



Meeting Summary

Task Force Meeting #4

April 6, 2016, 9:00 AM
 Rohan Regional Recreation Center
 850 Kristine Way
 The Villages, Florida 34785

Task Force Members or designees present (in alphabetical order by last name)

Task Force Member, Organization	Designee (if applicable)
<input checked="" type="checkbox"/> Tom Byron, Assistant Secretary for Intermodal Systems Development, Florida Department of Transportation (Chair)	<input checked="" type="checkbox"/> Carmen Monroy, FDOT alternate
<input checked="" type="checkbox"/> Jane Adams, Vice President for University Relations, University of Florida	
<input checked="" type="checkbox"/> The Honorable Scott Adams, Citrus County Commissioner	
<input checked="" type="checkbox"/> Rebecca Bays, Owner, Insurance Resources and Risk Management	
<input checked="" type="checkbox"/> Janet Bowman, Director of Legislative Policy & Strategies, The Nature Conservancy – Florida Chapter	
<input checked="" type="checkbox"/> The Honorable Garry Breedon, Sumter County Commissioner	
<input type="checkbox"/> The Honorable Charles Chestnut, Alachua County Commissioner	
<input type="checkbox"/> Gary Clark, Deputy Secretary for Land and Recreation, Florida Department of Environmental Protection	<input checked="" type="checkbox"/> Donald V. Forgione
<input checked="" type="checkbox"/> Hugh Harling, Executive Director, East Central Florida Regional Planning Council	
<input checked="" type="checkbox"/> Thomas Hawkins, Policy Director, 1000 Friends of Florida	
<input type="checkbox"/> Scott Koons, Executive Director, North Central Florida Regional Planning Council	
<input checked="" type="checkbox"/> Charles Lee, Director of Advocacy, Audubon Florida	
<input checked="" type="checkbox"/> The Honorable Stan McClain, Marion County Commissioner	
<input checked="" type="checkbox"/> The Honorable John Meeks, Levy County Commissioner	
<input checked="" type="checkbox"/> The Honorable Nick Nicholson, Hernando County Commissioner	
<input checked="" type="checkbox"/> Kevin T. Sheilley, President & CEO, Ocala/Marion County Chamber and Economic Partnership	
<input checked="" type="checkbox"/> Mike Sizemore, Citizen	
<input checked="" type="checkbox"/> Sean Sullivan, Executive Director, Tampa Bay Regional Planning Council	
<input checked="" type="checkbox"/> The Honorable Matt Surrency, Mayor, City of Hawthorne	
<input checked="" type="checkbox"/> Taylor Teepell, Director, Community Development, Florida Department of Economic Opportunity	
<input checked="" type="checkbox"/> Brian Teeple, Executive Director, Northeast Florida Regional Council	



Staff: FDOT Central Office, District 2, District 5, District 7, and Florida’s Turnpike Enterprise Staff and Consultant teams

Number of Other Agency Representatives in Attendance: 10 (Refer to Attached Sign-In Sheets)

Number of Other Interested Individuals in Attendance: 30 (Refer to Attached Sign-In Sheets)



Meeting Highlights

Note: All Task Force Binder contents and meeting materials referenced (including presentations) are available for downloading at the I-75 Relief project website at www.i75relief.com.

Welcome and Introductions, Tom Byron (Chair) – 9:06 AM

The Meeting Facilitator, Shelley Lauten, called the meeting to order.

Chairman of the I-75 Relief Task Force, Tom Byron, welcomed the Task Force members to the fourth meeting of the I-75 Relief Task Force. Chairman Byron briefly explained that Rich Biter, the former chair of the I-75 Relief Task Force, had retired from the Florida Department of Transportation (FDOT). Chairman Byron introduced himself, noting his 20 years of experience at the FDOT, mostly in engineering and operations. The Chairman then asked the Task Force members to introduce themselves and the interest that they are representing.

Thomas Hawkins, the incoming Policy Director for 1000 Friends of Florida, introduced himself as a new Task Force member, replacing Charles Pattison as the Task Force representative from 1000 Friends of Florida.

Opening Remarks, Jim Boxold, FDOT Secretary – 9:15 AM

The Chairman introduced FDOT Secretary Jim Boxold to address the Task Force.

Secretary Jim Boxold thanked the Task Force members for volunteering their time to this important project. He spoke of the importance of the Future Corridors Planning process, and emphasized the importance of I-75 as a critical corridor for the state, serving as a gateway to Central Florida and the Tampa Bay region. As such, he emphasized the need to define a long-term vision for the corridor to best enable the movement of passengers and freight both safely and efficiently. Secretary Boxold stressed the benefit and importance of the different perspectives brought in by each of the Task Force members. Secretary Boxold acknowledged that the Task Force is charged with addressing complicated issues. He explained that the results and recommendations to come out of the Task Force should be viewed as a “first draft,” which would be refined through several more processes, including evaluation and Project Development and Environment (PD&E) Studies. The Secretary explained that the Task Force’s recommendations would be used as the groundwork for future project development and project prioritization to best meet the purpose and need. He further expressed his gratitude to the Task Force, acknowledging that the I-75 Relief Task Force, both in size and scope, is unlike anything the FDOT has ever done.

Secretary Boxold concluded by noting that he makes himself easily accessible to contact, before asking for questions from the Task Force.

The following questions/comments were offered:

- Charles Lee (Audubon Florida) spoke of his many opportunities to work with the Secretary in various roles, and noted that in his opinion, Secretary Boxold is the most environmentally-inclined FDOT secretary Florida has had in a long time.
- Janet Bowman (The Nature Conservancy) asked about National Environmental Policy Act (NEPA) delegation, which would give the ability of FDOT to conduct NEPA reviews internally. *Secretary Boxold described the term NEPA delegation as the ability for the state to evaluate projects in the role traditionally held by the Federal Highway Administration (FHWA), therefore allowing the state to provide findings and consult directly with other federal regulatory agencies. The Secretary said that this could reduce the time spent during the*



PD&E/NEPA process by up to a third. Secretary Boxold stated that Florida hopes to become the third state with the designation and noted that even if it is instated, FHWA will remain the authority on some projects.

- Sean Sullivan (Tampa Bay Regional Planning Council) commented that he appreciates the effort the department is putting forth to earn the NEPA designation.
- Rebecca Bays (Insurance Resources and Risk Management) asked about funding projections, given the anticipated population growth and shifts in industries throughout the state and how the gas tax deficiencies relate to future funding. *Secretary Boxold replied that the gas tax is a long-term issue at the federal level. He explained that Florida is only 25 percent reliant on federal funds, which is significantly less than many other states that are 80-90 percent reliant on those sources, meaning future federal funding levels will not affect Florida as much as some other states. He added that Florida has diversified the revenue sources that go into the state transportation trust fund by including revenue from items such as motor vehicle registration, accruing funds from direct users of the transportation system. Secretary Boxold concluded with the statement that over the last three years the state has had record revenues, and while there are always more needs than there is money, the state transportation funding is relatively healthy and the priority projects are able to be managed.*
- Mr. Lee asked what kinds of challenges would be present in delivering to FHWA an option that would implement tolled lanes on I-75. *Secretary Boxold replied that recent legislation has made it much easier to implement tolled lanes for additional capacity on Interstate highways. He added that FDOT's policy is to use tolling when adding new capacity, rather than to replace non-tolled lanes with lanes that are tolled. He concluded that regardless of the Task Force recommendations, the feasibility of future tolled lanes on Florida's interstates is something that FDOT is looking at statewide.*

Chairman Byron thanked the Secretary for his time.

Overview of Meeting #4 and Prior Action Items

Review Meeting Agenda and Objectives, Shelley Lauten, triSect, LLC – 9:28 AM

Ms. Lauten reviewed the meeting objectives (Task Force Binder, Tab 2, Slide 2), the contents and structure of the Task Force Binders, and the meeting agenda (Task Force Binder, Tab 1), highlighting the 3:00 p.m. public comment period.

Text from Slide 2

- Refine purpose and need for enhanced and new transportation corridors in the study area
- Identify a preliminary framework and options for enhanced and new transportation corridors in the study area
- Discuss proposed approach for screening potential corridor options
- Obtain public input

Ms. Lauten then reminded attendees to sign in at the registration desk, and reminded Task Force members to fill out an evaluation form. She briefly addressed logistics about the facilities and lunch and asked members of the public to fill out an appearance card if they wished to speak during the comment period.

Ms. Lauten introduced Huiwei Shen, FDOT I-75 Relief Project Manager, to review the status of the action items from Task Force Meeting #3.



Review Action Items from Meeting #3, Huiwei Shen, FDOT – 9:35 AM

Huiwei Shen, FDOT Project Manager for the I-75 Relief Study, provided an update on the status of action items (Task Force Binder Tab 2, Slide 5-7) that were identified at Meeting #3 in February.

Text from Slides 5-7

- Avoidance and minimization areas
 - Develop separate Avoidance Areas map
 - Review additional data layers for potential inclusion in Land Suitability Map
 - Coordinate with Florida Forest Service and water management districts on data and technical input
 - Consider strategies for minimizing impacts where avoidance is not possible
- Purpose and Need
 - Revise purpose and need text based on discussion
 - Respond to specific data requests
 - Additional traffic count data
 - Distribution of freight flows between truck and rail and between I-95 and I-75
 - Future freight forecasts including potential impacts of port expansions and planned ILCs in the study area
 - Impact of changing demographics
 - Initial Focus Area travel to Tampa or Orlando airports
- Enhanced and new transportation corridor options
 - Provide update on prior U.S. 301/CSX S line studies
 - Further describe options for
 - I-75 and U.S. 301 enhancements including truck only lanes and/or express lanes
 - Potential for U.S. 41 improvements
 - Enhanced freight/passenger rail service
 - Improving freight operations (empty backhauls, truck parking)
 - Incentivizing changes in travel by mode or by time of day

Ms. Shen asked for questions from the Task Force members.

The following questions/ comments were offered:

- Charles Lee (Audubon Florida) asked about the identification of public water supply wellfields on avoidance maps. *Sunsera Dalton (CH2M) replied that there is ongoing coordination with the water management districts in order to include all of the public wellfields on forthcoming Planning Corridor Assessment Tool (PCAT) analysis. In the interim, data on karst-sensitive areas are included.*



- Mike Sizemore (citizen representative) asked if springs and springs recharge areas are included. *Huiwei Shen replied that springs data are included in the current maps.*

Ms. Shen concluded that staff will prioritize coordinating with the water management districts to obtain the public wellfield data.

Approval of Meeting #3 Summary, Tom Byron, FDOT – 9:42 AM

Chairman Byron called for the approval of the Meeting #3 Summary (Task Force Binder, Tab 2). The Task Force Meeting #3 Summary was approved with no objections.

Ms. Shen added that summaries of the two Agency Coordination Meetings are also available for review on the website.

Summary of Community Open Houses, Huiwei Shen, FDOT – 9:45 AM

Ms. Shen continued the Introduction Presentation by summarizing the I-75 Relief Community Open Houses held March 29, 30 and 31, 2016, including format and key input received from attendees. The summary of input included general support for the draft purpose and need for enhanced and new corridors, appreciation for the transparency of the process, ideas for how to enhance existing facilities, and specific input on where a potential new corridor could go, as well as areas where a new corridor should avoid. Ms. Shen mentioned that another round of open houses is currently scheduled for July.

Ms. Shen concluded her presentation with a review of the current status of the Task Force charge and the work plan (Task Force Binder, Tab 2), noting that the Task Force is on schedule to have recommendations to the FDOT Secretary by October 1, 2016.

Preliminary Framework for Enhanced and New Corridors, Jim Wood, FDOT – 9:50 AM

Jim Wood, FDOT State Transportation Planning Administrator, gave an overview of Tab 3 in the Task Force Binder. He explained that the Purpose and Need has received positive feedback from the public, and that staff is anticipating approval of the purpose and need as one of the day's consensus items. Mr. Wood then began his presentation on the preliminary framework for enhanced and new corridors (Task Force Binder, Tab 3).

During his presentation, Mr. Wood highlighted the importance of producing a "range of options" that would not prematurely limit possible opportunities to address the purpose and need, explaining that the evaluation stage will continue beyond the schedule of the Task Force. Mr. Wood briefly highlighted the East Central Florida Corridor Task Force (ECFCTF) as a model for this kind of a framework, though for a smaller area.

- Commissioner John Meeks (Levy County) asked when the ECFCTF originally met to get an idea of the timeframe of their implementation plan. *Jim Wood replied that ECFCTF was created by executive order in late 2013 and convened for the first time in April 2014, working on a similar schedule to the I-75 Relief Task Force, completing their recommendations by December 2014.*

Mr. Wood continued the presentation, sharing that while there are projects underway on I-75, there are no current plans for I-75 capacity improvements beyond those in the current five-year work program. He mentioned that in addition to capacity improvements on I-75, improvements to parallel local roads could draw some traffic off of I-75. He also indicated that different modes of transportation are generally not interchangeable, so all modes must be considered.

Ms. Lauten asked if there were any questions from the Task Force members.

The following questions/comments were offered:



- Charles Lee (Audubon Florida) asked if there is a possibility that there could be a recommendation to singularly focus on improvements to I-75, including maximization of capacity through truck-only lanes and express lanes, without the need to extend the Suncoast Parkway north of S.R. 44, or conversely, if the recommendations would more likely be a blend of both improving existing facilities and creating a new corridor. *Mr. Wood replied that given the Task Force Charge, the recommendations should include both improvements to existing facilities as well as a potential new corridor, to allow for maximum flexibility during any future project development phases (as applicable). Mr. Wood reemphasized that many recommendations will not be carried through to implementation if they are not determined to be feasible during further evaluation.* Mr. Lee replied that as an environmental advocate, he would like to see strictly improvements to I-75, but recognized that if the goal is to produce recommendations for transportation needs 50 to 100 years in the future, the recommendations would need to include both existing and new facilities. *Mr. Wood elaborated that the various recommendations could be pieced together in order to meet the need during the short, medium, and long term.*
- Janet Bowman (The Nature Conservancy) asked, in regards to the bullet in the Framework of Preliminary Options for Enhanced and New Corridors document that reads “Evaluate long-term opportunities to create a reliever corridor from the northern terminus of the Suncoast Parkway to I-75, including consideration of use of existing regional roads and limited access toll segments, as well as multiple modes and purposes”, if there is a predisposition to using the Suncoast Parkway as a starting point, or if there is the possibility to develop a facility parallel to I-75 that does not include a connection to the Suncoast Parkway. She illustrated her point by an example of a possible facility that could connect the Turnpike to north Gainesville without connecting to the Suncoast Parkway. She added that she understood the reasons for connecting to the Suncoast Parkway but was not certain that those options would solve the mobility problems on I-75. *Mr. Wood replied that the Suncoast Parkway is a compelling jumping-off point and that other existing facilities connecting to I-75 may be improved as well.*
 - Mr. Lee added that ultimately, from his experience, he finds it most unlikely for the Suncoast Parkway to end at S.R. 44. Furthermore, he explained that during the original plans for the Suncoast Parkway, there were concerns about the corridor ultimately continuing up through the Big Bend area of Florida, negatively impacting a very large environmentally sensitive area. He concluded that, from an environmental standpoint, connecting the Suncoast Parkway to I-75 would be preferable to the Suncoast Parkway continuing closer to the west coast to U.S. 19. *Mr. Wood added that the idea of using the Suncoast Parkway as part of the ultimate solution to the congestion on I-75 was in direct response to the environmental concerns for the original plans for the Suncoast Parkway that Mr. Lee mentioned.*
 - Ms. Bowman suggested that language be added to the framework document so as to not limit the options of the southern end of a new corridor to the Suncoast Parkway as the only possibility. Ms. Bowman suggested that the referenced bullet be updated to read “...create a reliever corridor, including but not limited to, from the northern terminus of the Suncoast Parkway to I-75...” *Ms. Lauten asked if there were any comments or concerns about adjusting the language as suggested. No members disagreed with this option.*
- Commissioner Garry Breeden (Sumter County), referring to the bullet in the Framework of Preliminary Options for Enhanced and New Corridors document that reads “Evaluate the feasibility of expanding the capacity of US 301 from Marion to Duval counties, including potential limited access tolled segments,” suggested extending the evaluation south, stretching from Hernando County to Duval County rather than from Marion County to Duval



County. This would capture connections to S.R. 44 and S.R. 50, two major east-west corridors in the initial focus area. *Mr. Wood agreed with this suggestion, noting that staff will update the document for future meetings.*

- Rebecca Bays (Insurance Resources and Risk Management) commented that the Task Force think about the long-term range of options. She stressed that because of the timeframe for funding of new corridors, shorter term capacity improvement projects, which are not always the most environmentally-friendly option, take precedence, citing and that U.S. 19 in Citrus County has had capacity improvements that may not have been warranted if the Suncoast Parkway had been completed as it was originally planned. She added that the Task Force needs to spend more effort looking at potential north-south reliever routes, evaluating where traffic is traveling to and from in the area, and how expansion projects will be funded. She offered for example that if the Suncoast Parkway connects to I-75 it could pick up the ridership that would sustainably fund it.
- Thomas Hawkins (1000 Friends of Florida) asked if there is the possibility that a single-mode corridor, for example just rail or just automotive lanes, could result from the Task Force recommendations, given the language of the bullet in the Framework of Preliminary Options for Enhanced and New Corridors document that reads “Evaluate options for providing a high-speed, high-capacity multimodal/multiuse corridor between Tampa Bay and Northeast Florida, building on options identified in the Initial Focus Area.” *Jim Wood replied that a single mode could be suggested, but multi-modal is preferable when acquiring right of way for a new corridor, citing examples of the multiuse trail as part of the Suncoast Parkway project, or the opportunity to incorporate a rail envelope within the right of way of a highway. Mr. Wood used the Beachline recommendation from ECFCTF as an example of a super-corridor option, which allows for the build out of all modes within one facility. Chairman Byron clarified that as the Task Force looks at areas of opportunity, it should assume these will be multimodal or multiuse at this stage of the process.*

Break from 10:25 – 10:35 AM

MPO Perspectives on Enhanced and New Transportation Corridor Needs – 10:35 AM

Huiwei Shen described the role of Metropolitan Planning Organizations (MPOs)/Transportation Planning Organizations (TPOs) and their processes of planning for transportation improvements, explaining cost-feasible versus unfunded needs. She explained that the presentations are ordered from south to north, based on the MPO’s geographical jurisdiction.

Hernando/Citrus MPO, Dennis Dix – 10:40 AM

Dennis Dix, Executive Director of the Hernando/Citrus MPO, gave a brief history of the MPO, having added Citrus County recently. He began his presentation by talking about the MPO’s 2040 Long Range Transportation Plan (LRTP) that was adopted in 2014, highlighting some needs and cost-feasible projects and a proposed regional transit project, connecting Hernando County to Tampa. Mr. Dix stressed the importance of the unknown impacts of technology in the near future. He also expressed a desire for passenger rail to be an element of the Suncoast Parkway.

The following questions/comments were offered:

- Mayor Matt Surrency (City of Hawthorne) asked for clarification on the Suncoast Parkway 2 alignment shown on Citrus County’s needs map in the presentation. *Mr. Dix replied that it reflects the original proposed alignment, as planned in 2014, when the LRTP was adopted. Since then, the alignment was shortened to reflect only the portion south of S.R. 44.*



Lake-Sumter MPO, T.J. Fish – 10:51 AM

T.J. Fish, Executive Director of the Lake-Sumter MPO, began his presentation by going over the character of the I-75 corridor within the Lake-Sumter MPO jurisdiction, which he explained encounters significant challenges day-to-day near the I-75/Turnpike interchange. He also shared planned improvements and those that are currently underway along I-75 and other local roadways. He concluded his presentation with information on several planned economic development projects, including Monarch Ranch, Mid-Florida Distribution Center, and Pike 75 Logistics Center.

The following questions/ comments were offered:

- Mayor Surrency asked if there is a plan to improve the connection from C.R. 470 to S.R. 471 via U.S. 301, which could improve access for trucks to Lakeland. *Mr. Fish replied that improvements to that area are being evaluated as part of the PD&E Study for C.R. 470.*
- Commissioner Scott Adams (Citrus County) asked if there are any plans to expand S.R. 44 to six lanes west of I-75 to Citrus County. *T.J. Fish replied that this is not currently a project within their LRTP. However the expansion of S.R. 44 in Citrus County is in the needs plan of the Hernando/Citrus MPO. He explained that the character of S.R. 44 in Sumter County today is very rural in nature.*
 - *Mr. Dix added that the Hernando/Citrus MPO's traffic model is for the entire Tampa Bay region and shows the expansion of S.R. 44 extending to I-75 as a future need. He suggested that the two MPOs coordinate further in regards to plans for S.R. 44 between the Suncoast Parkway to I-75.*
 - *Commissioner Adams replied that increasing capacity on S.R. 44 is something that would be beneficial and could serve as a connection between the Suncoast Parkway, I-75, and the Turnpike.*

Ocala/Marion County TPO, Greg Slay – 11:03 AM

Greg Slay, Director of the Ocala/Marion County TPO, began by presenting traffic projections for 2040, when all segments of I-75 within Marion County will be operating below standard level of service (LOS), and explained that at a rate of \$10 million per mile for improvements, it is not cost feasible to begin those improvements. He then addressed the short-term view of Marion County, explaining that Ocala is a prime location for distribution facilities. Mr. Slay said that a one-cent sales tax was recently approved by voters and is being used primarily to fund transportation projects. He added that improvements to SW 49th Avenue has the potential to relieve some local I-75 traffic.

No questions or comments were provided.

Gainesville MTPO, Michael Escalante – 11:10 AM

Michael Escalante, Senior Transportation Planner for the Gainesville MTPO, began his presentation by explaining that the jurisdiction of the MTPO is somewhat unique, as the analysis area extends beyond the city limits to encompass the urbanized area but does not include the entire county. Mr. Escalante explained that all of the MTPO's projects are multimodal because of the high split of mode share due to the unique demographics of Gainesville. He highlighted that I-75 carries a lot of local traffic between the three Gainesville exits, which is unique for an interstate facility. He concluded his presentation with a review of committed projects and those in the MTPO's cost-feasible plan, including plans for a local parallel facility to the east of I-75, which could serve as a reliever for the local traffic currently using I-75 for intracity travel.

The following questions/ comments were offered:



- Charles Lee (Audubon Florida) pointed out that the traffic counts displayed by Mr. Escalante are very important, as they show a significant difference between the southernmost count and northernmost count in Alachua County. Mr. Lee stated that to him, the higher traffic counts south of Gainesville indicate that a reliever would be best to connect south of Gainesville. Mr. Lee further emphasized the importance of the Task Force having accurate traffic counts on I-75 throughout Alachua County to determine where it would be most effective to place a connection point for a reliever.
- Hugh Harling (ECFRPC), as a counterpoint to Mr. Lee's suggestion, pointed out the many developments north of Gainesville, including High Springs, Alachua, and Lake City, whereas south of Gainesville there is very little population until Ocala. He said that this means there is more population growth potential and related traffic increases from north of Gainesville to I-10.
- Commissioner John Meeks (Levy County) asked how far west the lane additions on Archer Road will go. *Mr. Escalante responded that the PD&E for Archer Road is planning for four lanes to the city of Bronson.* Mr. Meeks stated that this improvement will greatly benefit the many commuters between Levy County and Gainesville.
- Mayor Surrency commented that it is important to understand that about 15,000 trips on I-75 in Alachua County are local trips. Additionally, some data are missing from the whole story, as there are a lot of Gainesville to Ocala and Ocala to Gainesville trips taking place. He stressed that traffic counts from south of Ocala up through Gainesville need to be analyzed prior to identifying a reliever connection into I-75, as to avoid increasing congestion at an area that is currently experiencing high levels of congestion. He also said he believes the Task Force should support some local projects such as parallel facilities.
- Commissioner Adams suggested that S.R. 24, which travels from I-75 to U.S. 19 along mainly rural routes, could be a possible reliever for I-75 beyond what the MPOs have funded.

Chairman Byron thanked the representatives from each MPO for their time.

Range of Corridor Options: Maximizing Existing Facilities, Freight Management and Modal Choices – 11:25 AM

Chairman Byron introduced Jennifer Fortunas (FDOT) as the next presenter, on the topic of Maximizing Existing Facilities.

Shelley Lauten asked for the Task Force to hold questions and comments until after both Jennifer Fortunas and John Kaliski have presented, as their topics are closely related.

Maximizing Existing Facilities, Jennifer Fortunas, FDOT – 11:27 AM

Prior to her presentation, Jennifer Fortunas, Manager, FDOT Systems Planning Office, addressed the earlier question from Janet Bowman (The Nature Conservancy) regarding the option for a facility parallel to I-75, explaining that express lanes essentially function as a parallel facility, terming it a "facility-within-a-facility." Ms. Fortunas, in her presentation, illustrated several options for improving existing facilities, including Transportation Systems Management and Operations (TSM&O) improvements, auxiliary lanes, express lanes, automated vehicle lanes and truck-only lanes. She explained that truck-only lanes become a feasible solution when truck traffic accounts for 30 percent of total traffic, and since I-75 currently experiences 25 percent truck traffic, it warrants evaluation. She expanded upon the idea of truck-only lanes, illustrating how trucks would be moved to the interior lanes in areas where there is a lot of local traffic entering and exiting the interstate, such as near the Gainesville exits.

Ms. Fortunas also gave examples of potential non-limited access improvements such as grade separations and grade-separated interchanges, bypass facilities, such as the one in Starke, and collector/distributor systems. She concluded by explaining that improvements to a facility such as I-75 would require building up or building out, and in many places,



building out is difficult because of surrounding sensitive lands or surrounding developments. Additional constraints, she added, include drainage issues and impacts to the community.

Freight Management and Modal Options, John Kaliski, Cambridge Systematics – 11:40 AM

John Kaliski, Cambridge Systematics, began his presentation, by summarizing the analysis of general truck traffic throughout the state and on I-75 specifically. He mentioned that IHS Global Insight's Transearch data shows that 60 percent of commodity traffic flow in Florida begins and ends in the state of Florida, and the remaining is roughly split between the I-10, I-75, and I-95 corridors.

- Charles Lee (Audubon Florida) asked about the north-south distribution of empty truck flows. *Mr. Kaliski replied that the directions on these flows are not available, but it can be assumed that most of the empty trucks are headed north rather than south.*

Mr. Kaliski resumed his presentation, showing existing truck parking facilities, strategies for improving truck movement and related safety.

- Hugh Harling (ECFRPC) commented that a lot of trucks park during peak travel times and operate off-peak to reduce interaction with local traffic.

Mr. Kaliski then moved into an analysis of freight movement by rail, showing existing flows, needs to improve rail effectiveness and a map of existing rail corridors and existing at-grade crossings. He followed by addressing seaports and intermodal logistics centers (ILC). He also reviewed passenger options for traveling by intercity bus or rail discussed at the prior meeting. Mr. Kaliski concluded his presentation with a map that summarized options for maximizing existing facilities.

Task Force Member Discussion

- Thomas Hawkins (1000 Friends of Florida) asked why the presentation did not include a well-developed range of rail improvements, as Ms. Fortunas had detailed improvements for existing roadway facilities. *Mr. Kaliski responded that the freight system is under private ownership so less information is available compared to the highways. In a presentation during the last Task Force meeting and subsequent discussions with staff, Bob O'Malley from CSX had indicated that recent improvements to the S line provided sufficient freight rail capacity in the region for the foreseeable future, although there may be needs for some spot improvements or additional intermodal terminal capacity.*
 - Mr. Hawkins asked if the potential 10 percent freight mode shift from truck to rail mentioned in Mr. Kaliski's presentation had been taken into account when stating that the rail line can accommodate increased capacity. *Mr. Kaliski replied that staff will clarify these numbers with CSX if possible.*
- Mayor Surrency (City of Hawthorne) addressed the interchange depicted on slide 9 of Jennifer Fortunas' presentation, saying that it is located in his community and splits the community in half. He requested that the slide be removed as a best-practice example in future presentations. *Ms. Fortunas responded by saying that Mayor Surrency's concern is an example of how difficult it can be to enhance existing corridors.*
- Mayor Surrency added that purchasing land for drainage is very expensive, and an alternative of using reclaimed water for municipal irrigation should be considered.
- Commissioner Breeden (Sumter County) asked if there is a formula to determine what affect truck-only lanes or other improvements would have on LOS. *Jennifer Fortunas replied that there are LOS tables that prescribe the*



number of lanes needed to handle different volumes of traffic per facility type. As truck-only lanes are a new concept, with few examples around the country, data on truck-only lanes are limited.

- Rebecca Bays (Insurance Resources and Risk Management) asked if there is any way to project the increase in long-term growth cargo that ships into the state, and how a shift from trucking in freight from California to shipping it to Florida ports would impact I-75. *John Kaliski replied that available port projections have been considered, and staff will consult additional research conducted by the Florida Chamber Foundation and Florida Ports Council.*
 - Brian Teeple (Northeast Florida Regional Council) cautioned that individual port projections may be overly optimistic.
- Commissioner Breeden (Sumter County) stated that the tonnage numbers and the container numbers do not seem to coincide. *Mr. Kaliski replied that container traffic is a new endeavor at most Florida ports and therefore the growth rate at each port compared to general cargo growth can vary significantly.*
- Mr. Lee suggested that enlarging the footprint of a facility over a sensitive area such as Paynes Prairie is not necessarily a lose-lose proposition. He elaborated by explaining that when the improvements are made to the capacity of the facility, innovative design can be used to improve and enhance the connectivity of environmental areas, for example, by enhancing the existing connectivity of Paynes Prairie along the east and west of I-75.
- Kevin Sheilley (Ocala/Marion County Chamber and Economic Partnership) asked about the effectiveness of TSM&O improvements. *Ms. Fortunat acknowledged that those types of improvements are most effective when implemented alongside expansion. When TSM&O improvements are implemented as a standalone solution, they will not add significant capacity to the facility in the long-term.*
- Mayor Surrency reiterated that traffic numbers around Alachua County should be developed for future analysis.

Ms. Lauten reminded those members of the public who wish to speak at the public comment period to fill out an appearance card.

Lunch Break 12:20 – 1:05 PM

Chairman Byron welcomed the Task Force back from lunch and introduced John Kaliski for the next presentation.

Integrating Transportation with Local Economic Development Goals, John Kaliski, Cambridge Systematics – 1:08 PM

John Kaliski, Cambridge Systematics, talked through a short presentation to recap previous discussions relating transportation improvements to local economic development goals. Mr. Kaliski asked the Task Force if the staff had sufficiently captured all of the economic development challenges and opportunities that need to be considered.

- Thomas Hawkins (1000 Friends of Florida) pointed out that economic development opportunities shown on the Planned Developments map emphasize developments of regional impact and other master planned developments and may not address the policy focus in Gainesville related to urban infill. *John Kaliski explained that this map was one of several shown at prior meetings and documented in the briefing book.*
 - Mr. Hawkins added that the map may best be accompanied by a textual description that explains what is exactly included. He also suggested mapping community redevelopment areas.



- Kevin Sheilley (Ocala/Marion County Chamber and Economic Partnership) noted that Marion County is experiencing a great diversification of economic sectors and the 2040 traffic projections are frightening in terms of growing the local economy. He is concerned that limited mobility will deter potential economic investments within the county.
- Rebecca Bays (Insurance Resources and Risk Management) explained that there is a lack of a unified voice on the west coast, north of Tampa Bay; and this is affecting the area's ability to attract and receive funding for economic development opportunities. She suggested that the region needs a marketing and vision plan.
- Jane Adams (University of Florida) stated that the University of Florida wishes to become a top university, and attracting the top researchers and academics to the school is a top priority. She explained that limited accessibility to the University is a major concern, adding that a direct rail connection between Orlando International Airport and the University would be helpful.
- Mike Sizemore (citizen representative) stated that the area's economy is based primarily on people, and in addition to increasing efficiency of freight to meet consumption, moving people more efficiently is a big driver of the area's economic development, suggesting that public transit is the best method to move people more efficiently.
- Sean Sullivan (Tampa Bay Regional Planning Council) shared that the Hillsborough County and Pinellas County commissions meet to discuss common issues such as transportation. As a result of these meetings, they have started a SmartCard initiative that would work for all public transportation in the 8-county, Tampa Bay region.
- Charles Lee (Audubon Florida) pointed out that Levy County is designated as a rural area of opportunity, yet only one idea that has been discussed reaches Levy County; more effort should be made to include areas within Levy County.
- John Meeks (Levy County) followed by sharing that there are no urban areas in Levy County, but its residents enjoy the rural lifestyle. He continued, saying that he would like to see more jobs located within the county, as Levy County is ripe for expansion with its economy based on ecotourism. He elaborated on the growing market of visitors to Florida that are spending longer periods of time here and have a desire to experience the "real Florida". He concluded that there needs to be an opportunity for visitors to access Levy County from Orlando and Tampa.
- Kevin Sheilley (Ocala/Marion County Chamber and Economic Partnership) emphasized that I-75 is a key corridor to feeding, clothing, and otherwise supplying the state with goods.
- Commissioner Breeden (Sumter County) pointed out that SunRail is underperforming financially and user-wise in comparison to projections, and while all of the ideas mentioned by the Task Force may seem like good ideas, they may not perform as expected.
- Commissioner Adams (Citrus County) considered that even 20 years from now, few people will be taking transit from Gainesville to Orlando, and everyone will still continue to drive personal automobiles. He encouraged the Task Force to remain focused on improving existing facilities such as I-75, Florida's Turnpike, 301, and 41.

Range of Corridor Options: I-75 Reliever Corridors

Chairman Byron introduced the next presentation by emphasizing that all options will be considered moving forward.

Strategies for Long-Term Mobility and Connectivity, Sunsera Dalton, CH2M and Huiwei Shen, FDOT – 1:34 PM



Sunserea Dalton, CH2M, presented updates to the avoidance areas map and the land suitability map (LSM), pointing out the changes and added layers based on input from agencies and the public.

- Charles Lee (Audubon Florida) asked for clarification on the LSM, as it appeared to be showing four colors, and only three are on the legend. Ms. Dalton (CH2M) replied that it may just be an optical effect of small areas of color dotting the map and staff will clarify the map for the next meeting.

Ms. Dalton added that although the LSM shows a lot of red areas, some of that area is simply a buffer within the dataset and will be ground-truthed as the focus areas are refined.

- Charles Lee stated that there is an obvious choke point on the map near Dunnellon and requested a detailed map of the area, as avoidance can be analyzed only with a more detailed area shown.

Ms. Dalton suggested that the study area boundary be slightly expanded to allow for more options around the high-sensitivity areas in eastern Alachua County.

- Mayor Surrency (Hawthorne) pointed out that there are no existing facilities in the proposed expansion area except for U.S. 301, so expanding the boundary implies a new corridor. Meanwhile U.S. 301 has existing capacity that is underutilized and could possibly be expanded. He would prefer to leave the boundary as it currently exists.
 - Mr. Lee shared a concern with expanding the study area all the way to Ocala National Forest, but sees the value in expanding the boundary to enable the bypass of sensitive areas in eastern Alachua County where they may otherwise be impacted. He suggested the boundary be revised to a halfway point between the existing and proposed boundary lines.
 - Mayor Surrency reiterated that U.S. 301 is not lacking in capacity, and with some various improvements, it could be a reasonable corridor to use to get to Jacksonville.
 - *Jim Wood (FDOT) replied that the expansion of the study area was not to define an intention for particular path, but to expand options. He noted that U.S. 301 will continue to be an option, but using it will impact the surrounding communities.*

Shelley Lauten suggested that the Task Force postpone the discussion about expanding the study area until after Huiwei Shen presents her part of the presentation.

Huiwei Shen continued the presentation, explaining the framework and approach for developing three “swaths” as areas of opportunity for new and enhanced corridors.

- Mr. Lee pointed out that there is an area common to each swath that is a chokepoint, and suggested that it may potentially impact Lake Rousseau rather than the Withlacoochee River.
- Janet Bowman (The Nature Conservancy) comment that the chokepoint Mr. Lee is referring to falls within Rainbow Springs, and is an important wildlife connection. She noted that she has done some preliminary analysis of wildlife impacts of the proposed swaths, and will provide those data to staff.

Ms. Shen continued her presentation, introducing the southern, central and northern opportunity areas.

- Mr. Lee asked why the northern swath is said to have less potential to enhance connectivity to Jacksonville, as there is a lot of area from the northern end of the swath east to Jacksonville. *John Kaliski replied that the other two swaths may have an easier connection to existing U.S. 301.*



- Nick Nicholson (Hernando County) agreed with Mr. Lee, saying that he does not see how there is less accessibility to Jacksonville from the northern swath.

Approach for Evaluating Range of Corridor Options, Huiwei Shen, FDOT

Ms. Shen completed her presentation by presenting a composite map showing all three swaths and evaluation matrices that compared the three swaths in their compatibility to the Task Force's guiding principles.

Shelley Lauten asked that the Task Force attempt to keep a high-level, regionally oriented point of view when discussing the swaths. She began by asking for potential benefits related to the southern swath.

- Mayor Surrency (City of Hawthorne) offered that the southern swath is the shortest, and perhaps the most cost-effective of the three.
- Commissioner McClain (Marion County) suggested that it seems like the least intrusive option.
- Rebecca Bays (Insurance Resources and Risk Management) expressed that she likes all of them, as they originate in Citrus County.
- Taylor Teepell (Florida Department of Economic Opportunity) said that this swath seems like an efficient route to Jacksonville.
- Charles Lee (Audubon Florida) joked that the southern swath would increase the membership of local environmental organizations because of potential concerns regarding the impacts on sensitive environmental areas.
- Janet Bowman (The Nature Conservancy) said that she likes that the swath avoids Rainbow Springs.

Shelley Lauten solicited Task Force concerns about the southern swath.

- Commissioner McClain is concerned that though the swath may relieve some traffic from I-75, it will be placing more traffic onto I-75 for a longer distance.
- Mayor Surrency said that the connection point would most likely be adding traffic right at the highest areas of congestion on I-75 within the initial focus area.
- Thomas Hawkins (1000 Friends of Florida) stated that he had a fundamental question about all of the swaths that he would like to address later in the discussion.
- Mr. Lee stated that the southern swath is perhaps the most impactful to sensitive environmental areas and that he also questions the wisdom of connecting to I-75 at a highly congested area.
- Commissioner Meeks (Levy County) said that even though this swath is the shortest route, the cost might be higher, as it impacts sensitive lands.
- Mike Sizemore (citizen representative) expressed that he does not believe that there is a good place to connect to I-75 in this area relative to cost.
- Commissioner McClain echoed that there is no good place to connect to I-75.

Shelley Lauten asked for benefits of the central swath.

- Mr. Sizemore suggested that this swath provides the most direct linkage to U.S. 301 via 326.



- Mr. Teepell said that it provides another path the Jacksonville.
- Mr. Lee stated that the central and northern swaths allow for the “threading of the needle” through sensitive lands, assuming there is a solution for wildlife corridors.
- Ms. Bowman agreed with Mr. Lee.
- Mayor Surrency said this was his “second favorite” option.
- Kevin Sheilley (Ocala/Marion County Chamber and Economic Partnership) suggested that the central swath has the highest potential to reduce traffic.

Shelley Lauten then asked for Task Force concerns regarding the central swath.

- Ms. Bowman suggested that this swath could have the most impact to the east-west connections of wildlife corridors.
- Mayor Surrency proposed that it might not relieve a significant amount of traffic from areas of I-75 that need it, and in fact could put more traffic on I-75 in already congested areas.
- Mr. Lee said he would like to see more traffic data on the central and southern swaths, adding that the question of which one would do the best job of providing relief depends on how much Tampa-bound traffic is coming from Gainesville versus how much is coming from north of and through Gainesville.

Shelley Lauten solicited the Task Force for potential benefits of the northern swath.

- Mayor Surrency stated that this swath makes the most sense for traffic heading from I-10 or the area around Atlanta to the Tampa Bay area and that this could help maximize U.S. 41 through Levy County as well as still provide a connection to Jacksonville.
- Thomas Hawkins (1000 Friends of Florida) offered that Tampa-bound trips originating in Gainesville would find a corridor in the central swath most useful.
- Commissioner Meeks (Levy County) asked if land in Camp Blanding could be used for a corridor. *Jim Wood (FDOT) replied that military areas in Florida are designated as conservation lands as well as military bases.*
 - Mr. Meeks would like staff to find out what could be done to establish a route through the base.
- Commissioner Breeden (Sumter County) asked if a new corridor would be tolled. *Jim Wood (FDOT) replied that the department typically tolls new corridors, but that the feasibility of tolls would have to be evaluated before implementation.*
- Charles Lee (Audubon Florida) said that this swath clearly benefits the rural area of opportunity, and with a connection towards Jacksonville to U.S. 301, there is opportunity to improve wildlife connectivity.
- Donald Forgione (DEP) said this swath would pull more traffic off early on I-75.

Ms. Lauten suggested that due to the public comment period being only 15 minutes away, the Task Force should spend only five more minutes addressing concerns with the northern swath before taking a break.

- Mr. Sizemore commented that the northern swath addresses only four of the guiding principles based on the preliminary analysis by staff.



- Mr. Hawkins explained his general observation from earlier in the discussion. In comparing the three swaths to the Potential Options for Maximizing Existing Corridors map, he is concerned that the southern terminus of all three swaths do not include existing rail corridors, and only two include existing rail corridors at their northern termini. He asked about the Task Force's commitment to multi-modalism. *John Kaliski replied that Task Force's guiding principles indicate that enhanced or new corridors would be planned to be multimodal. This could be accomplished by incorporating existing or abandoned rail infrastructure, or by developing new corridors that include sufficient right of way to accommodate rail or other modes. The feasibility of such rail options has not yet been evaluated.*
 - Mr. Hawkins responded that implementing a new highway corridor plus a new rail corridor may be prohibitively costly and asked if the range of options to be recommended will undergo a significant breadth of evaluation.
 - *Jim Wood (FDOT) answered that it would require a very extensive evaluation and modal screenings would take place when appropriate.*
- Donald Forgione (FDEP) said that this swath would devalue the beauty of driving from High Springs to Dunnellon.
- Mr. Sheilley suggested that there is a possibility for this corridor to connect to U.S. 301, but it does not appear to do so on the current maps.

Chairman Byron initiated a break, asking everyone to return at 3:00 PM for the public comment period.

Break from 2:45 – 3:00 PM

Public Comment Period – 3:00 PM

Chairman Byron announced the public comment period. Shelley Lauten reminded the speakers that there is a three minute time limit on comments.

- Mel Sunquist, Melrose resident, asked about the need for a corridor that links Tampa to Jacksonville. He stated that I-75 relief seems to be solvable through other means. He stated that according to traffic data, there appears to not be a large volume of traffic traveling from Tampa to Jacksonville. Mr. Sunquist cited a U.S. 301 report that states there is little through traffic on U.S. 301, instead most traffic using U.S. 301 is for local trips. He stated that there is not much traffic moving between Wildwood and Jacksonville, that traffic counts on U.S. 301 are less than 25,000 vehicles per day and the 2040 projections not much higher. Mr. Sunquist questioned how a limited access facility from Tampa to Jacksonville would relieve congestion on I-75.
- James Dick, Alachua County resident, asked if the Task Force is willing to bet ten million dollars per mile on improvements to I-75 based on the projected growth of the Initial Focus Area. He stated that Alachua County is broke, and that Florida seaports are spending a lot of money on dredging, risking the loss of business already. Mr. Dick said he believes that no Panamax ships will use the ports at Tampa Bay or Jacksonville. He concluded by pointing out that many tolled roads around the country are suffering great financial losses, and north Florida does not want that.
- John Wade, Inverness resident, noted his concerns that the purpose of the Task Force is to direct staff what to look at, not for the staff to tell the task force what ideas will or will not be entertained, giving an example of a



Task Force member's earlier question regarding a parallel road and of Charles Lee asking if only improvements to I-75 could be considered, with staff replying that all possibilities should be considered. Mr. Wade questioned what, if the staff sets the limits, is the purpose of the Task Force meetings. He concluded by commending the MPO representatives for their local improvements to try to relieve I-75.

- Loretta Whelpton, Gainesville resident, implored the Task Force to avoid the aquifer recharge areas, as the economic crisis that the area is experiencing does not take into account the water crisis, even after such a wet winter. Ms. Whelpton continued, saying that Lake Okeechobee discharges into estuaries, ruining them, the Indian River and its fish are dead, Miami will soon be underwater, and the Florida Bay starved to death because of water diversion. She asked that everyone stay away from Homosassa because it is the only place left with good water. Ms. Whelpton concluded by telling the Task Force to not place traffic where it does not need to go, and water is the most important thing.
- Pat Wade, Inverness resident, expressed concerns with the limited discussion about environmental sustainability. She explained that with all of the growth, water, rural lands and other resources that are key to Florida life will be stressed. Ms. Wade believes that in 50 years, cars will be not used as they are today, which should affect the roads are planned. She praised the MPOs for relieving I-75 how they can and asked for more money to go to those organizations.
- Judy Etzler, Micanopy resident, stated that she is very familiar with I-75, having worked in both Ocala and Gainesville. For this meeting, she said she traveled C.R. 318 to I-75, sharing that C.R. 318 is in terrible shape because heavy trucks are breaking down the asphalt. Ms. Etzler said that if S.R. 326 is utilized to connect I-75 to U.S. 441 and U.S. 301, it would help combat the degradation of other roads.
- Kayla Sosnow from Gainesville stated that she feels frustrated with the process, as if FDOT is leading the Task Force to a recommendation of a new high-capacity corridor whether they like it or not by using phrases like, "flexibility" and "consider all options." She stated that from her attendance of Task Force Meeting #3, she believes the Task Force would rather look at enhancing existing corridors rather than creating new corridors. She expressed that she believes the Task Force should have multiple private landowners as representatives instead of just one. Ms. Sosnow articulated that she feels disengaged despite opportunities to speak because she does not like the Task Force's back to the public, she wants to have the same binders as are provided to the Task Force members, and wishes that the meetings be live-streamed online.
 - Charles Lee (Audubon Florida) asked Ms. Sosnow what she would like.
 - Ms. Sosnow replied that while she is not an expert, she believes she would like to see the Task Force recommend maximizing existing facilities and not introduce new corridors. She added that Florida is for the people and not for the governor to decide that he wants Florida to be a global transportation hub.
 - Mr. Lee commented that when members of the public come up, he's most interested in hearing points of view with specifics and substance, such as, "Should there be a new road?" rather than a criticism of the process.

Task Force Member Discussion- Strategies for Long-Term Mobility and Connectivity – Continued 3:30 PM

Chairman Byron asked the Task Force to resume its discussion of the areas of opportunity.



- Commissioner Adams (Citrus County) said that if the state would provide more money to local governments it could possibly cost less and benefit all local economies while putting traffic in the right areas, not in sensitive areas.
- Brian Teeple (NEFRC) expressed concerns that the discussions of the Task Force are not facilitating a connection to Jacksonville, since he represents that area.
 - Charles Lee (Audubon Florida) responded that if he thought the southern swath would tie into a route to Jacksonville, he would be in support of further evaluation of this swath.
 - Mr. Teeple continued to say that it is difficult for the discussion to stay at a 30,000 foot view when the Task Force is entitled “I-75 Relief,” yet, ultimately there needs to be a connection to Jacksonville.
- Mike Sizemore (citizen) made a motion to remove the southern swath from consideration. The motion was seconded and passed without any opposition

Chairman Byron asked for other opportunities to be considered.

- Donald Forgone (Florida Department of Environmental Protection) indicated that the swaths do not solely represent potential new roads because there are existing roads within these swaths. He asked what enhancements could be done in these areas, as it would be interesting to see things like movements north and south, from Dunnellon to Lake City for instance. *Huiwei Shen (FDOT) replied that when the swaths were initially presented it was assumed to be a combination of existing and new. Ms. Shen added that more information on the use of existing facilities will be provided at a future meeting.*
- Thomas Hawkins (1000 Friends of Florida) suggested that in addition to the options connecting Suncoast Parkway and I-75, a rail connection from Tampa to Ocala or Tampa to Gainesville should be considered. He said that in order to stay true to the charge of multimodal alternatives, rail connections need to be considered between different origins and destinations. Additionally, Mr. Hawkins suggested that the Task Force consider a “No New Corridor” alternative, where maximization of existing facilities is solely considered.
- Charles Lee (Audubon Florida) added that he is supportive of an improved existing alignments-only alternative. He further suggested that significant improvements to U.S. 41 could serve as an alternative. Within this line of thinking, Mr. Lee asked that if there is not going to be a connection from Suncoast Parkway to I-75, that the FDOT put the Suncoast Parkway 2 extension on hold, which could free up funding to invest in immediate improvements to I-75 between Gainesville and Wildwood.
 - Chairman Byron noted that changes to projects in the adopted work program such as Suncoast Parkway 2 is beyond the scope of the Task Force.
- Mr. Sizemore asked to compare the two swaths for the travel distance between Jacksonville and Tampa.
- Mayor Surrency (City of Hawthorne) said that the Task Force should prioritize short-term goals relative to future corridors, as at this point, all options are on table. He stressed that the primary issue be I-75 relief and the secondary issue be connecting Tampa to Jacksonville.
- Janet Bowman (The Nature Conservancy) asked if there are traffic figures specific to truck traffic on I-75 compared with U.S. 301. *John Kaliski replied that some preliminary data has been presented related to overall truck traffic, and staff will work to obtain more specific data, based on the origin-destination study that is currently underway.*
- Thomas Hawkins (1000 Friends of Florida) asked what components are asked of the Task Force at the end of the day’s meeting. *Jim Wood (FDOT) responded that at the end of each meeting, any matters that receive consensus are noted and action items are reviewed to assist in the agenda development of the next meeting.*



- Commissioner McClain (Marion County) shared that he thought the day's MPO presentations took place in order to show what local governments are doing to relieve I-75 and to spur a look into what each Task Force member could do in their own area to relieve I-75. *Tom Byron replied that projects in the MPO Transportation Improvement Program (TIP) are typically slated for the next five years, whereas the Task Force is charged with a longer term planning horizon.*
- Commissioner Adams (Citrus County) voiced concerns with planning too far out into the future, as things may very well change within the next 20 years, and if the Task Force selects a preferred swath now, he would feel as if they are tied into that selection. *Jim Wood (FDOT) replied that while local initiatives are a key component of the Task Force's recommendations, an evaluation of long-term ideas is critical as well.*
- Charles Lee (Audubon Florida) stated that he would like to see an analysis developed by the FDOT with no option for a new corridor, explaining that he would like to see a robust alternative developed based on existing alignments.
- Commissioner Adams said that drivers will take the path of least resistance, and he sees local bypasses as the most likely way to provide that to drivers.

Approach for Evaluating Range of Corridor Options, Huiwei Shen, FDOT – 4:00

Huiwei Shen, FDOT, explained that the staff is to develop technical information and analysis that is requested by the Task Force in order to assist in moving forward with deliberation on recommendations. She reiterated that the charge is to evaluate a range of options, including both enhancement of existing corridors and developing new corridors.

- Thomas Hawkins (1000 Friends of Florida) suggested that it is important to look at cost, environmental impacts and economic impacts through the scope of different priorities, weighting metrics such as facilitating growth in areas where the locals have specifically said that they want to have growth. *Huiwei Shen (FDOT) suggested that these are in line with the Task Force adopted Guiding Principles (Task Force Binder, Tab 1), and that Mr. Hawkins review these principles to see if he has any suggestions for changes or additions.*
- Commissioner Adams talked about Marion Oaks and Citrus Springs as large developments within the region's counties, stating that one corridor will not benefit all counties. He suggested that the Task Force takes into consideration all local transportation and economic development plans to determine which could provide the most benefit to the focus area. *Huiwei Shen responded that the MPO representatives were invited to the day's meeting in order to present local projects with the hope that the information would give the Task Force a more comprehensive look at how to improve existing facilities.*
- Mayor Surrency asked to have the current and near-term MPO improvement projects included on one map. *Huiwei Shen said that this information has been collected and can be compiled and illustrated for a future meeting.*
- Commissioner Adams restated that he believes the best improvements would be developed by the local planning organizations, as they are most in touch with their respective needs and could provide the highest benefits.

Summary of Next Steps, Huiwei Shen, FDOT – 4:20 PM

Huiwei Shen, FDOT, presented the Summary of Next Steps presentation that was updated throughout the duration of the meeting, based on real-time Task Force discussions. The action items presented included items that were discussed



earlier in the day's meeting. Prior to reviewing the action items, Ms. Shen went over the upcoming schedule and the I-75 Relief website, emphasizing the ability to offer comments via website links.

Action Items from *Summary of Next Steps*

- Avoidance/minimization maps
 - Complete collection of data on public water supply wellfields
 - Schedule coordination meeting with water management districts
- Land suitability map
 - Adjust colors on legend for readability
 - Provide more detailed map of the area to the north of Suncoast Parkway 2/SR 44
- Traffic data
 - Provide additional detail on existing and projected I-75 traffic
 - Provide additional data on routes used by trucks traveling from Tampa to Jacksonville (I-75, US 301, I-4) (if available)
- Economic data
 - Include community redevelopment areas on maps
- Maximizing existing facilities
 - Share examples of capacity/level of service for highway options including express lanes/truck-only lanes
 - Long-term projections/scenarios for seaport activity
 - Additional information on CSX S line/other rail investment needs if available
 - Adjust existing facilities map to include US 301 south to SR 50 in Hernando County
 - Further describe improvement options for I-75, US-301, US-41
- Areas of opportunity
 - Drop southern area of opportunity
 - Refine central/northern areas of opportunity including
 - Opportunities to maximize existing roads in those areas
 - Coordination with needs/projects identified by MPOs and local governments
 - Consider use of existing/abandoned rail infrastructure
 - Ability to connect to Northeast Florida including potential for a corridor to cross Camp Blanding
 - Consider additional opportunity for a rail connection from Tampa to Ocala/Gainesville or Jacksonville



Action Items from *Summary of Next Steps* (continued)

- Screening of options
 - Screen range of options as revised for compatibility with purpose and need and guiding principles

- Hugh Harling (East Central Florida Regional Planning Council) asked if the staff could provide rough costs for developing each of the swaths. *Huiwei Shen replied that rough cost estimates could be developed for comparison between the swaths as part of evaluation studies.*
- Rebecca Bays (Insurance Resources and Risk Management) asked if partners such as water management districts and utility companies have been identified within the areas and contacted with preliminary ideas and solicited for information regarding funding opportunities and planning visions. *Huiwei Shen (FDOT) said that staff is reaching out broadly to these type of organizations and agencies for coordination.*
- Commissioner Adams (Citrus County) reiterated his thought that a good plan of action is to work with local organizations to improve existing facilities.

Task Force Member Closing Comments – 4:20 PM

Chairman Byron thanked the staff for the work that had gone on to conduct the meeting and asked the Task Force members for closing comments. The following comments were offered:

- Commissioner Adams (Citrus County) stated that he would like to look at local transportation proposals and consider how the proposed improvements would best affect each of the counties within the Initial Focus Area individually and in terms of connectivity.
- Commissioner McClain (Marion County) encouraged the Task Force to revisit the original idea of eventually connecting to Jacksonville after the goal to relieve traffic of I-75, as so many data requests related to near-term improvements make it difficult for staff to help the Task Force reach consensus on the two outlined goals.
- Commissioner Meeks (Levy County) stated that with the intelligent individuals on the Task Force, there can be a recommendation that is best for everyone, highlighting the idea that the Task Force is not meant to determine a solution for tomorrow, rather something that may be implemented over the next 25-plus years.
- Rebecca Bays (Insurance Resources and Risk Management) said that it is up to the local jurisdictions to provide good growth management, as they prescribe where and when growth takes place, because ultimately just because there is no road in a location, it does not mean growth will not occur.
- Taylor Teepell (FDEO) emphasized that the idea of the Task Force is to relieve I-75 and then connect to Jacksonville.
- Mayor Surrency (City of Hawthorne) said that he looks forward to the next meeting and prioritizing solutions.
- Donald Forgione (FDEP) thanked the FDOT and staff for coordinating the meeting.
- Janet Bowman (The Nature Conservancy) added that there seems to be tension between the goals of first relieving I-75 and second, connecting Jacksonville—the key is figuring out how to optimize both goals in relation to one another.



- Commissioner Breeden (Sumter County) mentioned that he appreciated the maps with swaths as it gave to the Task Force a needed “reality check,” and forced the members to evaluate the benefits and concerns regarding potential areas of improvements.
- Hugh Harling (ECFRPC) stated that he believes the Task Force is on the verge of making some decisions thanks to the data recently presented. Mr. Harling thanked the MPO participation in the day’s meeting.
- Charles Lee (Audubon Florida) mentioned that while there are two viable corridor options, there still needs to be a robust analysis on maximizing existing facilities.
- Thomas Hawkins (1000 Friends of Florida) thanked the staff.
- Jane Adams (University of Florida) stated that she is looking forward to analyzing which areas will effectively remove the most traffic from I-75.
- Mike Sizemore (citizen representative) commented that the challenge moving forward in this process is still attached to moving people and goods safely and efficiently, meanwhile people are moving to the state at a rapid rate and visiting at an extremely high rate, which makes the evaluation more dynamic.
- Rebecca Bays (Insurance Resources and Risk Management) requested an evaluation on what would happen regarding emergency evacuations from south Florida.

Chairman Byron thanked staff once again for a successful meeting and the Task Force members for their participation. Ms. Lauten reminded the Task Force to complete the evaluation form.

Meeting Adjourned – 4:35 PM



Task Force Member Sign-In Sheet

I-75 Relief Task Force Meeting
Wednesday, April 6, 2016 - 9:00 a.m. – 4:30 p.m.

Name (PLEASE PRINT)	Title / Organization	Email Address / Phone Number (PLEASE PRINT)	Mailing Address (PLEASE PRINT)
JA Adams, Jane	Vice President for University Relations, University of Florida	jane-adams@ufl.edu	P.O. Box 113157, 111 Tigert Hall Gainesville, FL 32611
SA Adams, Scott	County Commissioner	scott.adams@citrusbocc.com	110 N. Apopka Ave, Inverness, FL 34450
Arnold, Bradley	County Administrator	bradley.arnold@sumtercountyfl.gov	7375 Powell Road, Wildwood, FL 34785
RB Bays, Rebecca	Owner, Insurance Resources & Risk Management	rebecca@insurecitrus.com	3470 N Lecanto Hwy, Beverly Hills, FL 34465
Bentley, Terry	Assistant for Deputy Secretary Gary Clark	Terry.Bentley@dep.state.fl.us	3900 Commonwealth Blvd, Tallahassee, FL 32399
JB Bowman, Janet	Director of Legislative Policy & Strategies, The Nature Conservancy	janet_bowman@tnc.org	625 N. Adams Street, Tallahassee, FL 32301
Breeden, Garry	County Commissioner	Garry.Breeden@sumtercountyfl.gov	7375 Powell Road, Wildwood, FL 34785
TB Byron, Tom	Assistant Secretary for Intermodal Systems Development (Chair)	tom.byron@dot.state.fl.us	605 Suwannee Street, Tallahassee, FL 32399
Chestnut, Charles "Chuck"	County Commissioner	cschestnut@alachuacounty.us	12 SE 1st Street, PO Box 2877 Gainesville, FL 32601
Clark, Gary	Deputy Secretary for Land and Recreation	gary.clark@dep.state.fl.us	3900 Commonwealth Blvd, Tallahassee, FL 32399
Dean, Wilbur	Assistant County Coordinator	levybocc@levycounty.org dean-wilbur@levycounty.us	PO Box 310 Bronson, FL 32621
Dissell, Devin	County Manager	ddissell@alachuacounty.us	
DF Forgione, Donald		donald.forgione@dep.state.fl.us	
Gainey, Latoya	Executive Staff Assistant	lgainey@alachuacounty.us	
Harling, Hugh W.	Executive Director	hharling@ecfrpc.org	309 Cranes Roost Blvd, Suite 2000 Altamonte Springs, FL 32701
Koons, Scott	Executive Director	koons@ncfrpc.org	2009 NW 67th Place, Gainesville, FL 32653
Lee, Charles	Director of Advocacy, Audubon Florida	clee@audubon.org	1101 Audubon Way, Maitland, FL 32751
McClain, Stan	County Commissioner	stan.mcclain@marioncountyfl.org	601 S.E. 25th Ave, Ocala, FL 34471
Meeks, John	County Commissioner	district1@levycounty.org	355 S. Court Street, Levy County PO Box 310 Bronson, FL 32621
Nicholson, Nicholas "Nick"	County Commissioner	Nnicholson@hernandocounty.us	20 N. Main Street, 7468 Horse Lake Road Brooksville, FL 34601
Pattison, Charles	Policy Director, 1000 Friends of Florida	cpattison@1000fof.org	308 North Monroe Street, PO Box 5948 Tallahassee, FL 32301

Thomas Harkins





Staff Sign-In Sheet

I-75 Relief Task Force Meeting
 Wednesday, April 6, 2016 - 9:00 a.m. – 4:30 p.m.

Name	Affiliation	Email
Arroyo, Noemi <i>NA</i>	Atkins/FTE	Noemi.Arroyo@dot.state.fl.us
Banet, Josiah <i>JB</i>	AECOM	Josiah.Banet@dot.state.fl.us
Bolan, Rebecca <i>BB</i>	MCG/FTE	Rebecca.Bolan@dot.state.fl.us
Colson, Regina	FDOT	Regina.Colson@dot.state.fl.us
Dalton, Sunserea <i>SD</i>	CH2M	Sunserea.Dalton@ch2m.com
Downs, Noranne	FDOT - District 5	Noranne.Downs@dot.state.fl.us
Estep, Shannon <i>—</i>	FTE	Shannon.Estep@dot.state.fl.us
Evans, Greg	FDOT - District 2	Greg.Evans@dot.state.fl.us
Everett, Jan	AECOM	Jan.Everett@aecom.com
Flickinger, Christy <i>CF</i>	AECOM	Christy.Flickinger@aecom.com
Fortunas, Jennifer <i>JF</i>	FDOT	Jennifer.Fortunas@dot.state.fl.us
Fox, Randy <i>RFO</i>	FTE	Randy.Foc@dot.state.fl.us
Garcia, Sol <i>—</i>	CH2M	Sol.Garcia@ch2m.com
Gutierrez-Scaccetti, Diane <i>—</i>	FTE	Diane.Gutierrez-Scaccetti@dot.state.fl.us
Heath, Mindy <i>MH</i>	AECOM	Mindy.Heath@dot.state.fl.us
Henderson, Bill <i>BH</i>	FDOT - District 2	Bill.Henderson@dot.state.fl.us
Horwitz, Martin <i>MH</i>	FTE	Martin.Horowitz@dot.state.fl.us
Ispass, Marc <i>MI</i>	CH2M	Marc.Ispass@ch2m.com
Kalisky, John <i>JK</i>	Cambridge Systematics	jkalisky@camsys.com
Kirby, Marjorie	FDOT	Marjorie.Kirby@dot.state.fl.us
Koffler, Melanie <i>MK</i>	CH2M	Melanie.Koffler@ch2m.com
Lamb, Matt <i>ML</i>	CH2M	Matt.Lamb@ch2m.com
Marable, Lori <i>(LM)</i>	FDOT - District 7	Lori.Marable@dot.state.fl.us
Marks, Ryan	FDOT - District 5	Ryan.Marks@dot.state.fl.us
McKinney, Ed <i>EM</i>	FDOT - District 7	Ed.Mckinney@dot.state.fl.us
Monroy, Carmen <i>CM</i>	FDOT	Carmen.Monroy@dot.state.fl.us
<i>—</i> Pagan, Xavier <i>XP</i>	FDOT	Xavier.Pagan@dot.state.fl.us
Peate, Marty <i>MP</i>	AECOM	Marty.Peate@dot.state.fl.us





Staff Sign-In Sheet

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Name	Affiliation	Email
Pinzon, Henry <i>HP</i>	FTE	Henry.Pinzon@dot.state.fl.us
Rhodes, Jenn <i>JR</i>	CH2M	Jenn.Rhodes@ch2m.com
Rizzolo, Chris <i>CR</i>	AECOM	Chris.Rizzolo@aecom.com
Scott, Carol <i>CS</i>	FTE	Carol.Scott@dot.state.fl.us
Shannon, Michael <i>MS</i>	FTE	Michael.Shannon@dot.state.fl.us
Shen, Huiwei <i>HS</i>	FDOT	Huiwei.Shen@dot.state.fl.us
Smith, Alicia <i>AS</i>	CH2M	Alicia.Smith@ch2m.com
Smith, Kellie <i>KS</i>	FDOT - District 5	Kellie.Smith@dot.state.fl.us
Snyder, Mike <i>MS</i>	CH2M	Mike.Snyder@ch2m.com
Stahl, Chris	FDEP	Chris.Stahl@dep.state.fl.us
Stanger, Brian <i>BS</i>	FDOT - District 5	Brian.Stanger@dot.state.fl.us
Stettner, Alison <i>AS</i>	FTE	Alison.Stettner@dot.state.fl.us
Strimple, Russell <i>RS</i>	CH2M	Russell.Strimple@ch2m.com
ten Siethoff, Brian	Cambridge Systematics	btensiethoff@camsys.com
Watts, Jason	FDOT	Jason.Watts@dot.state.fl.us
Williamson, Michelle <i>MW</i>	FTE	Michelle.Williamson@dot.state.fl.us
Wilson, Matt	Cambridge Systematics	mwilson@camsys.com
Wood, Jim <i>JW</i>	FDOT	Jim.Wood@dot.state.fl.us
Wyche, Vickie <i>VW</i>	FDOT - District 5	Vicky.Wyche@dot.state.fl.us
Young, Andrew <i>AY</i>	FDOT	Andrew.Young@dot.state.fl.us



Staff Sign-In Sheet

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 Wednesday, April 6, 2016 - 9:00 a.m. – 4:30 p.m.

How did you hear about this meeting?	Name (PLEASE PRINT)	Title / Organization	Email Address/Phone Number (PLEASE PRINT)	Mailing Address (PLEASE PRINT)
<input type="checkbox"/> Newspaper <input type="checkbox"/> Website <input type="checkbox"/> Mailing <input type="checkbox"/> Other	Bob Romig	Robt. Romig + Assoc	rprconsulting@comcast.net	
<input type="checkbox"/> Newspaper <input type="checkbox"/> Website <input type="checkbox"/> Mailing <input type="checkbox"/> Other	Amanda Carpenter	FDOT	Amanda.Carpenter@dot.state.fl.us	
<input type="checkbox"/> Newspaper <input type="checkbox"/> Website <input type="checkbox"/> Mailing <input type="checkbox"/> Other	Jim Boxold	FDOT	Jim.Boxold@dot.state.fl.us	
<input type="checkbox"/> Newspaper <input type="checkbox"/> Website <input type="checkbox"/> Mailing <input type="checkbox"/> Other	Michael Escalante	NCFRPC/Gainesville HQ	escalante@ncfrpc.org	
<input type="checkbox"/> Newspaper <input type="checkbox"/> Website <input type="checkbox"/> Mailing <input type="checkbox"/> Other				
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Agency Sign-In Sheet

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Name	Affiliation	Email
Ackley Perron, Cara	St. Johns River Water Management District	cperron@sjrwmd.com
Albright, Justin	Marion Soil and Water Conservation District	albrightinvestments@gmail.com
Arnold, Bradley	Sumter County	bradley.arnold@sumtercountyfl.gov
Backhouse, Paul	Seminole Tribe of Florida	paulbackhouse@semtribe.com
Baier, Richard	Sumter County	richard.baier@sumtercountyfl.gov
Barnett, Anita	National Park Service	anita_barnett@nps.gov
Barron, Robert	US Army Corps of Engineers	Robert.B.Barron@usace.army.mil
Bartolotta, Al	Pinellas County MPO	abartolotta@co.pinellas.fl.us
Beltran, Robert	Southwest Florida Water Management District	robert.beltran@watermatters.org
Berkowitz, Mike	Micanopy	micanopytown@gmail.com
Biblo, Adam	FL Department of Economic Opportunity	adam.biblo@deo.myflorida.com
Bohl, Steve	FL Department of Agriculture and Consumer Services	Steve.Bohl@freshfromflorida.com
Booth, Ed	High Springs	ebooth@highsprings.us
Bouyounes, Mounir	Marion County	mounir.bouyounes@marioncountyfl.org
Bryan Parsons, Melissa	St. Johns River Water Management District	mparsons@sjrwmd.com
Burke, Thomas	Lake-Sumter MPO	tburke@lakesumtermpo.com
Burkett, Annette	South Florida Water Management District	aburkett@sfwmd.gov
Burnell, Dave	Crystal River	dburnell@crystalriverfl.org
Busby, Ruth	Coleman	ccityhall@cfl.rr.com
Caldwell, Connie	Otter Creek	ottercreektownha@bellsouth.net
Cannon, Bill	Wildwood	bcannon@wildwood-fl.gov
Carnahan, Scott	Citrus County	scott.carnahan@citrusbocc.com
Carter, Hugo	South Florida Water Management District	hcarter@sfwmd.gov
Carver, Jennifer		Jennifer.Carver@dep.state.fl.us
Catala, Sarah	FDOT	sarah.catala@dot.state.fl.us
Chiaromonte, Ramond	TBARTA	raymond.chiaromonte@tbarta.com
Collins, Jenette	Citrus County	jenette.collins@citrusbocc.com
Cunill, Buddy	Federal Highway Administration	Benito.Cunill@dot.gov





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Name	Affiliation	Email
Davis, Susan	St. Johns River Water Management District	sdavis@sjrwmd.com
Dawson, Chris	Alachua County	cdawson@alachuacounty.us
Dean, Wilbur	Levy County	Dean-wilbur@levycounty.org
Dewey, David	St. Johns River Water Management District	ddewey@sjrwmd.com
Diez, Steve	Hernando- Citrus MPO	stevend@co.hernando.fl.us
DiGiovanni, Frank	Inverness	administration@Inverness-FL.gov
Dix, Dennis	Hernando -Citrus MPO	DennisD@co.hernando.fl.us
Dopp, Steven	Gainesville MTPO	dopp@ncfrpc.org
Dunford, Jimmy	Bronson	jdunford@bellsouth.net
Eastmond, Walt	Citrus County	walt.eastmond@citrusbocc.com
Ebner, Susan	TBARTA	susan.ebner@tbarta.com
Ellington, Donnie	Florida Transportation Commission	donellington@cox.net
Ellzey, Mary	Chiefland	CityManager@chieflandfla.com
Esch, Eddie	Dunnellon	eesch@dunnellon.org
Fang, Chou	St. Johns River Water Management District	cfang@sjrwmd.com
Farah, Waddah	FDOT	waddah.farah@dot.state.fl.us
Farnsworth, Sue		sfarnsworth@bellevuefl.org
Faulkner, Jim	Citrus County	jim.faulkner@citrusbocc.com
Fish, T.J.	Lake-Sumter MPO	tjfish@lakesumtermpo.com
Forzly, Lee	La Crosse	lacrosse386@windstream.net
Fusco, Derek	Federal Highway Administration	derek.fusco@dot.gov
Gaboardi, Melanie	Ocala	mgaboardi@ocalafl.org
Gates, Kim	US Environmental Protection Agency	gates.kim@epa.gov
Glanzer, John	Archer	citymanager@cityofarcher.com
Goff, Jennifer	FL Fish and Wildlife Conservation Commission	jennifer.goff@MyFWC.com
Gonano, Debbie	Micanopy	townhall@micanopytown.com
Gresham, Traci	Alachua	cntrhill@embarqmail.com
Hall, Greg	Federal Highway Administration	GregoryL.Hall@dot.gov



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Name	Affiliation	Email
Harriot, Jim	Alachua	jHarriott@alachuacounty.us
Harvey, Larry	Putnam County	larry.harvey@putnam-fl.com
Hatim, Khaleda	FIHS Central Office	khaleda.hatim@dot.state.fl.us
Hays, Jeff	Alachua County	jhays@alachuacounty.us
Henderson, Bill	FDOT	bill.henderson@dot.state.fl.us
Hendrix, John	City of Gainesville	hendrixjw@cityofgainesville.org
Herd, Carlos	Suwannee River Water Management District	CDH@srwmd.org
Hernandez, Hannah	St. Johns River Water Management District	hhernandez@sjrwmd.com
Hibbert, Jennifer	Federal Transit Administration	Jennifer.Hibbert@dot.gov
Hickle, Bruce	Bushnell	bhickle@cityofbushnellfl.com
Howard, Brandon	National Marine Fisheries Service	Brandon.Howard@noaa.gov
Hunter, Brian	FDOT	brian.hunter@dot.state.fl.us
Hutchinson, Robert	Alachua County	bocc@alachuacounty.us
Jacobs, Lee Ann	Federal Highway Administration	leeann.jacobs@dot.gov
Jones, Ginny Leigh	FL Department of State	ginny.jones@dos.myflorida.com
Joyner, Tom	Town of Reddick	townofreddick@windstream.net
Juilianna, John	St. Johns River Water Management District	jjulianna@sjrwmd.com
Kendall, Cathy	Federal Highway Administration	cathy.kendall@dot.gov
Kissick, Lee	St. Johns River Water Management District	lkissick@sjrwmd.com
Kitchen, Ronald	Citrus County	ronald.kitchen@bocc.citrus.fl.us
Lajmiri, Manny	Pasco County MPO	mlajmiri@pascocountyfl.net
LaRiche, Chastity	Southwest Florida Water Management District	chaz.lariche@swfwmd.state.fl.us
Layman, Laura	South Florida Water Management District	lmontes@sfwmd.gov
Lewis, Ken	St. Johns River Water Management District	klewis@sjrwmd.com
Lippmann, Scott	Williston	scott.lippmann@ci.williston.fl.us
Lyons, Anthony	Gainesville	citymgr@cityofgainesville.org
Maholtz, Mike	Sarasota/Manatee MPO	Mike@MyMPO.org
Marable, Lori	District 7 SIS Coordinator	lori.marable@dot.state.fl.us



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Name	Affiliation	Email
Marks, Ryan	FDOT	ryan.marks@dot.state.fl.us
McBride, Cabot	City of Inverness	fmcbride@tampabay.rr.com
McClarnon, Daniel	FL Department of State	daniel.mcclarnon@dos.myflorida.com
McCranie, Sally	Inglis	smccranieinglistownclerk@gmail.com
McGilvray, Peter	FL Department of Transportation	peter.mcgilvray@dot.state.fl.us
McKamey, Sandi	Belleview	smckamey@belleviewfl.org
McKinney, Ed	FDOT	Edward.McKinney@dot.state.fl.us
McManus, Alyssa	FL Department of State	alyssa.mcmanus@dos.myflorida.com
McNeese, Patricia	Hernando County	pmcneese@hernandocounty.us
Mena, Lourdes	US Fish and Wildlife Service	lourdes_mena@fws.gov
Miracle, David	St. Johns River Water Management District	dmiracle@sjrwmd.com
Mirza, Masood	Marion County	masood.mirza@marioncounty.fl.org
Mitchell, Stan	Federal Transit Administration	stanley.a.mitchell@dot.gov
Monroy, Carmen	FDOT	carmen.monroy@dot.state.fl.us
Moody, Fred	Levy County	moody-fred@levycounty.org
Morris, Vincent	FL Department of Agriculture and Consumer Services	vincent.morris@freshfromflorida.com
Muldowney, Eric	St. Johns River Water Management District	emuldowney@sjrwmd.com
Nelson, Beth	McIntosh	townofmcintosh@windstream.net
New, Mike	Newberry	mike.new@ci.newberry.fl.us
Niblock, Lee	Alachua County	lniblock@alachuacounty.us
Norman-Vacha, T. Jennene	Brooksville	jnvacha@cityofbrooksville.us
Oliver, Randy	Citrus County	randy.oliver@citrusbocc.com
Ottoson, Nathan	St. Johns River Water Management District	nottoson@sjrwmd.com
Overton, Randall	US Coast Guard	randall.d.overton@uscg.mil
Parrott, Mindy	South Florida Water Management District	mparrott@sfwmd.gov
Parsons, Timothy	FL Department of State	Timothy.Parsons@dos.myflorida.com
Pedersen, Charlie	FL Department of Agriculture and Consumer Services	charles.pedersen@freshfromflorida.com
Pianta, Ron	Hernando County	rpianta@hernandocounty.us



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Name	Affiliation	Email
Preston, Matt	FL Department of Economic Opportunity	matt.preston@deo.myflorida.com
Purcell, Brad	St. Johns River Water Management District	bpurcell@sjrwmd.com
Ramirez, Andres	Federal Transit Administration	andres.ramirez@dot.gov
Reichert, Mark	Assistant Executive Director, Florida Transportation Commission	mark.reichert@dot.state.fl.us
Richmond, Ana	Florida Department of Economic Opportunity (DEO)	Ana.Richmond@deo.myflorida.com
Richmond, Pamela	Lake-Sumter MPO	prichmond@lakesumtermpo.com
Ritter, Monte	Southwest Florida Water Management District	Monte.Ritter@swfwmd.state.fl.us
Robbins, Rick Allen	Natural Resources Conservation Service	rick.a.robbins@fl.usda.gov
Rockwell, Tim	Alachua	trockwell@edaf1.com
Rogers, Jeff	Citrus County	jeffrey.rogers@citrusbocc.com
Rydene, David	National Marine Fisheries Service	David.Rydene@noaa.gov
Sanchez, Madolyn	US Environmental Protection Agency	sanchez.madolyn@epa.gov
Sanders, Scott	FL Fish and Wildlife Conservation Commission	scott.sanders@myfwc.com
Sanderson, Marlie	Gainesville MTPO (North Central Florida RPC)	sanderson@ncfrpc.org
Schnetzler, Steven	US Forest Service	sschnetzler@fs.fed.us
Scott, Carol	Florida's Turnpike	carol.scott@dot.state.fl.us
Serena, Vivi	Marion Soil and Water Conservation District	vivipserena@yahoo.com
Shortelle, Ann	St. Johns River Water Management District	ashortelle@sjrwmd.com
Slay, Greg	Ocala/Marion TPO	gslay@ocalamariontpo.org
Smith, Kellie	MPO Liason (Marion County)	kellie.smith@dot.state.fl.us
Smith, Kevin	Strategic Resources Project Manager	Kevin.Smith@marioncountyfl.org
Smith, PJ	ECFRPC	pjsmith@ecfrpc.org
Sossamon, Leonard	Hernando County	LSossamon@hernandocounty.us
Spohn, Ryan	St. Johns River Water Management District	rspohn@sjrwmd.com
Sramek, Mark	National Marine Fisheries Service	mark.sramek@noaa.gov
Stahl, Chris	FL Department of Environmental Protection	Chris.Stahl@dep.state.fl.us
Stanger, Brian	FDOT	brian.stanger@dot.state.fl.us
Stenstream, Colleen	Marion Soil and Water Conservation District	tuckedawayfarm1@gmail.com





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Name	Affiliation	Email
Stenstream, Robert	Marion Soil and Water Conservation District	ras19@embarqmail.com
Straub, Tracy 	Marion County	tracy.straub@marioncountyfl.org
Stroup, Marjorie	Reddick	townofreddick@windstream.net
Sullivan, Joseph	Federal Highway Administration	joseph.sullivan@dot.gov
Swing, Alison	Seminole Tribe of Florida	alisonswing@semtribe.com
Tate, William	US Coast Guard	William.G.Tate@uscg.mil
Thompson, Mark	National Marine Fisheries Service	mark.thompson@noaa.gov
Turner, Randy	US Army Corps of Engineers	Randy.L.Turner@usace.army.mil
Unger, Kelly	US Army Corps of Engineers	Kelly.E.Unger@usace.army.mil
Vause, Ellen	Hawthorne	evause@cityofhawthorne.net
von Canal, Marc	St. Johns River Water Management District	mvoncanal@sjrwmd.com
Walls, Beth	US Environmental Protection Agency	walls.beth@epa.gov
Ward, Fred	Marion Soil and Water Conservation District	forward.swcd@yahoo.com
Watson, Sheila	Fanning Springs	info@fanningspringsflorida.org
Webster, Patrick	Suwannee River Water Management District	PJW@srwmd.org
Weidman, Andrew	Tribal Historic Preservation Office - Seminole Tribe of Florida	andrewweidman@semtribe.com
Weston, Michael	FL Department of Agriculture and Consumer Services	michael.weston@freshfromflorida.com
Williams, Marvin Leon	Federal Highway Administration	marvin.williams@dot.gov
Willis, Ed	Town of Reddick	townofreddick@windstream.net
Worley, Kim	Waldo	kim@waldo-fl.com
Wrublik, John	US Fish and Wildlife Service	john_wrublik@fws.gov
Wyche, Vickie	MPO Liason (Lake/Sumter)	vickie.wyche@dot.state.fl.us
Wynne, Avera	TBRPC	avera@tbrpc.org
Zielinski, John	FDOT	john.zielinski@dot.state.fl.us
Zobler, John	Ocala	cmo@ocalafl.org



Public Sign-In Sheet

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	How did you hear about this meeting?	Name (PLEASE PRINT)	Title / Organization	Email Address/Phone Number (PLEASE PRINT)	Mailing Address (PLEASE PRINT)
1	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	John S Wade Jr	Citrus Hernando mpo (CAC)	on file	on file -
2	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	PAUL MARRAFFINO	RAINBOW RIVER Conservation		
3	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	PAT WADDE	Citrus Co.	on file	on file
4	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	Bill Halback	Resident	on file	on file
5	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	MAUR BOUSSON	LA VILLAS - MTG		
6	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	Alex LeBorne	Citrus MPO -	on file	on file
7	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	MARY ANN ROZENCAR	STOKES CREATIVE	MROZENCAR @ STO STOKESCG.COM	ON FILE
8	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	GERALD PICKENS	RESIDENT	GSPICKENS @ AOL.COM	
9	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	Sharon Pickens	RESIDENT	"	
10	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	Kayla Sosnow	"	Kayla@treecityproperties.net	528 NW 28th Ave, Gainesville, FL 32609
11	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	Hona Punguel	"		
12	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	MEL SUNQUIST	Resident		on file
13	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	Frank Morey	Resident	NVESGATER @ aol.com	15723 SE 20th Ave Hawthorne, FL 32640
14	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	STEVE GATES	ASSOCIATE DIRECTOR UF-ORNDAY-SWISHER B.S.	SGATES @ UFL.EDU	104 SE 28TH ST, MCCLURG, FL 32666
15	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	JUDY ETZLER	residents	ejl754@aol.com	PO Box 547, Micanopy, FL 32667





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	How did you hear about this meeting?	Name (PLEASE PRINT)	Title / Organization	Email Address/Phone Number (PLEASE PRINT)	Mailing Address (PLEASE PRINT)
1	<input checked="" type="checkbox"/> Newspaper <input type="checkbox"/> Website	Bud Ogborn	CCR	budandjanice@tampabay.com	
2	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	BIKRAM WADHAWAN	HANSON/CO	bwadhawan@hanson-inc.com	
3	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	Michael Garau	Kimley-Horn	michael.garau@kimley-horn.com	
4	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	Steve Ferrell	HDR		
5	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	Jonathan Thigpen	Kimley-Horn	jonathan.thigpen@kimley-horn.com	
6	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	Jauchu Marraffino	Marion County Audubon	Sandino n@aol.com	
7	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	Paul Marraffino	Rainbow River Conservation	Paulm@westnet.com	
8	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	JACUA AUFFMANN	CITIZEN		
9	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	Joyce King	Santa Fe Audubon	sjoyceking@comcast.net	
10	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	SUSAN MOREY	ALACHUA COUNTY CITIZEN	MAMAMOREY@AOL.COM	
11	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	JAMES DICK	ALACHUA COUNTY CITIZEN	jmdjaxfl@yahoo.com	
12	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	Loretta Tennant Whelpton	Citizen	lhtennant@gmail.com	
13	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	Nancy Kirkland	Citizen	nibkirkland@yahoo.com	
14	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	Jim Kirkland	Citizen	jkirklandsr@yahoo.com	
15	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website				



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1	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website	Steve Schnell	HDR	steve.schnell@hdrinc.com	20 W. Forsyth, Jct, FL 32202
2	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website				
3	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website				
4	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website				
5	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website				
6	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website				
7	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website				
8	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website				
9	<input type="checkbox"/> Newspaper <input type="checkbox"/> Website				
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