



# Council Minutes

January 8, 2007  
10:00 a.m.

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## **REPRESENTATIVES PRESENT**

Chair, Commissioner Scott Black, City of Dade City  
Vice Chair, Commissioner Deborah Kynes, City of Dunedin  
Secretary/Treasurer, Reverend James T. Golden, City of Bradenton  
Past Chair, Mr. Robert Kersteen, Gubernatorial Appointee, Pinellas County  
Commissioner Gigi Arntzen, City of Largo  
Mayor Larry Bustle, City of Palmetto  
Ms. Michele Cavallo, Gubernatorial Appointee, Pinellas County  
Council Member Bob Consalvo, City of New Port Richey  
Commissioner Phil Collins, City of Treasure Island  
Vice Mayor Larry Crowley, City of South Pasadena  
Commissioner Bill Dodson, City of Plant City  
Commissioner Ronnie Duncan, Pinellas County  
Councilman Charles Fletcher, City of Tampa  
Mr. Julian Garcia, Jr., Gubernatorial Appointee, Hillsborough County  
Dr. Lois Gerber, Gubernatorial Appointee, Manatee County  
Mr. Russell Johnson, Gubernatorial Appointee, Hillsborough County  
Ms. Angeleah Kinsler, Hillsborough County Gubernatorial Appointee  
Commissioner Jack Mariano, Pasco County  
Councilor Bob Matthews, City of Seminole  
Vice Mayor Janice Miller, City of Oldsmar  
Mr. Andy Núñez, Gubernatorial Appointee, Pinellas County  
Mr. Frank Parker, Gubernatorial Appointee, Pasco County  
Vice Mayor Carlen Petersen, City of Clearwater  
Commissioner Robin Saenger, City of Tarpon Springs  
Ms. Barbara Sheen Todd, Gubernatorial Appointee, Pinellas County  
Ms. Kim Vance, Gubernatorial Appointee, Hillsborough County  
Commissioner Jane von Hahmann, Manatee County  
Mr. Charles Waller, Gubernatorial Appointee, Pasco County  
Mr. Philip Waller, Gubernatorial Appointee, Hillsborough County  
Councilman Earnest Williams, City of St. Petersburg  
Councilman Robert Worthington, Alt., City of Gulfport  
Mr. Bob Clifford, Ex-officio, Florida Department of Transportation  
Mr. Todd Pressman, Ex-officio, SWFWMD

## **REPRESENTATIVES ABSENT**

Commissioner Rose Ferlita, Hillsborough County  
Mayor Ward Friszolowski, City of St. Pete Beach  
Council Member Mark Knapp, City of Temple Terrace  
Commissioner James McCormick, City of Safety Harbor  
Vice Mayor Ed Taylor, City of Pinellas Park  
Ms. Deborah Getzoff, Ex-officio, Department of Environmental Protection  
Ms. Michelle Miller, Ex-officio, Enterprise Florida

## **OTHERS PRESENT**

Trisha Neasman, Planner, SWFWMD  
Shawn College, Exec. Planner, Hillsborough Planning Commission  
John Healey, Planner, Hillsborough County  
Cyndi Tarapoine, VP Planning, FL. Design Consultants  
Maryellen Edwards, FDEP  
Andrea Zelmor, Attorney, Fowler-White  
Kelley Lor, Dir. Planning, Heidt & Assoc.

## **STAFF PRESENT**

Mr. Manny Pumariega, Executive Director  
Mr. Roger Tucker, Legal Counsel  
Mr. Avera Wynne, Planning Director  
Ms. Wren Krahl, Manager of Admin./Public Information  
Mr. John Jacobsen, Accounting Manager  
Ms. Suzanne Cooper, Principal Planner  
Ms. Lori Denman, Administrative Assistant  
Mr. Bill Lofgren, Principal Planner  
Mr. John Meyer, Principal Planner  
Mr. Greg Miller, Senior Planner  
Mr. Patrick O'Neil, Senior Planner  
Mr. Brady Smith, Senior Planner  
Ms. Jessica White, Senior Planner  
Ms. Kim Williams, Communications/Graphics Coordinator

### **Call to Order** - Chairman Black

The regular meeting of the Tampa Bay Regional Planning Council was called to order by Chairman Black on January 8, 2007 at 10:05 a.m.

The Invocation was given by Commissioner Jane von Hahmann, followed by the pledge of allegiance.

Chairman Black welcomed new Council members Commissioner Ronnie Duncan-Pinellas County, Councilor Bob Matthews-City of Seminole, Council Member Mark Knapp-City of Temple Terrace (absent), and welcomed Councilman Robert Worthington who sat in as the alternate for Vice Mayor John Phillips-City of Gulfport.

### **Roll Call** - Recording Secretary

A quorum was present. There were no voting conflicts.

1. **Approval of Minutes** - Secretary/Treasurer Golden  
The minutes from the December 11, 2006 meeting were approved. (von Hahmann/Todd)
2. **Budget Committee** -Secretary/Treasurer Golden  
The Financial Report for the period ending 11/30/06 was approved. (Todd/von Hahmann)
3. **Consent Agenda** - Chairman Black

The Consent Agenda was approved. (Parker/Duncan)

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

5. **Review Item(s) or Any Other Item(s) for Discussion**

The Executive/Budget Committee met in December and discussed potential General Counsel candidates to make a recommendation to the full Council. After advertising in both of the major newspapers in the Tampa Bay area, and in the Florida Bar, we received 10 applicants which were comprised of both individual attorneys as well as firms. Three of those candidates were interviewed for the position.

The Executive/Budget Committee voted to recommend Mr. Martin Shelby for the position of General Counsel, to begin in March. He is an attorney with the City of Tampa Council, has local, regional, and state knowledge. He is a former Commissioner for the City of Largo and during that time he was a member of the Tampa Bay Regional Planning Council, so he is familiar with the Council's mission. He will be acting as an independent contractor and will be very accessible to the Council when needed.

Motion to authorize the Executive Director to enter into a Professional Services Agreement with Martin Shelby, Esquire. (Kersteen/von Hahmann)

Chairman Black introduced Mr. Shelby and welcomed him to the Council.

6. **Mr. Robert Romig, Florida Department of Transportation (FDOT)**

Mr. Romig, Director of the Office of Policy Planning for the FDOT provided a presentation on the Future Corridors Action Plan. The Action Plan included a 45 member steering committee, of which eight of the members also served on a regional planning council. Issues the committee addressed are population growth, tourism, freight movement, congested corridors, desired origin destination travel and early identification, and screening of corridors to assess environmental stewardship and community impacts.

The Action Plan is available at [www.FloridaCorridors.org](http://www.FloridaCorridors.org) and includes: a vision statement for how to move forward with the plan; background on why new corridors are needed; the policy framework assembled over the last nine months; guidance for the next steps, and implementation guidelines.

Mr. Romig began his presentation by stating that they have worked with a number of transportation partners around the state on this process, which has been underway for about a year.

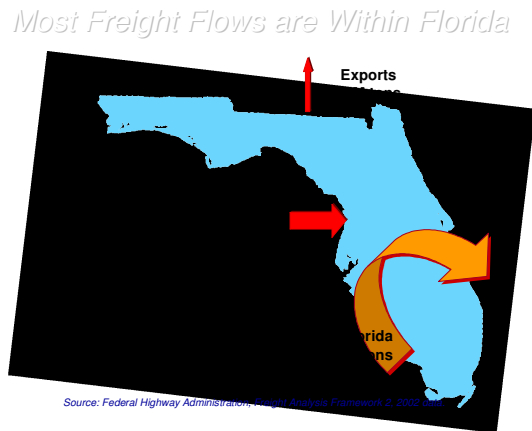
The Future Corridor Action Plan evolves from the 2025 Florida Transportation Plan. This plan was adopted by Secretary Stutler in December 2005 and is the result of a steering committee recommendation. The steering committee consists of 45 Floridians representing interests as diverse as the state itself. One of the key recommendations of that transportation plan was to look at future corridors in the state of Florida and to identify criteria for identifying what these corridors might look like, how to ensure that we optimize the efficiency of our current transportation system, and how to expand the use of modal alternatives to SIS highways for travel and transport.

Some of the issues to be considered are population growth, tourism, freight movement, congested corridors, desired origin-destination travel, and early identification and screening of corridors to assess environmental stewardship/community impacts.

Florida's population continues to grow. We are currently the 4<sup>th</sup> most populous state, and will be the 3<sup>rd</sup> in short order. We are expected to reach approximately 25 million residents by the year 2030. Annual

visitors are currently about 85 million and if current trends continue that number could reach as high as 200 million tourists per year that we try to move around the state, in addition to our current population.

Florida is not a very large manufacturing state, however freight flows in the state are immense as shown by the following chart:



The predominant movement of freight in Florida occurs within Florida itself and has huge implications for our surface transportation system.

Mr. Romig showed charts of congested corridors and projected 2030 population densities and stated the “red” areas are currently not meeting the level of service standards. In 2025, even with planned improvements of 100s of billions of dollars over the next 20-30 years, highway corridors in Florida are going to continue to become more and more congested. We have emerging centers in the state which are continuing to grow such as the South West, Central-along the I-75 corridor, Treasure Coast along the Atlantic, and the Panhandle counties. Rural areas tend to be catalysts for growth and have their own special issues. These areas include the area around Lake Okeechobee, Northeast Central, and some of the other Panhandle counties.

#### 2006 Activities for the Florida’s Future Corridors Program:

Spring - began working with the Transportation Commissioner on policy options that would be consistent with the objectives of the 2025 Florida Transportation Plan (FTP). They began to inventory candidate statewide corridors and began development of technical tools that could be used to analyze these corridors.

Summer - held Charrette on financial and implementation issues and passed a resolution on development of new corridors.

Fall - began collaboration with partners on policies, criteria, and corridors. Held statewide workshops on October 4-5, November 30, and December 1. Identified initial candidate statewide corridors, and adopted Future Corridors Action Plan in December.

Florida’s Future Corridors Program will develop and maintain a statewide, integrated network of multi-modal, multi-use corridors that:

- Address current and future statewide mobility and connectivity needs;
- Are connected to regional facilities that also serve local trips;
- Are developed in a manner that balances economic competitiveness and mobility needs with community livability and environmental stewardship;
- Are developed by a partnership of state agencies, commissions and other statewide partners; and
- Are financed through user fees to the maximum extent possible.

Mr. Romig emphasized the vision is a 50 year look at the future of Florida and they are working with the 1000 Friends of Florida's report that is looking out to 2060, as well as the work of the Century Commission for a sustainable Florida which was created under the 2005 Growth Management Act. From the transportation point of view it takes sometimes 10-15 years to get a transportation improvement from concept to concrete. We really need to look 50 years into the future from the transportation and land use point of view. The vision for the program is to look at how to develop a statewide program, how do we integrate it with local and regional systems? How do we ensure that other modes are a part of that network (inter-city rail, seaports, airports, etc.) and multi-use corridors? How do we look at utilities and work with utility companies and their future growth plans to perhaps co-locate transmission lines? How do we develop in such a manner that we balance the goal of being economically competitive?

We need to work with our partnership of state agencies, commissions and other statewide partners. Money is always the concern, how are we going to pay for these future corridors? Toll financing is something people are uncomfortable with, but 92% of all new corridors in Florida have been financed through user fees or toll revenues. We are not necessarily just looking at toll revenues, but perhaps the donation of right-a-way as a contributing factor from the private sector to ensure that these facilities are done without a burden to the taxpayers.

The Action Plan and our set of goals and objectives that are consistent with the FDOT's plan are mobility and economic competitiveness. First and foremost, the transportation corridors have to meet the transportation needs before moving forward. They have to support an economic competitiveness goal, whether that be a statewide goal, a regional economic goal, or a local goal. As we are screening our corridors, we will be looking at emergency evacuation and response, military needs, safety needs and integrating with comprehensive planning, and regional visioning.

A number of environmental issues have been identified such as conservation lands, surface waters, coastal and marine, threatened and endangered habitat, and air quality issues.

The Future Corridor Planning Process has 4 phases: Concept - Feasibility - Efficient Transportation Decision Making (ETDM)/Preliminary Design & Engineering (PD&E) and Implementation. These are in addition to the existing transportation planning process to make sure as the future corridors are being analyzed that they are screened through critical criteria to make sure a transportation improvement is not launched without having some consensus that, in fact, it is needed in the first place. We are building upon our existing process and enhancing that process.

Key features of the process framework are state level partnership; link to regional partnerships, and visions/and consistent planning approach. Linking to regional partnerships and visions are critical because these transportation corridors transcend counties, and in many cases they transcend to connect regions.

When the project began we did an inventory of planned regional corridors. There are about 150 corridor activities in the state that are underway today, either through expressway authorities or other

plans, and many tend to be very urban in nature. Before planning for new corridors you have to make sure that you have optimized the use of the existing corridors. Interstate 10 - Alabama State Line to Duval County; Interstate 75 - Collier County to Georgia State Line; Interstate 95 - Miami-Dade County to Georgia State Line; Interstate 4/SR 528 - Hillsborough County to Brevard/Volusia Counties; and, US 27 - Miami-Dade County to Lake/Sumter Counties are the five key interstate segments in Florida, plus the US 27 corridor as primarily a freight movement corridor from Miami International Airport/Dade County - Central Florida areas. These re-use corridors will be looked at, particularly as it relates to the introduction of new modes of transportation such as parallel rail facilities.

Future study areas have been identified. They are Escambia-Lower Alabama; Bay-Lower Alabama; West Central Florida-Lower Georgia; Hillsborough-Duval; Orange-Duval; Hernando-Brevard; Charlotte-Hernando; Collier-Polk; and Manatee-St. Lucie. These are just study areas. Many of these have been under study for a number of years, if not decades, so we wanted to look at them in a statewide context.

Some of the implementation challenges are that there are many different planning horizons such as, local government plans can go 5-10 years, MPO Plans-20 years, and Regional Policy Plans. The issue we will have to deal with is, how do we start reconciling those different planning horizons? I'm not suggesting we all get on the same planning horizon, but it is an issue we need to be thinking about because of the decision making process.

We are working to identify potential prototypes that will be ready to advance on amongst each of the four types of corridors. The Key Policy Objectives for each of the four types of corridors are:

- Re-Use of Existing Corridors: Congestion relief, freight mobility and modal alternatives.
- Interregional Connectivity Corridors: Improving connectivity for people and freight between established/growing economic regions; and, supporting sustainable development choices in areas between these established regions.
- Interstate Connectivity Corridors: Improving connectivity between Florida and neighboring states.
- Economically Distressed/Developing Corridors: Providing transportation system that supports region's choices about future growth and development.

What happens next? We are working to create a statewide advisory group of the key state agencies, accelerate regional visioning activities, initiate prototype future corridor studies, advance initial corridor segments, develop a future corridors work program, develop financial policies, develop technical tools, and additional partner/public involvement activities.

The Power Point presentation can be viewed at [www.tbrpc.org/councilagendas/councilpresentations.htm](http://www.tbrpc.org/councilagendas/councilpresentations.htm).

Questions & Comments:

Vice Mayor Miller:

There is a highway, I believe it is South Bay to Palm Beach County, 4 lane roadway that is hardly ever used. It is an absolutely wonderful highway, probably because it is so seldom used. Hardly any traffic on it. I think it is Highway 98. Does that continue from the west coast

past South Dade and on? Wouldn't that be a likely place from one side of the state to the other to finish?

Chairman Black: 98 is the most piggybacking federal highway we have in the state of Florida. It actually comes into Dade City and then goes all the way up into the panhandle/Pensacola, but it piggybacks on a lot of other roads like US 19 and US 301.

Vice Mayor Miller: Does it continue on, all the way to the west coast? All the way to I-75?

Mr. Romig: Yes it does.

Vice Mayor Miller: As a 4 lane?

Mr. Romig : I don't think it is 4 lane all the way. I'm not sure what is happening on the east side of the state. The east/west movement is going to be a challenge because there are a few gaps in the east/west connection.

Reverend Golden: Has the most critical planning been established with the future study areas, in terms of which you are trying to do?

Mr. Romig: We are in that process. Secretary Stutler, before he left office, made recommendations on corridors to the Commission that he felt needed to be risen to the top and one of those was the Tampa Bay area to the First Coast area. Tampa/Jacksonville was one of the corridors.

Reverend Golden: Each of these study areas are overlapping MPOs and overlapping jurisdictional entities. Are you saying that the study area is the area that will define the entities that will more or less guide the development of these particular projects? When I look at the Manatee to St. Lucie corridor, I'm sure it cuts across 3 or 4 MPOs and RPCs. What kind of planning structures do you envision using to facilitate the creating of these new corridors?

Mr. Romig: I believe the issue that comes to mind is the fact that this is a statewide initiative so therefore, again, our statewide advisory group is going to be looking at it from a statewide perspective where multiple jurisdictions are going to be impacted. Then we need to get to the regional area – is there a regional vision in place? How do Regional Policy Plans affect that? Ultimately to really make sense of these corridors from a multi-jurisdictional point of view is going to be attacking the most difficult issue in growth management and that's intergovernmental coordination. I think the state should come in and see if there are differences and how they need to be reconciled and how can we have more regional visioning to build consensus around and get uniformity along that corridor.

Reverend Golden: We have, across the state, regional planning councils. The membership of the regional planning councils is composed of just about every other one of the constituencies. Is there any appetite for building on that regional council network that is already in place to implement the statewide corridor plan instead of reinventing the wheel from square one? We have our own representatives on this planning council from the MPO, the Department of Transportation, and the Water Management District.

Mr. Romig: The operative word you mentioned is building upon that because in the current structure, as was mentioned earlier, many of these study areas transcend more than one regional planning boundary so we would have to, yes, first and foremost look at existing regional plans. Whether it is

identified through the Strategic Regional Policy Plan (SRPP), how does that transportation need to be identified in those plans - does it need to be enhanced more? This is an evolving process and we are going to have to keep building on existing work. We're not talking about starting fresh, pulling everything else out. We have to build on those existing institutional structures, but the real challenge is going to be how do you reconcile differences given the fact that these corridors will transcend 100s of miles, perhaps several RPCs, many MPOs and a lot of counties. That is the process we have to build upon.

Mr. Garcia:

You referenced pricing structures, please expand on that.

Mr. Romig:

In many cases the financing option may well be a public/private partnership or a tolling scenario that will need to be put in place to finance the future improvements for these corridors, whether that be the re-use areas which is really where you are looking at how do you start managing congestion? There are things called managed lanes which have different pricing structures depending on the time of the day which will hopefully control demand on the system. It's really looking beyond traditional funding sources and how we can look at different types of pricing structures.

Vice Mayor Miller:

Tolling - private....I am totally against that. Why can't we just have a one cent gas tax throughout the state? Why couldn't the legislature do it that way and we can own our own roads?

Mr. Romig:

I can only say that is an important policy decision.

Commissioner von Hahmann:

I disagree because the dollars simply aren't there. I sat on the MPO for a number of years and the State of Florida does collect gas tax. Manatee County has 5 cents per gallon and we have maxed out our abilities. It is basically a cost factor. When you are paying \$1.8 million a lane mile for a road to be laid down, it's going to take public/private partnerships in order to do this. I believe in a user fee. Then the person using the road is helping pay for it, rather than placing the burden on everyone who might not be using the road. I think toll roads are the wave of the future.

Mr. Clifford:

Keep in mind, we all tend to gravitate to roads. What we are talking about is multi-modal. It's not necessarily roads. When we talk about a corridor or connections between regions, that's all modes of transportation including freight and transit. It also starts us thinking about other types of things that could be potentially within the corridor such as power, water, and those things you need corridors for in terms of moving things. You need to look at it from that connection. The other thing that Mr. Romig mentioned is that this is going to be an evolving process. At this point I will tell you nothing is off the table in terms of what goes in it, and how you pay for it. Those are all things that are going to need to happen over time, but we have to remember we are talking about 50 years. The interstate system is 50 years old, this past year. We need to think about the next interstate system because the current system isn't going to carry us for the next 50 years.

Reverend Golden:

To that end, let me be prophetic here, because the last 50 years of the interstate system we now have disrupted the lives and lifestyles of many people. I know one of the four areas you are talking about, the cross-

state corridors, and what you will find is that in many of these small towns and many of these areas in them connecting between the coasts are cities that have a large number of poor people living near these existing highways. When you start moving in, saying you want to create another interstate system, prophetically speaking, I hope that there is not the result of the displacement of an inordinate number of poor people. I don't know how you translate that into policy or make that happen, but for planning concerns we need to start planning now because those people in many cases have been there since the old interstate opened up and passed them by. Now we are talking about going back through their communities and creating a new interstate system. I hope we can preserve as much of that as possible while we still meet our transportation needs.

Mr. Romig: I couldn't agree with you more and I think that's why we build into our process the partnerships at the regional and local level. We have to make sure that we are compatible in supporting their plans and where we want to grow and areas we need to avoid.

Chairman Black: It is a difficult thing. I live off Highway 301 and you see the many tourist attractions and many hotels/motels that were victims of the interstate. Yet, it is one of those greater good type issues. If we were left to travel Highway 301 these days and other highways, we just couldn't get there anymore. It was a visioning process over 50 years ago.

Chairman Black thanked Mr. Romig for his presentation.

7. **Council Members' Comments** - Chairman Black

Councilman Williams: New gubernatorial appointees, is there a confirmation process that goes along with that?

Mr. Pumariega: They get confirmed by the Senate.

Councilman Williams: So there is a possibility that could all change, is that correct?

Mr. Pumariega: Yes, I believe so.

Councilman Williams: So when does that person become official?

Mr. Pumariega: By the Senate confirmation.

Councilman Williams: So if a person is here physically, they may not have technically been confirmed, is that correct?

Mr. Tucker: That's correct.

Councilman Williams: So how do you translate that in terms of voting?

Mr. Tucker: That's not a problem. You are appointed, you are here now.

Councilman Williams: You have people who are physically here but technically they have not been confirmed, therefore, how can you vote if you haven't been confirmed?

Mr. Tucker: You are a member of this entity unless you are not confirmed.

Councilman Williams: Then with the new appointees, that were not appointed by the existing Governor now, it may create a quagmire because he may decide he may want someone else.

Chairman Black: We will cross that bridge when we get to it.

Councilman Williams: I'm asking for the procedures.

Chairman Black: But unless they are not confirmed by the Senate, then they are members

of this entity.

Mr. Kersteen: I think what Councilman Williams is relating to is the piece in the St. Petersburg Times where the new governor can withdraw those nominees until the point where they are confirmed by the Senate. Supposedly, according to that article, he is considering doing exactly that. Maybe not this planning council, but other appointments.

Chairman Black: Let's move on. Let's give it some time to see how it plays out. It may not affect our Council at all.

Reverend Golden: Our Counselor, like it or not, has given us an opinion. Councilman Williams brought up a good point, but the reality of it is that unless you adopt the concept that our attorney has then we all are saying that we ourselves have doubt. I, for one, would rather just believe that unless you are not confirmed then everything that you do up to that point is considered legitimate. That's all he is saying.

8. **Program Reports**

A. **Agency on Bay Management (ABM) - Chair, Mr. Robert Kersteen**

Ms. Cooper provided a brief report. The mail out packet contained a summary of the December 14, 2006 Natural Resources/Environmental Impact Review Committee.

The next ABM meeting will be held on Thursday, January 11, 2007. On the agenda will be action on the letters that were recommended by that committee; the Terra Ceia Aquatic Preserve Management Plan; and a presentation on ethanol production in Florida and the Port Sutton Envirofuels project. Also there will be a farewell lunch for Mayor Mary Maloof, who was the Chairman of ABM for 7 years and for Roger Tucker, who has been the advisor and Counselor since the Agency's inception in 1984. All were invited to attend the meeting and the lunch.

Reverend Golden asked if there is consideration to try and establish public boat docks at the base of the Skyway Bridge in Manatee County and if ABM has been involved.

Ms. Cooper said ABM co-hosted the meeting for Manatee County along with the Tampa Bay Estuary Program and the West Coast Inland Navigation District. A lot of agency members and people who have been involved with the Agency's Recreational Boat Launch Task Force attended, as well as a broad range of individuals.

Reverend Golden: The reason I asked the question is because none of that is mentioned anywhere in the report and I think that is very important as a consideration at this level. This is not just a Manatee County issue, but we are peripherally involved.

Commissioner von Hahmann: That particular meeting was strictly a sub-committee meeting and not a general meeting. We did discuss this at the last meeting and I had thanked Ms. Cooper for participating in that meeting. Commissioner McClash, Manatee County, had requested this meeting be put together and he was very pleased with the turnout and the issues/comments that were raised. All of our cities have been asked to draft letters in support of continuing to look at, and move the process forward. I know you have some environmental concerns and I know that we have asked to go before the Hillsborough County BoCC, as well as the Pinellas County BoCC, with the project to gain

additional support from that government level. We are all excited for the opportunity of a regional boat ramp. FDOT is now willing to come to the table and talk, as well as FDEP.

Ms. Cooper: I will bring back to you the progress. We have a recap of that meeting and the issues and benefits and are waiting for the next steps to see if we can help in any way.

Commissioner von Hahmann: When will it be discussed at your Full Agency meeting?

Ms. Cooper: Not until we have something else to talk about with a draft plan, or a new tech statement, or some other trigger for review. One comment I made there was that this is an aquatic preserve and that is a real precedent setting thing to have that in Tampa Bay, but if it is done well it will set a precedent and the bar high for any other project that would want to be done in Tampa Bay and that will be a good thing.

Reverend Golden: The other reason I raised my question is because the City of Bradenton has also been asked to partnership with some groups with respect to public docks and we have to make some decisions in terms of what would be the best interest of all of our constituents. I'm more inclined to believe that we need to follow this through to the end to see how well it plays out because it could affect a lot of people. I would like to be kept informed with the process.

Ms. Cooper: Certainly, the Tampa Bay Region is suffering from the loss of boat ramps, as well as dock space.

**B. Clearinghouse Review Committee (CRC) - Chair, Commissioner Deborah Kynes**  
No Report.

**C. Local Emergency Planning Committee (LEPC)**  
No Report. A recap of the January 4-5 State Emergency Response Committee was placed in each Council Folder. Chairman Black mentioned that Manny Pumariaga served on the committee for the past eight years, and the January meeting was his last meeting. He has been appointed to serve on the Affordable Housing Study Commission.

**D. Emergency Management**

Ms. Betti Johnson provided an overview of the recently updated *Tampa Bay Region Hurricane Evacuation Study* which re-addresses population projections, behavioral assumptions, public shelter demand, and evacuation times. The Executive Summary and complete study are posted on the web site at <http://www.tampabaydisaster.org/routes.html>.

The Study was completed in September 2006. Staff looked at hazards analysis, the primary hazardous storm surge which dictates evacuation zones, fresh water flooding, tornadoes, and the hazardous materials sites. The hazard analysis is based on the SLOSH model, developed by NOAA in 1979. The Tampa Bay region was the first RPC to do a regional study in the nation using the SLOSH model, which was updated in 1989. We used approximately 750 hypothetical storms to determine the maximum storm surge in different areas depending on the track of the hypothetical event. The SLOSH model has some limitations which have impacts on some of the policies coming up. Those limitations are: it does not include wave setup or wave height; it does not include freshwater flooding from rainfall; it does not include riverine flooding; and the

model is scheduled for an update in 2007.

The vulnerability assessment this year was a little different because three of our four counties had data that was provided using LIDAR so we received very detailed tech data for Pasco, Manatee, and Pinellas counties. Hillsborough County provided data from the Water Management District in terms of one-foot survey data. We were able to get more specific with our evacuation zones. We also took a look at our critical facilities, especially hospitals, skilled nursing facilities/assisted living and did a separate analysis using the SLOSH model and the LIDAR data to determine vulnerability. We were surprised at the results. Staff originally identified the entryway into Mease Countryside as 32 feet above sea level, however, after looking closer the southern end of the property goes down to 13.59 feet which would get storm surge flooding in a category 4 storm. Unfortunately, that is where the chillers, a/c units and other equipment are located. They are now developing a mitigation plan.

The behavioral analysis provided information for the evacuation participation rate; evacuation timing, evacuation refuge, evacuation destination, and vehicle use. Behavioral assumptions provide information for shelter planning, transportation modeling, public education, and evacuation notices. How evacuation notices are worded is extremely important because we have to be very clear in our message; however, clearance times have shown that we can't move 1.8 million people out of the region in the time allotted from an evacuation warning.

Shelter demand has gone down, however, Tampa Bay hasn't been significantly impacted since 1921. In 2000, the state surveyed all of our shelters and we lost 95% of our shelter capacity. The region has been successful in getting millions of dollars in shelter retrofit money to improve schools so they can serve as safe shelters for residents. We currently have capacity for 153,000 spaces and it is expected to get another 50,000 over the next few years, particularly as Hillsborough and Manatee build new schools and retrofit existing schools on high ground. In terms of shelter demand we should be good until we have a major storm threat from a category 4 or 5 storm.

Another issue with shelters are pets. 58% of households have pets. 15% indicated they did not evacuate because they did not plan ahead for their pets. The state recognized this problem as a people issue and said while they know we are in a shelter deficit situation, we have to deal with this problem.

Special needs is another issue. There are 100s of 1,000s of people that receive home health care, or live in assisted living, nursing facilities, hospitals. We can do a good job on evacuating facilities but finding the other residents is more difficult. We need to do a better job with outreach and a better job of determining how we can provide the continuity of care.

The transportation analysis/hurricane evacuation clearance times are not good news. Each local government will adopt both the In-County clearance times and the Out-of-county clearance times for a category 5 to comply with new legislation. We are currently looking at 15-28 hours for In-County clearance times and that is when we are successful in encouraging most of our people to stay within the region. Don't try to go to Orlando, and specifically don't try to go to any areas north of the turnpike because there isn't enough time to move that many people. The Out-of-County clearance times can take up to 54 ½ hours. Critical links include I-275/I-75 interchange; I-275/I-4 interchange/ I-275 northbound on ramps; I-4 eastbound on ramps;

SR580/Veterans Expressway; and Gandy Blvd./Crosstown Expressway Interchange.

Strategies include travel demand management and public information. We need to reduce obstacles for people who need to evacuate and move 10s not 100s of miles. For those folks that evacuated for Hurricane Charley from Tampa Bay to Orlando, you understand that Florida just isn't wide enough to run away from the wind. As long as you can get away from the storm surge you need to stay put.

We need to look at traffic control, signage, alternate routes and real time communication to evacuees so they know where roadways are clear and make the most of our evacuation network. Public education/mitigation of homes in both low and high risk areas are both needed, for homeowners and businesses. One of our problems is that people in the low risk areas still are at risk for wind and that is because they do not have window protection and they do not have a high impact garage door and those kinds of things to make their homes safe. If we have programs where people can get the information and assistance they need for those kinds of improvements, then people will be much more likely to stay at home.

The legislature decided all of the RPCs, and all the regions need to complete a new Evacuation Study for the region. Although we just completed one, we are starting all over. We will be receiving new LIDAR for all coastal areas that meet the state criteria; new SLOSH model that incorporates the new LIDAR data; we will have an opportunity to take the study to the next level because we will be able to identify and implement strategies to facilitate the evacuation; an opportunity to build resources at the regional level throughout the state; and an opportunity to tie all Regional Evacuation Studies together into a coordinated statewide plan. Our team here will be assisting the other RPCs since we have decades of experience. For once, we will have regional evacuation studies that are all tied together into a statewide plan.

**E. Legislative Committee - Chair, Commissioner Jane von Hahmann**

Manny Pumariega provided a presentation on December 20<sup>th</sup> at the House Interim Workgroup on Affordable Housing in Orlando and introduced the statewide FRCA Employer Assisted Housing Initiative, which is one of the key legislative items in the TBRPC 2007 Legislative Issues Agenda. Consideration of this proposal will be made at the Workgroup's January 10<sup>th</sup> meeting, when they will be determining which projects to move forward in the legislative process. Unfortunately, Representative Traviesa was out of the country and unable to attend the meeting. Council members were encouraged to call Representative Traviesa prior to the January 10<sup>th</sup> meeting and express support of this important initiative.

Mr. Pumariega stated a lot of different proposals and ideas were presented at the meeting and they will be doing a thumbs up or down on those projects. Representative Traviesa sat on this Council for 1 ½ years, and he was sent an email to expand on the presentation. Hopefully he will support this effort. If we get the approval of the committee at the January 10<sup>th</sup> meeting we will go forward and hopefully get funded for a 3 year period.

Immediately following the Council meeting, the Legislative Committee will meet to go over the results of the SB360 Workshop which we hosted on November 3<sup>rd</sup>.

We will also be talking about the Regional Transit Roundtable meeting that recently took place. There has been no actual draft legislation as of yet, Representative Galvano is one of the key drafters of that legislation and he was in attendance at the meeting. He made some comments and took a lot of questions. The key issues are the makeup of that body, who is going to be represented on that body and do we want to push for some type of a seat, even if it is a non-voting ex-officio seat? Commissioner von Hahmann stated she thought it was important that our presence be there as an RPC. Commissioner Duncan provided an update on the Pinellas Mobility Initiatives and some of their most recent projects.

In this legislative session there may be some bills that come forward that may have an impact on regional planning councils and we will continue to monitor these initiatives as well.

**F. Regional Planning Advisory Committee (RPAC)**

No Report.

**G. Telework Tampa Bay**

No Report.

**H. Economic Development**

No Report.

**I. Regional Domestic Security Task Force (RDSTF)**

No Report.

**9. Other Council Reports**

Chairman Black stated his initiative for 2007 is the theme of *Celebrating Tampa Bay*. In the Council mail out packet there is a form for volunteers to come and tell success stories from your local communities. Chairman Black enjoyed this project a few years ago when he served as President of the Florida League of Cities. There are several dates on the form and the February date has been reserved for the City of Plant City because of the Strawberry Festival. Chairman Black said he would like to see a person from the community such as the Executive Director of the Chamber of Commerce, or the Executive Director of a certain festival, provide a 10 minute self promotion of their city or county. Also include time to tell about things that have worked well in your communities such as Park & Recreation, Affordable Housing, Historic Preservation, etc. Since we can't take our meetings to different cities and counties, we would like the cities and counties to come to our meeting. If we have good participation we can always extend this to other months that are not listed on the form.

Chairman Black stated he will always be letting Council know what is going on in Dade City. Materials about Dade City and the upcoming Kumquat Festival on January 27<sup>th</sup> were distributed. The Kumquat Festival is always held on the last Saturday in January and all were invited to attend. Chairman Black said the festival is always a lot of fun and pointed out that the Kumquat Pie recipe is printed on the brochure. Kumquat pie is a refrigerator type of pie. Dade City has been very successful with their

special events. In fact, it has been so successful that the city has had to try and limit the number of special events that are held downtown.

Chairman Black highlighted some of the events that have happened in Dade City:

The first Saturday night of each month Dade City hosts the classic car cruise and sometimes there are up to 600 classic automobiles downtown. Dade City has had a good relationship with the County Government and that helped the main street program, restoring the old Pasco County Courthouse in downtown Dade City, and when the county was looking for a new administration building for the east side of Pasco County Dade City was able to broker a deal to keep that building in downtown Dade City, keep those jobs, and keep the people coming to the county government. And with DOT and our Streetscape program. A recent decision to take back 7<sup>th</sup> Street, which is US Hwy 301, and that will become a city street and we will have some control there and continue to have some Streetscaping. We worked with DOT and enhancement money with the restoration of the old Atlantic Coastline Depot and we are currently working with DOT and paving the old Seaboard Airline railbed for the Rails to Trails project. Habitat for Humanity is another thing, we have over 40 homes in little Dade City that we have been able to fund and help people realize the American dream and we are very pleased with all of these accomplishments, as well as our Church Street historic district.

As the year goes on we will look forward to hearing your success stories.

10. **Executive/Budget Committee Report - Chairman Black**

The Committee met before the Council meeting and Mr. Wynne provided a report of the Council/Staff Visioning Session, which will come to the full Council at next month's meeting for review and ratification.

11. **Chairman's Report - Chairman Black**

Chairman Black thanked Council members for signing up to serve on committees, and thanked the members who will be serving as Chairs and Vice Chairs of those committees.

Dates to remember:

Friday, March 2<sup>nd</sup>, Retirement Luncheon for Roger Tucker at the St. Pete Yacht Club.  
Invitations will be forthcoming.

Friday, March 30<sup>th</sup>, 15<sup>th</sup> Annual Future of the Region Awards at the Quorum Hotel, Westshore Blvd., Tampa. Council members will be provided a complimentary ticket.

12. **Executive Director's Report - Manny Pumariega**

Mr. Pumariega pointed out that this is the 15<sup>th</sup> year for the Future of the Region Awards and we are hoping to get a lot of participation. He asked the Council members to check with their city managers and county administrators and submit projects. The application can be found on the web site [www.tbrpc.org](http://www.tbrpc.org). The deadline is January 12<sup>th</sup> for submissions, however, if you need additional time it was requested they call Wren Krahl and she will be able to work with you. The entry fee can be submitted separately.

In the Council folders is a Census Bureau information brochure. We were asked to share this with TBRPC members and more detailed information will be available in July. The census time is coming upon us soon. The TBRPC is an official Census affiliate.

**Adjournment** 11:37 a.m.

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Lori Denman, Recording Secretary

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Commissioner Scott Black, Chairman