



Council Minutes

www.tbrpc.org

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April 14, 2014
10:00 a.m.

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 Bob Minning, City of Treasure Island, Past Chair
Mayor David Archie, City of Tarpon Springs
Council Member Bob Boss, City of Temple Terrace
Commissioner Larry Bustle, Manatee County
Commissioner Jonathan Davis, City of Palmetto
Mr. Carlos Diaz, City of Safety Harbor
Mr. Nick DiCeglie, Pinellas County gubernatorial appointee
Commissioner Bill Dodson, City of Plant City
Council Member Hoyt Hamilton, City of Clearwater
Ms. Angeleah Kinsler, Hillsborough County gubernatorial appointee
Commissioner Janet Long, Pinellas County
Councilor Bob Matthews, City of Seminole
Mr. Mike Moore, Pasco County gubernatorial appointee
Mr. John Neal, Manatee County gubernatorial appointee
Commissioner Gail Neidinger, City of South Pasadena
Councilwoman Darden Rice, City of St. Petersburg
Councilman Patrick Roff, City of Bradenton
Mr. Tim Schock, Hillsborough County gubernatorial appointee
Mr. Robert Sebesta, Pinellas County gubernatorial appointee
Mr. Scott Sheridan, Hillsborough County gubernatorial appointee
Ms. Barbara Sheen Todd, Pinellas County gubernatorial appointee
Ms. Pamala Vazquez, Ex-officio, FDEP
Mr. Todd Pressman, Ex-officio, SWFWMD

REPRESENTATIVES ABSENT

Commissioner Ron Barnette, City of Dunedin
Commissioner Scott Black, City of Dade City
Councilman Chopper Davis, City of New Port Richey
Council Member Michael Fridovich, City of Gulfport
Commissioner Jack Mariano, Pasco County
Councilwoman Mary Mulhern, City of Tampa
Council Member Jim Ronecker, City of Oldsmar
Councilman Ed Taylor, City of Pinellas Park
Mr. Ming Gao, Ex-officio, FDOT

OTHERS PRESENT

Mr. Joe Lopano, CEO, Hillsborough County Aviation Authority
Lauren Martin, Manager, Cherry Bekaert
Trisha Neasman, Planner, SWFWMD
Justin Fleming, Advocate, Titan America
Cece McKieman, Communication Scientist, ECT
Will Augustine, Planner, Hillsborough County Planning Commission

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
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 April 14, 2014 regular meeting of the Tampa Bay Regional Planning Council (TBRPC) was called to order at 10:01 a.m. A quorum was present.

Voting Conflict Report

One Voting Conflict was filed by Mr. Scott Sheridan, Hillsborough County Gubernatorial Appointee, on Consent Agenda Item #3.D.1. Development Order Amendment Report, DRI #260 – Wiregrass Ranch (NOPC #5), Pasco County and he refrained from voting.

The invocation was given by Mr. Tim Schock, followed by the pledge of allegiance.

Public Comments - None

Announcements:

- Barbara Sheen Todd and Tim Schock have been reappointed by the Governor.
- Congratulations were provided to Commissioner Scott Black for winning his recent election.
- Governor Scott appointed several new gubernatorial appointees to fill the vacant seats we have had on the Council:
 - Mr. Mike Moore is from Wesley Chapel and is the owner of VR Business Sales/Mergers & Acquisitions.
 - Mr. John Neal lives in Bradenton and is the president of Neal Land Ventures Inc.
 - Mr. Robert Sebesta is a Seminole resident and is the Florida General Manager of Walton Development and Management.
 - Mr. Scott Sheridan is from Temple Terrace and is the senior vice president of King Engineering Associates.
 - Mr. Nick DiCeglie is a resident of Indian Rocks Beach and is the president of Solar Sanitation Inc.
- We also have new representatives from our member governments.
 - Council Member Jim Ronecker will be representing the City of Oldsmar. He has served with us in the past so we are glad to have him back on board.
 - Commissioner Carlos Diaz is representing the City of Safety Harbor. Commissioner Diaz is an accountant and auditor and has worked in the international shipping & logistics industries

for 15 years before forming his own business consulting firm, World Wide Transformation America.

- Council Member Hoyt Hamilton is representing the City of Clearwater.

Chair Nunez called attention to letter from former Commissioner Lorraine Huhn. She is no longer an elected official for St. Pete Beach and wanted the Council to know how much she appreciated serving with us. She went on to say that... "The work that your group performed for St. Pete Beach began the hopeful forward motion to redevelop and restore our "destination" qualities. The genesis for future redevelopment for St. Pete Beach began with the Council's intervention and direction." We thank Lorraine for the kind remarks and wish her well in her future endeavors.

Resources

Following each of our Council Meetings, you will receive a brief recap of the meeting via email. The recap will cover council activities or actions taken at the meeting. These are also posted to our website. We encourage you to use them to report back to your commissions, councils or constituents. This is an effective way to get the word out about Council activities.

Another good resource for each of you is that we post all of our speaker's presentations on our website. You will find them located in the header under Council Members and Committees.

1. **Approval of Minutes - Secretary/Treasurer Brown**
Approved the minutes from the February 10, 2014 regular meeting. (Dodson/Todd)

2. **Budget Committee - Secretary/Treasurer Brown**

- a. Approved the Financial Report for the period ending 1/31/13 (Roff/Archie)
- b. Approved the Financial Report for the period ending 2/28/14 (Bustle/Rice)
- c. FY 2013 Annual Audit

Ms. Lauren Martin, Manager at Cherry Bekaert LLP, presented the FY 2013 Annual Audit. The audit of the general fund and governmental activities has been completed. It also contains the component of the Regional Cooperative Alliance. The report was issued February 10, 2014 and on that date we presented the required communications. The Executive/Budget Committee approved the FY 2013 Annual Audit at the February 10, 2014 meeting. In those financial statements you will see that we have issued three separate opinions. The first opinion covers the auditor's responsibilities under the generally accepted auditing standards and an unmodified opinion was issued which is the highest level of assurance that auditors can provide. The second opinion covers the governmental auditing standards and we issued an unmodified or clean opinion for that one as well. The last covers A133 or a single audit federal requirement, internal control compliance and we had a no finding report and an unmodified report for that one as well. We did audit two federal programs this year: The Economic Adjustment Assistance Grant, and The Electricity Delivery and Energy Reliability Research and Development Grant. There is something different on these financial statements from last year and that is the adoption of GASB 63 and 65. What that did was change the statement of net asset to a statement of net position and added two additional categories in addition to assets and liability. TBRPC did have one deferred inflow; a grant agreement fell under that category. In addition, under GASB 65 bond issuance costs are now treated as a current period expense as opposed to being capitalized or amortized so the financials were restated to reflect that change. More information regarding that statement is contained in the financial statements that were provided.

Motion to approve the FY 2013 Annual Audit (Crist/Neidinger)
Staff contact: John Jacobsen, ext. 19

3. Consent Agenda – Chair Núñez

Mr. Scott Sheridan filed a voting conflict form on Consent Agenda Item #3.D.1. DRI # 260 – Wiregrass Ranch (NOPC #5), Pasco County and refrained from voting. (attached to the minutes).

Agenda Item #3.F.11 – Long Lake Ranch RYs 2012-14 Biennial Report Summary has been revised. The revised Report was placed in Council folders in strikethrough and underline format. Due to three Executive Orders enacted by the Governor in 2012, the revisions were necessary to reflect a further one-year & 121 day extension granted for the project build-out and Development Order expiration dates.

A. Budget and Contractual

1. The Tampa Bay Regional Planning Council has received the new maintenance and technical support contract for the statewide version of REMI Policy Insight from Regional Economic Models, Inc. The contract will begin on March 25, 2014 and run through March 24, 2015 at a cost of \$37,513. TBRPC owns this version of the model separately from the Council version to allow all RPCs in the state to have REMI. \$18,513 is for the annual data and licensing while the balance is for the other RPCs to receive secondary user licenses and unlimited technical support from REMI staff. All costs are paid by the six RPC secondary users, not TBRPC. TBRPC has been a REMI user since 1999 and continues to provide technical support and assistance to the Council's members, economic development organizations, Tampa Bay Partnership and others. The REMI model can be used to forecast the economic and demographic effects of policy initiatives. Policy Insight answers the "What if...?" questions concerning regional and local economies. Any type of policy that influences economic activity can be evaluated including economic development, transportation, energy, environmental, and taxation.

Action Recommended: Authorize the Executive Director to sign the Annual User Agreement for Software Licensing and Services.

Staff contact: Avera Wynne, ext. 30 or Patrick O'Neil, ext. 31

2. The County Emergency Management agencies of Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Charlotte and Sarasota have requested that TBRPC staff provide assistance in the production and coordination of printing and distribution of the annual disaster planning guide. A Request for Proposal (RFP) was advertised in the Tampa Bay Times and posted to the TBRPC website. The proposal selected was based on past performance and references, demonstrated capabilities and lowest cost.

Action Recommended: Authorization for the Executive Director sign a Purchase Order for up to \$40,000 to Printing Solutions of Florida for printing and print management services of the 2014 Disaster Planning Guide.

Staff contact: Betti Johnson, ext. 39

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

1.
 - a. IC&R Review by Jurisdiction – February 2014
 - b. IC&R Review by Jurisdiction – March 2014
2.
 - a. IC&R Database – February 2014
 - b. IC&R Database – March 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)

Due to statutory and contractual requirements, the following report has been transmitted to the State Land Planning Agency and all relevant review agencies in accordance with Rule 20H-1.003(3), F.A.C.

1. DRI # 260 – Wiregrass Ranch (NOPC #5), Pasco County

Staff contact: John Meyer, ext. 29

The following report is presented for Council action:

2. DRI # 105 – Sunforest, Hillsborough County

Action Recommended: Approve staff report

Staff contact: John Meyer, ext. 29

E. Notice of Proposed Change Reports (NOPC)

DRI # 252 – Cypress Creek Town Center, Pasco County

Action Recommended: Approve staff report

Staff contact: John Meyer, ext. 29

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

1. DRI # 73 - Summerfield Crossings, RY 2013-14 ARS, Hillsborough
2. DRI # 78 - Tampa Downtown Development, RYs 2011-14 ARS, City of Tampa
3. DRI #102 - Creekwood, RY 2012-13 ARS, Manatee County
4. DRI # 130 – Cypress Banks, RY 2013-14, Manatee County
5. DRI #151 - Crosstown Center, RY 2012-13 ARS, Hillsborough County
6. DRI #161 - University Center Research & Development Plan, RY 2013-14 ARS, Hillsborough County
7. DRI # 197 – Gregg Business Center, RY 2013-14 ARS, City of Plant City
8. DRI #217 - Harbour Island, RY 2013-14 ARS, City of Tampa
9. DRI #239 - River Club Park of Commerce, RY 2012-13 ARS, Manatee County
10. DRI #246 - Suncoast Crossings, RY 2012-13 ARS, Pasco County
11. DRI #247 – Long Lake Ranch, RYs 2012-14 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)

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 # 14-1ESR, Town of Belleair
2. DEO # 14-1ESR, Pinellas County
3. DEO # 14-2ESR, Hillsborough County
4. DEO # 14-1ESR, City of Zephyrhills

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, Manatee County

Action Recommended: Approve staff report(s)

Staff contact: Brady Smith, ext. 42

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

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**
6. **Joe Lopano – Airport Master Plan**
Mr. Lopano, CEO of the Hillsborough County Aviation Authority provided an update of the Tampa International Airport Master Plan.

The state law says that it is the policy of the state to promote the development of commerce and tourism to the people of this state so they can have economic benefit. That's the only reason we exist and we have adopted that idea as our mission statement at the airport and we try to follow that rule every day. There are 7,500 people employed by the airport and its tenants. About 600 people work for the Authority and the rest work for the airlines and concessions. 24,000 jobs were supported by the airport and it generates \$7 billion in economic activity each year which makes it a very important regional asset.

During FY 13, the Authority revenues increased \$6.7 million compared to FY 12. We saw significant declines in revenue in 2011 as a result of the recession, the Florida real estate collapse, and the scare of the oil spill. That drove traffic and revenue down over 14%. Our responsibility was to find new ways to drive that revenue up. There was no bailout. We created a lot of new concessions, and concepts like the Cigar City Brewery or the Columbia Restaurant. All those things help drive up revenue. Just to give an idea of how revenue is generated, our operating expenses are from user fees. When you pay your taxes, your county taxes, you won't see a line that says Tampa International Airport (TIA). TIA is funded by users who pay the bills. Our number one users are the airlines and they pay about \$50 million a year. Other people who use our parking and rent concrete for the night pay for that. Hertz Rental Car pays us, the concessionaires pay us. We use those funds to fund operations. That's \$194 million a year in revenues.

We are the smallest of the FAA categorized large hub airports. We are the fourth largest airport in the state. The largest is Miami followed by Orlando. Orlando has roughly twice as many passengers as TIA. Next is Fort Lauderdale and then TIA. These big four airports bring about 80% of the passengers into the state.

TIA is projected to serve 17.2 million passengers in FY14, a 1.8% increase over FY13. It has been a slow growth environment and we are seeing that in all of the airports. The airlines have consolidated so there are fewer airlines. Their goal is to drive profits up and not necessarily to increase capacity.

International traffic has increased by 42% from FY10. This was a mandate that came from our Board. We used an incentive program that was designed to bring airlines in and we have been successful. These flights have brought many tourists into our region that in turn spends a lot of money. Not only does the airport make money from tourists, but hotels, restaurants, rental cars make money as well. Any successful business that you see is a result of good governance and TIA has a board of five people who understand their role, set policy, support the management team and give objectives like driving international passengers up. We have been successful with that governance model. We now have daily flights to London. We used to have only 5 flights a week. Edelweiss Airlines flies to Zurich. It started once a week and has now doubled that to twice a week and that's after the incentives have expired. They took advantage of the incentives and they doubled their frequencies. Copa Airlines has been flying to Panama since December 2013 and is now flying at above 80%. They took advantage of the incentives and we are hopeful that they will go from four times a week to daily. If you haven't flown to Panama please do. It's only 3 hours, it is the same time zone and in Panama you can connect to all Latin America/South America. They serve seven

cities in Brazil. We started with two flights a week to Cuba and we now have ten flights a week to Cuba. We serve three different cities: Holguin, Habana, and Santa Clara. We serve just as many cities in Cuba as Miami does – we are the two biggest gateways. We recently announced new service to Seattle. We have been deficient in our service to the west coast of the U.S. We needed Seattle and San Francisco – we now have Seattle, they start June 20th and we are working hard to get San Francisco as well. We are doing well on the air service side. We've also been recognized as one of the top three airports in the world according to the Airport Service Quality Awards (ASQ). That's an industry recognized award. People from all around the world were asked what their favorite airport is and Tampa is one of the top three in the world and it is because of the visioning curves of the men that came before Mr. Lopano. Best airport 4-20 million passengers' best overall airport for marketing. Routes Americas (the airlines) asked who has the best marketing team in the world? Tampa International Airport was rated by the airlines as being one of the top marketing teams in the world. That is because we have said, as a team from the board members on down to our community partners, we work as a region. It's not about Tampa Airport; it's about Tampa Bay as a region. We work very closely with Pinellas & Hillsborough Tourism, the Chambers from both sides of the bay work together. When we go in to see an airline, it's not just Joe Lopano, it is six or seven guys all from Pinellas, Clearwater, Hillsborough saying "here's what I'm bringing to the table."

Going back to the beginning – October 1963 the concept for the airport was approved. The selected plan was based on two criteria: passengers should not walk more than 700 feet, and must be capable of expanding without interfering with the basic structure or concept. We have the main terminal and then you can attach airside as you see fit, or you can demolish airside and rebuild them, but the main terminal stays intact. This is a brilliant design. The 700 foot rule is a rule that we have adhered to in our planning. When you see the Master Plan you will see no one walks more than 700 feet. We stay true to that legacy. One of the reasons TIA is a favorite airport is because of this design. The total cost was \$84 million. The budget was \$40 million. The first people mover system in the world was in Tampa. George Bean called Westinghouse and said he wanted them build a people mover with no driver that will take people to a remote airside. Can you imagine trying to sell that idea to a board today? We want to build something no one else has and it's going to cost a tremendous amount of money. I'm sure there were people back then that said, make them walk. It's not that far. We didn't do that. We did it right. That's the same direction we are going today when you see the Master Plan. In 1963 they designed it on human values expressed by physical aspects and and psychological comforts to include waiting times, speed and ease of check in, ease of locating flight departure room, and any other factor which contributes to the psychological comfort or discomfort of the passenger. They went back and said we need to design this based on people's needs and wants and that's exactly what they did. The first airport people mover system still serves us 42 years later. We are going to take this 42 year old idea and use it again. We move 17 million passengers a year on "trains."

The Airport is going to get a \$1 billion upgrade. This was recently approved by the board members. It took over 2 years of planning. We are in good shape financially and we can bond the money that we need. We have also received a grant from the state of Florida DOT for \$194 million to help with the project. We are also applying for a low interest federal loan which will save \$250 million over 20 years. We can afford this project and when we are done we will lower the interest cost to our airlines.

The fastest growing portion of projected growth will be international. We're expected to go from 7 million all the way up to double by 2031. We studied a 20 year time frame and in our business you have to plan for 20 years out. If you don't do it today you will get behind the power curb and it gets more difficult to catch up. We believe we are right on target.

The Phase 1 portion of the project is a \$943 million project, employing over 9,000 people. When you think about projects in the state of Florida this is one of the largest projects currently being undertaken in the state. We've also been told by our contracting community that there aren't enough tradesmen in Tampa Bay to do this job. We are going to go to Louisiana and Texas and bring people

back who left a while ago. It's a 2.3 million sq. ft. consolidated rental car center. That's the size of a shopping mall. We're going to build that on the south side, near the Post Office and it will be connected to our terminal by a 1.3 mile automated people mover system similar to the one George Bean thought about 42 years ago. Currently our rental cars are across the street. People who fly on Southwest Airlines, our largest airline, will actually walk fewer steps to get to this consolidated rental car center than they walk across the street. This will be the best system in the country. In fact, our designer who designs consolidated rental car centers all around the world has said it's amazing. We have the land, we have the will, and we have the money to do it right. The automated people mover (APM) will attach to the main terminal right where we currently have a smoking deck between airside B and C shuttles. People will arrive from the rental car center, go down an escalator or go to one of our shuttle cars and go out to airside C and get on their plane.

A short video was played showing the terminal and the APM station which will be attached on the eastside of the airport, looking out towards Raymond James Stadium. The APM will move south to the rental car center and that will take about 3 minutes. There will be a APM arriving every 3 minutes. The station will be 85 feet high so when you board the train you will be looking out towards Raymond James Stadium and towards the city of Tampa. You will travel south under taxiway J, which is the taxiway you drive under. We have to reconstruct that taxiway to create a hole for the APM. This will be a spectacular ride and I suspect we will probably have half the people on the train there just for the ride.

We will also be doing some work to the main terminal transfer level which is where Carraba's and the Wine Bar are. That is too tight for us. If you notice when you go to pick people up during peak seasons it's very difficult to get off the train car and make your way to the escalator. It's very congested. That is currently at 17-18 million passengers. We are going to push the terminal out on each side. If you have ever seen the decks that are outside, we will be going to push the shuttle bays themselves out one full car length and then we are going to build out onto those decks. Believe it or not, George Bean and those guys structurally built that area so we could build on top of it because he knew that someday we would have to expand, and that day has arrived. There will be restaurants so you will be able to sit outside and watch airplanes taking off instead of being stuck inside both on the east and west side of the airport.

There is also an opportunity, if the community wishes, to connect to some type of transit system. The building that we are building right now, our consolidated rental car center, will have provisions for buses. BRT or a bus from St. Petersburg or Tampa can pull up to the bottom floor of the consolidated rental car center, walk to an escalator, get on a train, and go directly to the terminal. We see that as a good idea and we have been asked by the community to provide for transit options for the future and it makes sense for us to have the ability to receive people on buses rather than have them congest our roadways and go back and forth. An interesting fact, only 30% of our passengers come from Hillsborough County; 30% from Pinellas; 8% from Pasco; and 8% from Sarasota. When we sell ourselves we don't just say you have to fly into Tampa International Airport, we say come to the Gateway of the West Coast of Florida. When you think of the west coast of Florida, this is the commercial capital, and this is the international capital of the entire west coast. If you want to go to Sarasota, and you have to fly into Tampa, we have the resources, we have the international flights. We sell it as not just Tampa, its St. Pete and Clearwater, its Sarasota, Lakeland, Pasco and when you combine all those elements it becomes a very sellable idea.

Connections to the airport with increased public transit. Hillsborough County express service from downtown. You may have seen some articles about that. My passengers and customers have asked for buses and I have to represent that fact to the people who are experts in getting buses and I have asked for a bus from downtown Tampa. We did a research study and asked people who came from downtown Tampa if they would ride a bus if it was available and had wi-fi, and 265 people a day in the study said they would. That's a good start for a base of coming out to the airport. When you think about it, if you didn't have to pay for parking and could get on a bus to the terminal, why wouldn't you do that? The best place to test transit options is to the airport. We asked for HART,

PSTA, and Polk County (Lakeland) is going to have a bus to the airport this summer. This idea has some traction and it's a good idea.

Questions & Comments:

- Commissioner Long: When you presented to the County Commission some time ago I thought there was in your plan the potential for the APM to come down to a transit hub at Westshore. Is that transit hub now the area where the big rental car facility is going to be?
- Mr. Lopano: No. The rental car facility will be on the airport. That will open in 2017. The idea was also that if the community wanted to extend for another connection from the rental car center to the south, whether that is to a multi-model center at Westshore or whatever it might be, that opportunity was provided for and still exists. The facility that we are going to build and open in 2017 will have the ability to accept bus services. If the community says they want to do other things we will try and provide for that. The section at Westshore is being studied by FDOT right now in terms of where a multi-model center should be located and they haven't made that decision yet. The funding for that piece is not included in the airport's plan, nor do we have the ability to pay for it.
- Commissioner Crist: We are very lucky to have Mr. Lopano in our market. The work that he has done since he has been here is incredible. I've worked with a lot of CEOs over the years and he is someone you can't even keep up with and he has brought new ideas, new business, a new executive team from around the country, and he is a huge regional thinker.
- Mr. Lopano: The governance model that we have in this community is extraordinary. We have 5 people who recognize the regional value of this asset and they set policy and hold people accountable. That's it. Do the right things, get it done, and get it done now. That's what we've done. Our board has been supportive of what we try to do and that drives us forward. There are other governance models that don't work that well.
- Mayor Minning: Our agenda blurb expresses that growth will come from regional tourism, transportation and business growth. Any percentages prescribed to each of those three elements?
- Mr. Lopano: It's like as if the governor says he would like 100 million visitors. That's the goal and he gives that to the Visit Florida folks. We can get there but the Tampa Airport is full right now. Our rental cars are completely booked. We can get to the 100 million but not without some investment in our community. That's what this is about. We are building for the future. We have the \$194 million grant from the state and that will allow us to take another 17 million passengers and put them in rental cars and send them out to hotels, restaurants, etc. The growth projections verify our numbers which are about 2.5% growth per year. As the airport grows and as we stay ahead of that curb more and more people are going to be visiting our region, doing business in our region, leaving money in our region. When we bring in a new wide-body jet from Europe, it's worth \$150 million a year to our region and 1,200 jobs. When you think about it realistically everyday there's 250 people who get off that airplane and they go somewhere in our communities. Each person on that plane has \$10,000 in their pocket because they need to stay in a hotel, they need to go to a restaurant, and they need to rent cars. They leave the \$10,000 in our community. That is 250 people leaving \$10,000 every day, and then go back home to Germany. We don't have to educate their children; we don't have to build roads for them. They leave and their money stays here. The value of tourism, the value of the investment to the airport, is tremendous.

Mr. Schock: You met with our Regional Collaboration Committee about a year ago and we talked about how the Master Plan was going to develop. In addition to you the director of the St. Pete/Clearwater and Sarasota/Bradenton Airports were present. Can you tell us how, as the Master Plan has developed, with your comparative advantages how the different airport authorities have worked together and where some continued challenges may lie?

Mr. Lopano: I think Frederick Piccolo from Sarasota said that he's a 7-11 and I'm a Publix. We serve different purposes but there is value in both. There's value in all three airports. As we look forward 20-30 years how many passengers are going to be coming to our region, those other airports are going to be very necessary for us to grow as a region. Sarasota is one hour from here. When I was in Dallas I drove an hour and I was still in Dallas. It's almost like a regional airport for us. As they grow so do we. As St. Pete Clearwater grows, so do we. I think at the present time we're growing for the future and we are seeing a lot of demand coming to Tampa, we're working on international. We have the best opportunity to attract international flights because of our business community and the size of our business community. We're probably going to be outgrowing the other guys internationally but they will be filling in domestically as we grow over the next 20-30 years. As far as collaboration, we trained the Clearwater Firefighters at our airport and we do it for free and we have a letter of agreement. St. Pete/Clearwater comes over and our guys train them. There's a good level of collaboration. I won't say there's no competition between the airports, there is, but we all understand what each other's roles are.

Mr. Schock: I flew the Copa flight to Panama in December and it wasn't so much about the speed of the flight, I was connecting to South America, but it was the times that were much better. Every other connection I was connecting at 2:00 a.m. somewhere and not arriving until 3:00 a.m. into Peru. Here I'm connecting at 2:00 p.m. and I'm there by dinnertime. Between the international flights as well as the expansion of domestic routes, Southwest flying direct later this year to Nashville and non-stop to Seattle, I certainly appreciate it as someone who flies 115 times a year.

You talked about transit and how that's working with HART and PSTA. Is there anything that this Council can do to assist with Hillsborough County Aviation Authority in fulfilling your vision?

Mr. Lopano: Yes there is. The Master Plan is a big transit project. We are building a 1.3 mile train and we are going to have an opportunity to develop real estate on our airport. Right near that train stop by the rental car center there may well be a hotel, office buildings, maybe a pet hotel, maybe a Wawa. Imagine this – you drive in the south entrance, stop at the Wawa and get a cup of coffee and gas up, bring your rental car back and stay in a hotel and at 7 a.m. you are on a train to your flight. That's really where this goes. Because we have that train all that real estate now becomes valuable because you can make a connection right there. And there will be bus connections to downtown. Imagine what this looks like if we can get this done – a non-stop bus from Carillon, a non-stop bus from St. Pete, maybe a non-stop bus from Sarasota, etc. all pulling in dropping off 20-30 people and they go directly to the terminal. They don't have to pay for parking. People ask if I'm crazy because we make a lot of money in parking, but we won't have to build another \$50 million parking garage. If we are going to fulfill this growth I would have to build more parking garages and more roads and I'd rather not have to do that. If I can get people to be dropped off from a bus and get on the train I have now decongested the roadways and the main

terminal and I'm good for another 20-30 years. If you can support the idea of a bus to an airport that would be very helpful.

Councilman Roff: It looks like your people mover to the rental car facility looks very close to the economy parking. Is that going to be linked up?

Mr. Lopano: It does stop at economy parking. You would go from the B terminal, next stop would be economy parking, and then 200 yards down would be the rental car center. There again we get rid of the bus operation, decongest the roadways and ecologically it is very sound. We did a Sustainability Master Plan which overlays our Master Plan and is funded by the FDA. We are trying to create sustainable buildings, sustainable operations. We are the first airport in the state of Florida to have a natural gas station so our fleet uses natural gas. We actually have the City of Tampa's solid waste trucks on natural gas. We also have electric vehicles and we are moving to an all-electric fleet as well and the buses for the economy parking are all natural gas buses. In our parking garage we have electrical plug-ins like you have at your facility for electric cars. We're moving much more toward a sustainable future program. If you look at our grounds it really looks good. We spend \$1 million a year in landscaping and use reclaimed water. We call our grounds Tampa's front yard and we keep it looking good.

Councilor Matthews: On your energy savings, is there any energy savings developed in your buildings for electricity savings?

Mr. Lopano: We have a plan which hasn't been approved yet by our board or by the power company we are working with, but we would like to power our people mover with solar. That project is being talked about right now. Hopefully we can get an agreement and bring it to our board.

Councilor Matthews: The City of Seminole built two new buildings a few years back that are supplying electricity by panels on the roof. We sell electricity to Duke Energy as well.

Mr. Lopano: That may be something we can reach out to you and learn more about because that's exactly where we want to go. Although the technology right now is on the border, it's only going to get better.

Presentations provided at Council meetings can be found at:
www.tbrpc.org/council_members/council_presentations.shtml

7. **Council Members' Comments - None**

8. **Program Reports**

- A. **Clearinghouse Review Committee – Chair, Commissioner Crist**
 The Clearinghouse Review Committee meeting met on March 10, 2014.

The committee received a presentation on and discussed the **Clearinghouse Review Committee (CRC) Roles, Responsibilities and Restructuring**. Based on the Committee's revised roles and responsibilities, a new committee comprised of CRC members and leadership is being formed by Chair Nunez. This committee will be called the **Regional Collaboration Steering Committee** and chaired by Council Vice-Chair Commissioner Crist and Mayor Bob Minning will serve as committee Vice Chair. A primary role of this committee will be to address regional collaboration issues and the priority issues identified in the Council's Initiatives Plan.

Ed Turanchik, Attorney, Akerman LLP, and former Hillsborough County Commissioner updated the committee on the new Florida Statute related to **P3-Public/Private Partnerships (P3s)**. Based on input from the committee, staff will continue to explore what role the Council may play in promoting practical uses of the P3 process. Two concepts

being discussed include a P3 showcase local governments to promote potential projects and establishing a P3 clearinghouse for soliciting project partners.

The committee also received updates on the **RESTORE Act** as well as the establishment of the **Tampa Bay TMA Leadership Group**.

A Recap of the meeting is included with the agenda and detailed minutes will be distributed at the next meeting.

The Regional Collaboration Steering Committee will meet next on Monday, May 14 at 10 a.m.

- B. Agency on Bay Management – Chair, Mayor Minning**
The Agency on Bay Management met on March 13th. A brief summary of the meeting was provided.
- C. Legislative Committee – Chair, Commissioner Scott Black**
In Commissioner Black’s absence Ms. Todd provided the Legislative Report.

The legislature is moving quickly to its scheduled adjournment date of May 2nd. No meetings are scheduled to take place this week which means when they return on April 21st, the legislature will have only 12 days left in the regular session. So time is getting short for passage of any bills that are still in committee.

Here is the status of some of the bills that have been of interest to the council:

Growth Management (HB-703 by Rep. Patronis; SB-1464 by Sen. Simpson) – it appears that this bill will not pass this session. It has not passed out of house committees and the senate sponsor has declared it dead for this year. The bill would have provided for a 30 year water use permit for DRIs, and a retroactive preemption of the authority of local governments to regulate stormwater runoff and to protect wetlands and springs. Comp plan policies relating to these issues would also have been repealed.

Economic Development (HB-7023 by Economic Development & Tourism Committee) – this is another bill that is still stuck in committee and will probably not pass. It would have prohibited applying impact fees or transportation concurrency on new business developments of less than 6,000 square feet for a period of 3 years.

Flood insurance (HB-581 by Rep. Ahern; SB-542 by Sen. Brandes) – the senate bill has passed through the senate and is now ready to be considered by the house. It 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.

Hurricane preparedness (SB-362 by Sen. Bradley) – this bill has not moved out of committee and will likely not be considered this session. It would have provided 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 is moving in both houses and there is a chance it will pass. It 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) – this bill is still in committee in both houses. It would require local governments to address the protection of private property rights in their comp plans by including a private property rights element.

The mid-month legislative report is included your folder.

Four TBRPC Council Members (Commissioner Scott Black, Barbara Sheen Todd, Commissioner Victor Crist, and Mayor Bob Minning) attended the Florida Regional Councils Association (FRCA) Strategic Assessment Session held in Tallahassee on January 9-10, 2014. The purpose of the strategic assessment was to consider the current status of the association and create an implementation plan to enhance FRCA's role and the role of Florida's regional planning councils (RPCs) in addressing the challenges and opportunities facing Florida's communities, regions and the state in general. In your folder we provided you with eight strategies that came out of the session and the current short term action plan that is taking place:

Florida Regional Councils Association (FRCA)
Strategic Assessment Recommended Strategies

1. FRCA should form an advisory council from among the RPCs' gubernatorial appointees who will request one or more meetings with the Governor to advocate for the RPCs by demonstrating the value of financially supporting RPCs at the state level and how RPCs can further the Governor's priorities.
2. FRCA should develop a communication plan/program that includes at a minimum encouraging each RPC to develop and issue press releases and/or PSAs on activities, projects, and significant accomplishments, and regularly share best practices among the RPCs.
3. FRCA should work more closely with Florida League of Cities (FLC) and Florida Association of Counties (FAC) to promote RPCs within their networks. FRCA should also have a presence in the exhibit hall during FLC's and FAC's annual conferences.
4. FRCA should create a business development plan to identify and seek a variety of funding sources to support the priorities and programs of the RPCs.
5. RPCs should develop a statewide focus, core programs, and expertise as their base of existence, allowing for additional services as warranted by region.
6. The RPCs, FAC, and FLC should develop a common agenda and priorities.
7. RPCs should either continue to carry out their function as conveners of the region or take steps to become the convener, developing a strategy for how to best communicate and perform this role.
8. RPCs should enhance their role as data centers and determine how to best collect that data and make it accessible throughout the state.

Mr. Pumariega:

The FRCA April 9th Legislative Highlights was distributed in Council folders. The appropriations for the Regional Planning Councils are at \$2.5 million for the 11 RPCs. This appropriation is in the House but is not in the Senate. That means they will have to go to conference in order for the Senate to put in \$2.5 million. The RPC appropriation goes through the Transportation Economic Development Appropriations Committee in both the House and the Senate. The Senate did make conferees assignments to that committee and others and we're glad that we have two representatives from this region that will sit on that appropriations committee, Senator Jack Latvala and Senator Tom Lee. The House is supposed to name their conferees on April 21st. Anything you

can do on the Senate side will be appreciated and we will keep you informed of any developments.

D. Local Emergency Planning Committee (LEPC) – Mr. John Meyer, Principal Planner
Mr. Meyer provided a brief overview of the LEPC Program and some of the recent activities.

It started in 1984 with legislation based on a release of Methyl isocyanate in Bhopal, India which killed thousands of villagers and affected as many as 800,000 more through long-term illnesses, chronic health symptoms and birth defects. In 1985, there was an Aldicarb oxime release in Institute, West Virginia. More than 100 required hospitalization. There was legislation enacted as a result of the releases to establish regulations designed to improve chemical safety, protect public health, protect the environment and increase public awareness. The two pieces of the legislation were the Superfund Amendments and Reauthorization Act of 1986 (SARA Title III) and the Emergency Planning and Community Right-to-Know Act (EPCRA) of 1988.

In summary, the hazardous materials planning is based on lists prepared by the Environmental Protection Agency (EPA). They have thresholds established for 1,000s of chemicals and dependent on the type of chemical and quantity that exists on-site a facility may be required to report under various parts of the law. There is the TIER II filing which is an annual registration of your chemical inventories if you qualify. Some of the more discernable chemicals produced and/or stored in our region are: ammonia, chlorine, sulfuric acid, sulfur dioxide and many restricted pesticides.

The LEPC membership is based on 16 categories. They are all represented except for elected local and state officials. We have 68 members on the Tampa Bay Regional Planning Council Local Emergency Planning Committee. A list of the categories and membership is contained within the presentation.

Each year the Tampa Bay LEPC conducts various outreach activities and initiatives. During the past year LEPC staff:

- conducted How-to-Comply workshops;
- coordinated “*Keeping your Head Above Water: Storm Surge Preparedness for Businesses with Hazardous Materials*” Workshop;
- provided Ammonia/“Shelter-in-Place” presentation to Florida Aquarium staff;
- attended numerous Tampa Bay Spill Committee and Ammonia Handlers/Operators meetings; and
- attended initial meetings of consortium to educate residents and businesses located adjacent to Port Tampa Bay.

Each year the Tampa Bay LEPC is allotted slightly more than \$47,000 to conduct hazardous materials training for public-sector first responders. The perimeters for the training is it must be for public sector first responders and must include a transportation component since ultimately these are DOT dollars, and it must meet DEM’s cost effective criteria mathematical computation. The following training events/expenditures were coordinated through and funded by the Tampa Bay LEPC staff during FY 2013-14:

- **40-Hr. HazMedic course**
- **40-Hr. Marine Firefighting for Land-Based Firefighters course**
- **8-Hr. CAMEO course**
- **Attendance at the two-day annual Hazmat Symposium**
- **5-Hr. TRANSCAER training (Ammonia, Chlorine, Ethanol & Railcar Safety)**
- **Attendance at 160-Hr. Hazardous Materials Technicians course**
- **24-Hr. Air Monitoring for Hazmat Technicians**

Each year, Tampa Bay LEPC staff participates in a variety of exercises, typically revolving around the simulated release of hazardous material(s) and the subsequent/associated response measures. During the past year, LEPC staff:

- Participated in the “Hightide” exercise primarily coordinated by the Florida National Guard/48th CST & FBI. The scenario involved a simulated Chlorine release in the marine environment.
- Participated in the initial planning meeting’s associated with the U.S. Coast Guard’s “Old Port Tampa” exercise envisioned for November 2014. The scenario will involve the accidental collision between two marine vessels due to severe weather conditions with a resulting oil spill.

Ms. Todd: I think he did a great job but we have a lot of new members on our board and I know the first time I came on the board I was pretty overwhelmed and had no idea what the RPC did. I’m wondering, if at some point, we could have some sections of some of the things that we do – you have no idea how important this Council is to business, all of the technological opportunities that we give to the business community, protecting our citizens because if we have a major hurricane or terrorist attack the fact that we know each other and work together is very important. The Governor selected you because of your business expertise and your connections and we could benefit from that information. I don’t know how you can do it, but if there’s some way that we could provide that learning opportunity for our new members since we have so many of them I think that’s what we need to do.

Chair Nunez: I felt the same way when I started on the Council. Manny and the staff have been very thorough in explaining what we do but it is still something that we have to take on ourselves to learn more and see how we can contribute and make the most of your appointment.

Councilman Roff: I recently graduated from the citizen’s academy locally and they have a brand new facility over by the airport and I was impressed. I knew that they were here but I did not know the magnitude. This is one of the largest agencies in the state. Orlando is actually under the Tampa area when you mention emergency planning. What they have is amazing. It’s open for any of you to request to join. It was a worthwhile experience.

Commissioner Crist: I know that four years ago when I came to the Board there is a significant learning curve and it wasn’t just learning about what this entity does and its importance to the area, but also looking at how I could plug in and get some of the things done that I was envisioning in my head that I wanted to see happen for the region. When I look at the quality of the appointments that we’ve been given by the Governor’s office it is impressive. We’ve got some really good solid business folks here and I’m sure that each and every one of you have ideas and this could be a wonderful launching pad for those ideas, not just in the neighborhoods and the cities and the communities you come from, but for this four county region. Every city and every county in our region is represented on this board. If we had some kind of a retreat and help bring them up to speed on what we do and how we do it and pick their

brain and see what their interests are and what maybe we can extract from them as new blood.

Commissioner Long: In terms of this discussion I want to weigh in on how long I have been watching the goings on in the various capacities of my career and the RPC. I'm thinking overview, workshop or work session, something similar to what Commissioner Crist talked about would probably be extremely valuable, not only for our new members but as a refresher to those who have been on the board for a long time. My second comment is I wonder if Manny could give us an update on a discussion he and I had some time ago about TBRPC being a facilitator for a summit or whatever you want to call it – an opportunity to bring all our government partners together to talk about some of the issues that affect us so regionally that are on the burner right now and that must be moved forward. I know that on the county commission several of us have been talking about that, sort of an opportunity and we just have not been able to pull it together.

Mr. Pumariega: Are you referring to elements of the Council's Strategic Implementation Plan?

Commissioner Long: There are so many. We have flood insurance, and we all have a big stake in that. We've got Green Light Pinellas, EMS issues that are affecting all of the county as well as the 24 municipalities and I think some collaboration and opportunity for discussion amongst all of the elected officials would be a great opportunity.

Mr. Pumariega: Just for a different issue encompassing all the things you mentioned. As far as educating the Council for our programs I was thinking instead of having a workshop is to provide at every Council meeting a different overview of a program. Give it to you in pieces instead of having one workshop and providing it to you at one time. In June we can talk about Emergency Preparedness which is timely since that is the beginning of hurricane season. In August we can bring another program before the Council.

Ms. Todd: These guys are smart. The Governor wanted to put them on the RPC and I think if you could even have a special time for them or set aside a time for an overview and then do what you suggested because to date we are meeting every other month. It could be a year before you were finished. Maybe if we had an overview for all of us. I always learn every time I'm around you all.

Chair Nunez: That's a very good point. Mr. Pumariega, maybe you can get back to us.

Executive/Budget Committee Report - Chair Núñez

The next Executive/ Budget Committee Meeting will be held on May 12th at 9:00 a.m. prior to the Regional Collaboration Steering Committee meeting.

10. Chair's Report

The next Council meeting will be held on June 9th at 10:00 a.m

11. Executive Director's Report – Mr. Manny Pumariega

The monthly Activity Report from the Florida Regional Councils Association (FRCA) is in Council folders and we will continue to meet with a couple of our partners in Tallahassee and other parts of the state.

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

Adjournment: 11:50 a.m.



Andres Núñez, Chair



Lori Denman, Recording Secretary

**FORM 8B MEMORANDUM OF VOTING CONFLICT FOR
COUNTY, MUNICIPAL, AND OTHER LOCAL PUBLIC OFFICERS**

LAST NAME-FIRST NAME-MIDDLE NAME SHERIDAN SCOTT D	NAME OF BOARD, COUNCIL, COMMISSION, AUTHORITY, OR COMMITTEE T.B.R.P.C.
MAILING ADDRESS 4921 MEMORIAL HWY SUITE 300	THE BOARD, COUNCIL, COMMISSION, AUTHORITY OR COMMITTEE ON WHICH I SERVE IS A UNIT OF: <input type="checkbox"/> CITY <input type="checkbox"/> COUNTY <input checked="" type="checkbox"/> OTHER LOCAL AGENCY
CITY TAMPA	COUNTY HILLSBOROUGH
DATE ON WHICH VOTE OCCURRED: April 14TH, 2014	NAME OF POLITICAL SUBDIVISION: MY POSITION IS: <input type="checkbox"/> ELECTIVE <input checked="" type="checkbox"/> APPOINTIVE

WHO MUST FILE FORM 8B

This form is for use by any person serving at the county, city, or other local level of government on an appointed or elected board, council, commission, authority, or committee. It applies equally to members of advisory and non-advisory bodies who are presented with a voting conflict of interest under Section 112.3143, Florida Statutes.

Your responsibilities under the law when faced with voting on a measure in which you have a conflict of interest will vary greatly depending on whether you hold an elective or appointive position. For this reason, please pay close attention to the instructions on this form before completing the reverse side and filing the form.

INSTRUCTIONS FOR COMPLIANCE WITH SECTION 112.3143, FLORIDA STATUTES

A person holding elective or appointive county, municipal, or other local public office **MUST ABSTAIN** from voting on a measure which inures to his or her special private gain or loss. Each elected or appointed local officer also is prohibited from knowingly voting on a measure which inures to the special gain or loss of a principal (other than a government agency) by whom he or she is retained (including the parent organization or subsidiary of a corporate principal by which he or she is retained); to the special private gain or loss of a relative; or to the special private gain or loss of a business associate. Commissioners of community redevelopment agencies under Sec. 163.356 or 163.357, F.S., and officers of independent special tax districts elected on a one-acre, one-vote basis are not prohibited from voting in that capacity.

For purposes of this law, a "relative" includes only the officer's father, mother, son, daughter, husband, wife, brother, sister, father-in-law, mother-in-law, son-in-law, and daughter-in-law. A "business associate" means any person or entity engaged in or carrying on a business enterprise with the officer as a partner, joint venturer, co-owner of property, or corporate shareholder (where the shares of the corporation are not listed on any national or regional stock exchange).

• • • • •

ELECTED OFFICERS:

In addition to abstaining from voting in the situations described above, you must disclose the conflict:

PRIOR TO THE VOTE BEING TAKEN by publicly stating to the assembly the nature of your interest in the measure on which you are abstaining from voting; *and*

WITHIN 15 DAYS AFTER THE VOTE OCCURS by completing and filing this form with the person responsible for recording the minutes of the meeting, who should incorporate the form in the minutes.

• • • • •

APPOINTED OFFICERS:

You must abstain from voting and disclose the conflict in the situations described above and in the manner described for elected officers. In order to participate in these matters, you must disclose the nature of the conflict before making any attempt to influence the decision, whether orally or in writing and whether made by you or at your direction.

IF YOU INTEND TO MAKE ANY ATTEMPT TO INFLUENCE THE DECISION PRIOR TO THE MEETING AT WHICH THE VOTE WILL BE TAKEN:

- You must complete and file this form (before making any attempt to influence the decision) with the person responsible for recording the minutes of the meeting, who will incorporate the form in the minutes.
- A copy of the form must be provided immediately to the other members of the agency.
- The form must be read publicly at the next meeting after the form is filed.

IF YOU MAKE NO ATTEMPT TO INFLUENCE THE DECISION EXCEPT BY DISCUSSION AT THE MEETING:

- You must disclose orally the nature of your conflict in the measure before participating.
- You must complete the form and file it within 15 days after the vote occurs with the person responsible for recording the minutes of the meeting, who must incorporate the form in the minutes. A copy of the form must be provided immediately to the other members of the agency, and the form must be read publicly at the next meeting after the form is filed.

DISCLOSURE OF LOCAL OFFICER'S INTEREST

I, Scott Sheridan, hereby disclose that on April 14, 2014.

(a) A measure came or will come before my agency which (check one)

- inured to my special private gain or loss;
- inured to the special gain or loss of my business associate, _____;
- inured to the special gain or loss of my relative, _____;
- inured to the special gain or loss of LOCUST BRANCH (WIREGRASS RANCH DRI) _____;
- by whom I am retained; or
- inured to the special gain or loss of _____
- which is the parent organization or subsidiary of a principal which has retained me.

(b) The measure before my agency and the nature of my conflicting interest in the measure is as follows:

DEVELOPMENT ORDER AMENDMENT REPORT D.1
WIREGRASS RANCH (NOPC #5)

I AM RETAINED BY AND REPRESENT THE DEVELOPER OF
THE WIREGRASS RANCH DRI, and actively prepared
and filed the NOPC application and its adoption.

I HEREBY ABSTAIN FROM VOTING ON THE COUNCIL'S April 14
2014 CONSENT Agenda item D.1.

Date Filed

April 10, 2014

Signature



NOTICE: UNDER PROVISIONS OF FLORIDA STATUTES §112.317, A FAILURE TO MAKE ANY REQUIRED DISCLOSURE CONSTITUTES GROUNDS FOR AND MAY BE PUNISHED BY ONE OR MORE OF THE FOLLOWING: IMPEACHMENT, REMOVAL OR SUSPENSION FROM OFFICE OR EMPLOYMENT, DEMOTION, REDUCTION IN SALARY, REPRIMAND, OR A CIVIL PENALTY NOT TO EXCEED \$10,000.