



# Council Minutes

September 10, 2012  
10:00 a.m.

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## REPRESENTATIVES PRESENT

Chair, Commissioner Larry Bustle, Manatee County  
Vice Chair, Mayor Bob Minning, City of Treasure Island  
Secretary/Treasurer, Mr. Andy Núñez, Pinellas County Gubernatorial Appointee  
Past Chair, Commissioner Bill Dodson, City of Plant City  
Commissioner Scott Black, City of Dade City  
Commissioner Neil Brickfield, Pinellas County  
Commissioner Woody Brown, City of Largo  
Commissioner Victor Crist, Hillsborough County  
Council Member Doreen Hock DiPolito, City of Clearwater  
Council Member Alison Fernandez, City of Temple Terrace  
Vice Mayor Sam Henderson, City of Gulfport  
Commissioner Lorraine Huhn, City of St. Pete Beach  
Mr. Robert Kersteen, Pinellas County Gubernatorial Appointee  
Ms. Angeleah Kinsler, Hillsborough County Gubernatorial Appointee  
Councilman Bob Langford, City of New Port Richey  
Commissioner Jack Mariano, Pasco County  
Councilor Bob Matthews, City of Seminole  
Council Member Janice Miller, City of Oldsmar  
Council Member Wengay Newton, City of St. Petersburg  
Councilman Patrick Roff, City of Bradenton  
Mr. Tim Schock, Hillsborough County Gubernatorial Appointee  
Ms. Kim Vance, Hillsborough County Gubernatorial Appointee  
Mr. Andrew Farmer, Alt., Ex-Officio, Department of Environmental Protection  
Mr. Waddah Farah, Alt., Ex-Officio, Florida Department of Transportation  
Mr. Todd Pressman, Ex-Officio, Southwest Florida Water Management District

## REPRESENTATIVES ABSENT

Mayor David Archie, City of Tarpon Springs  
Commissioner Nina Bandoni, City of Safety Harbor  
Vice Mayor Ron Barnette, City of Dunedin  
Mayor Shirley Groover Bryant, City of Palmetto  
Mr. Harry Kinnan, Manatee County Gubernatorial Appointee  
Councilwoman Mary Mulhern, City of Tampa  
Commissioner Gail Neidinger, City of S. Pasadena  
Councilman Ed Taylor, City of Pinellas Park  
Ms. Barbara Sheen Todd, Pinellas County Gubernatorial Appointee  
Mr. Charles Waller, Pasco County Gubernatorial Appointee  
Mr. Gary Wishnatzki, Hillsborough County Gubernatorial Appointee  
Ms. Michelle Miller, Ex-Officio, Enterprise Florida

**OTHERS PRESENT**

Eric Johnson, Legislative Aide to Commissioner Crist  
Ron Brunk, Environmental Supervisor., CFI  
George Boyle, Multi-modal System Admin., FDOT  
Elba Lopez, Transit/Planning, FDOT

**STAFF PRESENT**

Mr. Manny Pumariega, Executive Director  
Mr. Donald Conn, Legal Counsel  
Ms. Suzanne Cooper, Principal Planner  
Ms. Lori Denman, Recording Secretary  
Mr. John Jacobsen, Accounting Manager  
Ms. Jessica Lunsford, Senior Planner  
Mr. John Meyer, Principal Planner  
Mr. Brady Smith, Senior Planner  
Mr. Avera Wynne, Planning Director

**Call to Order** – Chair Bustle

The September 10, 2012 regular meeting of the Tampa Bay Regional Planning Council (TBRPC) was called to order at 10:04 a.m.

The Invocation was given by Councilor Bob Matthews, followed by the pledge of allegiance.

**Roll Call** -- Recording Secretary

A quorum was present.

**Voting Conflict Report** -- Recording Secretary - None

**Announcements:** - Chair Bustle

- Councilor Matthews was thanked for providing this morning's refreshments.
- Congratulations were provided to Commissioner Crist who was recently re-elected for a two year term. Congratulations were also provided to Commissioner Mariano for his re-election-4 year term.
- A recap of the meeting was provided in Council folders.

**1. Approval of Minutes** – Secretary/Treasurer, Mr. Andy Núñez

The minutes from the August 13, 2012 regular meeting were approved. (Black/Kersteen)

**2. Budget Committee** – Secretary/Treasurer, Mr. Andy Núñez

- A. The Financial Report for the period ending 7/31/12 was approved. (Kersteen/Brickfield)
- B. FY 2011/2012 Final Budget Amendment

The Budget Committee previously met and was presented with the 2011/2012 Final Budget Amendment. The overall budget decreased slightly less than \$48,000. The primary reasons are as follows:

Federal revenue decreased \$79,000 primarily due to a reduction in expenditures on the Energy Resiliency Strategy & Energy Assurance Strategy projects. These amounts will be carried over and recognized in the next fiscal year.

Fees/contracts increased \$16,000. The GIS Broadband Transition agreement increased \$57,000 due to a six month extension with additional funding. Integrating Nitrogen Goals with Planning, Economic Impact Analysis and Standardized Statewide Broadband Planning decreased a total of \$40,000 which will also be carried over into the next fiscal year.

Appropriated Fund Balance increased \$30,000 in order to balance the budget.

In-Kind Service revenue decreased \$21,000 mostly due to lower expenditures on the Energy Resiliency Strategy project. This match will move to next fiscal year.

The Budget Committee unanimously approved the proposed Final Budget Amendment included in the agenda packet.

Motion to approve the 2011/2012 Final Budget Amendment (Miller/DiPolito).

**3. Consent Agenda – Chair Bustle**

**A. Budget and Contractual**

1. Addendum to Intergovernmental Agreement between Tampa Bay Estuary and Tampa Bay Regional Planning Council. This two year agreement provides for administrative support to the Estuary Program by the Council per the scope of services for the fee of \$28,619 annually.

Action Recommended: Authorization for the Chair to sign this agreement.

Staff contact: John Jacobsen, ext. 19

**B. Intergovernmental Coordination & Review (IC&R) Program**

1. IC&R Review by Jurisdiction - August 2012
2. IC&R Database - August 2012

Action Recommended: None. Information Only.

Staff contact: John Meyer, ext. 29

**C. DRI Development Order Reports (DOR) - None**

**D. DRI Development Order Amendment Reports (DOAR)**

DRI # 102 - Creekwood, Manatee County

Action Recommended: Approve staff report.

Staff contact: John Meyer, ext. 29

**E. Notice of Proposed Change Reports (NOPC)**

DRI # 202 - Unnamed Exclusive Golf & Country Club (Revised), Manatee County

Action Recommended: Approve staff report.

Staff contact: John Meyer, ext. 29

**F. Annual Report Summaries (ARS) / Biennial Report Summaries (BRS)**

1. DRI #74 - River Ridge, RY 2011-12 ARS, Pasco County
2. DRI #80 - Big Four Mine S/D, RY 2011-12 ARS, Hillsborough County
3. DRI #118 - Tampa Cruise Ship Terminal, RY 2011-12 ARS, City of Tampa
4. DRI #131 - Regency Park North, RY 2011-12 ARS, Hillsborough County
5. DRI #145 - Southbend, RY 2011-12 ARS, Hillsborough County
6. DRI #163 - Cannon Ranch, RY 2011-12 ARS, Pasco County

7. DRI #212 - Hillsborough River Realty, RY 2011-12 ARS, City of Tampa
8. DRI #231 - CF Industries Gypsum Stack Expansion, RY 2011-12 ARS, Hillsborough County
9. DRI #241 - Harbor Bay, RY 2011-12 ARS, Hillsborough County
10. DRI #242 - Phosphogypsum Stack System Expansion, RY 2011-12 ARS, Hillsborough County
11. DRI #244 - Cypress Creek, RY 2011-12 ARS, Pasco County
12. DRI #245 - Big Bend Transfer Company, RY 2011-12 ARS, Hillsborough County
13. DRI #263 - Hillsborough County Mine Consolidation S/D, RY 2011-12 ARS, Hillsborough County
14. DRI #267 - Sunwest Harbortowne, RYs 2010-12 BRS, Pasco County

Recommended Action: Approve staff reports

Staff Contact: John Meyer, ext. 29.

**G. DRI Status Report**

Action Recommended: None. Information Only.

Staff contact: John Meyer, ext. 29

**H. Local Government Comprehensive Plan Amendments (LGCP)**

*Due to statutory and contractual requirements, the following reports have been transmitted to the State Land Planning Agency and the appropriate local government in accordance with Rule 29H-1.003(3), F.A.C.*

*For adopted amendments that do not require Council comments, no report is attached.*

1. DEO # 12-1ESR, City of Largo (proposed)
2. DEO # 12-1ESR, City of Madeira Beach (proposed)
3. DEO # 12-1ESR, City of Madeira Beach (adopted)
4. DEO # 12-5ESR, Pasco County (adopted)
5. DEO # 12-3ESR, City of Largo (adopted)

Action Recommended: None. Information Only.

Staff contact: Jessica Lunsford, ext. 38

**I. Local Government Comprehensive Plan Amendments (LGCP)**

The following report(s) are presented for Council action:

1. DEO # 12-3ESR, Manatee County (proposed)
2. DEO # 12-3ESR, City of Pinellas Park (proposed)

Motion to approve the Consent Agenda. (Black/Kerstean)

**4. Item(s) Removed from Consent Agenda and Addendum Item(s) - None**

**5. Review Item(s) or Any Other Item(s) for Discussion**

The City of Zephyrhills recently passed Resolution #657-12 at their August 13, 2012 Council Meeting in favor of joining the Tampa Bay Regional Planning Council. Upon Council's approval they will attend their first meeting in October.

Motion to approve the City of Zephyrhills, Florida as a member government of the Tampa Bay Regional Planning Council (Miller/Henderson). Motion carried unanimously.

**6. A. Metropolitan Washington Council of Governments Health Care Coalition**

Mr. David Robertson, Executive Director for the Metropolitan Washington Council of Governments (COG) will provide an overview of the COG's Health Care Coalition. The Health Care Coalition was formed in 1990 to purchase and manage the provision of health benefits for jurisdictions

and organizations associated with the COG. Current member jurisdictions include: Falls Church City Public Schools, Fall Church City, International City/County Management Association, Metropolitan Washington Council of Governments, the National Association of Regional Councils and the Town of Vienna. Mr. Robertson will describe the benefits of a Health Care Coalition as well as provide details on Coalition Member involvement. Mr. Robertson is responsible for the overall administration of the COG and he supervises the development and implementation of its policies and programs.

In these very tough times regional organizations and their member cities and counties are always trying to figure out how to provide value, where is the connection? The regional efforts that you are doing are important issues but sometimes it's the little thing that adds the greatest value to the organization. We have found successes in a regional healthcare coalition environment and that may offer some models for you.

Every organization is different. The COG is a voluntary 501(c)(3) Not For Profit. Members of the COG are Washington D.C., Maryland (Frederick, Montgomery, Prince Georges, and Charles Counties) and Virginia (Alexandria, Arlington, Fairfax, Louden and Prince William Counties) and several of the municipalities. The population is 5 million, with 22 local governments. We tend to have more large counties and not so many municipalities and that factors into our coalition. We are funded from member assessments on a per capita basis, which is about 13% of our budget. The balance comes from federal, state grants. When we created the healthcare coalition some years ago it was intended to do a couple of things. One which is value added to the COG because as a 501(c)(3) not for profit corporation with about 130 employees and about 100 enrollees in our program, we were basically carried along by the tide in healthcare. As great as this program may sound what I can tell you is that with the healthcare reform, it will probably be the most significant change to healthcare services and delivery that we've had in the country for many years. The jury is out as to how it will work and what the impact will be on employers with healthcare coalitions like the COG. We are in uncharted territory.

We have had this in place for about 20 years and its been a part of our program, value and services for our member governments. It has added benefits apart from the fact that it creates a buying pool to buy healthcare insurance in the private sector market. I mentioned that we are a voluntary association. Some regional councils are quasi-state entities or they have some authority or relationship with the state so they may as well be in a state health plan or they may be in a state pension plan. That's not us. We are out there on our own so whatever we do, we have to do for ourselves and for our member governments. Apart from being a buying pool, we are able to provide on a much more competitive basis wellness programs, healthcare information and advocacy newsletters, etc.

This program is governed by personnel directors from the cities and other organizations that belong to it. Coalition representatives take an active role in plan design, requests for proposals, and rate negotiations. They collectively purchase consulting services, sponsor wellness programs and activities, and distribute educational materials to employees. We have a very modest HR operation so having someone who can actually do the negotiations for you is important. We get an administrative fee because we run this program and we charge everybody a fee so we generate a little bit of income. We see some distinctions between larger counties and smaller communities and our program has been almost a niche into the smaller communities.

Current member jurisdictions of the COG coalition are Falls Church City Public Schools, the City of Falls Church, International City/County Management Association, Metropolitan

Washington COG, National Association of Regional Councils (NARC), and the Town of Vienna. What we have found is, if people can get a better deal they go with that. Most of our large urban counties are self insured. That's probably the best deal you will get. The County of Fairfax has 1 million people, 12,000 employees and they have a big pool. They can compete in the healthcare marketplace. Montgomery & Prince Georges Counties each are at about 1 million people and are very competitive in the marketplace. We always have churn in the program - some people coming in and some people going out. We have been approached by some smaller communities about joining the coalition and one of the things we do is, we check their experience because you may not want a lot of older employees that have significant healthcare costs because that will raise your cost and make you in a less advantaged situation. We are technically a multiple employer welfare agreement or MEWA) which is essentially the regulation that allows us to band together. The City of Alexandria Public Schools was in our coalition and pulled out. They had employees that were heavier users of healthcare so when they left the coalition it benefitted the coalition because our rates dropped. The key thing for you is to ask yourself, what's the problem I'm trying to solve? If you are trying to solve a problem for the TBRPC which is like our organization, small, not able to compete and have limited staffing, if you are part of a bigger pool you might have greater advantages. If you are looking to do this as a member service, are your larger counties better off on their own? What's the potential for a partnership you may have? We had some smaller associations such as NARC join because they had a harder time than we did.

What are some of the advantages? Buying power. Our healthcare coalition now has about 700 enrollees in the program. We can be far more competitive with 700 enrollees than with 100. We have lower administrative charges. We have a consultant that works with our plan design and going out to bid. For small communities or small associations that's really hard. We have been under the national experience in terms of the cost comparison rate change a good deal of the time. In looking at a five year average our experience was 5.4% versus almost 6% at the national level. That little bit over time adds up to be a significant savings.

United Health Care (UHC) provided the coalition with an initial increase of 1.1% or approximately \$81,339. We went into negotiations which resulted in a decrease of 3% with no changes. You can always drive down the cost but it usually means shorting the program.

We do a Benchmark Analysis - how do we fair against other programs? It benefitted the coalition when we went out to bid. We use a consultant, Mercer, who is a nationally recognized healthcare consultant firm. The analysis shows that we have a fairly competitive plan relative to an organization of our size. The cost for each individual's coverage is cost competitive to the benchmark organizations.

How will this change because of healthcare reform? The Governor of Virginia is not eager to go down the path of the healthcare reform legislation and health exchanges. The attorney general of Virginia was one of the lead attorney generals that filed suit against the program in the early days. Maryland and D.C. are more inclined to see where the health exchanges go. Health exchanges are underway now. Since the legislation passed the federal government has provided planning seed money to all of the states to get ramped up on these health exchanges. If the health exchanges work in the way they are intended, the notion is that the small employers or individuals that can't compete in the marketplace will find themselves in a state funded exchange. It might be similar to our healthcare coalition. One of the things we are assessing now is, would it make more sense for some of these jurisdictions to go into these health exchanges. We made a run at it but came tumbling down as to whether or not we could

have a tri-state or a national capital region health exchange because 12-15% of our employees live in D.C. and some live in Maryland and some in Virginia. Do you want your employers to have 3 separate plans based on where they might be in terms of the health exchange or because of where the exchange is located? One of the things I would encourage is, what is the issue you are trying to solve? If you are trying to help the TBRPC in terms of its employees that may be one strategy. If you are trying to look at what can be done for your member municipalities, if their economy is stale, is there a sense of a buying power? You have large counties here that have more resources and capacity. The beauty of this program is that we have found the niche for us, it's to work with the small communities and some of the small associations. That's what works for us. What works for you might be something entirely different. The notion of these health exchanges is the new kid on the block. Is this the right step for you? It seems to me that dealing with issues related to this organization you are looking at a time of tough financial conditions. Are there things that can be pooled regionally that makes sense? We also, in addition to our healthcare coalition, have a regional cooperative purchasing program. We buy road salt, natural gas and other commodities on a share basis. We have rider clauses on all of our procurement(s) so if Fairfax County goes out on a big bid on #2 pencils or police cars, and somebody wants to get the same #2 pencils or police cars, the way that contract is written is that every jurisdiction can ride that contract and get the same price on the same terms without going out for bid. On the administrative level it makes a lot of sense. If you want a different spec, then you can go out for procurement. If that bid for #2 pencils or police cars meets your needs then you can ride that contract and get the same advantage. The healthcare coalition is a little more of a niche market so rather than buy commodities we are buying health insurance or services for our employees.

One of the things you might want to consider again is, what works for you. You know best as to what your region issues are. If there is interest in a healthcare coalition model, take some type of poll or survey of your member jurisdictions, what they have now, what is their experience, is it working for them? On the administrative side, on the cost side, what's their experience? When they go out for bid are they getting good bids from folks on health insurance or basically getting the same one and they aren't able to get more bids or more coverage in the marketplace? You need to consider the position of your state, your Governor and your leadership at the state level in terms of healthcare exchanges and get involved with that right away. What you need to know is if you are going down two roads, are those roads going to intersect at some point or are those roads going to split off? Also, what is the capacity to do some ground work? The consultant we use is Mercer and I am sure they would be more than happy to talk to you and hear what your needs and capacities are, and what is the problem you are trying to solve and assess whether or not this model could be scaled to your needs.

Questions and Comments:

Councilman Newton:

Can you explain self-insured?

Mr. Robertson:

The self-insured municipalities and counties they have a better deal. Most of our jurisdictions are large urban counties 1 million or 300,000. We started off with them being interested but when they ran the numbers a couple of years ago being self insured is a better deal than what the COG can provide. For the folks that aren't self insured and are small this is a better deal.

Commissioner Brown:

Has your coalition looked at the possibility of opening a medical clinic for your members for general healthcare?

Mr. Robertson:

No we haven't. We have done a lot more wellness activities but not

at a clinic that would provide actual services. We have the ability on a negotiated basis to hook folks up with mini-clinics located in CVS and things like that where you can get quicker service at lower costs.

Commissioner Mariano: We are a county that is not self insured so we shop for insurance every year. Why hasn't it worked that we could take larger counties and put them together and get some savings on rates?

Mr. Robertson: We tried that and one of the issues for us is because we are a tri-state metropolitan area we essentially have three rules of the road. One for D.C., one for Maryland, and one for Virginia. What we have found is regional stuff is hard anywhere. Tri-state is harder for a regional coalition. The gears just haven't meshed for D.C., Maryland, and Virginia. Particularly for these large urban counties who are almost all self insured.

Commissioner Mariano: Do you think that might work in Florida?

Mr. Robertson: That would be speculation on my part. The problem is getting everyone to agree. The suggestion I would have for you is to have a survey or workshop to see what are the needs for the different counties because it's a very diverse region. See if there's a willingness. This model is entirely scalable for urban counties or larger communities. In our region it worked best with the small guys. This is a very large region and I suspect your employee population in the counties is significant, even in this tough economy. You would have a large pool of several thousand employees if you looked at the entire metropolitan region of Tampa Bay.

Council Member Miller: The City of Oldsmar is insured by the Florida League of Cities. Isn't that a coalition? This year our rates went up quite a bit and our city manager is thinking of looking elsewhere. How is he going to find anything cheaper than a coalition?

Mr. Robertson: Some of the states do that through their League of Cities or a similar type of organization and that's a very different type of coalition because you are baling a lot of smaller folks together within one state.

Council Member Miller: So are you saying that maybe if our city, and Safety Harbor and Clearwater and other cities could get a better deal with Mercer?

Mr. Robertson: I can't guarantee that but I will say if there's enough interest I would be glad to put Manny in touch with our folks that have walked the walk with us on this program for a number of years and ask them some questions and see if getting to step one is an important conversation for you folks and then they would advise you the type of questions or information that would help. There has to be a fair amount of numbers crunching to get into the game. They have been very honest with us and they would be honest with you. The big question mark is the state exchanges that have yet gelled.

Mr. Pumariega: We have the Florida League of Cities for workers compensation, general liability and building insurance and they have been very good for us for over thirty years. We requested and received a health plan proposal from the League this year and we were able to do better on our own.

Mr. Robertson: One of the things I know from some of the data I found on you is the demographics of public sector employees are the folks that are pushing into the higher class for healthcare services in this country. One of the values of our coalition is that we choose who will be in the

coalition. We have had folks ask to join our coalition and after running the numbers we found it raises our rates. It's harsh to be that way but if the goal is to drive down the cost and enhance the services and stabilize the program, we want to be choosy.

Councilman Newton: Are we superceded by the state?

Mr. Robertson: I'm not up on Florida in terms of the Governor's position on health exchanges, but a number of Governors have been reluctant to go down that path. My guess is that if your state is not very far down the road in a state health exchange, you are missing one piece of the puzzle. These health exchanges were intended, in part, to address this problem.

Chair Bustle: One of the things that you mentioned, have we done a survey of our member governments to see what we are looking at? What are the programs that are already in work and what does it cost and what does it provide? Would that make sense for us to do a survey as the next step?

Mr. Pumariega: Yes.

Mr. Robertson: Our HR director and our consultants would be glad to help. It's a little like driving a car, you want a clear windshield to see where you are going. Healthcare reform and the cost for employers large and small can be an uncertain path.

Chair Bustle: At this point I don't think we really know what's available around our region and I think that might be something we need to take some action on. Manatee County is self insured and has several thousand members in the plan. Recently we completed a new third party provider so we are pretty happy with the way its going. I think it would be useful for us to do a survey and take a look at what everybody is doing around the region.

Council Member Langford: In the City of New Port Richey we looked at a health plan with the Florida League of Cities. We also looked at other vendors and we ended up using the same vendor we used last year which was cheaper than the Florida League of Cities and was even cheaper this year than it was last year with the same coverage. I know if you look around there are opportunities there.

Mr. Robertson: That was our experience. We were able to maintain the plan benefit for our coalition and actually the vendor asked for a 1% increase and through tough negotiations we drove it down to a couple percent reduction. Every little bit helps for employees, particularly in a tight economy.

Mr. Nunez: Are you aware of any other similar coalitions?

Mr. Robertson: Yes. There are a fair amount. Again, we were talking about the different municipal needs. There are a few other regions around the country that had something like this. The Mercer folks work with a lot of clients around the country for these types of things.

Commissioner Black: Just for clarification, I'm a former member of the Florida Municipal Insurance Trust board of trustees and the Florida League of Cities. Health insurance and property and casualty are two totally different things. If you have your buildings and your auto and your workers comp with the Florida League of Cities that is an entirely different

program that is administered. With the health insurance side of things the Florida League of Cities is not in the insurance business. They do the coalition with Blue Cross/Blue Shield, United Health Care. It is true, the City of Dade City was with the Florida Municipal Insurance Trust Health Insurance plan for several years and this past year we found we could do better on our own. But we haven't been able to find anything better on the property and casualty. There are other companies out there but the Florida League of Cities also gives you a dividend check every year or so.

Chair Bustle reminded Council that the Regional Collaboration Committee will be meeting immediately following the Council meeting for a Regional Transportation Roundtable which is a good lead-in for the next presentation.

**B. Freight Logistics and Passenger Operations**

Mr. Juan Flores will present an overview of the Office of Freight, Logistics and Passenger Operations (FLP). Mr. Flores recently joined the Florida Department of Transportation as the State Freight and Logistics Administrator. In recognition of the significant role that freight mobility plays as an economic driver for the state, the Office of Freight, Logistics and Passenger Operations (FLP) has been created which will play a key role in advancing Governor Scott's initiatives to transform Florida's economy by becoming a global hub for trade, logistics, and export-oriented manufacturing. The FLP offices include the Aviation and Aerospace Office, Rail and Motor Carrier Operations Office, Seaports and Waterways Office and Transit Office. The FLP Office will work in coordination with its seven districts in enhancing the best plan for freight within its diverse urban and rural segments throughout the state.

The Florida Trade and Logistics Study was completed in 2010 in conjunction with the Department of Transportation (DOT) and the Florida Chamber. We are looking at trade and logistics in the state, what does it mean? Intermodal logistic centers, 60% trade coming from South America. How is the state agency preparing? How is it working with mobile transportation? 50 ports, 14 deep water. This study spotlighted what we need for transportation within the department as it relates to the other modes. When you think of DOT some of you might think, well, it's a highway department. This new office has all modes of transportation: freight, aeronautics, space, shipping, trucking. Why is that important? There is no other office like this.

A key initiative of Florida Governor Rick Scott's 2012 job creation and economic growth agenda is to *re-prioritize state transportation projects to focus on those that would, over the short and long term, help create the greatest number of jobs.*" In response, Florida DOT Secretary Ananth Prasad created the Office of Freight, Logistics & Passenger Operations (FLP). This office will play a key role in the advancing of Governor Scott's initiatives to transform Florida's economy by becoming a global hub for trade, logistics, and export-oriented manufacturing."

Florida Ranking Member, Representative Lake Ray said *“Florida must refocus its economic development efforts and create jobs outside of tourism, agriculture and development. If you look at the economic history of this country, the only way to a sound economy is to make it, mine it or grow it”*. . .

The Governor has been on 27 trade missions. He is reaching out and working with other countries to bring industry back to the state. The Office of Freight Logistics and Passenger is broken up into different types of transit: Rail & Motor Carrier, Transit, Air/Spaceports, and Seaports. The FDOT is an organization of planners and engineers. Mr. Flores’ background is in business and logistics. You see something happening in state agencies right now about how to address these issues. We are being asked, what is your return on investments? This is something the Department had never looked at before. Infrastructure planning is very difficult. You have to acquire right-of-way, utilities, concrete, rebar, petro/asphalt, crude oil. These price changes are constant and we are trying to do scenario planning. The ports and railroad, they say we need to build it now. Sometimes the Department says its not in the workplan.

I don’t just look at this just for the State of Florida, but for the southeast. The southeast has been a force to reckon with. The auto industry has moved to the southeast. Detroit is no more. Alabama has Mercedes, Mississippi has Toyota and Nissan, Tennessee has Volkswagen. The industry has moved here. I used to work for the Mississippi Department of Transportation and Mississippi has 16 ports. It has a lot of freight. As it relates to economic development, it’s a force to reckon with. That’s what we’ve seen in the last couple of years, the smaller states are eating our lunch because the states are willing to provide tax breaks and provide land. FDOT is a \$7 billion entity but infrastructure is a pricey thing. Bids have been coming in low because of the economy but it will go up.

FDOT is working with other organizations. The State of California has 19 MPOs. The State of Florida has 26 MPOs. Is that a good or bad thing? Seven months ago, when Mr. Flores started his job, he was going out to the MPOs & TPOs to find out what they were about. There are 7 or 8 doing great plans. They are working with District Offices relating to data. FDOT is in the midst of doing a statewide plan and are working with the MPOs to try and get them in suit with what we are doing. MPOs and TPOs might not have a significant port or rail yard but they will partner up with the county because they do. It’s good to look at things regional but we are looking statewide so coordination with partners is key. We talk about the last mile being a connector road to the ports but even our port directors are having problems as well with communication, perishables, freight. These are new issues that a lot of our state agencies don’t understand.

There are a handful of states looking at our Freight Mobility and Trade Plan. We are working with private sector partners as it relates to the future. Right now we are looking at international trade and logistics, better seaports and airports, increasing development of intermodal logistic centers, increasing the development of manufacturing industries in the state, and increasing the implementation of compressed natural gas, liquefied natural gas, and propane energy policies. Gas tax, every time you put a gallon of gas into your car 24.6 cents of it in diesel goes to the highway trust fund. Every dollar of gas you pump, 18.3 cents goes into the highway trust fund. That’s how we fund our infrastructure, highways and bridges.

For the last couple of years that has been going down. The finance folks in Washington think the next 4-5 years it will hit in the red. We just can't keep up with the infrastructure. The dynamic has changed. When you look at what's happening, our interstates have become the warehousing of work. Time and delivery means more trucks on the roads. 80% of goods deliveries are done by truck. As we build our communities and you want those stores, the trucks are going to have to come in. They need room, they need access, they need a turning radius.

The policy element of the plan will be done in July, 2013. The investment element will be done by July 2014. The Department has had "listening sessions" in different regions of the state. Different regions have different issues. In central Florida the issue is tourism, you have the South American influence in Miami. The state has to adjust itself to each of these issues. We have partners such as Workforce Florida and jobs, and Enterprise Florida who assists with the trade missions for the Governor. For the most part these are agencies that the Department has not meshed with, but we are now working with Enterprise Florida and DEO.

The Tampa Bay area "listening session" is on Tuesday, September 11<sup>th</sup>, 2012 at the Port of Tampa. Mr. Flores recommended participation from Council members. The outreach/town hall meetings are not always well attended, however the last five of the listening sessions have had over 100 people attending. These sessions are industry lead and we are reaching out to private sector folks. These sessions seek to gather observations and comments on the current and future condition of the freight transportation system from all interested participants. Extensive effort will be made to hear your thoughts on deficiencies of the system, solutions to remedy those conditions, and future needs envisioned to support growth. We will take the information and bring it before a high level CEO meeting.

The District 7 State Freight Coordinator is George Boyle. He can be contacted at 813-975-6409 or [george.boyle@dot.state.fl.us](mailto:george.boyle@dot.state.fl.us). For more information: [www.freightmovesflorida.com](http://www.freightmovesflorida.com)

Questions & Comments:

- Mr. Schock: What time is the meeting?
- Mr. Flores: 9:00 a.m. - 12:30 p.m. It will be at the Port of Tampa.
- Council Member Miller: I read the paper everyday from cover to cover and I don't know how I could have missed this meeting if it was advertised.
- Mr. Flores: It was a public announcement. It was posted in the paper and we reached out to as many people as possible. We reached out to Florida Association of Ports Council, private industry, manufacturing.
- Council Member Miller: What about the ordinary person?
- Mr. Flores: Are you going to attend?
- Council Member Miller: I will be there.
- Councilman Newton: I'm trying to understand your rationale. We need to keep cars and keep the gas tax. On the other side we talk about mass transit, moving people by rail. How do you do both? You talk about right-of-way and how expensive it is and infrastructure and we are trying to be greener for the environment. And you say there is no money for

infrastructure. I asked the same question a couple of weeks ago at the Florida League of Cities when they were talking about creating jobs and for us to support regional transit. When you had a billion dollars to create a thousand jobs for the corridor you turned that away. Now when you talk about needing more roads to keep the trucks on the roads and the gas tax, I'm confused.

Mr. Flores:

Toll roads will be our future. Governor Scott's initiative right now is trade and logistics. You talk about design - we want trees in the middle of the roads. Well if someone is driving 50-60MPH and hits that tree and dies, it's an issue between the planners and engineers. I worked in Mississippi and rural transportation was a big issue in that state. Getting people to dialysis or to the hospital is an issue. People have to drive 40 miles out of their county to go to Walmart to pick up their medication. You see this aging population coming in to play. Five years ago the state had 17,000 employees and now we are down to 7,000. What does that mean? We don't necessarily build roads but we work with consultants. We have to make decisions about what is best.

Councilman Newton:

What about toll roads? On the way to Hollywood for the Florida League of Cities I ran into one of those toll roads and it was \$3.00. But you still get the gas tax.

Mr. Flores:

Bill Clinton was the last person to put the gas tax up to 5 cents. The gas tax hasn't gone up since 1993. If you look at what's happening with the state infrastructure perhaps it should be raised. These are issues that the state has to deal with.

Council Member Miller:

The Governor turned down a deal that no other state in the union had, where we did not have to pay that money back. That would have made a million jobs, that would have gotten Mrs. Smith from her house on the beach to her doctor's office by train and then bus. Do the people at FDOT advise the Governor?

Mr. Flores:

It wasn't economically feasible. At the end of the day someone has to pick up the tab. We have an economical feasible corridor coming to Orlando to Miami. Does that make economic sense? Yes. Is it industry lead? Yes. Is there a role for the Department? Yes. We have to be wise about how we use our federal and state dollars.

Commissioner Crist:

Isn't it true that Mobile is the fastest growing port on the Gulf?

Mr. Flores:

Correct. You see Mobile, Savannah, Gulfport, Charleston - these are economic feasible ports. I just got back from Charleston and the investments that have been put in that port are phenomenal. That's what this state is competing with.

Commissioner Crist:

Isn't it true that all three of those ports have very well connected rail systems, commercial freight movement?

Mr. Flores:

Correct.

Commissioner Crist:

What kind of planning is the Department moving towards that would utilize rail for commercial freight movement in Florida? We don't have any gorges to bridge or mountains to tunnel through.

Mr. Flores: Historically if you look at the Department its been a highway agency. Now we work in conjunction with the private railroads in conjunction with the county transit authorities and quasi-government commissions. Fred Wise is one of the strongest advocates in the country for rail and he would ask, you want to take state and federal dollars and put it into a private rail line for infrastructure? The justification being, well we are taking goods and moving them off the roads. Is that good? Of course. But does everybody understand that? Perhaps not. It's communication at the end of the day.

Commissioner Crist: But the perception, since the Governor vetoed high-speed rail, is that the state has done a complete 180 on the issue of rail for commercial use. Is that true? Is the Department working on a master plan looking at right-a-ways and activity and the prospects that maybe some time down the line in the future when there are some collaborations that could afford to do so, moving in that direction?

Mr. Flores: Correct. Collaboration is key.

Commissioner Crist: But, is the Department doing any kind of planning?

Mr. Flores: Not right now. The DOT is as essential as DOD. The Districts have the leverage and we work in conjunction with the District Offices. Where it makes economic sense, where the Department has the funding and the research.

Commissioner Crist: Going back to what you said when you took the podium is that we have 20+ MPOs around the state and the state is going around now and trying to coordinate with all of them to have more of a state regional look at how we stand nationally or internationally to move freight and cargo. Wouldn't it make sense that you would be looking at how do we interconnect each of our metropolitan areas to the rest of the nation so that our ports could compete with the three ports that you mention that are all outside the state? All three have in common mass transit through inexpensive rail movement.

Mr. Flores: What's interesting is you see at the Port of Miami and Jacksonville are actually partnering up. Even at the Port of Savannah the truck weight issues have gone up. We have 95,000 lb. trucks coming into the Port of Jacksonville and Savannah has 100+. As it relates to competitive edge, that extra 1,000 does make the difference and you see trucks going that way. The Ports Council is looking very closely at 15 ports strategically. The Trade & Logistics Study mentions they dredged one port 50 feet and we are doing that now. It's a competitive port now. There are only a handful of ports that can say that on the east coast, off of Virginia and New Jersey that actually have 50 feet. So when the Panama Canal is complete in 2014 we will be ready to go. That will bring development and jobs to the port. The Carribean, Panama, we actually went out to Panama and what's happening is phenomenal. The Panama Canal is a force to reckon with. It's economic international development.

Commissioner Crist: The Port of Miami is a good access point for the State of Florida but its not a good access point for eastern United States. They're going to be looking at one of those three other ports that you mentioned who we cannot compete with right now. We cannot beat them in the

game right now. We do not have the inter-connectivity to the rest of the country to be able to do that and its unrealistic to think that we can. Second, with vehicles moving in the direction of being smaller we are going to find that there is going to be a larger lobby from John Q. Citizen out there who is driving the small car versus the trucking companies. And there is a whole new fight brewing in the next decade in our state legislatures. The smaller the cars get the more vulnerable they get on the road and the less likely they will be accepting of these mega-trucks that are on our highways that are not on the highways in other parts of the country. So there's a lot of future issues that really, if you want to be the global statewide think tank, that you need to be taking into consideration. Identifying right-of-ways, coordinating regional metropolitan planning organizations, looking at the future issues and where they may lie and what kind of changes should be taking place and working in conjunction with all of us. I appreciate what you are saying, but as you got to the end of your presentation you got disconnected from what you were saying when you started and that is that the state is going to look at the bigger picture. The bigger picture is how are we going to compete with these three other ports that are going to kick us. That's clean and simple. The only way we are going to be able to do that is to have better inter-connectivity that's cheaper, faster, cleaner, and more accessible.

Mr. Flores:

Again, let me say, this is a new office. I can't emphasize to you more that nobody is looking at it this way. No agency is looking at it this way. No office has all the modes of transportation. It's a new initiative region wide. We are reaching out to all the MPOs and TPOs, working with our local Chambers and trying to get that feedback. Everyone's comments are very much appreciated. I'm putting myself out here. The communication partnership should happen here.

Commissioner Hune:

As a new member of this group, when I hear the dialogue when you are talking about the percentage of tax on a gallon of gas, my understanding is to be sensitive of the issues of more energy efficient cars so are we talking about collecting funds to build more roads? We are talking about creating a situation that doesn't allow us to look in the mirror because what you are saying is that we can't figure out how to get going. All these other states have already recognized that rail must take product that comes into the ports and move it. And we're talking about 80% of the product is moved by trucks? Maybe the dialogue is lost but we aren't going to catch up until we say this is what needs to happen, yesterday.

Mr. Flores:

If I can encapsulate under one sentence and you ask me, what do you do exactly? I'm in the business of growing the "T" rather than the "H." Transportation versus highways. This is what the office commissioned.

Mr. Schock:

You mentioned Savannah, Charleston and Mobile. It's part of the

challenge of Florida if you think about the Port in South Carolina, it's Charleston. You think about the Port in Georgia, it's Savannah. We have 14 deep water ports here. How much of your study looked at the concentrated effort of those states focused on one particular port versus the diversification that we see here in Florida where we have a disbursement of that concentration across 14 ports?

- Mr. Flores: I don't know the exact percentage but the Trade & Logistics Study is looking at what's being shipped into Florida and what's coming in to competing ports. When you talk to Port Directors they say, that should be coming into our ports.
- Mr. Schock: It would seem that it is a necessity to identify what will have the largest impact for the State of Florida.
- Commissioner Mariano: It's disappointing to me, from a northern county, that you have this meeting coming up on September 11<sup>th</sup> and I have a board meeting on Tuesday. Part of the reason I wanted to pull the City of Zephyrhills is because we are going to talk about airports, and rail and I said now is the time for them to get involved. The way you set this meeting up, I just don't see the connection of bringing us together.

Presentations provided at Council meetings can be found at:  
[www.tbrpc.org/council\\_members/council\\_presentations.shtml](http://www.tbrpc.org/council_members/council_presentations.shtml)

## 7. Council Member Comments

- Councilman Newton thanked the City of Seminole for hosting President Obama.
- Council Member Miller announced that the City of Oldsmar will be drinking their own water in about 3 weeks. They have built a reverse osmosis plant for \$19 million and the City is now starting to mix their water with county water to clean out the pipes. Oldsmar will not be buying water from the county once they are on-line.

## 8. Program Reports

### A. Agency on Bay Management (ABM) – Chair, Mr. Robert Kersteen

The Agency's Habitat Restoration Committee will meet on September 13<sup>th</sup>. The agenda will include the Southwest Florida Water Management District's McKay Bay Dredge Hole and Palm River Habitat Improvement projects, the Mangrove Point mitigation bank permit application, and Tampa Port Authority's McKay Bay Restoration project.

The Full Agency will meet on October 11<sup>th</sup>, all were invited to attend.

### B. Clearinghouse Review Committee (CRC) - No Report

### C. Local Emergency Planning Committee (LEPC) – No Report



around and not having funding. There's a mixed message there.

Commissioner Black: That's one of the things we have to emphasize in our meeting.

Chair Bustle: I would say that somehow in your meeting you need to go forward with an objective number that says what the benefit analysis is or what the investment is. It has to be a number, and it can't just be that we have a return on investment. It's got to be 15% or some number like that.

Mr. Pumariega: We prepared a return on investment paper and statewide every dollar invested by the State in FY 2011 through its annual appropriation to the regional planning councils generated 11 dollars in local, federal, and private direct investment to meet regional needs.

Chair Bustle: Can we get that into a number for our RPC? For example, we turn this amount of money into a 50% return.

Mr. Pumariega: This is broken down for each RPC and combined it was 10 to 1.

Councilman Newton: Also at the Florida League that was another workshop that they had. They had the Office of Economic Opportunity and a gentleman from Enterprise Florida and the Florida RPC from Miami. Their goal was job creation and supporting municipalities and try to develop those jobs for lower income.

Commissioner Black: We are more than just planning and there has been concerns from the Governor's office and his stand on planning agencies. That's what we have to emphasize, planning is one aspect of what we do.

Councilman Newton: With all the planning and other things we do the economic impact is added to municipalities.

Commissioner Black: Any organization that you are a part of these days, go in there and look at the Six Pillars of the Florida Chamber of Commerce. That's a very good base for any organization to use, not just ours. That's what we need to be doing as we are working with the Florida DEO. This organization really seems poised to work with us as a regional council, with our counties, with our cities - make sure you are getting names of people with the DEO because that will be a good way for us all to succeed.

Councilor Matthews: I suggest we come up with a definition of what we do. Planning Council is not a true definition. Maybe we need to change our name.

Councilman Newton: Could we change it to Economic Planning Council? It's all about economics.

- F. **Regional Planning Advisory Committee (RPAC) - No Report**
- G. **Economic Development - No Report**
- H. **Regional Domestic Security Task Force (RDSTF) - No Report**
- 9. **Other Council Reports - None**

**10. Executive/Budget Committee Report – Chair Bustle**

Prior to the Council meeting the Executive/Budget Committee met and approved the 2011/2012 Final Budget Amendment, which you voted on earlier.

Also discussed was the TBRPC Office Tenant Lease. Our current tenants, Suncoast Center, Inc. also fell victim to state funding cuts. Because of these substantial cuts to their budget they have opted not to renew their lease with us. They have experienced layoffs and are moving staff into their other existing facilities.

Up to 13,940 sq. ft. of space will become available on February 1, 2013 with favorable rates. Our staff are actively seeking Not for Profit and government entities. If you know of any potential tenants please contact Wren Krahl and she will follow-up. Any assistance that you can provide to get the word out would be most appreciated.

**11. Chair's Report**

I would like to have action to ask staff to do a survey of member governments on healthcare. (Newton/Kersteeen) Staff will design a survey form of some kind to find out what everybody else is doing. Motion carried unanimously.

**12. Executive Director's Report - None**

Next Meeting: **October 8, 2012** at 10:00 a.m.

Adjournment: 11:55 a.m.



Larry Bustle, Chair



Lori Denman, Recording Secretary