



# Council Minutes

[www.tbrpc.org](http://www.tbrpc.org)

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February 10, 2014  
10:00 a.m.

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## REPRESENTATIVES PRESENT

Mr. Andy Núñez, Pinellas County gubernatorial appointee, Chair  
Commissioner Victor Crist, Hillsborough County, Vice Chair  
Commissioner Woody Brown, City of Largo, Sec./Treasurer  
Mayor David Archie, City of Tarpon Springs  
Commissioner Nina Bandoni, City of Safety Harbor  
Commissioner Ron Barnette, City of Dunedin  
Commissioner Scott Black, City of Dade City  
Council Member Bob Boss, City of Temple Terrace  
Commissioner Larry Bustle, Manatee County  
Commissioner Jonathan Davis, City of Palmetto  
Commissioner Bill Dodson, City of Plant City  
Vice Mayor Lorraine Huhn, City of St. Pete Beach  
Ms. Angeleah Kinsler, Hillsborough County gubernatorial appointee  
Commissioner Janet Long, Pinellas County  
Commissioner Jack Mariano, Pasco County  
Councilwoman Darden Rice, City of St. Petersburg  
Councilman Patrick Roff, City of Bradenton  
Mr. Tim Schock, Hillsborough County gubernatorial appointee  
Ms. Barbara Sheen Todd, Pinellas County gubernatorial appointee  
Mr. Waddah Farah, Alt., Ex-officio, FDOT

## REPRESENTATIVES ABSENT

Councilman Chopper Davis, City of New Port Richey  
Council Member Doreen DiPolito, City of Clearwater  
Council Member Michael Fridovich, City of Gulfport  
Councilor Bob Matthews, City of Seminole  
Vice Mayor Janice Miller, City of Oldsmar  
Mayor Bob Minning, City of Treasure Island, Past Chair  
Councilwoman Mary Mulhern, City of Tampa  
Vice Mayor Gail Neidinger, City of South Pasadena  
Councilman Ed Taylor, City of Pinellas Park  
Councilwoman Jodi Wilkeson, City of Zephyrhills  
Mr. Ming Gao, Ex-officio, FDOT  
Ms. Pamala Vazquez, Ex-officio, FDEP  
Mr. Todd Pressman, Ex-officio, SWFWMD

## OTHERS PRESENT

Steve Launae, Asset Manager, Colliers  
Trisha Neasman, Planner, SWFWMD  
Justin Fleming, Advocate  
Councilman Wengay Newton, City of St. Petersburg  
Waddah Farah, FDOT  
Bob Clifford, Executive Director, TBARTA  
Noel Munson, Strategic Business Planner, DEO

## STAFF PRESENT

Manny Pumariega, Executive Director  
Don Conn, Legal Counsel  
Maya Burke, Senior Planner  
Lori Denman, Recording Secretary  
Marshall Flynn, IT Director  
John Jacobsen, Accounting Manager  
Betti Johnson, Principal Planner  
Wren Krahl, Director of Administration/Public Information  
John Meyer, Principal Planner  
Patrick O'Neil, Senior Planner  
Brady Smith, Senior Planner  
Avera Wynne, Planning Director

### **Call to Order** – Chair Núñez

The February 10, 2014 regular meeting of the Tampa Bay Regional Planning Council (TBRPC) was called to order at 10:02 a.m. A quorum was present.

The invocation was given by Vice Mayor Huhn, followed by the pledge of allegiance.

### **Public Comments** - None

### **Announcements:**

- Strawberry Festival. Volunteers from St. Clements Church and Commissioner Bill Dodson provided strawberry shortcake as a kick-off for the festival, which runs from February 27 through March 9, 2014. Chair Núñez thanked them for coming. Commissioner Dodson introduced Paul, Rosanne, and Carol from the Church's booth. Paul stated they have been doing the booth at the festival for 41 years and invited everyone to attend. St. Clements Church serves over 90,000 shortcakes to the public. Tickets to the festival were randomly placed under six Council folders.
- Councilman Patrick Roff, City of Bradenton, was welcomed back to the Council. He previously served on the Council for 5 years.
- Councilwoman Darden Rice was introduced and welcomed to the Council. She is representing the City of St. Petersburg.
- Councilman Wengay Newton was acknowledged for his dedicated service on the Council for the past four years. He was presented with a desk clock inscribed *for dedicated service, presented by the Tampa Bay Regional Planning Council* as a token of appreciation. Councilman Newton thanked the Council for the gift and stated he leaves us in good hands with Councilwoman Rice, who is very capable in carrying out the task of regionalism. He stated he enjoyed the camaraderie and now knows what it takes to move the region forward and make it better.

### **Reminders:**

- New Meeting Schedule: The Council Meeting schedule has been adjusted to better address priority initiatives that were identified during the Strategic Planning Session. A revised schedule was distributed in Council folders. The Clearinghouse Review Committee will meet on March 10<sup>th</sup> at 10:00 a.m. and the next Council meeting will take place on April 14<sup>th</sup> at 10:00 a.m. This meeting structure will allow for Council business to take place as normal and allow for more dialogue among members in moving the priority initiatives forward. Council will meet every other month, with no meeting in July. On the month that there is no Council meeting there will be a Clearinghouse Review Committee meeting.
- Future of the Region Awards. The 22<sup>nd</sup> Annual Future of the Region Awards luncheon will take place on Friday, March 28<sup>th</sup> at 11:45 a.m. The event will be held at the Carillon Hilton. Board members were asked to RSVP to staff.
- January 27<sup>th</sup> marked the 10<sup>th</sup> anniversary of our move into our facility. Building our own facility was a big milestone for the Council.

1. **Approval of Minutes - Secretary/Treasurer Brown**  
Approved the minutes from the December 9, 2013 annual meeting. (Todd/Schock)
  
2. **Budget Committee - Secretary/Treasurer Brown**
  - a. Approved the Financial Report for the period ending 11/30/13 (Bustle/Dodson)
  - b. Approved the Financial Report for the period ending 12/31/13 (Todd/Dodson)
Staff contact: John Jacobsen, ext. 19
  
3. **Consent Agenda – Chair Núñez**
  - A. **Budget and Contractual - None**
  
  - B. **Intergovernmental Coordination & Review (IC&R) Program**
    1.
      - a. IC&R Review by Jurisdiction – December 2013
      - b. IC&R Review by Jurisdiction – January 2014
    2.
      - a. IC&R Database - December 2013
      - b. IC&R Database – January 2014
Action Recommended: None. Information Only.  
Staff contact: John Meyer, ext. 29
  
  - C. **DRI Development Order Reports (DOR) – None**  
Staff contact: John Meyer, ext. 29
  
  - 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)**  
*Due to statutory and contractual requirements, the following reports have been transmitted to the State Land Planning Agency and all relevant review agencies in accordance with Rule 29H-1.003(3), F.A.C. .*
    1. DRI # 105 – Sunforest, Hillsborough County
    2. DRI # 260 – Wiregrass Ranch (NOPC #5), Pasco County
Staff contact: John Meyer, ext. 29
  
  - F. **Annual Report Summaries (ARS) / Biennial Report Summaries (BRS)**
    1. DRI # 98 – Sabal Center, RY 2012-13 ARS, Hillsborough County
    2. DRI # 157 – Trinity Communities, **RY 2011-13 BRS**, Pasco County
    3. DRI # 166 – Wesley Chapel Lakes, RY 2012-13ARS, Pasco County
    4. DRI # 211 – Meadow Pointe, RY 2012-13 ARS, Pasco County
    5. DRI # 236 – Riviera Dunes, RY 2012-13 ARS, City of Palmetto
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)**  
*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.*
    1. DEO # 13-4ESR, Hillsborough County (proposed)

2. DEO # 14-1ESR, Pasco County (proposed)
3. DEO # 14-1ESR, City of Dunedin (proposed)
4. DEO # 14-1ESR, Hillsborough County

Staff contact: Brady Smith, ext. 42

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

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

1. DEO # 14-1ESR, City of Safety Harbor

Action Recommended: Approve staff report(s)

Staff contact: Brady Smith, ext. 42

**J. Broadband Planning**

TBRPC will be embarking on the following projects to enhance the state of Florida's involvement in the nationwide Broadband Program:

**Interactive Mobile Web Map** – A web based interactive map which is compatible with mobile devices providing accessibility of the current non-confidential data and GIS layers displayed on Florida Broadband map site. **FL Highway Safety Verification Tool** – A secure web based GIS interactive verification tool which allows secure access for users to draw and edit polygons and points spatially and provide associated attributes on coverage.

The tool includes multiple un-editable layers such as mobile broadband coverage. A

**Library Broadband Use Survey** – This survey uses an application installed on computers which collects data from public Internet users in Libraries in order to help identify underserved and un-served areas. The project consists of preparing and providing a survey to be used in Libraries and outreach to the Libraries for them to use the survey. Also included will be **data purchases** funded by the state as well as **membership fees** for NSGIC (National States Geographic Information Council) state representation by Florida. For this group of projects, the funding is anticipated to be approximately \$100,000.

Action Recommended: Authorize the Chair or Executive Director to sign agreements.

Staff contact: Marshall Flynn, ext. 11

Motion to approve the Consent Agenda. (Barnette/Dodson)

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

*Council members shall notify the Chair of any items they wish to be pulled from the Consent Agenda. These items will be discussed and voted on separately after the remainder of the Consent Agenda is approved.*

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

Chair Núñez pointed out that regional transportation was identified as one of Council's top priority issues in the 2013 Initiatives Plan. We have also included regional transportation projects in our 2014 Legislative Issues packet which will be voted on under the Programs and Projects report. To help kick off that discussion we have invited Mr. Ming Gao, our FDOT Ex-officio and Mr. Bob Clifford, TBARTA Executive Director to provide an overview of the region's transportation priority projects.

**6. A. Tampa Bay Regional Transportation Priority Projects – Mr. Robert Clifford and Mr. Ming Gao**

Mr. Clifford said that today, as we talk about transportation, we aren't talking about plans or lines on a map. We are talking about projects and dollars coming to the region and moving them forward. TBARTA covers the area of Citrus County to the north to Sarasota County to the south, including the Tampa Bay region. We are looking at what is important as we move into the future. Looking at moving goods and people from where they are to where they want to go. We developed a Master Plan, as was required. Looking at transportation from a multi-modal perspective, looking at all the connections throughout the entire region in terms of how we move about and what we do throughout the region in all modes - from transit, the roadways and freight.

Why is this important? When you think of the entire Tampa Bay region and the amount of residents, jobs, and the amount of trips we have on a daily basis, we are highly mobile in this region. We continue to have increasing congestion and that's not going away. We are challenged with the issue of cost increases when revenues are going down.

When we talk about the future from a transportation perspective, we don't talk about 5, 10, or 20 years. We're talking about 40 or 50 years out to the future because transportation facilities last 100 years or more.

We had a challenge from FDOT Secretary Fasad – regional priorities. He came to TBARTA and said one of the real challenges we have in this region is the issue of, what are the priorities? When we go about the region we ask the question, what are the priorities? And whoever we talk to has a different priority. The region needs to determine what the big things they want are. The little things are going to get done, so he said to dream big. He also told us that central Florida is eating our lunch. They know what they want and they are getting the money to do it. As a region we have to come together to develop priorities, be consistent about it, and speak with one voice. We took on that challenge and developed priorities that we will look at on an annual basis and from the perspective of, what are the immediate things we can do? What are the specific “asks” we would have? Don't ask for a billion dollars for a project because you're not going to get it. But if there is a specific “ask” that's significantly less, ask for that and look at doing the big things incrementally. We have to focus on the critical core of the region, Brandon. When we talk about the critical area we are talking also about the Gateway area, across the Howard Franklin Bridge to the Westshore area into downtown and up to USF. That was the focus we were looking at. We didn't forget about the rest of the region, there is still a lot to do. We have to focus on the core. There are five specific projects in that core we needed to look at. In looking at the core the question was, why? Why do we need to focus on the core? One of the reasons is, that's where regionally the concentration of jobs are. And one of the challenges we have and one of the things that I don't think a lot of people are aware of is the issue that when you add up the Westshore area and the Gateway area combined in the number of jobs and the number of square footage, it is the largest business district in the southeastern United States behind Atlanta, it's number two. It's separated by a seven mile bridge.

The first project we looked at was referred to as the Gateway Connector, connecting U.S. 19, connecting I-275, connecting through the Gateway area with St. Pete/Clearwater International Airport. It's a big project and it's ready to go. All of the right-of-ways are in place and it's ready to go as a design/build project. \$300 million project and we feel very confident that it will be successful and we feel confident that project will get funded in the coming months.

The Howard Franklin Bridge is a key facility in the region. One of the structures needs to be replaced and we want to include transit as a part of that. It is a \$400 million project and we are happy to say DOT put it into the work program and it is funded. It's not funded with capacity dollars; it is funded with bridge replacement dollars which means we can go after capacity funds for other projects.

Tampa International Airport (TIA) has big plans for the future. The first piece is a people mover system from the terminal to a new consolidated rental car facility over by the existing Post Office. Part of our plan is that there should be a regional inter-modal center in the Westshore area. One of the challenges is obviously it would need to connect to TIA. The very first piece is here, they are starting with their people mover. Our thought is to continue that people mover all the way into the Westshore inter-modal center and then bring everything together connecting with the interstate. It is a \$272 million project and we feel confident that we will be successful from a funding perspective this cycle of the legislative session for the first piece.

I-275/SR 60/Memorial Interchange. This is a region bottleneck and you can't do a lot of these things without dealing with that interchange. You really can't take the next step to building that project

until you own all of the right-of-way. We need to acquire all of the right-of-way so we can move forward.

Express Lanes on I-275 throughout the entire interstate system and toll facilities and being able to separate traffic. It would be a similar concept as what is by TIA. If you have been on I-95 in south Florida you have seen these in practice in Dade/Broward County areas. They work very well and we want them in the Tampa Bay region.

Suncoast Parkway Extension, the connection where the Parkway ends further north by Citrus County. It's the region's connection to the northwest and more importantly, to the northeast. Everybody has always talked about the connection between the Tampa Bay area and the northeast Florida/Jacksonville area. This is the first piece of that. We need more right-of-way to go forward with this project.

Managed Lanes on SR 54/56 - known as the northern loop of the beltway. We are going through the process of negotiating with the bidders to see if there is an opportunity to bring that project forward. There is still a lot of work to do but it is an important step for this region.

University Parkway/I-75 Interchange area in Sarasota/Manatee. It is one of the fastest growing parts of our region right now, particularly right in that corridor. There is a lot development that has already occurred and more is coming. It ends up being our southern part of the region's bottleneck. We need right-of-ways and there are several different scenarios to look at in terms of building.

The next steps are coordination and getting out providing presentations with FDOT, to our legislative delegation at the state level and the federal level. It's also with partners and Chambers and other entities.

Mr. Gao presented an update on the progress of projects, specifically the Howard Franklin Bridge and express lane projects, as well as the 275/SR 60 interchange.

The northbound Howard Franklin Bridge replacement is funded. The bridge is over 50 years old. It's substandard as far as bridge height. Many of you may have experienced high tide with high wind and being splashed by water. As a part of the replacement we will fix that. There is a substantial height difference between the southbound bridge and the northbound bridge. We will bring the northbound bridge to the same elevation as the southbound bridge. We have spent a lot of money fixing that bridge and that is why we have been able to get bridge replacement dollars. I talked to a District bridge engineer and he told me that the Sunshine Skyway is a beautiful structure; everybody thinks it is a nice bridge but the reality is that the Howard Franklin is the most important bridge in the region considering the amount and type of traffic it carries. Over 2,000 vehicles.

In addition to the replacement bridge we wanted to look for opportunities to do something other than moving cars. Obviously we looked at express lane, similar to what we are doing down on I-95, and also premium transit. What can we do? We looked at different types of premium transit accommodations and one thing was light rail, and premium bus service. As a part of the bridge replacement study we looked at those transit options. We are going to build a brand new bridge between the two existing bridges. The new bridge is about 75 feet wide, and carries four lanes of traffic. After the replacement bridge is built we will tear down the old bridge. Right next to the brand new bridge we can either expand the new bridge for future transit or build a stand-alone bridge where the old bridge was, if we build the heavier rail option. A new transit-exclusive bridge would cost around \$1.4 billion.

After we build the new bridge and tear down the old bridge we can actually expand the new bridge to carry light rail and/or an express lane across the bridge. As part of the bridge replacement project we will spend an extra \$25 million to strengthen the new bridge so in the future we can convert it to

accommodate light rail. The substructure will then be able to support the weight. If we don't do the rail option the bridge can be expanded to carry two express lanes in each direction.

We held two public hearings last year in October; one in Pinellas and one in Hillsborough. There were a total of 160 attendees and comments were received from 72 individuals. Out of the 72 comments received 50% showed support for managed/express lanes within the corridor and 25% support the transit envelope. 38% support light rail and 35% do not support rail.

We are wrapping up the study; we have the funding secured, and now need to submit a document to the Federal Highway for approval. The way the Federal Highway works is that you need to show funding in order for them to sign the document. That project is moving forward.

I wanted to briefly mention the express lane project. The Department is looking at several sections of the interstate for implementation of the express lane, not only for the Howard Franklin Bridge but also for a segment of I-275 in St. Pete. We are hearing that it would be from the bridge all the way to the Gateway area. Across the bridge in Hillsborough County we are looking at the entire I-275 corridor almost all the way to Bearss, through the downtown interchange and I-4 all the way up to the Polk Parkway, and also on I-75 around US 301 all the way to the Bruce B. Downs corridor. The southern portion of I-75 we will hold off on that segment for now.

The I-275/SR 60 Interchange is the most important interchange that we could work on right now. As you are driving towards Tampa from Pinellas you see a lot of backed up traffic after the hump. What happens is that you have four lanes on the bridge and once you get to the interchange you only have two through lanes. If we are talking about carrying the express lane across the bridge into Tampa, as well as a light rail corridor, we need to fix that interchange. A turnpike enterprise is improving the Veterans Expressway so they are going to bring a lot more traffic, a lot faster, into this area from the north. There are no more toll booths and cars will come down in a greater volume and get stuck. We need to also figure out a way of how to move the traffic onto I-275 at that interchange. It's a total package. We are working with our central office folks and our District leadership is very supportive of getting this project done. It's at the top of the priority list.

The Airport People Mover Study area – the Airport updated its national plan and they are going to have a consolidated rental car facility at the current Post Office location. They are moving forward with the People Mover Extension from the terminal, all the way down to the rental car area. A step further from that is to take the People Mover System to the Westshore area. Within the I-275 corridor around the Tampa Doubletree, there's a wide median that DOT is constructing and within that area it serves as a platform for future premium transit – whether it be light rail or BRT. The People Mover System can be extended from the airport all the way to that area and make that connection. Recently Mr. Gao was in Phoenix and they have something similar with a connection to their light rail system. It's far from the airport but you can take their train all the way out to this location and make connections with local light rail systems. It is a very successful system. That's something we are looking at. Right now we are trying to figure out how we will make that connection because you have to go through the Westshore area. They have the business district and residential area so we need to be sensitive to residents and businesses in that area.

For more project information visit [www.mytbi.com](http://www.mytbi.com)

Questions & Comments:

Chair Núñez: As the convener of the region, you talked about communication, coordination and so forth. What and how can we help you with transportation and the unified priority program for transportation for the region?

Mr. Clifford: I would think the issue would be for a body like this to endorse, concur with, accept, approve the regional priorities and take that message out. Coordinate with the delegation at the state level and the federal level. The more people we have saying

- the same thing the more successful we are going to be. We're doing the same thing with groups like the Chambers, the Partnership. That would be the best value.
- Chair Núñez: We will be approving it later under the Legislative Committee.
- Mr. Gao: Also focus on what can be implemented near term and in the future. We are District Seven; there are six other Districts in the state competing for the same dollar. Being realistic is another key when we ask for money.
- Chair Núñez: Mr. Gao, the other bottleneck is the downtown interchange.
- Mr. Gao: I agree. We are looking at it already. The reality is the project costs about \$1.5-\$2 billion. We have to be realistic and focus on what's really important. We are moving forward with a re-evaluation of the downtown interchange because with the proposed high speed rail a few years back we actually showed the concept being changed to include the rail corridor. That was never finalized so what we are going to move forward with is a re-evaluation and look at that concept. Hopefully we can implement it by stages.
- Commissioner Mariano: Recently at the last affiliate meeting we had with Hillsborough, Pinellas and Pasco this past week, one of the things I was looking at was the north/south connection. I know the SR 54/56 Expressway recently had an open forum with our citizens. The Urban Land Institute came in and took a look at Pasco County and said, I don't know if you want to build that road. The Board of County Commissioners are going to talk about the SR 54/56 corridor and if we want to pursue it we will have more discussions. Every bit of feedback so far with the open forums has been negative. It looks to me that most of your traffic problems in Hillsborough are because of Pasco County people trying to get to Hillsborough County to work. What I am suggesting is taking a look at a couple of different things. When rail was being looked at the first most productive connection was going to be from 581 from Wiregrass all the way down to USF and connect. I also want to take a look at the rail line that runs along US 41 that actually connects all the way down to Channelside which is not far from TIA. Maybe there should be some connections there. If I could get rail lines or something coming down from Pasco County that would elevate a lot of the traffic. 60,000 people a day go down to the counties south of us and maybe that is something that would help out instead of building more roads.
- Commissioner Long: Commissioner, I would be very interested in knowing what was the negativity based on?
- Commissioner Mariano: Two major things. They don't want to see toll roads everywhere and with a raised road generates more traffic noise for homes and they are concerned with the businesses below. One of the reasons I had comfort with going along with the plan was raising the road up other than the way US 19 was built in Pinellas, that being enough raised without the visibility to see the businesses. Did that hurt a lot of businesses there? We are afraid of that same affect in Pasco.
- Councilwoman Rice: Along with Commissioner Long and Councilman Newton I serve on the PSTA. I wanted to echo the strong concern with the Howard Franklin Bridge and the substructure support. We would like to see considerations for light rail be considered in the first phase of the project. We are concerned that fitting it in at a later stage could make it more costly.
- Mr. Gao: We are making the structure suitable for conversion later on. Another key factor is we need to coordinate with the other side of the bay on how and where to connect. Obviously we identified the Westshore location and it's a good area for connection, but if you look at the PSTA Plan, the Alternatives Analysis, has it going all the way to downtown Tampa. How is that going to affect Hillsborough's plan? We all need to make sure we work together.

**B. Florida Strategic Plan for Economic Development – Mr. Noel Munson**

Mr. Munson is the Strategic Business Planner for the Department of Economic Development (DEO) Division of Strategic Business Development Bureau of Planning & Partnerships and provided an overview of the Florida Strategic Plan for Economic Development and its implementation to date by

agencies and organizations. Copies of the Plan were distributed to Council members. I will show examples of TBRPC's programs and how they already align with aspects of the Plan.

DEO operates under subsection 20.60 (5) (a) 4 F.S. The Division of Strategic Business Development Bureau of Planning & Partnerships has responsibilities for intergovernmental planning for economic development strategies. Starting in 2011 the division was charged with crafting a strategic plan over an 18 month period and the plan was formally released in July 2013. The plan used the Florida Chamber Foundation's Six Pillars of Florida's Future Economy as the organizing framework for its development. TBRPC staff members and support were valuable throughout the planning process. The basis of the plan development was research and best practices with view of CEDS plans input from more than 3,000 Floridians and stakeholders and other sources of information as well as best practices that we were able to uncover from other states around the nation. The plan aligns with current planning efforts including the Florida Chamber Foundation's Plan, the CEDS Plan for each of the regions, other 5-year plans and other state plans.

The Plan has a vision for Florida's economic development that articulates for the first time that Florida will have the nation's top performing economy and be recognized as one of the world's best places to live, work and play and to do business. Supporting the state's vision are the three goals that will help achieve that vision:

- Global competitiveness as a location for business, investment, talent, innovation, and visitors.
- Economic growth and prosperity.
- Quality of life.

If you take one thing away from this discussion it is that the Plan provides a common statewide language for economic development. The Plan has 29 specific strategies:

- Support the public and private economic development work of the state, regions, and local entities.
- Depend on private and public partnerships across Florida to be successful.
- Align with state, regional, and local efforts both private and public.

The Plan is intended to be a plan for all of Florida. It provides a planning framework, but does not replace individual business or strategic plans. It emphasizes collaborative action and it is intended to guide policies and planning. It does contain measureable objectives. Florida's RPCs have been instrumental in developing the Plan. The RPCs are represented collectively by Sheri Coven, the Director of Intergovernmental Affairs at the Florida Regional Councils Association (FRCA) and she serves as the economic development liaison and the liaisons collectively meet to provide input and discussion of the Plan. Mr. Pumariega has also been instrumental in representing the area at the state level. Also the Governor's office has requested the development of an implementation performance appendix that goes with the plan. The appendix is a table of tactics and metrics that 14 statewide agencies or organizations have set to implement the plan and take the tactics and measure success. FRCA also has tactics and metrics that reports to DEO on a quarterly basis.

Objectives are to improve employment; foster opportunities for prosperity; grow Florida businesses; expand global commerce; and increase Florida's attractiveness to workers, residents, and visitors.

Of the 29 strategies four of the strategies cross the Six Pillars. Within each of the Six Pillars there are groups of strategies. There are four cross-cutting strategies:

1. Strengthen collaboration and alignment among state, regional, and local entities toward the state's economic vision.
2. Develop and implement a statewide strategy to develop regional talent and innovation clusters using global best practices.
3. Strengthen Florida's economic regions and connect resources across regions to build Florida as a globally competitive mega-region.

4. Position Florida as a global hub for trade, visitors, talent, innovation, and investment.

Within the Plan we site activities throughout Florida that we feel best encapsulate what it is that we are trying to say in the Plan and we site those best practices. One of the ones we site is the connecting through global competitiveness study which highlights the recent efforts of the Tampa Bay Partnership and Central Florida Partnership to connect the areas into a merging mega-region.

The partial list of program examples from the Tampa Bay region shows the alignment of current activities with the statewide plan. These were not created with the statewide plan in mind; nevertheless they do align very well with the plan.

- Regional Business Plan for Tampa Bay
- Tampa Bay Cluster and Workforce Competency Study
- Connecting for Global Competitiveness Study
- Broadband Florida
- Energy Resiliency Strategy
- Economic Analysis of the Tampa Bay Estuary
- Energy Assurance Strategy
- Pinellas County Medical manufacturing Economic Analysis
- Westshore Economic Profile
- Tampa Bay Region CEDS
- Economic Analysis Program
- Disaster Resiliency Strategy

The Four statewide strategies within the Talent Supply and Education of the Six Pillars are to focus on skilled labor & retaining talent; develop high-caliber graduates & career paths; market relevant technical skills (STEM); and, expended access for distressed markets. Two examples from the Tampa Bay region are the Tampa Bay Cluster and Workforce Competency Study and the Pinellas County Medical Manufacturing Economic Analysis

Within the Innovation and Economic Development Pillar there are four strategies. The first three are of particular interest to DEO. Enterprise Florida and Visit Florida provide the primary support for the four strategies. Additionally these strategies differ from the infrastructure and growth leadership pillar in that these are related to industry clusters, expanding businesses rather than coordinating economic development strategies among government agencies. Examples are the Tampa Bay Cluster and Workforce Competency Study and the Pinellas County Medical Manufacturing Economic Analysis. These two are repeated because they cross over more than one pillar. They can touch multiple pillars in their outcomes. The Regional Business Plan for Tampa Bay is highlighted on page 31 of the Strategic Plan as a best practice.

The Infrastructure and Growth Leadership Pillar is to modernize Florida's infrastructure and growth decisions to support a competitive economy and high quality of life. Five strategies are under this pillar and it focuses on supporting a competitive economy in Florida by coordinating decision-making and investments; maintaining competitive infrastructure quality and support of economic development. There are numerous examples from the Tampa Bay region included in the report and presentation. Infrastructure planning and growth planning support a high quality of life.

The Business Climate and Competitiveness Pillar focuses on creating a positive business climate and the role government plays by being responsive and having a streamlined regulatory process, reducing the barriers of new business growth. Within this pillar some of these strategies are well implemented and others are not. Not everything is going forward at the same speed.

In preparing for this presentation the Tampa Bay RPC CEDS Program was reviewed. Your Economic District Goals are aligned towards crafting support for implementation of your vision. DEO similarly has crafted its Long Range Planning objectives to the strategic plan vision. There is

alignment and commonality. Goal 3 in the Tampa Bay RPC CEDS Program - *to improve the capacity of small businesses, disadvantaged businesses, and businesses within distressed and redeveloping communities to participate fully in Tampa Bay's economic activities* - is an example of how it codifies the importance of the business climate.

There are three strategies in the Civic and Governance Systems Pillar:

- Support and sustain statewide and regional partnerships to accomplish Florida's economic and quality of life goals
- Improve government efficiency and effectiveness
- Invest in strategic statewide and regional economic development priorities.

Several examples are the CEDS and the Economic Analysis Program and for the strategic plan best practice Connecting for Global Competitiveness and the Regional Business Plan for Tampa Bay.

The Quality of Life and Quality Places Pillar there are three statewide strategies to support healthy, vibrant communities to ensure that communities and environmental structure support both economic decisions and protect and market natural and cultural assets. The Plan recognizes that economic development and natural resource conservation are positive situations. The Plan recognizes that much of Florida's economic activity is derived from its natural resources and its natural beauty and maintaining the quality of those assets is critical to maintaining a healthy economy. The Strategic Plan has best practices of conservation and economic development and action includes the Pinellas Trail. Many of you now that trail is a 42 mile paved corridor designed for bikes, walking and roller-blades but you may not know that on a given weekend 1,200 to 1,400 people will go through the downtown area near the trail and that downtown business occupancy rates climbed from 30% to 95% after opening the trail.

The DEO is encouraging alignment and awareness of the Plan. Since the Plan was released we have been conducting out-reach activities throughout 2013 and into this year. The RPCs have been instrumental in the development of the Plan process from the beginning and have taken steps to align your CEDS with the 5-year plan and the six pillars. The Economic Development Liaisons (EDL) met several times in 2013 to finalize the plan and develop a long term implementation process and we are continuing to engage them on a semi-regular basis to analyze and monitor the data that they are sending to DEO on a quarterly basis. There are 14 agencies that are each submitting performance data related to the tactics and metrics and the tactics and metrics in turn align with specific planning strategies so we are able to say what the state has done to implement the statewide plan.

The Governor's Office, in 2012 and again in 2013, requested that executive agencies within their legislative budget request all site alignment with specific plan strategies as part of budget requesting for new or expended programs. To give you a sense of the magnitude of those efforts 29 agencies are participating in that for a total of this cycle of \$10 billion in program funds.

DEO encourages other entities to adopt and align the strategic plan in their own planning efforts. It is encouraging organizations to site plan alignment with their annual reports and Mr. Munson asked that the RPC consider as part of its annual reporting to include a chapter or table similar to the one presented in the presentation where you take your programs and show alignment within the plan strategies. If all of the RPCs do that we will have a strong understanding and sense of how the plan is being implemented, and where it's being implemented and where it still needs additional work.

#### Questions & Comments:

Commissioner Dodson:

We have tried on endless occasions to let the Governor know just how strong and how good of a work product the staff does at the RPC and you echo our sentiments when you said we do good work here. We would like for him to hear that.

Mr. Munson: We do support the work of the RPCs and the budget requests of the RPCs. We were also surprised when it was vetoed last year. We will continue to support the efforts that are going on.

Commissioner Mariano: I recently saw that there are new solar roof panels that are integrated right into shingles. A company in Michigan is building them and we are having them come to our community. Is the state trying to capitalize on this? They could do solar energy and that type of product would probably go a long way. Is the state trying to provide incentives for companies to build and produce the materials here? Or put together some kind of program to help spur that industry?

Mr. Munson: There are solar panel manufacturers in Florida. There's one in Lake Mary. I considered them when I put in a 5KW system on my own home. I used to be an owner of a solar power company. From the utility perspective, they have a very specific charge of providing reliable energy and source producers affect how they have to build out that infrastructure. There are other factors in play but is the development of an infrastructure possible? Yes it is. There was an effort last year that eventually got vetoed and I'm not expressing support or non-support of last year's effort. As someone who used to own a solar power company and is familiar with the issues I will say that a stated policy of this is what a utility shall do and this is where distributed energy production can play into that is still required in this state. Case in point – Florida does not allow 3<sup>rd</sup> party purchase agreements as other states do and those allow an entity such as a hospital or university to, instead of investing their own capitol, it allows them to have a 3<sup>rd</sup> party come in and sell them the power on-site. That does not work within Florida's regulatory framework and should a decision be made that it is a good thing to have universities and hospitals be able to do that, then the regulatory language would have to change.

Commissioner Mariano: The main point is that I'm glad to see this manufacturer. This is a product that I've heard of and the first time I saw it, and they look like shingles. A shingle is about 1/8 of an inch and this is about 1/4 of an inch and it fits right in and is secure. I think it's a product that could be phenomenal for this state.

Mr. Munson: I've seen them and they are gorgeous. They are very popular in California and they even make them where they look like tiles for roofs. The cost per shingle is pretty expensive.

Commissioner Mariano: One of the ways to make money is that it generates energy. After a certain point when you cut your electric bill down to zero they then give you a wholesale rate back from the utility. It would probably stir up the industry in the state because it's been stagnated.

Mr. Munson: I would say your assessment is correct. There is obviously a cost to that. For instance, I participate in the program with my solar panels right now. When I owned my company we would never recommend that anyone put on a system larger than what they consume on a regular basis because when you sell the power back, you sell it back at a wholesale rate of say, 2 cents a KWH versus buying it at 21 cents a KWH. The infrastructure would have to be modified. If all regulatory pieces went into place, the infrastructure still has to be modified to allow 3.7 million people to send power back into that grid. Also, money that would have gone to develop that infrastructure is now no longer going to the utility that has the responsibility for maintaining that infrastructure. The missing piece is that having panels and being able to sell power back into the grid because it lowers the power bill and overall cost for the panels, but I as the consumer and potential seller to a local utility don't have any responsibility for maintaining that. That piece has yet to be worked out. In California where your daytime rate could be 40

cents but you get to sell back at that power rate, it makes a lot of sense to put up solar. Here, where your blended rate is 11 cents a KWH doing a \$20,000 investment on your roof to make \$200 a month may not be a good idea.

Commissioner Mariano: The PSC, I've dealt with a lot of private utilities and they had one company at 80% of complaints and they gave them a satisfactory rating. When they downgraded them they only saved about \$60,000 out of \$2 million. I would strongly recommend to the Governor and his staff to see what the PSC is doing and change some of those procedures because it doesn't make sense and I can tell you from Trinity, around the 54 corridor, we had one company move in and when they found out they had this private utility it kept them from moving in. It's a strong detriment.

Councilman Roff: We have learned that Florida is definitely dependent upon growth and migration on page 46. I question the states where Florida gained residents from; Michigan, Ohio, and Pennsylvania are not included.

Mr. Munson: Those are for companies and businesses.

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. **Legislative Committee – Chair, Commissioner Scott Black**

Committee meetings continue in Tallahassee in preparation for the 2014 legislative session which begins on March 4th and is scheduled to end on May 2nd. A total of 910 bills have been filed so far.

Here are a few bills that are of interest to the council:

Growth Management (HB-703 by Rep. Patronis) – provides for a retroactive preemption of the authority of local governments to protect wetlands and springs, and to regulate stormwater runoff. Comp plan policies relating to these issues would be repealed. This bill also retroactively preempts the authority of local governments to require a supermajority vote on comp plans and prevents local governments from rescinding plan amendments where development has been approved on bona fide agricultural lands.

Economic Development (HB-7023 by Economic Development & Tourism Committee) – prohibits applying impact fees or transportation concurrency on new business developments of less than 6,000 square feet for a period of 3 years; provides for greater flexibility in the small cities community development block grant program by allowing grants to be used for economic development.

Flood Insurance (Hb-581 by Rep. Ahern; SB-542 by Sen. Brandes) – authorizes insurers to offer private flood insurance in this state as an alternative to the national flood insurance program, sets minimum coverage requirements, and gives insurers rate options. The bill allows insurers to export certain amounts of coverage to surplus lines insurers without meeting certain requirements.

Hurricane Preparedness (Sb-362 by Sen. Bradley) – provides for an exemption from state sales tax from June 1, 2014 through June 12, 2014 for purchase of listed hurricane preparation items.

Developments of Regional Impact (SB-372 by Sen. Galvano; HB-241 by Rep. Gaetz) – this bill extends the exemption from state DRI review to the counties of Brevard, Lee, Manatee, Pasco, Sarasota and Volusia. These counties will join the following which were exempted

in 2009: Broward, Duval, Hillsborough, Miami-Dade, Orange, Palm Beach, Pinellas and Seminole.

Growth Management (SB-395 by Sen. Perry) – requires local governments to address the protection of private property rights in their comp plans by including a private property rights element.

Motion to approve the 2014 TBRPC Legislative Issues (Long/Dodson)

**B. One Bay Livable Communities Working Group**

The One Bay Livable Communities Working Group is a multi-disciplined group of planners from land use, transportation, economic development, natural resources, and emergency management. We convene in the conference room three to four times a year and we met this past Friday. We heard reports on the Tampa Bay apartment market. You can't drive anywhere right now without seeing apartments being built. The building should continue for another 3-5 years at the rate at which it is going now. That's the good side of it – creating jobs. The downside is apartment rents are going up. The folks that are cost burdened, or affordable housing users, that group is increasing at a rapid rate so we will take a look at that issue in the coming month or next year. In 3 to 5 years that will probably become a significant issue with the cost burden. We heard a presentation from PSTA on the Greenlight Pinellas plan and a presentation on ULI Healthy Places. Staff presented on Solar Ready Florida and provided an overview of that project. We will be meeting in more detail with our local communities to find participants. This is an initiative that the TBRPC has with the National Association of Regional Councils (NARC) through a grant to try to expand the solar market, particularly in residential in the Tampa Bay region. And staff provided an overview and update of the Economic Valuation of Tampa Bay which determines the economic importance of Tampa Bay and its environs on the overall economy of west central Florida. Staff provided a brief overview of the study objectives, discussed the methodology and described the Council's econometric tools used.

Staff contact: Avera Wynne, ext. 30

**C. Agency on Bay Management – Vice Chair, Commissioner Woody Brown**

The full agency met on January 19<sup>th</sup>. A summary of the meeting was provided.

Mr. Peter Krulder, FDEP Park Manager, explained the goals, objectives and actions included in the Unit Management Plan for Anclote Key State Park, which spans portions of Pasco and Pinellas counties and includes Anclote Key, Three Rooker Island and North Anclote Bar. The purpose of the plan is to ensure that the park is being managed to provide outdoor public recreation and preserve the natural and cultural history of Florida.

Mr. Jason Kirkpatrick, MacDill Air Force Base, briefed the Agency on the military's ongoing efforts to reduce wildlife attractants near the airfield by addressing areas subjected to periodic ponding in times of heavy rainfall. He also sought feedback on a proposed mangrove restoration project that will use hydro-blasting instead of heavy equipment.

Ms. Ivana Blakenship, Tampa Bay Water, reviewed the Long-Term Master Water Plan 2013 Update. The update carries forward project concepts previously approved by Tampa Bay Water and does not include any new projects due to decreased demands throughout the region.

The next meeting of the full Agency will be held on March 13<sup>th</sup>. All are welcome to attend.

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

**E. Energy Resiliency Final Report**

The Final Report was completed in December and we will now start the outreach implementation. The Energy Resiliency Strategy's goals were to look at energy options/alternatives and to try and make it more resilient if there was an event that interrupted the energy supplies that we currently have. We received funding from the Economic Development Administration (EDA), with additional funding from the Florida Energy Office for a separate report – the Florida Assurance Plan. We split the state into five Energy Planning Areas (EPA) running through the regional planning councils. EPA 1 took advantage of the I-10 corridor in the Panhandle. EPA 5 used the Gulfstream as well as the Everglades and the Keys which has a more tropical environment. EPA 3 has the I-4 corridor and universities and similar climates. EPA 4 has Lake Okeechobee and is suitable to Jacksonville.

Scenarios were vetted through a process to come up with finalized scenarios to model. We had surveys right before the elections; twelve workshops throughout the state; 2 CONFABS to get everything back together and go over the strategies and findings; and the energy resiliency strategy.

Business and residential residents were surveyed. There were approximately 2500 respondents and the average business was around 4 employees. Between the internet and phone surveys the results were very similar even though the demographics were considerably different. Everyone had more degrees and made more money on-line. The phone survey had a 95% confidence interval. Each RPC then split the drill down to their individual EPA to see how residents responded.

One of the sample questions was “likeliness to make energy saving investment if payback period was met” and the respondents chose their own payback period. The choices were \$500 for window tint; \$5,000 HVAC; and, \$10,000 solar panels. Most of these, if the payback period was met, they would invest. Hopefully the payback period was reasonable and not three months. The businesses were less likely to invest, but the numbers depended on if they owned the building or if they leased the building. If they owned the building they were more likely to invest. A large percentage was not sure.

Impact of Utility Bill Increases – a typical resident spends about \$150 a month on utility bills and businesses \$400 a month on utility bills. 40% of the businesses said they would not close.

We came up with scenarios using realistic numbers based upon the surveys and workshops. The main scenarios were the natural gas price increase or supply disruption; gasoline price increase or supply disruption, renewable portfolio standard, biofuel development, electric cars adoption, and commercial rooftop PV installation which is similar to Commissioner Mariano's idea of being able to sell energy. Before fracking became popular the average price for natural gas was around \$6.00. We looked at if it was to go back to \$6.00, the average it was for the past decade, what would happen. You would see about a 1% loss of employment, around \$7 billion lost to GDP, and \$15 billion lost in Florida for income.

The gasoline price is about where it should be if you factor in the cost of inflation. The past ten years we have seen it increase considerably, more than other states since we don't have any reliable mass transportation compared to other places that have subways and metros.

In a scenario, with a significant investment, you could begin cane harvesting by 2016 with full production by 2020 which could replace future planned additional coal production with biomass. Production would occur in the three Rural Areas of Critical Economic Concerns to

utilize inexpensive land and labor and reduce coal production by 1,700 MWHs annually, and reduce CO2 emissions by 34,000 tons of pollutants annually at full build out.

Case studies identified real world examples of Energy Assurance Efforts existing throughout the state; from every EPA; they examined purpose, experience, costs, advantages, and disadvantages; and analyzed return on investment.

A case study example is the Saddle Creek Logistics Services – a compressed natural gas fleet conversion. They replaced 40 diesel tractors with CNG tractors. There is a new fueling station in Lakeland and the reductions are: fueling costs decreased by 50%; CNG tractors last 10 years as opposed to 6-7 years. They have a 550 mile range which allows roundtrips from Lakeland to Miami, Jacksonville, Tampa, and Orlando. There are plans to convert an additional 60 tractors.

Florida Gulf Coast University Solar installed a 2MW solar system, which cost \$11.2 million. There are over 10,000 panels and the payback is around 15 years. They will save FGCU \$750k a year.

Darden Restaurants is the largest wholesale restaurant company with Olive Garden, Longhorn, Red Lobster among others. They have 2,000 restaurants with over 185,000 employees and their headquarters is in Orlando where they manage 400 million meals a year. They installed a 1.1 MW solar panel on top of their parking garage. That was a \$5.6 million investment and the payback is 10-12 years. That headquarters in Orlando is the largest LEED Gold Corporate Headquarters in Florida.

We came up with a list of strategies developed from workshops, surveys, confabs, and analysis to help make Florida more Assurant. Each strategy contains a strategy wheel that identified the category of strategy, the level of implementation, and ease of implementation. The strategy wheel shows different categories – outreach and education, energy conservation and demand supply, transportation, policy, emergency preparedness and the level of implementation such as federal, state, regional, local and public/private.

Strategy examples:

- allow and encourage third party energy sales and power purchase agreements, allowing different commercial entities to sell power down to their tenants at a lower than market rate.
- Increase energy efficiency education for appraisers, builders, buyers, sellers, and renters and require energy efficiency ratings to be posted on all new buildings and on all existing buildings at time of sale or rental. That way you would know your true cost every month.
- Research the viability of a distributed power generation and storage network, composed of semi-autonomous power blocks, possibly centered on disaster shelters or other community venues which would provide disaster readiness and redundancy and under normal conditions could be supplied with off peak power generation and then drained during peak loads to reduce energy generation costs.

Implementation steps in terms of effectiveness and facilitation:

- Provide comprehensive education on the goals, costs and benefits, obstacles, and quality of life implications related to energy efficient community design and planning.
- Adopt a broad-based program to promote efficiency and conservation using all available tools, and market a consistent message of energy efficiency and conservation through comprehensive planning and school district curricula.
- Continue to conduct public opinion polling and economic modeling to support the adoption of renewable energy goals by the state and its public and private partners.

- Encourage innovative energy project development through collaboration of universities, entrepreneurs, and regional expertise.
- Develop and encourage Property Assessed Clean Energy (PACE) and other locally established financing programs for energy efficiency, energy conservation, and energy generation improvement programs and make available to all sectors (residential, commercial, industrial, government, institutional, etc.)

The report is available at [www.florida-energy.org](http://www.florida-energy.org).

Questions & Comments:

Commissioner Mariano: You did a study on some interesting points showing an increase of the natural gas price up to \$6.00. With that there was a 1% drop in employment?

Mr. O’Neil: Correct. There are substitutes and we are not that reliant yet on natural gas, but we are becoming very reliant.

Commissioner Mariano: What I don’t see is, what if we did a net-metering with solar, what would the affect be between energy savings and maybe you would get an increase. If you look at the numbers and reselling is at 4 cents.

Mr. O’Neil: We did an analysis and it is included in the study.

Commissioner Mariano: Can you take a look at what it would be if we put a net metering program in? Show us what those numbers would be and maybe the state could use that information. This program makes sense.

Mr. O’Neil: Instead of trying to negotiate a rate with a power company you could just sell it to a tenant for any price under 100% as long as its reliable.

Commissioner Mariano: An example, I have an athletic building that has a perfect southern facing roof that you could put all shingles on again but because of the structure you would be able to do 1/10<sup>th</sup> of the roof to make up the electric bill. There’s got to be a better incentive than 2 or 4 cents.

**9. Executive/Budget Committee Report - Chair Núñez**

The Committee met this morning prior to the Council meeting to go over the 2013 Annual Audit Draft. Staff has done a great job accomplishing a clean audit. The Committee approved the draft audit and it will be presented at the full Council at the next Council meeting on April 14<sup>th</sup>.

**10. Chair’s Report**

There will not be a Council meeting in March. However, the Clearinghouse Review Committee will meet on the second Monday in March, at 10:00 a.m.

We are excited about this coming year and I look forward to working with and for you all.

**11. Executive Director’s Report – Mr. Manny Pumariega**

A. FRCA Activity Report was distributed. FRCA had their planning session in January. Two of our three representatives on the policy board attended the meeting as well as Commissioner Black and Commissioner Crist. Mr. Nunez was ill and could not attend. FRCA issued a report last week which is under review. I will report more on that in the future and the implementation will take place over several phases. One of the recommendations that was made by Commissioner Crist at the session was to put a group together of gubernatorial appointees throughout the state and set up a meeting with the Governor and demonstrate some of the things that the RPCs do throughout the state. As you

saw this morning we have been working with DEO on the Governor's key initiatives. That is one thing that we will probably take action on right away.

Next Meeting: Monday, April 14, 2014 at 10:00 a.m.

Adjournment: 11:50 a.m.



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Andres Núñez, Chair



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Lori Denman, Recording Secretary