



# Council Minutes

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

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August 11, 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  
Mayor Woody Brown, City of Largo, Sec./Treasurer  
Mayor Bob Minning, City of Treasure Island, Past Chair  
Mayor David Archie, City of Tarpon Springs  
Commissioner Ron Barnette, City of Dunedin  
Council Member Bob Boss, City of Temple Terrace  
Commissioner Jonathan Davis, City of Palmetto  
Mr. Nick DiCeglie, Pinellas County Gubernatorial Appointee  
Council Member Hoyt Hamilton, City of Clearwater  
Mayor Sam Henderson, City of Gulfport  
Ms. Angeleah Kinsler, Hillsborough County Gubernatorial Appointee  
Councilman Alan Knight, City of Zephyrhills  
Commissioner Janet Long, Pinellas County  
Councilor Bob Matthews, City of Seminole  
Deputy Mayor Bill Phillips, City of New Port Richey  
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. Mary Yeargan, Ex-officio, FDEP  
Mr. Waddah Farah, Alt., Ex-officio, FDOT

## REPRESENTATIVES ABSENT

Commissioner Scott Black, City of Dade City  
Commissioner Larry Bustle, Manatee County  
Commissioner Carlos Diaz, City of Safety Harbor  
Commissioner Bill Dodson, City of Plant City  
Commissioner Jack Mariano, Pasco County  
Councilwoman Lisa Montelione, City of Tampa  
Mr. Mike Moore, Pasco County Gubernatorial Appointee  
Mr. John Neal, Manatee County Gubernatorial Appointee  
Commissioner Gail Neidinger, City of South Pasadena  
Council Member Jim Ronecker, City of Oldsmar  
Councilman Ed Taylor, City of Pinellas Park

## OTHERS PRESENT

Trisha Neasman, Planner, SWFWMD  
Bob Romig, FDOT  
Roy Chapman, Johnson Engineering  
Vicki Parsons, Bay Soundings  
Laurie Laurenty  
Renee Tylicki  
Tim Butts, EHA  
Sharon Joy Kleitsch, The Connection Partners

**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  
Brady Smith, Senior Planner  
Avera Wynne, Planning Director

**Call to Order – Chair Núñez**

The August 11, 2014 regular meeting of the Tampa Bay Regional Planning Council (TBRPC) was called to order at 10:06 a.m. A quorum was present.

**Voting Conflict Report --** No voting conflicts were filed.

The invocation was given by Ms. Barbara Sheen Todd, followed by the pledge of allegiance.

**Announcement:**

Deputy Mayor Bill Phillips, City of New Port Richey, was introduced and welcomed to the Council.

1. **Approval of Minutes - Secretary/Treasurer Brown**  
Approved the minutes from the June 9, 2014 regular meeting. (Archie/Henderson)
2. **Budget Committee - Secretary/Treasurer Brown**
  - a. Approved the Financial Report for the period ending 5/31/14 (Barnette/Schock)
  - b. Approved the Financial Report for the period ending 6/30/14 (Hamilton/Boss)
3. **Consent Agenda - Chair Nunez**
  - A. **Budget and Contractual**
    1. **ONE BAY: Resilient Communities**

The National Oceanic and Atmospheric Administration (NOAA) awarded the TBRPC \$100,000.00 through the Coastal Resilience Networks (CRest) grant program to leverage the existing ONE BAY: Livable Communities Working Group for the purpose of improving the Tampa Bay area's regional capacity to withstand adverse impacts associated with sea level rise, storm surge and extreme weather. The Resilient Communities Working Group will encourage knowledge sharing and facilitate discourse between local planners, developers, emergency managers, business leaders, floodplain managers, decision makers and researchers, and generate consensus around a common approach to understanding, communicating and planning for coastal hazards. Funds will be available over a two-year period beginning in October 2014 and ending in September 2016. The grant requires a match of \$100,000.00.

Action Recommended: Motion to accept NOAA CRest award and authorize Chairman or Executive Director to sign agreements as appropriate.

Staff contact: Avera Wynne, [avera@tbrpc.org](mailto:avera@tbrpc.org) ext. 30 or Maya Burke, [maya@tbrpc.org](mailto:maya@tbrpc.org) ext. 40

2. **Bay Soundings**

The Tampa Bay Environmental Restoration Fund (TBERF) awarded the TBRPC \$25,000.00 to support the publication of one year/three editions of *Bay Soundings* environmental journal. TBERF is a strategic partnership between the Tampa Bay Estuary Program (TBEP), the National Fish and Wildlife Foundation (NFWF) and Restore America's Estuaries (RAE)

that is designed to return added value to current and future Tampa Bay conservation initiatives and provides funding through a competitive application process for projects that will protect, restore or enhance the natural resources of Tampa Bay and its contributing watershed. Funds will be available beginning in October 2014.

Action Recommended: Motion to authorize Chairman or Executive Director to sign an agreement with Restore America's Estuaries.

Staff contact: Maya Burke, [maya@tbrpc.org](mailto:maya@tbrpc.org) or ext. 40

**3. Public Education and Training Facilitation – FDOT Stormwater Management Program**

The Florida Department of Transportation District Seven wishes to engage TBRPC to continue Council's coordination of the Public Education & Training component of the Department's NPDES (National Pollutant Discharge Elimination System) Permit held jointly by the Department and several local governments for Fiscal Year 2015.

Action Recommended: Motion to authorize Chairman or Executive Director to accept a Purchase Order from the Florida Department of Transportation, District Seven, for a maximum of \$70,000.00.

Staff contact: Maya Burke, [maya@tbrpc.org](mailto:maya@tbrpc.org) or ext. 40

**4. Advanced Manufacturing Analysis**

Southwest Florida RPC and TBRPC have received matching grant assistance from the Economic Development Administration to analyze advanced manufacturing in the southwestern Florida counties. The Advanced Manufacturing Analysis will create an ecosystem to support regional development by accelerating manufacturing transformation toward emerging export products and demand. The pilot prototype will be transferable to the other EDD's in the future. The analysis will be completed in August 2015. The Council's portion of the federal award is \$27,672.55 and a matching requirement of \$27,672.55.

Action Recommended: Authorize the Chair to sign agreement with Southwest Florida RPC.

Staff contact: Avera Wynne, [avera@tbrpc.org](mailto:avera@tbrpc.org) or ext. 30

**5. GIS and Mapping Transition to Florida Multi-Functional Program**

TBRPC and the Department of Management Services (DMS) are in the final stages of a Scope of Work to assist DMS in transitioning from the Nationwide Broadband Program to a sustainable program for the state. This effort will include setting up GIS server, transferring existing content, enhance and publish web mapping applications. This agreement will start October 1, 2014 and the approximate amount of funding is estimated not to exceed \$50,000.

Action Recommended: Motion to authorize Chair to sign agreement with the Department of Management Services.

Staff contact: Marshall Flynn, [marsh@tbrpc.org](mailto:marsh@tbrpc.org) or ext. 11

**6. GIS and Mapping Setup and Management for Florida FirstNet Program**

Florida's FirstNet Program is part of a nationwide safety communications strategy. The project will establish GIS mapping content for a sustainable State-Based FirstNet online mapping system. This includes setting up GIS server, transferring existing content, enhance and publish web mapping applications. The Scope of Work is being crafted and the approximate funding is estimated not to exceed \$65,000.

Action Recommended: Authorize Chair to sign an agreement with the Florida Department of Highway Safety and Motor Vehicles.

Staff contact: Marshall Flynn, [marsh@tbrpc.org](mailto:marsh@tbrpc.org) or ext. 11

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

1. IC&R Review by Jurisdiction – June/July 2014
2. IC&R Database – June/July 2014

Action Recommended: None. Information Only.  
Staff contact: John Meyer, [johnm@tbrpc.org](mailto:johnm@tbrpc.org) or ext. 29

**C. DRI Development Order Reports (DOR) – None**  
Staff contact: John Meyer, ext. 29

**D. DRI Development Order Amendment Reports (DOAR)**  
DRI # 259 – Lake Hutto, Hillsborough County  
Action Recommended: Approve staff report  
Staff contact: John Meyer, [johnm@tbrpc.org](mailto:johnm@tbrpc.org) or ext. 29

**E. Notice of Proposed Change Reports (NOPC)**  
1. DRI #233 – Connerton, Pasco County  
2. DRI # 266 – Waterset, Hillsborough County  
Action Recommended: Approve staff reports  
Staff contact: John Meyer, [johnm@tbrpc.org](mailto:johnm@tbrpc.org) or ext. 29

**F. Annual Report Summaries (ARS) / Biennial Report Summaries (BRS)**  
1. DRI # 97 - St. Petersburg Intown Areawide, RY 2013-14 ARS, City of St. Petersburg  
2. DRI #104 - International Plaza, RY 2013-14 ARS, City of Tampa  
3. DRI #114 - Tampa Oaks, RY 2013-14 ARS, City of Temple Terrace  
4. DRI #116 - Tampa Telecom Park, 2013-14 ARS, City of Temple Terrace  
5. DRI #131 - Regency Park North, RY 2013-14 ARS, Hillsborough County  
6. DRI #170 - Westfield Citrus Park Mall, RY 2013-14 ARS, Hillsborough County  
7. DRI #190 - University Commons, RY 2013-14 ARS, Manatee County  
8. DRI #195 - Gateway Areawide, RY 2013-14 ARS, City of St. Petersburg  
9. DRI #212 - Hillsborough River Realty, RY 2013-14 ARS, City of Tampa  
10. DRI #224 - CFPL (f/k/a GATX) Tampa Terminal Expansion S/D, RY 2013-14 ARS, City of Tampa  
11. DRI #226 - Busch Gardens S/D, RY 2013-14 ARS, City of Tampa  
12. DRI #233 - Connerton, RY 2012-13 ARS, Pasco County  
13. DRI #240 - Heritage Harbour, RY 2013-14 ARS, Manatee County  
14. DRI #241 - Harbor Bay, RY 2013-14 ARS, Hillsborough County  
15. DRI #242 - Phosphogypsum Stack System Expansion, RY 2013-14 ARS, Hillsborough County  
16. DRI #245 - Big Bend Transfer Company, RY 2013-14 ARS, Hillsborough County  
17. DRI #250 - Independence Park, RY 2013-14 ARS, City of Tampa  
18. DRI #266 - Waterset, RY 2013-14 ARS, Hillsborough County  
Action Recommended: Approve staff reports.  
Staff contact: John Meyer, [johnm@tbrpc.org](mailto:johnm@tbrpc.org) or ext. 29

**G. DRI Status Report**  
Action Recommended: None. Information Only.  
Staff contact: John Meyer, [johnm@tbrpc.org](mailto:johnm@tbrpc.org) or 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 # 14-2ESR, Manatee County  
2. DEO # 14-4ESR, Pasco County  
3. DEO # 14-6ESR, Hillsborough County  
Action Recommended: Approve staff report(s)

Staff contact: Brady Smith, [brady@tbrpc.org](mailto:brady@tbrpc.org) or ext. 42

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

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

1. DEO # 14-2ESR, Pinellas County

Action Recommended: Approve staff report(s)

Staff contact: Brady Smith, [brady@tbrpc.org](mailto:brady@tbrpc.org) or ext. 42

Motion to approve the Consent Agenda. (Roff/Rice)

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. **A. Future Corridors Update**

Mr. Bob Romig, Executive Director of the Florida Transportation Commission provided an update of the Future Corridors initiative.

Why plan for future corridors? How are we going to connect our economic regions together? How are we going to connect Florida to other countries, nations, and other states? This is large scale transportation planning. It's also long term. We need to be thinking out fifty years. Many projects that are in the MPO's plans have been on the board for 20+ years, moving through a pipeline to implementation. To think long term we have to think about what is the long range vision for a region, how do we implement that vision through transportation infrastructure?

Recovering from the recession our population is returning to growth again. In 1940 the population was around 2 million and it's projected by 2040 to be close to 26 million. The good news is we have recently been seeing 94-95 million tourists a year coming to the state. They come for a reason and they come to enjoy the natural resources we have and to enjoy our weather. If we continue the current trend we could have upwards of 123 million by 2040 putting increasing demands on our transportation system.

We are investing heavily in freight and trade. Freight is an important aspect of our economy as well as trade with our port investments and things that not only support the ports themselves, but the infrastructure – the highway systems, the rail system, and those kinds of things are important. One of the goals of the Florida Chamber and Enterprise Florida is to double our Florida origin exports between 2010 and 2015. We largely import a lot of goods into the state and are putting an effort to increase the export capacity. Between 2002 and 2012 we grew an average of more than 10%. The forecast is predicting continued growth and that will put increasing pressure on our transportation system. In spite of the billions of dollars investments that are planned over the next 20 years, the Interstates will still be congested and we need to be thinking about not only the expansion of the system but also alternative modes of transportation in order to meet future demands.

Corridors of the future need to have more options for personal travel. It's not just about highway corridors, but also other modes of transportation and giving people choices. A good example is the recently opened Sun Rail System in Orlando and the Tri-Rail System in Southeast Florida. There are discussions for the Tampa Bay region about the future of commuter rail. In other areas the emerging technologies like the automated vehicles that drive themselves and we need to prepare for the technology that will occur over the next 20-40 years. We need to build different kinds of infrastructure to accommodate these kinds of technology for cars that can talk not only to themselves but cars can actually talk and communicate with the infrastructure around it with the roadway and

help to provide a safer environment for highway travel. Another issue is when you are planning for transportation or infrastructure you need power companies, opportunities to partner with certain utility companies long-term to co-locate transportation on existing utility right-of-way. Typically in the past and today we allow utilities to use part of our state owned rights-of-way. We are now having some discussions with power companies to be thinking about opportunities to co-locate infrastructure. We need to make sure that as we plan and design our future infrastructure and future transportation that we are protecting and enhancing the reason people live and come to Florida, the environment and our communities.

There have been regional visions efforts around the state. One Bay in the Tampa region is an example of a regional vision and is the most advanced in its application and trying to think long-term. A unique characteristic of a lot of these regional visioning efforts involve the business community. One of the things that helps you get through a 50 year planning process, if you can get the business community to buy into what you are trying to do then I think the public comes along. The regional visions for the future are applicable to the two study areas – Tampa/Jacksonville and Tampa/Central Florida and the One Bay Vision. These visions throughout the state helped identify what will be appropriate for development and economic centers, areas that were critical to being protected through conservation and areas that were important for agriculture.

The overall big pictures of future corridors are for five key areas of the state of Florida. In Northwest Florida the needs are longer term but there are already discussions about their connectivity to Alabama. We've entered into an agreement with the Florida DOT and the state of Alabama will be looking at the new corridor connecting Northwest Florida beaches as far as Fort Walton and Panama City with Dothan, Alabama. When we talk about Tampa/Jacksonville we need a better connection between Southwest Florida and Central Florida and Southeast Florida. The Southwest issue is a long term viable on I-75 with a direct connection which may not just be a highway connection. It could be rail connections as well. The other area in Southeast Florida is the U.S. 27 corridor. U.S. 27 is a major freight corridor of the state supporting a lot of activity from the Port of Miami, Port Everglades and it's something we need to pay attention to.

The Northeast/Tampa Study area encompasses about 19 counties from the Tampa Bay area to Jacksonville. There are a number of issues that need to be addressed in this corridor. If you think about how you can get from Tampa to Jacksonville today you are pretty much going along the I-4 corridor. The I-75 corridor, particularly in the rural areas of the study area, will have increasing demands as we invest in the Port of Tampa with their desire to become more of a container port and moving goods to the north. This will put increasing pressure on I-75 and until we get a better connection on the Suncoast Parkway to the north that will produce some constraints with that activity. Where the Turnpike terminates at I-75, to the north there are a large amount of crashes occurring and also in the Ocala area. We are seeing crash rates running roughly like what we see in Tampa, Orlando and Miami. Highway safety is a critical issue in this corridor. We also have very limited options for long distance and regional travel and connectivity's are emerging. Economic centers are an issue as well. As part of the initiative we produced a concept corridor which looks at supporting development and a regional vision for Central Florida.

The Tampa/Northeast Florida current priorities include the I-75/Turnpike Interchange Realignment, I-75 Operational Improvements, the Suncoast Parkway to S.R. 44, and U.S. 301 Transportation Alternatives Study and U.S. 19. The first priority is the I-75/Turnpike intersection. There are operational issues, you find yourself in the right lane and the next thing you know you're in an exit only lane. We also need operational improvements along the corridor of I-10. There are a lot of constraints along that corridor like Paynes Prairie, a very protected area of the state. Some of our early projections are that we would need to put 16 lanes of highway out there to accommodate our future needs. We won't do that. We need to be thinking about fixing what we have and looking at managed lanes; exclusive truck lanes, tolls/express lanes so people can have a choice that are going more to the inner city versus short distances. We are also looking at U.S. 301 to see how we can improve that for better connectivity to Jacksonville. U.S. 301 is a heavily traveled corridor.

Suncoast 2 – we need to provide a link to I-75 and we need to talk about a better connection long-term between Tampa Bay and Jacksonville. The current thinking is that Suncoast 2 has been studied since 1999. We are currently thinking of going to S.R. 24 and perhaps use that as an option. We are going to do a design of S.R. 44 and it has passed the environmental feasibility test which is required by law and it needs to pass the financial feasibility test to be able to move forward. Long term we will be thinking about Suncoast 3 – taking Suncoast 2 and trying to find some way to track up to I-75 and then connecting to Jacksonville. That’s what we are looking at conceptually, taking the Suncoast networks and provide more direct connections from the northern Suncoast back up along I-75 and ultimately into Jacksonville. Keep in mind this is a very long term issue. We also need to think about the northern extension of Florida’s Turnpike. That’s not a high priority because that relates to U.S. 19 providing connection to the Tallahassee area and we know that long-term that is something we need to take a look at. Right now our focus is providing that link of I-75 and the better connection to Jacksonville.

The issue for the Tampa Bay/Central Florida Study area is essentially looking along the I-4 corridor and we are concerned about that long term viability over the next 50 years. There is a population growth in this region; there are high tech centers which creates additional demands on I-4 so we need to think about alternatives including a better connection between the Orlando area and southern Brevard County. The Wekiva Parkway is a major improvement which has been worked on for 20+ years. In terms of how we need to be thinking of future corridors the Parkway is a good example as we worked with our environmental partners to have a win-win situation protecting the environment. The roadway is a critical connection connecting the loop in Orlando and is an example of our future corridors where we will be thinking differently about how we design and implement these corridors in the future. Long term for I-4 includes enhanced passenger and freight rail service and convenes collaborative process to assess development patterns and mobility needs in one sub-area. This is a pilot study that Governor Scott created by executive order creating the East Central Florida Corridor Task Force. The Task Force was created for the purpose of evaluating and developing consensus recommendations on future transportation corridors serving established and emerging economic activity centers in portions of Brevard, Orange and Osceola Counties with a pilot study to link long-range land use planning (50+ years) with long-range transportation corridor planning. We are looking at sector planning which looks at tracts of land 15,000 acres or more. These are land owners of very large tracts of land that want to develop a long range master plan for their land use and we are seeing this as an opportunity to come in and work with them to develop a 50 year vision of how a transportation system might work. The study area is about twice the size of Rhode Island.

What can future corridor planning mean for the Tampa Bay area? This is about providing better access to global markets and national markets for the economy. Better economic connectivity to Central Florida as well as the northeast and north central area; support the One Bay Vision through infrastructure investment over time consistent for the vision; support of the Tampa Bay economic development strategy that the 11 RPCs in the state are working with, with the Six Pillars. And also support the region’s plan for economic development. We’ve also presented to the Tampa Bay Partnership and the business community and outreach within the entire study area of 19 counties, as well as working with the environmental community as well as the land use community, elected officials in these areas to try and make this a reality.

More information can be found on the website: [www.flfuturecorridors.org](http://www.flfuturecorridors.org)

#### Questions & Comments:

Chairman Nunez: Florida is one of the few states in the nation that has passed legislation authorizing the testing of those automated vehicles. Some of the testing is taking place right here and the Tampa/Hillsborough County Expressway Authority is allowing the use of lanes between Brandon and downtown Tampa.

Mayor Henderson: I’m glad to see you are taking environmental concerns into account considering one of your study areas is right on top of where the Florida wildlife corridor is located. 1

was just out in the Springhill/Orlando area and they are so close to areas of high traffic and high building intensity so I'm glad the FDOT is taking that into consideration as they explore this.

Chairman Nunez: Have you looked at the possibility of any conflicts between the visioning efforts in the Jacksonville area and Tampa Bay? Are there any problems that need to be overcome in order to move forward?

Mr. Romig: We don't know of any. We have presented to the business community of Jacksonville as well and with those that have been involved with the visioning effort. The key is the gap in the middle and we have to concentrate our efforts in working with the DEO and the RPC's in the area to try to figure out how to fill that gap in Central Florida so we know what their needs are. There is a great deal of support and we've met with those counties and they understand the needs for this long term, but there's also the understanding that we have a lot of springs which are a huge issue in the state and we need to be mindful of that. We are trying to find a way for a collaborative effort to have them sit down and figure out what their vision is for the future. Generally speaking from what I know about the two visioning efforts they are very compatible.

Councilman Roff: I have family in Jacksonville so for 30 years we have been doing the Tampa/Jacksonville run. My preferable route is up I-75 to Ocala and then cutting across to U.S. 301. Has there ever been a thought that the U.S. 301 connector could possibly join the interstate system? It is heavily trafficked with semi-trucks.

Mr. Romig: Our District 2 office in DOT is at Lake City and every time I've mentioned that to them they cringe. It has a lot of constraints associated with it and it would be a difficult conversion or it could be a limited access facility. We have thought about it and we are working on that program to start a bypass which is a limited access. We have to think about getting the most we can out of that corridor because it is critical. Everything is on the table when we do the alternative study.

Councilman Roff: And actually there is a railroad freight line that runs parallel to the road.

Mr. Romig: I don't believe that's been looked at but we can certainly, as part of the study, bring that option in as well.

Mr. Sebesta: Orlando had 59 million visitors last year. We're not exactly set up that way over here. How do you connect those two very different types of transportation needs? Do you have to look at that because 59 million people coming into that city are very different from commuter transportation or getting from Tampa to Jacksonville via I-4. How do you handle that?

Mr. Romig: We would have to look at traffic patterns and desires of those who are making the commute between Orlando and Tampa that are tourists. I think there were some studies done associated with the early high speed rail.

Mr. Sebesta: Imagine three times our population coming into our area and the massive number of people getting into rental cars. That has to create some challenges when you are trying to open up some corridors. It's a toss up to get to Jacksonville, sometimes you go I-4 and sometimes I-75, and it depends on where in Jacksonville you're going to. But you get into Orlando at the wrong time there are just so many people there you can't zip through. How do you deal with that?

Mr. Romig: We know about it and we do the best we can. One of the things about the Tampa/Jacksonville connection related to that is that we are going to look at the I-95 southbound tourists coming in who are trying to get to southwest Florida to Tampa Bay. Today they are going down to Volusia County, and get on I-4. If we can make that Tampa/Jacksonville connection even better it will benefit I-4. We are trying to get the numbers to justify that.

Chairman Nunez: I-4 has dangers for tourists trying to get to Disney World, Sea World, Universal Studios, etc.

Mr. Sebesta: As a region people won't come here if they're coming from the east coast if they have to go through the Orlando market, they continue down the I-75 corridor further south. It impacts us. Having an alternative route to go around Orlando to get to southwest Florida/Tampa Bay is excellent.

Mr. Romig: We have been talking to Citrus County as well and there are opportunities to bring some economic benefit there.

Councilman Roff: My preferred route would be I-75 to U.S. 301, and actually I cut over U.S. 21 and U.S. 17 and one of the reasons I chose that route is that it is much more interesting. It's a prettier drive. We're trying to steer tourists to get from the northern part of the state down here quicker and I guarantee you it's a much more appealing route to take.

Mayor Lowe: I am from St. Pete Beach and though we're not a through fare or corridor we do have a lot of tourists and I'm interested in the queuing models that you use and if they have a figure for calculating that influx of tourists. I am a city of 10,000 residents but my non-resident property owners take me to 25,000 and then my tourists take me to 35,000-45,000. The state spends a lot of money through the tourist development tax in marketing to bring people to my city and to host them. When you're looking at the models that you are using to calculate your queuing theory I'm wondering how you do that, and in particular how you tie that into the peak periods as related to hurricane evacuation because that's something that's been a key discussion here and topic for conversation. When we're in the influx how do we actually get people out? I will say that this has been the second year of record ratings for us having people on the beach, but we've not had a slow period. We really have not had an off season this year. That's wonderful for our tourist industry but it really brings to bear the number of vehicles on the road at any given time.

Mr. Romig: I do know we have seasonal adjustments in our models.

Mr. Farrah: We calibrate for peak hours and seasonal adjustment. In this area for example, January/February you are going to have high peaks due to demand from tourists. We do the survey and model, and when we design we design for the peak hour but now it is steady. Unfortunately we can't catch up. We find something out there to design for hurricane evacuation to get everyone out within a few hours and we have plans for evacuation with the Highway Patrol.

**B. The Difference Between Flood Zones and Evacuation Zones – Betti Johnson and Marshall Flynn, TBRPC Principal Planners**

Ms. Johnson provided a presentation to clarify the differences between flood zones and evacuation zones.

Flood zones and evacuation zones are different. We will start with the SLOSH model (Sea Lake Overland Surges from Hurricanes) because that is what the RPC is mostly working with. The last major update of the SLOSH model was in 2010 when the state initiated the statewide regional evacuation study. In the study was the first time that all eleven regions updated their evacuation times in a consistent and coordinated manner. This is the first time in the United States that this was ever done. Florida was on the lead in that. There were two inter-related independent projects that initiated that – one was a statewide collection, costing \$24.5 million for LIDAR data which is very detailed data that we can incorporate the model into our evacuation studies. There was also the \$4.5 million that updated the evacuation study. For this update NOAA who develops the SLOSH model and the National Hurricane Center Storm Surge Modeling Center updated SLOSH by moving the datum updated to NAVD88. There's a much higher SLOSH grid resolution which is what we used to determine vulnerability and there was significantly more accurate elevation data that was

incorporated into the model itself. Statewide, more than 130,000 hypothetical tropical storms and hurricanes were modeled and they varied the intensity, the forward speed, the size which can have a significant impact on storm surge, and the tide. From this data Marshall does his magic and we are able to take all of that numerical data and portray it on a map. We were able to develop the Storm Tide Atlas which shows in a very detailed way what areas would be flooded for each of the five evacuation levels. We were able to locate critical facilities and identify points of reference. For example, Bay Pines, we identified exactly what their elevation is and what the potential storm surge was at that location. From the storm surge, county emergency management then takes over and they identify the evacuation zones using landmarks, roads in most cases. In Pinellas County because it is a populated area they go parcel by parcel using the Department of Revenue's data identifying which parcels are vulnerable. That is what makes up your evacuation zones.

SLOSH is developed by NOAA and the National Hurricane Center. These are public safety oriented, not necessarily regulations oriented although there are some rules that are tied to that. There is no return intervals, no probabilities assigned to the evacuation levels. If you're the County Commissioner and have to make an evacuation decision – there's a category 3 or category 4 storm threatening your county, it doesn't matter if it's a 100 year storm, a 500 year storm, or a 5,000 year storm because it only takes one. Katrina for example was probably a 10,000 year storm event. SLOSH is for storm surge only. It does not take into account rainfall; it does not take into account riverine flooding, flash flooding or any fresh water flooding. It is storm surge only. It also does not include wave height. Those are probably the two major differences.

The FEMA Flood Zone. This is old school because most of the flood insurance right now is from FIRM maps and are digital. The flood hazard area identify the special flood hazard for a flooding event and along is that chance for a greater occurrence in any given year. What that means is if you have a 30 year mortgage and you're in the 100 year flood plain you have a 33% chance of being flooded in your home. The 1% flood chance also is referenced as the base flood elevation or your 100 year flood zone. 100 year flood zones are the ones that are labeled zone A or zone A14, depending on what your base flood elevation is. There's also the 500 year flood event which is also modeled that has a .2% annual chance of flooding and it also has a component that calculates the coastal velocity zone, the wave action, and those are your V zones. There are regulations tied with each of these. They still use the LIDAR data, especially in the new map modernization program. They still use the Bathymetric data that shows what the storm is going to do, coastal storms as well as inland flooding and that's what they use to develop your FIRM (Flood Insurance Rate Map) map; to identify those areas most at risk from flooding, whether it's on the coast or inland.

We have different models for different purposes. The SLOSH Model, developed by NOAA and the Hurricane Center is public safety orientated and for evacuation purposes. It has no return intervals, no probabilities assigned to it. It provides storm surge data only which is the most dangerous hazards in a hurricane and it does not include wake. The FEMA Flood Models, and there are 3 different models that we use to develop these, are regulation orientated. They are for flood insurance. They identify those areas that need to incorporate the flood plain regulations. These results are portrayed on FIRM maps and are based on simulations of flood events with a 1% chance of occurring annually. In looking at damages from past storms, including rainfall events, 40% of what FEMA pays out in disaster services and recovery come from the events that are greater than that 1% chance. This is significant, we just heard outside of the Florida Emergency Preparedness Association (FEPA) mid-year meeting and they had a presentation from NW Florida on their flooding from last year. All of that flooding was in areas that were not in the flood plain and were areas that had never flooded before. Do you know what this means for their residents? None of them had flood insurance. \$18 million worth of data worth of damage was primarily uninsured, they lost a jail and even though that was insured for \$80 million it will probably cost them 3x that amount before it gets out of all of the controversy and in the meantime they have to host their inmates at another county costing them \$40 million. It can be very damaging to the local government and to the residents. One of the messages we took from there is that it's extremely important that we tell all of our citizens that even if you're not in the flood plain it might be a good idea to get that priority

area insurance. It's not real expensive but we do live in Florida and it seems as though it doesn't necessarily follow the rules in terms of flooding. For more information on the flood zones: [www.floodsmart.gov](http://www.floodsmart.gov) is a good website and has a lot of tools for you for outreach and if you have any question on the evacuation zones you can go to: [www.tampabayprepares.org](http://www.tampabayprepares.org) or your county emergency management website.

Questions & Comments:

Mayor Minning: New FIRM maps are coming out for Pinellas in 2015 because they are going through the vetting process.

Ms. Johnson: There are some handouts that have evacuation zones and flood maps in the front.

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**

Ms. Todd: If we look under our Consent Agenda we see that our Council has received two grants related to GIS. I'm excited about that. I went to a conference in California to get a lot of information about geographical information systems. This is a tool that Marshall and some of our other staff are using and developing. I would like to see us have an opportunity as a Council for the Council members to become more aware of this tool and how it can be used and I also wanted to suggest that as this GIS grant is developed that we look at the opportunity to develop a handheld application that would give, for example, businesses – we could incorporate our REMI model and some other things that we are doing and the uniqueness of the Tampa Bay area. Not just a handheld but it could be used by realtors and others assessing our area to determine what opportunities would be here. Also, what Ms. Johnson was just discussing. If our people could go to a smart phone and look up routes that are mapped for evacuation, what is the best way for me to get from my place to a place that's safe? I think we need, as a regional planning council, to look into the future and take advantage of some of this new technology to make decisions, to make the policy decisions, in economic, in environmental. I was very happy to hear Mayor Henderson bring up the concern of the environment. Economic development is wonderful, but what makes Florida so special is our environmental resources. While we're developing the economy we must always protect those special parts of Florida that make us different. This can be incorporated, and our staff is already doing it but most of us aren't aware of all the great things they are doing. I'd like to see us have a workshop where members are given the opportunity to understand the value of using GIS technology.

Secondly, I have become aware of different initiatives done by some cities and some county commissions on developing so called "green technology." A lot of people don't even know what "green" is. I think it would be interesting if we, as a regional planning council, could explore the opportunity and again, we need as a Council to get more visibility for what we are doing in this region. If we could put on a Regional Summit that would involve the businesses that are doing new energy initiatives and Commissioner Mariano mentioned that there is a company that developed solar shingles. I met the gentleman who developed this technology from

DOW Chemical. If we could involve these companies in this summit to show people what is going on. We could incorporate economic opportunities, and also environmental initiatives. Many of these things that we are doing here in Tampa Bay – get our cities and counties involved and our business community. I’m throwing this out as an idea that could be explored. I really think that we have reached a point in time where we as a Council need to be showing the vision that’s here among the leaders in our community as to what we are doing and what we continue to do. We’re not meeting until October and I just wanted to throw this out and hope you will consider it.

Chairman Nunez: I’m sure staff will investigate the feasibility and viability of those ideas. I like the GIS application in particular. Maybe that would be a source of a grant that we can pursue and try to get additional funding.

Councilman Roff: About two or three weeks ago, through the Gulf Coast League of Cities I attended a function on the State of the Business affairs in the area and future of the regions. The High Tech Corridor was the host and it was fascinating and well attended. I think it would be beneficial to link up with these. It was well worth my trip across the Skyway.

Councilman Knight: I’m a dinosaur when it comes to technology and I think a lot of us are. It amazes me what young people can do. We have a young man who is 26-27 years old who is opening up his own computer shop. He has developed a system through our homes that in a time of disaster it will automatically make a call to you telling you where you are to see if you need a response and tell you how to get out. I would like to tag on to what Ms. Todd mentioned. It’s out there and I know elderly people and everybody knows that Zephyrhills has a lot of retired people, as does many of our communities and for them to be able to have a phone and automatically get alerted and ask if they are OK and tell them how to get out is amazing and I think we need to check into that.

Councilwoman Rice: I would like to thank the staff on the NOAA grant. The City of St. Petersburg is very excited about this work and I’m happy to be the liaison from St. Pete to work with the committee. I also wanted to support Ms. Todd’s comments as well. I think having such a regional conference or summit should exactly be the type of thing that as regional planners and leaders we should think about. There are a number of groups in the community that I’m aware of that are looking at organizing such regional summits, but more of the discussion has been along the scientific piece and also the policy and planning part of it. We do really need to shore up the economic development component as well. I would be more than happy to work with you in support of Ms. Todd’s ideas.

Mayor Henderson: The Suncoast League of Cities is having their August meeting in Gulfport on Monday, August 25<sup>th</sup>, 6-8pm. Any of the membership that wishes to attend would be encouraged to come.

8. A. **Agency on Bay Management (ABM)** – Mayor Minning, Chair  
Mr. Avera Wynne, Planning Director, provided a recap of the Economic Valuation of the Tampa Bay watershed and its estuary.

The Tampa Bay Regional Planning Council (TBRPC) has an economic analysis program and we partnered at the request of the Tampa Bay Estuary Program (TBEP) to conduct an

economic valuation of the Tampa Bay estuary. The report is concluded and there will be a press release this week.

At one time we had Commissioner Jan Platt say that we should not have to do an economic impact study to tell us how the bay is an important economic asset and it's worth protecting and enhancing. While everyone agreed with that standpoint it's good to have the "super bowl" number so people get the value of it and the state of funding resources when we are trying to allocate resources to protecting one asset or another and enhancing it. It's good to know what our return on that investment is and how important it is.

One of the things we did is split down the industries that use the bay. Some of them don't necessarily need the bay to be healthy. You can run a freighter through a dirty bay but you can't grow scallops in a dirty bay and if the bay has noxious odors that's bad for tourism. We separated it into "healthy bay" and "clean bay." The geography is the Tampa Bay estuary watershed. It includes parts of six counties, it touches Sarasota Bay estuary. There are three estuary programs on the west coast of Florida – the Tampa Bay, Sarasota Bay, and Charlotte Harbor estuaries. Within this geography there is an employment of 1.4 million people.

We looked at the different industry sectors. Some industries are more dependent on the bay than others but some people have argued somewhat facetiously that if the bay wasn't here the region wouldn't have been settled so all jobs could be linked to the bay. We think that's a little bit of an exaggeration. We have Tampa Bay dependent industries and company bay dependent industries. You have things that need the bay in general but some of the industries benefit more if the bay is healthy. We used the Quarterly Census Employment latest data, Geo Spatial data, and encoded that data so we know where people work and what industries they work in and took all of that information and ran it throughout model and that generates the direct, indirect, and induced economic impacts and some of the more specifics of those are employment, income, gross regional product, and economic output. In looking at the employment; 68% of the employment in our region is in the Tampa Bay estuary watershed and the non-watershed employment is 32% in terms of what is related to the bay. Employment distribution was broken down by industry. There is a breakdown with the report where you can see the amount of retail trade and other industries. Sometimes the distribution might be large. For example, accommodations and food services. Employment by number is important but what is really important is the wages of that industry. You can have a lot of people working for a low wage or you can have fewer people working for a higher wage. Even though an industry might have relatively low employment by the number of people it's very important in terms of the amount of money they make and spend in the economy.

We had to figure out from each of these industries what percentage of the business is dependent upon the bay and furthermore what part is dependent upon a healthy bay. We split the economy down into 23 sectors and did a survey with industry people, business people, economic developers, environmentalists etc. We told them how big the industry was, what the wages are in the industry and asked them, what percentage do you think is bay dependent and what percentage is healthy bay related? The watershed breakdown by employment is in the report.

In the six counties you have 2 million people. In the Tampa Bay estuary watershed there are 1.4 million or 68% of the employment. Of that every other job in the TBEP watershed is influenced by the bay in some capacity. The bay influenced about 1/3 of the economy for the entire geography of the six counties and it's larger for the parts within the watershed. One out of every five jobs in the Tampa Bay estuary area is dependent on a healthy bay. What does that mean? That means every time the quality of the bay erodes you will start to lose those jobs.

Taking it a step further we looked at a couple of case studies and looked at real estate that is close to the bay or on the bay that is highly influenced by its proximity to the bay and compared it against similar real estate in a neighborhood nearby. It has all of the same general amenities like shopping, quality of life in terms of the neighborhood, same access to transportation. We tried to generate the premium of the estuary premium since it could be on a river. There is between 150-200% premiums on waterfront versus non-waterfront. What this means is if we had red tide annually and fish kills that made living on the waterfront much less pleasant then this premium would go away. Another case study is the Ecosystem Services Study. We built this off a study that was done by Marc Russel, U.S. EPA & Holly Greening, Executive Director of the TBEP. They looked at the ecosystem services of estuaries. We looked at Seagrasses and its benefit to de-nitrification or reducing the need for wastewater treatment to reduce nitrogen in the bay. If you didn't have seagrasses in a certain quantity you would have to have additional wastewater treatment plants to remove the nitrogen from the estuary that the seagrasses do for you. In other words, you would have to build a plant to do something that nature is doing for you and how much is that worth? What we are saying is more seagrasses equals less of a need for wastewater treatment. We looked at a \$24 million annual savings. Seagrasses are reducing the need for \$24 million in wastewater treatment services and that gives us an economic impact number of about 478 jobs. There are different examples in that report.

Will people pay more to stay at a hotel or lodging that is on the estuary versus non-estuary or will they pay more for a grouper sandwich if they're sitting on a dock on the water versus sitting in another restaurant along U.S. 19? We did comparisons of room nights and occupancies and sales at restaurants. The hotel room has a little bit better metrics to it. The restaurant is a little more subjective because we had to go out and choose restaurants and make some comparisons against them. All of the tables are in the study which is about 160 pages. The Study will be on the website [www.tbrpc.org](http://www.tbrpc.org).

- B. Regional Collaboration Steering Committee (RCSC) – Commissioner Crist, Chair**
- Mr. Wynne referred Council members to the memorandum in their folders and the attachments (draft minutes from the May meeting). At the May meeting we talked about numerous interesting things but one in particular was manufacturing in the Tampa Bay region and the lack of the STEM education to meet the demands of the job market in the future. We are looking at being more involved with that. The next meeting of the Collaboration Committee will be September 8<sup>th</sup> and we will use that opportunity to talk about how we can leverage some of the things we have learned from previous meetings as well as the meetings that staff has had with tourism officials, sports marketing, airports and seaports in our region. On page 2 you can see in the last paragraph it says the next meeting of the RCSC is scheduled for September 8<sup>th</sup> and the thought was to utilize that meeting to talk about some of the things and what we want to strategize to do at a Collaboration Summit in November. I have heard some things this morning about ideas that we might do such as a summit and we will take that into account and talk about that in September. I mentioned manufacturing and Ms. Todd mentioned the PDA/Smart Phone App. One of the things we are looking at in the grant opportunities that we have on the manufacturing one was right now we are focused on medical because when we put together our grant application with EDA and some other federal agencies we partnered with SW Florida RPC and South Florida for the I-75 manufacturing corridor and that was focused a lot on medical device manufacturing because those three regions have a strong tie to that. We were looking at some sort of an application that would be used on smart phone that would be related to that manufacturing so we are thinking along those terms as well. For more detail about what was discussed at the last meeting you have the draft minutes. At the May meeting there was a request to learn more about the manufacturing competitiveness act and related legislation from the legislature two years back which allows local governments, counties in particular, to establish different master plans for helping get manufacturing jump started. We are in the

process of researching and we will discuss this at the September meeting as well. Finally, the third attachment to the memo is the notice of the workshop for the seaports that will occur Wednesday, August 13<sup>th</sup>, 9:00 a.m. at the Fish & Wildlife Research Institute near Albert Whitted Airport. They are having a meeting of the policy group with Intermodal Systems Group out of Florida. The central office out of Tallahassee is going to be leading that and will talk to the seaports about trying to leverage our resources in the Tampa Bay region.

Mayor Lowe: When you are talking about the regional comments and as you are planning the conversation for September 8<sup>th</sup>, one of the comments we had heard in a legislative update was that the state had set aside money for medical tourism investment and I would really like TBRPC to take a look at that. For instance, the caliber of our hospitals – someone goes in for a procedure at Tampa General but they come to St. Pete Beach for their 10 days of recovery. Medical tourism in terms of really creating a medical infrastructure here in our regional area so that we have a draw and reputation of having the highest caliber medical facilities coupled with our highest caliber tourism where during the recovery period families come and stay and we start doing some of our marketing and some of the efforts we have to draw people, we tie that into the medical facility as well. I haven't heard much on that and I know the state has set aside some money and I have not seen that come back in this direction. That seems like something we would be a prime candidate for here on the Gulf coast.

Chairman Nunez: That's a very good question and it's something that I'm interested in as well. There is a fairly new facility that was built in Tampa and that is one of the facilities in addition to the Moffitt Cancer Center that is attracting a lot of people to our region. Funding has been approved for enticing medical tourism. Do you know anything about that Bob (Romig)?

Mr. Romig: I'll find out, that's the first I've heard of this.

Mayor Lowe: The first time I heard of it was with the Suncoast League of Cities and the idea is to do a full travel package. For instance, somebody has to have surgery but they need blood work done ahead of time. They come in two days prior to their surgery and after going to the hospital they come to the beach and hang out for two days until they go back and get their lab results. They come back to the beach and enjoy themselves with their families and then they have the surgery and do the recovery at the hotel. The hotels would have nurses on staff, they would be able to come to that hospital and it becomes a collaborative effort. The medical profession certainly has a lot of opportunity for different needs especially with us having a retirement community. If we tied that into our tourism I think it's a great economic outlet while giving ourselves wonderful medical facilities close by for our residents as well. I've seen that on the international spectrum as well. Many European countries do that already. South America has done that quite a bit, Australia as well. They also do day outings to the different environmental sites as well. It's a full travel package and you just happen to be getting a medical procedure done alongside that.

Ms. Todd: I think that's a great idea. It might be something our Collaborative Committee could take up with our Convention Visitor Bureaus that are in the Tampa Bay region and bring them together and put that idea as something that could be initiated and implemented. It could be a real positive.

**Commissioner Crist:** I was going to mention that we actually did discuss this last year and it was an issue that merged from the Collaboration Committee. We have four world class destination hospitals in the bay area between our counties and the possibility of a fifth with USF pioneering a cure for diabetes and immune disorders and having \$448 million in NIH grants to do that. When you look at other markets, for example India is a hot destination right now; Panama is a hot destination, and even Mexico for surgery because of its significant cost savings. They are doing exactly what you've said. They are using a hotel as a temporary residence pre and post op. There's a tremendous opportunity here and definitely worth pursuing.

**Councilman Hamilton:** I was not aware of the meeting on Wednesday. I like what it says, "help the region maximize available local and state resources to ensure Tampa Bay's ports are as competitive as possible with other Gulf and Caribbean ports." I think we are all aware of the media coverage about a month ago about cruise ships and our inability to serve the larger ships of the cruising industry and we need to be able to address that. I was speaking with the Chairman before the meeting and I equate it to a corporate trade. Our region needs to realize the importance of that and to address the cruise industry on the west side of the state. We also have to be open minded about baseball. I am a season ticket holder and believe in Pinellas County, however, it's the same drive for me to go to a Tampa Bay Rays' game as it is to go to a Buccaneers' game. That issue doesn't really play in my thought process and I think that honestly for a professional sports franchise in our region Tampa is better situated because if you put that one hour circle on a map and half of your circle is out in the Gulf of Mexico you're not pulling any customers from there. If Tampa wants to put it out by the Fairgrounds I might not be interested in being a season ticketholder because I wouldn't want to drive through Tampa to get to the Fairgrounds. For the cruise industry it makes sense that if we want that industry to be viable we need to be able to service the large ships. We can't do that if we have to go to the other side of the Skyway Bridge. From a sports perspective I know the Phillies spring training in Clearwater, we go to Philadelphia every year and they have a sports complex where you have the Phillies' stadium on one side of the street and you have the Eagles on the other side of the street. It's a complex. Everything is there, parking, traffic counter, it's a system that works and it's a system that Tampa could easily adopt.

**Commissioner Crist:** We have quite a few new members here but a lot of these issues that were brought up last year we brought before the Collaboration Committee to begin the dialogue. I think as we move forward you will see there is going to be a lot more discussion emerging here and hopefully the rebranding of what we do here as coming back to what we were created to do and that was to be more than a think tank, but an action agency where we work together as the collaborative body of the bay area in identifying possibilities and then taking action. The port issue is much bigger. We compete with four other ports on the Gulf with a new cargo industry that's going to emerge from the widening of the canal. That's serious. Port of Tampa is somewhat shrinking downtown. Tampa is looking at moving a lot of their port facilities to South County. We have Port Manatee that's there, Port St. Petersburg that used to one time exist. The potential of that could be smaller boutique cruise industries. There are a lot of opportunities that we are missing that should be discussed. For the sports teams I will share this with you; there are discussions going on that are very serious discussions.

My issue with that is they should be here. They should be right here at this facility with us at the table because it's a regional issue. And whatever they are going to do it is going to take regional support. The Hillsborough side is looking at four different sites and right now I understand the site that's probably going to make the most sense is the Westshore area. I know that there are discussions going on in Pinellas that are looking at the Carillon area. Both of those are sites that you and I and anyone else in the bay area would find very accessible. A lot of the things that are in here are not going to just be shelved. They are going to be further discussed as we move forward.

**C. Local Emergency Planning Committee – No Report**

**D. Gubernatorial Appointee Ad Hoc Committee – Chair Núñez**

The first meeting of the newly established TBRPC Gubernatorial Appointee Adhoc Committee was held prior to this morning's Council Meeting.

As you recall, the committee was established at the request of the Council in an effort to garner the Governor's support for statewide RPC funding in the amount of 2.5 million.

At this morning's meeting staff provided a recap of the Governor's response to the letter we voted to send to inquire about the veto of RPC funding.

Manny and Wren received a call from two members of the Governor's staff from the Office of Policy and Budget within the Executive Office of the Governor, Mr. Mark Kruse, Policy Coordinator and Mr. Stu Poland, Policy Chief. They conveyed to us that there would be no written response from the Governor.

However, the Governor's staff encouraged the RPCs to approach the Dept. of Economic Development (DEO) to seek funding in their budget through their Community Development Division.

We said that we would be sharing the comments from our phone conversation with our gubernatorial appointees, the Council members, and with the FRCA Policy Board at the August 15<sup>th</sup> meeting. We have also spoken with the FRCA team and their staff. FRCA is in the process of setting up the initial meetings with DEO to convey the suggestions made by the Governor's staff. We will keep our Council Members informed of any progress in the budgeting process.

Following our discussion our General Counsel, Don Conn provided our Gubernatorial Appointees with a presentation on Sunshine and Public Records laws.

And finally, we asked the committee members for ideas and input on ways to improve communication with the Governor and his staff as well as assist in identifying the next steps moving forward.

Commissioner Long: I can't say that I'm terribly shocked that there's nothing coming from the Governor's office in writing. It is though very disappointing to me because communication, the very description of the word communication is I talk to you and you talk to me. If I send you a letter you are supposed to respond. I guess I would really like to know why they are so reluctant to put the decision in writing. Isn't that a responsibility of an elected governor? Otherwise, it means nothing.

Chair Nunez: I was disappointed myself. There is no way around it. But I understand. We still received a good recommendation on how to go about requesting the funding. The recommendation to go through DEO is a good one and at least we have something. I was disappointed but I wasn't surprised that the Governor would not respond in writing. I would have expected at least something indicating that he had directed his staff to talk to us.

Mr. Pumariega: The only thing I would like to add is at the Enterprise Florida meeting last week our Tallahassee team ran into Jesse Panuccio with DEO and also Mark Kruse. It was agreed upon to set up a meeting with Jesse Panuccio in September to discuss including \$2.5 million in their budget for the RPCs.

Ms. Todd: Has anybody actually spoken to the governor? Has someone from our group actually sat down with him and said where are you coming from? And what can we do?

Mr. Pumariega: No. Not that I know of.

Ms. Todd: That's not good.

Chair Nunez: That's something we need to bring up.

Commissioner Crist: There are two things that I can see that our gubernatorial appointees should do. One, try to seek an answer from him on what the issue is and why does this keep going on. Secondly, find out what is it that he envisions that we could be doing better to earn his support. What does he need us to do to help further the state's agenda? We are the only collective body of all governmental representation for this region which is the third largest region in the state. What could we do better that would earn his respect and support? That's a simple question.

Chair Nunez: Those were two items that we talked about and we will bring them up on Friday at the FRCA meeting and get a consensus from the other gubernatorial appointees on how to approach as a group.

Mr. Pumariega: One of the things we mentioned in the conversation with the Governor's staff is if they are looking for statewide impact and what state goals and objectives will be accomplished.

Councilor Matthews: I would ask, if there are any, what are the deficiencies? If he doesn't know he's not going to answer because there are no deficiencies here.

Mr. Pumariega: We have a more detailed recap than what was presented by the Chair and we will send it to you in the mail so you can read the comments.

**9. Executive/Budget Committee Report - Chair Nunez - None**

**10. Chair's Report**

I would like to mention that Ms. Todd, Mayor Minning, Mayor Black, Manny and I will be attending the FRCA Policy Board meeting in conjunction with the annual conference of the Florida League of Cities this coming Thursday.

At the FRCA meeting Manny will be presenting on the 2012-2013 Assembled Financial Statements and the Policy Board will be voting on some amendments to the FRCA Bylaws. Also, up for discussion will be the FRCA Short Term Action Plan. We will provide you with a report on the outcomes at the next Council meeting.

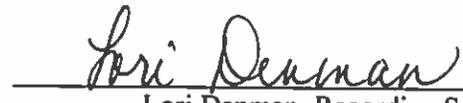
**11. Executive Director's Report – Mr. Manny Pumariega**

The FRCA Activity Report for the month of July was distributed in Council folders. The National Association of Development Organizations presented the TBRPC along with two other RPCs an award for the Broadband Planning Project we concluded at the end of 2013. I would like to thank staff, Marshall Flynn, Brady Smith and Avera Wynne.

Next Meeting: Monday, October 13, 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