

Project:	MCORES Task Force Meeting #4			
Subject:	Suncoast Connector			
Date:	Tuesday, February 11, 2020			
Location:	Madison Church of God Life Center 771 NE Colin Kelly Highway Madison, Florida 32340			
Attendees (check all in attendance)	<input checked="" type="checkbox"/>	Greg Evans, FDOT	<input checked="" type="checkbox"/>	Greg Slay (for Kristin Dozier), Capital Region TPA
	<input checked="" type="checkbox"/>	Jason Peters, FDOT	<input checked="" type="checkbox"/>	Jeff Kinnard, Hernando/ Citrus MPO
	<input checked="" type="checkbox"/>	Chris Stahl, FDEP	<input checked="" type="checkbox"/>	Ronald E. Kitchen, Tampa Bay RPC
	<input checked="" type="checkbox"/>	Mario Rubio (for Brian McManus), FDEO	<input type="checkbox"/>	Chris Rietow, Apalachee RPC
	<input checked="" type="checkbox"/>	Mary Cross, FDOE	<input checked="" type="checkbox"/>	Scott Koons, North Central Florida RPC
	<input checked="" type="checkbox"/>	Diane Duque (for Paul D. Myers), FDOH	<input checked="" type="checkbox"/>	Thomas Hawkins, 1000 Friends of Florida
	<input checked="" type="checkbox"/>	Chris Wynn, FWC	<input checked="" type="checkbox"/>	Charles Lee, Audubon Florida
	<input checked="" type="checkbox"/>	Pegeen Hanrahan, FDACS	<input checked="" type="checkbox"/>	Kent Wimmer, Defenders of Wildlife
	<input checked="" type="checkbox"/>	Mark Futrell, FPSC	<input checked="" type="checkbox"/>	Janet Bowman, The Nature Conservancy
	<input checked="" type="checkbox"/>	Eric Anderson (for Tim Vanderhoof), Enterprise Florida	<input checked="" type="checkbox"/>	Lyle Seigler, Northwest Florida WMD
	<input checked="" type="checkbox"/>	Chris Lee, FDBPR	<input checked="" type="checkbox"/>	Warren Zwanka (for Steve Minnis), Suwannee River WMD
	<input checked="" type="checkbox"/>	Diane Head, CareerSource Florida	<input checked="" type="checkbox"/>	Michelle Hopkins, Southwest Florida WMD
	<input checked="" type="checkbox"/>	Audrey Kidwell, Volunteer Florida	<input checked="" type="checkbox"/>	Christopher Emmanuel, FL Chamber of Commerce
	<input checked="" type="checkbox"/>	Scott Carnahan, Citrus County	<input checked="" type="checkbox"/>	Ken Armstrong, Florida Trucking Association
	<input checked="" type="checkbox"/>	Mark Hatch, Dixie County	<input type="checkbox"/>	Randy Wilkerson, Florida Rural Water Association
	<input type="checkbox"/>	Todd Gray, Gilchrist County	<input checked="" type="checkbox"/>	Chris Bailey, Florida Internet & Television Association
	<input checked="" type="checkbox"/>	Betsy Barfield, Jefferson County	<input checked="" type="checkbox"/>	Susan Ramsey, FEDC
	<input checked="" type="checkbox"/>	Earnest Jones (for Anthony Adams), Lafayette County	<input checked="" type="checkbox"/>	Curt Williams (for Charles Shinn), Florida Farm Bureau Federation
	<input checked="" type="checkbox"/>	Matt Brooks, Levy County	<input checked="" type="checkbox"/>	Lance Jones (for Dr. Lawrence Barrett), FGC
	<input checked="" type="checkbox"/>	Brian Kauffman, Madison County	<input checked="" type="checkbox"/>	John Grosskopf, NFCC
	<input checked="" type="checkbox"/>	Pam Feagle, Taylor County		

<b>10:00 am</b>	Welcome	Greg Evans, Task Force Chair
	<ul style="list-style-type: none"> <li>Greg Evans welcomed Task Force members and public attendees. He led the Pledge of Allegiance and introduced facilitator Guillermo Vidal.</li> </ul>	
<b>10:05 am</b>	Introductions, Update, and Agenda Review	Guillermo Vidal & Greg Vaughn, Facilitators
	<ul style="list-style-type: none"> <li>Guillermo Vidal thanked the Task Force and introduced Greg Vaughn.</li> <li>Guillermo Vidal provided an overview of safety concerns, an overview of the agenda, and meeting proceedings including instructions for comments and public speaking.</li> <li>Greg Vaughn thanked the Task Force and encouraged them to stay for public comments at the end of the meeting.</li> </ul>	

	<ul style="list-style-type: none"> <li>Greg Vaughn provided an overview of the contents in the Task Force folders, upcoming Task Force meetings, and overview of agenda items.</li> <li>Guillermo Vidal provided information regarding the comment stations and a recap of the work plan and Guiding Principles addressing the focus of the next Task Force meeting.</li> <li>Greg Vaughn provided a reminder of the Task Force operations.</li> </ul>	
10:20 am	Government in the Sunshine Law – Video	David Flynn, Office of the Attorney General
	<ul style="list-style-type: none"> <li>The ‘Government in the Sunshine Law’ video was played, and David Flynn from the Office of the Attorney General was introduced as a contact for those with any Sunshine Law questions.</li> </ul>	
10:25 am	Public Engagement Activities	Ryan Asmus, FDOT Production Lead
	<ul style="list-style-type: none"> <li>Ryan Asmus provided a summary of public input and recapped Task Force Meeting #3 in Perry, FL. He provided an update on the four Community Open Houses conducted since the last Task Force meeting, citing that the team was able to engage over 350 members of the public.</li> <li>Ryan Asmus presented opportunities for comments available to the public and statistics of the engagement.</li> <li><i>Charles Lee asked if FDOT was getting a sense of the public’s response and asked when the Task Force will get an overview of what the public is saying or recommending.</i></li> <li><b>Ryan Asmus stated FDOT is working on compiling that information.</b></li> <li><b>Will Watts stated that FDOT is sorting through the data and the Task Force should have that information by the time of the next Task Force Meeting (#5) or earlier.</b></li> <li><i>Janet Bowman asked if it was possible for individual Task Force members to schedule appointments with FDOT to go over the public comments directly.</i></li> <li>Ryan Asmus confirmed that is possible.</li> </ul>	
10:35 am	Update on Workforce Development Initiative	Amy Tootle, FDOT Corridor Program Manager
	<ul style="list-style-type: none"> <li>Greg Evans introduced Amy Tootle.</li> <li>Amy Tootle provided an overview, statistics, and updates of the work program.</li> <li><i>Ken Armstrong asked if the statistics presented were statewide or just for the study area.</i></li> <li>Amy Tootle replied they were from just the study area.</li> <li>Guillermo Vidal stated that with construction jobs there is a lot of opportunity to work with local businesses.</li> <li>Greg Evans closed this session stating that there is a Construction Career Day in Jacksonville, and thanked Madison Church of God for the facilities and dismissed the Task Force for morning break.</li> </ul>	
10:45 am	Break	
11:05 am	Economic and Workforce Development Opportunities (Panel Discussion)	<ul style="list-style-type: none"> <li>Diane Hutchings, Vice Chairman, Clay County Board of County Commissioners</li> <li>Chereese Stewart, Director of Economic and Development Services, Clay County</li> <li>Gray Swoope, President &amp; CEO, VisionFirst Advisors</li> </ul>

		<ul style="list-style-type: none"> <li>• Beth Cicchetti, Executive Director, Florida Economic Development Council</li> <li>• Andrew Collins, Chief Operating &amp; Financial Officer, CareerSource Florida</li> <li>• Task Force Members</li> </ul>
<ul style="list-style-type: none"> <li>• Greg Evans thanked the panelists for their attendance.</li> <li>• Guillermo Vidal introduced Commissioner Ernest Jones (substituting for Anthony Adams from Lafayette County), introduced the panelists by name, and then asked them to introduce themselves.             <ul style="list-style-type: none"> <li>○ <i>Diane Hutchings introduced herself as the Vice Chair of the Clay County Board of County Commissioners, noting that she had served two terms on municipal city councils and currently sits on the Clay County Economic Development Board serving the North Florida Transportation Planning Organization.</i></li> <li>○ <i>Chereese Stewart introduced herself as a lifelong resident of Clay County and provided a brief background on her education and economic development experience.</i></li> <li>○ <i>Gray Swoope identified that he has worked in economic development for 35 years and was the former Secretary of Commerce for the State of Florida.</i></li> <li>○ <i>Beth Cicchetti identified that she has 20 years of economic development experience in Florida focused on strategic site verification and site readiness and, in addition, leads a large organization for professionals working in the economic development field.</i></li> <li>○ <i>Andrew Collins introduced himself as the Chief Financial Officer of CareerSource Florida and noted that he had worked on administering federal grants.</i></li> </ul> </li> <li>• Guillermo Vidal thanked the panelists before advising the Task Force on how to ask questions and provide input. He then asked the panelists how access to a new corridor could address and/or impact economic development.</li> <li>• <i>Diane Hutchings provided background information on experience in the mid-1990s in Green Cove Springs and how; since the development of the First Coast Expressway in the last four years, there has been stable growth.</i></li> <li>• <i>Beth Cicchetti reiterated the importance of careful planning including the formation of environmental and economic consensus of many stakeholders.</i></li> <li>• <i>Ken Armstrong noted that for the last three meetings he had been struck by two seemingly opposite statements. The first is that these roads will turn small communities into ghost towns, or alternatively, that these roads will bring in unrestricted development and people. He believes the reality is likely in the middle but asked how to develop these corridors to get the best of both.</i></li> <li>• <i>Gray Swoope responded that to get the best of both, it is necessary to start at the community level. He stated that it is critical to understand the opinions of the community and the current conditions and issues they are facing. Then, determine what vision the community has and how they want to move forward.</i></li> <li>• <i>Beth Cicchetti provided an example that as I-10 was developed through Leon and Gadsden Counties, there was a fear of the collapse of the timber industry, and the perception was that there was no economy beyond that. However, by using grant funds and providing additional corridors such as the Orchard Pond Parkway, they were able to connect six other municipalities and leverage their resources to benefit both counties.</i></li> <li>• <i>Andrew Collins stated this must be an iterative approach and it is necessary to become formalized, seeking answers from the community on questions such as “What level of impact is too high?” and “How do we grow and retain our sense of place?”</i></li> </ul>		

- Guillermo Vidal summarized, stating that the best reality is when the community comes together to understand where they want to go.
- *Jeff Kinnard reminded the Task Force and panelists that Phase Two of the Suncoast Parkway is driving a lot of interest and speculation from businesses around the proposed interchanges. He posed the question of how to prepare, most effectively, to be “shovel ready.” Is it zoning, wastewater, access, personnel, and/or permitting, and how do communities or counties incentivize the type of development they want?*
- *Gray Swoope responded that businesses look at risk. By minimizing risk to these businesses, through utilities or market access and clear and transparent administrative and sale factors, these communities and counties can effectively guide the site to the specification they want while simultaneously incentivizing the desired form of development. Having this information readily available for businesses is a huge advantage over other sites.*
- *Chereese Stewart complimented Mr. Swoope’s remarks by stating that when they look at interchanges, it is necessary to speak with large landowners, utility providers, and find what they are looking for. She suggested cities/counties fast-track items, such as healthcare facilities, if possible, to get there quicker.*
- *Beth Cicchetti expanded on the discussion by highlighting the importance of Gross Domestic Product (GDP) and the limited share of this GDP by rural Florida. She highlighted that manufacturing and transportation are large drivers of GDP in rural areas and mentioned an upcoming summit (Make More, Move More Summit in May) which focuses on targeted sector growth to diversify and provide high wage jobs. She urged rural communities to attend.*
- *Thomas Hawkins reiterated Mr. Armstrong’s point regarding the dichotomy between too much growth and abandonment and highlighted the importance of Florida’s natural resources. He asked, “When do we talk about best protecting those assets?” He noted that transportation can be a hinderance, threat, or opportunity for those assets and asked what are some policies that can be put in place.*
- *Andrew Collins responded by stating it is important first to engage with the community. Ask what the current assets of the community are and what needs protecting. He stated that youth retention is a core driver, and if you know where you want to go and set it up, then it is a matter of executing and refining the plan. He suggested that the time for these conversations with the communities is now.*
- *Gray Swoope highlighted the importance of local leadership in this engagement process. Economic development does not help a community that cannot diversify; therefore, asset value optimization is critical for planning, and he cited the company BOTE as an example of cultural retention and economic development.*
- Greg Vaughn then asked the panelists to give their “elevator speech” to a local government official of a good strategic economic development plan. He asked what this would look like for the new corridor, and what should local governments be doing to set themselves up for success while balancing the rural lifestyle and planning for growth.
- *Diane Hutchings responded with a focus on her family. She stated that as a mother and grandmother, she wants her family to have the opportunity to stay nearby with good paying jobs and access to healthcare. She implored communities to think about what you are wanting to achieve as a community and individually, environmentally, and economically, and she noted that local officials need to be clearer and better about communicating with non-planners to assuage concerns.*
- *Chereese Stewart stated that Madison County is both a unique and blank canvas, thus it is critical to engage the community and determine what they wanted painted on the canvas. Once it is painted, it is painted, so consensus building, and communication is key.*

- *Gray Swoope made two points. The first being the importance of knowing the facts and knowing the situation, be it labor participation, or connectivity such as roads, or rail, or broadband. Second, listen to those involved at the local level by including their input into the process and strategizing with them.*
- *Beth Cicchetti reiterated the point of engagement at the local level. She suggested engaging stakeholders where they are, through surveys, or focus groups, or one-on-one conversations, and diversifying the way you engage on the local level to reach all aspects of the community to get the best input. She then suggested providing a timeline and transparency for deliverables.*
- *Andrew Collins cautioned that strategic planning is great, but we need to be strategic in doing and once we have a plan, we need to take the first step.*
- *Greg Vaughn thanked the panelists for their time and comments and introduced James Stansbury.*

11:45 am

Local Government Comprehensive Plans and Regional and Community Visions

James Stansbury, Chief, Bureau of Community Planning and Growth, Department of Economic Opportunity

- *James Stansbury presented on how local governments can approach planning for communities in the corridor. He advised on the statutory requirements, development, funding and overall process of local comprehensive plans.*
- *Guillermo Vidal solicited questions for Mr. Stansbury from the Task Force.*
- *Pegeen Hanrahan commented on the growth coming into these communities. She provided the example of Citrus County which is expecting change versus other counties who may not. She stated it is very expensive for local governments to do this work whether it be through local planning staff, planning firm, or non-profit. She asked if state funding resources for municipalities in this region are available to make these updates to local comprehensive plans (community engagement, document revisions, etc.). She asked if state is supporting this effort.*
- *James Stansbury replied that community planning technical assistance grants are available for helping local governments with planning efforts. The state will certainly fund if signed by legislature/governor.*
- *Huiwei Shen also replied that in addition to DEO technical assistance, FDOT has a relationship with DEO and regional planning councils to provide the resources necessary to help local communities update comprehensive plans, if needed.*
- *Charles Lee commented that in addition to budget item, Senate Bill 410 by Senator Perry would direct additional funds to counties impacted by M-CORES. He noted the Evaluation and Appraisal Report (EAR) process, a process that comes under state coordinated review for most comprehensive plan revisions such as large-scale changes, was not mentioned in the presentation. He asked where we are with that in each of these counties.*
- *James Stanbury replied that every government is on a seven (7) year schedule to look back on their comprehensive plans to see if they want to amend to include any statutory changes. If already addressed, then there is no need to amend or it can be included in the EAR if we do not have it. A local government can send DEO a letter stating a change was made and will be included in EAR based amendments. A local government has a ten (10) year minimum planning horizon in comprehensive plans.*
- *Charles Lee suggested a statutory change for M-CORES would trigger an EAR review in looking at the future land use maps. He advised staff he was missing the Taylor County Future Land Use map in his folder [Note: staff provided him a copy during the lunch break]. He noted one common feature in all counties was very tight urban areas along US 19. He expressed an environmental concern for US 19/98 being a corridor that it will look like US 19 in Pasco County. He suggested minimizing potential sprawl while looking at potential corridors which violates comprehensive plans. He noted most counties do*

*not have planning staff and that county commissions and developers may be overwhelmed by comprehensive plan amendments. He encouraged leadership that moving forward, counties carry their own aspirations rather than individual plans for development.*

- *Kent Wimmer inquired about the timing of the needs discussion and when will FDOT/DEO provide economic feasibility determination to Task Force members for communities who will likely be paying for maintenance of these roads.*
- *Will Watts replied the high-level financial feasibility discussion will occur after the lunch break of today's meeting. He noted that a design is needed before costs can be determined.*
- *Kent Wimmer stated it seems like the cart before the horse with a lot of impact and cost. The needs assessment or economic feasibility should come first.*
- *Brian Kauffman stated the corridor opportunity was not envisioned and is not included in maps/plan. He said he sees what vision could be at the county level, but they cannot do a plan, then require FDOT to follow their plan. He stated he is waiting for corridor to be shown and the process.*
- *James Stanbury replied that the Task Force report will be coming out in October 2020. Based on that report, local governments may start looking at their plans. As FDOT comes along, local governments can review their comprehensive plans to see if any revisions are needed. If revisions are needed, comprehensive plans must be completed by December 31, 2023.*

**12:30 pm**      \*\*\*Lunch\*\*\* on your own

**1:30 pm**      Corridor Planning Process

Will Watts, Chief Engineer, FDOT  
David Haight, Senior Planner  
Barbara Davis, Toll Studies &  
Express Lanes Development  
Administrator, Florida Turnpike  
Enterprise

- *Will Watts introduced the Wekiva Parkway video and discussed the drone footage shown and project overview.*
- *Charles Lee provided further explanation that the SR 46 lanes shown with traffic in the Wekiva Parkway video drone footage will eventually go away and it will ultimately be an elevated roadway on the bridge structures shown.*
- *Will Watts introduced David Haight who presented on the multiple modes of existing rail, transit and trail network providers, including their customers and other statistics within the eight (8) counties.*
- *Guillermo Vidal solicited questions for Mr. Haight.*
- *Thomas Hawkins asked what the word 'operator' means in regard to railroad, what is the relationship to the rail, locomotive, and tracks, and how it works.*
- *David Haight replied they may have an agreement or lease the tracks.*
- *Thomas Hawkins asked if it was safe to assume the three (3) [rail] lines mentioned are privately owned?*
- **David Haight replied the rail systems may be owned by FDOT or other entities and will follow up on these questions.**
- *Kent Wimmer suggested looking for examples of rural, multimodal facilities in the country, not urban areas. Asked for the relation to M-CORES and provide multimodal examples.*
- *David Haight suggested that Suncoast is an example. Trails can be located with existing roadways and can be within ROW.*
- *Kent Wimmer stated that FDOT has done a good job in incorporating trails along corridors and asks for successful examples across the country of how others (power lines, utilities) fit in.*

- *David Haight replied that ways to incorporate/collocate other infrastructure will be discussed in later meetings.*
- *Chris Bailey believed CSX has sold the line which is now owned by Florida Gulf and Atlantic. Asked if the Florida Trail is on the map.*
- *David Haight replied the Florida Trail is shown on the map; however, it is not labeled.*
- *Chris Bailey stated part of the trail runs along the edge of county roads and this may be an opportunity to help relocate trails to other land not on county roads or add a buffer.*
- *Guillermo Vidal stated Task Force Meeting #5 will include a panel discussion of utilities.*
- *Will Watts introduced Barbara Davis.*
- *Barbara Davis provided a presentation which explained the traffic forecasting approach, statewide/regional model, data inputs, 2018 existing traffic conditions, and truck/traffic demand. **She noted that a further traffic discussion or overview would be provided at the next meeting.***
- *Mark Hatch asked if road comes on north/south side of US 19, will his community lose access to normal traffic and how far will people have to drive out of their way to get to where they are going. He further stated, "We cannot have roads parallel/crossing existing roadways."*
- *Barbara Davis replied this will be taken into consideration during the PD&E phase.*
- *Will Watts also replied that access to local roads should be maintained for locals and emergency personnel. He asked the Task Force what does that look like, how do we accomplish this, do we use frontage roads, provide limited right-of-way access for residents or facilities? He stated this should not put a hinderance on locals. He referred to Guiding Principles and how this could look.*
- *Mark Hatch stated that a toll road or crossing will put a hardship on farmers, truckers, and loggers and suggested this be considered.*
- *Charles Lee stated that no one lost access in Wekiva [Parkway project] as access was maintained by lateral/crossing access, and small bridges and local traffic was provided for. He stated there were no real losers in that particular arrangement.*
- *Janet Bowman asked if you have destination study data when developing a model.*
- *Barbara Davis replied that as we move into PD&E analysis, that destination/origin data will be part of the analysis.*
- *Janet Bowman then asked if the same segments of the Suncoast Parkway and the statewide model data were used or a different methodology.*
- ***Barbara Davis replied the same segments and statewide model were used; however, a subarea was developed and used for this project.***
- ***Kent Wimmer suggested it may be helpful to look at Level of Service (LOS) data and provide a narrative of what LOS means at the next Task Force Meeting.***
- ***Will Watts replied that there is an online tool available for LOS and that will be provided next time.***
- *Will Watts then provided a presentation of funding which included statutory requirements, environmental feasibility process, revenue sources, and stated FDOT is not skipping any steps. He reiterated that we are in the pre-planning phase now and these are high-level discussions at this point. Environmental feasibility is included in the PD&E study while economic feasibility is determined during the Design phase. He stated we have to know what we are putting out there before we can determine how much it will cost. Then, we have to figure out a way to fund it; traffic studies and design choices will affect this.*
- *Ken Armstrong reminded the Task Force of his comment during a previous Task Force meeting that trucks may use free roads more than toll roads. He then stated truck parking along this road could be a significant factor/boost revenue because it is such an issue. He advised that trucks would use*

*it more often if they know every X number of miles that there were truck parking opportunities. He believed this was important to consider.*

- Guillermo solicited questions from the Task Force for Will Watts.
- *Will Watts stated that the Guiding Principles are key and will help decide what is in the plans prior to providing cost and funding.*
- *Janet Bowman mentioned the statute's 30% rule and that it cannot move forward until it can recover X amount. She asked what the upper threshold is and when can it be determined not financially feasible.*
- *Will Watts replied that it cannot be funded until Task Force and 30% plans are completed. Thirty percent (30%) plans will show we are far enough in the process for funding if we do fund/bond the corridor.*
- *Janet Bowman asked if there is a shortfall, at what point is funding achieved another way, what are the parameters of where money is obtained, or if it is not financially feasible.*
- *Will Watts replied that M-CORES is 100% funded through Work Program (half has to be prioritized in District funds) and potential revenue sources such as M-CORES bill, other trust, and Turnpike funds.*
- *Charles Lee noted the issues related to this economic feasibility task. He stated the statute requires each of these corridors have an investment study which demonstrates that the road itself will pay at least 50% of its debt by the end of year twelve (12) and 100% by the end of year thirty (30).*
- *Will Watts replied the Suncoast met the financial feasibility for half of the project while the other half was funded.*
- *Charles Lee mentioned additional questions/statistics regarding overall statutory bond debt, project costs, capacity of Turnpike system to support bonded indebtedness, and provided Wekiva Parkway statistics for comparison. He stated Turnpike revenues are not there to fund and suggested a refocus to collocation to reduce costs and environmental effect.*
- *Will Watts confirmed Turnpike does not have enough funds. He reiterated that we must determine what we want out there. He suggested some of the numbers provided by Charles Lee may be close and are public documents on Turnpike's website which can be provided.*
- *Thomas Hawkins asked if the facility could be determined to be financially feasible if it covers a portion of the cost and eventually reaches 100%. He asked how the financial feasibility test works and if we can pass the test using other revenue services.*
- *Will Watts stated revenue source is from toll facility and others (Work Program cash, transportation trust fund, etc.), if bonded, it must be paid back.*
- *Thomas Hawkins mentioned there are a lot of factors that FDOT does not normally do (broadband, water/sewer, conservation, etc.). He asked what the thought is for incorporating these different infrastructures which are outside of traditional FDOT core operations.*
- **Will Watts mentioned this is making us think outside of normal operations and that broadband, water, sewer, and utilities will be discussed at next meetings.** He stated that FDOT is identifying what their responsibilities are (plants/spray fields, etc.) and are bringing partners/agencies to the table to make it happen.
- Ryan Asmus provided a presentation on the Alternative Corridor Evaluation (ACE) process. The presentation included an overview of the path/course development and push/pull factors. **He** stated that paths/courses may be removed from feedback gained through ACE process, while the first step is to define avoidance areas. **He requested Task Force feedback on avoidance areas as defined in Guiding Principles and stated FDOT is committed to developing total avoidance areas.**
- *Ken Armstrong asked the difference between "Will Not Impact" and "No New Corridors Through".*

- Will Watts stated that “Will Not Impact” Indicates a commitment from FDOT that they will entirely avoid those areas.
- Michelle Hopkins asked FDOT to clarify if “No New Corridors Through” allows for the use of an existing corridor.
- Ryan Asmus confirmed.
- Will Watts included an example that if US 19 goes through Goethe State Forest, they have the opportunity to enhance that land.
- Guillermo Vidal clarified that these paths/courses are not lines on a map but a geographic process to build consensus on avoidance areas.
- Pageen Hanrahan asked if local governments and communities have had the opportunity to weigh in on these avoidance areas as well.
- Ryan Asmus stated that there will be an opportunity in the future as the avoidance areas become more refined.
- Betsy Barfield asked if this was their only opportunity to weigh in.
- **Ryan Asmus stated that as the Task Force meets, they can continue to add or subtract avoidance categories, and as they meet with local governments, they will honor their suggestions as well.**
- **Chris Stahl requested that the shapefiles be sent to the Task Force members.**
- Kent Wimmer asked if the Cross Florida Greenway will be taken off the table.
- **Ryan Asmus stated that is open for Task Force discussion.**
- Will Watts reminded the Task Force of the three buckets and reiterated that FDOT wants to know what the Task Force would like to add to the lists.
- Charles Lee asked if they would be doing that now.
- Ryan Asmus replied this will be done after the break.

2:45 pm	Break	
3:00 pm	AMME Considerations	Guillermo Vidal & Greg Vaughn, Facilitators, Stephanie Gallagher, & Task Force Members

- Will Watts opened by discussing the three buckets (Will Not Impact, No New Corridors Through, and Areas Resulting from Task Force Member Guiding Principles). He stated that “No New Corridors Through” are areas where FDOT will not build a new corridor through which is the light pink on the map, though there may be opportunities to enhance existing corridors He explained the “Will Not Impact” areas are dark pink and include things such as springheads, high-risk coastal areas, or tribal lands. He requested the Task Force’s input on the AMME concepts, development of the “third bucket” and Guiding Principles (what is necessary to avoid), then introduced Greg Garrett.
- Greg Garrett introduced the current Guiding Principles from what was seen previously and from Task Force Meeting #3. He reminded the Task Force of the Guiding Principles and stated they attempted to consolidate what the Task Force had said.
- Ryan Asmus asked, in reference to the Guiding Principles, what did we miss, what additional areas would you like to see covered, and pointed to Greg Vaughn and Greg Garrett as facilitators for that discussion.
- Charles Lee wanted to ensure that Florida Forever owned properties included all Preservation 2000 lands (which preceded the Florida Forever Program) as well as Conservation and Recreation Lands Program properties. He wished to include lands owned by Florida Department of Environmental Protection (FDEP), trustees, and Florida Local Community Trust Properties. Also wanted to include

Florida Forever properties that are slated for acquisition and cited that 6,000 acres were purchased last week. He also wanted to include Water Management District Lands, all of which he believed should be included in the “No New Corridors Through” category if the corridor is to be collocated. He closed by stating that without exceedingly special treatment, he believed that the Florida Ecological Greenways Priority Network priorities one and two should also go into the “No New Corridors Through” category, unless it is substantially bridged.

- Greg Vaughn stated that there could be opportunities for enhancement.
- Greg Garrett reminded the Task Force to also consider the ‘Mitigate’ and ‘Enhancement’ buckets.
- Charles Lee stated that the Guiding Principle should be used appropriately with regard to state parks, Florida greenways, and wildlife corridors. He suggested the general principle should be no new corridor unless you do like Wekiva and mitigate.
- Betsy Barfield requested the Red Hills region, conservation easements, and the downtown Monticello areas in Jefferson County be avoided. Citizens of downtown Monticello want [the corridor] to avoid the roundabout and sending large trucks through the downtown area. She noted there were maps ‘floating around’ to residents/property owners with the Suncoast Connector from the Sterns and Weaver law firm and others. She stated that Ryan [Asmus] and Rosemary [Woods] have addressed these maps and residents’ concern at their county commission meetings.
- Ryan Asmus confirmed there is a lot of private speculation as to where it [Suncoast Connector] may go. Stated these maps are misinformation, and we are not at that point yet. FDOT has not developed any maps with corridors or alignments.
- **Betsy Barfield mentioned a presentation by the Aucilla Research Management Group and asked Ryan [Asmus] and Rosemary [Woods] to get the data from them for sinks and other areas that Jefferson County residents want to see avoided.** She provided the US 319/Thomasville Road from Tallahassee, FL, to Thomasville, GA, as a ‘beautiful’ potential example of what this corridor could be.
- Greg Garrett thanked Betsy Barfield for her mention of avoiding town centers. He stated FDOT is committed to working with each municipality to avoid town centers and provide them the opportunity to determine their town center avoidance boundaries.
- Betsy Barfield replied that was a great idea and stated that Pam Feagle would like for it to come near their downtown (Perry) area.
- Greg Garrett mentioned additional data layers including cemeteries, archaeological sites, and others which will be considered within the buckets [identified by Task Force].
- Jeff Kinnard appreciated Betsy Barfield’s comments and reiterated the downtown Thomasville and Monticello areas are beautiful and this project could be beautified as well. He expressed concern about other Task Force members adding so many data layers which would take a lot of parcels off the map. Then he asked if the whole Task Force has to agree with this.
- Greg Vaughn answered no and advised Task Force members to provide their comments for consideration/refinement during this Guiding Principles process.
- Greg Evans confirmed this is a brainstorming process with the intent to get all of the Task Force members’ suggestions.
- **Janet Bowman reiterated Betsy Barfield’s comment about Red Hills and conservation easements suggesting they are on the same [avoidance] level as mitigation banks and would like to see this added to the list.** She stated the current list of ‘will not impact’ does not consider spring protection/recharge areas which are extremely important for mitigation purposes if they cannot be avoided. **She suggested that some geographic areas be protected to ensure integrity and will provide references for first/second magnitude springs.**
- Greg Vaughn replied this may be an opportunity to minimize.

- Greg Garrett stated the Task Force has the flexibility to name specific areas vs. all areas as the entire aquifer dataset of the study area includes category one- or two-level springs.
- Janet Bowman replied perhaps a subset of that is springs and sensitive recharge areas are a key feature. She noted east/west connections to existing conservation lands are important for wildlife corridors and are not included on the avoidance. **She suggested adding this along with the Greenways Network.**
- Pam Feagle stated that we [Taylor County] have the longest coastline in Florida and suggested those portions of the corridor should exceed environmental compliance regulations (10% of water quality impacts). She suggested the project make a concerted effort to use existing infrastructure and maximize accessibility to local resources while limiting expansion/footprint. She expressed desire to collocate with US 19 and US 27 and keep bypass roads as close to businesses/attractions as possible so traffic increases in these areas. She also suggested incorporation of landscaping to make it more attractive, preservation of existing nature and community presence, and maximization of multimodal connectivity opportunities to enhance passenger freight, rail, and air commerce.
- Greg Vaughn noted these were good comments which may fall into recommendations vs. Guiding Principles.
- Curt Williams stated the population projection of 10 million and the importance of Florida Forever lands and highly productive agricultural lands. He expressed concern of agricultural lands being taken out of production and the potential negative impacts it may have on providing for the anticipated population.
- **Michelle Hopkins suggested obtaining the Water Management District (WMD)/Florida Department of Environmental Protection (FDEP) database information to tighten areas for aquifer, recharge, and spring protection areas.**
- Thomas Hawkins suggested limiting construction to the existing road network to minimize disruptions and bisecting land. He reminded the Task Force of the legislation's goal to enhance environmental resources. He suggested using the datasets to identify those resources which are the hardest to conserve. He stated Guiding Principles should include measurable language which states what we intend to do and sets a standard for accomplishing. Guiding Principles suggested included:
  - 1) Adding agricultural lands (consistent with Curt Williams' comment) to N4 which currently lists enhancing resources.
  - 2) Believed S3 deserved more than one line and suggested setting a clear standard for broadband and what are we going to do. Provided example of connecting schools is a measurable standard. Requested input from staff for suggestions.
  - 3) Stated S5's negative impacts to communities. Said language sounded good but could be open to interpretation of whoever reads it (may draw business from downtown) so when we evaluate corridors, ensure it is something that's interpretive.
- Greg Garrett stated discussion about enhancement was helpful and provided push/pull and avoid/enhance examples.
- Kent Wimmer stated he has provided FDOT with several different datasets. **He suggested impact categories for threatened and endangered species (U.S. Geological Survey (USGS) habitat suitability data), CLIP data, and biodiversity layers be reviewed for species overlap areas.** He stated a lot of this will be done in PD&E phases, but we can know upfront, so we are not doing mitigation on the back end.
- Pegeen Hanrahan followed up on Charles Lee's comment regarding conservation lands. She suggested that once it is mapped, perhaps we can scale back if it was an overreach. She expressed desire to not go through conserved lands, public facilities (not near a school/public park), and consider diesel issues, off ramps, excess traffic, pedestrian issues (ex.: do not go through downtowns).

- **Scott Koons suggested some wordsmithing on Guiding Principles related to ‘Natural’ to include ‘Regionally significant natural resources’ based on local agencies.** He mentioned North Central Florida Region Priority I and II areas, springs, major wetland systems and that these are not necessarily avoidance areas but should be minimized or mitigated.
- **Chris Stahl explained his concern with dots on the map. He suggested some dots may need to be buffered and requested the Task Force provide more feedback.** He provided magnitude springs (may need a one-mile buffer), landfill (could go right by), eagle nests, natural, social, and historic sites as examples of sites for identification/determination.
- **Mark Hatch requested protection of native plants (swamp cabbage).**
- **Regarding Guiding Principles N5, Charles Lee questioned the missing footnote/information and did not understand how highway construction dealing with forestry is not a best management practice.** He suggested stormwater best management practices and noted downside to using conventional stormwater technology in building a road near/by a natural resource. Then he added he would like to see enhanced wildlife corridor connectivity, perhaps through bridging activities similar to Wekiva Parkway.
- **Greg Garrett and Greg Vaughn explained while specific information is helpful, some items may need a little more flexibility.** Both encouraged Task Force members to take this information home, consider where it makes sense to be more specific, and communicate with staff. They noted that everything is high level at this point in the process.

3:45 pm

Next Steps

Greg Evans, Task Force Chair & Guillermo Vidal, Facilitator

- **Guillermo Vidal reviewed the FDOT Action Items which included:**
  - **Share public comments with Task Force members.**
  - **Follow up with additional rail line information.**
  - **Show examples of rural multimodal.**
  - **Provide LOS discussion/online tools.**
  - **Work with DEO to assist local governments with their Comprehensive Plans.**
  - **Provide additional truck parking/facilities information.**
  - **Provide shapefiles of avoidance areas based on feedback.**
  - **Update avoidance area maps and Guiding Principles.**
  - **Post meeting information online.**
- Guillermo Vidal mentioned Task Force Meeting #5 will include utility and evacuation discussions, then he asked Task Force members to complete their evaluation forms.
- Greg Evans concluded this portion of the meeting and announced the public comment period would begin at 4:00 pm.

4:00 pm

Public Comments

Greg Evans, Task Force Chair & Greg Vaughn, Facilitator

- Greg Vaughn led the Public Comment period, which consisted of 32 speakers. He called for the first few speakers and instructed everyone they would have three minutes to speak. Below are the comments received:
- Barb Toepke, Hillsborough County resident/member of Sierra Club. Stated she has heard minimize, mitigate, enhance, avoid for this toll road that is not needed/wanted. Requested money be used to repair existing roads/bridges instead. Regarding minimizing, she stated minimizing wildlife habitat/resources was not in FDOT’s plan and suggested buying more environmentally sensitive land from farmers/ranchers. Asked why destroy wetlands to create new ones. Provided Heartland Parkway (2007) study excerpts as an urban/mitigation/environmental impact example. Suggested plans for

land use/growth should come first, followed by transportation/infrastructure to support. Stated no project has mitigated for impacts on a scale that would occur like the Heartland Parkway corridor. Requested do not build a road three times as long.

- Mable Patterson, Hillsborough County resident. Stated the goals (evacuation, etc.) of M-CORES could be accomplished without toll roads through communities. Asked Task Force members not to back down and know what we are trying to protect (communities, conservation land, downtowns), keep language (minimize/mitigate) strict, and do not let them talk you into it.
- Richard Terry, Madison County Farm Bureau. Thanked Task Force for allowing him to speak. Stated Madison County is not 'all in' on the road and provided a list developed by the Farm Bureau which he would like for each member of the Task Force to receive. Mentioned his primary concern is the preservation of family farmland, crops, timber. Stated agriculture was the number one driver during hurricanes and oil spill. Believed this corridor is a perfect opportunity to move water from our area to our neighbors in the south/across the state, which is a cause of great concern.
- Maria Wise, Levy County resident/Steeplechase Horse Owners. Noted she traveled a long way to speak in person. Stated she moved from Miami to Palm Beach and explained this year was to be the build-out for a comprehensive plan from 1980's. Said she knows people are coming to Florida and suggested they need to go where there is already infrastructure. Stated she represents hundreds of equestrians in Levy County who are there for the natural habitats, who spend money with local merchants, and who do not need a toll road to bring in developments which never pays for itself. Advised there are no capacity issues on 98, 19, 41, 27, asked why this road is needed for the items listed, and provided example of Internet eventually being wireless. Stated she does not believe the public believes in this project and that the equestrian industry will be affected by development pressures this road will bring. Asked Task Force to make sure Goethe is added to avoidance category. Thanked Task Force for opportunity to speak.
- Cortez Brandies, Madison County resident. Called but was not present to speak.
- Lindsay Cross, Florida Conservation Voters (No Roads to Ruin Coalition). Asked Task Force members not to put blinders on and stated toll roads are not part of your or FDOT's vision/plan, but lawmakers in Tallahassee who do not live in your communities. Discussed development, risk, springs, subsidized infrastructure and how local municipalities will have to pay for it. Asked Task Force to consider how it will look/feel in the future and mentioned Clay County's 30-year development experience in comparison to 330 new miles of roads in 13 months. Stressed the importance of knowing the facts and appreciated FDOT's provision of avoidance areas. Restated comment from Ms. Stewart regarding this being a blank canvas--this is not a canvas, and this is not your painting. Closed by recommending No Build.
- Troy Avera, Bed and Breakfast owner in Monticello/Mayor, City of Monticello. Stated communities do not have a seat at table, but they do have a dog in the fight. Advised that Monticello has not taken a position yet as they are waiting on paths/courses within the next few months. Mentioned the City Council's concern is a bypass around Monticello and the negative impact, which Council is opposed to. Suggested a collocation of US 19 that is environmentally sensitive. Advised the Council is not against traffic/growth and suggested south of I-10 east of Monticello would be preferred. Provided example of wanting economic growth vs. unrivaled growth like in south Florida with no provision for sewer and septic tanks. Stated we have to be better or soon we will have polluted water (red tide/algae slime).
- Eugene Kelly, Florida Native Plant Society. Stated he participated in panel discussion at the last Task Force Meeting #3 (Perry, FL) and returned to request that the Task Force consider prescribed burning. Advised of the importance of prescribed burning for agriculture and forest lands in the study area. Provided U.S. Forest Service data statistics of the study area which included the approval of over

18,500 burn authorizations (five (5) burn authorizations / day for the last 10 years), encompassing a land area of just under three (3) million acres. Of those 18,500+ authorizations, more than 16,000 (88%) were issued to private landowners. Also stated the Native Plant Society is preparing a report of the M-CORES study areas which will be submitted to FDOT in advance of the next Task Force meeting for consideration. Closed with advising that east/west connectivity of ecological/greenway corridors is very important, with the San Pedro Bay being a critical linkage/most important.

- Jimmie Ragans, Madison County resident/business owner. Expressed his concern for Madison County and his family businesses along I-10 that may lose revenue from lack of traffic (eastbound - Exit 262; westbound - Monticello at 19). Stated if his businesses lose revenue, Madison County will also lose revenue making it difficult for county to balance budget when they already need an increase, not a decrease. Suggested four-laning I-10 and keep the businesses.
- Crawford Powell, Madison County Development Council. Provided brief discussion on economic development/employment. Concerned that we are moving to an Amazon society and need to figure out how to provide incomes locally in rural communities' post urbanization/recession. Believed this is an opportunity which rural communities along the corridor route can benefit from. Stated when you are thrown a lifeline, you grab hold of it, and invest the best you can for your community.
- Herman Younger, Alachua County resident/Sierra Club representing one (1) of 75 businesses of No Roads to Ruin Coalition. Stated no need for toll road to benefit healthcare, drain local communities of economic development, and they will continue to speak against it.
- Jeret Madej, Jefferson County resident. Doubtful development would produce jobs. Lived in Monticello and witnessed natural destruction since the 1940s. Stated he first heard 'climate change' at a scientific conference in 1968 which included issues presented becoming true (strong storms, permafrost melting, fires, coastal flooding, animal extinction, etc.). Suggested this toll road will only make these problems worse. Mentioned legislature wants to protect the environment; however, environmentalists do not give as much money as developers. Asked who is donating money to the legislature to get this road through. Stated most of management are in jobs for developers, FDEP cannot be trusted, and asked Task Force to ask their children/grandchildren about your destroying their future. Noted this Task Force meeting went on for eight (8) hours and only gave people three (3) minutes to speak.
- Kevin Wall, Leon County resident. Agreed with Madison County economic impact statement. Said this road needs to be looked at as people are already moving to north Florida. Stated we need to think about what is good for our kids (create jobs) and the growth of our communities.
- Ernest Fulford, Jefferson County resident/farmer. Expressed fear and concern of toll road stating it was a big waste of taxpayer dollars. Stated they already have a traffic problem with moving their farm equipment within the county and did not want to add a toll road. Thanked Farm Bureau for their representation. Concerned that splitting agricultural land as a path of least resistance may be the route it goes, thus destroying farms. Stated if toll road takes/splits his land, they may not survive with the loss of income. Closed with statement he is against toll the road and hopes it does not come.
- Merrillee Malwitz-Jipson, Our Santa Fe River. Concerned with the proposed development hurting nature/the environment and conservation lands. Stated she did not see the Floridan aquifer on the map, and the cultural resource map does not include schools or community centers. Requested that recharge areas be considered. Stated all she sees is destruction in this package you call a toll road.
- Jim Tatum, Our Santa Fe River. Stated FDOT email says program strives to protect the environment and natural resources-- if FDOT and (Senator) Galvano are telling you this, it is an insult. Believed roads will only harm the environment, bring more people, and destroy the way of life in north Florida. Asked why this proposed project goes to the Georgia line, through nowhere to get to nowhere, and

consider who stands to gain. Stated farmers, ranchers, and environmentalists are losers. Asked Task Force to consider No Build.

- Kristin Rubin, Our Santa Fe River, provided a list of her concerns for the Task Force: why building a toll road to use our natural resources (water), why invite more sprawl, destroy wildlife, add to climate change, all for the State of Florida to pay for a road that will be underwater for future generations due to sea level rising.
- Michael Roth, Gilchrist County resident/President, Our Santa Fe River, No Roads to Ruin Coalition. Stated he grew up in congested areas until finding a rural place 15 years ago in Gilchrist County-- never heard anyone wish for a toll road in the community. Believed this idea was born of a representative, guessed 75% of citizens do not want it, and the Task Force is being manipulated by healthcare, recreation, evacuation, safety, and internet. Expressed concern for the construction, environmental impacts (wetlands, recharge areas/natural beauty), and funding. Suggested the only recommendation is to vote for the No Build.
- Harriett Jones, Levy County resident, expressed that she does not want this toll road and is happy with Levy County the way it is. Discussed unemployment, home rule, and suggested Affordable Housing Trust is funding infrastructure projects. Mentioned a booming economy; however, nobody can afford a house.
- Lyrae Williams, Orange County resident/Suwannee County property owner. Expressed concern to avoid urban sprawl and destruction of nature. Concerned the public only gets three (3) minutes to speak and suggested we are one vote, with not enough money as someone wants to make money off of farmers, small towns, etc. Stated toll roads do not bring money to small towns and suggested we make it better with what we have by spending money on road enhancement and bike paths if needed. Suggested organic farming, ecotours, scalloping, kayaking, birders as examples of those who want to see beautiful nature. Requested not to ruin her state and to stop hypothesis spending--it is wrong.
- Sandy Beach, Taylor County resident, spoke on behalf of Congressman Steve Southerland. Provided a reading on behalf of Congressman Steve Southerland thanking Task Force members and everyone. Stated we can either plan our future or have it be dictated by others. Mentioned that our state's economy is large, and every county should benefit from our growth with economic opportunities and welcoming cities and counties. Asked that we stand up for North Florida. Stated when all sides benefit, the process has been legitimate and successful.
- Sally Patrenos, Floridians for Better Transportation (non-profit advocating all modes of transportation). Stated the whole process is about growth and future generations. Advised we cannot look at what we have today as we are talking about a long-range plan. Suggested looking at 1900 population--we had half a million people in this state, now we have 22 million. Then stated if we had not built our infrastructure along the way, we would have a problem; however, this planned infrastructure is putting us in a thoughtful position. Related to family farm/farm-to-market concerns as well as providing jobs and economic opportunities for kids/grandkids to stay 'home.' Provided overview of organization which is comprised of 250 public and private organizations. Closed by stating that growth is inevitable, congestion is not, and we can determine what comes true.
- Judy L. McClain, Madison County resident. Stated Suncoast's importance to the entire community and hopes we can all work together to make everyone happy.
- Randolph Gray, Madison County resident. Stated he was born in Pinellas County in 1953 and saw the transformation from sleepy town to what it is now. Said too much development too fast is just as bad as too little as he has witnessed I-75 become a parking lot due to a football game. Noted the only reliable road in and out of Tallahassee is I-10. Seen isolated areas become forgotten, havens for criminal activity, and lost opportunity. Stated that anyone who has any promise has to move away for

opportunity. Suggested there needs to be a clear opportunity for eastbound I-10 traffic to get to I-75. Drove Suncoast Parkway from Crystal River to Tampa and prefers that or Turnpike because they are well thought out and convenient. Observed that Suncoast is a very pleasant, beautiful drive and is well maintained--pleasure to drive compared to US 19 or little feeder roads not designed for traffic. Said he would not want to see a dozen of these roads spring up and believed there are other ways to address development issues.

- Paul Henry, Jefferson County resident/retired Florida Highway Patrol officer (Southwest/Lee County, FL). Expressed concern for troopers stating they are an endangered species with fewer troopers on the road now than in the past. Asked if this plan includes funding for more troopers as road will have incidents on it. Mentioned missing child from Apopka was recently found in Tallahassee by a trooper.
- Jessica Bibza, Pinellas County resident/National Wildlife Federation. Concerned about impact road will have on wildlife and habitat. Enjoyed listening to presentation on Guiding Principles, avoiding spring sheds, and Florida Forever lands. Mentioned protection of agriculture areas and avoiding rural and family lands. Did not think those should be 'where possible,' but 'No' instead stating they may seem like easy targets for acquisition. Believed toll road was not part of that mission when set aside for conservation. Discussed potential recreation benefits including distance to trails while stating Pinellas Trail is needed badly and mentioned personal experience of biking through Jefferson County. Stated we will lose quality of life through toll road and encouraged the Task Force to consider a No Build option to protect lands.
- Neil Fleckenstein, Tall Timbers Research. Mentioned speaking at previous Task Force Meetings and thanked the Task Force, Atkins, and FDOT. Read Senate Bill and noted Task Force is required to consider economic feasibility and environmental impacts. Asked Task Force not to overlook the transportation needs for this corridor and stated a 150-mile corridor will have different needs throughout (Citrus County vs. other counties). Then asked is there a need for this, do we need to significantly alter US 19, are infrastructure needs in rural areas real, and questioned linking to a toll road. Suggested we determine individual county needs as a toll road may not be best recipe for providing broadband, sewer, etc. Noted little attention to resiliency while storm surge may be a more significant issue when considering transportation improvements.
- Dr. Vivian Hall Royster, Ph.D., Jefferson County resident. Mentioned experience in strategic planning and commended the Task Force, Governor DeSantis, Commissioner Barfield, and other members of the commission for supporting this endeavor. Stated she supports this effort which has a long way to go and wanted to see a set path and direction. Asked Task Force to be sensible and consider our children and their job opportunities in our fast-growing state. Believed the toll road initiative will make a difference and stated it is not perfect, but it is a start. Expressed concern for preservation of cemeteries and for children to have opportunities within the community.
- Commissioner Rick Davis, Madison County Board of County Commissioners. Noted impact toll road may have on community. Stated Madison County is a fiscally constrained county--low household income and struggling for jobs. Questioned what you are going to do to stimulate jobs, so our kids do not move away. Noted county commissioners are trying to improve Madison County and M-CORES would create jobs in construction and other industries. Provided median household income comparison of Madison County (\$31k) to state's (\$51k) and noted citizens live in poverty. Stated he respects major industries such as forestry and agriculture. Mentioned the driving purpose here is IF toll road was to terminate in Madison County, he wants to mitigate any negative impacts this may cause to the citizens with the goal being to stimulate economy/create jobs.
- Stewart Lilker, Columbia County Observer. Thanked FDOT for courtesy/press packets. Requested all public comments be made available for Task Force members and the public via the website. Noted all are public records so anything can be redacted if needed. Wants to know why public comments are

not available and wants to see that happen. Asked about broadband situation in Florida and stated this road will not bring broadband. Inquired as to why there is not a court reporter at Task Force meetings.

- John S. Corderman, Lowndes County, GA/Suwannee Riverkeeper. Mentioned he is a family land owner and has seen an increase of 100 new residents (“Half Backs”) after Hurricane Irma and stated they moved due to lack of infrastructure. Suggested the use of solar power to resolve the loss of power issue for a fraction of what is being spent on this road, and the use of wireless broadband vs. running fiber optic to every house. Mentioned recent water quality testing/sewage issues in Valdosta and suggested frequent water quality testing up and down the rivers. Complimented Task Force despite no established need for this and noted that should have been done prior to these meetings. Suggested a change in agriculture, such as less fertilizer or water use. Believed toll road addresses none of them. Stated the Suwannee Riverkeeper is part of the No Roads to Ruin Coalition. Asked Task Force not to build the road.
- Edward Dean, Town of Greenville. Stated Greenville fully supports the toll road (passed a resolution, 5-0) and was pleased with the leadership of Governor DeSantis, Senator Galvano, and everyone at the table. Provided statistics/history of Madison County and Greenville poverty. Stated they are looking for hope and opportunity and have put forth strategic (short, medium, and long term) plans. Replied to statement made by others saying the project will not create jobs stating they will take whatever job opportunities they can get (convenience store, etc.). Asked to bring jobs or schools will close and stated there is no way to be conservative on this issue with nothing left to conserve. Mentioned this is one of few opportunities and asked for these factors to be considered. Welcomed anyone with questions/comments to speak with him or request copies of press release.

**5:30 pm**

**Closing & Adjourn**

Greg Evans, Task Force Chair

- Greg Evans thanked Task Force, public speakers, and supporting staff and invited everyone to attend the upcoming Task Force Meeting #5 in Jefferson County (March 24, 2020).

Text Format:

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

**Notes Taken By:**

Alicia Barber and Kaleb McClellan (Atkins)