

## Task Force Meeting Notes

Subject: Northern Turnpike Corridor Task Force Meeting #9 (Virtual Meeting)  
 Date: October 21, 2020  
 Location: **Online**

**Public Viewing Location #1**  
**Sumter County Fair Grounds**  
 7620 State Road 471  
 1196 S. Lecanto Hwy  
 Bushnell, FL 33513

**Public Viewing Location #2**  
**Citrus County Building Alliance,**  
**Banquet Hall**  
 Lecanto, FL 34461

## Attendees

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

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

Text Format Legend:

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

## Notes

9:00 a.m.	Welcome	<ul style="list-style-type: none"> <li>Jared Perdue, Task Force Chair</li> </ul>
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- Secretary Jared Perdue opened the Task Force meeting and welcomed everyone to the meeting. In his remarks he said:
  - This meeting was streaming live on the Florida Channel.
  - Two public viewing locations are available for the meeting.
  - The community open house will be on Thursday, October 22, 2020 at the Plantation at Crystal River.
  - Secretary Kevin Thibault was in attendance.

9:05 a.m.	Introductions, Update, and Agenda Review <ul style="list-style-type: none"> <li><i>Member introductions</i></li> <li><i>Brief review of meeting agenda, objectives, and materials</i></li> <li><i>Sunshine reminder</i></li> </ul>	<ul style="list-style-type: none"> <li>Christine Kefauver, Facilitator</li> </ul>
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- Christine Kefauver reviewed the agenda and objectives for the meeting. She noted that public comment will begin around 9:15 in the morning instead of at the end of the meeting.
- Christine Kefauver reviewed the agenda for the meeting and presented a video explaining the Sunshine Law.
- Christine Kefauver took roll call for Task Force attendees.

9:15 a.m.	Public Comment	<ul style="list-style-type: none"> <li>Jared Perdue, Task Force Chair</li> <li>Christine Kefauver, Facilitator</li> </ul>
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- Vivian Young, Tallahassee, Florida
  - Communications director for 1000 Friends of Florida
  - Appreciates the process

- Submitted numerous recommendations
- October 8 submitted fundamental concerns that needed to be addressed
- Transportation need and financial feasibility
- Hundreds of millions of dollars being spent
- Demonstrate need and feasibility before PD&E
- FDOT has agreed to do this
- Curtailing sprawl
- Key lands at interchanges should be acquired and protected within a 10-mile radius
- These interchanges are being built as a state initiative
- It is the state's responsibility to acquire and preserve
- Local governments should make changes to comprehensive plans
- Lindsay Cross
  - Florida Conservation Voters
  - Today Task Force will be asked to sign off on the report
  - Should act like a jury member – if there is a shadow of a doubt, they should not sign off
  - Evaluate the need, which FDOT has failed to provide
  - FDOT has failed to provide a robust economic analysis
  - There are concerns about the cost and financial impact of these roads
  - Money should be used on the backlog of infrastructure needs
  - State should first update evacuation plan
  - Heard from the public, but not the whole story
  - Volunteers reviewed the comments, where 93% were against the roads
  - FDOT will not invest in broadband without the roads
- Amy Datz
  - Professional environmental scientist
  - Florida is a different world technologically
  - Over 22,000 have commented
  - Three million people impacted, majority
  - Page 11, lines 24-26
    - Sable Trail Pipeline will be more destructive over time than this project
    - This project should avoid aiding gas line
  - Page 20, lines 25-28 - powerlines
  - Page 26, lines 37-38 – gas services, but not descriptive
  - Page 27, lines 11-13 – supporting local governments
  - Please continue webinar access after these meetings as the project continues
  - How can we comment to the Legislature once the report is sent?
- Matthew Schwartz
  - All three legs of M-CORES have the same problems
  - If built, wildlife habitats will be fractured
  - The environment will be hurt
  - This project has not been deemed necessary
  - Ecological impacts not undone with wildlife crossings
  - Panthers, black bears, and other endangered species will be negatively impacted
  - Future growth is the main rationale for adding the roads
  - Order is development then people
  - Sprawl is made possible by these roads
  - M-CORES is not a response to growth but a push to the developers
- Eugene Kelly
  - Florida Native Plants Society
  - Encouraged by some of the recommendations, especially co-location
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  - Appreciated concession that there was no need or financial feasibility
  - These should be funded before PD&E
  - Local communities don't want the road
  - Environment impacts are due to recklessness
  - Florida Native Plants Society supports a no build

- Florida Legislature should at least remove deadlines
- With the financial issues due to the pandemic, they hope the Legislature will accept this suggestion
- Roderick Jude, Coral Gables
  - Reject the final report and reject M-CORES
- Edward Tedtmann
  - Activist
  - Concerned about the costs involved in the project
  - Contacted Palm Beach County to obtain construction cost:
  - \$2 million per mile of road construction, \$5,000 an acre for land, land cost per mile of \$160,000, 6 lanes will be \$13,560,000 per mile without including bridges, lighting, signage, toll booths
  - Multi-billionaire has lands in the path of this corridor
  - How did these corridors come together to the Department of Transportation for approval?
  - Don't build, too much corrupt politics involved
- Kat Holland, Wellington, Florida
  - Three toll roads to nowhere
  - Heard about the corruption in politics and that this is a heartfelt concern
  - Spoke with businessman who noted that the only road that makes sense isn't listed
  - That would be an express across SR-54 which has lots of traffic
  - Still feels that this would be a mistake
- Shirley McCullough
  - Movement of goods and supplies
  - Summarized a trucker's week
  - Truckers spend so much time traveling and have to be worried about where they are going to park
  - They are required to stop after a certain amount of time driving
  - There are limited spots at most truck stops
  - If they can't find a spot, they have to park on the side of the road or on a curb
  - Spend money on parking for truckers
- John Quarterman, Georgia
  - Suwannee Riverkeeper
  - Concerned about river basin in Florida and Georgia
  - Personally experienced similar road project in Texas
  - Highway to bypass Austin was proposed
  - Private contractor went bankrupt
  - Original traffic projections were overstated
  - Difference is in Florida there have been no traffic projections
  - US 19 is underutilized today
  - Would tear through wetlands and be bad for the environment
  - Better to provide shelters and better energy for hurricane evacuations
- Kim Wheeler
  - Volunteered to tally the public comments
  - Summarized comments that she went through
  - The local communities don't want these toll roads
- Curt Stone, Dunnellon
  - Speak against this project
  - Unnecessary and expensive for little return
  - Hurricane evacuation from Tampa is listed as a need
  - This is a bad idea
  - Evacuation should go to Orlando, not Georgia
  - This money could go towards adding capacity to I-4
  - Rainbow River and Withlacoochee River in Dunnellon
  - This project would destroy the beauty of these rivers
  - Turnpike should address real needs in locations where people want it and need it

- Money could fix the Golden Glades in Miami-Dade or add more lanes in other place
- This money should not be spent on M-CORES.

	Remarks	<ul style="list-style-type: none"> <li>• Kevin Thibault, FDOT Secretary</li> </ul>
<ul style="list-style-type: none"> <li>• Secretary Perdue thanked everyone for their public comments. He introduced Secretary Thibault to share a few words with the Task Force.</li> <li>• Secretary Thibault shared his remarks on the M-CORES projects and reinforced FDOT's commitments to the process and projects. He thanked the Task Force and staff for their tireless work on the M-CORES project, he thanked the public for continuing to stay engaged and for submitting their comments and he emphasized that M-CORES will not defer existing priorities.</li> <li>• Secretary Perdue thanked Secretary Thibault and asked if the Task Force had any questions.</li> <li>• <i>Charles Lee remarked on the public comments that were stated about the concern that the Department may spend hundreds of millions of dollars before there is any indication of whether a corridor is financially feasible. There were two previous proposals that were found to not be financially feasible at the time. He asked if there would be a preliminary evaluation to look at financial feasibility for these projects? Secretary Thibault responded that some of the public comments tried to provide more recent connections to the cost. They need to make sure they do the due diligence needed to fulfill what is requested in statute and beyond. It takes effort and time to figure this out. This will require the next phase (Alternative Corridor Evaluation). The Turnpike today is very congested. There is an expectation that they are doing the right thing and they will need to make sure their numbers are accurate.</i></li> <li>• <i>Paul Owens thanked Secretary Thibault and the staff for remaining diligent in providing everything that was asked and needed throughout the Task Force process.</i></li> <li>• Christine Kefauver thanked Secretary Thibault for his comments and for being available for the meeting.</li> </ul>		

10:15 a.m.	Summary of Public Comments <ul style="list-style-type: none"> <li>• <i>Review summary of public comments received on final draft Task Force report</i></li> <li>• <i>Review plans for upcoming Community Open House</i></li> </ul>	<ul style="list-style-type: none"> <li>• Jennifer Stults, FDOT Production Lead</li> </ul>
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- Jennifer Stults reviewed the public comments received on the final draft Task Force report.
- Comments were grouped into major themes including corridor need and feasibility, funding, quality of life/economic impact, land conservation and preservation, water quality and water resources, wildlife and native plants, and other issues.
- Jennifer Stults explained the statistics behind the public comments. Most of the comments were related to corridor need and feasibility
- Christine Kefauver opened the floor for questions from the Task Force.
- *Charles Lee commented on the process going forward. He said during the last two Task Force meetings, identical amendments were suggested after lengthy discussions and staff used gray boxes (of the Task Force report amendment form) to reconcile the differences. He suggested having the staff and facilitators put the agreed upon language in the gray box of the amendment form on the screen to discuss. Will Watts responded that the team is well prepared and will bring these issues forward a little more efficiently.*
- Christine Kefauver thanked Charles Lee and reminded everyone that the three Task Forces are different and separate with individual Task Force members.
- Secretary Perdue also thanked Charles Lee for his suggestion and reiterated that he was committed to making sure that all Task Force members' voices are heard. He dismissed the meeting for a short break.

11:00 a.m.	<p>Discuss Revisions to Final Draft Task Force Report</p> <ul style="list-style-type: none"> <li>• <i>Review amendments</i></li> <li>• <i>Task Force members discussion</i></li> </ul>	<ul style="list-style-type: none"> <li>• Jennifer Stults, FDOT Production Lead</li> <li>• Christine Kefauver, Facilitator</li> <li>• Billy Burke, Task Force Support Team</li> <li>• Task Force Members</li> </ul>
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- Christine Kefauver updated the Task Force on the current status of the draft Task Force report and discussed how amendments would be incorporated into the report. She reminded the Task Force that the objectives of the meeting were to discuss and amend the report per Task Force comments.
- Billy Burke commented that two of the 31 Task Force amendments received were editorial and were already incorporated into the report. The production team began scrolling through the report for the Task Force to see changes that were made. Billy Burke explained that the production team made additional editorial changes based on comments received from the Task Force during technical briefings.
- *Kent Wimmer commented that he appreciates the list of National Wildlife areas that was added to the report.*
- The staff displayed amendment forms and the draft Task Force report side by side for Task Force discussion. Billy Burke read through each amendment and allowed the Task Force member who submitted it to speak on it.
- Billy Burke introduced an amendment submitted by Paul Owens for page 2, line 9. He noted that the same amendment was submitted for the Suncoast Corridor and was accepted by FDOT.
- *Paul Owens explained the rationale for the amendment. Bradley Arnold commented that there is a call for need and financial feasibility. He asked about an interchange justification process and committed funds before moving to PD&E and if a similar process is considered for this project? Jason Watts asked Bradley to rephrase the question. Bradley Arnold asked how Paul Owen's amendment falls into FDOT's process for need and financial feasibility. He asked if FDOT could use any tools like the interchange justification report (IJR) for this. Huiwei Shen responded that there are some amendments later on that may speak to interchange processes. Bradley Arnold clarified that his question was not specific to the interchange process but wanted to know if there was a process that FDOT has used for IJR to look at need and feasibility before PD&E. Jason Watts responded that FDOT always looks at need and feasibility before PD&E. He added that looking at costs before the PD&E has to be high level. Jason Watts added that Paul Owen's amendment was re-written by the staff and was inserted in the gray box. He said this language is very similar to amendments in other Task Forces.*
- *Charles Lee responded that he supports the gray box language. He commented on the Wekiva Parkway project and how it was different from this Task Force. Commissioner Jeff Kinnard also supported the language. Paul Owens also supported the language and wanted to make sure that the action plan is revised to include this language accordingly. Billy Burke responded that once the amendment is resolved in one area, it is subsequently resolved in other areas of the report.*
- Billy Burke introduced amendments submitted by Zach Prusak for page 2, lines 11-14 and Kent Wimmer for page 2, lines 21-28. He reminded the Task Force that similar amendments were also submitted for other pages of the report to be discussed later in the meeting.
- *Zach Prusak liked the idea of bundling these two amendments and supported the refined language. Kent Wimmer supported the revised language as well. He added that the Suncoast Corridor and Southwest-Central Florida Corridor Task Forces adopted some other language that he would suggest replacing this amendment. Jason Watts responded that this section was re-written to reflect that the Task Force directed FDOT to do things in the future. This applies to both amendments. There are other sections in the report where this would apply and will be revised.*
- The staff added revised language for the two paragraphs into the gray box for the Task Force members to see and discuss.
- *Jason Watts clarified that this language is the exact language accepted by the Suncoast Corridor Task Force. Paul Owens commented that in the last paragraph of the rewrite, the consensus recommendations are not accurate if there hasn't been a vote. Jason Watts responded that on the*

*Southwest-Central Florida Corridor, they took “consensus” out and asked if Paul Owens would be alright with that. Paul Owens agreed with removing “consensus.”*

- Billy Burke introduced an amendment submitted by Kent Wimmer for page 3, lines 13-33.
- *Kent Wimmer commented that in other places in the report, “potential” corridors was used and there should be some consistency across the report. Billy Burke responded that FDOT agreed with these suggestions and opened the floor for other comments. Charles Lee supported the amendment.*
- Billy Burke introduced an amendment submitted by Paul Owens for page 14, lines 9-10.
- *Paul Owens commented that he is fine with the revised language in the gray box. He wanted to succinctly describe the process that the Task Force went through. Jason Watts responded that this is a process that happens before the Department has done any work. He wanted to make sure that the language could stay the same, but to add the words “and development” to the second sentence. Jason Watts asked Paul Owens if he was okay with the new wording. Paul Owens responded that he was okay with it and that it was a minor change.*
- Billy Burke introduced an amendment submitted by Kent Wimmer for page 14. Billy Burke asked if the Task Force and Kent Wimmer were okay with revised language used for a previous amendment.
- *Kent Wimmer commented that the previous change suffices.*
- *Billy Burke also asked if a previous amendment submitted by Zach Prusak applied to another amendment submitted for page 14. Zach Prusak approved the language. Charles Lee wanted to clarify that the language they were looking at was not what was currently in the gray box. He suggested that the language doesn’t necessarily mean that the Task Force members individually reach agreement on each of these. However, if they all reach agreement at the end of the day, they would then be okay to submit it to the Legislature.*
- Billy Burke introduced an amendment submitted by Zach Prusak for page 15, lines 25-28 and invited him to comment.
- *Zach Prusak approved the revised language.*
- Billy Burke introduced an amendment submitted by James Stansbury for page 18, line 6 and invited him to elaborate.
- *James Stansbury commented that Florida Department of Economic Opportunity (DEO) now has the Office of Broadband and would appreciate the opportunity to coordinate with FDOT in the future. Billy Burke responded that FDOT accepted the amendment as proposed.*
- Billy Burke introduced an amendment submitted by Zach Prusak for page 18, lines 15-19 and invited him to comment.
- *Zach Prusak approved the revised language.*
- Billy Burke introduced an amendment submitted by Paul Owens for page 18, line 38.
- *Jason Watts commented that this would be a full sentence replacement. He added the new language was placed into the gray box for review. Paul Owens approved the revised language.*
- Billy Burke introduced an amendment submitted by Paul Owens for page 20, line 3.
- *Paul Owens commented that this proposal would fulfill the obligation set forth in the M-CORES statute by preventing the loss and impairment of vulnerable waterways. The Task Force has addressed the issue of protecting the natural resources and the language doesn’t do enough to protect from interchange impacts. Paul Owens said the alternative language provided by FDOT moves in the right direction, but still doesn’t provide enough safeguards. Jason Watts responded that FDOT offered the solution to use the language approved in the Suncoast Corridor Task Force meeting. FDOT believes that the appropriate location for an interchange is extremely important and provides a significant amount of protection and consideration for preservation. If the Task Force recommends preserving the land around an interchange, it removes the conversation with the local communities for what they want to happen around those interchanges. The suggestion is to include this language in the action plan. Jason Watts reviewed the language that FDOT agreed to. Jason Watts added that there are several things that FDOT wants to submit to the Task Force to include in the action plan. He continued with the language that specifically addresses the amendment request. This language would go in the action plan as a new paragraph in lieu of some of the amendments.*
- *Bradley Arnold appreciated Paul Owens’ submission but had concerns that the proposed amendment limited conversations with local governments and the 10-mile area around interchanges for preservation lands seems too arbitrary. Bradley Arnold fully supported FDOT’s proposed language.*

- Commissioner Jeff Kinnard echoed Bradley Arnold's comments. He said he has a letter from the City of Inverness against any co-location with SR-44 and asked for an appropriate time for submittal of that letter for the record. Christine Kefauver asked if she could get back with Commissioner Kinnard during a break to see when the appropriate time would be. Commissioner Kinnard agreed.
- Charles Lee agreed with the language but needed some clarification. He asked for confirmation that the action plan is part of the recommendations from the Task Force. If this is viewed as verbiage outside the scope of the recommendation, that would cause concern. Huiwei Shen responded that at the last meeting, the action plan was discussed, and expanded that the action plan is part of the recommendations and is committed to by FDOT. Charles Lee requested that those words are included in the draft Task Force report to ensure it is not interpreted differently. Huiwei Shen said that staff will go back and look but she believes it is included. Jason Watts verified that it is already included in the draft report.
- Charles Lee commented that the positioning of an interchange would provide a chain of events causing development to happen that would affect adjacent natural areas. He asked if they were talking about the footprint of the interchange and the related effects. Jason Watts responded that FDOT picks an area where the interchange is going to go and coordinates with the locals on how it is going to be maintained environmentally. He said the gray area happens as the local communities decide what to do with the future land use around the interchange. The answer has to include those considerations. Charles Lee responded that he is specifically referencing areas outside of the footprint of the interchange and the effects it has on other nearby areas. He wanted to make sure that the range of impacts are considered. Jason Watts responded that the language on the screen is what FDOT intends to do on the location of interchanges. To predict what that will do three or five miles down the road is difficult. Charles Lee responded that Jason Watts answered his question. As you go through the whole process, you are going to look at both on-site impacts and the off-site impacts that could be a certain distance away. Charles Lee asked, regarding the interchange evaluation process, you are not going to be looking solely at the impacts along the right-of-way, correct? Jason Watts responded that if there is a clear connection between the roadway and an area of concern, then it will absolutely be looked at.
- Commissioner Scott Carnahan commented that adding 10 miles in the language is uncalled for. He added that FDOT is correct in working with the local officials.
- Paul Owens commented that he appreciates the feedback from the Task Force members. He added that this recommendation is specifically referring to high-priority lands around these interchanges. The Wekiva Parkway process inspired this recommendation. Looking at the list of environmental resources in this report, the state through this process has a special responsibility to protect these areas. He didn't believe that the [revised] language goes far enough but appreciated for the revision made.
- Christine Kefauver clarified the language in the gray box would go into the action plan. Billy Burke confirmed. Jason Watts commented that there are two different considerations that are being discussed and the Task Force will continue a conversation about that after lunch.
- Secretary Jared Perdue dismissed the meeting for lunch.

12:30 a.m.	BREAK FOR LUNCH	
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1:30 p.m.	<p>Discuss Revisions to Final Draft Task Force Report (continued)</p> <ul style="list-style-type: none"> <li>• Review amendments</li> <li>• Task Force members discussion</li> </ul>	<ul style="list-style-type: none"> <li>• Jennifer Stults, FDOT Production Lead</li> <li>• Christine Kefauver, Facilitator</li> <li>• Billy Burke, Task Force Support Team</li> <li>• Task Force Members</li> </ul>
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- Secretary Jared Perdue welcomed everyone back from lunch.
- Christine Kefauver refreshed the goals of the meeting.

- *Billy Burke summarized the discussion from the previous discussed amendment before the lunch break and asked if Paul Owens had any other comments. Paul Owens responded that he didn't have any other comments at this time.*
- *Billy Burke introduced an amendment submitted by Jason Lauritsen for page 20 and invited him to elaborate.*
- *Jason Lauritsen said that the main concern for the Florida Wildlife Corridor is that there is a marked difference between co-location of an existing corridor versus a co-location with a utility corridor. The goal is to separate these out. Charles Lee asked if that was a similar issue in the Suncoast Corridor Task Force meeting and that it was ultimately resolved in the gray box edits by staff. Jason Watts responded that there is no real concern with how Jason Lauritsen proposed this amendment. The goal would be to prioritize co-location. Jason Lauritsen responded that in the Southwest-Central Florida Corridor Task Force there was a similar discussion.*
- *Christine Kefauver asked if there were any other comments on this amendment. No other members had questions or comments.*
- *Billy Burke introduced an amendment submitted by Charles Lee for page 21, lines 19-20.*
- *Charles Lee said the language in the gray box is essentially identical to what was agreed to at the Suncoast Corridor Task Force meeting. Jason Watts agreed and expanded that it is essentially the same language that Charles Lee agreed to. Charles Lee responded that he was okay with the language.*
- *Zach Prusak agreed with Charles Lee but commented that prescribed burning is important for private landowners as well. Chris Wynn supported the amendment. Billy Burke read the revised language and Charles Lee agreed with the revision.*
- *Billy Burke introduced an amendment submitted by Charles Lee for page 21, line 22. He clarified that the revised language was added into the gray box as agreed upon in the Suncoast Corridor Task Force meeting. Charles Lee agreed that the approved language was okay. Jason Watts clarified how the language was agreed on and what FDOT should consider moving forward. Charles Lee commented that this is really to help save taxpayer dollars.*
- *Billy Burke introduced an amendment submitted by Paul Owens for page 21, line 27.*
- *Paul Owens withdrew the amendment as it was addressed with a previous amendment.*
- *Billy Burke introduced an amendment submitted by Charles Lee for page 22, lines 2-3.*
- *Secretary Jared Perdue commented that FDOT approves and embraces the revised language. Charles Lee commented that this was resolved slightly differently in the Suncoast Corridor Task Force. He agreed with the language as is.*
- *Billy Burke introduced an amendment submitted by Paul Owens for page 22, line 33 and asked him to comment.*
- *Paul Owens said that this amendment seeks to preserve rural character. Bradley Arnold responded that he has an issue with this amendment as this is something that should be the local governments' responsibility, not FDOT. Hugh Harling commented that he would hate to see something that restricts the ability for harvest and transport of goods and services from these farming and rural communities. The trucking industry should have input. He added that restricting access to this road is not a good thing.*
- *Charles Lee asked if there was similar language reached in the Suncoast Corridor Task Force. Jason Watts commented that the Suncoast Corridor Task Force language is included in the gray box. Specifically, it addresses the interchange question and the processes by which interchanges are located. Charles Lee added that in the Wekiva Parkway Task Force and committee, two specific interchanges were described as being allowed. Details were outlined for future land use and preservation and conservation plans around those interchanges. These were discussed and decided upon at a finer detail than this project.*
- *Commissioner Rock Meeks commented that if M-CORES is going to come through the rural parts of Florida, like Levy County, any language about interchanges should be for local governments to decide.*
- *James Stansbury commented that he would be okay with revision if it referenced the change and review of local governments' comprehensive plans. There is a mechanism out there to allow for local input in these changes. Jason Watts added that all environmental effects will be considered in the interchange plans. He asked if the Task Force agrees to the proposed language.*

- Bradley Arnold supported FDOT's proposed language. He also agreed with Charles Lee that this is a little premature as there are other steps in the process that have to be completed before these details are looked at and considered. He added that the Task Force shouldn't get locked into a specific radius.
- James Stansbury asked if wording could be added to include consideration for local comprehensive plans. Jason Watts commented that there is already a requirement that the locals develop the interchange management plans and modify their comprehensive plans. FDOT doesn't want to dictate in which order they do that. James Stansbury added that he believes that there is enough other language within the plan that may consider these.
- Commissioner Scott Carnahan agreed that it should be left to the locals in resolving land uses at the interchanges. He did not believe anything else needs to be added to the revised language.
- Hugh Harling agreed with the proposed language and that locals should have control.
- Charles Lee commented that there is a rule in the statute that FDOT will notify the locals of an interchange location and then a fairly open process will follow where local governments would modify or change their comprehensive plans. Jason Watts responded that the end of the proposed language comes from the statute. He added that FDOT goes through a very in-depth process already, so everything in this report just adds to that process.
- Billy Burke introduced an amendment submitted by Paul Owens for page 23, lines 19-20.
- Paul Owens commented that this is intended to make sure that it's not too late to contain incompatible development around interchanges by making sure that conservation lands are acquired up front. Jason Watts suggested adding some language in the action plan. He reviewed the proposed language and explained the process outlined within. He added that this language covers three amendments previously addressed and would be included in the action plan.
- Bradley Arnold supported FDOT's proposed change but did not support the section within 10 miles of any transportation corridor. There is no basis for this distance. It signals very negatively for property owners in and around the interchange area. Jason Watts commented that these lands have already been included as potential conservation lands. He added that the 10 miles is just a priority. Bradley Arnold responded that there is no language that says FDOT will not use eminent domain. Jason Watts asked that if "with willing sellers" would suffice? Bradley Arnold did not accept the revision and asked if it could just be direct and say that FDOT would not use eminent domain.
- Charles Lee commented that this exact language was accepted in the Suncoast Corridor Task Force. The issue of eminent domain was not raised. He clarified that the language says lands on agency priority lists. These lands are only put on those lists if the landowners are willing sellers. Charles Lee recommended that they move forward with the language as is. Bradley Arnold commented that it is really the last part of the language that is concerning. He asked that as properties are sold between individuals, are these lists updated or could FDOT still take those lands? He added that he has heard from several property owners along SR-44 and this is their concern. Charles Lee responded that a landowner can withdraw their property from the list. These lists have to be updated on an annual basis after the Division of State Lands reaches out to the landowners.
- Jason Watts commented that there are different discussions happening. He suggested that the language on the screen stay, but if the Task Force wants to add "willing seller," they can certainly do that. He added that including the language that says FDOT will not acquire lands through eminent domain is very broad. As they are acquiring land, it is typically land for transportation and any conservation lands to conserve the transportation network. He reiterated that they can't agree to add eminent domain, but they can add "willing sellers." Bradley Arnold commented that adding "willing sellers" in the language will be sufficient based on Charles Lee's comments that these conservation lands are only on a list if the seller is willing to sell. Jason Watts clarified the language that Bradley Arnold was asking for. Bradley Arnold agreed with the language put forth. Hugh Harling agreed with Bradley Arnold.
- Kent Wimmer wanted to clarify with Jason Watts that FDOT would only acquire lands that are within the listed priority lands. Jason Watts responded that these are only priorities and that other conservation lands would be looked at.
- Billy Burke introduced an amendment submitted by Charles Lee for page 23, lines 39.
- Commissioner Kathy Bryant asked to remove traversing the Cross Florida Greenway. Charles Lee responded that there are multiple routes south of the Cross Florida Greenway that are possible. He is

*in favor of removing the opportunity to traverse the Cross Florida Greenway. He thought that the gray box language is old language and we are beyond that. He seconded Commissioner Bryant's suggestion to remove the Cross Florida Greenway. Jason Watts responded that FDOT understands the concerns with the Cross Florida Greenway. The language reads as the Cross Florida Greenway is only a last resort and if it is crossed, special considerations will be taken. Removing it would cause many issues for FDOT if they had to traverse or even clip it. Commissioner Bryant responded that it is not an option, impact to this conservation area doesn't even have to happen.*

- *Commissioner Scott Carnahan commented that he appreciates Commissioner Bryant's comments. He added that there are already areas where it is crossed and there are unique opportunities to protect it, so it doesn't need to be removed.*
- *Vice Mayor Valerie Hanchar agreed with Commissioner Bryant that traversing the Cross Florida Greenway should be removed from the language to prevent future issues.*
- *Jason Watts commented on Charles Lee's suggested amendment and added that the way it is currently written is impactful. He wanted to discuss language in the gray box first. Adding unique solutions to crossing the Cross Florida Greenway would help draw attention to this unique crossing. Charles Lee responded that he does not want the language to stay in. He also responded to the idea of clipping the Cross Florida Greenway that could be the case for any other category we have talked about. He added that there is no innovative solution that would be satisfactory enough to cross the Greenway. If the road were to cross, and he hopes it won't, it should get the dignity of bridging. Based on the requests by local government, not crossing is the only appropriate option. Jason Watts suggested adding that FDOT will commit to bridging the Greenway if they have to traverse it. Charles Lee responded that this is a local issue that Marion County sees as a land use issue. Marion County has the Farmland Preservation Area, but they value all of their agricultural areas. If the road is to cross the Greenway, the only way would be if it is agreed upon by Marion County.*
- *Commissioner Kathy Bryant commented that at the beginning Marion County was not even in the study area. The County only wanted to be included in the conversation. She asked that if they are not going to remove the ability to traverse the Cross Florida Greenway, then Marion County should be removed from the study area. This doesn't change her stance on crossing the Greenway, but Marion County doesn't want to be included.*
- *Commissioner Scott Carnahan agreed with Jason Watts' wording. He added that anywhere the Greenway is crossed, you can still bike and walk.*
- *Bradley Arnold commented that Marion County and Sumter County have not provided in writing their thoughts for M-CORES. He thought that Commissioner Bryant's request should be heeded. If Marion County provides a position letter, then Sumter County will have to as well. He believed that the PD&E process would give more clarity on the need and feasibility and would prefer to wait until PD&E is completed.*
- *Secretary Jared Perdue thanked everyone for their comments and dismissed the meeting for a quick break.*

3:30 p.m.	BREAK	
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- *Secretary Jared Perdue welcomed everyone back.*
- *Christine Kefauver updated the Task Force on where the meeting stood.*
- *Jason Watts thanked all the Task Force members and stated that the only way we can reach consensus is if everyone comments and gives their input. Jason Watts submitted new language for review by the Task Force in reference to crossing the Cross Florida Greenway. He clarified what the language says and asked the Task Force to comment. Commissioner Kathy Bryant thanked the team for working through the break. She said her position still has not changed and she would like to see that it says it will not traverse the Cross Florida Greenway in Marion County. Commissioner Bryant also added that the County will be submitting a letter of opposition before the Task Force is over.*
- *Charles Lee thanked the staff for working and adding the improvements to the amendment language, but he agreed with Commissioner Bryant as she is a local government giving her input. He concluded that the ability to traverse the Cross Florida Greenway should be removed from the report. This opposition will likely trickle down to Sumter County as well if this isn't accomplished. Jason Watts suggested leaving the language as is and the added bullet will read "to not traverse the Cross Florida Greenway within Marion County."*

- *Kent Wimmer appreciated FDOT’s response and agreed with the revised language. Secretary Jared Perdue thanked everyone for their willingness to speak up and for their passion. He added that it seems that we have reached a consensus and we can move forward.*
- Billy Burke introduced an amendment submitted by Kent Wimmer for page 24, line 19.
- *Jason Watts commented that FDOT supports the amended language as proposed. Kent Wimmer commented that the two other Task Forces adopted this language as well.*
- Billy Burke introduced an amendment submitted by Charles Lee for page 24, like 14-15.
- *Charles Lee commented that he could withdraw this amendment based on the gray box language previously adopted.*
- Billy Burke introduced an amendment submitted by Charles Lee for page 24, line 39.
- *Jason Watts commented that FDOT would use the language adopted by the Suncoast Corridor Task Force. Charles Lee agreed with the adopted language. Chris Wynn supported the adopted language as well.*
- Billy Burke introduced an amendment submitted by Paul Owens for page 29, line 5. He commented that based on previous conversations, this one was covered by one of the previous amendments.
- *Paul Owens agreed that this was covered, and the language used earlier would be enough.*
- Billy Burke introduced an amendment submitted by Paul Owens for page 31, line 30 and asked Paul Owens if this one was covered as well.
- *Paul Owens agreed that it was already covered.*
- Billy Burke introduced an amendment submitted by Charles Lee for page 31, line 36 and asked Charles Lee if this one was covered already.
- *Charles Lee agreed that it was already covered.*
- Billy Burke introduced an amendment submitted by James Stansbury for page 32, lines 9-10 and commented that the Florida Sunshine Law goes until November 15 when the Task Force report is submitted. *James Stansbury agreed that this covered his question.*
- Billy Burke introduced an amendment submitted by Zach Prusak for page 32, line 26.
- *Charles Lee suggested that the language adopted by the Suncoast Corridor Task Force should be adopted here as well. Billy Burke reviewed the proposed language. Jason Watts reviewed the language adopted by the Suncoast Corridor Task Force but added that it is up to this Task Force to decide on what they want to include.*
- *Zach Prusak commented that the gray box language seemed to cover the point that he wanted to make. He added that the word “remove” needs to be added in the language in the gray box. He commented that the verbiage from the Suncoast Corridor Task Force seemed to fit better. Jason Watts responded that is no problem and that it was just overlooked. He said that this will be corrected to include Zach Prusak’s comment.*
- *Christine Kefauver concluded that the team is going to go back through and include all adopted amendments so they can share with the Task Force.*
- Secretary Jared Perdue thanked members of the Task Force for the hard work and dismissed the meeting for a short break while staff worked to include the changes in the Task Force Report.

4:30 p.m.	Final Task Force Report <ul style="list-style-type: none"> <li>• <i>Review and comment on the final report</i></li> <li>• <i>Finalize Task Force Report</i></li> </ul>	<ul style="list-style-type: none"> <li>• Jared Perdue, Task Force Chair</li> <li>• Christine Kefauver, Facilitator</li> <li>• Task Force Members</li> </ul>
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- Secretary Jared Perdue welcomed everyone back.
- Christine Kefauver asked that before the report is gone through one more time, that the Task Force submit any new amendments. There were no additional amendments suggested.
- Christine Kefauver began going through the report with amendment language shown by strikethrough-underline text to show what was removed and added. Billy Burke provided feedback and explanation of what changes were made.
- No comments or questions were presented by the Task Force members.
- Secretary Jared Perdue thanked everyone for the hard work through the meeting and the entire Task Force process. He reviewed the processes and tasks completed throughout the meeting today and over the last 15 months.

- Christine Kefauver opened the floor for any last comments, requests, or suggestions from the Task Force members.
- Commissioner Kathy Bryant commented that Marion County will be sending a letter and she would like that letter to be included in the Appendix of the Task Force report.
- Charles Lee asked if there will be a time for closing comments. Secretary Perdue responded that the Task Force would provide their closing comments after this section.
- Chris Wynn added that he has no comments on the report but would like to add some closing comments.
- Kent Wimmer commented that he has acted in good faith and recommends that FDOT transmits the report. He said Defenders of Wildlife does not agree with the M-CORES projects but would like to remain active in the conversation.
- Secretary Jared Perdue thanked the Task Force and the public for all their comments. He highlighted the consensus building process and development of the report. He concluded that the Task Force report is complete and ready for submittal to the Governor.
- Christine Kefauver opened the floor for final closing comments.
- Zach Prusak commented that The Nature Conservancy appreciates the time and commitment by the Task Force and FDOT staff.
- Paul Owens commented that he appreciates the efforts and leadership of the staff throughout the process. 1000 Friends of Florida does not support the report and will be submitting an opposing letter. They appreciate the work to compile a report that attempts to protect the environment and revitalize rural communities, but it falls short of expectations.
- Chris Wynn commented that the Florida Fish and Wildlife Conservation Commission (FWC) appreciates the work completed. He recognized Shannon Wright who began on the Task Force but retired, and he appreciated the opportunity to sit in. The FWC is dedicated to working with FDOT while protecting and enhancing wildlife corridors. He said the FWC accepts the final report and commits to working with FDOT.
- Commissioner Jeff Kinnard thanked FDOT staff for their work over the last 15 months. He thanked Task Force members for the good and respectful dialogue. Commissioner Kinnard said the Hernando/Citrus MPO has unanimously supported this corridor and the Citrus County Board of County Commissioners supports this corridor. This corridor would benefit the residents of Citrus County.
- Charles Lee thanked the staff of FDOT and everyone who gave public comments throughout the process and appreciated their commitment. Their words are heard in the report in the appropriate places. He added that the work of a few key legislators helped shape the way for a Task Force report. He did not necessarily agree with every line of the report, but he believed that the report reflects the Task Force accurately. He suggested that the Legislature take into account the current situation and deadlines. He also thanked Marion County and Commissioner Kathy Bryant for their persistence in protecting the natural resources in the area.
- Bradley Arnold thanked FDOT staff and public commenters for their participation. He also thanked and appreciated FDOT's commitment to "home rule" support. He said that goes in line with Commissioner Bryant and Marion County. Bradley Arnold further added that Sumter County is still not in the position to submit an opposition or supporting letter for M-CORES. It is important for Sumter County to be a participant and partner with FDOT throughout the entire process and there will be direct impact whether a corridor is built or not. Sumter County has some very specific concerns and doesn't want to take a stance on the M-CORES yet.
- Vice Mayor Valerie Hanchar thanked the staff for their hard work. She asked that the State take a breath and see where the needs are. She has listened to people's comments and they were definitely heard.
- Mayor Matt Surrency appreciated the opportunity to be involved. He thanked the staff for their hard work. Many of the concerns of the Florida Department of Agriculture and Consumer Services were addressed in earlier meetings. He emphasized the use of existing infrastructure. He thanked the public who sat through all the meetings. He thanked the Task Force members for their civility and respect even through disagreements.
- Commissioner Kathy Bryant thanked FDOT staff and the Task Force for their work. She also thanked everyone for making "home rule" a part of this process. She thanked FDOT's willingness to listen to

her comments earlier and taking into consideration. Commissioner Bryant clarified that Marion County will not be submitting a letter for no build, but rather a letter stating that Marion County does not want the road within the County.

- Dr. Vernon Lawter appreciated the opportunity to be involved. He supported submitting the Task Force report as agreed upon today.
- Kent Wimmer thanked the Task Force members, FDOT staff, and consultants. He thanked the public for their comments and assured them that their comments are reflected within this report.
- Jason Lauritsen thanked the staff and expertise of all those involved in the process. He appreciated everyone's concern of the environment because it is a complex ecosystem. He was proud of the work that has been done.
- Hugh Harling commented that there is definitely a need especially in some areas. Truck traffic needs to be looked at and considered, especially truck traffic on I-75. The financial feasibility of it will come along. The environment has been protected and so has home rule. He thanked FDOT and their leadership.
- Curt Williams thanked FDOT for allowing Florida Farm Bureau to be a part of this process. He said the Bureau can't take a side quite yet, but he and the Bureau appreciated how open the process was. It was as transparent as it could have been.
- Scott Koons thanked the staff and team for doing an outstanding job.
- James Maher thanked the staff and team for taking this seriously and is proud to be a part of the final report.
- Nancy Brown thanked everyone and appreciated the process.
- Mike Napier commented that he learned a lot and thanked the staff for staying safe throughout the process.
- Jim Patton thanked everyone for their professionalism and commented that the Task Force process has been eye opening and enlightening.
- Jeff Prather congratulated everyone and thanked them for being a part of the process.
- Mike Woods thanked FDOT staff and the consultant team for their work. He was glad to be a part of the process.
- Commissioner Rock Meeks thanked FDOT and the Task Force members. He said Levy County has taken a stance and added that if the road has to be built, then co-location should be considered.
- Bill Ferry thought that the final report is a great product. He has learned a lot from the process and the importance of local and environmental issues.
- Christine Kefauver thanked everyone for their comments and invited Secretary Perdue to provide closing remarks.

5:30 p.m.	Closing Remarks	<ul style="list-style-type: none"> <li>• Jared Perdue, Task Force Chair</li> <li>• Will Watts, FDOT Chief Engineer</li> <li>• Huiwei Shen, FDOT Chief Planner</li> </ul>
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- Secretary Jared Perdue summarized the final comments and thanked everyone for their hard work. He said the final report will be submitted to the legislature on November 15 and made available on the M-CORES website.
- Huiwei Shen gave her final comments and thoughts on the final report and the Task Force. She reminded everyone that the Florida Sunshine Law is still in place until the report is submitted.
- Will Watts thanked Secretary Perdue and the Task Force for all their hard work today and throughout the Task Force process. The action plan in the report serves as a guide for FDOT to follow.
- Secretary Jared Perdue thanked the Task Force members, FDOT staff, the consensus building process, and the members of the public for their participation.
- Secretary Kevin Thibault thanked everyone and gave his final remarks.
- Secretary Jared Perdue concluded the final Task Force meeting and adjourned.

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