about public lands that need to be avoided and private lands to FWC. He added that there are a lot of easements in the landscape and there is the need to coordinate with The Nature Conservancy to better determine where they are.

• Mark Futrell would like to know more about the need for these corridors.

• Todd Gray said his county has 18,000 residents and one traffic signal. He noted the small population in the county and that the project may be disruptive but not necessarily bad. He stated the need for balance and that businesses in rural communities’ struggle. There is a need to find a way to help with economic development in these small communities.
• Mr. Kinnard would like to discuss potential opportunities for this road for water and sewer. The road can be disruptive to wetlands but there is an opportunity to take septic tanks and replace with sewer to help clean up the nitrates.

• James Stansbury stated the need to consider the comprehensive plans for the communities. He encouraged the public to look at the plans to make sure they are reflective of their communities. The comprehensive plans will help define these needs.

• Pam Feagle said Taylor County has a lot of wetlands and they are limited with what they can do in those areas. She stated that the county is happy to give some of the wetlands up. She noted that there is not a lot of opportunity for jobs in the county and they have identified regional employment centers through their 2060 plan. She noted that they are willing to share Taylor County’s vision to work together to help with jobs.

• Mr. Kitchen stated the need for better planning and balance dealing with disruption and home rule. He noted that there are local officials that represent the communities and this is going to be a multigenerational opportunity. He noted the desire to understand how to best develop the land. He recalled conducting a land corridor study to give the county commission the idea and option to balance protection of environment and economic development. He noted that he can share this plan with the Task Force. He added that through this plan, once interchange locations were known, they figured out how to protect the communities by the interchanges. He stated that counties need to be in front of the plan.

• Ms. Dozier noted the importance of not disrupting the potential for the SUN Trail system and the hunting and fishing economic benefits, which have growth potential.

• Ms. Bowman said this has been a great discussion and would like more focus on the purpose and need discussion.

• Mr. Hatch said he was looking forward to the meeting tomorrow night and appreciated the hard work.

• Chris Stahl stated that conservation easements and mitigation banks need to be included in the layer. Additionally, he said orphan parcels (fire, managing for species) have to be avoided because it becomes virtually unusable. Mr. Stahl said he has some questions like does this mesh with Georgia’s plans? Does FDOT have layers for avoidance areas related to climate change? He believes that previously designated “no build” areas should be looked at.

• Mr. Armstrong noted that 130 million tourists support Florida and that is why there is not a state income tax. He suggested that we need to find a better way for people to avoid congestion issues.

• Ms. Hopkins said she did not hear more about mitigation banks or spring shed protection. She also said NOAA has updated rainfall maps which can be used for design in coastal.

• Greg Evans said in addition to the Starke Bypass, the City of Baldwin is also undergoing a bypass which can be used as lesson learned. Mr. Evans reminded Task Force to complete their meeting evaluations.

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<th>3:00 pm</th>
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<tr>
<td>3:15 pm</td>
<td>Guiding Principles for Avoidance and Minimization</td>
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• Hal Beardall started the discussion of the guiding principles and reminded the Task Force that these principles are to provide guidance for planning of the corridor. He shared the examples from the presentation earlier in the morning.

• Mr. Beardall asked the Task Force what we need to avoid or minimize in the following areas:

• Conservation
Charles Lee suggested a suite of areas that are publicly owned managed lanes, mitigation banks, and priority springs are to be on a “hard avoidance” list. Wetlands – strive to avoid then minimize and mitigate as in the regulatory framework and include lands acquired today and projects with willing sellers. He further suggested impacting the minimum possible to get a win-win situation in concept, for example with the Suncoast II project and 200 acres of Withlacoochee State Forest where there is a net-benefit concept that was required. They would not give the land until the land lost was replaced with net gain.

Janet Bowman stated the need to avoid wetlands, if all possible, and to not refrain from using the word. She also pointed out that the statute is clear that Florida Forever lands have a higher level of avoidance.

James Stansbury asked if the discussion was about the resources or the principles.
- Mr. Beardall responded that the discussion is on principles.
- Mr. Stansbury stated the need to consider important resources in the comprehensive plans, maps and policies.

Thomas Hawkins read two clauses from M-CORES statutes: Protection or enhancement of wildlife corridors or environmentally sensitive areas and Protection or enhancement of primary springs protection zones and farmland preservation areas designated within local comprehensive plans. He suggested anything that meets the intent of the bill should be included.

Pegeen Hanrahan stated the need to protect the ecosystem using high quality maps for wildlife corridors, endangered habitats and species. Privately owned conservation lands should be avoided altogether—some have been preserved by Florida Forever funds.

Kent Wimmer supported Mr. Hawkins’ comments and added that the bill calls for agriculture and spring protection identified in the local comprehensive plans. He stated that relying on the comprehensive plans will not lead to much area for protection, so there is the need to develop a separate criteria for protection of these resources. He added to avoid areas with irrigated crops.

Ken Armstrong said sometimes it’s the water that is the means to the end and we are trying to protect the end. What the water is and what the water does is something the Task Force needs to look at.

Mr. Lee stated the need to avoid karst areas because they are as important as the spring itself. He gave an example from Wekiva where karst was avoided.

- Farmland

Charles Shinn stated that as we think of this development we need to think of any of the comprehensive plans adopted will have identified high quality agriculture plans and spring protections that are important to the counties. He noted the need to minimize urban-rural conflicts. Local governments should give the input regarding protection of lands in their comprehensive plans.

Mr. Lee said earlier points should be pulled here. Mr. Beardall agreed.

Ms. Bowman stated the need to consider farmlands protected by Rural and Family Lands.

James Stansbury noted the impact this road will have on access to agriculture and the effect of the equipment on the roadway level of service.

Mr. Armstrong added to consider agriculture processing facilities that require water and transportation element as well.

Kristin Dozier reiterated Mr. Armstrong’s comment regarding the need to consider transportation logistics and make sure is not affected.

Michelle Hopkins stated the need to consider opportunities for collocating facilities if there are any changes for water quality requirements.
Ms. Hanrahan noted the desire to maintain rural character and maintain water quality. She added that the Farm Bill has the provision to protect agricultural lands and it is an opportunity to flag that.

Mr. Shinn said with regard to natural resources, it is important to work with WMD to identify regional water treatment projects.

- **Wildlife Connectivity**
  - Mr. Lee suggested the proactive intent to improve wildlife connectivity so it is important to look at existing roads which are currently interrupted by a roadbed without wildlife crossing opportunities. This is an opportunity to improve these deficiencies by providing adequate facilities like Wekiva Parkway and providing for easement acquisition on those portion of wildlife corridors that do not have protection now.
  - Ms. Bowman said it is important to identify habitats and their key connections so they can both be protected.
  - Mr. Armstrong stated the need to use both connectivity and protection.

- **Community Impacts**
  - Mr. Lee asked if there is an issue of mitigation.
    - Mr. Beardall clarified that will be discussed at future meeting.
  - Betsy Barfield noted the need to consider small cities – bypass or no bypass – how are you going to encourage commercial traffic to bypass the town? She believed this can be done through tolling.
  - Mr. Wimmer said to avoid impacts through using developed areas’ existing transmission, utilities, etc. All these should be mapped as this helps minimize impacts to greenfields by using preexisting corridors.
  - Ms. Dozier said we need to maintain local priorities and should not lose sight of these to build a new road.
  - Mr. Lee said we need to avoid sucking the life out of communities by aligning goals of corridors with local economic development priorities. There should be attention to long term economic impacts of the road. For instance, Taylor County has designated economic development areas within their comprehensive plan.
  - Ms. Barfield asked, what are the small towns in Europe doing to flourish and what can we learn?
    - Mr. Lee responded that it is because of fewer interchanges on motorways. Thus, we need to minimize the number of interchanges like in Wekiva Parkway.
    - Mr. Hawkins noted that it is because we have built so much infrastructure in an era of automobile dominance and also due to the design of the infrastructure as Mr. Lee has pointed out. The other question is what other kinds of transportation infrastructure you can develop. The legislation doesn’t give such details.
  - Todd Gray cautioned that in each community we should not have a one size fits all approach. Each community will have different issues as the highway passes those communities.
  - Chris Stahl said Wekiva Parkway is a good example for the controlled exits. He also suggested Alligator Alley as a good example for avoiding natural habitat. The 1972 EIS identified exit restriction that has helped to drive developments.

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<td>Greg Evans, Task Force Chair &amp; Hal Beardall &amp; Rafael Montalvo, Facilitators</td>
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• Pegeen Hanrahan suggested that for the future meeting we need brief periods for others who have schedule constraints.
  o Hal Beardall responded that will be taken into consideration.
• Charles Lee offered that we need to discuss what the future will be like in this area. He wondered if there will be additional meetings to focus on the discussions about why are we here and the desire and objective to get there. He suggested to invite people from local governments to come and give their input about the corridor and what they would like to see.
• Ken Armstrong said if we have local government meetings, we need also to include statewide interest and the regional interest discussion.
  o Mr. Beardall reminded that the Task Force is limited to this region.
  o Janet Bowman said this type of discussion also happened in the East Central Florida Corridor Task Force.
• Mr. Beardall discussed the following Next Steps:
  o Presentations will be posed online.
  o Meeting summary will be posted in two weeks.
  o Explore current data sources for and how to collect regional needs.
  o Financial feasibility: when will it be available and the process
  o Topics to be researched and explored include I-75 Relief, hurricane evacuation pattern changes, define collocate, coordination with Northern Turnpike Connector, resiliency, and drone footage of Wekiva and Starke Bypass.
  o GIS tool for review—submit any comments to Ryan Asmus.
  o Follow up of data layers questions raised in the meeting.
  o Drafting guiding principles for review and refinement at next meeting.
• Next meetings
  o Community Open House – October 24, 2019 in Old Town
  o Task Force Meeting #3 – December 17, 2019 at IFAS Auditorium in Perry
  o Community Open House – December 19, 2019 at Alton Family Life Center in Mayo
• Action Items
  • Janet Bowman wanted to add the purpose and need discussion.
    o Mr. Beardall said we will review the notes and add them.
  • Kristin Dozier wanted some clarifications on the comments that have come out from committee meetings regarding the no build options. She suggested that at the next meeting we need to discuss the no build option topic and if we are expediting PD&E we need to start such dialog. Also, we need to get through more categories.
  • Greg Evans reminded the Task Force be ambassador, share this information with the community, and get feedback.

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<th>4:30 pm</th>
<th>Public Comment</th>
<th>Greg Evans, Task Force Chair &amp; Hal Beardall &amp; Rafael Montalvo, Facilitators</th>
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<td>1. Michael McCoy</td>
<td>o Michael is a member of Pine Ridge. For the last couple years they have had to deal with Turnpike wanting to get through the Pine Ridge. This is an equestrian community and high quality of life. Many people come here from the busy metro area, separated from urban sprawl. This will bring this right to our door step and we do not want this. This will bring crime and we don’t want to be an access road for people going to the Turnpike. We need to be given some consideration in keeping the exits away from the Pine Ridge community. We don’t</td>
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want to sacrifice the quality of life for people who want to get to Tampa a little bit quicker. There are not enough roads to evacuate south Florida. He has 500 signatures opposing this project and the entrance.

2. **Cris Costello**
   - Cris is from the Sierra Club and she had the sign in the air all afternoon [sign reads “no build”]. She wanted to interject this in the conversation because it is absent. The consensus building mechanism and the facilitators are pushing you to go along to get along. All discussion today has been focused on or assumes the inevitability of this toll road. There is method to this madness and she hopes you think about this. You can demand to discuss the no build option now and you can do this we urge you. You can refuse to not reach consensus. You can refuse to accept the destruction of wetlands. You can refuse to impact and loose rural communities. Undefined principles are very dangerous. To avoid wetlands is completely meaningless. Another is to minimize – who defines this? Be bold and don’t accept the inevitably of this project. We know this is not part of your five-year plan and we want to ensure this process is not just a number stamp we urge DOT to be bold and to create an environment where people can be bold and save Florida.

3. **Janet Barrow**
   - Janet stated that there is a lot about the senate bill that doesn’t make sense and it is rushed and it is tax payer money. It is something to remember. At the meeting today the conversation being spun to it, the narrative to meet the goals you are trying to receive. When the Coastal Connector had an open house, she asked them what population are you trying to move from where to where and they asked her to tell them. This doesn’t make sense. The hurricane evacuation seemed bogus. To accommodate this you have to consider the carrying capacity and Florida is expressing its limitations. Fifty and 100 years from now what are the conditions going to be for the water from Marion County to go to heavily populated areas. Dump sewage in rural areas and we don’t appreciate that. If it goes north and is it going to Georgia? They don’t want this and didn’t know about it. Government is creating all of its own problems instead of listening to communities. The investors are like weed work – and this is not good? Is this going to be little projects?

4. **Julie Conley**
   - Julie is an elected official from Monticello and is on the Aucilla River Group whose mission is to protect and preserve this feature. She has heard a lot today about protecting those type of resources and making sure that they preserve that integrity. We want to be on record that we have serious concerns about the adverse impacts on the rivers and watersheds. Those resources cannot be picked up and moved or replace and we think there is no amount – just avoid this area.

5. **John Wade Jr.**
   - John believes that before this road is planned there should be a cost benefit analysis completed. There must be a study to show that this road is necessary to show the amount of traffic and the use. Would it pay for the price to maintain the road? Has the study been done will it be done before the road is approved. It could be used improve other existing roads. Or other high congested areas like Orlando or Miami – why build a road in an area where it is not needed or not wanted. Is there a no build option and if not, why not. Why build it if it is not needed. The number of vehicles at 98 is only about 25% of what it was projected to be at this time. If this is underutilized why build this? He would like a written response to his questions.

6. **Loretta Tennant**
   - Loretta would like to say in her opinion, every piece of fiction has a good back story. The story here is the pork chop gang – these are legislators to advocate for their home counties. We
Meeting Notes

have a current pork chop gang – for political purposes and payback they are voting for this project. We will benefit the global and international investors no local. This is like Nestle with the bottled water. They don’t make a big investment but they take out huge profits. The five years of job creation for people who have skills to build these. Opportunity zones and driverless vehicles are driving on these roads to nowhere. Don’t be fooled it is a sham and shame.

7. Maxine Connor
   o Maxine is part of the State League, a conservation organization that opposed the M-CORES toll roads. Florida taxpayers from rural communities and water quality is at risk if this project goes forward. Transportation is the number one cause of pollution in the U.S. We need to electrify and expand public transit where it is appropriate. Fossil fuels are growing and threatening the environment. Some issues are urban sprawl and pristine areas being no more with wildlife corridors and aquifer recharge areas and not spending what Florida forever deserves. How can adequate studies be done when this is fast tracked. Spring sheds are within these corridors and conservation land is in this corridor as well. Claims about improved infrastructure is questionable. Agriculture is second to tourism and this area includes many acres of agriculture. There is not an identified need. A project of this magnitude needs to be carefully considered.

8. Merrillee Malwitz-Jipson
   o Merrilee is a business owner of recreational company on the rivers in north Florida. Santa Fe River board member and Suwanee St. Johns Sierra Club. Following the law she heard and on her side of the issue is you need rules regulation and laws in the state of Florida. What we have is designed to harm not protect. We have started the rights of nature movement in Alachua County. She has witnessed ancient trees being cut down to build that pipeline. You are going to be harvesting nature.

9. Neil Fleckenstein
   o Neil stated that this goes through sensitive environmental land and agriculture business. Florida is number one in the nation for prescribed burns and this is big in this area. We are concerned that this is going to bring many negative impacts. The impacts to Monticello are concerning. We support a more strategic approach. We recognize Citrus is different. Those improvements to that county may not be the same to the other counties. We oppose this and want other ideas considered.

10. Heidi Ferrara
    o Heidi has been a resident of Florida for 39 years. This is not about what Florida residents need. It is about individuals that want to get rich. She has seen the most beautiful parts get destroyed. These are replaced by hastily constructed urban sprawl. Many negative tradeoffs have occurred. We are here today because of greed. The people who rushed this are only thinking of one thing – enriching themselves. Across the globe many people are facing negative impacts from climate change which leads to migration and violence and unrest. Soon these problems will be at your doorsteps. We will soon be the refugees. Impacts are coming sooner than later. Insurance is being impacted from climate effects. There are no climate change deniers in these areas. FDOT and the state of Florida is a disgusting show of corruption. They only care about their pockets and not wellbeing of the state.

11. Warren Whistler
    o Warren is a member of Extinction Rebellion and would like to see Extension Rebellion. Carbon emissions are destroying atmosphere and environment. People are leaving cities and coastal areas. Warming trends. People leaving Florida.
12. Dr. Pat Wade
   - Pat stated that “where is the need” is the one thing he has not heard through two days he has been here. Where is the need? Elected representatives take this back to the communities and hold town halls. He would guess from the officials it is not what the people want. Learn from our mistakes. Suncoast II was built on karst. This destroyed a historical landmark. There are wildlife corridors that are now unusable.

| TBD | Adjourn | Greg Evans, Task Force Chair |

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

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