

Project: MCORES Task Force Meeting #3
 Subject: Northern Turnpike Corridor
 Date: Wednesday, December 18, 2019
 Location: Hilton Ocala
 3600 SW 36th Avenue
 Ocala, FL 34474

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

9:00 am	Welcome	Tom Byron, Task Force Chair
<ul style="list-style-type: none"> • Tom Byron opened the meeting and led the Pledge of Allegiance. • Tom Byron stated that during the meeting the Task Force will broaden the discussion about the purpose of MCORES, need for MCORES, and role of the Task Force regarding planning and development of the corridor. He further stated that a subject matter expert panel was invited for the afternoon session to answer question on various topics. • Tom Byron reminded the Task Force and the audience that FDOT is collecting as many public comments through various platforms as possible, including speaker cards at the end of the meeting for those who would like to make public comments; FloridaMCores.com is up and running where people can submit comments online. Later in the day we will present statistics about how many people are visiting and using the website. • Tom Byron thanked the Florida Channel for airing the meeting and recording it so that anyone who misses it can watch it later. • Tom Byron later invited Christine Kefauver (Meeting Facilitator) to continue with Introductions. 		

9:05 am	Introductions and Safety Briefing	Christine Kefauver, Facilitator
<ul style="list-style-type: none"> • Christine Kefauver welcomed everyone who attended and provided directions on how the Task Force will introduce themselves. • Thereafter all Task Force members in attendance introduced themselves by stating their names and the agency they represent. • Tom Byron introduced FDOT staff in the room including a representative from the Attorney General's Office. • Christine Kefauver went through the safety briefing which included emergency evacuation protocol. • Christine Kefauver introduced the staff taking notes and subject matter experts. She reminded the Task Force that subject matter experts were there to answer questions that they may have during the course of discussion. • Christine Kefauver introduced the two Florida Highway Patrol troopers who were in the meeting to help with any safety needs. • Christine Kefauver reviewed the objectives of the meeting. She said in response to the last Task Force meeting, this meeting will include less presentation and more engagement/conversation among Task Force members. • Christine Kefauver reminded the Task Force that the MCORES website (FloridaMCORES.com) contains data and fact sheets from various public agencies. She said Kent Wimmer had reached out for additional data earlier in the week and FDOT is working on the request through an established protocol. • Christine Kefauver briefly discussed the items to be covered in the meeting, including <ul style="list-style-type: none"> ○ Review what corridor planning is and where we are in the process. ○ Discuss the purpose of the corridor, which is mainly defined and driven by the MCORES Legislation. ○ Discuss regional and local needs. ○ Discuss Avoidance Minimization Mitigation and Enhancement (AMME) with a subject matter expert panel. ○ Review the next steps in preparation for the next Task Force meeting in February. ○ Receive public comments. • Christine Kefauver said the focus of the last meeting was environmental and the focus of this meeting is the built environment so the discussion will include natural, physical, social, and cultural resources. She said in the morning the discussion will involve status update and MCORES purpose, needs, co-location and multi-use. The goal of the Task Force is to inform what this (corridor) looks like, ultimately it is a unique process on how to enhance Florida to meet the needs of population and tourism growth, including the addition of about 900 residents every day. • Christine Kefauver told the Task Force that the morning conversation and the afternoon's panel will help inform these decisions. She asked Task Force and local leaders to use the MCORES website to aid public discussion. • Christine Kefauver said there will be opportunities to engage with a panel of experts in the afternoon about how to balance the needs of the community. • Christine Kefauver said the Task Force members were given two folders (Folder A and Folder B). She then discussed the contents of Folder A which contained the meeting agenda, engagement plan, summary of the bill, overview of the map, acronyms, AMME definition, guiding principles, process from planning to development—with a focus on the Task Force, Bios for the panelists, evaluation form. She said Folder B contains data including background information and references. She asked the Task Force to add the dates for future meetings in their calendars as those dates have been set. • Charles Lee suggested that the Task Force have a working lunch to be conservative with time. He suggested FDOT make arrangements for cold cuts and salad bar because some meeting locations are 		

remote and there are less restaurants able to accommodate the large number of people attending these meetings. Christine Kefauver thanked Charles Lee for the suggestion and said the team will take that into consideration.

- Tom Byron asked about the contents for Folder B. Christine Kefauver responded by briefly going over the contents of Folder B which contained various facts sheets with information regarding freight and logistics, freight and passenger rail, Shared-Use Nonmotorized (SUN) trails, Strategic Intermodal System (SIS), economic development for rural areas (including graduation rates), rural and family lands protection, and evacuation. She told the Task Force to reference Folder B for the afternoon’s panel discussion. Tom Byron reiterated Christine Kefauver’s comment that the information in Folder B will help to shape Task Force recommendations and he asked the Task Force to reach out to FDOT should they have any request to add more information or data.

9:15 am	Government in the Sunshine Law – Video Refresher	Diane Guillemette, Office of the Attorney General
<ul style="list-style-type: none"> • Tom Byron introduced the Sunshine Law refresher video. • After the video was played, Christine Kefauver said Diane Guillemette, an attorney from the Office of the Attorney General will be available all day to answer questions regarding the Sunshine Law. • Christine Kefauver said that they have been invited to various Board meetings (Regional Planning Council meetings or Board of County Commissioners meetings) and those meetings are also subject to the Sunshine Law. 		

9:20 am	M-CORES Vision and Task Force Goals	Secretary Kevin J. Thibault, P.E. (via video)
<ul style="list-style-type: none"> • Tom Byron introduced a video about the vision and goals of the Task Force from Secretary Kevin J. Thibault, P.E. • Secretary Thibault in the video said that Task Force expertise and knowledge are critical to ensure that all options are considered for the multiuse corridors. He reminded everyone that the Task Force is helping Florida properly plan for the next 20 – 25 years. He further asked the Task Force to take every proper consideration into their work such that the planning, project development and design processes could be followed flawlessly. He said FDOT has provided the Task Force with data from sister agencies and subject matter experts on essential services. • Secretary Thibault said public input is a key consideration and FDOT facilitates opportunities to ensure all voices are heard through open dialogue. He said FDOT is dedicated to support the Task Force in making recommendations and they should reach out to the FDOT should they need any data or information. He concluded his message by thanking the Task Force for being part of the process. 		

9:30 am	Purpose, Needs, and Process Overview; Task Force Work Plan Moving Forward	<ul style="list-style-type: none"> • Will Watts, Chief Engineer • Huiwei Shen, Chief Planner • Jennifer Stults, FDOT Production Lead • Task Force Members
<ul style="list-style-type: none"> • Tom Byron introduced Will Watts (Chief Engineer), Huiwei Shen (Chief Planner) and Jennifer Stults (Production Lead). He reiterated that this will be an interactive discussion and not a PowerPoint presentation. • Will Watts started the discussion by saying that they will be discussing the principles of the process to make sure anything from this Task Force is carried to the future phases of project development. This will be an interactive process. • Will Watts said that they have been listening and some of the topics for discussion came from the Task Force meeting. He then introduced the objectives of the presentation. • With regard to the comments from the last Task Meeting, Jennifer Stults said there were several requests to look at more data for the AMME process, discuss the purpose and need, a balanced approach for AMME including community and economic development considerations, and clarify the role of the Task Force. • Jennifer Stults provided the status of requested data including smoke sheds, Florida Ecological Greenways Network, springs, Florida Forever Projects, land use and resiliency plans. She said FDOT has established a data working group to respond to data requests in a consistent way, avoid duplicate data, and ensure reliability of data for the Task Force to use during this process. • Will Watts said there was a lot of discussion about the purpose and need from the previous meeting—the purpose and need is well defined by the legislation. He said they have separated the purpose and need for the pre-planning process; the purpose given by the Legislature is to protect the environment and natural resources; encourage job creation; enhance quality of life and public safety; revitalize rural communities and provide regional connectivity while leveraging technology. He asked the Task Force to contribute their needs and Jennifer Stults will lead that discussion with support from Christine Kefauver. • Jennifer Stults discussed some of the needs for the Northern Turnpike Corridor. She presented statistics related to the four-county study area as they relate to economic development; the average household income is \$43,466 per year compared to the statewide average of \$52,594; the average poverty rate is 17% compared to the statewide average of 14%; the average employment rate is 36% compared to the statewide average of 55%. With regard to hurricane evacuation she said major evacuation routes are I-75, US 301, US 441, US 41, US 27, US 98, and US 19, Florida's Turnpike, Suncoast Parkway, SR 44, and SR 200; and evacuation times for a Category 5 hurricane are 24 hours for Levy and Marion Counties, 30.5 hours for Sumter County, and 55.5 hours for Citrus County. With regard to environmental preservation, she said the study area has some impaired water bodies which do not currently meet water quality standards and there are opportunities for wildlife connectivity and conversion of septic systems to sewer systems and municipal water. She indicated there is a need for multiuse connectivity where a majority of the population does not have access to fixed broadband or fiber optic service. According to FDOT transit data, access to public transportation is somewhat limited and well below the statewide average of 61% with 18.7% in Marion County and 28.5% in Citrus County. Tom Byron reminded the Task Force that a lot of background information is available in Folder B. • <i>Charles Lee started the needs discussion by stating that the Legislation suggests more specificity on the topics, specifically water and sewage to be provided by MCORES, he wanted to understand how FDOT will build the road and react to environmental issues from the road, including acquiring additional land and wildlife corridors. He did not see a platform (within FDOT) for how water and sewer will be provided to address impaired waters in the study area, which has old platted lots, platted by the Deltona Cooperation in 1960s. He wanted to know how FDOT plans to address this issue and if there</i> 		

will be an office of water and sewer production within FDOT or if there will be a grant process for local governments to receive funds to oversee this. He was concerned that there is a burden on FDOT to address these issues. Christine Kefauver responded by saying that it's about the power of partnership as the Task Force has representatives from FDEP, Water Management Districts and local governments to come up with these creative solutions—it is part of the challenge, how to work in partnership with other agencies when building roads.

- Charles Lee further responded that the statute says these features will be built as part of a project that is undertaken by FDOT. FDOT needs to propose a platform regarding the other (non-roadway) functions—how FDOT will integrate these functions with an equal level of dignity as per the purpose of the MCORES. He suggested that if FDOT will not undertake these projects, there should be a chart or outline of who will and how they will go about it and get funding, for instance will there be a grant program with local governments? Alternatively, he wanted to know whether the Task Force is proposing Water Management Districts to build physical infrastructure such as water and sewer service. Will Watts clarified by saying water and sewer connectivity is part of the MCORES bill and FDOT is looking to the Task Force for partnership opportunities including grant opportunities and he asked the Task Force to provide recommendations. Tom Byron seconded Will Watts by stating that FDOT is looking for recommendations, regional water boards and waste water will get involved and make plans as regional partners, Water Management Districts and FDEP can work together to give grants out and also there is an opportunity for counties to work in a regional partnership to get necessary funds.
- Commissioner Scott Carnahan responded by stating that County Commissioners work together on these projects all the time and this is an opportunity to work together to get sewer and water systems. He said they sit on regional boards already where there are grants being given to regional partnerships to accomplish these goals; this is an opportunity for counties without these resources to work as a region to accomplish these goals.
- Commissioner Kathy Bryant agreed with Commissioner Carnahan but she cautioned that it cannot be put on locals and county commissions to accomplish this as these counties do not have the resources, they need partnership with state and regional agencies. She said the numbers are astronomical and it will take many years for connections to water and sewer systems to be realized by most people in the study area.
- James Maher gave an example of a program in Taylor County following the “Storm of the Century” in the 1990’s where septic tanks were phased out over time. He said it is about identifying places that have the physical capacity and management capabilities for waste water treatment plants.
- Commissioner Rock Meeks said in Levy County there are not enough resources to provide sewer and many areas have extremely low population density which would create astronomical costs for a central sewer system. He was interested in costs to connect to central sewer. He was hesitant that homeowners in Levy County with its low income and high poverty will not be able to afford connection costs and ongoing fees associated with central sewer. Christine Kefauver stated that the Task Force should remember that there is no “one-size-fits-all” solution for each county and they should be mindful of that throughout the process. Commissioner Meeks responded that he did not want to see homeowners burdened with the cost after project completion.
- Paul Owens said the Statute has the threshold question to consider whether there is a need for a highway and there seems to be an assumption that a highway creates automatic wealth for the community which may not be correct (referencing the I-10 corridor, which he said is not thriving). So he said there are other things to consider which were not listed, such as traffic volumes and projected traffic needs in the future.
- **Christine Kefauver asked James Stansbury about economic development, connectivity and mobility and referenced the challenges of the I-75 corridor. She said I-75 has a shutdown every six days. Are there economic impacts for these shutdowns?**
- James Stansbury responded by stating that he has been strongly encouraging local governments involved with these corridors to look at comprehensive plans to see if the actual corridor goes through, around, or near communities and look for answers to questions such as; what is the vision for their community? Do they want to preserve the lifestyle they have or achieve something that is different? If

so, they need to plan for that within their comprehensive plan. He cautioned local government not to revise comprehensive plans without support from the state. He said there are community planning technical assistance grants for local governments from DEO and he is happy to discuss details with anybody. He further said that this is an opportunity for a reckoning on comprehensive plans and taking a look at the character we want for our communities and how to extend services. Utility providers are looking for large dense areas that they can serve efficiently without having to leap-frog over vacant areas. He finished by stating that it is the local government's duty to look at the character of their communities and what they want to achieve.

- Vice-Mayor Valerie Hanchar commented that it would be great for everyone to be off of septic but the burden cannot be on cities and counties. She said City of Dunnellon had to sell their water services due to cost; cost of upgrading sewer services is prohibitive and also staffing is an issue due to licensing needs for skilled labor at treatment facilities. She said building a new water or sewer system would take three to five years, so she was not sure how the Task Force will determine the plan for where the road and sewer lines will go, while at the same time considering planning needs for 20 years into the future.
- Christine Kefauver responded that the Task Force was still talking about the guiding principles and not looking at lines on a map yet as currently the Task Force is looking at what is most important to the Task Force members. She reminded everyone about what Secretary Thibault said about proactive planning for the state of Florida. This is about more than transportation.
- Christine Kefauver then asked Bradley Arnold to talk about the needs for Sumter County as one of the fastest growing counties in the state. Bradley Arnold reminded the Task Force about his guiding principles from the last meeting, and that although the Task Force is not drawing lines on the map regarding the corridor location, the hinge point for connecting the future Turnpike corridor to the future Suncoast corridor is in Sumter County, so they know that there will be some level of impacts to the Lake Panasoffkee area. He suggested a guiding principle related to water and sewer is how you mitigate water impacts to Lake Panasoffkee which is an Outstanding Florida Water. One way to mitigate that is to provide centralized sewer to unincorporated areas. He said the next guiding principle is hurricane evacuation where they need to look at accessibility of the corridor and fuel as well. He also referenced a post-Irma FDOT study focused on Wildwood as an important hub for fuel.
- Mayor Matt Surrency asked whether the hurricane evacuation times presented are for leaving the state or finding a shelter. Victor Muchuruza answered the times are for people leaving the county, not for shelters. Mayor Surrency said one of the lessons learned from Hurricane Irma was that adding more shelters in these counties may help with hurricane evacuations. He said the Task Force needs to look at the MCORES legislation as a conduit for opportunity for these places—he emphasized local community access to fiber and other utilities. Solving the challenge may be looking at the Community Development Block Grant (CDBG) program to emulate grant process for local and regional planning to find out what fits best for these counties. He also said the Task Force should discuss the impact on local roads due to the influx of traffic from the new corridor. That may also be an opportunity to apply for grant funding.
- Bill Ferry said broadband is provided by private companies and there are economies of scale and population density which is a challenge in rural areas. He said the problem is the policy, and if you get the policy right, broadband typically comes. He suggested that policies need to provide non-discriminatory, all-inclusive, and technology-neutral access to right-of-way. He further said they are looking at 5G and also 10G so nobody really knows what technology will be available in the near future.
- Christine Kefauver asked about the planning for technology given the uncertainties of the future.
- Commissioner Kathy Bryant wanted to know whether the evacuation numbers were for I-75 or for any of the roadways in the counties. Victor Muchuruza answered the times include all evacuation routes in the region not just I-75. Commissioner Bryant said for things like broadband and sewer the Task Force needs to look at where the opportunity is best regarding population and development.
- Charles Lee commented on Bradley Arnold's Lake Panasoffkee remarks by wanting to know whether a new agency will be needed. Bradley Arnold responded that there would need to be a government entity acting on behalf of the private organization for them to provide that service.

- Charles Lee further commented that it would be useful for FDOT to come up with a proposed platform for how that could be facilitated, whether it's a Water Management District or FDEP to build the water and sewer system and he wanted to see answers to those questions.
- **Christine Kefauver asked to hear from representatives from the Water Management Districts.**
- Jennette Seachrist responded that the Water Management Districts historically have never been in the business of building sewer or water systems. She said they have a regional water supply authority in this region, Withlacoochee Regional Water Supply Authority which may be invited in a future meeting to talk about their regional water supply master plan. She has worked with local governments regarding funding of water quality projects but the District has never entered into the business building of sewer lines except for septic conversion projects in the spring priority focus areas. She cautioned that Water Management Districts do not have the resources to get into the water and wastewater business.
- Jason Lauritsen said one of the needs is to have the Florida Ecological Greenways map in the packet for reference during the wildlife connectivity discussion. He described the location of the green swamp and its connectivity to the ecological greenway to the north of the study area up to the Withlacoochee area. He emphasized the importance of not worsening this connectivity as it has been impacted by several other corridors. He said there are many enhancement opportunities within this wildlife corridor so when looking at growth it is important not to lose the opportunity for wildlife communities.
- Bill Ferry commented that when looking at funding and grants there is a distinction between utilities like sewer and broadband. Subsidizing broadband can create mixed bag results as it is driven by private capital.
- Charles Lee said the question of need is bracketed by statutory requirements of financial feasibility which provides that tolls will be paying 50% of the debt service by year 30 which is not meaningful because most bond services don't last 30 years; he said the financial feasibility of other projects by FDOT have fallen way short. He said there is a source of data that may give a clue as to whether there is any reality to this project: looking at the I-75 relief study and traffic patterns, particularly movements that would imply an alternate North-South corridor to relieve I-75 and this data is illustrative as things have changed and there is a valid reason for this project that will help the Task Force under Chapter 338 decide if it is a buildable road.
- Commissioner Scott Carnahan responded that the data is already there, 1000 residents per day move to Florida; 128 million visitors per year and evacuation. He said these corridors are needed to move people around given Florida's population and economic growth. He cautioned that the numbers will keep climbing and we need to be in front of this to keep pace with the growing residents and visitors.
- Jason Lauritsen thanked James Stansbury for encouraging Task Force members to consider comprehensive plans. He said he has a need for considering what the ultimate future (vision for the future) of Florida looks like and is there a time when we need to look at increasing density in order to provide green space; what does our green space look like in the future? He agreed with Commissioner Carnahan that people will continue to move to Florida and the conversation about the pace of growth is important. He wanted a discussion among Task Force members about what build-out looks like.
- Christine Kefauver introduced the issue of resiliency and said it can mean different things to different people. She said we need to be mindful of resiliency on our peninsula and day-to-day environmental challenges.
- Commissioner Rock Meeks said when Irma came and I-75 and I-95 were parking lots, US-19 moved many people out of Florida and Levy County gas stations were short on fuel. He said US-19 can be underwater after a natural event but those problems can be fixed and use that road rather than build an entire new road. Christine Kefauver responded that can be part of co-location; we may use an existing corridor and bypass. She emphasized scalability and one-size does not fit all.
- Nancy Brown said environment is important but we should also talk about the human aspect. She asked the Task Force and FDOT to consider the impacts of people with disabilities when looking at all types of roads (turnpikes, toll road, and interstate). She was interested to see whether there will be changes for mobility options for people with disabilities to get in and out of their homes during evacuations. She wanted to know if there will be transportation to assist with the evacuation routes for people who are blind and visually impaired; an opportunity for blind vendors to work rest areas for toll

roads; she also asked if individual communities can afford some of the possible changes and impacts for those with disabilities.

- Charles Lee said the evacuation issue needs further definition and there needed to be a focus of true evacuation. He went on and said Irma was an illustration of bad planning and recommendations for evacuation as people in homes built after Hurricane Andrew (that could sustain category 4 or 5) and are located well inland were told to evacuate. He suggested that there needs to be better recommendations on where evacuees go. He cautioned about overusing evacuation as the reason to upgrade the roads and ignore other plans like sheltering in place.
- Commissioner Kathy Bryant responded by saying lots of people came to Marion County for evacuation so shelters need to be part of the conversation. She said shelters should include people, pets, and livestock as people from South Florida bring their horses. Commissioner Bryant said when there is a decision for ordering an evacuation, usually she will err on the side of caution and tell people to leave, especially in an area where people live in mobile homes and places that cannot withstand a hurricane. She said local officials do not want to be responsible for any loss of life and they rely on direction from the Division of Emergency Management.
- Mayor Matt Surrency responded to Mr. Lauritsen's question about development and density by saying it is not a matter of stopping rather changing how we do it, and it may be maximizing an existing corridor. He encouraged people to maintain the culture of Florida so as to accommodate growth and do it safely.
- Commissioner Rock Meeks asked if we even have the labor force to build or improve roads given that Levy County has a shortage of skilled labor and is struggling for plumbers, framers and others. He said his county needs a vocational facility to train workers. Christine Kefauver responded by saying there are two state colleges which may help with this problem. Dr. Lawter said they will partner with businesses to help communities but programs are expensive and they don't have enough students showing up. He said they need communities and business to encourage students to come into the programs. Commissioner Rock Meeks responded vocational programs in high schools used to exist, but when those programs were moved to colleges, people stopped going. So, he suggested if there is a possibility to put those programs back into high schools that may be a good thing. Dr. Lawter responded that they do things with dual enrollments where kids in high school can get college credits.
- Sean Sullivan responded in regard to Irma and evacuation stating when the media is advertising a Category 5 it makes you want to evacuate even with the jam-packed roads and limited fuel availability. He shared his experience of evacuating using US 19 (instead of I-75) which was at or near capacity during evacuation and had issues with traffic lights in communities which were overwhelmed by evacuation traffic. He also said he understands that there is funding by Division of Emergency Management for a statewide evacuation map that legislators need to support.

10:30 am	Break	
10:45 am	Purpose, Needs, and Process Overview; Task Force Work Plan Moving Forward (continues)	<ul style="list-style-type: none"> • Will Watts, Chief Engineer • Huiwei Shen, Chief Planner • Jennifer Stults, FDOT Production Lead • Task Force Members
		<ul style="list-style-type: none"> • Huiwei Shen presented an example of how purpose and need evolves from the Task Force, Planning and Project Development. She said the Wekiva Parkway Task Force Purpose was to connect State Road 429 to I- 4 and the needs were to improve regional connectivity, accommodate increased demand and safety. She said this purpose and need was further refined during project development through additional data and analysis. She said the team will bring back a draft purpose and need at the February meeting.

- Huiwei Shen said the guiding principles are a set of values that will guide future transportation decision making for FDOT regarding this corridor. She recapped discussion points from the earlier conversation that may be used in the development of guiding principles such as needs to establish local and regional partnerships to provide resources where they are needed without placing undue burden on a community, fuel during evacuations, wildlife protection, take advantage of and maximize current facilities, considerations for people with disabilities. She said the AMME approach will help the Task Force with developing guiding principles; and reminded the Task Force that there will be a broader conversation beyond avoidance and mitigation in the afternoon session.
- Huiwei Shen later presented an example of the guiding principles from Wekiva Parkway and how the Task Force guiding principles were used in the development of project features.
- Will Watts provided a definition of Multi-Use as laid out in the MCORES bill as it relates to accommodation of multiple types of infrastructure such as multimodal transportation, broadband, water, and sewer infrastructure, energy distribution and autonomous, connected, electric and shared vehicle technology. He then asked the Task Force to discuss what Multi-Use means.
- Christine Kefauver started by saying that they have heard the long term vision for transit and how that may help with disabled users. She gave an example of the transit envelop that was preserved in the middle of I-4 from Orlando to Tampa for future rail. She asked the Task Force to think long term and consider opportunities such as mobility-as-a-service, vehicle of the future, charging for electric vehicles or adjacent multi-use trails like Suncoast as well as opportunities for utility connections and energy distribution.
- *Bradley Arnold suggested existing utility corridors shall be given consideration as the land cover has already considered such impacts; he said Sabal Trail is a good example of how to co-locate the highway with utilities and there are opportunities to partner and thus minimize impacts, so any new transportation corridor should consider existing utility locations.*
- *Bill Ferry explained the concept of co-location of utilities by giving an example of a high-rise structure concept of telecommunication. He said there is a misconception that co-location means everything is in the same place. For a roadway, co-location is putting multiple providers in same ROW but separate pipes or duct banks in dedicated easements.*
- Christine Kefauver asked about Citrus County regarding interchanges locations and opportunities for pumping station locations.
- *Commissioner Scott Carnahan responded that the state (FDOT) is allowing Citrus County to lay pipes in the right of way and some will be dry piping ready to connect. He said the county is not able to provide sewer in the entire county but there are enhance areas with opportunities and he strongly encouraged other counties to do that and take advantage of it.*
- *Charles Lee was curious how the bullets on the multi-use concept were crafted and how this relates to the MCORES statute, particularly items j and k (of Chapter 338 Florida Statutes) as this is different than AMME which is about the footprint of the road. He said complexities for this project are significant compared to the other two projects as this route is going through an area that is rich in wildlife corridors and a potential large number of yet-to-be connected wildlife corridors. He would like to see specific language that will address the proactive closing of gaps for the Florida Forever projects, Rural Family Lands projects, and Florida Greenways Network. Will Watts appreciated Charles' input and said what was shown is multi-use and the guiding principles are larger than that.*
- Will Watts presented an exhibit depicting the co-location concept and then asked the Task Force to discuss ways to leverage existing corridors.
- *Mayor Matt Surrency responded that the exhibit answers the question because it has local roads taking pressure off the highway, so there is a need to make sure we leave the room for local roads, like the concept shown. Mayor Surrency provided an example of I-75 in Gainesville where I-75 is used as a local road which clogs up the Interstate.*
- *Shannon Wright asked if FDOT has considered using HOV lanes like in Georgia and other states or looked at other states to see what they do in similar situations, such as hurricane evacuation. Will Watts answered that MCORES is looking at the future and is not explicit to express lanes or toll lanes, however he is open to Task Force suggestions.*
- *Vice-Mayor Valerie Hanchar said Marion County TPO typically put lines on the maps and was interested to know when the lines will be put on the paper as that would help MPOs and TPOs plan for*

their futures. Christine Kefauver responded that currently the Task Force is looking at guiding principles to help define the corridor as the process moves forward.

- Charles Lee said the exhibit presented is one way of showing co-location. However, he asked FDOT to show a drone video of co-location of Wekiva Parkway and SR 46 at the next meeting. He also said Wekiva Parkway was not designed for the modern tolling technology that has an ability to use electronics to decide who to toll and who not to toll. **Will Watts said the drone will be shown in the next meeting.**
- Kent Wimmer supported co-locating on existing facilities and suggested to look beyond the assumption that this (corridor) will be greenfield construction, he suggested to look at corridors that are outside the study area like US 41. He recommended that the Task Force consider how to move people and freight and allow wildlife to move under these corridors.
- Jason Lauritsen recommended when looking at using existing corridors that it is important to look at opportunities to improve the road environmentally. He said I-4 severs the Green Swamp from the river and is not considered a Priority 1 in the Florida Ecological Greenways Network so when improving the road, it is important to look at connections for wildlife to discourage severing connections.
- Bill Ferry commented that it is easier for a provider to use existing lines or lay lines where there are existing lines and using existing corridors, however the right of way is typically very busy and utilities usually have to be moved to add lanes which may interrupt service.
- James Stansbury said the concept of using existing corridors and the ability to use them for utilities will be based on land-use planning and the corridor will not work with transit if the density is 1:5 or 1:10. He said one should look at the desired lifestyle and character of communities to help determine if the enhancement or addition of facilities can be applied, for instance the younger population is not as oriented to the older lifestyle—younger people seem to want smaller lots, live in more compact communities, with the ability to use transit and take advantage of associated time savings. He recommended planning a multi-modal road considering land uses.
- Jason Lauritsen wanted to know the cost per mile of the Wekiva Parkway. **Will Watts said FDOT will bring the cost of Wekiva typical sections to the next meeting.** Charles Lee said it was \$64 million per mile.
- Will Watts presented the Alternatives Corridor Evaluation (ACE) process which involves defining corridor swaths, corridor development, methodology, evaluation and reporting. He said the purpose is to narrow down the most feasible options for PD&E. Tom Byron clarified that ACE is a normal FDOT process separate from Task Force but the Task Force will see.
- Huiwei Shen presented about the Task Force, Planning and Project Development and how Task Force and Planning informs Project Development. She reminded Task Force members that the processes exhibit was in Folder A and the Task Force should review it. She highlighted the differences in the level of details regarding study area, purpose and need, corridor opportunities, transportation analysis, environmental analysis. **Ms. Shen said high level traffic and mobility data will be provided in the next meeting.**
- Huiwei Shen presented the summary of Task Force Work Plan which included high level objectives for the nine meetings.

11:45 am	Public Engagement Activities	Jennifer Stults, FDOT Production Lead
	<ul style="list-style-type: none"> • Jennifer Stults provided a summary of public input. She presented overall public engagement statistics which included 2,700 email subscribers; 75,000 webpage views; 450 public comments since last meeting; over 1,000 uses for all three corridor GIS maps. She described options for reaching out to the public which included one-on-one meetings with local governments; reaching out to Task Force members and the community; enhancing use of social media and E-Newsletter. She presented upcoming engagement activities which included a community open house in Wildwood on December 19th and two joint meetings with the Suncoast corridor team on January 28th and 30th. • Tom Byron asked the Task Force to let FDOT know should they see anything to make the GIS map or tools better. 	

- **Charles Lee suggested that there should be a way of analyzing the public input statistics given the number of comments from meetings to determine what do commenters say, and whether the people making comments are local or outside the study area.**
- **Tom Byron responded that FDOT will take the info and see if there is any useful way to do that.**

12:00 pm	***Lunch*** on your own	
1:30 pm	Panel Discussion: Environmental, Community, and Economic Resources in the Study Area	<ul style="list-style-type: none"> • Christine Kefauver, Facilitator • Panel Members • Task Force Members
<ul style="list-style-type: none"> • Christine Kefauver started by introducing the panel of experts which had the following members: <ul style="list-style-type: none"> ○ Nicholas Zembillas – Subsurface Utility Engineering LLC ○ Kevin Sheilley – Ocala/Marion County Chamber of Commerce & Economic Partnership ○ Eugene Kelly – Conservation biologist, 16 years as environmental lands planner ○ Greg DeAngelo – Division of Environmental Regulation, Florida Department of Environmental Protection ○ Mark Cantrell – U.S. Fish & Wildlife Service, 30 years of experience in research of fish and wildlife services • Christine Kefauver said there will be an expert of community planning/comprehensive planning to the next meeting. She said the focus of the panel discussion is the growing population, economic development, diversity in economy and the guiding principles. She asked Kevin Sheilley about economic initiatives in the county. <i>Kevin Sheilley responded that Marion County approved a 1.7 million square foot facility, valued at 350 million dollars which will create 700 direct jobs, enough to activate economic areas of the community that are lagging behind. He said 50,000 residents live within one mile with an average wage of \$11/hour, so the development will have a lot of impact.</i> • <i>James Stansbury asked the panel what they consider the major natural resource within the MCORES study area that the Task Force would need to address; and what major economic driver will be improved by the corridor.</i> • <i>Eugene Kelly answered the wildlife corridor is comprised of continuous lands from the Green Swamp to the Gulf of Mexico, is significant, and is linked with other areas, including the Goethe State Forest so there is a need to maintain the integrity of the existing corridor and filling in the gaps. He said any transportation corridor that goes through this area should take into consideration wildlife corridors. Eugene Kelly further said that there are 160,000 acres of approved Florida Forever project areas within study area and much of the area are tracts that would help preserve the connectivity of the corridors.</i> • <i>Greg DeAngelo responded that impaired waters and nutrient pollution, protection of springs, especially outstanding springs are important. He said in 2016, the Legislature passed the Florida Springs Protection Act and some of the Outstanding Florida Springs are in the study area and the restoration plans associated with the springs cover three of the counties in the study area. He said looking at how to maneuver through the existing restoration plan areas will be a challenge depending on the route; if the route is more urban, FDEP will be the water runoff authority and protection of the aquifers regarding runoff will be an important consideration.</i> • <i>James Stansbury interjected and asked about the major economic driver within the MCORES area and from the economy point of view what natural resources are important.</i> • <i>Kevin Sheilley answered from the tourism aspect springs are important and also Marion County is the horse capital of the world, generating about \$2.6 billion a year so it is a significant economic driver.</i> • <i>Nicholas Zembillas agreed parks and tourism are significant in the area as there is an influx of tourists that happens on Friday through Sunday in parks on CR 347 and people come to Cedar Key on weekends. He suggested a need for improved communications to create opportunities for education and learning centers. He said utilities that are friendly to families and communities will create opportunities so better utility infrastructure allows people to invest and build within communities and still be comfortable driving outside of the county for work.</i> 		

- Charles Lee asked the panel what guiding principles would be most important for the area that this corridor is passing through given complex conservation plans and wildlife corridors.
- Mark Cantrell answered that this is a complex issue so the guiding principles should recognize the existing network of conservation lands, and habitats for fish and wildlife; the principles should recognize what's already out there as a network of lands as well as opportunities to enhance what is out there through restoration of water quality and habitats and must allow for natural functions to continue (fire dependent and water quality). He said wetlands and springs depend on interconnectedness so the principles should not only think about areas to avoid or enhance but also the connectivity to know which areas to preserve and which places to take actions.
- Greg DeAngelo said it is important to restore and protect waters that are currently or may be impaired so as to address pollutant loading that is affecting those waters; moving into the future and talking about development and growth and work to enhance and coordinate restoration efforts. He said new population could be better served by wastewater treatment facilities and the guiding principles should be looking at how to coordinate and mitigate the impacts of future growth.
- Eugene Kelly said the natural resource protection challenges are more succinctly summarized in the study area and they are not easier but it may be "pick your poison"; first question—is this corridor going to cross the Cross Florida Greenway before Suncoast Connector or will it cross further to the south. He said if you can't avoid sensitive environmental areas you would need bridges and one way to avoid is co-location with SR 44 to minimize impacts. Charles Lee liked the suggestion of co-location with SR 44.
- Paul Owens asked whether there are any other examples (highways or other infrastructure) out there that the Task Force may look at for ideas of guiding principles given the fact that Wekiva Parkway has been given as a good example for MCORES at about \$64 million/mile.
- Mark Cantrell answered he did not know any examples but Wekiva is a good example and the biggest thing is to consider that MCORES is an unprecedented program and has a great scope which may bring opportunities to consider existing corridors, existing traffic and population centers, and existing fish and wildlife habitats. He suggested the Task Force use the process to strike balances with well-crafted guiding principles that will help to articulate what is the balance between all the objectives. He believed the Task Force may come out with good guiding principles to strike such a balance.
- Greg DeAngelo commented that there are negative examples to look at, for instance the Tamiami Trail through the Everglades where the state is now fixing the problems of water quality and water quantity.
- Eugene Kelly responded co-location is the best way to minimize the negative effects of this study and if the roads are important for hurricane evacuation, co-location beyond US 19 would be good, such as US 41.
- Bradley Arnold asked whether there is any type of coordination for how to protect and enhance natural areas given comprehensive plans have to change depending on corridor selection.
- Eugene Kelly answered by saying that Florida Forever 5-year plans have large tracts that have been identified and would help with connectivity. Bradley Arnold asked if Mr. Kelly could explain the ranking system for the areas of avoidance. Eugene Kelly responded that he could not comment on how areas are ranked against each other as there are over 200 parcels which are probably ranked very high due to connectivity.
- Greg DeAngelo said for the Acquisition Restoration Council (ARC), there is a ranking of water quality for the prioritization. He thought a similar process could be applied.
- Jason Lauritsen wanted to know how a community can expect to benefit from the corridors and on the opposite side the costs of managing land when burning is compromised.
- Kevin Sheilley said the economic benefit of a toll road depends on access to a community, obviously interchanges create growth. He said the economic impact depends on the location of access and its ability to attract employees, distribution centers, office structures, the ability to connect with air services, and economic diversification.
- Nicholas Zembillas said from a utilities perspective we should think beyond the toll road and look for connectivity as more than just traffic. He said communities without infrastructure may want plan to support growth beyond 10 years.
- Eugene Kelly said we could lose recreational values of areas with misplaced corridors as there are hunters and other recreationists using these areas—equestrian and birding activities are popular in the Withlacoochee area. He pointed out that fatalities resulting from smoke on I-4 and I-75 have led to less

burning and increased use of mechanical methods which are not good substitutes for fire. Mark Cantrell agreed with Eugene Kelly that outdoor recreation is very important in Florida as it attracts tourists. He further said the economic costs of management are increased every time you subdivide a region, working forests in these areas are important to economic benefits for fishing and wildlife habitats. Mark Cantrell added another cost to consider is the cost of not being able to connect with nature—reconnecting people, especially children, with nature and getting them outdoors and active. Kent Wimmer agreed with Eugene Kelly that through Cross Florida Greenway there are lots of land-based and water-based trail systems that people come from all over the country to use, and the three tracts of the Withlacoochee area are connected to these trails.

- James Stansbury was intrigued by the balance of the panel and wanted to know which they would recommend from a public policy point of view—extending the Turnpike north or south of the Cross Florida Greenway?
- Eugene Kelly answered if the extension is placed south, co-location with SR 44 would minimize impacts as there will be only one crossing of greenway versus two. Kevin Sheilley responded that from an economic perspective one would need to look at what untapped population centers will this allow you to access, what areas of population do not have current access. He suggested extension to the north.
- Charles Lee said based on the cost for similar roads, the cost for the Turnpike extension will be at least three billion dollars so he wanted to know whether it would be better to expand I-75 instead.
- Kevin Sheilley believed the planning for the expansion of I-75 has started. He said I-75 would be better economically than the new road but it depends on the goals and how to provide more access for people and provide new economic opportunity for communities even if it is co-located—the new road will provide more access and new economic opportunity. He emphasized the need to look at the return on investment.
- Commissioner Kathy Bryant thanked Kevin Sheilley for his work on Marion County economic development and further said when trying to figure out the best route, the focus should be on moving people and then focus on other benefits and opportunities within those routes, so people can be moved effectively especially during evacuations. She said from SR 44 through I-10 is one of the heaviest used sections of I-75 and more specifically between SR 44 and SR 200. Mayor Matt Surrency suggested when talking about moving people, to look at where these people are going during an evacuation, as most people take most direct route, and he was interested to know how and why evacuees will use the extension.
- Christine Kefauver said there is a need for system redundancy—having parallel facilities will help with I-75 repeated shutdowns.
- Nicholas Zembillas said MCORES is about creating economic opportunity to grow this area, it's about moving people to and from home and work every day and if you provide the infrastructure, businesses will grow and people will relocate; natural disasters are definitely important, but it seems that growth might be the main focus.
- Mayor Matt Surrency was curious to know whether people will take the future road to work and make SR 44, US 19 and I-75 better.
- Bradley Arnold referenced draft guiding principle number 1 and said there are lots of different rankings for the natural environment and if you rank every environmental area high, it is difficult to make progress, he said PD&E typically covers those. He said there was a need to rationalize this by providing a guiding principle such that if the area has six resources to be avoided, three resources could be minimized and less than that – those could be mitigated. He suggested to look at those opportunities (road connectivity and wildlife connectivity) to make objective guiding principles and do overlays. He agreed with Commissioner Bryant that SR 44 is a corridor for connectivity but he said it does not achieve the movement for north-south movements, evacuation is one of them but not a sole goal—SR 44 will not benefit evacuation and economic benefits. He said their comprehensive plan reflects conservation lands along SR 44 so it may not benefit from co-location idea.
- Greg DeAngelo said one needs to look at the data as it may help to focus priorities where pollution and nitrogen may have greater impacts. He can provide the restoration plans. Eugene Kelly responded that those priority focus areas are in the interactive tool.
- Commissioner Scott Carnahan said SR 44 is not the answer by any means because when you get to Inverness, SR 41 is a disaster until SR 200, both SR 41 and SR 200 need upgrades. He mentioned

SR 41 is now in the 5-year plan. You can't move people that way especially with 1,000 people per day coming to Florida and 120 million visitors each year, one needs to have alternate routes for that to happen. He further said co-locating with US 19 may be good until a category 4 or category 5 hurricane, then it will be under water in several places. He reminded the Task Force that the goal was also to capture traffic north of Lake City near I-10, it is about moving people. He said the Citrus County Board of County Commissioners is all for Suncoast and North Turnpike Connector—and the Suncoast is moving through his county now. He said this is going to give the counties an opportunity to look at their comprehensive plans, especially counties to the north where there are big economic development needs. He suggested not providing service plazas (unlike Turnpike now) to force traffic into towns for food and fuel.

- Charles Lee suggested to think more about SR 44 as it is the shortest distance to Suncoast which may provide a direct east-west connection. He agreed the Inverness traffic issue is correct and thought the solution may be bypassing the expressway to remove the congestion, he would like to see that option evaluated. With regard to comprehensive plan amendment, he said just because there is a limited access road co-located doesn't mean you have to switch the land use. Commissioner Scott Carnahan cautioned that the lake system on SR 44 is a big recharge area for and is not a proper way of bridging the corridor. He said there are lots of opportunities north and the shortest distance may not be the best way.

2:45 pm	Break	
3:00 pm	Discuss Potential AMME Considerations	Christine Kefauver, Facilitator & Task Force Members
<ul style="list-style-type: none"> • Jennifer Stults introduced the AMME approach and showed the 10 draft guiding principles which were developed from last Task Force meeting feedback. Thereafter Christine Kefauver led the discussion for guiding principles. • Charles Lee suggesting adding “avoid splitting farms” to the farmland guiding principle. Christine Kefauver responded that unless the owner desires it as the owner might accept passageway under the road so they can continue to use their property, so it may be avoided if you can and mitigated if you can't avoid. • Christine Kefauver asked for comments regarding guiding principles for cultural resources. • Vice-Mayor Valerie Hanchar said we need to keep the small charm of cities and neighborhoods, characteristics of horse farms as we don't want to be a big city, for instance Levy County still wants to see hay rolls and cows in the fields. • Charles Lee suggested “minimize billboards to protect the image of rural country sides”. • James Maher proposed a need to provide opportunities for charging stations. • Mayor Matt Surrency said there is an opportunity to work with smaller communities visioning and planning to help them when corridor comes through their area. Christine Kefauver agreed and said FDOT wants to help with community planning. • Bill Ferry suggested “avoid discriminatory environment in the right of way” as a guiding principle. He also said we need to be aware of what technology will be there in the future as people want fiber but there are other options that are useful, so we should not necessarily name a technology, rather have a policy that is open for technology types and competition. • Paul Owens suggested “avoid historically significant structures and communities, archeological significant areas and graveyards”. • Mayor Matt Surrency suggested “preserve and provide access to outdoor/hunting/recreational activities”. • Sean Sullivan proposed a principle to avoid anything listed or eligible for listing in the National Historical Preservation Act. • Regarding Social Resources, Charles Lee suggested to have a guiding principle about land use planning priorities that have been established in the plan and decisions for interchange plans should be guided by the comprehensive plan. 		

- Jason Lauritsen wanted the Task Force to use guiding principle number 2 from the Southwest Central Florida Task Force which states “avoid, to the extent feasible, lands proposed for management for conservation purposes; where avoidance is not feasible, minimize and mitigate impacts to lands identified as priorities through statewide or regional landscape scale conservation initiatives, including the Florida Ecological Greenways Network and Critical Lands and Waters Identification Process priority 1 and 2 designations”.
- Kent Wimmer said it is important for the Task Force to consider where growth is planned and where growth isn’t planned so need to include a future land use map.
- Vice-Mayor Valerie Hanchar suggested to consider low income population and provide travel options by preventing making a toll road the sole option for people to get from point A to point B. She said it is important to provide access for people who can’t afford tolls when they need to get to their daily destinations. Christine Kefauver said through the NEPA process all disproportionate impacts are considered throughout—so this issue will be evaluated during project development.
- Steve Minnis said regarding stormwater, there is a need to include a regional approach as there are opportunities for multifunctional stormwater systems to provide more recharge, more reduction of nutrients, alternatives water supplies through partnership with local communities to address alternative water supply, for instance use runoff for irrigation rather than going into treatment.
- Michael Napier suggested to consider sheltering in the areas for vulnerable populations—people who can’t drive or afford to leave need shelters in the area. He said there’s a need for an approach to have shelter in place opportunities.
- James Stansbury told the Task Force that comprehensive plans are more than future land use as it contains goals, objectives, and policies. So, he said when asking FDOT to consider comprehensive plans, they should look at what the communities want protected, what type of character of development in downtowns. He said that if the existing comprehensive plans did not consider a major roadway coming into their jurisdiction, there is time to go back and look at the comprehensive plan and say can we adopt new policies to respond to this.
- Bradley Arnold identified the need to coordinate with existing plans and whether they can be dual purpose, for instance the new interchange with Turnpike and any physical enhancement considerations.
- Jason Lauritsen said there is a desire to adopt dark sky friendly lighting to prevent or minimize lighting pollution through use of downward facing lighting.
- Christine Kefauver asked local governments what they hear in their jurisdictions. Commissioner Rock Meeks responded people want to see lines on a map as he gets questions all the time about where it’s going. He said people in Levy County want industry to retain children who graduate and have to leave the county for work or drive out of the county to work, and on the other side he said he is hearing people don’t want the road at all.
- Christine Kefauver said new corridors could bring mobility, accessibility, and economic development, if the road comes, it needs to come with a strategy.
- Michael Napier said as far as the private sector is concerned businesses want to grow if they know where the road’s (lines on the map) going to be.
- Commissioner Rock Meeks commented that not knowing when the lines will be on the map is frustrating, having the lines on the map it will help a lot. Commissioner Meeks appreciated FDOT staff going to Levy County to answer questions regarding this corridor. Christine Kefauver reminded other counties that FDOT staff is available to meet at their counties to discuss MCORES.
- Dr. Vernon Lawter said Citrus County has 143,000 people and that nobody he has talked to regarding this project wants a road that goes through, they want a road that goes to: there has to be some economic development for kids growing up to be able to stay in the community, everybody is looking for the “when”. Christine Kefauver asked a clarification of going through or to with an interchange. Dr. Lawter said they are looking for interchanges and the mindset is that interchanges bring economic development.
- Commissioner Rock Meeks said the other aspect is that people move to Levy County because they want the rural lifestyle and they don’t want more development, so the people are concerned with how long it is before Levy County turns into a city like Miami; they want the rural setting to stay in place.
- Vice-Mayor Valerie Hanchar said people (in real estate) are asking where this road is going to be located and it’s an economic issue and that real estate stakeholders need to be informed.

- *Commissioner Kathy Bryant said one of the questions she was asked is about the challenge that Marion County will face in the future and her answer has always been need to accommodate the growth without losing the county's identity. She said Marion County has several local roads projects, all they want is connectivity to complete the circle of existing opportunities. She said the number one thing is "do no harm", do not change what makes Marion County unique to the rest of Florida.*
- *Nancy Brown mentioned people with disabilities in rural areas have to leave their home areas due to lack of transportation. She said last year over 750 blind and visually impaired people were helped to find employment but they don't often get to stay within their homes: there is a need to look for transportation for disabled individuals so they don't need to get out of their communities and any options to improve or benefit will be great. Christine Kefauver said broadband may help people with disabilities find jobs online and stay home. Nancy Brown responded that being able to do work from home would be beneficial however local employers don't necessarily want or need that.*
- *Charles Lee said there is no one answer that fits all, for instance, from an environmental standpoint, if an interchange is placed in the conservation lands that would be bad for the environment, if placed in areas with no such constraints, it is good for economic development so there is a need for a consensus between environmental preservation and economic development. He suggested looking at the Wekiva best practice by putting the road on the edge of conservation areas and expanding those areas to create a net benefit. He suggested a need to explain why no build could not be a good option given what is happening. Discussed how Wekiva elevated roadways to solve existing environmental problems.*
- *Jason Lauritsen said given the scope and scale of a statewide corridor network, it's difficult to look at all of the environmental impacts and connected landscapes; a group like this Task Force is important when it comes to wildlife. He asked whether we can get commitments to identify and protect the wildlife corridor and connectivity throughout the state. He told the Task Force that the cost of not doing these planning efforts is to commit to ad-hoc piecemeal development projects that don't satisfy anyone.*
- *Kent Wimmer said there were options where the Wekiva project could have avoided more, the objective should be to avoid and then mitigate.*
- *Scott Koons said it is important to focus on regionally significant resources. So, he suggested to add a guiding principle to avoid regionally significant resources identified in the RCP's Strategic Regional Policy Plans. He emphasized a need to focus on those which include regionally significant wildlife and conservation.*
- *Jason Lauritsen responded that when it comes to wetland impacts, you can mitigate direct impacts with enhancement or preservation methods where you're not replacing recharge, flood control, and when there is a wetland impact, would like to see an emphasis on restoration and creation of additional wetlands.*
- **Christine Kefauver reminded the Task Force that discussion and recommendation is being captured and will be provided at the next meeting.**
- *James Maher was interested with restoring the footprint that has been lost through creation, restoration, enhancement or preservation according to the rule. He asked to truly preserve the ecosystem through creation or restoration and he wanted to see if we can go beyond what is in the rule. Tom Byron said we will look at the guiding principle and he asked Jason Lauritsen if a guiding principle would be that we have a net gain on environmental resources. Jason Lauritsen responded that the Uniform Mitigation Assessment Method (UMAM) score is about the net gain, when you create a road you have direct and secondary impacts; so, he suggested a guiding principle that when we have a direct impact to wetlands and where feasible, replace the wetland impact with creation and restoration. Secondary impacts would be mitigated with enhancement and preservation.*
- *Bradley Arnold was concerned that if conservation means no buying wetland mitigation credits as the wetland principle, it could be interpreted that mitigation is not enough, and that wetlands had to specifically be restored or created as a part of the program, then it could be difficult to meet the time table given by the legislature. He cautioned that if that is a drafted guiding principle it may take a lot of time in terms of permitting and it may have impacts to FDOT meeting Legislative schedule mandates. Jason Lauritsen said the mitigation banks that he is familiar with have all four but he is not familiar with mitigation banks and service areas in this region if it covers that so he agreed with Bradley Arnold that there may be scarcity on the credits.*

- *Mayor Matt Surrency reminded the Task Force to look at what they can lose and what we can mitigate as there are lots of opportunity areas regarding storm water and flood control such as areas like the Santa Fe River and flooding issues which may benefit from restorations, including recharge of aquifers.*

4:15 pm	Next Steps	Tom Byron, Task Force Chair & Christine Kefauver, Facilitator
	<ul style="list-style-type: none"> • Christine Kefauver and Jennifer Stults went over the next steps which include action items from the Task Force discussion. • Christine Kefauver presented the following action items: <ul style="list-style-type: none"> ○ Additional data requests –FDOT is reviewing and updating GIS web application ○ Explore platforms and sister agency opportunities and challenges on how broadband and water/sewer/reuse connectivity can be delivered. ○ Add Florida Ecological Greenways Network maps in the packet ○ Discuss program opportunities and impacts to disabled ○ Discuss evacuation and shelter considerations ○ Discuss workforce needs and opportunities ○ Present a drone video of Wekiva Parkway/SR 46 co-location ○ Provide the cost per mile for Wekiva ○ Discuss high-level funding options ○ Provide high-level traffic and mobility data ○ Look at ways to analyze public comments • Victor Muchuruza clarified the requests for additional data and the GIS online mapping tool. • <i>Charles Lee suggested a need to look at connectivity and sister organizations before lines are drawn because it may affect where the corridor goes. Tom Byron suggested looking at both challenges and opportunities for connectivity with other entities and James Maher asked to include reuse.</i> • Jennifer Stults presented the next steps which included: <ul style="list-style-type: none"> ○ Meeting materials posted online today ○ Meeting summary to be distributed in next 3 weeks ○ Please complete meeting evaluation form before you leave today • Jennifer Stults presented the summary of upcoming meetings: <ul style="list-style-type: none"> ○ Community Open House: December 19, 2019, 5:30 – 7:30 PM at Wildwood Community Center 6500 Powell Road, Wildwood FL 34785 ○ Community Open House: January 28, 2020, 5:30 – 7:30 PM at College of Central Florida, 15390 NW Highway 19, Chiefland, FL 32626 (note: joint meeting with the Suncoast MCORES Corridor) ○ Community Open House: January 30, 2020, 5:30 – 7:30 PM at Crystal River Armory, 8551 W. Venable Street, Crystal River, FL 34429 (note: joint meeting with the Suncoast MCORES Corridor) ○ Task Force Meeting #4: February 12, 2020 at Suwannee River Fair and Pavilion, 17851 NW 90th Ave, Fanning Springs, FL 32693 • <i>Commissioner Rock Meeks wanted to know when the cost to build the project will be known as the cost may be prohibitive and affect implementation. Christine Kefauver answered not everything that we have talked about will be assigned to FDOT, some of the issues will go to other agencies. She said we have to first develop the alignment to calculate to cost. The ACE will give generic costs and the PD&E will give more detailed costs. Tom Byron agreed with Christine Kefauver that ACE will be get some details and PD&E will have a lot of details.</i> • <i>Charles Lee recommended that FDOT examine the question about what is covered in the toll feasibility study given that the scope of this corridor is more than a typical FDOT road project. Tom Byron responded that it will be difficult to know that at the Task Force level as the details will come during later stages of planning and PD&E, he urged the Task Force to come up with the “vision for the possible”.</i> 	

4:30 pm	Public Comment	Tom Byron, Task Force Chair & Christine Kefauver, Facilitator
<ul style="list-style-type: none"> • Speaker 1 – Sally Patrenos from Tallahassee highlighted the following in her comment: <ul style="list-style-type: none"> ○ She works in transportation policy, representing Floridians for Better Transportation. ○ This is one of the most forward-thinking initiatives in the state and a lot of her constituents are voicing the same concerns as heard in the task force meeting. ○ Florida has the 17th largest economy in the world and we are all benefiting from prosperity. ○ Certain industry sectors have not been able to benefit because they don't have the infrastructure and MCORES should help this. ○ Florida is growing, in 20 years, increase of six million people; in next five years Florida will grow by another five million people. Also, Florida had 126 million tourists in 2018, so Florida has to keep pace with growth. ○ Building infrastructure takes time, previous transportation planners and public input have brought about the infrastructure we have today; if we aren't looking forward today, we will have issues in the future. • Speaker 2 – Sandra Marraffino from Marion County highlighted the following in her comment: <ul style="list-style-type: none"> ○ She is a member of the Marion County Audubon Society and is concerned about Lake Russo, a 12-mile long lake in Citrus County. Lake Russo is home to many thousands of wading and nesting birds: egrets, ibis, and herons. ○ Birds fly to and from wetlands that are vital for food and nesting and there are nine major nesting sites identified on Lake Russo so this lake is an invaluable resource. ○ The major concern is that if this lake is divided by a highway, birds will be “refugees” from this refuge—since 1970 there have been 30 billion birds lost for many other reasons. • Speaker 3 – Harriett Jones from Levy County highlighted the following in her comment: <ul style="list-style-type: none"> ○ Protect the wild lands in rural Florida. ○ Florida already has more turnpikes than any other state. ○ Cost concerns: over \$64 million per mile, an engineer said it was more than that. ○ Rural access roads might be funded by federal government but Levy County doesn't have the money to fix local roads. ○ How can we trust politicians to provide money for local communities? ○ Emphasis on schools will attract people, not roads, better schools will bring in more educated people into FL. ○ The expressways and tollways in Fort Lauderdale have split towns in half, and Florida has the most turnpikes in the country. ○ Her nephew in Colorado spent \$100 on tolls in one month and she doesn't want this to happen in Levy County. ○ FDEP refused to look at new updated studies of our aquifer in the Sabal Trail project. ○ Tallahassee is denying home rule—recently passed rule that a judge can't consider if a lawsuit was frivolous or not. • Speaker 4 – Maxine Connor from Citrus County highlighted the following in her comment: <ul style="list-style-type: none"> ○ Member of the conservation coalition and volunteer as natural resources chair for League of Women Voters of Citrus County and other nature/conservation organizations. ○ Florida taxpayers and water are very vulnerable. ○ Roads lead to carbon dioxide pollution; Transportation is number one polluter in the country--there needs to be consideration for electric transportation. ○ Climate change is happening so need to focus on decreasing fossil fuel usage because it is causing climate change. ○ The Florida panther is threatened and could go extinct. ○ Concerned about recharge areas and their vulnerability. ○ Money that could be spent on toll roads could be spent on fixing and enhancing current roads. ○ There is a high density of springs in the study area. ○ How would these roads bring high speed internet and how would they speed up evacuation? What are needs for toll roads outside of evacuation? 		

- Focus on “do no harm”.
- Speaker 5 – Herman Younger from Alachua County highlighted the following in his comment:
 - Member of 65 conservation organizations against these “proposed, disastrous roads”.
 - Named all 65 organizations.
- Speaker 6 – Brad Smith from Marion County highlighted the following in his comment:
 - Landscape architect and planner
 - Thanks to task force and this great process
 - Guiding principles help design professionals to stay out of the weeds.
 - Three major concerns: sprawl, stewardship, and sense of place that FDOT should consider.
 - Sprawl: transportation always goes hand-in-hand with land use; GeoPlan has done studies and should be a resource.
 - Infills of higher density centers rather than rural areas.
 - Stewardship of the built and natural environment need to take advantage of existing infrastructure and financial stewardship is important.
 - Sense of place needs preservation of contamination of water resources; landscape architects involved in the process; State statutes talk about preservation of water resources and environmental contributions to personal well-being; process involves getting out of individual silos.
- Speaker 7 – Brigitte Smith from Marion County highlighted the following in her comment:
 - We want smart roads.
 - Marion County is special and we want to keep agricultural lands and equine industries.
 - What are the financial capacities? Traffic volumes need to be considered—is there enough need for this toll road? Has the task force looked at I-75 relief data?
 - Should the local comprehensive plan be adjusted if communities expand beyond urban sprawl areas?
- Speaker 8 – Michael Saxe from Marion County highlighted the following in his comment:
 - Not against roads.
 - Marion County residents have been clear on where they stand.
 - The funding for this project should be looked at first, dollars and cents will be huge; will funding be taken from other projects around the state?
 - Seen many nightmare projects, familiar with high taxes, tolls, and poor planning from living in the northern US and concerned that the same mistakes may happen in Florida. Familiar with evacuation such as 9/11 evacuation.
 - The task force should look at mistakes made by other states and identify how we can do better as once you pave over the natural land you can’t unpave it and take mistakes back.
- Speaker 9 – Jim Carrell from Marion County highlighted the following in his comment:
 - Citizens of Florida value the natural resources but the Legislature doesn’t value the opinions of its constituents as they are listed in the Florida Forever projects.
 - Concerns that when we say there are protections in place for the environment, can we really say that is the case.
 - Until the Suncoast Corridor alignment has been established, it will be difficult to plan the connection and define the alignment of the Northern Turnpike Corridor.
 - In terms of Suncoast Corridor, is Florida looking at the effects of sea level rise and hurricane intensification, so is FDOT taking into consideration what the effects of sea level rise and intensification of hurricanes in Florida will have 10-30 years down the road?
 - Put other comments in writing.
 - Even with the new corridors, will I-75 still have to be 4-laned at some point in the future?
- Speaker 10 – PJ Auffhammer from Inverness highlighted the following in her comment:
 - The no build option - can solve the problem with no build option.
 - The task force will be blamed when this fails, Task Force decisions don’t make a difference—it is in the Legislation; it’s a consensus vote and environmental folks are out voted by those who collect their paychecks.
 - Concerns about sea level rise, floodplains and sea level rise, new FEMA floodplain ruling - all these need to be talked about.
 - The area does not need more roads or another Villages.

- People in large cities still don't have jobs, she is a refugee from Miami—there may be jobs that do not pay, industry may be run by robots. This road will bring competition from other states, people from the north will come down here and buy their homes.
- The road doesn't have a benefit and destroys the environment that you cannot recreate, this road has been killed twice before because of the environmental issues.
- Does not like mitigation.
- Speaker 11 – Guy Marwick from Marion County highlighted the following in his comment:
 - Supports no build option.
 - The sprawl that will be instigated by this highway system will be detrimental.
 - Was involved in real estate acquisition and the main thing to consider is to stop fragmentation through land purchasing by the state; unfortunately, the new highway brings fragmentation. He was a Highway 40 task force member, it took 2 years of meetings to make an impact on PD&E studies.
 - We don't know exactly what the corridors are but he is deeply concerned with trying to connect properties and fill in gaps. Worked with private philanthropic foundation helping the state and was speaking for himself not the foundation.
 - Sees this could have extreme impacts on the environment, he got information recently that the Florida panther and bobcat have new diseases and are already in additional trouble, more highways do not do well with wildlife crossings.
 - Aquifer storage and recovery is scary to take anything and see it will be detrimental to water resources and see more fragmentation.
 - Process is fast and scary.
 - Marion County needs to keep agriculture, equine and rural lands.
 - Concerned with Goethe State Forest.
- Speaker 12 – Leslie Buhrman from Marion County highlighted the following in her comment:
 - Grew up in Ocala, has lived in Orlando.
 - Supports no build option and if it has to happen it is density problem which should be an integral part of the decision process, it should be focused on how to move a high density of people especially if you think when all people will be leaving at once.
 - Have railway or electrical rail systems been included in the study—suggested to look at railway or electrical. She is all for using the establishments that already exist.
- Speaker 13 – Lucy Sullivan from Marion County highlighted the following in her comment:
 - Long-time resident of Marion County since 1979 and has traveled around the county.
 - Marion County has beautiful environment and landscape.
 - Equine industry attracts a lot of people to Marion County.
 - Building roads make more roads necessary, so you start with one problem to solve the problem then urban sprawl takes over and more roads are added, just like Orlando.
 - Urban sprawl in Marion County would eliminate what Marion County offers.
- Speaker 14 – Michelle Shearer from Marion County highlighted the following in her comment:
 - Resident for 35 years and member of conservation groups, Silver Springs Alliance, greenway, and equestrian.
 - Was at I-75 task force meetings and that should be addressed first—adding lanes to I-75.
 - We don't want Marion County to be like Orlando.
 - Some of the new research talks about young professionals wanting to move to the rural places and towns instead of big cities because it is more affordable and they can get home at a decent hour. People in northwest Marion County can get to work quicker than people driving across Orlando.
 - In regard to evacuation routes, you have to stay in place if you can't leave in time.
 - Prefer that it does not build and if it does then supports co-location.

TBD	Adjourn	Tom Byron, Task Force Chair
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Text Format:

Regular - Agenda outline; *Italic* - Discussion notes; **Bold** - Action items

Notes Taken By: Levi Hannon and Mackenzie Bland. Compiled by: Victor Muchuruza