

Task Force Meeting Notes

Subject: Northern Turnpike Corridor Task Force Meeting 8 (Virtual Meeting)

Date: September 22, 2020

Location: **Online,**

Public Viewing Location #1
Plantation on Crystal River
 1196 S Lecanto Highway
 Lecanto, FL 34461

Public Viewing Location #2
Hilton Ocala
 3600 SW 36th Ave.
 Ocala, FL 34474

Attendees

In Attendance	Not in Attendance
<ul style="list-style-type: none"> • Jared Perdue, Florida Department of Transportation • Christina Colon, Florida Department of Transportation • James Stansbury (alternate for Mario Rubio), Florida Department of Economic Opportunity • Jason Hight (alternate for Chris Wynn), Florida Fish and Wildlife Conservation Commission • Mark Futrell, Florida Public Service Commission • Eric Anderson, Enterprise Florida • The Hon. Jeff Kinnard, Hernando/Citrus Metropolitan Planning Organization • Scott Koons, North Central Florida Regional Planning Council • Charles Lee, Audubon Florida • Kent Wimmer, Defenders of Wildlife • The Hon. Scott Carnahan, Citrus County • James R. Maher, Florida Department of Environmental Protection • Nancy Brown, Florida Department of Education • Michael Napier, Florida Department of Health • The Hon. Matt Surrency, Florida Department of Agriculture and Consumer Services • The Hon. Kathy Bryant, Marion County • Warren Zwanka, Suwannee River Water Management District • Jennette Seachrist/Frank Gargano (alternate), Southwest Florida Water Management District • Jeff Prather, St. Johns River Water Management District • Mike Woods Sumter Metropolitan Planning Organization • The Hon. Valerie Hanchar, Ocala/Marion County Transportation Planning Organization • The Hon. Russell "Rock" Meeks, Levy County 	<ul style="list-style-type: none"> • Jim Patton, Florida Department of Business and Professional Regulation • Rusty Skinner, Career Source • Christopher Saliba, Florida Rural Water Association • Dr. Stanley Sidor, Lake-Sumter State College • Hugh Harling, East Central Florida Regional Planning Council • Katie Troncoso, Volunteer Florida

In Attendance	Not in Attendance
<ul style="list-style-type: none"> Sean Sullivan, Tampa Bay Regional Planning Council Bradley Arnold, Sumter County Philip Fulmer, Florida Trucking Association Bill Ferry, Florida Internet & Television Association Danielle Ruiz, Florida Economic Development Council Curt Williams, Florida Farm Bureau Federation Dr. Vernon Lawter, College of Central Florida Paul Owens, 1000 Friends of Florida Jason Lauritsen, Florida Wildlife Corridor Zachary Prusak, The Nature Conservancy 	

Text Format Legend:

Regular – Agenda description (staff/facilitator)

Italic – Discussion notes (staff/facilitator/Task Force member)

Bold – Action items

Notes

9:00 am	Welcome	<ul style="list-style-type: none"> Jared Perdue, Task Force Chair
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- Chairman Jared Perdue opened the Task Force meeting and welcomed everyone to the meeting. Chairman Perdue's opening remarks included:
 - Recognize that September is National Workforce Development Month. FDOT is dedicated to continuing to implement the statewide Workforce Development Program that was funded at \$2.5 million per year for three years, in the M-CORES legislation.
 - The meeting was live on The Florida Channel and two locations for public viewing are available.
 - Public comment period is at the end of the meeting
 - Focus of the meeting is to refine the draft Task Force report, with emphasis on the guiding principles, instructions, and action plan, so that we can prepare a version for public comment that will begin next week.
 - Meeting #9 is scheduled for Wednesday, October 21st.

9:05 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 provided the details for how to provide public comment. Public comment period began at 5:00 PM after the meeting. Christine Kefauver reviewed the agenda for the meeting.
- A video explaining the Sunshine Law was shown.
- Christine Kefauver took a roll call for task force attendees. See attendees list above.

9:20 am	Public Engagement Activities	<ul style="list-style-type: none"> Will Watts, FDOT Chief Engineer
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- Will Watts discussed the public engagement activities to date and presented statistics on public comments received. Major themes of public comments included environment and land

conservation, quality of life and economic opportunity, corridor considerations, and other issues. He reviewed more detailed public comment themes that supported the major themes.

- Will Watts said there are two future community open houses scheduled; September 23rd in Chiefland and October 22nd in Crystal River.
- Charles Lee said that what has been gathered from the public is that a large part of the public who provided comments believe there is no established need for three new turnpikes and, specifically, the one from this Task Force. He said the guiding principles and instructions seem to be evolving to reflect that. The report should acknowledge that the bulk of the public who commented believes there is no need for new (greenfield) roads. Will Watts noted Charles Lee's comment.
- Commissioner Jeff Kinnard replied that just because there has been an effort to derail this project through the public comment period, it would be a shame to lose everything this Task Force has worked for. Many of the people utilizing public comment are outside of the study area of these roads. Their input has been heard, considered, and well reflected in the guiding principles and instructions.
- James Maher commented it is unclear if the guiding principles are all meant to have equal weight or if the sequence matters. Guiding Principle #2 is important, if not overriding, and matches much of what is in the public comment. Will Watts answered that the guiding principles are all important and they are equal and complementary.
- Bradley Arnold agreed with Charles Lee that the report should recognize public comments. He agreed that Guiding Principle #2 covers the idea that before a greenfield corridor is proposed the Project Development and Environment (PD&E) will first look at enhancing existing corridors. He said there is a lot of discussion about co-location with SR 44 and this corridor as well as any new interchanges could help protect the nature of this area.
- Vice Mayor Valerie Hanchar agreed with the previous comments except for Commissioner Kinnard and said this is where the public make their statements. Vice Mayor Hanchar suggested adding a comment in the report stating that the guiding principles are not in order of importance. She believed the 'No Build' option has been a main comment as well as questions about financing and this needs to be reflected in the report. She suggested polling Task Force members about certain public comments. Will Watts agreed that the guiding principles are not in any particular order, but they can be reordered if the Task Force members desire to do so.
- Commissioner Kathy Bryant agreed with Bradley Arnold. She disagreed with Will Watts about the guiding principles being equal and said that there should be priorities like in any other project.
- Phil Fulmer commented on Commissioner Jeff Kinnard's comments that small towns have traffic whether it is wanted or not and it is necessary to adapt and plan for that for the future. Trucks will be there regardless. He heard in a previous comment that trucks don't pay their way, but they pay a highway use tax and the trucking industry is the largest taxpayer funder of highways. It is important to get trucks around towns not through towns. He gave an example of the I-4 Ultimate project in Orlando. People are moving to Florida whether we like or not so it is important to plan for the future.
- Kent Wimmer followed up on Charles Lee's comments that the report should reflect the sentiment of the public comments.
- Charles Lee commented on Guiding Principle #2 that it has been characterized as an overarching guiding principle. He said it deserves more emphasis since it affects all other guiding principles. Charles Lee said Guiding Principle #1 has also been characterized as overarching.
- Will Watts said that staff can add any wording the Task Force recommends.

9:50 am	Moving from Task Force Recommendations to Corridor Planning and Project Development	<ul style="list-style-type: none"> • Will Watts, FDOT Chief Engineer • Huiwei Shen, FDOT Chief Planner
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- Will Watts presented to the Task Force the process for development of paths/courses. His presentation highlighted the following:
 - Community focus areas for four different communities and some of the considerations for each of these communities. The communities included were Bushnell, Inverness, Dunnellon, and Bronson.
 - Co-location with utility lines.

- Potential enhancements for wildlife habitat connectivity, improved water quality, improved water flows, restoring Florida springs, expanding conservation lands, trail connectivity, and providing right-of-way for utilities.
- Interchange evaluation, spacing requirements, and management areas.
- The PD&E process was reviewed, including “No-Build Analysis,” public engagement, and a preferred alternative.
- Project costs and financial feasibility.
- *Charles Lee was unsure why the southern route was still being discussed. One of the things not shown in the presentation was for the corridor east of Bushnell; it will start outside the limits required by the M-CORES legislation. That discussion is a non-starter because as you move west, you would have to pass through the Withlacoochee State Forest. He added that the other concern was the slide showing the City of Dunnellon. To the northeast, Charles Lee said the Farmland Preservation Area is not shown. He added that the slide with the powerline right-of-way, where the powerline right-of-way goes north into Marion County, the right-of-way gets into very thick conservation lands. To avoid impact to conservation lands, Charles Lee suggested revising the route to turn west before the Marion County line where the corridor could go through the gap of conservation lands. **Will Watts acknowledged Charles Lee’s comments and added that the map is zoomed in to show the Dunnellon area, the Farmland Preservation Area is shown in the dark pink, however staff will verify the layers on the map.** Will Watts said that the southern route was just to show community considerations.*
- *Jason Lauritsen commented that the powerline alignment falls in the Gum Slough Southwest Florida Water Management District (SWFWMD) Conservation Easement. He added that there have been several bear sightings in this area. Putting in any new roads would add to bear mortality and a lot of those bear sightings are in neighborhoods, so there are connectivity issues if new routes would be constructed. Jason Lauritsen saw this as a greenfield route rather than co-location. He also commented that there would be additional considerations for interchange plans with the powerline co-location and that Citrus County’s interchange plans were made for economic considerations. He asked if there are considerations for impacts to conservation lands with regard to interchange locations. Will Watts responded that any interchanges would have to be coordinated with the locals. **He added that staff will look into the conservation lands and bear data that Jason Lauritsen mentioned.***
- *Bradley Arnold commented on statutory limits regarding the CR-470 option. He said he is reviewing realignment plans for CR-470 which will be designed and completed in 2-3 years. He reemphasized that the Turnpike / I-75 intersection should be the starting point for this corridor.*
- *Commissioner Jeff Kinnard concurred with all three points that Charles Lee made.*
- *Vice Mayor Valerie Hanchar commented on the map that shows the City of Dunnellon and surrounding area and added that the Marion County Transportation Planning Organization (TPO) does not want the new corridor near this area. Neighborhoods, Rainbow Springs, and farming are concerns in this area and a new corridor would impact a lot of conservation areas.*
- *Commissioner Kathy Bryant agreed with Charles Lee’s alternative option of veering west away from Marion County and commented that there is a large residential community that the powerline corridor runs through in Marion County. If this route were to be considered, the powerline would need to be moved south of Marion County. She asked, how would you connect to Bronson? Will Watts responded that it is too early in the process to determine that. Commissioner Bryant added that east of Dunnellon there is a large conservation easement, part of a conservation trust, which needs to be considered.*
- *Charles Lee responded to Jason Lauritsen’s comment on Gum Slough that while there is a desire to avoid conservation easements, avoidance of Florida Forever and Preservation 2000 lands is more concerning. He added that there could be a spin-off of connecting gaps between some of the conservation lands in the area. He said this isn’t his favorite alignment but is a second-best option if the SR-44 alignment is not feasible. Will Watts added that M-CORES has the ability to enhance conservation lands.*
- *Huiwei Shen provided an update on the status of the final report and introduced the updates made. Task Force comments that were received by September 14th have been included. Comments received after September 14th will be included in the next version. She noted that the*

comments made earlier about Guiding Principles #1 and #2 will be addressed and reflected in the next draft version.

- Huiwei Shen presented the action plan and its elements. She also said a summary of public comments and all comments received on the draft report will be provided to the Task Force members.
- Huiwei Shen also discussed what consensus on the report means, based on previous Task Force member comments.
- *Jason Hight asked Huiwei Shen to explain what the four categories of consensus mean. Huiwei Shen responded that consensus is a spectrum and it is up to the Task Force members to look at all the recommendations and gauge their level of support. Christine Kefauver added that the Task Force have been discussing this throughout the Task Force process. The consensus spectrum has evolved with the Task Force.*
- *Commissioner Kathy Bryant asked if the Task Force agreement on the report would mean that they agree on the need for the routes. Huiwei Shen responded that consensus on the report does not mean that Task Force members agree the needs are complete. She further clarified that consensus on the report does not mean all the specific needs are fully developed at this point in the process. There is language in the action plan section of the report, but it can be further clarified. Commissioner Kathy Bryant was still concerned with that clarification. She felt that it is adding another meaning to the word consensus. Huiwei Shen responded that she understands and suggests that the Task Force work through these concerns later today to make sure the language is clear.*
- *Charles Lee followed up on Commissioner Kathy Bryant's comment that in the Task Force process there is a specific obligation for the Task Force to address the issue of need. He said language needs to be added to address this. He has offered some language in writing. Unless he can get clarification and specific statements, he would not be able to reach a consensus on the report.*
- *Vice Mayor Valerie Hanchar reiterated Commissioner Kathy Bryant's comments and agreed with them.*
- Chairman Jared Perdue dismissed the meeting for a 15-minute break.

10:45 am	BREAK	
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11:00 am	Review and Refine Draft Final Report	<ul style="list-style-type: none"> • Jennifer Stults, FDOT Production Lead • Billy Burke, Task Force Support Team • Christine Kefauver, Facilitator • Task Force Members
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- Chairman Jared Perdue welcomed everyone back.
- Jennifer Stults discussed the review and refinement of the draft report, along with the comments and suggestions submitted by the Task Force members.
- Billy Burke reviewed the changes that were made to Guiding Principle #1 based on previous comments and considerations.
- There were no questions or comments made.
- Billy Burke reviewed the changes that were made to Guiding Principle #2 based on previous comments and considerations.
- *Jason Lauritsen commented that he believes that in the second bullet under the guiding principle, the priority should be given to existing roadway or priority co-location rather than new corridor or utility co-location. Billy Burke took note of the comment.*
- *James Stansbury commented that the instructions should include collaboration or coordination between state agencies and local government in assisting with adjustments to comprehensive plans. Billy Burke took note of the comment.*

- *Charles Lee commented that the only legitimate co-location of the M-CORES facility is going to be with an existing major roadway or existing major utility corridor. A two-lane country road is inappropriate for co-location for this type of facility. He suggested that there should be some minimum criteria, for instance, a 200-foot-wide area for co-location. We should insert some words that qualify major facilities for co-location. Billy Burke took note of the comment.*
- *Billy Burke reviewed the changes that were made to Guiding Principles #3 and #4 based on previous comments and considerations.*
- *Zachary Prusak agreed with the changes that were made.*
- *Billy Burke reviewed the changes that were made to Guiding Principle #5 based on previous comments and considerations.*
- *Paul Owens commented that he doesn't see references to interchanges as they were made in the cross-cutting guiding principles. Is there are reason for this? Billy Burke responded that the cross-cutting guiding principles are made to cut through all the other guiding principles. So, interchanges are covered within those.*
- *Billy Burke reviewed the changes that were made to Guiding Principles #6 and #7 based on previous comments and considerations.*
- *Task Force members agreed with the changes.*
- *Billy Burke reviewed the changes that were made to Guiding Principle #8 based on previous comments and considerations.*
- *Jason Lauritsen commented on the change made for the CLIP Version instruction and offered that it should also be made on the Florida Ecological Greenways Network. Billy Burke acknowledged the comment.*
- *Kent Wimmer was concerned with the new corridor going through the Cross Florida Greenway. On page 19, line 15, he suggested to add "and enhancement lands." On line 28, he suggested to add a new bullet to include all Florida Natural Area Inventory (FNAI) Conservation lands. On line 30, he suggested to add new bullet "all areas listed, approved/listed for public conservation, but not yet acquired, including Florida Forever, Rural and Family Lands, and Florida Trust Project." Billy Burke responded that the Cross Florida Greenway cuts through the entire study area. One of the previous studies was the 1999 PD&E. Since then, SR-200 has expanded with suburbia. These are all evaluated within the PD&E with all the environmental, socio-economic, and cost factors. The ones with the most impacts fall lower on the list. All the things mentioned will be looked at. The list that Kent Wimmer provided is fairly drastic and would be limiting. Commissioner Jeff Kinnard responded that the Task Force has spent a lot of time for input on avoidance and minimization. He would oppose adding these last minute, very drastic instructions and proposed to move forward with where we are at with our previous discussions.*
- *James Maher commented that the phrase minimize and mitigate is not necessarily clear in the instructions. It should be outlined that you should fully optimize before you mitigate. Billy Burke took note of the comment.*
- *Commissioner Scott Carnahan agreed with Commissioner Jeff Kinnard. He believes that we must continue to move forward and opposes any heavy-handed additions.*
- *Paul Owens asked why there is only reference to existing conservation lands since those are only a fraction of conservation lands. Adding "planned" in there would not be too limiting and would avoid the negative impacts. Billy Burke responded that the second instruction outlines future conservation priorities.*
- *Charles Lee commented that the first instruction bullet has Florida Forever lands listed. Preservation 2000 lands should be included in this bullet. For the second bullet, conservation easements have not been in the avoidance map. The term conservation easement is a very broad term. These include small tracts over the years that have been set aside in agreements. By wording it the way it currently reads, you may be limiting yourself on existing facilities. Conservation easements should be treated as avoid to the greatest extent possible using standard analysis, and not as no new corridors through. He also agreed with Kent Wimmer, there is a gratuitous sentence that preserves the right for FDOT to cross the Cross Florida Greenway. This should be struck from this part of the report. Previous discussions have been had about staying south of the Cross Florida Greenway. Jason Watts responded that the Florida Forever Acquired lands include previous Preservation 2000 lands or have been covered by other*

conservation areas. Billy Burke verified this is true. Jason Watts added that any action to cross the Cross Florida Greenway would be required to follow all the other guiding principles. He added that the FDOT sees a lot of benefit in coordinating with local agencies to acquire conservation lands and that would be a positive. He agreed that we should include a separate bullet to call out conservation easements and treat them as we have in other guiding principles.

- Commissioner Kathy Bryant commented on crossing the Cross Florida Greenway. The wording could be made stronger to only allow for a crossing if you can't meet up with the Suncoast Parkway south of the Cross Florida Greenway.
- Kent Wimmer commented that he has been advocating since day one to avoid impacts to conservation lands and easements. Many conservation easements are bought with Florida Forever funds. Those areas should be protected. FDOT should take the opportunity to buy additional conservation lands when building these routes.
- Jason Watts offered a suggestion on the Cross Florida Greenway. What if we remove the concerned sentence and add giving a priority to avoiding the Cross Florida Greenway, but if FDOT is going to impact it, do everything to enhance it. Commissioner Kathy Bryant agreed that would get a lot closer to where they were before. Charles Lee agreed that is better but would rather move to allow the guiding principles to speak for themselves. Jason Watts asked if the Cross Florida Greenway had a higher priority than other conservation lands in the eyes of the Task Force. Charles Lee responded that because of all the discussions that the Task Force has had, crossing the Greenway poses a large number of other issues as you move north through Marion and Levy Counties, especially impacts to agriculture and conservation lands. **Jason Watts concluded that staff will write a special instruction for the Cross Florida Greenway**
- Charles Lee commented on the second bullet in Guiding Principle #8. He commented that the word "coordinate" is not enough. We need to look at including the purchasing of conservation lands or easements as part of the project costs. This should be written in this bullet point. He added that the current wording needs to be more direct. Huiwei Shen responded that there is some wording in the action plan that covers this. Charles Lee commented that it is in the fine print and is buried. He recommends that it is at least mentioned in this instruction. **Huiwei Shen agreed that staff will look at adding it in this instruction bullet.**
- Commissioner Kathy Bryant commented that there has been tremendous support for routes south of the Cross Florida Greenway. She is not sold on changing the language to allow for crossing the Cross Florida Greenway.
- Kent Wimmer agreed with Charles Lee's last comment and Commissioner Kathy Bryant's comment on crossing the Cross Florida Greenway.
- Billy Burke reviewed the changes that were made to the draft report for Guiding Principle #9 based on previous comments and considerations.
- Jason Lauritsen commented that the changes made are greatly appreciated and isn't sure any more changes need to be made in reference to the bottlenecks. He asked if fencing was included in the design considerations. Billy Burke responded that yes, fencing is included in the design considerations.
- Jason Hight commented that Florida Fish and Wildlife Conservation Commission (FWC) has three staff positions that work to coordinate with FDOT. He agreed with the changes that were made in the guiding principles and instructions.
- Charles Lee added that there is an element for wildlife crossings that is not included in the current instructions. The placement of wildlife crossings needs to be carefully coordinated with wildlife corridors. Billy Burke took note of the comment.
- Kent Wimmer asked how the situations would be handled where there are no public lands for wildlife crossings along a corridor. Jason Watts responded that M-CORES is unique for addressing these concerns. Most of the wildlife crossings for FDOT corridors do have public lands on both sides. He added that the way the guiding principle is written allows for going above and beyond to address these situations.
- Chairman Jared Perdue dismissed the meeting for a lunch break.

12:30 pm	LUNCH	
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1:30 pm	Review and Refine Draft Final Report (continued)	<ul style="list-style-type: none"> • Jennifer Stults, FDOT Production Lead • Billy Burke, Task Force Support Team • Christine Kefauver, Facilitator • Task Force Members
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- Chairman Jared Perdue welcomed everyone back.
- Christine Kefauver reminded the audience that all requests for public comment must be submitted by 4:00 pm to participate in the public comment portion of the meeting. All other comments can be submitted to FDOT listens.
- Billy Burke reviewed the changes that were made to the draft report for Guiding Principle #10 based on previous comments and considerations.
- *Charles Lee suggested an additional instruction. He proposed that there should be an instruction for when co-location is a consideration, for a robust consideration of a bridge that does not prevent the back flow of water. For instance, replace inadequate culverts or bridges to address hydrologic flows. **Billy Burke suggested adding that to the 4th bullet or another similar place.** Charles Lee agreed.*
- *Jeff Prather agreed with Charles Lee and agreed with the other instructions. Bradley Arnold also agreed with Charles Lee on enhancing or replacing those facilities.*
- Billy Burke reviewed the changes that were made to the draft report for Guiding Principle #11 based on previous comments and considerations.
- *Curt Williams suggested to add environmental habitat on line 27. Jason Lauritsen agreed with Curt Williams. Mayor Matt Surrency liked the wording as it is and the suggestion to include the wildlife.*
- *Charles Lee agreed that adding wildlife on line 28 addressed one of his concerns. He added that the land use is affected over time when a road goes through, impacts the real estate and property taxes, removing the ability for the landowner to protect their interest in land. There should be language that provides the ability for the landowner to participate or volunteer the sale of their rights to prevent the escalation of taxes. Billy Burke asked how this would be different from the Rural and Family Lands. Charles Lee responded that it is really the lack of funding. The project costs of the road could go towards benefitting the landowners. Billy Burke asked if the single owner could work with the city to keep the future land use as agriculture. Charles Lee responded that it would offer the ability for a family to solve land issues. Jason Watts responded that we need to be clear that we aren't limiting local governments' ability to control the land use. We also don't want to limit the landowners. If we built a new limited access corridor, interchanges would dictate growth and, therefore, may aid in the relief of this concern. Charles Lee responded that the landowner has the decision based on property rights. Helping the landowner with this would be valuable.*
- Billy Burke reviewed the changes that were made to Guiding Principle #12 based on previous comments and considerations.
- *Scott Koons suggested to add county comprehensive emergency plans and regional evacuation studies to lines 7 and 8.*
- *James Stansbury asked for a clarification on whether to add to or substitute the emergency plans. Scott Koons responded that this was in addition and not a substitution.*
- *Charles Lee read the current advice for evacuation from the Florida Division of Emergency Management. He was concerned that the language in the report is continuing the trend of large-scale evacuation. Billy Burke responded that he doesn't see anything in the language that encourages people to stay or leave. This is a behavioral trend and he was not sure how to tackle that in this document.*
- *Sean Sullivan said there is an ongoing statewide evacuation study. Due to the behavioral nature of evacuation and trends, it is prudent to build a roadway network that considers all of the potential events that require more capacity. He did not see anything in the language that encourages or discourages evacuation so he recommended the language should stay as is.*

- *Mike Napier agreed that we need better roads and a way to move north, until a better solution for sheltering becomes available.*
- *Bradley Arnold believed that the third bullet addresses Charles Lee's concern. Evacuation is a behavioral issue and should be addressed at a local level. He was fine with how the language is written. He added that the Villages residents are encouraged to shelter in place but it doesn't always work.*
- *Scott Koons agreed with Sean Sullivan but clarified that there are no regional evacuation plans and suggested rewording the third bullet to reflect this.*
- *Vice Mayor Valerie Hanchar commented that there might be something to add stating that the road is not being built for emergencies, but to enhance if emergencies occur.*
- *Charles Lee suggested adding an instruction in reference to emergency fueling depots since with large-scale evacuation, gas shortages will cause issues along evacuation routes. Billy Burke stated that the instructions already mention the staging areas for emergencies (SAFE) Act which specifically calls out staging areas and fuel.*
- *Billy Burke reviewed the changes that were made to the draft report for Guiding Principles #13 and #14 based on previous comments and considerations.*
- *Bill Ferry agreed with the language as written. Mayor Matt Surrency agreed with the language as written.*
- *Billy Burke reviewed the changes that were made to the draft report for Guiding Principles #15 and #16 based on previous comments and considerations.*
- *Vice Mayor Valerie Hanchar commented that the long-range transportation plan (LRTP) has not yet been addressed by the M-CORES team. She asked when that would be happening. **Huiwei Shen responded that FDOT has drafted generic language that will be given to MPOs. The production team will get that out as soon as possible.** Christine Kefauver added that Mike Woods had made a similar request.*
- *Billy Burke reviewed the changes that were made to the draft report for the High-Level Needs based on previous comments and considerations.*
- *Paul Owens asked about the reference to I-75 operating at capacity and why there is no acknowledgement of the I-75 Relief Task Force that met a few years ago to find solutions for this congestion. Billy Burke responded that there is an ongoing PD&E for the segment of I-75 between the Turnpike and the Alachua County Line. Huiwei Shen added that FDOT will do a more detailed traffic analysis for I-75. Paul Owens still suggested that it be called out somewhere in the report. Billy Burke responded that looking at current corridor studies was added to one of the guiding principles or instructions already.*
- *Charles Lee had a similar concern. There is an undefined suggestion that doing something to divert traffic from the Turnpike to the Suncoast Parkway will divert traffic from I-75. The number of people who turn left from I-75 to I-10 was a quantifiable number previously produced in a report that Charles Lee worked on. It was a fairly small number, and this supports the idea that a limited number of people will get off of I-75 to incur tolls and go out of the way to continue north. Huiwei Shen responded that edits are being made and the more detailed analysis that needs to be done will address Charles Lee's comment.*
- *Bradley Arnold agreed with Charles Lee. He also pointed out that Guiding Principle #2 reemphasizes the issue. One of the things that needs to be taken into account, is the number of shutdowns on I-75. If any of that movement on I-75 is intended to be westbound, this provides an alternative to continue to move west. Huiwei Shen thanked Bradley Arnold for his comments. Billy Burke reviewed some of the language that addresses the need for more analysis as suggested by the Task Force. Charles Lee added that he had submitted some language for this as well.*
- *Danielle Ruiz suggested adding a deeper definition to "industries" that align with the economic development efforts for the high-level need starting on line 25, but more specifically on line 29.*
- *Charles Lee was concerned with the language for the high-level need on line 18. He offered potential language for this need before this draft report was sent out. **Christine Kefauver acknowledged the request.***
- *Danielle Ruiz commented that her previous suggestion may be more applicable to line 41.*
- *James Stansbury suggested adding to the report the number of evacuees or how many people shelter to give an overview of why this is something that should be looked at. Billy Burke*

responded that report discusses evacuation routes and other general topics on page 9, but not anything deeper. **He acknowledged the suggestion.**

- Danielle Ruiz commented about adding language for retaining businesses not just expansion of new industries to the need on line 41.
- Commissioner Kathy Bryant said they need to be careful about where there is already strong tourism, potential corridors could harm the environment that draws tourism in. Billy Burke took note of the comment.
- Chairman Jared Perdue dismissed the meeting for a 15-minute break.

3:00 pm	BREAK	
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3:15 pm	Review and Refine Draft Final Report (continued)	<ul style="list-style-type: none"> • Jennifer Stults, FDOT Production Lead • Billy Burke, Task Force Support Team • Christine Kefauver, Facilitator • Task Force Members
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- Chairman Jared Perdue welcomed everyone back from break.
- Billy Burke continued with reviewing the changes that were made to the draft report for the High-Level Needs based on previous comments and considerations.
- *Bradley Arnold agreed with Charles Lee on a previous comment and suggested that the word “coordinate” should have a much stronger meaning. Funding needs to be allocated as part of the corridor for these enhancement projects.*
- *Bill Ferry agreed with the language in consideration of broadband.*
- *Charles Lee commented that in addition to the word “coordinate,” money should be on the table and should be in the plan. Billy Burke reminded the Task Force members that this section is speaking to the needs so some of their comments may be better suited somewhere else in the report.*
- *Frank Gargano added that he would support these previous comments. It seemed like the projects being talked about would need funding assistance and that would force local funds to be used.*
- *Bill Ferry commented that “utility and broadband infrastructure” may be a better choice of words. He added that sometimes broadband carriers do not refer to themselves as utility providers because of the way the government looks at these companies. He suggested changing this, but it may not be necessary.*
- *Vice Mayor Valerie Hanchar suggested adding that the need should be to not impact local governments by having these water and sewer enhancements implemented.*
- *Charles Lee suggested that the final need be clearer on what the funding aims to do. He added that the Task Force had many discussions on this and made more detailed suggestions. Christine Kefauver responded that this may be better directed in the Action Plan that will be discussed next.*
- *Jason Lauritsen added to Charles Lee’s comments, asking if switching the word “discussed” with “determined” would suffice. Charles Lee agreed the switch would be sufficient.*
- *James Maher asked if it was useful to identify in this needs paragraph, that the opportunities to achieve this would be through mitigation efforts and not just project design. Christine Kefauver suggested again to wait until the Action Plan is discussed as it may answer some of these questions.*
- Billy Burke reviewed the changes that were made to the draft report for the Needs Evaluation Process based on previous comments and considerations.
- *Charles Lee provided some suggested language to FDOT for this section. He read his suggested revision to add between lines 28 and 29 which he had submitted in writing.*
- Billy Burke reviewed the changes that were made to the draft report for the Action Plan that starts on page 24 based on previous comments and considerations.

- Charles Lee commented on the first Action Plan item that the sentence on line 8 and 9 should be expanded to include the other benefits included in the legislature.
- Kent Wimmer commented on the second Action Plan item that he recommends adding to line 19, conduct a full environmental, social, and cultural impact analysis to the potential corridors. Billy Burke responded that the Alternative Corridor Evaluation (ACE) and PD&E process will help identify these impacts.
- James Stansbury commented that his organization will certainly be available to assist in any plans as needed.
- Paul Owens asked who oversees the determination of interchange locations. Huiwei Shen responded that it is a collaborative process where FDOT works with the local governments. Paul Owens added that due to the difference in opinion, he just wasn't sure who would make the final decision.
- Charles Lee commented on Paul Owens' suggestion to look at Chapter 338 that was not amended by the M-CORES legislation. There is specific language that deals with Turnpike projects and FDOT and the Florida Turnpike Enterprise to work with local governments for interchange locations. He suggested pulling from Chapter 338 for this language. Huiwei Shen responded that local governments have the ability to determine land use plans, but the interchange locations are collaborated on between FDOT and local governments.
- Billy Burke added that the report is comprehensive, and some questions and issues may be covered in other sections.
- Charles Lee commented on the fourth Action Plan item on lines 14 and 15. The future allocation of funds are not addressed after 2025 and, therefore, provides opportunity for M-CORES to take away funds from other plans after that year. There needs to be a toll revenue analysis on the Turnpike system and a funding plan for FDOT to fund beyond the toll revenue. That needs to be placed into writing somewhere in the report. Will Watts responded that the statute language does give a cap on funding. Turnpike projects can be funded from multiple sources. It still has to be prioritized through the work program. Charles Lee agreed, but responded that the trust fund is not unlimited. Will Watts responded that full build out in segments or phases may be a solution. M-CORES will not bankrupt the FDOT Trust Fund and FDOT won't build anything they can't afford. Charles Lee responded that if it is not possible to complete all of this by 2030, then someone will have to scale back expectations or find other funding sources.
- Kent Wimmer commented on the fifth Action Plan item on line 26, to add Florida Department of Agriculture and Consumer Services, Florida Forest Service. Charles Lee agreed with Kent Wimmer's suggestion, but only include the Florida Department of Agriculture and Consumer Services due to the Rural and Family Lands program. Kent Wimmer responded that the Florida Forest Service runs the Rural and Family Lands Program. **Christine Kefauver acknowledged the request.**
- Charles Lee commented that on line 24, change the wording to "advance and fund" or "advance and seek funding for." This could be administered through FDOT.
- Jason Lauritsen commented on line 30, you could add "such as the Florida Ecological Greenways Network."
- Kent Wimmer commented on the seventh Action Plan item to change the language to be consistent with the Southwest-Central Florida Corridor Task Force Report page 26, lines 5-8. Kent recommended that the advisory group should be endorsed by all Task Force teams. Huiwei Shen commented that this is somewhat a continuation of the Task Force members being involved in the process. There were concerns from local governments on the idea of an advisory group. Huiwei Shen asked if there were any County Commissioners that wanted to speak to this. Kent Wimmer responded that this is substantially different from the initially proposed advisory committee. He believed that this is very important. Huiwei Shen asked to table this and resolve it at the next Task Force meeting. She added that Billy Burke would go through a place to comment on these as well.
- Commissioner Kathy Bryant responded that she would like local government to be added in that discussion. She also asked that these meetings be rescheduled if a County Commissioner has to attend a mandatory County meeting. Christine Kefauver asked if the current language would suffice. Commissioner Kathy Bryant responded that she would like specifically for local

government to be included. Christine Kefauver also acknowledged the Commissioner's concern on overlapping meetings.

- Charles Lee commented that FDOT should keep the Task Force structure "alive" as the project and process continues. He suggests that regular updates continue with the Task Force members. He suggested adding a paragraph that includes language supporting this idea. Huiwei Shen clarified Charles Lee's suggestion and asked for input from others. Commissioner Kathy Bryant is okay with number seven as is, but to clarify that local government should be spelled out. Kent Wimmer responded that there should be some ongoing involvement in the future and meetings should continue, whether it's a group of 45 people or only interested parties. Huiwei Shen responded that staff will work to refine the language and finalize it in the next meeting.
- Vice Mayor Valerie Hanchar agreed with keeping this type of forum going and making sure to include the local governments.
- Commissioner Kathy Bryant commented that only local governments directly impacted should be included, not all local governments in the study area.
- Charles Lee commented on the eighth Action Plan item and suggested that the seventh and eighth items could be merged. **Christine Kefauver acknowledged the request.**
- Christine concluded that the Task Force had worked through the Action Plan items.
- Billy Burke reviewed the Introduction section of the draft report.
- Paul Owens said his organization was concerned about urban sprawl and asked if there is somewhere in this section that addresses this issue. Billy Burke responded that the idea of controlled growth is sprinkled throughout the report. Paul Owens responded that they would feel more comfortable if there was something a little more specific that commented on preventing urban sprawl along the expressway.
- Kent Wimmer commented that there hasn't been any qualification of the public comments that have been received. He added that this report should capture three-quarters of the issues raised by the comments received.
- Billy Burke recapped and reviewed some of the major changes that were discussed throughout the meeting. These included crossing of the Cross Florida Greenway, the co-location of roads versus other facilities, the potential relief of I-75, and other items of consideration. The other items of consideration section will provide an opportunity to include these bigger picture items that will require more discussion and work.

4:40 pm	Next Steps	<ul style="list-style-type: none"> • Huiwei Shen, FDOT Chief Planner • Jennifer Stults, FDOT Production Lead • Jared Perdue, Task Force Chair • Christine Kefauver, Facilitator
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- Huiwei Shen reviewed the next steps and addressed how public comment can be made on the draft report. The report will be posted on the M-CORES website with an amendment form that Task Force will use to propose their comments and amendments to the report. Comments can be made using this form or through the general comment email. The public comments will be shared at the Task Force Meeting #9 in October. Task Force members should use the amendment document to provide comments on the draft report. The deadline for submission of proposed amendments by Task Force members is October 9th to be incorporated for the next Task Force meeting. The deadline for public comments is October 14th.
- Charles Lee asked what the dates and deadlines were. Huiwei Shen responded that the draft report will be posted on the M-CORES website on September 29th. All amendment forms and

comments will be due by October 9th for Task Force members. Public comments will be accepted until October 14th.

- Before moving to the public comment period, Chairman Jared Perdue concluded the following next steps:
 - The presentation and the Task Force Meeting #8 recording will be posted on the website.
 - The team will provide an updated draft final report for public and Task Force review and comments.
 - Task Force members may submit their editorial comments to Jennifer Stults.

5:00 pm	Public Comment	<ul style="list-style-type: none"> • Jared Perdue, Task Force Chair • Christine Kefauver, Facilitator
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- Amy Datz
 - Professional environmental scientist
 - Three of the counties in this area have above average poverty rates
 - Projects like the Sabal Trail and Florida Gas Transmission Company will be more of a problem
 - This effort should not support these projects
 - HOV lanes should be established to relieve congestion
 - With sea level rise, people will move inland and north
 - Broadband should be provided to all citizens
 - Agriculture and freight need Wi-Fi
 - Transponders used in other states should be used
 - The majority needs must be the priority
 - Existing right-of-way for abandoned railroads should be considered
 - Follow up assessment by the Task Force or future advisory groups will be critical
- Michael McGrath, Ft Myers
 - Sierra Club
 - Task Force process has not been specific
 - It is FDOT's responsibility to see if this is financially feasible
 - The financial feasibility is being evaluated
 - The statutory guidelines were not met
 - It is time to push for 'No Build' after comments from the public and analysis of the finances
- Herman Younger
 - Sierra Club
 - Your recommendations will soon go to the Governor's desk
 - FDOT argues that you are not tasked with recommending a 'No Build' option
 - You are tasked for giving recommendations for M-CORES
 - You can refuse to disrupt this project
 - White papers made feasibility clear
 - Evidence shows there is no need or feasibility
 - Urge you to listen to the people and do not sign on to any consensus agreement
- Vivian Young
 - 1000 Friends of Florida
 - Has submitted numerous suggestions and comments
 - Two underlying concepts
 - Transportation need and financial feasibility
 - FDOT should have gone through this process first
 - Tax dollars could have gone elsewhere
 - Suggests that the Task Force request transportation need and financial feasibility
 - Remains concerned with the impacts of interchanges on environment and economic vitality

- Recommend that Task Force include guiding principle of acquisition of lands to prevent sprawl
- Shirley McCollough, Dunnellon
 - Commissioner Bryant, asking to protect us
 - Make them stay off 41 and rural areas
 - Can't figure out what rural areas benefit from this
 - Citrus County wants an interchange at 44, which means the destruction of 41
 - Stay off 41
 - When somebody gets an interchange, where does that road go
 - Her community will be destroyed
 - There may not be tourism, but it doesn't mean you should just plow it down
 - Rainbow River is in the pathway
 - This will knock down so many homes
 - In Dunnellon there are people just scraping by and those homes will be gone
 - These people will be displaced
 - Moved there from Tampa for the green and beauty and for the final retirement home
 - They worked for 30+ years to pay for their home with cash
- Shannon Wright
 - Task Force and FDOT staff have moved at in incredible pace
 - Opposed to the State Road 44 option
 - Local off State Road 44
 - Vast majority of people here don't know this is happening
 - Appreciated Kent Wimmer for looking at all options, even outside of the county lines
 - Glad to hear about traffic issues from Wildwood to Ocala
 - Pleased to know that the PD&E study is ongoing
 - The legislature goes beyond roads
 - People who live in rural areas do so because that is the life that they choose.
- Lindsey Cross
 - Florida Conservation Voters
 - M-CORES toll roads are bad for the environment, rural communities, and taxpayers
 - There is still no proof roads are needed or economically feasible
 - M-CORES goals can be accomplished better without a toll road
 - Encourage to read the report that demonstrate this is bad for taxpayers
 - Pleas have been made since the beginning
 - Last week US Army Corps of Engineers estimated billions of dollars to restore the everglades
 - Demand 'No Build' as preferred option to the governor in November
 - Demand M-CORES be evaluated under pandemic budget constraints

5:11 pm	Adjourn	● Jared Perdue, Task Force Chair
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- Chairman Jared Perdue thanked everyone for participating and providing comments.
- Meeting adjourned.

Notes Taken By: Mackenzie Bland & Levi Hannon. Compiled by: Matt Wiesenfeld