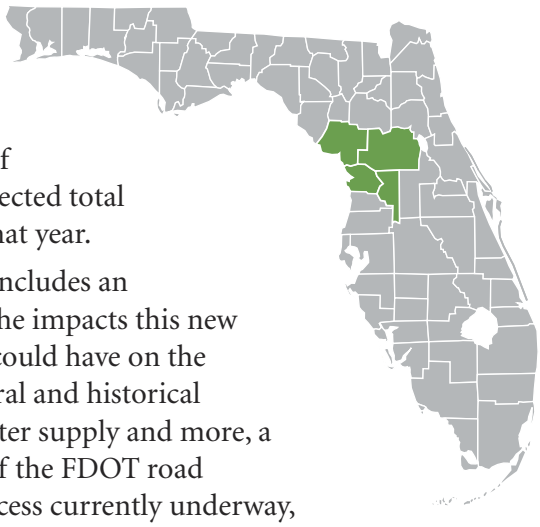
The Northern Turnpike Connector: Citrus, Levy, Marion and Sumter Counties

June 24, 2020

During the 2019 Florida Legislative Session, Senate Bill 7068 was passed into law. This sweeping legislation authorizes the design, funding and construction of "M-CORES" — Multi-use Corridors of Regional Economic Significance — three tolled road systems that would extend 340 miles from Jefferson County on the Georgia boarder south to the western Everglades in Collier County.

The central road system — the proposed Northern Turnpike Connector — extends some 40 miles southeast from the Suncoast Connector to the northern terminus of the Florida Turnpike and traverses Citrus, Levy, Marion and Sumter Counties. Both Citrus and Levy counties are also in the proposed Suncoast M-CORES corridor.

While the lands in these counties encompass slightly more than 7% of Florida's total acreage, data from the Florida Bureau of Business and Economic Research (BEBR) reveals that in 2019 they had a combined population of 678,128, or about 3.2% of the state's total population. BEBR medium population projections for 2045 show the corridor with a population of 895,100, representing a very modest increase to about 3.3% of Florida's projected total population that year.



Florida Department of Transportation

This primer includes an overview of the impacts this new road system could have on the region's natural and historical resources, water supply and more, a description of the FDOT road planning process currently underway, and steps to take to get involved in the planning process.

To find out more about the Northern Turnpike Connector visit:

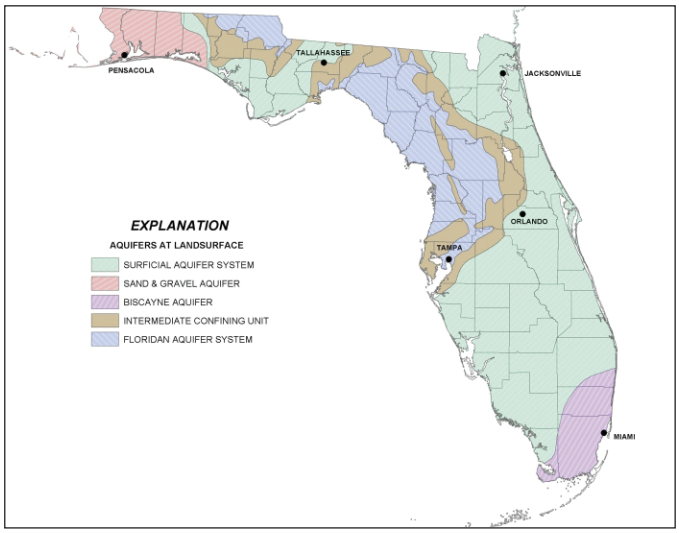
- FDOT – floridamcores.com/northern-turnpike-connector-task-force
- 1000 Friends of Florida – 1000fof.org/mcores/turnpike

Natural Resources

As with the other two corridors, the Northern Turnpike study area is predominantly rural in nature. It is characterized by its rich concentration of pristine springs and vast swaths of agricultural and rural lands.

As shown in blue on the map to the right, the counties in the Northern Turnpike Corridor, and in the Suncoast Corridor to the north, encompass the heart of the Floridan aquifer, the source of drinking water for millions of Floridians.

Open expanses of natural lands protect Florida's waters, so vital for human consumption, agriculture and the environment. As rains fall, waters percolate through uplands and wetlands before being further purified and stored in the limestone karst that underlies this region. But when lands are developed with miles of roads and sprawling development, their ability to absorb rainwater is



Florida Department of Environmental Protection

Most of the proposed Suncoast and Northern Turnpike M-CORES Corridors are in the Floridan Aquifer zone depicted in blue, the source of drinking water for millions of Floridians.

greatly diminished. Waters instead run across expanses of pavement, picking up pollutants along the way. The urban stormwater runoff that doesn't wash into nearby waterways goes to vast treatment facilities, bypassing nature's more cost effective and efficient cleansing and storing abilities.

Where the Northern Turnpike and Suncoast corridors converge in Citrus and Levy counties lies the heart of Florida's springs country — hundreds of pristine, crystal blue watering holes that serve as eyes into the aquifer. Swamplands and wildlife management areas add to the region's watery mosaic. Levy County has adopted a springs protection area in its local comprehensive plan, and in April 2020 its commission voted to oppose M-CORES coming through the county primarily because of the development it would stimulate.

Adjoining Marion County is renowned for its agricultural lands, including its legendary horse farms. One of only four major thoroughbred centers in the world, its 600 horse farms have produced 45 national champions, 6 Kentucky Derby winners, and more. Recognizing the importance of these resources to the regional economy and quality of life, Marion County has established a farmland preservation area and springs protection provisions in its local comprehensive plan to protect these lands from encroaching development.

Local Comprehensive Plans

The state legislation establishing M-CORES specifically notes that the project shall include:

Protection or enhancement of primary springs protection zones and farmland preservation areas designated within local comprehensive plans adopted under chapter 163.

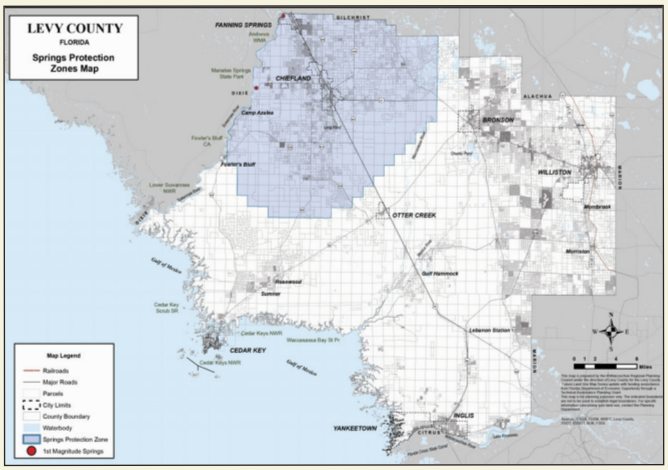
Levy County — As noted above, under Chapter 163, F.S., Levy County has opted to include a Springs Protection Element in its local comprehensive plan with the goal of protecting "1st and 2nd magnitude springs and springshed areas as fragile resources necessary for sustaining the community's quality of life."

Among other things, the Springs Protection Element calls for limiting "those land use activities that pose a significant threat to the springs," and when avoidance is not feasible minimize the impacts through design, buffering and other design standards. Particularly important for M-CORES, the Springs Protection Element also requires that amendments to the Future Land Use Map (FLUM) will:

- Demonstrate that the proposed land use category is the least intensive category that will meet the demonstrated need of the use; and
- Demonstrate that the proposed land use category will be developed consistent with conservation and clustering design techniques.

Marion County — Marion County's Future Land Use Element Objective 7: Springs Protection Overlay Zone (SPOZ) is intended "to provide an additional level of water quality protection for springs and groundwater throughout the county by reducing and managing potential groundwater contamination for water supplies." The County has established a Primary and Secondary Springs Protection Zone (SPZ) in its FLUM.

Goal 9: Protection of Farmland in the Rural Area in the Future Land Use Element includes transfer of development rights (TDR) programs "designed to



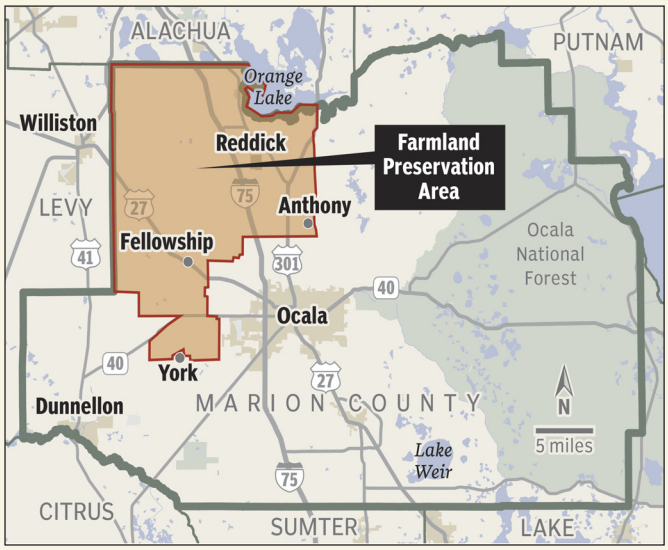
Levy County, Florida

Much of northern Levy County has been designated in the county's Comprehensive Plan as a Springs Protection Zone, as shown in blue, above.

protect natural resources, especially those identified in the Conservation Element and locally important and prime farmlands within the County." TDRs are a planning tool to transfer development rights from sensitive areas, including farmlands and springsheds, to urbanized areas appropriate for more intense development. Participating rural property owners are required to put their land under conservation easement to limit the type and intensity of future development.

Marion County also adopted language related to the development of new roads in its Farmland Preservation Area:

Roadway design within the rural area shall be consistent within the principles of context-sensitive design, which considers the relationship of land uses and all aspects of roadway design, including speed, travel lane width, access management, and landscaping. New transportation corridors intended to be used specifically for the construction of expressway or limited access roadways shall avoid the Farmland Preservation Area unless the Department of Transportation can demonstrate that there are no feasible corridor alignments outside of the Farmland Preservation Area, in which case the Department shall design and develop such roadway in such a way to minimize and mitigate negative impacts to vital farmlands, key environmental areas and valuable open space, including but not limited to provision of adequate screening and buffers between the roadway and such sensitive areas. The development of any such corridor shall be closely coordinated with the Board of County Commissioners and County Staff.



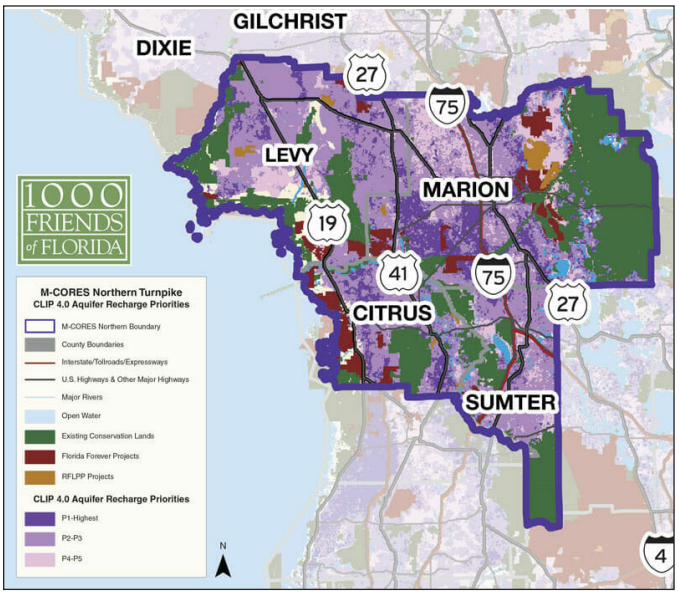
Sources: Marion County Growth Services; maps4news.com

Northern Sumter County and parts of adjoining Marion and Lake counties are home to The Villages, one of the fastest growing cities in the nation. This 55+ age-restricted community, currently home to more than 120,000 residents, has already placed a significant burden on Sumter County, which is struggling to keep up with the demand for new infrastructure and services.

In the southern part of the Northern Turnpike corridor is Green Swamp, spanning five counties but predominantly located in southern Sumter County. Described by the Southwest Florida Water Management District as "the beat of central Florida's hydrologic heart," Green Swamp is so significant that about 323,000 of its 560,000 acres were designated in 1979 by the State of Florida as an Area of Critical State Concern.

These wetlands supply the Hillsborough, Withlacoochee, Ocklawaha and Peace rivers — the source of much of central Florida's water supply. The swamp also is an important groundwater recharge area for the Floridan Aquifer. According to Florida's land planning agency, the swamp's designation "recognizes its valuable hydrologic function and the need to specifically regulate encroaching development that imperils these functions."

1000 Friends of Florida commissioned the Center for Landscape Conservation Planning at the University of Florida to prepare a series of maps and related data identifying the significant natural resources in the three corridors. It is based on the Critical Lands and Waters Identification Project (CLIP), a cooperative project by UF's Center for Landscape Conservation Planning, the Florida Natural Areas Inventory, and the Florida Fish & Wildlife Conservation Commission, as well as the Cooperative Land Cover data version 3.3, a collaborative effort between the Florida Fish & Wildlife Conservation Commission and Florida Natural Areas Inventory.



1000 Friends of Florida/UF Center for Landscape Conservation Planning

The Northern Turnpike Corridor is a high aquifer recharge area as shown in the shades of purple on the above maps. Areas in dark green are protected conservation lands.

This Geographic Information System (GIS) database identifies and ranks core statewide natural resource priorities which are ranked from P1 to P5 or P6, with P1 to P3 representing the most critical lands and waters for protection. CLIP is used by many different governmental and non-governmental organizations to assist in conservation, land use, and transportation planning.

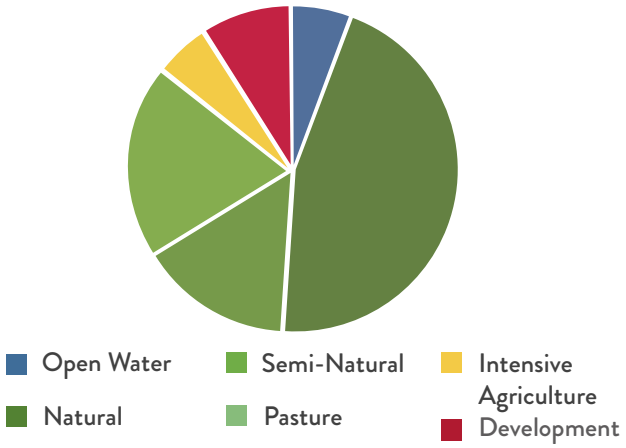
This data reveals that the Northern Turnpike study area encompasses slightly more than 7% of Florida, with about 85% natural, semi-natural, pasture land or open water. About 5% of the lands are in intensive agriculture and 9% are developed.

CLIP maps reveal that about one fifth of the Northern Turnpike corridor lands are wetlands. About 20% are in the top three CLIP 4.0 floodplain priorities, almost 70% in the top three CLIP aquifer priorities, and close to 31% are in the top three CLIP surface water priorities.

This area is also very valuable from a biodiversity perspective. More than 60% of the corridor is in the top three CLIP biodiversity priority areas, and more than 75% is in the top two priority tiers of the Florida Ecological Greenways Network, also known as the Florida Wildlife Corridor.

About half of the lands in this corridor are in the top three priorities for panther habitat, and another 26% in categories 3-6 as shown in the pie chart to the right. While currently there is not a breeding panther

Northern Turnpike Land Use Classes



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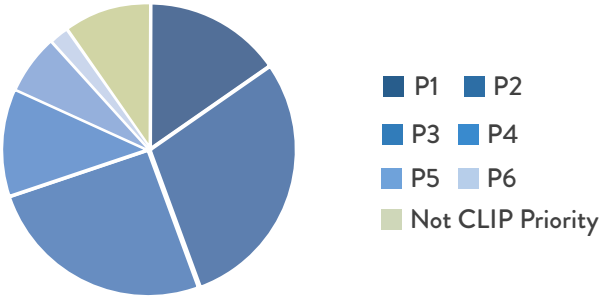
About 85% of the Northern Turnpike Corridor is natural, semi-natural or pasture lands or open water.

Northern Turnpike CLIP 4.0 Aquifer Recharge Priorities



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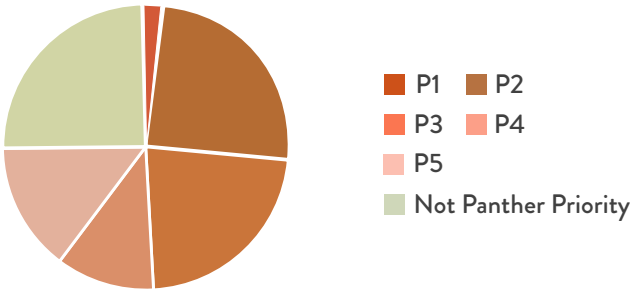
Reflecting the importance of the region to Florida's drinking water supply, close to 70% of the Northern Turnpike Corridor is a P1, P2 or P3 aquifer recharge priority.

Northern Turnpike CLIP 4.0 Panther Conservation Priority Land



1000 Friends of Florida/UF Center for Landscape Conservation Planning

About half of the Northern Turnpike Corridor is in one of the top 3 CLIP priorities for panther habitat conservation. While currently there is not a breeding population in this area, it provides prime habitat for future expansion.

population in this area, the Northern Turnpike corridor habitat is well suited for their needs.

Fragmentation of these lands with more roads and development would further threaten the region's rich biodiversity, wildlife habitat, and ecosystems that naturally protect and cleanse its waters and would undermine the significant taxpayer investment in the region for conservation.

Historic and Cultural Resources

The Northern Turnpike Corridor abounds with crossroad towns that are the social and economic hearts of their communities. Some, such as Citrus Springs, Crystal River, and Homosassa, are named for the iconic natural features on which they depend for their outdoor recreation-based economies. Other communities rich in history include Cedar Key, Yankeetown, Rosewood, Inglis, Dunnellon, Hernando, Lecanto, Suwannee, Ocala, and more.

As with many rural areas across the state, the region faces economic challenges that must be addressed, including lower incomes and higher unemployment. Promoting improved broadband service and other modern amenities — not contingent upon the building of new roads — should be an integral economic development strategy for the region.

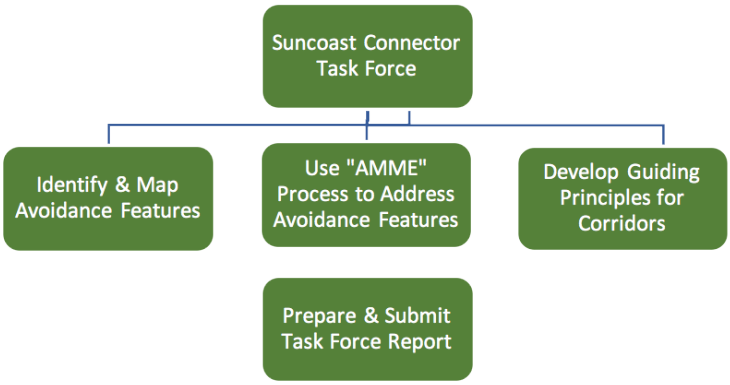
Economic development efforts instead should focus on protecting and expanding local economies, not undermining them. As M-CORES is planned, it is essential to protect the economies of the region's small towns, and the financial viability of small locally owned businesses that add to the region's quality of life.

Protecting the region's lands and waters to preserve outdoor recreational opportunities provided by springs, rivers and parks is paramount. Better promoting heritage tourism and ecotourism is another essential economic development tool that builds upon — and does not detract — from the region's rural character and charm. And, of course, protecting the agricultural economy — including the region's iconic horse farms — from encroachment and fragmentation is essential.

Corridor Task Force

As part of the M-CORES process, a separate task force has been established for each of the three corridors. Also involved in the planning process are representatives of the Tampa Bay, East Central, and North Central Regional Planning Councils (RPCs); the Suwannee River, Southwest Florida and St. John's River Water Management Districts (WMDs); the Hernando/Citrus, Ocala/Marion and Lake-Sumter Metropolitan Planning Organizations (MPOs); representatives of the four counties, impacted municipalities and others. Conservation groups represented include 1000 Friends of Florida, Audubon Florida, Defenders of Wildlife, The Nature Conservancy, and the Florida Wildlife Corridor.

At its meetings, this group has been identifying **"Avoidance Features"** defined as "places with environmental, community, or economic resources where direct impacts from enhanced or new corridors should be avoided."



Members also are undertaking the **"AMME"** process to identify which resources need to be **Avoided**, those resources on which impacts need to be **Minimized** or **Mitigated**, and those to be **Enhanced**.

In an assignment added in May, the task forces are also now identifying **"Attraction Areas"** within their corridors. These are defined as "places where a

connection to or service by an enhanced or new corridor is desired to accomplish economic, community, environmental, or other goals such as areas targeted in local plans for economic development."

The Task Force "Guiding Principles," to be used to shape corridor planning and development, will be incorporated into its final report, due to the Governor and Legislature.

The legislation establishing M-CORES specifies that, in addition to evaluating the need for and impacts of the road system on the economy, environment, hurricane evacuation and land use, the Northern Turnpike Connector Task Force shall also:

"…evaluate design features and the need for acquisition of state conservation lands that mitigate the impacts of project construction within the respective corridors on:

- The water quality and quantity of springs, rivers, and aquifer recharge areas;
- Agricultural land uses;
- Wildlife habitat."

PROOF CAREFULLY

Avoidance and Enhancement Areas

As noted, the task force has been involved in identifying "avoidance features" which have been mapped at right.

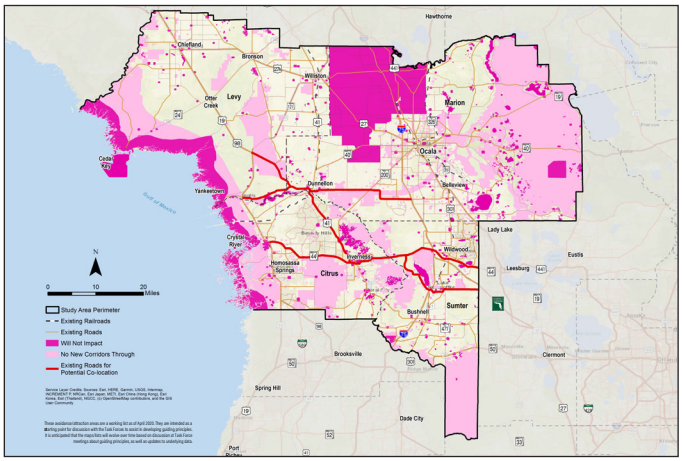
The magenta shows "will not impact" layers, while light pink highlights "no new corridor through" features. However, the "no new corridor through" features could be impacted by the expansion or realignment of existing transportation corridors as part of the M-CORES process.

While the avoidance map identifies specific sites to circumvent, for the most part it does not examine the bigger picture. Many significant features shown on the maps commissioned by 1000 Friends of Florida are not included as avoidance features on the M-CORES maps.

Also not considered is the millions spent by taxpayers on land conservation, with the intent that this property be protected from development and encroachment. This extensive investment in conserving these lands is a compelling argument for assigning them to the "will not impact" category in the avoidance map.

An analysis of all the local comprehensive plans within the region is also in order to determine other locally designated land and water resource areas meriting protection.

You can check out 1000 Friends of Florida's maps and data at 1000fof.org/mcores/maps and use the Defenders of Wildlife web map application to view an interactive map at https://arcg.is/ezfLz.



Florida Department of Transportation

FDOT's M-CORES Northern Turnpike Avoidance and Attractions Areas Map shows areas deemed inappropriate and appropriate for road construction as of May 29, 2020

Draft Guiding Principles

The task force is making recommendations based on draft general guiding principles included on page 8 and 9. As can be seen these fall into four general categories: natural resources pertaining to conservation, wildlife and agriculture; cultural resources related to historic architecture and archaeology; social resources focusing on community assets; and physical resources including existing transportation and utility networks. At present the draft guiding principles are very general and could likely be applied to vast swaths of the state. It will be important to bore down and develop region-specific and more quantifiable principles. There are also potential implementation strategies for the principles.

Next Steps

Time is of the essence in sharing your input. To do this you may:

- Work with others in your community to identify local Avoidance Features, Attraction Areas, appropriate Guiding Principles and Implementation Strategies to protect significant resources.
- Share this information in writing to FDOT and the Task Force Chair, at the public participation segment of upcoming task force meetings, at the open houses when scheduled, and via email at FDOT.Listens@dot.state.fl.us
- Advocate for changes to your county and (where appropriate) municipal comprehensive plan to better protect significant resources.
- Prepare a "My View" column for the local newspaper and share the information widely on social media.
- Contact state, regional and local elected leaders and government officials to share your information and express your concerns.

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FDOT Northern Turnpike Connector Draft Guiding Principles
May 29, 2020

The task force is creating these principles to be included in the report submitted to Governor DeSantis and the Legislature and guide the Florida Department of Transportation as it continues planning the corridors.

Draft Guiding Principles Summary

Natural Resources

1. Avoid, to the extent feasible, and enhance to the extent practical, where avoidance is not feasible, minimize and mitigate, impacts to conservation areas including:
   a. Florida Forever Program projects that are in the highest priority for acquisition,
   b. wildlife corridors and lands identified as priority 1 and 2 in the Florida Ecological Greenways Network,
   c. lands managed with prescribed or controlled burns,
   d. Natural Resources of Regional Significance identified in Regional Planning Councils' Strategic Regional Policy Plans, and
   e. mitigation easements.
2. To the extent feasible, minimize impacts of transportation lighting on nearby agricultural, environmental and conservation lands.
3. Avoid, to the extent feasible, and enhance to the extent practical, where avoidance is not feasible, minimize and mitigate impacts to endangered or threatened species and their habitats.
4. Prioritize water quality and quantity in the study area by avoiding, to the extent feasible, and enhancing to the extent practical, where avoidance is not feasible, minimizing and mitigating impacts to important water resources including:
   a. spring protection zones,
   b. outstanding Florida waters
   c. aquifer and groundwater recharge areas,
   d. wetlands and other surface waters, and
   e. floodplains.
5. Avoid or minimize impacts to sinkhole and karst areas.
6. Minimize impacts by not placing a new corridor through the following natural resources: state forests, Florida Forever acquired (owned) lands, aquatic preserves, state parks, wildlife refuges, mitigation banks, managed lands, and coastal avoidance area.
7. Avoid and do not impact springheads, high risk coastal zones, lakes and farmland preservation areas.
8. Avoid, to the extent feasible, and enhance to the extent practical, where avoidance is not feasible, minimize and mitigate impacts to Florida Rural and Family Lands Protection Program lands, agricultural lands, prime farmlands, and timber lands.

Cultural Resources

1. Avoid or minimize impacts to existing neighborhoods and residential communities by maintaining and preserving the surrounding character, while accommodating potential growth and development.
2. Avoid and do not impact cemeteries and historic markers, cultural sites, tribal lands, and sites currently listed in the National Register of Historic Places.

Social Resources

1. Enhance mobility and accessibility in areas with a high concentration of transportation-disadvantaged populations.
2. Give priority to, and enhance potential economic development opportunities and employment benefits in the study area by providing, improving or maintaining accessibility to activity centers, employment centers, learning institutions, agricultural lands, and locating interchanges in a manner that preserves and maintains the local land use vision and goals.
3. Prioritize emergency evacuation needs by enhancing emergency evacuation and response time including providing or maintaining access to emergency shelters and other emergency facilities.

4. Minimize impacts by not placing a new corridor through the following community infrastructure facilities: airports, hospitals, prisons, public water supply plants, wastewater facilities and electric generating facilities.

Physical Resources

1. Minimize impacts to environmentally sensitive areas by locating the corridor such that it follows existing transportation rights of way and utility corridors or easements where feasible.
2. Enhance local and regional transportation network connectivity.
3. Avoid and do not impact military facilities.
4. Enhance areas where utilities and broadband can be combined with transportation through nondiscriminatory, competitively neutral access to FDOT rights of way for utility and service providers or joint deployment of infrastructure

Potential Implementation Strategies

A. Enhance infrastructure and transportation planning processes to support co-benefits of implementation.

B. Avoid or minimize impacts to funding for programmed FDOT projects.

C. In transportation corridor planning and project development, localize public input/feedback.

D. In transportation corridor planning and project development, evaluate improvements and access to existing and planned trail networks.

E. Prioritize additional infrastructure needs and funding sources needed to accommodate the corridor (local roads, rail, utilities, sewer and water).

F. Develop a land protection program as part of the project to coordinate and implement the acquisition of identified conservation lands.

G. Work with landowners of regionally significant or large contiguous agricultural lands and other rural lands to understand their future plans.

H. Apply innovative planning and design strategies such as using state of the art and energy efficient methodologies, technologies and materials to develop the corridor; utilize forestry and stormwater Best Management Practices (BMPs); and accommodating multiple modes of transportation.

I. Enhance springs priority focus areas and impaired water bodies by prioritizing opportunities to convert septic to sewer systems, and watershed-wide water quality improvements.

H. Apply innovative planning and design strategies such as using state of the art and energy efficient methodologies, technologies and materials to develop the corridor; utilize forestry and stormwater Best Management Practices (BMPs); and accommodating multiple modes of transportation.

I. Enhance springs priority focus areas and impaired water bodies by prioritizing opportunities to convert septic to sewer systems, and watershed-wide water quality improvements.

M-CORES Northern Turnpike Corridor Resource Overview

Resource Category	Acres in Northern Turnpike Corridor	Percent of Northern Turnpike Corridor	Acres of Resource in Florida	Percent of Resource in Northern Turnpike Corridor	Percent of Florida Acres in Northern Turnpike Corridor
Total Acres	2,628,197	100%	36,337,297	N/A	7.23%
Existing conservation lands	1,163,150	44.3%	10,614,140	11.0%	3.20%
Florida Forever Projects	305,367	11.6%	2,242,042	13.6%	0.84%
Rural and Family Land Program Projects (RFLPP) Tier 1	14,854	0.6%	237,758	6.2%	0.04%
Rural and Family Land Program Projects (RFLPP) ALL	27,572	1.0%	373,311	7.4%	0.08%
All Wetlands (including in existing and proposed conservation lands)	538,665	20.5%	11,410,303	4.7%	1.48%
Wetlands not in existing or proposed conservation areas	211,570	8.1%	4,190,614	5.0%	0.58%
100 Year Floodplain not in existing or proposed conservation lands or wetland	191,576	7.3%	3,279,482	5.8%	0.53%
CLC v3.3 Land Use	2,538,636	100%	45,687,425	7.4%	6.99%
Natural (excluding open water)	1,190,630	46.9%	16,072,819	5.8%	3.28%
Semi-natural	399,008	15.7%	6,833,717	11.3%	1.10%
Pasture	521,210	20.5%	4,632,501	4.9%	1.43%
Intensive Agriculture	136,156	5.4%	2,785,746	5.4%	0.37%
Residential, Commercial, Industrial Development	230,221	9.1%	4,237,303	0.6%	0.63%
CLIP 4.0 Aggregated Priorities	2,477,825	94.3%	37,449,416*	6.6%	6.82%
P1	1,054,878	40.1%	19,571,080	5.4%	2.90%
P2	318,203	12.1%	5,461,015	5.8%	0.88%
P3	453,529	17.3%	5,258,741	8.6%	1.25%
P4	453,529	15.2%	6,106,599	6.5%	1.10%
P5	251,399	9.6%	1,051,981	23.9%	0.69%

CLIP: Critical Lands and Waters Identification Project. GIS database and analyses that identify and rank core statewide natural resource priorities (P). Ranked from P1 to P6, with P1 representing the most critical lands and waters for protection.
CLC: Cooperative Land Cover
*CLIP 4.0 Aggregated Priorities has more total acres than the state because the CLIP Aggregated Priorities includes state coastal waters that are NOT included in the total state acres in these statistics. The state acres include only land and freshwater ecosystems and no coastal waters.

M-CORES Northern Turnpike Corridor Water Resources

Resource Category	Acres in Northern Turnpike Corridor	Percent of Northern Turnpike Corridor	Acres of Resource in Florida	Percent of Resource in Northern Turnpike Corridor	Percent of Florida Acres in Northern Turnpike Corridor
Wetlands	538,665	20.5%	11,410,303	4.7%	1.48%
CLIP 4.0 Floodplain Priorities	831,589	31.6%	14,983,276	5.6%	2.29%
P1	225,087	8.6%	4,733,894	4.8%	0.62%
P2	169,102	6.4%	2,400,303	7.0%	0.47%
P3	164,031	6.2%	2,734,910	6.0%	0.45%
P4	216,833	8.3%	2,779,588	7.8%	0.60%
P5	P5	1.5%	877,139	4.5%	0.11%
P6	17,105	0.7%	1,457,442	1.2%	0.05%
CLIP 4.0 Aquifer Recharge Priorities	2,321,280	88.3%	33,126,224	7.0%	6.39%
P1	402,778	15.3%	1,108,062	36.3%	1.11%
P2	763,968	29.1%	3,265,920	23.4%	2.10%
P3	668,756	25.4%	6,075,478	11.0%	1.84%
P4	314,353	12.0%	7,508,557	4.2%	0.87%
P5	170,195	6.5%	6,632,648	2.6%	0.47%
P6	1,229	0.05%	8,535,559	0.01%	0.00%
CLIP 4.0 Surface Water Priorities	2,386,315	90.8%	30,702,938	7.8%	6.57%
P1	403,733	15.4%	6,661,334	6.1%	1.11%
P2	211,688	8.1%	4,187,284	5.1%	0.58%
P3	186,749	7.1%	3,470,770	5.4%	0.51%
P4	501,305	19.1%	11,855,298	4.2%	1.38%
P5	1,082,840	41.2%	4,528,252	24.0%	2.98%

M-CORES Northern Turnpike Corridor Biodiversity/Wildlife Resources

Resource Category	Acres in Northern Turnpike Corridor	Percent of Northern Turnpike Corridor	Acres of Resource in Florida	Percent of Resource in Northern Turnpike Corridor	Percent of Florida Acres in Northern Turnpike Corridor
CLIP 4.0 Biodiversity Priorities	2,192,934	83.4%	27,426,584	8.0%	6.03%
P1	476,950	18.1%	5,485,918	8.7%	1.31%
P2	611,598	23.3%	9,389,110	6.5%	1.68%
P3	508,835	19.4 %	5,389,000	9.4%	1.40%
P4	464,587	17.7%	5,983,991	7.8%	1.28%
P5	130,963	5.0%	1,178,565	11.1%	0.36%
Florida Ecological Greenways Network	1,524,604	58%	23,083,737	6.6%	4.20%
P1*	719,960	27.4%	11,629,918	6.2%	1.98%
P2*	440,192	16.7%	5,102,507	8.6%	1.21%
P3	90,446	3.4%	1,239,939	7.3%	0.25%
P4	89,952	3.4%	1,526,260	5.9%	0.25%
P5	184,053	7.0%	3,585,113	5.1%	0.51%
Panther Conservation Priorities	1,967,105	74.8%	29,648,204	6.6%	5.41%
P1	16,032	0.6%	1,789,122	0.9%	0.04%
P2	680,227	25.9%	8,253,396	8.2%	1.87%
P3	594,876	22.6%	7,850,833	7.6%	1.64%
P4	292,857	11.1%	6,548,652	4.5%	0.81%
P5	383,112	14.6%	5,206,201	7.4%	1.05%
Gopher Tortoise Habitat Priorities	1,033,539	39.3%	8,097,017	12.8%	2.84%
P1	393,633	15.0%	3,546,130	11.1%	1.08%
P2	336,454	12.8%	2,241,990	15.0%	0.93%
P3	303,452	11.5%	2,308,897	13.1%	0.84%

*** Florida Wildlife Corridor P1-P2 of Florida Ecological Greenways Network**

Acres: 1,160,153 acres
Percent: 44.1%
Acres in Florida: 16,732,425
Percent Total in Study Region: 6.9%