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# **MEETING NOTICE**

## **EXECUTIVE COMMITTEE**

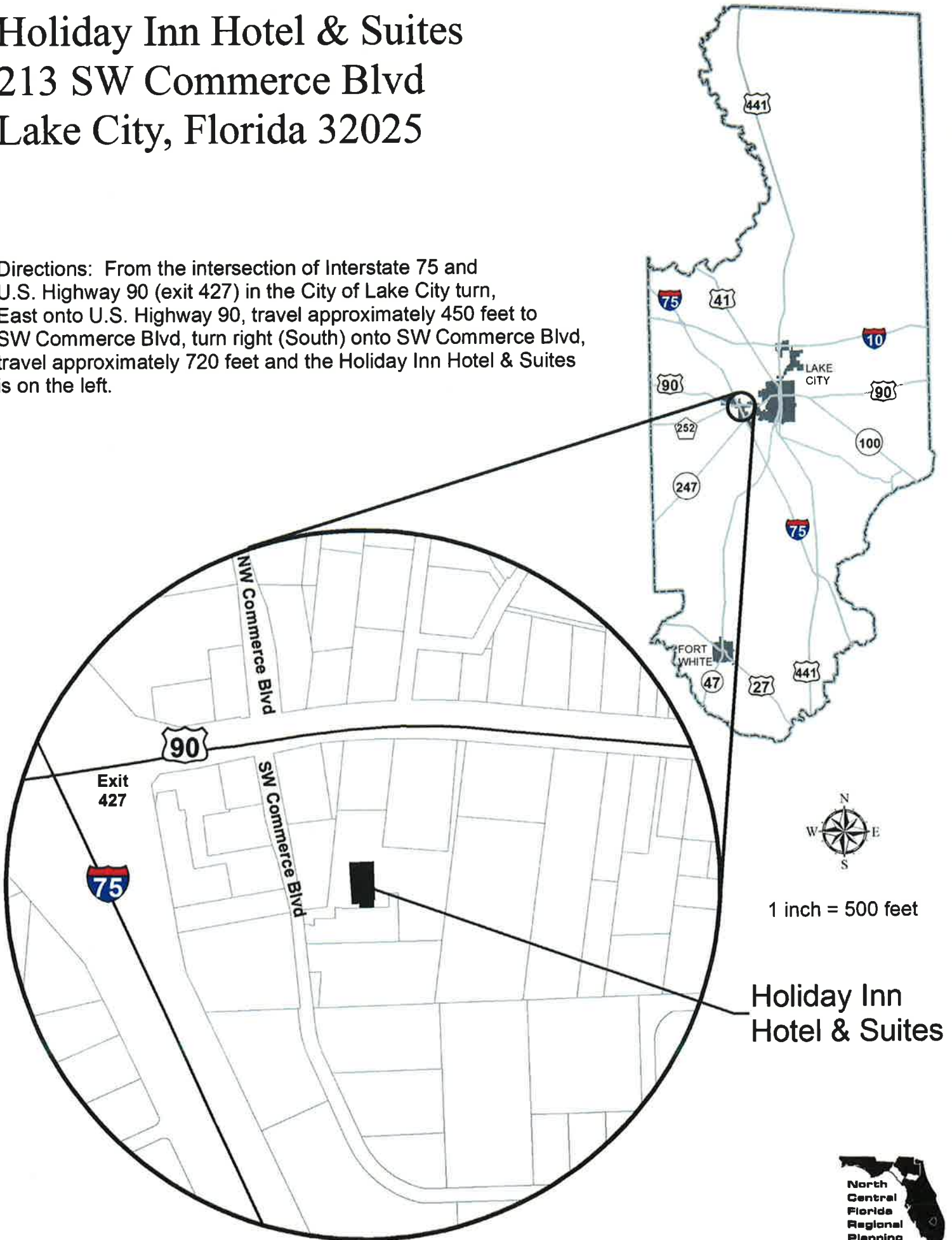
There will be a meeting of the Executive Committee of the North Central Florida Regional Planning Council on March 27, 2014. The meeting will be held at the Holiday Inn Hotel & Suites, 213 Southwest Commerce Boulevard, Lake City, Florida at 6:00 p.m.

(Location Map on Back)

# Holiday Inn Hotel & Suites

213 SW Commerce Blvd  
Lake City, Florida 32025

Directions: From the intersection of Interstate 75 and U.S. Highway 90 (exit 427) in the City of Lake City turn, East onto U.S. Highway 90, travel approximately 450 feet to SW Commerce Blvd, turn right (South) onto SW Commerce Blvd, travel approximately 720 feet and the Holiday Inn Hotel & Suites is on the left.





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## AGENDA

### EXECUTIVE COMMITTEE

Holiday Inn Hotel & Suites  
Lake City, Florida

March 27, 2014  
6:00 p.m.

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| III. PROGRAM REPORT - None     |  |    |
| IV. GENERAL ADMINISTRATION     |  |    |
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EXECUTIVE COMMITTEE  
MINUTES

Holiday Inn Hotel & Suites  
Lake City, Florida

February 20, 2014  
6:00 p.m.

MEMBERS PRESENT

Garth Nobles, Jr., Chair  
Carolyn Spooner, Vice-Chair  
Lorene Thomas, Immediate Past Chair

MEMBERS ABSENT

Rick Davis, Executive Committee Member  
Daniel Riddick, Secretary-Treasurer

STAFF PRESENT

Scott R. Koons

Chair Garth Nobles, Jr. called the meeting to order at 6:08 p.m.

I. APPROVAL OF MINUTES - January 23, 2014

Chair Nobles asked that the minutes for the January 23, 2014 Executive Committee meeting be approved as written.

**ACTION:** Mayor Spooner made the motion, with a second by Ms. Thomas, to approve the minutes of the Executive Committee meeting held on January 23, 2014 as written. The motion carried unanimously.

II. CONTRACTS AND APPLICATIONS - Transportation Disadvantaged Program  
Planning Grant Resolution, Fiscal Year 2014-15

**ACTION:** Ms. Thomas made the motion, with a second by Mayor Spooner, to recommend that the Council approve Resolution 2014-01 authorizing the Chair to enter into the Fiscal Year 2014-15 Transportation Disadvantaged Planning Grant agreement with the Florida Commission for the Transportation Disadvantaged for Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Madison, Suwannee and Union Counties, authorizing the Chair to sign the grant assurances and agreements or contracts and authorizing the Executive Director to sign invoices, warranties and certifications for the program. The motion carried unanimously.

III. PROGRAM REPORT - None

IV. GENERAL ADMINISTRATION

A. Amendment to Investment Policy

**ACTION:** Ms. Thomas made the motion, with a second by Mayor Spooner, to recommend that the Council adopt an amendment to the Investment Policy for the Council, Policy 2013-1, providing that funds may be invested in banks, savings banks or savings association provided that such funds are fully insured by the Federal Deposit Insurance Corporation or such funds are fully insured and deposited in a qualified public depository designated by the Chief Financial Officer of the State of Florida. The motion carried unanimously.

Meeting adjourned at 6:24 p.m.

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Garth R. Nobles, Jr., Chair

3/27/14  
Date



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March 20, 2014

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director *SRK*

SUBJECT: Amendment to Memorandum of Agreement with Tampa Bay Regional Planning Council  
Concerning Regional Economic Modeling, Inc.

RECOMMENDATION:

**Authorize the Executive Director to sign an amendment to the memorandum of agreement with Tampa Bay Regional Planning Council for an additional year as a user of the Regional Economic Modeling, Inc., for a fixed fee amount of \$6,285.50.**

BACKGROUND:

In 2005, the Council entered into a memorandum of agreement with the Tampa Bay Regional Planning Council to be a user of the Regional Economic Modeling, Inc. economic impact model. The Tampa Bay Regional Planning Council is a licensed user of the model by Regional Economic Modeling, Inc. The Tampa Bay Regional Planning Council is authorized to issue user rights to other parties subject to collection of a fee to be paid to Regional Economic Modeling, Inc. At this time, Tampa Bay Regional Planning Council is proposing to extend the Council's existing memorandum of agreement for a one-year period for a fixed fee of \$6,285.50.

The Regional Economic Modeling, Inc. model is based upon an input-output engine and provides the Council, our local governments, economic development agencies and others with a dynamic tool for economic and demographic analysis and forecasting. It uses national data calibrated for the region, but also can accept local data sets to enhance its accuracy. This model can review system-wide effects over both short- and long-range time horizons, include economic and fiscal impact analyses, policy impact analyses and economic development/redevelopment analyses. The model can be configured to either address the entire region of any number of county-based subsets of the region, as well as including counties in adjacent regions.

Council staff has used this model to evaluate the impact of several projects throughout the region. Examples of projects include an advertising agency in Alachua County, a sanitary sewer system in the City of Archer, a food processing plant in the City of Newberry, a computer technical support call center and manufacturing facilities in Columbia County, a hypothetical manufacturing plant in Gilchrist County, an ethanol plant in Hamilton County, a refrigerated container manufacturing plant in Madison County, a manufacturing facility and a sawmill plant in Suwannee County and an electric power generating plant in Taylor County.

If you have questions concerning this matter, please do not hesitate to contact me.

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March 20, 2014

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director *SRK*

SUBJECT: U. S. Economic Development Administration  
Short-Term Planning and State Planning Grant Amendment

RECOMMENDATION:

**Authorize the Executive Director to submit a six-month extension amendment for the Federal Assistance for a Short-Term Planning and State Planning Investment Grant awarded by the U.S. Economic Development Administration in the amount of \$200,000 and authorize the Chair to execute the time extension.**

BACKGROUND:

The Florida Regional Councils Association is undertaking a Leadership Training and Capacity Building for Statewide Economic Development initiative. Funding for this initiative has been provided by the U.S. Economic Development Administration in the form of a Short-Term Planning and State Planning Grant in the amount of \$200,000 being matched with an additional \$50,000 of Florida Regional Councils Association funds for a total project cost of \$250,000.

In order to qualify for a 20 percent match level, a regional planning council, serving as a U.S. Department of Commerce designated economic development district, with at least one county with a per capita income that is equal to or less than 50 percent of the average national per capita income, had to file the grant application. The only two counties in Florida that meet this criteria are Lafayette County at 48.7 percent and Union County at 49.7 percent. Thus, the Council was the grant applicant for this project with the understanding that the Florida Regional Councils Association is providing the \$50,000 in matching funds.

In order to complete all activities pursuant to the Leadership Training and Capacity Building for Statewide Economic Development initiative, including the Florida Regional Councils Association Policy Board Retreat held on January 9-10, 2014, retreat report and action plan, it is recommended that a six-month time extension amendment be filed with the U.S. Economic Development Administration.

If you have any questions concerning this matter, please do not hesitate to contact me.

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March 20, 2014

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Department of Transportation  
Joint Participation Agreement and Resolution

RECOMMENDATION:

**Authorize the Executive Director to submit a 12-month extension amendment for the Joint Participation Agreement with the Florida Department of Transportation to provide support for transportation planning and regional visioning for Alachua, Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Levy, Madison, Marion, Suwannee, Taylor and Union Counties and adopt Resolution No. 2014-02 authorizing the Chair to execute an amendment to the Joint Participation Agreement with the Florida Department of Transportation in an amount not to exceed \$25,000.**

BACKGROUND:

As you know, the Council entered into a Joint Participation Agreement with the Florida Department of Transportation for the Department to provide the Council support for transportation planning and regional visioning for Alachua, Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Levy, Madison, Marion, Suwannee, Taylor and Union Counties in an amount not to exceed \$25,000. The Agreement also requires coordination with neighboring regional planning councils and adjoining counties. In order to coordinate the planning effort with the on-going Future Corridors studies of the Florida Department of Transportation, it is recommended that a 12-month time extension amendment be filed with the Florida Department of Transportation.

If you have any questions concerning this matter, please do not hesitate to contact me.

Attachment

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RESOLUTION NO. 2014-02

A RESOLUTION OF THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL AUTHORIZING AN AMENDMENT TO THE JOINT PARTICIPATION AGREEMENT WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION

WHEREAS, the North Central Florida Regional Planning Council entered into a Joint Participation Agreement, Financial Project Number 433775-1-18-01, on April 15, 2013 with the Florida Department of Transportation, as authorized under Section 339.12, Florida Statutes; and

WHEREAS, the North Central Florida Regional Planning Council has the authority to receive support for transportation planning and regional visioning for Alachua, Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Levy, Madison, Marion, Suwannee, Taylor and Union Counties for the period ending June 30, 2014; and

WHEREAS, the North Central Florida Regional Planning Council will coordinate with neighboring regional planning councils and adjoining counties in order to accomplish said transportation planning and regional visioning; and

WHEREAS, the North Central Florida Regional Planning Council will coordinate said transportation planning and regional visioning with the on-going Future Corridors studies of the Florida Department of Transportation; and

WHEREAS, the North Central Florida Regional Planning Council authorizes the Chair to execute a 12-month extension to the Joint Participation Agreement on behalf of the North Central Florida Regional Planning Council with the Florida Department of Transportation; and

WHEREAS, this resolution shall be effective upon adoption.

NOW, THEREFORE, BE IT RESOLVED, that the North Central Florida Regional Planning Council authorizes the Chair to execute a 12-month extension amendment to the Joint Participation Agreement, Financial Project Number 433775-1-18-01, with the Florida Department of Transportation to accomplish transportation planning and regional visioning in a 13-county area.

DULY ADOPTED by the North Central Florida Regional Planning Council this 27th day of March 2014.

NORTH CENTRAL FLORIDA  
REGIONAL PLANNING COUNCIL

Attest:

\_\_\_\_\_  
Scott R. Koons, Executive Director

\_\_\_\_\_  
Garth R. Nobles, Jr., Chair



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March 20, 2014

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Transportation for America's Revenue Endorsement Resolution

RECOMMENDATION:

**Adopt Resolution No. 2014-03 endorsing the Transportation for America's Revenue Proposal.**

BACKGROUND:

As you know, the north central Florida region's economic future depends on having a top-notch transportation network that will allow the region to compete both nationally and globally while preserving our quality of life. Florida Department of Transportation Secretary Ananth Prasad has stated that full funding of the Florida Department of Transportation work program will continue the vision of creating a world class transportation system by delivering exceptional projects and providing significant return on investment. This work program will require federal funding in order to move forward.

The federal trust fund dedicated to transportation is headed for insolvency, which could lead to the federal transportation program being halted in Fiscal Year 2015 and would adversely affect the undertaking of transportation projects to meet the transportation needs of our residents and businesses, potentially restricting our future economic growth.

Transportation for America, an alliance of business, civic, and elected leaders from across the country, has put forward an investment plan for the 21st Century that would save the transportation fund of the nation while making it more accountable and increasing local control (see attachment). It is recommended that the Council:

1. Endorse the Transportation for America's Revenue proposal for saving the nation's transportation fund; and
2. Call upon Congress and the President to act upon the recommendations therein prior to September 30, 2014.

If you have any questions concerning this matter, please do not hesitate to contact me.

**Attachments**

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RESOLUTION NO. 2014-03

A RESOLUTION OF THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL  
ENDORISING TRANSPORTATION FOR AMERICA'S REVENUE PROPOSAL

WHEREAS, the north central Florida region's economic future depends on having a top-notch transportation network that will allow the region to compete both nationally and globally while preserving our quality of life; and

WHEREAS, investing in important transportation projects will require more funding to ensure that goods can get to market and workers to jobs; and

WHEREAS, many transportation projects will require federal funding in order to move forward; and

WHEREAS, the federal trust fund dedicated to transportation is headed for insolvency, which could lead to the federal transportation program being halted in Fiscal Year 2015; and

WHEREAS, these crippling cuts will adversely affect the undertaking of transportation projects to meet the transportation needs of our residents and businesses, potentially restricting our future economic growth; and

WHEREAS, Transportation for America, an alliance of business, civic, and elected leaders from across the country, has put forward an investment plan for the 21st Century that would save the transportation fund of the nation while making it more accountable and increasing local control.

NOW THEREFORE, BE IT RESOLVED BY THE NORTH CENTRAL FLORIDA  
REGIONAL PLANNING COUNCIL:

1. That the North Central Florida Regional Planning Council endorses the Transportation for America's Revenue proposal for saving the nation's transportation fund.
2. That the North Central Florida Regional Planning Council calls upon Congress and the President to act upon the recommendations therein prior to September 30, 2014.
3. That this resolution shall take effect upon its adoption.

APPROVED AND DULY ADOPTED by the North Central Florida Regional Planning Council, this 27th day of March 2014.

ATTEST:

NORTH CENTRAL FLORIDA  
REGIONAL PLANNING COUNCIL

\_\_\_\_\_  
Scott R. Koons, Executive Director

\_\_\_\_\_  
Garth R. Nobles, Jr., Chair





# SAVING THE NATION'S TRANSPORTATION FUND



## An investment plan for the 21<sup>st</sup> century

We must act—now—to fix the transportation trust fund, so that we can **maintain** our existing infrastructure, **reward** local innovation and **prepare** for the future.

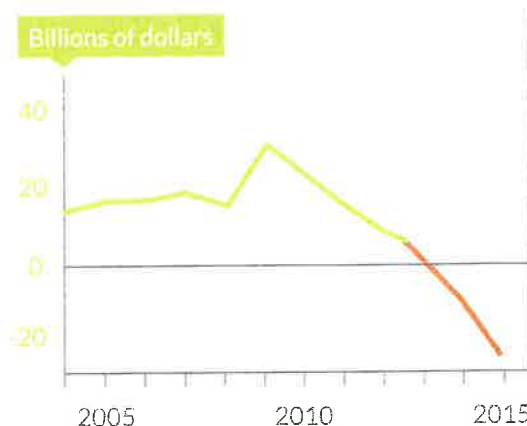
### Trust Fund headed for insolvency

Our nation's ability to build and maintain our transportation network is nearing a crisis. Without action from Congress in 2014, our Highway Trust Fund will be in a deep deficit that could require **halting the federal program for fiscal year 2015**.

— Highway Trust Fund balance

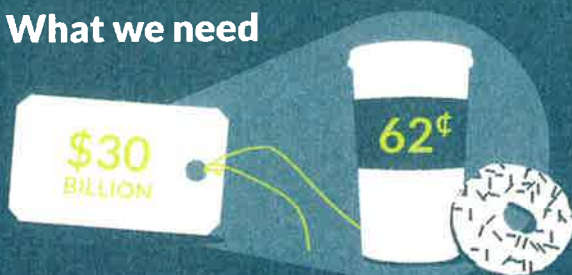
\*2012-2020 numbers are based on CBO projections from August 27th, 2012

\*\*DOT requires a minimum \$6 billion cushion, hence the HTF hits the red before crossing zero. [frwa.dot.gov/policyinformation/statistics/2010/fe210.cfm](http://frwa.dot.gov/policyinformation/statistics/2010/fe210.cfm)



## PAYING FOR PROGRESS

### What we need



Annual investment needed to make the transportation fund solvent and effective

Daily cost per commuter.  
About as much as a cup of coffee and a doughnut per week.

### How to raise it

The simplest way: Add 17 cents per gallon to the federal gas tax. Other possibilities (choose one):

- Replace the existing per-gallon tax with a sales tax of 11%; or
- Introduce a fee of \$4 on each barrel of oil; or
- Add a sales tax of 5.5% to fuel purchases; or
- Index the gas tax to construction costs and raise one of the above taxes/fees a lesser amount.

### Can we count on your support?

- ✓ Stabilize funding for the MAP-21 program Congress adopted in 2012 and protect all modes of transportation from draconian budget cuts;
- ✓ Raise additional revenue for locally-driven projects that spur economic growth and innovation.



# OUR ECONOMY & COMMUNITIES DEPEND ON TRANSPORTATION INVESTMENT

Across the country, our cities, towns and suburbs—the local centers of commerce that form the backbone of America's economy—are in a serious bind: They know they must have top-notch networks of roads and transit to compete on a global scale and preserve their quality of life. They know they need to get workers of all wage levels to their jobs. They also know they need to eliminate crippling bottlenecks in freight delivery. These local communities are stretching themselves to raise their own funds and to innovate, but without a strong federal partner the twin demands of maintaining their

existing infrastructure and preparing for the future are beyond their means. Even as the transportation trust fund faces insolvency, existing federal programs too often put a damper on innovation rather than stoking it.

**This cannot stand.** The federal government must become a strong partner in a 21<sup>st</sup> century investment plan for transportation that invests in strong local economies and rewards smart, homegrown, locally-driven transportation innovations.

**Just as our national economy depends on strong local economies, our national transportation program should invest in and reward smart, home grown, locally driven transportation solutions.**

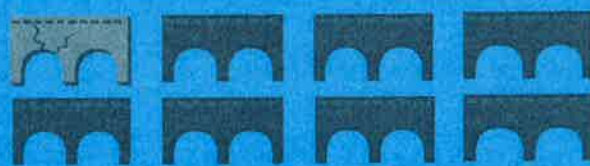
## THE COSTS OF INACTION

### Bottlenecks.



*Freight takes almost as long to get across Chicago on the rails as it does to get there from Los Angeles.*

### Hazardous conditions.



**bridges in the U.S. is structurally deficient,** requiring significant repairs, maintenance or replacement.

### Unmet demand.



*Even as transit ridership is surging and people are returning to work, ambitious local plans to invest in transportation to grow their local economies would stall if the federal support disappears.*

## A 21<sup>st</sup> century transportation plan

Investors know you must put money in today to get returns in the future. Raising an additional \$30 billion per year would allow us to invest to accomplish critical goals at only a small cost per commuter:

**Reverse the decline** of the transportation trust fund. Fully fund the existing highway and transit programs that preserve our aging infrastructure, without taking money from other important programs or adding to the deficit;

**Spur the innovation our economy needs** to meet population growth and rising demand by funding competitive grants to local communities that come up with smart solutions.



### Fixing what we need to fix.

- Repair **46,508** bridges
- Replace **16,000** aging buses and **5,000** rail cars
- Meet our ongoing commitments.



### Improving communities & expanding opportunity.

- Based on the average cost of construction, the investment fund would support **70 new transit projects**, providing new **access to jobs** and potential workers in dozens of cities, towns and suburbs.



### Spurring local innovation.

The federal government plays a key role in promoting innovation, by providing capital for locally driven **path-breaking initiatives**, whose success can be shared nationwide.

- Fund competitive grants, such as a freight grant program and the popular **TIGER** grant program, for groundbreaking projects with **significant economic pay-off**.



### Increasing accountability and local control.

By providing more funding and control to the local level, Americans will more easily **see the impact** and be better able to hold officials accountable.

## SPURRING LOCAL INNOVATION: FEDERAL DOLLARS AT WORK



### Regional investments, national benefits

The rail improvements in Chicago's **CREATE** project will provide **\$3.6 billion** annually in national economic benefits.



### High rate of return in Utah

For every \$1.00 spent on the state's unified transportation plan, an estimated **\$1.94** is returned to the state in value.



### Access to jobs in Minnesota

Building the planned transit network will allow Twin Cities employers to recruit from an additional **500,000 potential workers**.



Learn more and voice your support at  
[www.T4America.org](http://www.T4America.org)



## Local accountability: the best way to ensure a return on investment

While this level of investment is a modest request from taxpayers, they have a right to expect a guaranteed return on it. Opinion polls and ballot results show what American voters want—a system that is:

- *In good repair;*
- *Rewards locally driven innovation;*
- *Keeps the nation in the economic forefront; and*
- *Connects all Americans to economic opportunity.*



Transportation ballot measures pass at **twice** the rate of all other ballot measures.

They want to know the money will flow to their communities for improvements in their daily life—making travel easier, more affordable and safer. And they trust the levels of government closest to them because they can hold them accountable.

American workers and businesses will willingly pay a little more to achieve these goals, if the expected results—and accountability for them—are clearly articulated.

Raleigh, NC: 70% approve

Mesa, AZ: 56% approve

Kansas City, MO: 64% approve

Salt Lake City, UT: 64% approve

Seattle, WA: 58% approve

St. Louis, MO: 63% approve

Alameda & Contra Costa County, CA: 72% approve



© Alex Decarvalho

## PLEASE JOIN US!

We are business, civic and elected leaders from across the country, united to ensure our nation invests to keep our cities, towns and suburbs strong and economically competitive. Because our future prosperity depends on it.

Americans are eager to return to world leadership in the quality of our transportation networks. And we want to leave our children with a legacy of lower deficits and an infrastructure suited to our future economy and quality of life. This investment plan is a significant down-payment toward fulfilling those desires.



**Transportation  
for America**

[t4america.org](http://t4america.org) [@t4america](https://twitter.com/t4america)




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March 20, 2014

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Check Fraud Status Report

On March 20, 2013, a fraudulent check in the amount of \$49,523.00 that was written on the Council's bank account was processed and paid by Wells Fargo. Also on March 20, 2013, Council staff filed an affidavit of check fraud concerning this matter with Wells Fargo. On March 25, 2013, Council staff filed a crime report concerning this matter with the Gainesville Police Department.

On March 28, 2013, Council Attorney Jonathan Wershow and Council staff briefed the Executive Committee concerning this matter. On April 18, 2013, the Council Attorney sent a letter to Wells Fargo requesting that Wells Fargo remit to the Council within 30 days the unauthorized \$49,523.00 released by Wells Fargo from the Council's account. On April 25, 2013, Council staff briefed the Council concerning this matter. On June 3, 2013, attorneys for Wells Fargo responded via letter to Mr. Wershow's letter stating that Wells Fargo will not reimburse the Council for the \$49,523.00 released from the Council's account by Wells Fargo.

On July 25, 2013, the Council authorized the Council Attorney to file a lawsuit against Wells Fargo to recover the unauthorized \$49,523.00 and designate Scott Koons, Executive Director, as the Council's representative concerning all matters related to such lawsuit. In addition, the Council authorized the Council Attorney and the Executive Director to contact federal and state law enforcement agencies to discuss the fraudulent check processed and paid out of the Council's bank account by Wells Fargo.

On August 5, 2013, Council Attorney Wershow and I met with Mr. William Cervone, State's Attorney for the Eighth Judicial Circuit of Florida to discuss the check fraud incident. Mr. Cervone offered the assistance of his staff to work with the Gainesville Police Department to secure the bank records relating to the check fraud incident.

On August 6, 2013, Council Attorney Wershow and Co-Council Stanley Cushman filed a five-count lawsuit in the Circuit Court of the Eighth Judicial Circuit in and for Alachua County, Florida, against Wells Fargo Bank, N.A. to recover the unauthorized \$49,523.00 released by Wells Fargo from the Council's bank account.

Council Members  
March 20, 2014  
Page 2

On September 9, 2013, Wells Fargo responded to the complaint by filing a Motion to Compel Arbitration. Wells Fargo alleges that disputes related to the Council's checking account are to be resolved by an arbitrator. Council Attorney Wershow and Co-Counsel Stanley Cushman responded to the motion stating arbitration does not apply to the dispute.

A hearing was scheduled for October 30, 2013 in the Circuit Court of the Eighth Judicial Circuit in and for Alachua County, Florida on the Motion to Compel Arbitration filed by Wells Fargo to resolve the dispute between the Council and Wells Fargo. However, the hearing was rescheduled for January 24, 2014. At the conclusion of the hearing, the Circuit Court granted the Motion to Compel Arbitration.

Council Attorney Wershow and Co-Counsel Stanley Cushman are coordinating with the attorney of Wells Fargo on the selection of an arbitrator and scheduling of the arbitration hearing.

Please find attached a summary of legal fees incurred to date concerning the lawsuit.

If you have questions concerning this matter, please do not hesitate to contact me.

Attachment

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NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL  
Wells Fargo Lawsuit  
Legal Fees

March 20, 2014

<u>Month</u>	<u>Amount</u>
August 2013	\$1,383
September 2013	\$2,253
October 2013	\$3,445
November 2013	\$180
December 2013	\$0
January 2014	\$2,760
February 2014	<u>\$1,410</u>
Total	\$11,431

