

Meeting Notes

Subject: Northern Turnpike Corridor Task Force Meeting #4
 Date: Wednesday, February 12, 2020
 Location: Suwannee River Fair Pavilion
 17851 NW 90th Avenue
 Fanning Springs, Florida 32693

Attendees

In Attendance	Not in Attendance
<ul style="list-style-type: none"> • Tom Byron, Florida Department of Transportation • Christina Colon, Florida Department of Transportation • James R. Maher, Florida Department of Environmental Protection • Mario Rubio, Florida Department of Economic Opportunity • Nancy Brown Florida Department of Education • Michael Napier, Florida Department of Health • Shannon Wright, Florida Fish and Wildlife Conservation Commission • The Hon. Matt Surrency, Florida Department of Agriculture and Consumer Services • Mark Futrell, Florida Public Service Commission • Eric Anderson (representing Tim Vanderhoof), Enterprise Florida • Jim Patton, Florida Department of Business and Professional Regulation • Warren Zwanka, Suwannee River Water Management District • Frank Gargano (representing Jennette Seachrist), Southwest Florida Water Management District • Janice Unger (representing Jeff Prather), St. Johns River Water Management District • The Hon. Jeff Kinnard, Hernando/Citrus Metropolitan Planning Organization • The Hon. Valerie Hanchar, Ocala/Marion County Transportation Planning Organization • Hugh Harling, East Central Florida Regional Planning Council • Sean Sullivan, Tampa Bay Regional Planning Council • Scott Koons, North Central Florida Regional Planning Council • Philip Fulmer, Florida Trucking Association • Bill Ferry, Florida Internet & Television Association • Danielle Ruiz, Florida Economic Development Council 	<ul style="list-style-type: none"> • Rusty Skinner, CareerSource Florida • Mike Woods, Lake-Sumter Metropolitan Planning Organization • Katie Troncoso, Volunteer Florida • Christopher Saliba, Florida Rural Water Association • Dr. Stanley Sidor, Lake-Sumter State College

In Attendance	Not in Attendance
<ul style="list-style-type: none"> • Curt Williams, Florida Farm Bureau Federation • Dr. Vernon Lawter, College of Central Florida • Jane West (representing Paul Owens), 1000 Friends of Florida • Charles Lee, Audubon Florida • Kent Wimmer, Defenders of Wildlife • Zachary Prusak, The Nature Conservancy • Jason Lauritsen, Florida Wildlife Corridor • Bradley Arnold, Sumter County • The Hon. Scott Carnahan, Citrus County • The Hon. Russell “Rock” Meeks, Levy County • The Hon. Kathy Bryant, Marion County 	

Text Format Legend:

- Regular – Agenda description (staff/facilitator)
- Italic* – Discussion notes (staff/facilitator/task force member)
- Bold** – Action items

Notes

10:00 am	Welcome	Tom Byron, Task Force Chair
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- Tom Byron started the meeting and led the Pledge of Allegiance.
- Tom Byron welcomed the Task Force members and thanked Commissioner Rock Meeks for hosting the Fourth Task Force meeting in Levy County. He said the discussion in the meeting will cover economic development opportunities, local comprehensive plans, planning processes such as existing multimodal opportunities, traffic analysis process, Alternative Corridor Evaluation (ACE) process, and funding strategy. He also indicated that public comments will be received at the end of the day.
- Tom Byron said presentations will be uploaded into the MCORES website and that the meeting was being live streamed on the MCORES website.

10:05 am	Introductions, Update and Agenda Review	<ul style="list-style-type: none"> • Christine Kefauver, Facilitator • Jennifer Stults, FDOT Production Lead
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- Christine Kefauver welcomed the Task Force members and recognized that Jim Patton from the Florida Board of Professional Regulations had joined the Task Force. She also welcomed the following stand-in members:
 - Jane West – representing Paul Owens (1000 Friends of Florida)
 - Eric Anderson – representing Tim Vanderhoof (Enterprise Florida)
 - Frank Gargano – representing Jennette Seachrist, (Southwest Florida Water Management District)
 - Janice Unger – representing Jeff Prather (St. Johns River Water Management District)
- Christine Kefauver went over the objectives of the meeting which included:
 - Discuss economic development and workforce development
 - Review regional and local plans and visions
 - Review the corridor planning process
 - Discuss AMME guiding principles

- Receive public comment
- The agenda is available in the Task Force folders
- Christine Kefauver said the documents and maps in the Task Force folder will be available on the MCORES website. The documents and maps include schedule of events, glossary of terms, Task Force member list, list of panel members and their biographies, a variety of maps, exhibit showing the expedited review of comprehensive plans, draft guiding principles, avoidance areas map, meeting evaluation form and a list of restaurants in the area.
- Christine Kefauver said the Task Force Meeting #5 will focus on utilities. She briefly went over the Task Force Work Plan and emphasized that it will continue to be refined.
- *Kent Wimmer said the avoidance map was not in the packet. Will Watts responded that the map was being re-printed because of a minor change and it will be available shortly. (A board of the Avoidance Map was available at the back of the room by 10:10 am. FDOT provided the revised map to the Task Force during the 10:45 am break.)*

10:20 am	Government in the Sunshine Law – Video	Diane Guillemette, Office of the Attorney General
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- Christine Kefauver played the Sunshine Law video.
- Tom Byron introduced Diane Guillemette, an attorney from the Office of the Attorney General who was available to answer any Sunshine Law related questions.

10:25 am	Public Engagement Activities	Jennifer Stults, FDOT Production Lead
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- Jennifer Stults provided a summary of the public involvement activities. She reported that Northern Turnpike Corridor had three community open houses in Sumter County, Levy County, and Citrus County; the last two were joint events with the Suncoast Corridor. She said the total attendance for all of these open houses was over 300 people.
- Jennifer Stults said there are many opportunities to participate and give public comments which include email, website, postal service, public comments during Task Force meetings, and community open houses. She provided the following public engagement statistics:
 - 65 new E-newsletter subscribers.
 - About 1,200 comments received.
 - 1,200 users (about 21 hits per day) on the web map application for the Northern Turnpike Corridor site.
- Jennifer Stults said Regional Planning Councils (RPCs) have asked for meetings and FDOT is ready to meet with any other groups upon request.
- Jennifer Stults reminded the Task Force about the following upcoming meetings:
 - March 25th will be Task Force Meeting 5 at the Hilton Ocala.
 - March 26th will be the next Community Open House at the College of Central Florida in Levy County.
- *Kent Wimmer asked if the staff can qualify in addition to quantifying the public comments received so that the Task Force could have an understanding what people are saying until the comments are made available. Will Watts responded that there have been a tremendous number of responses and FDOT is still working on the best way to make them available. **Will Watts said FDOT is working on an approach to having summaries available at the next meeting.***

10:35 am	Update on Workforce Development Initiative	Amy Tootle, Corridor Program Manager, FDOT
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- Amy Tootle said Florida’s Work Program is one of the largest in the country, with an adopted funding and budget over the next five years of \$52.2 billion and has 514 active construction contracts. She shared the following Florida population growth statistics (and facts):
 - Florida is the 3rd largest state in the country.
 - It is estimated that in 2070 there will be 33.7 million residents of Florida.
 - Based on data from U-Haul, Florida is the leading relocation state in the U.S.
 - There were 127 million visitors to Florida in 2018.

- Amy Tootle said the study area's unemployment rate is above the statewide unemployment rate of 3.1%.
- Amy Tootle discussed the Florida Statutes (F.S.) Section 334.044(35) that includes workforce development in the duties of the Department; Section 338.2278(8) which provides for \$2.5 million funding for the Work Force Development program. She then discussed the following FDOT Programs:
 - The Statewide Workforce Training Program which aims to recruit, train and employ individuals who have not been exposed to the road and bridge construction industry.
 - ONBOARD4JOBS which helps connect job seekers wishing to gain employment on road and bridge construction projects with local contractors and increase the number of minorities, females, and veterans.
 - Prison Inmate Transition Program which is under development with the Department of Corrections (DOC) and has a conceptual goal to help transition inmates into the workforce after they serve time.
 - Construction Career Days (CCD) which are one-day events for Florida's non-college bound students in 11th and 12th grade and vocational students to learn about career paths in the road and bridge construction industry. There are five events held around the state each year that offer hands-on experience and training.
 - Summer Youth Internship Program which is under development and has a conceptual goal to offer a paid 4-6 week part-time hands on internship on a FDOT construction project.
 - The Construction Career Academy which is under development with a conceptual goal to offer a one-day academy to provide more exposure to career paths in the road and bridge construction industry.
- *Jason Lauritsen asked "Is there a lot of demand in the construction industry to fulfill these jobs?" Amy Tootle answered that there is a need—kids aren't necessarily going into the construction industry, specifically in transportation. So this program aims to develop that "pipeline" for career development and succession planning both for kids and adults to learn what the industry needs and requirements are and why they are important.*
- *Jane West asked "What percentage of the workforce development is focused on freight and passenger rail?" Amy Tootle responded that right now the Program has been more focused on road and bridge construction, but FDOT is open to expanding that. Tom Byron commented that generally they are the same contractors (for railway and roads).*
- *Bill Ferry shared his experiences with the Work Force Development Program. He said the Program is really positive; he attended the construction day in Jacksonville a couple of years ago and encouraged others to attend a future event. He hoped that FDOT will continue these programs as they are making a difference.*
- *Kent Wimmer asked "Does FDOT require contractors to have minimum level of hires locally?" Amy Tootle answered that she did not have the specifics on those requirements. She also noted that it depends on where the demand is. Will Watts added that this program is designed to engage and "market" this industry. Kent Wimmer suggested that you have to hire locally if this is going to be effective. Will Watts responded that the contractors do want to hire locally because it keeps their costs down. Amy Tootle shared the one week training programs are held near the project sites where there is a need for skilled labor on that project and recruitment is local to the project site so the local people could participate.*
- *Commissioner Jeff Kinnard was impressed with the presentation and said non-college bound students need this at their disposal as students can learn basic work skills even outside of the road business. He further said they would love to see contractors hire locally, but the idea that contractors can bring in skilled workers is a positive one.*
- *Dr. Vernon Lawter was very impressed and more than happy to partner with FDOT. He asked how much interest there was from the public? Amy Tootle responded that over 2,000 students attended the last career day and one quarter of those students were interested in moving forward in the program.*
- *Nancy Brown asked in regards to students with disabilities, "have you reached out to agencies that work with these students to share information regarding possible opportunities for those*

individuals?” **Amy Tootle** responded that they are not yet; however, **FDOT** will take note of it.

- Commissioner Rock Meeks asked “How much are you pushing these programs in local high schools and what is the process?” Amy Tootle responded that the steering committee for each region works with local school boards to find needs of kids that may not be college bound. If there is interest from an area that may not be aware of the program, then the Department can work to identify and inform. For instance, Northwest Florida just started a year or two ago. Commissioner Rock Meeks asked if it is possible to do one in an individual county? Amy Tootle answered that typically the Department tries to bus in people to one place. Will Watts added that the Department has a smaller scale version that we could work out the details if you have interest. Commissioner Rock Meeks responded that they have interest.

10:50 am	Break	
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11:05 am	Economic and Workforce Development Opportunities	<ul style="list-style-type: none"> • Beth Cicchetti, Executive Director, Florida Economic Development Council • Andrew Collins, Chief Operating & Financial Officer, CareerSource Florida • Valerie Pianta, Economic Development Director, Hernando County • Tom Ryan, Director of Business Development, Pasco County Economic Development Council • Task Force Members
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- Christine Kefauver asked the following panelists to introduce themselves:
 - Tom Ryan
 - Valerie Pianta
 - Andrew Collins
 - Beth Cicchetti
- Commissioner Jeff Kinnard said that he has seen the boost in economic development in east Pasco County. The Hernando County Commissioner told him and Commissioner Kitchen that delaying any road is not good because it’s such a great economic boost. Commissioner Kinnard asked the panel “using 20/20 hindsight, what is your advice for communities and what to expect for a road like this?” **Tom Ryan** answered that in Pasco County, they have two major corridors, SR 44 and the Suncoast Parkway. Growth was delayed until residential developers acquired some cattle ranches and turned them into residential developments. Growth of the Tampa region began touching the county so the ranches were bought. Suncoast became a lifeline to the workforce in the area. During the recession, Pasco County looked at planning to choose areas to focus growth. He added that just because the road was built does not mean companies would come; other infrastructure issues existed and needed to be addressed before full economic development could be tapped into. **Valerie Pianta** added that the number one goal is to look at the infrastructure and plan for the road to come and the potential growth and associated issues. **Beth Cicchetti** added that you have to understand where the money will come from. She gave a Tallahassee example where they were looking at a new corridor to eventually extend to the I-10 interchange. Stakeholders had to agree on how to address the waters that feed many rivers and tributaries and address flooding issues. Additionally, new roads allowed for new sidewalks, office parks, and other infrastructure. **Andrew Collins** added that there are many more decisions that have to be made even after they make the decisions. Christine Kefauver reminded the Task Force that MCORES is multi-modal and multi-use and this Task Force has been created because of the lessons learned from the Suncoast Parkway in Pasco.

- Dr. Vernon Lawter commented that a few years ago, Career Source reached out to the College of Central Florida to create talent centers which are locations built on campuses to connect the business community to students. He asked if this model is being discussed at the K-12 level. **Andrew Collins** answered that there are some federal funding issues to consider when engaging with in-school and out-of-school youth. Career Source is working with the Department of Education and Department of Economic Opportunity (DEO) to effectively design these programs—they are at the beginning stages on figuring out how to engage and help students and youth, but now there is a shift to a continuous learning model where students may go to school for a few years then go to work then go back to school, similar to a subscription model. Commissioner Rock Meeks said that K-12 students are not captivated anymore and emphasized that, we need to do whatever is required to get the federal government to allow us to put more money towards K-12 to capture the attention of the students. **Andrew Collins** agreed with Commissioner Meeks and added that the worst case scenario is that the student drops out or enters into a less productive path in life. His agency is working closely with Workforce Development to find ways to bring together money in a logical way to engage with as many people as possible.
- Charles Lee commented on the Suncoast Parkway and Pasco County discussion by adding that nothing was really happening until Workforce Development came in and took the ranches; agriculture is a multibillion dollar industry in Florida and from an environmental standpoint, ranches are important because they support wildlife habitats. He said everything he has heard is about moving away from agriculture. He then asked the panel about the future of agriculture in Florida and how to keep the jobs relating to agriculture successful. **Tom Ryan** clarified that the developers “purchased” the land because it was for sale and they didn’t take anything. From his understanding, he said Pasco County was mainly citrus farms until the freeze in the 1980s and then converted to cattle. These ranches were then turned over to second and third generation ranchers who decided to sell. However, the County’s Master Plan sought to preserve some green space for environmental lands and connections. He emphasized that the key is smart planning because it is better to plan, preserve, and incorporate. Christine Kefauver responded that the comprehensive plans will be discussed next and it will highlight how to partner together to meet these visions. Commissioner Rock Meeks added that beautiful homes and sidewalks have their place, but a rural community may not necessarily want to see that. He said his constituents are concerned about the development they see to the south. **Tom Ryan** responded that the areas that rely on the product that goes in and out of an area also relies on logistics; therefore, roads don’t always mean development, but rather an opportunity. **Beth Cicchetti** added that the Northwest Florida rural area of economic opportunity relies heavily on agriculture, was devastated by Hurricane Michael, and now is being forced to look at diversification so this doesn’t happen again. She added that different agricultural practices and industries have come in because of their sustainability. The City of Bonifay, along with Holmes and Washington Counties have received grants from the DEO to help save the local businesses.
- Commissioner Jeff Kinnard responded to Charles Lee’s comments about Pasco County by saying that the majority of land in Pasco was owned by two families. Heirs from one family were faced with significant tax problems and started selling off land to pay taxes and preserve the family’s wealth. The other family has divided up and sold property to others for development.
- Jason Lauritsen was interested in hearing more about the relationship between Suncoast Parkway (SR 589) and Pasco County and the timing of residential development. He said building the road will drive development, but others are saying that you can dictate where the development would occur, so he asked “What did the timeline look like?” **Tom Ryan** responded that from 2012 to 2020, most of the ranches have been sold and development is completed. Companies were following the workforce and so the county hired a workforce manager to help understand and plan for this development and workforce changes. They found that companies were interested in the region, not necessarily the site. From 2016 to 2019 there were four major projects that totaled 1,100 jobs averaging \$59,000 in salary. Investment in warehouses and offices have come due to the infrastructure that is now available. **Valerie Pianta** added that the County Commissioners led the charge and decided how to best control the development; the Commissioners looked at where the road was and how to best capture that development. The road runs next to the airport which increased local jobs and the workforce so

people didn't want to have to drive to Tampa to work. She said Suncoast Parkway has also spurred educational opportunities and programs in conjunction with the airport.

- Mayor Matt Surrency wanted to know if the Suncoast Parkway had any residual effects on the communities and was also interested in any lessons learned, advice or concerns that the Task Force should consider. **Tom Ryan** answered that he worked on the Task Force for congestion in the area which evaluated ideas and suggestions including building to capacity and engaging the community.
- Commissioner Scott Carnahan said agriculture is still a thriving business, and the farmers will ultimately have to decide whether to sell or not. He also noted that development will not occur everywhere as the majority of the land is owned by the state in Levy and Citrus counties. He reminded the Task Force to embrace progress because it's going to come. Charles Lee added that in the last 15 years or so, families are able to look at conservation programs to supplement the tax issue.
- Kent Wimmer said there is a preference for using existing corridors and, therefore, may not match the greenfield (new corridor) plan that the Suncoast Parkway used. He asked "Why would there be a significant economic lift if it's just converting the existing road to a limited access road?" **Tom Ryan** responded that a road brings traffic, not prosperity and you have to plan for infrastructure and prosperity; failure to do so may create more traffic. He encouraged smart financial people in these communities to go talk to people that inherit these lands. **Valerie Pianta** added that there are tools and resources to fund the strategic plan such as FDOT's Freight Logistics Zones which can help County Commissioners in the strategic processes and engage stakeholders in different ways. **Andrew Collins** added that there is a distinction between thoughtful growth and development, and said that strategic plans are great, but strategic doing may be even better.

11:45 am	Local Government Comprehensive Plans and Regional and Community Visions	<ul style="list-style-type: none"> • James Stansbury, Chief, Bureau of Community Planning and Growth, DEO • Task Force Members
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- James Stansbury presented the overall approach of community planning where you start with Community Vision which informs the Comprehensive Plan, Land Development Regulations and Permitting. He said per Part II, Chapter 163 F.S., Comprehensive Plans are required by all local governments and require several elements including future land uses, transportation, water supply, and conservation.
- James Stansbury said DEO and FDOT looked at 18 Comprehensive Plans for the Northern Turnpike Corridor. Each Comprehensive Plan has a horizon year and some are sooner than others, so this may be the time for these counties to go back and look at what they want to achieve. He then highlighted environmental conservation policies for Citrus, Levy, Marion and Sumter Counties.
- James Stansbury said Marion County established the Farmland Preservation Areas to encourage agriculture and protect rural character as an asset to Marion County's economy. He presented planned developments and Developments of Regional Impact in the study area. With regard to Economic Development Priorities, James Stansbury said the counties include plans to leverage new corridors, look to improve infrastructure, protect resources, and direct development. For instance, Citrus County looks at leveraging the extension of Suncoast Parkway; Levy County looks at pursuing funding for economic development and infrastructure; Marion County looks at discouraging and reducing impacts of existing or proposed development. Sumter County has policies that support planned development of inter-modal systems.
- James Stansbury said each Comprehensive Plan includes future land uses. Citrus County's future land use plan includes corridor planning zones, commercial nodes, commercial land use and interchange management areas. Levy County's future land use includes urban and rural land use, overlay zones, environmentally sensitive lands, conservation areas, spring protection zone, and natural reservation areas. Marion County's future land use includes urban growth boundaries, Farmland Preservation Areas and other preservation areas, environmentally sensitive overlay zone, and rural activity centers. Sumter County's future land use includes municipal service areas, urban development area, and economic activity centers.

- For transportation element policies, James Stansbury said Citrus County policies encourage economic development, prevent new road construction west of US 19, and protect wetlands. Levy County policies identify funding sources to improve infrastructure and environmental lands. Marion County policies encourage development of interconnected multimodal transportation infrastructure. Sumter County policies require monitoring and planning for transportation facilities to meet demand.
- James Stansbury said the counties in the study area have regional visions from the three RPC's Strategic Regional Policy Plans. Additionally the East Central Florida's "How Shall We Grow?" which was updated by "How Did We Grow?" set the regional policy for Marion and Sumter Counties. Tampa Bay RPC's One Bay is the vision for Citrus County. He said the following cities have community visions: Inverness, Ocala, Belleview, Dunnellon, and Chiefland.
- James Stansbury presented the Comprehensive Plan relationship with regional and state plans before discussing the three processes for amending Comprehensive Plans which are small scale, expedited review, and a state coordinated review. He said state agencies review amendment impacts to important state resources or facilities and work with planning councils to make corrections. He further discussed the timelines for amending the plans. James Stansbury asked local governments to think about how MCORES can impact their communities, what are the priorities for the communities to maintain the local characters, as the Statute gives them until December 2023 to address land use changes in their Comprehensive Plans.
- *Mayor Matt Surrency asked if the technical assistance grant is available to communities that may not have the staff or resources to review and amend their Comprehensive Plans. James Stansbury answered that DEO has grants available for planning efforts for communities and any proposed planning efforts related to the MCORES project will be prioritized. **Huiwei Shen added that FDOT is committed to working with DEO and RPCs to provide assistance when there is a need to revise the plans.***
- *Commissioner Kathy Bryant commented that the Farmland Preservation Area in Marion County should be on the avoidance map. Will Watts said that will be discussed later in the afternoon.*
- *Commissioner Rock Meeks said it's hard to look at the Comprehensive Plans when you don't know where the road is going to be. James Stansbury responded that at this time the Task Force is looking at the process, but after the report comes out, and once the corridors are identified, the update of the plans can begin. Will Watts commented that in October we will have guiding principles that will help to determine the location of the corridors.*
- *Jane West asked if a local government decides to not amend the plan, will the state force it to do so. Will Watts answered the normal process is to engage the local jurisdictions.*
- *Charles Lee asked "how many local government's Comprehensive Plans within the MCORES area are coming up for review?" James Stansbury responded that local governments are required to review their plans every seven years and make amendments as necessary. He did not know which ones are close to review off the top of his head. Charles Lee responded you can't do anything fundamental with regard to planning until you see a corridor line on the map...when a developer sees the line on the map and wants to change land use right away to capture the money.*

12:30 pm	Lunch	
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1:30 pm	Corridor Planning Process	<ul style="list-style-type: none"> • Jennifer Stults, FDOT Production Lead • Barbara Davis, Toll Studies & Express Lanes Development Administrator, Florida Turnpike Enterprise • Will Watts, Chief Engineer, FDOT • Task Force Members
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- Will Watts showed the video depicting co-location of the Wekiva Parkway.
- Jennifer Stults presented the existing multimodal facilities within the study area. She presented statistics and key facts about rail infrastructure, trail infrastructure, and the transit system.
- *Kent Wimmer asked Jennifer to include the Florida National Scenic Trail which passes through the study area. **Jennifer Stults agreed to add to the notes.***
- Barbara Davis presented the traffic analysis methodology and existing conditions for state highways within the study area. She said the base year for the statewide model is 2015, the forecast year is 2050, and the model uses multiple data inputs. The model data includes land use consistent with local plans and Metropolitan Planning Organizations (MPO) Areas, roadway networks and outputs estimated traffic volumes. For the areas outside MPO boundaries, she said the model uses data from University of Florida Bureau of Economic & Business Research (BEBR).
- Barbara Davis presented the 2018 existing traffic conditions which includes FDOT traffic counts; and peak season daily traffic to account for higher traffic during certain times of year. She said peak hour traffic was high on SR 200, I-75; and truck traffic was high on the Interstate, Florida's Turnpike; and several local roadways as shown on the map (displayed on the screen). She said at the next meeting, she will present the 2050 no-build traffic.
- *Commissioner Kathy Bryant wanted clarification on the colors showing the Annual Average Daily Traffic (AADT) as it was difficult to distinguish them on the screen. She also wanted to know if the PowerPoints will be posted online. Barbara Davis clarified to Kathy the values that were represented by each color.*
- *Jason Lauritsen commented that it would be helpful to know capacities, current or planned projects to relieve this, and triggers for congestion that reach certain thresholds. Will Watts responded that the intent of this presentation was to prepare everyone to help understand the process for traffic models. **He said FDOT will have that analysis and the 2050 No build model in the next meeting.***
- *Bradley Arnold said the state has its model, but there are other models such as local and regional models. He added that the statewide model doesn't have calibration as high as the local models. He was unclear on how to address this, especially when the funds start shifting around and FDOT doesn't know what to do with roads at times. He described a scenario where it was not clear to Sumter County how the funds were moved around within the Work Program. He added that from the model standpoint, you would need to dive into specific corridors and calibrate. Barbara Davis responded that the statewide model can do a subarea calibration and validation consistently throughout the state.*
- *Mayor Matt Surrency suggested that it would be nice to have information on origin and destination and asked if congestion and capacity information is available for both sides of a road and not just one side. Barbara Davis thanked Mayor Surrency for that suggestion.*
- Will Watts started the presentation of funding and feasibility by reviewing statutory funding responsibilities.
- *Matt Surrency asked if local project funding will be cut as the result of MCORES. Will Watts responded that MCORES will not displace other projects.*
- Will Watts said that the statute didn't allow feasibility avoidance and MCORES can be funded through the similar combinations as usual; there are no new options for funding. He said that during the Legislative session, funds were allocated to the Transportation Trust Fund.
- *Commissioner Rock Meeks asked "Will you be adding money to counties that already receive SCRAP and SCOP?" Will Watts answered that the money he has shown on the screen is additional funding.*
- *Bradley Arnold said FDOT has implemented a new rule that if the right-of-way and construction dollars are not already programmed, then projects cannot be funded. Will Watts responded that projects must have 30% design plans before construction is funded and reiterated that FDOT will not pull money from other projects to fund MCORES.*
- Will Watts presented cost examples for Suncoast Parkway 2 (13 miles) and Wekiva Parkway (25 miles). For Suncoast Parkway, he said the construction cost was approximately \$134 million which is equivalent to about \$10 million per mile. For Wekiva Parkway, he said the cost for constructing the toll expressway alone was \$44 million per mile.

- Will Watts said FDOT will look for both economic feasibility and environmental feasibility: environmental feasibility is determined during the Project Development and Environment (PD&E) study and economic feasibility is determined during design phase.
- *Charles Lee commented that there are two other statutory thresholds that are independent to economic feasibility. He said the cost for Wekiva Parkway was \$64 million per mile with environmental costs added; there were also environmental enhancements associated with Suncoast Parkway. Additionally, FDOT bought land in excess of \$10 million per mile. He added there are three things in the economic analysis, as there are other thresholds that are independent of economic testing in addition to the test that tolls generated to service debt service. He explained that there is a statutory cap for total Turnpike bond and a statewide cap on Turnpike bond debt; and the new (MCORES) corridors would exceed the cap by a few billion. He further indicated that if you look at revenue from last year, total toll revenues minus mandatory deductions and operating costs, you're left with much less revenue that might be used for additional debt service on more bonds. Total toll revenues from last year amounted to \$1.052 billion. After removing deductions, \$404 million is left that might be used in debt service for more bonds. You would only get about 50% of what you need from toll bonds. He asked "how far does that get you on bonds that might be used for MCORES?" He further explained that the take home message here is that these toll roads in the conventional greenfield measure is not capable with the current funding mechanisms for the Turnpike. So he suggested, co-location would be necessary in a very significant way to make this cost feasible. Will Watts responded that the documents that Charles referenced are online. He said the Turnpike does not have unlimited funding and co-location is an important part of the conversation as the Task Force and FDOT are looking at ways to enhance the different processes. Charles Lee said there is a \$10 billion statewide statutory cap and when considering the cost of the Wekiva Parkway and the 300-mile length of MCORES, the cost would amount to close to \$21 billion; even implementing MCORES at half the cost per mile (for Wekiva) would still be close to \$14 billion.*
- *Commissioner Rock Meeks asked "how much does the study (Task Force or Phase 1) cost?" Will Watts answered that the first year MCORES was funded at \$12.5 million (about \$4 million per corridor).*
- *Jason Lauritsen commented that one potential funding source would be donations of rights-of-way, and asked "Are there any records of this happening?" Will Watts answered that there have been no offers to FDOT as the corridors are not known. **Jason Lauritsen asked if the Task Force can get environmental mitigation costs for Suncoast Parkway. Will Watts responded that FDOT will provide that information.***
- *Jennifer Stults presented the enhanced ACE process. She said that ACE is a two-step process to derive paths/courses that identify potential locations for potential roadways and it will be applied in all four counties. She said that we have to understand that some municipalities want or don't want the (new) roadway and those discussions with municipalities will happen. She described the iterative process involving factors that push or pull the location of the path. In deciding the path, she said first we have to define the avoidance areas. FDOT has identified two types of avoidance areas: "will not impact" and "no new corridor through." FDOT is committed to avoiding the "will not impact" areas and asked the Task Force to decide on these areas and if FDOT has missing anything.*
- *Kent Wimmer mentioned the I-75 Relief Task Force recommendation of using US 41. He asked if there was opportunity to enhance other routes outside the area and whether the Task Force could recommend that they be improved. Will Watts responded that is an option and the Task Force can decide on that. He further said eventually the capacity on I-75 will be met so we need to plan for that, but the Task Force can look to add other corridors to the study. Bradley Arnold said adding US 41 to the study doesn't seem productive since the Task Force for I-75 Relief recommended improving bypass corridors and that is not the Legislative intent. Commissioner Kathy Bryant agreed with Bradley Arnold that the I-75 Relief option is not a solution. Kent Wimmer replied that it depends on what problem you are solving.*

2:45 pm

Break

3:00 pm	Discuss Draft AMME Guiding Principles	<ul style="list-style-type: none"> • Christine Kefauver, Facilitator • Jennifer Stults, FDOT Production Lead • Task Force Members
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- Will Watts started the AMME discussion by explaining the avoidance areas. He said the Department is willing to avoid and has divided that into three separate categories: what we will absolutely avoid; what we agree not to put a new corridor through - which also allows to enhance whatever corridor is through that particular feature; and what else do we need to add based on Task Force recommendations.
- Will Watts showed the avoidance map to the Task Force and explained that the light pink is what FDOT agreed not to build a new corridor through and the darker color is what FDOT agreed to absolutely avoid. He then presented areas of avoidance by highlighting the “will not impact” layers and the “no new corridors through” layers. .
- *Charles Lee asked if the Florida Forever Owned Lands includes Preservation 2000 Lands and if the Conservation Recreation Lands are included? He also suggested including Florida Forever acquisitioned projects that are in the process of being funded. He further asked if other mitigation easements owned or managed by other organizations could be added to the list in addition to mitigation banks. He suggested that Priority 1 and 2 Florida Ecological Greenways Network be added to the avoidance map.*
- *Zachary Prusak asked to consider prescribed fires and areas for controlled burns. He suggested paring these areas down to include those that rely heavily on burning. He said he can supply the data.*
- *Commissioner Scott Carnahan commented that just because one person thinks we should add a layer, it does not mean we all agree. Bradley Arnold agreed and said it may be premature to include segments in the avoidance area and that “no new corridors through” is very limiting. He indicated that he was hesitant to support the avoidance map.*
- *Commissioner Rock Meeks commented that with places like Devil’s Hammock and Goethe State Forest labeled as no new corridor through, it begins to narrow down areas. He said US 19 now becomes the option.*
- *Commissioner Kathy Bryant asked “The greenway is on this no new corridors through but you (Will Watts) said there was an exception for this denoted by the asterisk on the list of layers/features. Can you explain?” Will Watts acknowledged and says the Department reserved the right to traverse the Cross Florida Greenway by bridge or enhancement, and will continue to explore this with the Task Force.*
- *Scott Koons suggested to split avoid and minimize in the Draft Guiding Principles and instead combine minimize and mitigate. He also suggested that significant natural resource areas should be included in the suggested minimize and mitigate category and follow the RPC’s guidance.*
- *Curt Williams said the population growth is alarming and he is concerned about commodities in this state. He said in the planning process, we can achieve what we are trying to see and we can maintain an adequate amount of land to feed the new and old Floridians. He asked FDOT to consider agricultural lands that are efficient and can produce an abundant crop and include those on the avoidance map. He also asked to add prime farmland to the avoidance map.*
- *Commissioner Kathy Bryant reminded the Task Force that we are talking about three different projects and we can vote No Build when it comes to the Northern Turnpike Corridor while the other two projects can still move forward. There is not as big of a problem for connectivity in this area as Marion and Sumter have US 27 and SR 44.*
- *Kent Wimmer suggested having consistent guiding principles across the three corridors. Will Watts reminded the members that the principles are developed based on the specific requests and suggestions of each Task Force. However, the Task Force will see what the other corridors are doing and suggesting as we continue to develop these principles.*
- Jennifer Stults discussed the AMME guiding principles which are summarized from the October and December meetings’ discussions. She said the guiding principles are broken into Conservation Areas, Natural Resources, Water Resources, Cultural, Social, and Physical.

- Jane West said it seems there is a huge loophole in the wording of when it is “impossible” to avoid. She cautioned that we have to be careful in delineating what is “impossible.” She also agreed that minimize and mitigate can be added together and that avoid should be its own category. Additionally, she suggested removing “consider” under the avoid category.
- Charles Lee agreed with Commissioner Kathy Bryant to add Farmland Preservation to the avoidance map. He suggested that the Task Force compare and identify the guiding principles from Suncoast Corridor. **He asked the Suncoast Corridor’s guiding principle “develop a land protection program to coordinate and implement the acquisition of identified conservation lands” be added to the Northern Turnpike Corridor’s guiding principles.**
- Jason Lauritsen said for the enhancement areas, right now some of the low traffic roadways have permeability for wildlife but with more capacity; this will decrease and should be considered by FDOT to replace the lost function on the same road. Will Watts responded that FDOT will be able to use guiding principles from other Task Forces as needed.
- Shannon Wright agrees that the Task Force should separate avoid, and asked if the Task Force needs consensus to do that. Bradley Arnold supported and believed that the Task Force should review that. Charles Lee commented on absolute avoid and the difference in absolute avoid outside of enhancing or using corridors that already exist.
- Commissioner Kathy Bryant asked “Will the Farmland Preservation Area be included?” **Will Watts answered that FDOT will add it to the comments and go back and look at it.** He indicated that the map is a commitment from the agency and if the consensus of the Task Force is to add that to the third bucket, then that’s what FDOT will do. Commissioner Bryant suggested FDOT to think about what happened the last time.
- Shannon Wright asked if a county has identified farmlands, should they bring those up and add them on the avoidance map. Christine Kefauver responded that Farmland Preservation Areas are only designated in Marion County. Charles Lee commented that there are other county data that have prime agricultural lands that ought to be accounted for in the guiding principles. Commissioner Jeff Kinnard said Commissioner Bryant is very close to her constituents and knows that the Farmland Preservation Areas need to be avoided and he urged the Task Force to be careful about adding other areas without owner or local government officials consent. Bradley Arnold supported and motioned to the chairman that the Farmland Preservation Area should be added to the map because the area is in the Comprehensive Plan and has been considered by locals.
- Jane West asked if there is a designation of an area that doesn’t want the road and how is that going to be considered and weighed in the decision process. Christine Kefauver responded that now we need to stay on paths and courses.

3:45 pm	Next Steps	<ul style="list-style-type: none"> • Tom Byron, Task Force Chair • Christine Kefauver, Facilitator
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- Christine Kefauver presented the following the next steps which were summarized from the meeting discussion:
 - Analyze and summarize public comments received and present at the next Task Force meeting.
 - Loop in agencies that deal with disabilities for workforce development opportunities.
 - The Department is committed to support DEO and RPCs to provide assistance to local governments when they need to revise their comp plans.
 - Present capacities and Levels of Services for existing roads and Origin-Destination data.
 - Provide environmental mitigation costs for Suncoast 2 Phase 1 and Wekiva.
 - Continue to collect Task Force comments and refine draft guiding principles.
 - Task Force Meeting #5 is on March 25 in Ocala.
 - The next Community Open House is on March 26 in Chiefland.
- Commissioner Kathy Bryant asked “Can you please email PowerPoints to the Task Force before the meetings?” **Tom Byron responded that FDOT will work on that topic, but noted that it is difficult to commit to that since there is much to coordinate prior to each Task Force meeting.**

4:00 pm	Public Comments	<ul style="list-style-type: none"> • Tom Byron, Task Force Chair • Christine Kefauver, Facilitator
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- Speaker 1 - Shirley Denton from Hillsborough County highlighted the following comments:
 - Representing Florida Native Plants Society
 - Submitted written comments
 - Emphasize that even if you stay out of conservation land, adjacent work will affect
 - Particular concern is fire: most plant communities are fire dependent and in order for them to provide for plants and wildlife, we need to be able to manage the plant communities
 - Fire is cost effective and there are no cheap substitutes
 - 6,147 permits were issued to both land managers, private and public for over one million acres; 72 percent of these were to private sector
 - Buffer any areas by enough distance to prevent highways from stopping the burns or from the burns resulting in smoke from changing wind conditions and causing fatalities
- Speaker 2 - Barb Toepke, from Tampa highlighted the following comments:
 - Tax dollars will be used to pay for roads
 - Avoid building roads
 - Why spend millions of dollars on unnecessary roads
 - Use money to repair roads and bridges
 - Minimize environmental impacts; is this FDOT's plan?
 - Mitigate: Why destroy wetlands then try to create new ones. The state has never mitigated wetland impacts on such a big scale
 - Enhance: The state can buy land to conserve; make arrangements with landowners; state doesn't need to build a road in order to do this
- Speaker 3 - Mable Patterson from Hillsborough County highlighted the following comments:
 - This is not right
 - Has attended four meetings
 - Goals are very worthy but none of them require a toll road to carry out
 - If we are worried about congestion, we should look at how to enhance corridors
 - If we want to create jobs, we should look at better schools and train our workforce
 - Impressed by Task Force members and don't compromise
- Speaker 4 - Lindsay Cross from Pinellas County highlighted the following comments:
 - Representing Florida Conservation Voters
 - Thanks Task Force members, she knows you (Task Force) are working hard to provide comments/concerns
 - Knows FDOT is dealing with legislation
 - Halfway through the process there are still many questions
 - Will Watts indicated we still may not have alignments by October which makes local planning difficult
 - Encourage Marion County to stay strong and due diligence to get places in avoid
 - Don't rely just on this process to protect areas
 - Value of agriculture disconcerting in the morning
 - Ranches into rooftops is the wrong message, the last crop is houses
 - This isn't a farewell tour: economics on this road have not been proven
 - Cost doesn't take into account broadband and sewer
 - We don't have information to say that what we get is better than what we have now
 - This road may not be right for your community at this time, encourage to exercise that option of no build
- Speaker 5 - Sally Ann Collins from Levy County highlighted the following comments:
 - Came to Levy County because it was a rural county

- Do not ruin the county by bringing excess roads through here
- You should have continued to have this broadcasted on the Florida Channel as most people are not be able to stream
- Lack of broadband doesn't mean that the road will fix this
- We may need jobs or roads repaired, but we don't need to spend money on a road through Chiefland
- Speaker 6 - Robbie Blake from Levy County highlighted the following comments:
 - Own land on Chunky Pond
 - Thanks for listening to people of Levy County
 - Happy to see recommendations about protecting lands and waters on Highway 337 have been taken into consideration
 - Important species under threat of extinction in area
 - Highway 19/98 goes straight across county, it is divided 4-lane highway, no one uses it; 9 miles to Bronson; 19/98 is already available
 - Sea level rise already affecting south Florida
 - Billions of dollars will be needed to fix that, where will this money come from?
 - Questions of liability, issues with real estate
 - Suncoast Parkway brought hamburger joints and gas stations, that's it
 - Local schools can't buy books, pencils, paper
 - Dollars would be better spent fixing infrastructure in south Florida than here
 - Think of the future
 - When evacuations come, people use 19/98 and the rest of the time its wide open
- Speaker 7 - Herman Younger from Alachua County highlighted the following comments:
 - Representing Sierra club
 - Told by FDOT that no path or course would be developed
 - Someone from Suncoast shared that a line has been drawn by FDOT
 - Why is the public being left out? Where is the transparency?
- Speaker 8 - Renate Cannon from Levy County highlighted the following comments:
 - All of Levy County should be not in the pink but in the magenta
 - We don't need this toll road, we need water resources
 - Came from Texas, that state has only one natural lake, everything else is man-made
 - Need Florida development board to protect water
 - You can give us vocational training that will help us
 - You won't give us a four-lane highway to the hospitals in Gainesville
 - Don't want rooftops and houses, we need to keep agriculture
 - If you cannot stop the evil of building these roads, no exit in all of Levy County
- Speaker 9 - Karen Esty from Citrus County highlighted the following comments:
 - We have roads that need to be completed
 - Hillsborough County had to stop permitting because of over development
 - No roads or schools to handle capacity
 - Each county is playing catch up
 - No money to pay for infrastructure or schools, emergency medical services, hospitals
 - Fought for agriculture, water resources, and Everglades
 - Unbridled development feeds on itself
 - We have to protect our agriculture and preserve water
 - This road doesn't need to come through Levy County
 - With no concurrency issue and no Comp Plan, it's going to be too late
- Speaker 10 - Karen Garren from Alachua County highlighted the following comments:
 - Resident since mid-70's, Florida has been home since mid-60's
 - Thanked Task Force for coming in today and working so hard on making our voices heard

- Proposed corridor is not needed or wanted by the majority of residents in the study system
- Alleviation of congestion is countered by saying road development leads to more development and more traffic
- Rather than trying to evacuate it is better to shelter in place
- It is unlikely that freight would use toll system as much so expand rail
- Spend money on education
- Legislators who would stand to profit support this
- Increased road kills
- No format to getting feedback to public comment
- Weekdays are inconvenient for working people
- Corridor system proposed was segmented to avoid issues
- Speaker 11 - Donald Lane from Levy County highlighted the following comments:
 - Born and raised in Levy County
 - Has shown livestock in this building
 - Need to get finances straight first before you start building
 - If you don't have the bond to do it with, that won't work
 - The state doesn't have a good track record
 - Retired teacher
 - Before you throw in something or create a program or project, take care of what you got and do it right
 - County depends on state funding
 - There are secondary roads that need to be fixed
- Speaker 12 - Kim Wheeler from Levy County highlighted the following comments:
 - No build
 - Rural character, our livelihood changing far too quickly
 - Agriculture and livelihood, beauty
 - Enhancing scenic county road that leads to tourism centers
 - Once landscape is developed it is gone forever
 - Do we want to lose what we are so blessed to have?
 - Do not want to be short sighted and overly quick to implement this
 - There are processes FDOT is not using due to this legislation
 - No transportation planning process to determine if roads meets initial promises
 - We don't need a toll road to get internet or broadband
 - We have climate change and infrastructure issues that we need to focus on
 - Current roads are sufficient for traffic now and in future
 - Schedule is concerning and impractical and arbitrary
- Speaker 13 - Sarah Gledhill from Center for Biological Diversity, St. Johns County highlighted the following comments:
 - Similar story about St. Johns County when the panel talked about Pasco
 - Rural silviculture
 - Moratorium placed on growth because the roads couldn't hold all of the cars
 - Citizens tax themselves in Pasco, not in St. Johns
 - Offered three 3 suggestions
 - Have all public comments available and from other Task Force members
 - Availability of materials should be sooner with a minimum of 24 hours of the meeting
 - Access to Task Force meeting videos, please archive these videos
- Speaker 14 - Harriet Jones from Levy County highlighted the following comments:
 - Can't understand why you want to move congestion 30-40 miles out into the Gulf
 - You were supposed to be discussing no build today
 - We're a rural community and we like rural lands

- Our infrastructure doesn't require upkeep which is why we have low income people
- They are still taking money out of our housing fund to support building roads
- Legislature doesn't provide any active support for clean water
- Speaker 15 - Janet Barrow from Marion County highlighted the following comments:
 - Prime Farmland is a USDA designation
 - Not all farmland is prime farmland
 - MCORES is not going to help get cattle to market: they market through video auction and they have their shipping process down
 - Makes no sense to do these roads
 - Are these trends of people moving to Florida going to continue?
 - Is this where the next generation is going to want to live and move?
 - Expensive and unwarranted
- Speaker 16 - David Biddle from Gilchrist County highlighted the following comments:
 - Support the road
 - We build roads for the future, not for today
 - Florida needs to be ready for the people coming in
 - We need more evacuation routes
 - Non-stop north/south highways are very limited
 - Roads were extremely congested during evacuations
 - Rural counties are an economic desert
 - No opportunity to stay
 - Highway has potential to bring industry to the area
 - Toll roads are good because it's a user fee
 - Loves rural way of life and doesn't see how a road would change that
 - I-10 has brought opportunity to rural counties
- Speaker 17 - Emma Turner from Alachua County highlighted the following comments:
 - Protecting shared natural resources
 - Not enough has been done to alleviate traffic
 - HOV lanes, freight lanes
 - Relieve bottlenecks
 - MCORES are uncreative, unwanted
 - Toll roads are not the future
 - How will future generations benefit from this?
 - Don't waste money or time
 - This will become an ecological mess
- Speaker 18 - Makena Lang from Alachua County highlighted the following comments:
 - Concerned about financial realities
 - Construction costs billions of dollars over the decade of public funds
 - Then taxpayers must pay tolls
 - FDOT has decided that new roads are the only solution to congested interstates
 - Florida taxpayers did not ask for these roads
 - Costly to construct, maintain, and operate
 - Extra funds for the environmental cost
- Speaker 19 - Amy Datz from Leon County highlighted the following comments:
 - Consider elevation as a major criteria because of sea level rise
 - Highway 19 will be under water at some point
 - 75% of residents live on the coastline and will be forced to move inland
 - Leon County wants to be 100% renewable by 2025
 - Money comes back at the rate of the residents not the rate of use for purchased gas
 - Visitors need to pay for the roads and toll roads can help with that
 - The trust fund is collapsing
 - If we don't have toll roads, we won't have roads

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