



# Council Minutes

June 10, 2013  
10:00 a.m.

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## REPRESENTATIVES PRESENT

Chair, Mayor Bob Minning, City of Treasure Island  
Vice Chair, Mr. Andy Núñez, Pinellas County Gubernatorial Appointee  
Secretary/Treasurer, Commissioner Victor Crist, Hillsborough County  
Commissioner Scott Black, City of Dade City  
Council Member Bob Boss, City of Temple Terrace  
Councilman Gene Brown, City of Bradenton  
Vice Mayor Woody Brown, City of Largo  
Councilman Chopper Davis, City of New Port Richey  
Commissioner Jonathan Davis, City of Palmetto  
Councilmember Michael Fridovich, Alt., City of Gulfport  
Ms. Angeleah Kinsler, Hillsborough County Gubernatorial Appointee  
Commissioner Janet Long, Pinellas County  
Commissioner Jack Mariano, Pasco County  
Councilor Bob Matthews, City of Seminole  
Vice Mayor Janice Miller, City of Oldsmar  
Vice Mayor Gail Neidinger, City of S. Pasadena  
Council Member Wengay Newton, City of St. Petersburg  
Ms. Kim Vance, Hillsborough County Gubernatorial Appointee  
Councilwoman Jodi Wilkeson, City of Zephyrhills  
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 Ron Barnette, City of Dunedin  
Past Chair, Commissioner Larry Bustle, Manatee County  
Commissioner Nina Bandoni, City of Safety Harbor  
Council Member Doreen Hock DiPolito, City of Clearwater  
Commissioner Bill Dodson, City of Plant City  
Vice Mayor Lorraine Huhn, City of St. Pete Beach  
Councilwoman Mary Mulhern, City of Tampa  
Mr. Tim Schock, Hillsborough County Gubernatorial Appointee  
Councilman Ed Taylor, City of Pinellas Park  
Ms. Barbara Sheen Todd, Pinellas County Gubernatorial Appointee  
Ms. Pamala Vazquez, Ex-Officio, FDEP

## OTHERS PRESENT

Mike Augustine, Sr. Planner, Hillsborough County Planning Commission  
Trisha Neasman, Planner, SWFWMD

## STAFF PRESENT

Mr. Manny Pumariega, Executive Director  
Mr. Don Conn, Legal Counsel  
Ms. Suzanne Cooper, Principal Planner

Ms. Lori Denman, Recording Secretary  
Mr. Marshall Flynn, IT Director  
Mr. John Jacobsen, Accounting Manager  
Ms. Betti Johnson, Principal Planner  
Ms. Wren Krahl, Director of Administration/Public Information  
Mr. John Meyer, Principal Planner  
Mr. Patrick O'Neil, Senior Planner  
Mr. Brady Smith, Senior Planner  
Mr. Avera Wynne, Planning Director

**Call to Order** – Chair Minning

The June 10, 2013 regular meeting of the Tampa Bay Regional Planning Council (TBRPC) was called to order at 10:12 a.m.

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

**Roll Call** -- Recording Secretary

A quorum was present.

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

**Announcements:** - Chair Minning

- Councilor Bob Matthews was thanked for providing refreshments.
- Councilman Michael Fridovich, City of Gulfport, was introduced and welcomed. He served as alternate of Mayor Sam Henderson.

**Folder Items:**

- **2013 Disaster Planning Guide**  
In your folders you will find the 2013 Disaster Planning Guide. The Official Hurricane Guide is now available for seven counties which include: Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota Counties. The guides are also available in Spanish for our Counties represented on the Council. Once again, Betti Johnson did an excellent job coordinating this important project.
  - **Financial Disclosures**  
You will find a form requiring your signature in your folders. This is a requirement by our auditors. It is a form verifying that you have filed your Financial Disclosures with your counties Supervisor of Election's office. Please take a moment to sign them and return them to Lori Denman. The deadline for submitting the forms is July 31<sup>st</sup>. Thank you.
  - **No July Meeting**  
Just a reminder that unless the Chair deems otherwise, there will be no meeting of the full Council in July. Our next meeting will be held August 12<sup>th</sup>.
  - **Council Recap**  
A Council meeting recap will be provided to you via email following today's meeting. This is for your use in reporting back to your Boards, Councils and Commissions.
1. **Approval of Minutes** – Secretary/Treasurer, Commissioner Crist  
The May 13, 2013 minutes were approved. (Long/Miller)

2. **Budget Committee – Secretary/Treasurer, Commissioner Crist**

A. Financial Report for the period ending 4/30/13.

Highlights of the Agency-wide Revenue & Expenditure Report are as follows:

- Federal Grants - Current month reflects the March billing for the Energy Assurance project & quarterly billings for Economic Development District, RDSTF Planning and Energy Resiliency Strategy.
- Fees/Contracts - Includes \$85,000 for the GIS Broadband Transition project that was not anticipated in the initial budget.
- Contract Services & Administrative In-Kind exceed the year to date proportionate amount compared to the budget because they reflect charges to projects that will be completed in less than twelve months.
- Printing/Graphics, Tenant Rent & Capital Outlays - These line items will be adjusted for the mid-year budget. A detailed explanation has been provided in the attached Notes to Financial Statements.

The Financial Report for the period ending 4/30/13 was approved. (Miller/Mariano)

B. 2013/2014 Proposed Budget

The Budget Committee previously met and was presented with the 2013/2014 Initial Budget. The overall budget decreased by slightly more than \$1,331,000 from the Mid-Year Budget Amendment, primarily due to the following:

- Federal revenue decreased \$710,000 primarily due to the completion or near completion of the following projects: Eckerd College Outdoor Notification System, Energy Resiliency Strategy & Energy Assurance Strategy. These reductions were partially offset by the addition of NWS Gap Analysis and Solar Ready II.
- State Revenue decreased \$67,000 as a result of eliminating the three months of RPC state funding which was included in the Mid-Year budget.
- Fees & Contracts decreased \$267,000 primarily due to the completion or near completion in 2013 of the GIS Broadband DMS Transition Agreement, Integrating Nitrogen Goals with Planning, Directional Atlas Pilot, Okeechobee Atlas Update, Standardized Statewide Broadband Planning, Broadband Mobile Apple Device, and St. Pete Beach Catalyst Technical Assistance. These reductions were partially offset by the addition of Directional Atlas Project, Evacuation Small Area Data Update, Broadband Mapping Special Projects and Economic Evaluation of Tampa Bay & Estuary.
- Appropriated Fund Balance decreased \$245,000 due to a reduction in personnel costs and capital outlays, and an increase in rental income.
- In-Kind Services decreased \$171,000 as no anticipated projects will have a match requirement.
- Rental Income increased \$100,000 because of the addition of two tenants for a full fiscal year.

The Budget Committee unanimously approved the proposed Initial Budget. We still have a lot of space in the building that we are trying to get leased that has hurt our bottom line but Manny has done a good job working the numbers so that we have covered that shortfall. Again, Tallahassee has vetoed our funding and staff has been working to cover those shortfalls.

Questions & Comments:

Councilman Newton:

How much of the budget is affected by tenant leases?

Mr. Pumariega:

Since we met last May with the Executive/Budget Committee we have two tenants that have moved in, Ready for Life and Healthy Start Coalition. We have 15,120 sq. ft. available next door and they

are taking 4,400 sq. ft. Since our Executive/Budget Committee meeting we talked about a couple of possible tenants and the one that I thought we didn't have a chance, but they contacted us and said they can now move into our space. They had problems with their existing lease and they were able to break that lease. We are now in an accelerated mode working on the final floor plan. Mr. Conn has reviewed the 3<sup>rd</sup> draft of the lease and we are down to two provisions. The initial trend that we provided to them was for ten years but their corporate headquarters in Jacksonville wants a seven year lease. That is fine with us because in our initial round back in January we had that seven year option. Seven years is a little more expensive for them and will be about \$35,000 additional rental income over the seven year period. The other provision is their availability of funds. They are required to have that provision in their lease, just like we do with our contracts. Mr. Conn has been working with their attorney on the language and we should be hearing back from them, hopefully today. I think we will be able to work it out. They will be occupying 10,593 sq. ft. and have to be moved in by August 14<sup>th</sup> to start their next school year. They have six classrooms and service girls from 12-18 years old. We are working on the floor plan and once the lease is signed we will begin the improvements. We will have to offer space on our side of the building - to the left as you enter the lobby which should accommodate the smaller tenant that is currently next door. If we have all of this in place we will be back to the same annual rental income that we had with the original tenant.

Councilman Newton:

What is the dollar amount?

Mr. Pumariega:

About \$170,000.

Councilman Newton:

What percentage of the budget is that?

Mr. Pumariega:

5% or 6%.

Councilman Newton:

Is there an expense for a build-out?

Mr. Pumariega:

Yes. We have improvement funds in reserve and we have a provision in the lease that if they have to give up space or terminate during the lease, we will amortize the improvement and they will have to pay us back for the remaining improvement that is not amortized yet.

Councilman Newton:

But there's no build-out cost to the TBRPC?

Mr. Pumariega:

Yes, there is. One thing I offered is a ten year lease with two three-year options. When they came back with a second draft of the lease they deleted that and put three four-year options.

Councilwoman Wilkeson:

At the end of the seven year term, is there an opportunity to make adjustments to the rent based on CPI?

Mr. Pumariega:

Yes, it is incorporated in the lease.

Councilwoman Wilkeson:

Is the rental rate market driven?

Mr. Pumariega:

It's better than market value. That's a standard of our building and the tenant space from the beginning. We still get enough to help us pay for the principal and interest. This September we only have ten years left to pay the building off. We probably have \$1 million in equity right now, even though the value of the building has gone down. The last trim bill that we received, the assessed value went up. I think it will go up more in the next three or four years. Right now, as it exists, we probably have \$1 million equity at the current assessed value. We probably owe about \$1.7 million now so our equity is about \$1 million if we were to sell.

Councilman Newton: The surrounding development will help as well. Are there any other sources of funding?

Mr. Pumariega: We receive funding for the Local Emergency Planning Committee, and we have included next year's contract with the Department of Emergency Management, the Harold Baum for Economic Development and the Economic Development District is recurring. We have the Regional Domestic Security Task Force (RDSTF) staffing which will be coming up soon and we will find out if we will receive another year of funding. Staff has done a great job since we received the first, second, and now third veto. They went to work and secured additional funding.

Councilman Newton: The reason I asked that is because we need to be more pro-active instead of reactive.

Motion to approve the 2013/2014 Budget (Mariano/Kinsler).

3. **Consent Agenda – Chair Minning**

A. **Budget and Contractual**

1. **Local Emergency Planning Committee (LEPC) District VIII Contract**

Since 1988 with the passage of the Emergency Planning and Community Right to Know Act (EPCRA), which created Local Emergency Planning Committees and State Emergency Response Commissions, the Tampa Bay LEPC has operated under the basic annual contract between the DCA and the TBRPC, with LEPC specifications detailed in Attachment A-2 of the old contract. Again this year, a separate contract between FDEM and the TBRPC for LEPC operations is offered. Funding for the LEPC remains unchanged at \$40,909. The Scope of Work for the LEPC remains unchanged and Quarterly Reports for the LEPC will go directly to the Division of Emergency Management.

Action Recommended: Motion to authorize the Chair to sign the LEPC contract with FDEM for FY 2013/2014.

Staff Contact: John Meyer, ext. 29

2. **Hazardous Material Emergency Preparedness (HMEP) Sub-grant Program**

The TBRPC has been awarded a Federally funded Subgrant from the Federal Department of Transportation Hazardous Materials Emergency Preparedness (HMEP) grant fund through the Florida Division of Emergency Management (FDEM) for State FY 2013/14 in an amount of \$67,072. The funding will be for Local Emergency Planning Committee (LEPC) planning activities and support of LEPC efforts to ensure training of public-sector hazardous materials response personnel. There is a requirement for in-kind match to this grant which can be met by staff participation, LEPC membership participation, and student training participation. The subgrant period is from July 1, 2013 to June 30, 2014.

Action Recommended: Motion to authorize the Chair to sign the HMEP Subgrant agreement with FDEM for 2013/2014.

Staff Contact: John Meyer, ext. 29

3. **Solar Ready II**

The Rooftop Solar Challenge II (Solar Ready II) is a U.S. Department of Energy program intended to deploy, at the regional and national scale innovative, local

government-level solutions towards eliminating market barriers and lowering the non-hardware balance of system costs ("soft costs") of grid-tied solar photovoltaics (PV). TBRPC is partnering with the National Association of Regional Councils and a coalition led by the Mid-America Regional Council (Kansas City) Applicants. MARC has already demonstrated exceptional progress towards achieving soft cost reductions in specific their geographic area and must has developed plans to build on these successes by deploying techniques and tools to achieve larger-scale impact on other regional solar PV markets. NARC and MARC are in final negotiations with DOE and, if successful, we anticipate an award of \$100,000.00 to TBRPC.

Action Recommended: Motion to accept Solar Ready II award and authorize Chairman or Executive Director to sign agreements as appropriate.

Staff contact: Avera Wynne

4. **Economic Evaluation of Tampa Bay**

In partnership with the Tampa Bay Estuary Program, the council is undertaking an economic evaluation of Tampa Bay and its estuary. The Final Report will contain a detailed description and analysis of the economic benefits and drivers of the Tampa Bay. This analysis will identify which industries are most reliant upon the Bay and the economic impacts these industries bring to the entire Tampa Bay economy. The analysis will report out the direct, indirect, and induced variables of jobs, personal income, gross domestic product (GDP), and output, population, and any other relevant data. TBEP is contributing \$30,000.00 to the study. Additional resources for the study will be sought.

Action Recommended: Authorize Chairman to enter into agreement with the Tampa Bay Estuary Program to provide funding for the Economic Evaluation of Tampa Bay.

Staff contact: Patrick O'Neil

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

1. IC&R Review by Jurisdiction - May 2013
2. IC&R Database - May 2013

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) - None**

**E. Notice of Proposed Change Reports (NOPC) - None**

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

1. DRI # 73- Summerfield Crossings, RYs 2011-13 ARS, Hillsborough County
2. DRI # 170 - Westfield Citrus Park Mall, RY 2012-13 ARS, Hillsborough County
3. DRI # 188 - Walden Woods Business Center, RYs 2011-13 ARS, City of Plant City
4. DRI # 249 - South Shore Corporate Park, RYs 2009-12 ARS, Hillsborough County
5. DRI # 252 - Cypress Creek Town Center, RYs 2011-13 BRS, Pasco County

Action Recommended: 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) - None**

*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. No Report is prepared for adopted amendments that do not require Council comments.*

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

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

1. DEO # 13-3ESR, Manatee County (proposed)

Action Recommended: Approve staff report.

Staff contact: Brady Smith, ext. 42

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

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

**5. Review Item(s) or Any Other Item(s) for Discussion - None**

**6. TBARTA Master Plan Update**

Bob Clifford, TBARTA Executive Director, made a brief presentation on the biannual update to the TBARTA Regional Transportation Master Plan, which looks out to 2050 for a multi-modal transportation future. The 2013 update refines the existing network maps and includes local progress and steps taken toward implementing the Regional Master Plan. Mr. Clifford also spoke on TBARTA's ongoing efforts, which include regional project prioritization, corridor studies, planning and funding coordination, as well as commuter services.

The TBARTA region includes Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties. There is a lot of movement by people, and jobs and the region is highly mobile within the entire region. It is now time to go through our update of our Long Range Master Plan, which is a vision for the Tampa Bay region out into the future to 2050/2060. That seems far off but it really isn't. When I started at FDOT we were talking about the 2006-2010 transportation plans and they have come and gone. The big region is about moving people and goods.

When TBARTA was created in July 2007, our first requirement was to develop a plan. It was very focused, as the legislature required at the time, on transit. There was no regional plan for transit so we looked at it from the perspective of buses, rail, and other types of premium service such as bus rapid transit (BRT) within the entire region. A lot of technical work went into that analysis. It was not just simply taking information that was already in existing plans, whether it be a transit agency or a county or a MPO and pasting it together. We used all of the census data, economic data, and looking out into the future.

In 2011 the Master Plan update introduced regional freight, regional roadway, and regional air quality components. What is interesting is that we are charged with developing a long term vision but we are also required to update it every two years. One of the issues that we saw in 2011 is that it isn't just transit. It's all modes of surface transportation. We made a point that it will include the roadway network, the freight network, and you also need to take a better look at land use in terms of

what changes are occurring at the local level and how they affect transportation. We did that in 2011. This time we are refining the Plan as a minor revision, particularly when you think about having new census data. Cities, counties and towns are updating their overall plans with the new census data and growth projections into the future. We are making minor changes to the existing plan, recognizing that with the next go around we will be looking at some major changes based on new information, new data.

Some of the things we are focusing on in this update are the development priorities and projects where you see them actually come together. We are now starting to see the pieces come together, an incremental improvement of the overall plan is really starting to come together. The legislative delegation and FDOT came to TBARTA and said, we do not understand what the regions' transportation priorities are. The FDOT secretary said, when I ask this question, I will get as many different answers from as many different people that I ask. He also said that's a challenge in the Tampa Bay region because when he goes to Orlando, they are very clear about what they want, and when he goes to south Florida they are very clear about what they want. We need some priorities on an annual basis. Projects that need a shove off the table to get moving. TBARTA went through that process and developed five different regional priorities. Some will continue to stay on this list, others may not. What is interesting is, we received a very good response from the legislative delegation and from FDOT with the first three projects on that list and the projects are moving forward. The last two on the list are also moving forward, not as aggressively as the first three, but you are seeing that movement of projects going forward in terms of funding which ultimately then leads to implementation.

A big part of our plan is the issue of managed lanes which are the use of lanes on the interstate system. They will be tolled, but you will be able to use them in a variety of ways. When we first started talking about this in 2007/2008 no one had these plans anywhere. Now FDOT is aggressively moving forward in the development of managed lanes within the region, adding additional capacity to the system in a toll fashion which will be reasonably priced. Depending on the time of day you can bypass congestion. Those projects are aggressively and actively moving forward and we are excited about partnering with FDOT.

Additionally we will be working on other specific projects within the region. SR 54/56 in Pasco County. I'm sure you are familiar with all the plans that Pasco County has in that corridor and how specifically and important it is to the entire region. It really serves as the northern connection of a beltway when you connect it to I-275 and the Veterans and Suncoast Parkway. SR 54/56 is that northern missing piece of beltway around the urbanized area of the region. It's also Pasco County's growth corridor. The work going on in Pinellas County - moving forward with the Green Light Pinellas Project, and looking at rail as a solution in Pinellas County. Connections in our region and Sarasota and Manatee Counties, between Sarasota and Bradenton from a premium transit perspective. The biggest project in this region is the replacement of the Howard Franklin Bridge. The span from Pinellas County to Hillsborough County is over 50 years old. Let's take advantage of that and not just replace it as an in-kind project, but also include premium transit connections as a part of that when we build it. DOT is a big partner with TBARTA on that effort and in looking at that and finding a solution in moving that forward. It is going to be a very big and expensive project.

Connections throughout the region - you hear about this all the time. People want to connect from different parts of the region, not just on the roadway but also transit and freight connections. In going out and talking with folks in the region we have heard different things. In Citrus County one of their biggest issues is jobs. They are looking at potentially developing a port along the barge canal. Obviously nothing like the Port of Tampa or Port Manatee, but as a transfer facility in that region. The City of Brooksville is looking at an entirely new vision of how they grow into the future and they want to be connected to the Tampa Bay area. Pasco County's mobility fees in their mobility

plan and their land use initiatives are aggressively moving forward. The Tampa International Airport (TIA) Master Plan - a brand new master plan for growth within the region. When you think about TIA, it is the region's facility. More passengers come from outside Hillsborough County than from within. One of the things to think about is how we connect with TIA, and working very closely with Joe Lopano and folks at TIA and looking at their plans of a people mover system to a new facility on the airport and ultimately carrying that further out into the Westshore area with the development of an inter-modal center. For the first time in this region, premium transit service in Hillsborough County. BRT with Metro Rapid Service that HART is now putting out, and the new bus stops and technology which are all electronic. You don't pay on the bus, you pay off the bus which allows transportation to move faster. Pinellas County's bus plan and ultimately rail. The work that St. Petersburg and Tampa and Sarasota and other parts of the region are doing for bicycle and pedestrian. The last mile connection of transportation within the region. Manatee County is looking at a new way of growing and how land use ties into all of that. Sarasota and Manatee County, I-75 and University Parkway, a major activity center. All of their growth is focused in that area and how that will affect the overall plan going forward. InVision Tampa is a new way of thinking of things. The list goes on and on with all types of activities that are critically important when you think about transportation, not just today but into the future.

The importance of a regional network is to move passengers via premium transit, connecting major destinations. The different things that we have looked at and updated since 2011 is a part of that effort. One thing is the people mover study area from TIA and connecting with Westshore. Partnering with the airport and FDOT is critically important as you think about pieces coming together in terms of an overall plan. Making changes based on those local decisions that will be made in terms of where, what and when and how it fits together in the overall piece. The issue of freight. In the transportation world we all seem to focus on people, but freight is critically important in being able to move goods throughout this region. Showing for the first time the size of those freight areas that we have to account for in terms of connectivity and the affects of transportation to the network. Looking at the roadway network - obviously the vast majority of transportation does today, and will continue to in the future, utilize the roadway network. We are looking at ways to make it more efficient. TBARTA is looking at what FDOT is doing on the Strategic Inter-modal System (SIS), and their update to the SIS, which is a critical component of the overall plan.

A big part of what we have always done at TBARTA is public engagement. We engage people in different ways throughout the region. One of the things we did in 2009 and during this go around was Telephone Townhall Meetings. Some of you may have received a phone call from me with the various members of our board on the line to talk about transportation. We had 40,000 people participate over 5 months. What was interesting were the types of questions and issues they were asking. The first thing they consistently told us was, thank you for doing this. How do we get to do more of this? How do we engage more? People like the fact of being able to participate and not having to go to a public hearing and specifically get their specific question asked and answered. We heard that over and over from people around the region. We also heard them talk about the issues of buses and transit, that we need more and better service. We continue to hear this every time we do this. No matter where people are in the region, they ask - can I get to Tampa International Airport? Can I get to a Rays game? It's not just the issue of commuting for people, its also the issue of activities and being able to connect. There were a lot of questions about the private sector being engaged and how can they get more involved? Questions were asked about mobility for the disabled. Things we previously heard, consistently, was the issue of funding. That was not the case this go around. This time it was, things are still tough but the public recognizes how critically important transportation is from an economic perspective. We heard from the public that it is about having a

job and getting to the job and needing other options and alternatives. 20% of commuter trips on a daily basis cross a county line. That's a lot of movement throughout this region just for work.

TBARTA also does the commuter services program within the region. One thing that we believe is very important this time around is that we do the region's van pool program and for the first time we are now contributing to the national transit database and because we are a part of that, we are bringing more transportation operating funding to the three counties in the urbanized area - Pinellas, Hillsborough and Pasco, that their bus systems now utilize because we are forwarding our information. As we continue to grow that it will mean more money coming to this region that this region was not already getting. We continue to move forward and work with our various partners, MPOs, transit agencies, and other partners throughout the region.

Questions & Comments:

Councilman Newton:

You mentioned toll lanes alleviating congestion, how is that working out?

Mr. Clifford:

I think it is going well and I think you have to think about it in this context; its not additional lanes, its adding new capacity. The challenge anymore, as we all recognize, is that the money isn't there anymore to be able to build additional lanes. The issue that DOT is looking at is that they will add new significant capacity. Interstate systems are so expensive and if you look at what is going on - to give you an example of how expensive these projects are - on I-275 in Hillsborough County it is over \$1 billion. And its not getting any cheaper. There are two structures on the Howard Franklin Bridge, one structure is going to be \$100 million. The challenge is finding a revenue source and a part of it is that you do it all electronic. You pay for it electronically. None of us really realize how expensive transportation really is. If you think about it this way, the IRS says its 51 cents a mile which counts the gas tax and fuel. Just think about your trip here this morning and say your round trip is 30 miles. If you had to give someone this morning \$15 out of your pocket before you left for that trip, you would think about that trip significantly differently. That's one of the real challenges we have from a transportation perspective. That's what we face.

Councilman Newton:

We did the Miami tour and they took a lane for tolls.

Mr. Clifford:

They actually added an additional lane. They took the shoulder of the road.

Councilman Newton:

It was like you said, four lanes of bumper to bumper gridlock. Another prime example of toll roads is, where are the toll roads going to drop off? For instance, Veterans coming into Tampa in the morning. It's a parking lot and everyone pays for that parking lot. It's the same way in the evening. I guess it would depend on the destination of where this toll road is going.

Mr. Clifford:

We certainly have the issue of where the toll road ends. That's one part that has to be addressed. It's not the system itself. The other thing in the ways our managed lanes are being looked at, or express lanes, is they are also tolled based on the time of day and the level of congestion to guarantee you a less congested trip. The other thing about the tolls, technologically speaking, its all electronic. These

things are totally changing how we look at transportation and we are hearing that growth in the technology, particularly related to transportation is no longer linear. What's really starting to happen is we are seeing big changes. One of the things we heard in talking to our partners was that they are thinking visionary out into the future. Mercedes, Ford and Chevrolet/GM are all looking at driver-less vehicles. That's coming. In some form or fashion that is coming.

Councilman Newton: I like what they have done with the Selmon because they figured out not everyone uses a Sunpass so they get the toll by taking a picture of the car tag. Even people who use the Sunpass lane have to go through all of that congestion.

Mr. Clifford: New toll facilities will no longer have toll booths.

Councilman Newton: There's no funding coming down for a more PSTA detailed study.

Mr. Clifford: That is the financial analysis of potentially consolidating activities on the part of PSTA. TBARTA was directed to lead that effort. I have already spoken to Manny about it. Your Council Chair came to our Executive Committee and talked about it, and Manny and I spoke on Friday, talking with the staff and we are going to put that together and bring all the partners together to talk about solutions, options and opportunities. We just want to be helpful. Manny and I are coming from the same place. Neither one of us is the operator, we just want to be helpful.

Councilman Newton: I think a neutral location will be very helpful. What affect does telework have on transit?

Mr. Clifford: It is having an effect. It's hard to really quantify specifically what the affect of Telework is, because everybody does it differently. There is no real standard. Basically it's what works best for those entities. What you do find is it has to be the type of work, from an employer perspective, that you are able to measure. Employees typically tend to think they don't have to get child care now, I can stay home. From an employer's perspective it's no, you are there to do work. That is the challenge. We are seeing more telework out there, but its very strategic with different companies on how they do it. It's less telework in the traditional sense if I just stay home and work. It's becoming more telework because of all of our technology. We all do it, we answer emails on our phones where ever we happen to be. That's what we are seeing more of rather than the traditional stay at home.

Commissioner Long: I'm curious to know, is TBARTA aggressively promoting the referendum that is being scheduled in Pinellas County? Or, partnering with PSTA to ensure that the public is educated?

Mr. Clifford: Yes. There are several entities - there is an Advisory Committee that we are a part of and have been from the beginning as part of the effort when they developed the AA. I just helped the PSTA in selecting a general consultant. We are fully engaged in that. I just want to be clear and on the record that we cannot promote it, but we can provide information. We are in support and it is a part of our plan.

Commissioner Mariano: When we had a presentation at TBARTA they showed ten ways we could increase funding such as new taxes. One of those slides it

talked about how, at the state level, that they actually took a lot of that money that was for transportation. And with all the taxes we were going to raise with all the presentations, that one item, if all the money was kicked back into transportation where it was designed to be, we wouldn't need any of those taxes.

Mr. Clifford:

One of the things that occurs is there is a big transportation trust fund which is funded by state gasoline taxes and there are dollars taken out of it every year. It varies by amounts, but its been as high as \$400 million a year out of that trust fund for other projects. This year there was no additional but there is still \$200-\$300 million diverted. It goes to different things. Some goes for tourism, some goes for agriculture. It goes for various different things throughout the state. It is a significant number in terms of the issue of revenue. The other thing I would say, the state transportation trust fund is indexed for inflation so that amount, that happened back in 2011, actually now every year will go up slightly based on inflation. Local gas taxes, federal gas taxes are not. They are flat and they are a per cents a gallon. If gas costs more money, the fund is not getting more money. We can't address federal, but the local one can be addressed at the state level by asking the state to allow local gas taxes be indexed just like state are indexed.

Commissioner Mariano:

Pasco County is bringing on a new administrator. If Tommy Gonzalez, from Texas, comes up with - one of the things that intrigued me about what he had done out there was actually work with the two cities and set up a one bus pass system. People going from spot to spot across city lines can actually have one pass and go.

Mr. Clifford:

We are working with all of the transit partners in developing a regional fare collection system. It's in the early stages now, but it is 2013 and we can't use the same fares. I have to give HART credit for working on this. Its not just Pasco and Pinellas, its Polk, up to Citrus and down to Sarasota. It would be similar to Sunpass, it's just the same issue from a transit perspective. It's one mechanism that would go across the different services so that you pay and don't have to worry about having the right change and all those things, and being able to inter-connect between the systems. We are looking to take it to the next step within this region. There are 300 different transportation providers in the Tampa Bay region, public and private. Where do you go to find out about them? How do you even know who to use to get from one place to another? We are developing that right now, called the One Call system, partnering with the Crisis Center of Tampa Bay where our call center will be located. We received a federal grant to develop this system and to serve with that information resource so that if you are looking for information on the issue of transportation within the region you go to one place. Where we saw this was helpful was last August when the City of Tampa held the Republican National Convention. Everyone was concerned about transportation at the time and everybody had their own information. HART had the bus schedules, City of Tampa had parking, the RNC had a schedule, DOT had the cameras. Everyone was on a different site. All we did was put them on one site, one place and what amazed us is that we only operated

the site for two weeks and we had 50,000 hits. People are looking for information about transportation. When you think about it, you live in Dade City and you want to go to the Jazz Festival in Clearwater. At what park? How do I get there? What is the traffic going to be like? We are working on putting all that information out there so people can go to one place. We are branding it as either My Ride, My Ride or My Commute.

Chair Minning:

To follow up on your recognition of our presentation with TBARTA, we appreciate that opportunity. We also, per Council's direction, gave presentations to HART and PSTA. We are looking for more ways that we can be a significant player in that. The Council, as I'm sure you have recognized, has a long history with transportation and some of the facts that we shared with the three entities were these: Since the Council has been doing DRIs, TBRPC has coordinated the review and approval of more than 272,000 residential units; 65 million sq. ft. of retail and commercial space; and 110 million sq. ft. of office space. It goes without saying that all of that approval has to incorporate transportation. Council and staff have done an awful good job incorporating that into the overall scheme of things. To put it into perspective, the 272,000 residential units is enough to house the population of St. Petersburg 2 ½ times. The 65 million sq. ft. of retail and commercial space is enough for 51 International Plazas and 110 million sq. ft. of office space is enough for 41 additional Carillon office parks.

Councilor Matthews:

And yet our governor doesn't think we do anything.

Chair Minning:

We are trying to change that and make everybody aware that the Council is ready, willing and able to participate in any shape or form that we can and move the transportation issues within our area forward.

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 Members' Comments - None**

**8. Program Reports**

**A. Agency on Bay Management (ABM) – Chair, Mayor Minning**

The Agency's Natural Resources/Environmental Impact Review Committee will meet on June 13<sup>th</sup>. On the agenda will be:

- Intro to the upcoming Economic Analysis of Tampa Bay by Avera Wynne, TBRPC
- Presentation on "Our Great Barrier Islands" by Professor Chris Nichol, St. Petersburg College
- Hillsborough County staff presentation on expenditures of boat registration revenues and boat launch fees.

All were invited to attend.

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

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

**D. Emergency Management - No Report**

*The Disaster Planning Guide* was distributed, and Chair Minning expressed thanks to Betti

Johnson and her staff for a wonderful job.

**E. Legislative Committee - Chair, Commissioner Scott Black**

We want to thank the member governments that passed or were in the process of passing a resolution in support of the RPC state funding appropriation.

In a conference call with Ron Book and the RPC Directors, he reiterated that he never received a commitment from the Governor's Office regarding RPC funding, but based on last year's veto message and his conversations with Governor's staff, he believed that there were steps the RPCs could take to make the Governor comfortable. We did what was expected to hopefully avoid a veto and the Governor's staff worked aggressively on our behalf.

We still don't know why the Governor vetoed the RPC funding as he has never articulated it to us or to his staff. While Ron expected something different, the language in the veto message pertaining to RPC funding is the same language that was used last year and is inaccurate. The RPC funding line item and proviso was followed by this statement, "the following was vetoed in Fiscal Year 2011-2012 and in Fiscal Year 2012-2013 and there is no clear mechanism for objectively measuring and evaluating the return on the state's investment." The revised proviso language and documentation provided to the Governor's office provided the Governor with the tools necessary to objectively measure and evaluate RPCs' return on investment.

Ron Book stressed the importance of standing together in spite of the veto and cautioned against going separate ways. A dialog regarding next steps will occur at the next set of FRCA meetings. TBRPC representatives Commissioner Bill Dodson, Gubernatorial Appointee Barbara Sheen Todd, and I (Scott Black) will be in attendance at the June 28<sup>th</sup> meeting.

Questions & Comments:

- Commissioner Crist: At this point, having gone through that process for over 20 years, I think to our best interest we need to get back in front of the governor, face to face, and we need to say clearly that we want to meet your goals and we want to leave here today from this meeting what those goals are exactly and what do you need from us so we can start delivering it now so that in a year from now we don't get a veto. The last two years we've been waiting until the end, trying to use our connections and our influence and I think he has demonstrated that's meaningless. At this point, if he says that we have no clear mechanism to demonstrate measurable outcomes then let's ask him right up front to help us craft that tool and let's do it in the next 30 days, working with your staff so that we can begin implementing now. That conversation needs to be had.
- Commissioner Black: I agree. This past year we ended up meeting with his Chief of Staff and worked closely with his staff thinking that was our entree. I don't disagree with meeting with the governor face to face.
- Commissioner Crist: We need to meet face to face since we seem to have no mechanism and we can then say, give us that mechanism. Or, we will craft it with your staff. We can't wait until the end next time.
- Commissioner Black: Actually we started back in September, earlier in the year. A lot of things do happen at the last minute, but I agree - I like what you are saying about a face-to-face.
- Vice Mayor Miller: What you were saying before about all of the things we have done, bringing

jobs, etc. - has that been said to the governor? Does he realize what we have done?

Mr. Pumariega: We prepared a paper showing the return on investment by the eleven RPCs, which is \$11 for each dollar that the state appropriates to the RPCs along with other documentation. We helped the Department of Economic Development (DEO) with their eleven forums around the state so they could prepare the governor's five year strategic plan which was supposed to be unveiled in June, but it got held up because of the matrix that the RPC is working on for the plan. The governor said we don't have that matrix, but there are about 5 or 6 matrix. We will continue to work with them and show good faith. We have done everything they have asked for and I think we need to bring it to a face to face, because it's not a budget issue anymore.

Commissioner Black: That is what has mystified me. We've worked with DEO and even provided a forum in this building for them to have their meetings. We are required to provide certain services but they aren't willing to fund us in exchange for those services.

Mr. Pumariega: We got the support from DEO and the Florida Chamber.

Commissioner Black: And we're getting an award later this month for our work with the Florida Chamber of Commerce.

Councilman Newton: I concur with Commissioner Crist. What's happening is that the governor hasn't funded us for the past two/three years and he's figuring it doesn't matter, they are still there. This is an election year and he's traveling all over. I would have a face to face with him or have the electorates meet with him and let him know. As my first year as a Councilman I was talking to an honor society class from Lakeland High School and this young man asked me for one of my cards. He said he would like to talk to me about Clam Bayou and he wanted to build a bench down by the waterside so kids could learn about the environment and the affect of the environment right by the water. He said all he needed from me was for me to get with the city and donate a bench. I said I would see what I could do. He then went out and got the price of bench kits from Lowe's and Home Depot. He also went on line and downloaded the plans on how to build one and how much lumber would cost. He told me via email that if I could get him a bench that would be great, but if you can't then maybe you could fund the money to build a kit. If you can't do that I'll download it and maybe you could get me the money to get the wood. What I'm saying is that he made a hard case and you can't say no to all of those options. You need to meet with the governor and not send him emails and letters. We have enough people from the entire region on our Council and he should provide a professional courtesy for a sit down meeting.

Mr. Pressman: I would like to thank Commissioner Black for putting in a lot of time and effort over the years and making some personal sacrifices.

Commissioner Black: We have a good staff that makes it all possible. These have been interesting times, and we'll get past this. Ron Book is a good person to have on your side. He's the one that can get us into the governor's office, he's the one that got us in to meet with the governor's staff. I think he gave a good effort this time and I think he had good ideas.

#### **F. Regional Planning Advisory Committee (RPAC) - No Report**

**G. Economic Development - No Report**

**H. Regional Domestic Security Task Force (RDSTF) - Ms. Betti Johnson**

Following September 11 Florida divided itself into seven Regional Domestic Security Task Forces. Region 4 consists of eight counties: Citrus, Sumter, Hernando, Pasco, Pinellas, Hillsborough, Polk and Hardee. It is a large area and it does not include Manatee County, although we do coordinate with them on all of our projects. The goal of each RDSTF is to provide a regional response to any WMD or terrorist incident that may occur within the State. There has been a movement regionally and at the federal level to also include all hazards because if you are trained for emergency response, a lot of that carries over whether it is a hurricane, tornado, or a terrorist attack. There is the law enforcement component, which we must be cognizant of, but we do try to make this an all hazards approach. You will notice that your Hurricane Guide this year is your Disaster Planning Guide. The regional approach also allows for greater visibility of the capabilities of surrounding areas and fosters networking amongst members from different agencies. The boundaries do not follow the RPC boundaries, but they do follow the boundaries of the FDLE.

Florida's Domestic Security Strategic Goals:

- Prepare for the event
- Prevent or preempt and deter acts of terrorism
- Protect citizens, visitors, and critical infrastructure
- Respond in an immediate, effective, and coordinated manner, focused on the victims of the attack
- Recover quickly and restore our way of life.

The Tampa Bay RDSTF structure starts with the Co-Chairs, Sheriff David Gee and SAC Rick Ramirez from FDLE. Under that is the executive board which includes the co-chairs as well as the discipline committee chairs from seven discipline committees. The seven discipline committees are: Critical Infrastructure/Key Resources; Education (K-20); Emergency Management; Fire & Rescue; Health and Medical; Law Enforcement; and, Interoperable Communications. A lot of private sector folks belong to the Critical Infrastructure and Key Resources.

The RDSTF meets quarterly. The Discipline Committees meet separate from the General Assembly to discuss discipline specific topics. The General Assembly meets following the Discipline Committees where everyone is briefed. Topics of regional significance are also discussed at that time. For example, the Republican National Convention (RNC) or some event that has taken place in our country over the last quarter.

The Executive Board is made up of co-chairs and the chairs of each of the discipline committees. They meet quarterly. We also have a Training and Exercise Working Group that was created last year that specifically does the training.

There are benefits of a regional approach such as avoidance of redundant purchasing of equipment throughout the region, coordinating/optimizing training and exercise opportunities, and forging partnerships before events take place.

Regional efforts include the Disaster Planning Guides produced and distributed in eight counties

this year - all the way down to Charlotte County, in English and in Spanish. Thank you to Marshall Flynn and Brady Smith for updating all of the maps and putting all the information on our website. Lately we have been working on the Training and Exercise Planning Workshops. There was a regional one held in April where we discussed the Multi-Year Training and Exercise Plan for 2014-2016 and what we want. The plans for all 7 counties are then put together for the statewide Multi-Year Training and Exercise Plan. We also updated statewide the Operational Plans for Specialty Teams, such as SWAT and we had Interoperable Communications Training here in April.

Upcoming Regional Efforts - we received notification about 2 weeks ago that the Department of Homeland Security funding levels were approximately \$9.5 million in the State of Florida for our State Homeland Security Grant Program. Committees will begin to hold meetings to develop a list of projects by discipline, with conference calls over the summer and face to face in August. The list of projects will be reviewed by the State Working Group in September and then presented to the Domestic Security Oversight Committee in December 2013.

Upcoming Regional Efforts also include participation in the update of the State Domestic Security Plan, tracking of equipment/resources using the State Resource Management Network (SRMN), and the Preventive Radiological/Nuclear Detection (PRND) exercise in July.

There are two contacts for the RDSTF if you want further information: Myself at the RPC and Lisa Dubord, who just started with FDLE.

## **9. Other Council Reports**

### **10. Executive/Budget Committee Report – Chair Minning**

Per the Council's request at the March 11, 2013 meeting, Manny, Avera and I have met with PSTA, TBARTA, and HART and provided an overview of the services the TBRPC can provide to assist in each agency's efforts to identify ways to better serve the regional needs of transit riders. We included the comments that we made to these organizations in the agenda mail out and it shows the long history of involvement in transportation issues. Specifically, since the DRI inception, the TBRPC has coordinated the review and approval of more than: 272,000 residential units, 65 million square feet of retail and commercial space, and 110 million square feet of office space. That is enough to house the population of St. Petersburg 2 ½ times, enough retail/commercial space for 51 International Plazas, and enough office space for 41 additional Carillon office parks. Overall I believe all three agencies are open to the Council providing technical assistance or services when the right opportunity arises.

### **11. Chair's Report**

We like to be pro-active on the Council and when I first took office it was mentioned to you that it is time to update the Strategic Plan for the Council which are things that we do to set a benchmark where we can look back and say we were going to do that, and we did it. Come October we will have a one day workshop scheduled and would like for all of you to participate.

### **12. Executive Director's Report**

The Florida Regional Councils Association's (FRCA) Activity Report was included in your folder.

Commissioner Black mentioned that Sheri Coven also works on our behalf in Tallahassee and since she has come in to work at FRCA we are getting some good reports on a regular basis.

Councilman Newton asked about Consent Agenda Item #3.A.3. Solar Ready II.

Mr. Wynne:

Solar Ready II, about 24 months ago we put in an application for Solar Rooftop Challenge. This is the second phase of that. We were unsuccessful the first time. The Mid-American Regional Councils of Government in Kansas City received a grant. Now they want phase II of that. Phase II involves bringing in additional partners, which Tampa Bay Regional Planning Council would be one for our region, Southwest Florida Regional Planning Council would be for the southwest area. Originally Tampa Bay and Southwest were going to combine. But this time we are independent. What we would do is try to streamline the permitting and barriers to installing PV (photovoltaics) rooftop solar installations. We would work with the building officials, the contractors, and anyone who is involved with that and make it easier to get rooftop solar installed. Everybody has a different way of permitting. A lot of it comes down to the national electric code, but then you start getting into land mitigation with the panels and different things like that. We would be out there helping the contractors by making permitting not so much streamlined, but more uniform so if the contractor was in Largo it would be the same as doing business in Tampa. The ultimate goal would be to create additional jobs in that industry.

Commissioner Fridovach:

Are you looking at solar panels or the film?

Mr. Wynne:

We have an ongoing project at the RPC that looks at all types of alternatives. This particular project is really specifically PV and addresses issues like net metering with the power company, how do you put the energy back onto the grid and that type of thing. While we are interested in those other things, this particular project is focused on PV.

Commissioner Fridovach:

Isn't film more advanced technology now? It lays on top of a roof, therefore if you have a storm you don't have a panel situation. They are manufacturing in other parts of the world and they are more expensive than the panels themselves. You could use them in a lot of different places. They are like the rear window of your car with the lines in them.

Mr. Wynne:

The program is now 24 months old and I'm sure technologies are evolving. It's more geared towards that technology. It's looking more towards active as opposed to passive solar, where if you put the collectors in for your hot water heater and that type of thing. When I say PV, film and cell, whatever, more of an active solar where it generates and you need an inverter to get it back to your grid.

Next Meeting: August 12, 2013 at 10:00 a.m.

Adjournment: 11:40 a.m.

  
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Bob Minning, Chair

  
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Lori Denman, Recording Secretary