



Council Minutes

November 5, 2007
10:00 a.m.

REPRESENTATIVES PRESENT

Chair, Commissioner Scott Black, City of Dade City
Vice Chair, Vice Mayor Deborah Kynes, City of Dunedin
Secretary/Treasurer, Reverend James T. Golden, City of Bradenton
Past Chair, Mr. Robert Kersteen, Gubernatorial Appointee, Pinellas County
Mayor Larry Bustle, City of Palmetto
Council Member Bob Consalvo, City of New Port Richey
Vice Mayor Larry Crowley, City of South Pasadena
Council Member Alison Fernandez, City of Temple Terrace
Mayor Ward Friszolowski, City of St. Pete Beach
Mr. Julian Garcia, Jr., Gubernatorial Appointee, Hillsborough County
Dr. Lois Gerber, Gubernatorial Appointee, Manatee County
Ms. Angeleah Kinsler, Gubernatorial Appointee, Hillsborough County
Commissioner Jack Mariano, Pasco County
Council Member Janice Miller, City of Oldsmar
Commissioner Bob Minning, City of Treasure Island
Councilwoman Mary Mulhern, City of Tampa
Council Member 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
Councilman Earnest Williams, City of St. Petersburg
Commissioner Robert Worthington, City of Gulfport
Commissioner Keith Zayac, City of Safety Harbor
Mr. Bob Clifford, Alt., Ex-officio, Florida Department of Transportation
Ms. Michelle Miller, Ex-officio, Enterprise Florida
Mr. Todd Pressman, Ex-officio, SWFWMD

REPRESENTATIVES ABSENT

Commissioner Gigi Arntzen, City of Largo
Ms. Jane Bittner, Gubernatorial Appointee, Pinellas County
Commissioner Bill Dodson, City of Plant City
Commissioner Ronnie Duncan, Pinellas County
Commissioner Rose Ferlita, Hillsborough County
Councilor Bob Matthews, City of Seminole
Mr. Andy Núñez, Gubernatorial Appointee, Pinellas County
Councilman Ed Taylor, City of Pinellas Park
Mr. Philip Waller, Gubernatorial Appointee, Hillsborough County
Ms. Deborah Getzoff, Ex-officio, Department of Environmental Protection

OTHERS PRESENT

Shawn College, Exec. Planner, Hillsborough Planning Commission
John Healey, Planner, Hillsborough County
Joanne McClellan, Planning Liaison, SWFWMD
Trisha Neasman, Planner, SWFWMD
Carter Smith, Land Use Planner, Consultant
Gene Smith, Citizen, St. Petersburg
Matt Armstrong, Planner, Pasco GM
Quanlin Hu, Planner, Pasco GM

STAFF PRESENT

Mr. Manny Pumariaga, Executive Director
Mr. Donald Conn, Legal Counsel
Ms. Suzanne Cooper, Principal Planner
Ms. Lori Denman, Administrative Assistant/Recording Secretary
Mr. John Jacobsen, Accounting Manager
Ms. Betti Johnson, Principal Planner
Ms. Wren Krahl, Manager of Administration/Public Information
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. Erika Wiker, Planner
Ms. Kim Williams, Communications/Graphics Coordinator
Mr. Avera Wynne, Planning Director

Call to Order - Chairman Black

The regular meeting of the Tampa Bay Regional Planning Council was called to order by Chairman Black on November 5, 2007 at 10:05 a.m.

The Invocation was given by Mayor Bustle, followed by the pledge of allegiance.

Announcements:

Ms. Erika Wiker was introduced as the new Regional Domestic Security Taskforce Planner.

The 16th Annual Future of the Region Awards Call for Entries is now available. Entry forms can be downloaded from the TBRPC website (www.tbrpc.org). Local governments were encouraged to enter. The Awards Luncheon will be held at the Quorum in Tampa.

Committee Assignment Request Forms were asked to be completed and returned.

The Annual Meeting will take place next month, December 10th. A continental breakfast will be provided before the meeting, at 9:15 a.m.

Roll Call - Recording Secretary

A quorum was present. There were no voting conflicts.

1. **Approval of Minutes** - Chairman Black
The minutes from the October 8, 2007 meeting were approved. (von Hahmann/Kersteen)

2. **Budget Committee** -Chairman Black
The Financial Report for the period ending 9/30/07 was approved. (von Hahmann/Saenger)

3. **Consent Agenda** - Chairman Black
 - DRI Development Order Report DRI #261 – Ashley Glen, Pasco County.
 - DRI Development Order Amendment Report DRI #241 – Harbor Bay, Hillsborough County.
 - DRI Development Order Amendment Report DRI #260 – Wiregrass Ranch, Pasco County (Information Only)
 - DRI Annual Report Summary (ARS) DRI # 80 – Big Four Mine S/D, RY 2006-07, Hillsborough County.
 - DRI Annual Report Summary (ARS) DRI # 104 – International Plaza, RY 2006-07, City of Tampa.
 - DRI Annual Report Summary (ARS) DRI # 108 – Hidden River Corporate Park, **RY 2005-06**, City of Tampa.
 - DRI Annual Report Summary (ARS) DRI # 110 – Rocky Point Harbor, RY 2006-07, City of Tampa.
 - DRI Annual Report Summary (ARS) DRI # 116 – Tampa Telecom Park, RY 2006-07, City of Temple Terrace.
 - DRI Annual Report Summary (ARS) DRI # 213 – Hillsborough County Mine Consolidation, RY 2006-07, Hillsborough County.
 - DRI Annual Report Summary (ARS) DRI # 217 – Harbour Island RY 2006-07, City of Tampa.
 - DRI Annual Report Summary (ARS) DRI # 235 – Four Corners Mine Addition/Phase 1, RY 2006-07, Manatee County.
 - DRI Annual Report Summary (ARS) DRI # 251 – Four Corners Mine Addition/Phase 2, RY 2006-07, Manatee County.
 - DRI Biennial Report Summary (BRS) DRI # 252 – Cypress Creek Town Center, **RYs 2005-07**, Pasco County.
 - Local Government Comprehensive Plan Proposed EAR-Based Amendment Report DCA # 07ER-1, Town of Belleair.
 - Local Government Comprehensive Plan Proposed Amendment Report DCA # 07-2, Pasco County.
 - Local Government Comprehensive Plan Adopted Amendment Report DCA # 07-2AR, City of Clearwater.
 - Local Government Comprehensive Plan Adopted Amendment Report DCA # 08PEFE-1, City of Dunedin.
 - Local Government Comprehensive Plan Proposed EAR-Based Amendment Report DCA # 07ER-1, City of Belleair Bluffs.
 - Local Government Comprehensive Plan Adopted Amendment Report DCA # 07-1, Manatee County.
 - Local Government Comprehensive Plan Proposed Amendment Report DCA # 07ER-1, City of Port Richey.

The Consent Agenda was approved. (von Hahmann/Kersteen)

4. **Mr. Bob Clifford, Florida Department of Transportation (FDOT)**
A presentation was provided by Mr. Clifford on the recent activities of the Tampa Bay Area Regional Transportation Authority (TBARTA).

The TBARTA area extends from Citrus County to the north to Sarasota County to the south, a 7 county region. The Florida Department of Transportation (FDOT) is working with the TBARTA, serving as their staff and technical support. By July 1, 2009, TBARTA is to have a Regional Transportation Master Plan in place and produce projects from that Master Plan. TBARTA was created by the legislature last session and, with the exception of FDOT, the only regional entity that has the ability to not only plan, design, and construct but also own, operate, and finance transportation facilities within a regional area. There is a 16 member board with members from all of the counties, the Mayor of the City of Tampa, the Mayor of the City of St. Petersburg, the Mayor of Bradenton-which is a rotating seat with the Mayor of Sarasota, and four gubernatorial appointees.

One of the issues discussed with TBARTA is what we need to be doing in the short term, and where we are heading long term.

There have been 3 meetings so far, August, September, and October. We talked about needing to hit the ground running, what should be done for the first 100 days, how to move forward, and organization. TBRPC stepped up and provided legal assistance. Mr. Don Conn is serving as the legal counsel for an interim time period to get the board over the hurdle of by-laws, committees and those types of activities. We also looked at the board's goals and their vision for FDOT in providing technical work. What is the definition of the word *regional* when we talk about transportation facilities? The first effort that TBARTA is looking at is a very specific and particular focus on transit in the area. We also talked about evaluation criteria for looking at projects. What is the public involvement plan going to be? How do we engage the public? And, overall, what are the board's goals and objectives? There is a lot of work that is already out there and we need to take a look at those studies and plans. We discovered there are 21 different regional or transit plans within the region. They are all at various steps of the project development process. Some are in the early planning stage/vision; others are actually ready to be implemented and move forward.

One thing we told the board is to ask questions as various plans are reviewed. Does the project have local support? At the end of the day that will be absolutely critical to moving any type of transportation project forward. Local support isn't just an approval by a board saying yes, it is also talking about funding because as we talk about transportation projects and facilities it is always all about the money. If you are going to move forward you have got to have the funding in place and you have to be able to show local support.

Mr. Clifford reviewed the various plans:

In Hillsborough County HART has a project called Transit Emphasis Corridors. They are looking at two specific corridors for BRT type facilities, primarily east/west at Martin Luther King Blvd and north/south at Nebraska Avenue. This is a project they looking forward to implementing. The cost is part of what Hillsborough County recently did at the county level as part of their Transportation Task Force. The first phase of the Transportation Task Force put \$500 million of projects in place, recently approved by the County Commission. One of those transit projects that is a part of that is the HART Transit Emphasis Corridors. Their second phase is longer term, and they are looking at \$1.5 billion dollars to move forward. We aren't there yet in terms of what those projects are, they are just beginning that process at the county level. These plans are a combination of not only transit but also road improvements over that time period.

The MPO is another player in the transportation arena and is going through their long range plan update and their MPO Transit Study. At this stage it is more of a needs assessment, a concept looking out 50 years and what would happen in terms of moving forward related to transit in Hillsborough and their map of various regional transit facilities with the county. You may be aware of the Tampa Rail Project. This is a project that is actually at the stage of going through the project development process and being ready to implement. The issue with this one comes down to funding. This is a project that has all the federal approvals necessary to move forward. It is a light rail system that connects from the USF Marriott area to downtown Tampa, over to Westshore and south Howard.

Another project in Tampa is the Streetcar System. This is a system that is in place and currently operating, but there are proposals for an extension up into the urban core in downtown Tampa. This is a project that is going through the process of getting federal support.

Manatee & Sarasota Counties have several transit project plans in place. One is their Public Transportation System Analysis. This is more of a bigger picture, needs assessment related to what they could do in terms of using the best type of bus system, using BRT, light rail, different components, and looking at it more from a system perspective in connecting major nodes within the Sarasota/Manatee County areas in terms of utilizing the existing bus systems in those counties. Every county within this region has its own local transit system on a county basis. We are looking at two counties, and a bi-county movement of trips from a transit perspective. Again, specifically looking at the US 41 and US 301 corridors and looking at it for using BRT and connecting those key major facilities within the region such as hospitals, the airports, downtown. Still in the planning stages, and not quite ready for implementation.

Pasco County is looking at two specific corridors in the north/south east/west movement. When you look at Pasco there are three major nodes of activity centers: the west part of the county, the central part (Wesley Chapel), and the east county which is Zephyrhills/Dade City corridor. They are looking at making that connection from an east/west perspective along the SR 54 corridor with express bus, which is in the early planning stages. On the US 19 corridor they are looking at express bus and also looking at connections with the transit systems to the north and to the south with Pasco. Up in Hernando they have a program along US 19 and in Pinellas their program along US 19 provides that regional transit service up and down the US 19 corridor. Again, a project that is still in those early planning stages.

Pinellas County has several different options. One is the bigger picture plan the MPO put together called the Pinellas Mobility Initiative Program (PMI) with different types of projects such as BRT, Light Rail, Bus and Trolley. Interestingly enough, within the MPO's cost feasible plan it is considered to be a project that is funded. The issue is the difference of being funded in a plan and being funded in reality, two different scenarios. The overall plan includes BRT, express or enhanced bus service, and light rail. In Pinellas' case they are looking at monorail as a technology. A smaller element that is moving forward toward implementation by the local transit agency, PSTA, is the Central Avenue BRT corridor connecting downtown St. Petersburg with the Tyrone area in the first phase, and then ultimately over to the beaches in the second phase. That project is one that is moving forward toward implementation. Also within Pinellas County is their County Wide Bus Rapid Transit Plan, looking at various corridors within the county. This is still in those early planning stages. Funding will be an issue in order to get that project completed. One final project in Pinellas County is the Clearwater to Beach Guideway Project from downtown Clearwater to the beaches. They are looking at it more from a monorail perspective, no funding is in place but it is a plan that is being examined and looked at in terms of moving forward connecting to the PMI system.

Other efforts exist within the region. One of those is the Regional Transit Working Group, which is a four county effort (Pasco, Manatee, Hillsborough and Pinellas counties). Commissioner Duncan was one of the ones that got that effort moving. They are looking at what can be done in the more near term, how can we get this effort moving forward at the local level by the various entities? The phases and plans are in various levels of moving forward, and they came up with an overall plan. It involves different types of technology.

Another effort that is ready for implementation is the High Speed Rail effort. The first phase affects the Tampa Bay region from Orlando to Tampa with a subsequent connection to St. Petersburg, Pinellas County. This project also lacks funding and isn't currently moving forward.

This next effort isn't really a plan so much, but it is something that we have all been involved in and are aware of: the entire One Bay Initiative that the TBRPC is a partner in and the Reality Check

exercise that was undertaken from a visioning perspective. What we thought was interesting was to look at what the exercise told us in terms of where the connections need to be as we start talking about plans. There were a lot of similar thoughts in terms of the participants in transit and roadways. The same areas consistently came forth in terms of regional connections from a transportation perspective.

Within the region we also have the Chairs' Coordinating Committee (CCC) of the MPOs. They have a plan that includes transit as a part of their long range plan. What they include are various transit facilities and services which are a compilation of each of the individual plans put together into one plan, making those connections between the various counties from a regional perspective.

There are also efforts that the Department of Transportation did called the Tampa Bay Intermodal Center(s) Study. We looked specifically at Hillsborough and Pinellas counties for intermodal sites. We examined various sites throughout the region and the interesting thing about this is that we actually own the two sites that were selected. One in downtown Tampa, the former Hillsborough County jail site, and the other in Pinellas County, the old speedway. We don't have development of the sites, but we do have the sites themselves. The Department undertook an effort about two years ago, referred to as our Strategic Regional Needs Assessment, related to transit in the region. What do we need to be looking at related to transit? This is more of a big picture plan, longer term. We looked at the connections that needed to be made within the region, started looking at specific connections and stations within the region and ultimately came up with what we call the five fingers, the five key connections that we see need to occur within the Tampa Bay area.

When we are talking about regional transit, we are really talking about the transit component of the strategic intermodal systems, the piece that's missing. We have ports, airports, and roadways but we don't have transit on the strategic intermodal system, the spine of the regional system. We thought it was important to also include the current strategic intermodal system, and current rail lines that exist in the region. They will be looked at as potentially having use. FDOT has talked to CSX and there are potentials for some corridors and not in others. When we overlay all of these things we see some fairly consistent elements of the various plans. Taking all that information we talked to the TBARTA board about where to proceed. We need to pick the various plans and efforts and bring them to the same level so we are comparing apples to apples as we start doing technical work to evaluate so the board can make good decisions as we get down to the project level detail and funding. In doing that they told us to do two things: take the regional transit working groups plan; and the legislation that created TBARTA also said to use DOT's Strategic Regional Transit (the five fingers connection) as a base. Use those two together and use them as a base to move forward. We have begun to do that in order to meet the deadline that was legislatively mandated by the TBARTA board by 2009 to develop that Regional Transit Master Plan. The issue of funding is very important. We are not interested, nor is the board, in going through a planning exercise and then talk about how to fund that plan. We are all strapped for money. We need to be talking about funding and financing throughout the process so that when we have a plan we also have a plan in terms of how to fund it. There has been a lot of talk about the private sector being involved in this and we fully envision that in some form or fashion. Local government will have to be a player, state government and federal government will have to be players. It's going to have to be about partnerships in terms of funding the plan. That's an effort the TBARTA board has asked us to make sure we do as part of this process.

The non-technical term that I've used and now the board members are starting to use is *we want to build stuff*, get away from having the 22nd plan, and have a plan that's ready to build.

As we move forward we will be glad to update this entity and obtain your input as we go through the process.

The presentation can be viewed at
www.tbrpc.org/councilagendas/councilpresentations.htm

Questions & Comments:

Commissioner von Hahmann: A lot of the plans you showed are localized but when you overlaid them there is a definite pattern. I think transportation at that level will come and would like to see private participation, that's the direction that transportation is probably going to have to go. If you are connecting from Pasco, Hernando, Citrus all the way down to the base of Sarasota or across, then those local governments will be willing to participate. I think it is exciting as long as you truly take that regional look because its much like our water authorities, when you are asking local governments to give up some of their dollars you are going to have to show them what they get for those dollars. It was a great presentation.

Mr. Clifford: Thank you. There are four or five board members that were on at some point, or are involved with, Tampa Bay Water and interestingly enough, they all keep saying that same thing. We have to think what is good for the region. The other thing that is important to think about is in order to make any type of regional transit system work, the local systems are going to be absolutely critical. You want to be able to get from where you are to where you want to go. At the end of the day you are going to have to utilize the local system so the strength of the local system and the increased development of those systems will be critical to the success. In talking about taking existing dollars and finding a different way to allocate them, or spend them, it probably will not be very successful. That's what a lot of what our conversation has been as we start talking about funding. We have to be creative and look at everything. The board has told us, at this point nothing is off the table.

Reverend Golden: I have a different concern. The Manatee County Commission just approved 4,000 more homes in the eastern part of the county. It seems that all of the planning south of the bay is focused on the existing communities. How do we engage our development community in the area where most of the residential development is going to be going on? I'm looking at southern Hillsborough going into the eastern part of Manatee, and east Sarasota. Its almost as if all of what we are considering below the bay is east of I-75. I'm really concerned that we don't get to far down the road and then find out we've got 12,000-20,000 homes over there that we need to deal with. I'm concerned about this because we have alternating Mayors participating in this planning process. This year it is the Mayor from Bradenton, next year the Mayor of Sarasota, and right now we are the largest municipality and in Manatee County that might change in as little as 2 years from now. The largest future municipality in Manatee County isn't even a part of the equation. They are not represented, they are not spoken for, they aren't addressed. How can we provide input? How do we do that so we don't end up four years from now having another plan that needs to be amended.

Mr. Clifford: You aren't the first one to raise the issue of "to the east." Hillsborough County has raised that same question. One of the things we have said is that you are looking at all of the existing things. What we need to do in our analysis, and I've said we will do, is include the east so that we are accounting for it and then see how that compares with other parts of the region in terms of making transit work within that. That needs to be a part of the effort and it will be from a technical perspective.

Reverend Golden: One of the things that we are experiencing in our county is hard times between our county level governance and some of our larger developers in terms of saying we aren't going to approve anything until we get the concurrency straight. That's not an answer. They just unanimously approved a 4,000 housing unit development and that still doesn't solve the problem of how we get the trend to problems that are associated with that on the table.

Mr. Clifford: Land use is going to be a key factor of the success of any plan and the development of it, and the fact that we have those entities represented on the TBARTA board is a good thing. What's going to come to light is that there are certain things that need to happen from a land use perspective. If we continue suburbanization, more sprawl, it becomes more difficult for transit to work. That is going to be part of the discussion. The other side of it is legislation will change as we find things happen such as representation or the board needs to go in a different direction. We fully envision that there will be bills filed in order to change the legislation in certain ways. We don't know what all those ways are yet, but I can assure you from a technical basis we are accounting for growth to the east.

Councilwoman Mulhern: There was a conference in Miami about rail and the number one thing that I brought away from it is that you can't plan for transit and you can't plan for rail unless your land use policy is happening at the same time. The other thing is that we have to have a change of thought from the sprawl and suburban development back to the cities because that's where the building has to happen for this to work. The good thing is, as developers find that a rail line is going in then that land around it becomes very valuable. They build transit around those areas. Planning for transit influences where buildings are going to go. As local officials we need to make sure that our land use and zoning is going to support that. That's one of the biggest challenges for all of us. This is happening all over the country and it is reducing their output of greenhouse gases. One of the best things about this is that it's going to protect our environment.

Mr. Clifford: I spent a lot of time at the conference talking to developers. The statement that I heard a lot was, when you start talking about transit then you start talking about station locations and those types of things. To the development community that's new beachfront. They don't make anymore beachfront so to them that is very valuable. We have this mentality that the private sector can come in and just do it. It's a partnership with them. They view it as a limited liability corporation (LLC) with government, we share in risk and we share in profit.

Councilmember Fernandez: As part of your financial planning process I would like the board to keep in mind that it is going to take time for people to change their behavior and their habits and that the projections of ridership is something that

seems like is left out of that. When you talk about specifics, you mentioned this organization is considering a certain type of rail line and this one is considering maybe something different. It seems like it would be important to have all of the region using a similar method - train, monorail, what have you. Is that something you are considering?

Mr. Clifford: Yes. Technologies will be important as we look forward and the same technologies aren't necessarily what is appropriate in different parts of the region. The issue is if you do have different technologies you have to be able to connect seamlessly between them. Related to your ridership perspective I can say that's absolutely on the minds of the board because the statement we've all had is: whatever the first project is, it needs to be the right one because if its not you won't have to worry about doing 2 through whatever projects.

Dr. Gerber: My question is for the Council. When we consider the DRIs one of the things we are considering is the transportation impact on the region. I'm wondering if we are now going to say that one of the groups we are going to be concerned with is the recommendation of the regional impact rather than just the local impact on the transportation of these 4,000 homes that are going to be built. It's not just local transportation, aren't we going to ask, like we do SWFWMD, these people to be a part of the recommendation for DRIs to present a transportation plan? I think its something we need to consider.

Mr. Clifford: I can answer this from DOT's perspective, being regional transportation and we absolutely will be looking at this as a part of that analysis. The other side of it is development can mitigate toward transit so there are some opportunities.

Mr. Pumariega: Most of the DRIs that have come before us this year we are making sure that we accommodate for the future transit system in those DRIs. You will be seeing another DRI come through next month, which is Lakewood Center and that will include provisions that the applicant must provide some accommodation for future transit.

Commissioner von Hahmann: With all due respect to Reverend Golden, I'm not sure he actually watched our meeting last Thursday. This board approved that DRI before it came to me and it had transportation improvements within it. They are actually providing a transit system in this northwest DRI. The new DRI next month is the first DRI that we've had to deal with at the Manatee County level since I've been elected, so that's 7 years. The DRIs provide us with the opportunity to address some of these larger issues. It is tough when you get those developers that decide they are going to come in with chunks of property that fall either well below the DRI or just 10-20 houses below the DRI status. Concurrency is state mandated so we don't have a choice. We have worked very hard to fund the roads that you are regarding since DOT can't do it. We've stepped out and put our impact fees up to go out and bond that money so that these developments can move forward. It is a matter of money, it is a matter of density. We are trying hard to have mixed use and those things that will provide that density as new growth comes.

Chairman Black: Mr. Clifford, if you could mention what the impact to our area will be with this Orlando/Orange County transit taking the rail and added rail traffic to the western part of the state.

Mr. Clifford: The issue is that there will be some impacts to the Tampa Bay region

with train traffic through various communities within the region. I'm not quite sure of the exact number. CSX is developing their integrated logistics center in Winter Haven. It is basically a rail hub, everything will go there and then go out. One thing we will see that we are aware of is not only rail impacts to various communities, but there will be considerably more trucks on the roads. That's something we are looking at from a DOT perspective. The truck traffic is going to come anyway, but this will accelerate that process.

Chairman Black:

Orlando will be preempting us to a certain degree in the amount of existing light rail that we could use to transition over to passenger.

Mr. Clifford:

Correct. One thing to keep in mind - its not that Orlando is getting something Tampa Bay can't or won't. Part of the issue with what happened in central Florida is that it is the only part of the state that CSX has two parallel, prime tracks very close to each other so they were able to give up one. We don't have that here. We have one corridor. From a DOT perspective we need to make sure that the Tampa Bay region is moving forward related to regional transit and that we don't continue to fall behind Orlando. Now Jacksonville is moving forward, south Florida is already up and operating and moving rapidly toward it. We need to make sure we are in the game for that. There is a considerable amount of dollars out there that this region isn't getting if we're not ready to take advantage.

Chairman Black:

Who are some of the key people we need to be talking to? I know that Congressman Mica from the central part of the state has done a lot to bring dollars to the Orlando area. Is there someone we should be targeting?

Mr. Clifford:

I would say to support the TBARTA effort because a lot of the issues that TBARTA was creating came out of talking with Congressman Mica in that, where is the regional transit plan? You don't have one. Several years back that was his issue - you don't have a plan that you're ready to move forward with. That was the reason for the creation of TBARTA.

Councilwoman Mulhern:

Kathy Castor is really behind this so people should talk to her.

Chairman Black:

Is she on the committee in Washington?

Mr. Clifford:

We don't have a lot of Florida transportation committee membership.

Chairman Black:

This discussion, like most others that come before the Council, will continue. Thank you.

5. **Item(s) Removed from Consent Agenda and Addendum Item(s)**

Council members shall notify Chairman 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.

6. **Review Item(s) or Any Other Item(s) for Discussion - None**

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

8. **Program Reports**

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

Mr. Kersteen provided an overview of the October 11th Habitat Restoration Subcommittee. Robin Lewis, President of the Coastal Resources Group, Inc., presented

the multi-year project to investigate the causes of the disappearance of the historic longshore bars in Tampa Bay and to test various construction methods for reestablishing the bars and restoring seagrasses in association with the bars. Four bars will be constructed in the shallow waters south of MacDill AFB and monitored to see if seagrasses re-colonize the area.

The full Agency will meet Thursday, November 8th, at 9:00 a.m. On the agenda are:

The Florida Sunshine Law and its applicability to the Agency on Bay Management. Mr. Don Conn, Legal Counsel for the Tampa Bay Regional Planning Council and the Agency on Bay Management will advise on how we can continue to address issues affecting Tampa Bay while adhering to the law.

The Hillsborough County Seagrass Management Plan and Pole & Troll Restrictions in Cockroach Bay. Mr. Tom Ash of the Environmental Protection Commission of Hillsborough County will describe the recently enacted Seagrass Management Plan and the evolution of motor boat restrictions in a portion of the Cockroach Bay Aquatic Preserve.

All were invited to attend.

B. Clearinghouse Review Committee (CRC) - Chair, Vice Mayor Deborah Kynes
No Report.

C. Local Emergency Planning Committee (LEPC)

Mr. Bill Lofgren, Principal Planner, provided an update of significant pieces of safety legislation in the works. The Department of Homeland Security issued on December 19, 2006, a notice of proposed rulemaking to vastly strengthen the security of the nation's rail systems in the highest threat urban areas. The rule is part of a package of new security measures that will require freight rail carriers to ensure 100 percent positive hand-off of Toxic Inhalation hazard (TIH) materials, establish security protocols for custody transfers of TIH cars in the high threat urban areas, and appoint a real security coordinator to share information with the federal government as well as formalizing the Transportation Security Administration's (TSA) freight and passenger rail inspection authority.

A toxic emission from an attack against a chemical facility or hazardous chemicals in transit is among the most serious risks facing America's highest threat areas according to DHS Secretary Michael Chertoff and he proposed to take a significant percentage of that risk off the table. The freight rail industry has already begun to implement several key security measures, such as tracking and substantially reducing the standstill time for unattended freight cars transporting TIH materials in high threat urban areas, developing site-specific security plans with access controls, and providing security training for employees. Using industry data, TSA will create a tracking system that will allow the federal government to determine the location of rail cars carrying TIH materials within minutes.

The rule addresses the transport of TIH materials by rail, from start to finish, including predictable standstill points and unpredictable stops during shipment. **TIH materials, which are potentially harmful, but essential chemicals like chlorine or anhydrous ammonia, represent less than 1 percent of all rail shipments.** In addition to this

proposed rule, the Department of Transportation is introducing a proposed regulation that will require railroads to analyze safety and security concerns when determining the route for a freight train carrying certain types of hazardous materials.

We were pleased to have the CSX Hazmat Coordinator Mike Lunsford at a special LEPC meeting on October 10th for the sole purpose of hearing of recent changes made by CSX in the fields of hazmat safety, rail car security, etc. to comply with the changes. In the area of railcar security, any cars carrying toxic inhalation hazards will not be dropped on sidings or into facilities unless there is appropriate security for the railcar. In the event there is not, CSX will bring in security guards for the car and will bill the customer. In regard to new tank cars - this is a contentious issue due to the costs involved, but CSX is confident that newly designed tank cars with additional insulation and overhead protection of valves will do much to prevent releases and accidents.

As an added item - many of you are aware of efforts being made by some cities as a result of pressure from some environmental groups to ban all railcars carrying hazardous materials from entering the city limits. Washington, DC is one city which passed such legislation, but it was challenged in the courts by the rail industry and courts struck down the DC legislation and others as well, indicating that authority to regulate interstate rail traffic resided solely with the Federal government and not with cities or states. I am confident that this not the last word on this issue.

Reverend Golden: Is there currently a mode of education requirement to the local emergency responders when hazardous material is coming through a community?

Mr. Lofgren: No sir.

Reverend Golden: Would you have any suggestions as to how we might be able, on a regional basis, to facilitate such a mode of education? I'm mindful that they are regulated by federal government but my concern is that there are only certain communities that rail traffic goes through and I'm concerned because those communities are at greater risk. It takes a while for those inhalants to disburse, but if you live around the railroad tracks you are right there. It would be nice if at 2am in the morning every Thursday the fire department and emergency rooms at hospitals knew, then they could be more aware for the potential of problems.

Mr. Lofgren: There is a program called ORIS which is an online program that the emergency management people can access and find out what is on any railcar traveling anyplace in the country. This was designed so that in the event there was a crash of some sort that emergency management people didn't have to wait to get bills of lading or manifests to determine what that railcar is. They can immediately go online and determine that. Many of the communities have taken a proactive approach to do that in advance to know what is coming through their community. I can't guarantee which ones have and which ones have not but its not like they don't know what's out there. It's just a matter of whether they want to access it and find out. To answer your question, I know of no legislation that requires the rail industry or the trucking industry to notify emergency management that they are traveling through.

D. Emergency Management

No Report.

E. Legislative Committee - Commissioner Jane von Hahmann, Chair

The Legislative Committee met prior to the Council meeting in order to finalize the 2008 Legislative Issues. Council members were provided a copy of the *Draft 2008 Legislative Issues* to review. There were no significant changes to the document. Commissioner von Hahmann provided the following:

Growth Management: Council is supporting the establishment of Regional Visions Statewide and collaborating with public and private stakeholders to organize and accomplish those regional visioning initiatives. We are currently working in this area through the Reality Check/One Bay initiative.

We are also supporting the revisions to Chapter 186 which are being considered by DCA. A list of those revisions are provided under Chapter 186 Revisions: Regional Visioning, measurable outcome through the update of the Strategic Regional Policy Plans.

Emergency Preparedness: *“Need to expand high risk retirement benefits to emergency management staff, especially those with emergency response roles”* will be deleted in the final document.

Workforce Housing Assistance: This initiative has not changed since introduced last year other than the growth of the median household income which went from 15 to 16%. We are trying to establish an effort along with the other regional planning councils to provide employers with the technical assistance needed to provide employer assisted housing. All of the RPCs would work with existing housing assistance groups to reach this goal.

Issues under Discussion: There are two issues under discussion. These are items which need to be tracked.

DRI Affordable Housing Methodology Reform was included in our 2007 Legislative Issues and remains the same.

The Tampa Bay Area Regional Transportation Authority (TBARTA) was also included last year and has been revised slightly to reflect our continued support and the fact that they have now been established and work has begun.

Motion to approve the 2008 TBRPC Legislative Issues (Mariano/Zayac)

The National Association of Regional Councils Legislative Activities flyer was provided to Council members, which provides an overview of their federal activities covering

priority issues of transportation, economic and community development, homeland security and the environment.

- Reverend Golden: Several times I have heard discussion that we have no jurisdiction because the DRI parameters are too big. Usually it comes up in the context of transportation concerns. Is there any appetite for us to begin considering a recommendation that the DRI parameters be lessened?
- Commissioner von Hahmann: I think that may be where Secretary Pelham is going with this regional planning where it doesn't attach to DRIs, and they are looking to give us more oversight in transportation in certain levels even outside the DRI and requiring our local plans be married to the SRPP that this Council will be redeveloping.
- Mr. Wynne: DCA and Secretary Pelham are pushing for regional visions and once you get a grasp on that to strengthen the SRPP so that local comprehensive plans can implement that and be consistent with furthering the regional vision so there is better regional planning coordination. I have not heard a discussion in terms of reducing the thresholds on what developments would be considered DRIs.
- Reverend Golden: The question then is whether or not the parameters for DRIs would become irrelevant in the context of a regional approach to planning in that we have to deal with your complying with whatever jurisdiction you have with the overall plan for this particular region. I don't see us having it both ways. It doesn't make any sense to increase my level of oversight and yet not give me any more of an opportunity to impact that particular region. That's why I'm concerned with minimizing to give us greater jurisdiction. I'm asking if there is a time that we need to be thinking about it, particularly in light of what I'm finding out, that we are going to be more involved in the planning process. I just don't want to be more involved in the DRI process because as Commissioner von Hahmann has pointed out, it's the first DRI in 7 years in Manatee County. But I can guarantee you that the growth down in Manatee County has just been phenomenal and it is going to impact the transportation needs and concerns we haven't had any say so on any of that.
- Commissioner Kynes: With all due respect, I would like to suggest that would be a good discussion for the Legislative Committee, the transportation methodology, the DRIs, how much real interaction we have of the major issues, and also what the DCA is doing.
- Commissioner von Hahmann: We can bring that to the next Legislative Committee meeting for some discussion. That would be a perfect starting place.
- Chairman Black: Thank you Jane for your work with the Legislative Committee.

F. Regional Planning Advisory Committee (RPAC)

No Report.

G. Telework Tampa Bay

No Report. A case study of Bayside Engineering, Inc. was provided in Council folders.

H. Economic Development

No Report.

I. Regional Domestic Security Task Force (RDSTF)

No Report.

9. **Other Council Reports**

Nominating Committee

The Nominating Committee met on October 8, 2007. A quorum was present with the following members: Mayor Ward Friszolowski as Chair, Mr. Bob Kersteen, Counselor Bob Matthews, and Commissioner Jane von Hahmann.

The Committee is pleased to nominate Commissioner Jack Mariano, Pasco County, for Secretary/Treasurer. He has been an active member of the Executive/Budget Committee, the Legislative Committee and the Clearinghouse Review Committee. The Committee members strongly agree that he is an exceptional candidate and will do an excellent job as an officer.

The Committee also would like to present to the full Council Commissioner Deborah Kynes as the Chair, and Reverend James Golden as the Vice Chair for 2008.

Motion to approve the 2008 Slate of Officers:

Chair, Commissioner Deborah Kynes

Vice Chair, Reverend James Golden

Secretary/Treasurer, Commissioner Jack Mariano

(von Hahmann/ Todd)

10. **Executive/Budget Committee Report** - Chairman Black - No Report

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

We have been visiting the local members of our legislative delegation. Manny and I have personally met with Representative Will Weatherford and also state senator, Mike Fasano and his legislative assistant. Mr. Pumariega has been making the rounds with the other members of the local legislative delegation in conjunction with several Council members. We have been letting them know about the issues as we see them from a planning perspective of the Council.

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

I would like to make a couple of recommendations to Mr. Clifford. There are a lot of new members of TBARTA that have had some exposure to transportation, in addition to four gubernatorial appointees. I realize there is no start up money, and I know they are going to get reports from some of the good things that have been going on in Denver, Dallas, Portland and some other places in our country. I think it would be worthwhile to have an actual workshop. Maybe a whole day so we could have interaction with those folks and actually see some of the successful parts of their plans. We need to figure out how to get them here. My other suggestion is for TBARTA, in their search for funding mechanisms, also consider a financial market

instrument that is currently being funded around the country. You may be able to utilize the Florida Retirement Fund. This will also keep those invested dollars inside our state.

Chairman Black thanked legal counsel Mr. Don Conn for working with TBARTA in its infancy stage while they don't have funding for their own legal counsel.

Councilman Williams: I would like to thank the Council for the letter to the governor regarding PIP. I was in Tallahassee for that special session to have them move forward on that because that was a serious consumer issue for us. This Council played a part by sending that letter to the Governor.

I just returned from South Africa from a trade mission. One of the things that I had the privilege of doing was to be the guest speaker for the Science Innovation Center and talk about our high-tech corridor. One of the products that I took forward for a potential sale was an item designed to detect AIDS in the field. We wanted to have good relationships in terms of sales by some of our local high-tech areas within Pinellas County and we also provided opportunities for some of our businesses with the state of Florida to South Africa.

Next meeting: December 10th at 10:00 a.m.
Continental Breakfast at 9:15 a.m.

Adjournment 11:29 a.m.

Lori Denman, Recording Secretary

Commissioner Scott Black, Chairman