



Council Minutes

March 10, 2008
10:00 a.m.

REPRESENTATIVES PRESENT

Chair, Vice Mayor Deborah Kynes, City of Dunedin
Vice Chair, Commissioner Bill Dodson, City of Plant City
Secretary/Treasurer, Commissioner Jack Mariano, Pasco County
Commissioner Nina Bandoni, City of Safety Harbor
Ms. Jane Bittner, Gubernatorial Appointee, Pinellas County
Commissioner Woody Brown, City of Largo
Mayor Larry Bustle, City of Palmetto
Council Member Bob Consalvo, City of New Port Richey
Vice Mayor Larry Crowley, City of South Pasadena
Commissioner Ronnie Duncan, Pinellas County
Mayor Ward Friszolowski, City of St. Pete Beach
Mr. Robert Kersteen, Gubernatorial Appointee, Pinellas County
Ms. Angeleah Kinsler, Gubernatorial Appointee, Hillsborough County
Councilor Bob Matthews, City of Seminole
Commissioner Bob Minning, City of Treasure Island
Councilwoman Mary Mulhern, City of Tampa
Mr. Andy Núñez, Gubernatorial Appointee, Pinellas County
Council Member Carlen Petersen, City of Clearwater
Councilman Patrick Roff, City of Bradenton
Commissioner Robin Saenger, City of Tarpon Springs
Ms. Kim Vance, Gubernatorial Appointee, Hillsborough County
Commissioner Jane von Hahmann, Manatee County
Commissioner Robert Worthington, City of Gulfport
Mr. Bob Clifford, Ex-officio, Florida Department of Transportation
Mr. Mike Downs, Alt., Ex-officio, Department of Environmental Protection
Mr. Todd Pressman, Ex-officio, SWFWMD
Ms. Michelle Miller, Ex-officio, Enterprise Florida

REPRESENTATIVES ABSENT

Past Chair, Commissioner Scott Black, City of Dade City
Commissioner Rose Ferlita, Hillsborough County
Council Member Alison Fernandez, City of Temple Terrace
Mr. Julian Garcia, Jr., Gubernatorial Appointee, Hillsborough County
Council Member Janice Miller, City of Oldsmar
Councilman Ed Taylor, City of Pinellas Park
Ms. Barbara Sheen Todd, Gubernatorial Appointee, Pinellas County
Mr. Charles Waller, Gubernatorial Appointee, Pasco County
Mr. Philip Waller, Gubernatorial Appointee, Hillsborough County
Councilman Earnest Williams, City of St. Petersburg

OTHERS PRESENT

Shawn College, Exec. Planner, Hillsborough Planning Commission
John Healey, Planner, Hillsborough County
Trisha Neasman, Planner, SWFWMD
Scott Pringle, Project Manager, Jacobs Carter Burgess
Steven Everitt, Planner II, City of Clearwater
Tracy Harper, Planner, WilsonMiller

STAFF PRESENT

Mr. Manny Pumariega, Executive Director
Mr. Donald Conn, Legal Counsel
Ms. Suzanne Cooper, Principal Planner
Ms. Lori Denman, Administrative Assistant/Recording Secretary
Mr. Marshall Flynn, Info Tech Manager
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. Kim Williams, Communications/Graphics Coordinator
Mr. Avera Wynne, Planning Director

Call to Order - Chair Kynes

The March 10, 2008 Regular Meeting of the Tampa Bay Regional Planning Council was called to order by Chair Kynes at 10:06 a.m.

The Invocation was given by Mr. Andy Núñez, followed by the pledge of allegiance.

Roll Call - Recording Secretary

A quorum was present. There were no voting conflicts.

Announcements – Chair Kynes

Commissioner Scott Black is unable to be with us today due to his recent surgery to repair a torn retina. He is recovering nicely but still has activity restrictions that he has to follow.

Ms. Barbara Todd's father recently passed away.

The Future of the Region's Awards Luncheon will be held on Friday, March 28th, 2008 at 11:45 a.m. It will be held at the Quorum Hotel on the corner of Westshore and Cypress. 41 projects were entered this year, which is 12 more than last year. RSVP to Sue Young at ext. 14. Lunch is complimentary for Council members.

Special Recognitions – Chair Kynes

Mayor Ward Friszolowski made the decision not to run for office this year which unfortunately makes him ineligible to serve on our Board. He has faithfully served the City of St. Pete Beach since 1994 as Commissioner and Vice Mayor and has served as Mayor since 2000. He has been with the Tampa Bay

Regional Planning Council for 11 years. Through the years he has served on various Council committees and has served as Chair of our Nominating Committee for the past few years. The Council will be forever grateful to him for serving on our Building Committee and for donating his architectural skills in making this new facility a reality. He truly was a key player who made this happen.

Chair Kynes presented Mayor Friszolowski with a desk clock inscribed “For Dedicated Service 1997-2008 Presented by the Tampa Bay Regional Planning Council.”

Mayor Friszolowski thanked the Chair and Council and made the following brief statement:

I have served for 14 years and have taken away a lot of time from my family and my business. And I also really believe that change is healthy and good in our society. I decided not to run again. It's been a pleasure serving on this Council. I remember when one of my colleagues on the city Council, Bruno Falkenstein, who had served prior to me for 12 years, said he would like for me to consider it because it's a good thing to take off your parochial hat and look at things from a regional aspect. All those things that we do here - whether it's thinking about the environmental health of Tampa Bay, or transportation, or economic development, or hazard/emergency management preparedness are things we all have in common and we need to work together. I have enjoyed working with all of you over the years to be able to make our region a better place. I think more now than ever before regional planning is an important issue. We have development issues in St. Pete Beach, but we have development issues all across the state of Florida. We have to work together to make things better. I want to thank Manny for his leadership on this Council and I want to thank all the staff members for doing an outstanding job day in and day out to make our region a better place. I would like to write a letter to the Governor because I would consider coming back as a gubernatorial appointee at some point in the future. I believe this is a good Council and has a lot of work to be done. Thank you very much.

Reverend James T. Golden was not re-elected this year to the Bradenton City Council. However, we know that he will continue to serve his community and the Tampa Bay region with his great enthusiasm. Reverend Golden has served in so many capacities with the Council over the past 8 years. He has served as our Secretary/Treasurer and was slated to become our Vice Chair and Chair. He has served on our Executive/Budget Committee, the Regional Planners Advisory Committee, and the Clearinghouse Review Committee. Reverend Golden was also the Vice Chair of the Legislative Committee, and Co-Chair of the very successful Workforce Housing Think Tank.

Chair Kynes presented Reverend Golden with a plaque thanking him for serving as the 2007 Vice Chair of the Clearinghouse Review Committee and a plaque for service as 2007 Secretary/Treasurer. Reverend Golden was also presented with a desk clock for appreciation of many years of dedicated service.

Reverend Golden thanked the Chair and Council and made the following statement:

The last official thing that I attended while I was on this board was a Tampa Bay Partnership event. I sat next to Manny that day and wrote some notes that I would like to share with you.

Determining what you want to be and where you want to go requires involvement in, and a commitment to, a planning process that works backwards to where you are now.

Determining what you do not want to be, and where you do not want to go, simply requires a commitment to continue being what you are and to remain where you are requires no planning at all. Just a commitment to maintain the status quo.

What ultimately happens depends on whether or not you are committed to maintaining the status quo. The legislature is now in session. The tax commission is now meeting around the state. There is a transportation authority that is up and running. Amendment One has passed. The status quo is changing all around us. Mohandas Gandhi once said *there go my people. I must go get out in front of them so that I can lead them where they want to go.* The Tampa Bay Regional Planning Council must get out in front of Hillsborough County, Pinellas County, Manatee County, Pasco County. They must get out in front of all of constituent cities that comprise this Council and it must provide not just the leadership, but the stewardship of good planning that moves us to where we really know we ought to be because it is already in our name. We are the Tampa Bay Regional Planning Council. If there ever was a time, if there ever was a need for a regional perspective, a regional outlook, a regional plan, that time is now. My prayer is that even without me you will be able to come up with a great regional plan to lead us for the next 50 years or 100 years. The community needs it, your respective communities need it, our state needs it, our country needs it, the world needs it. Everybody needs good leadership and good stewardship. You have done an excellent job as a whole while I have been here with you. I can find no fault with any of you and I pray that my service with you has been the same. Thank you, God bless you, and God keep you as my prayer.

1. **Approval of Minutes** - Secretary/Treasurer Mariano
Councilman Patrick Roff, City of Bradenton, was inadvertently left off the Representatives Present on the February 11, 2008 Council Minutes.

The minutes from the February 11, 2008 meeting were approved, as corrected. (von Hahmann/Bustle)

2. **Budget Committee** -Secretary/Treasurer Mariano
 - A. The Financial Report for the period ending 01/31/08 was approved. (von Hahmann/Núñez)
 - B. The FY 2007 Annual Audit was presented by Ms. Troy Manning, Cherry Bekaert & Holland. Ms. Manning provided an overview of the results of the audit of the Tampa Bay Regional Planning Council's Financial Statement for Fiscal Year ending September 30, 2007.

Cherry Bekaert & Holland were engaged to render an opinion on the financial statements and rendered an unqualified opinion, which is a clean opinion, on the government-wide financial statements and also on the general funds. That is the highest degree of assurance that an independent firm can render on a government entities' financial statements.

Overall there were no unusual transactions noted, no change in accounting principals. There were no significant deficiencies or material witnesses.

The Tampa Bay Regional Planning Council also receive state financial assistance which triggered the requirement to perform a Florida single audit and two particular programs were audited. Again, there were no significant deficiencies or material weaknesses and internal controls relating to those major programs tested. There were no compliance findings and no questions to cost. Overall it was a very good and a very clean audit.

The FY 2007 Annual Audit was approved. (Kersteen/Petersen)

Before voting on the Consent Agenda Chair Kynes pointed out that an Amended Agenda was mailed out. The amendment is an additional item, Item 3.A.3. which relates to DCA continuing to assist in the funding of the One Bay visioning process.

3. **Consent Agenda - Chair Kynes**

A. Budget and Contractual

1. The County Emergency Management agencies of Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota have requested that TBRPC staff provide assistance in the production and coordination of printing and distribution of the annual hurricane guide. Bids were received from four (4) print companies based on the specifications provided. Printing Solutions of Florida, a local firm and the printer selected in 2007, was selected based on past performance and references, demonstrated capabilities and cost.

Authorized the Executive Director to sign a Purchase Order for an amount not to exceed \$70,000 for printing of the 2008 Hurricane Guide.

2. TBRPC has advertised a request for proposals from qualified firms to provide assistance in developing an interactive programming application for the Florida Business Disaster Survival Kit. The firm will provide assistance with programming for the "Planning Assistant Application Tool" for the Business Disaster Plan Template. This tool, similar to Turbo Tax®, will be used to provide an interactive link from survey and data forms to a plan.

Authorized the Chair to sign a contract not to exceed \$40,000.00 with the selected firm to provide programming and marketing/graphic assistance with the Florida Business Disaster Survival Kit.

3. **Regional Growth Visioning for Tampa Bay**

A proposal has been submitted to the Department of Community Affairs (DCA) to continue to assist in funding the One Bay visioning process in collaboration with the Tampa Bay Partnership, the Urban Land Institute, the water management district and the Tampa Bay Estuary Program. The agreement is in the amount of \$75,000.

Authorized the Chair to sign the agreement.

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

1. IC&R Reviews by Jurisdiction.
2. February 2008 IC&R Database.
Information Only.

C. DRI Development Order Reports (DOR) - None

D. DRI Development Order Amendment Reports (DOAR) - None

E. Notice of Proposed Change (NOPC) Reports

1. DRI # 191 – Fishhawk Ranch, Hillsborough County.
2. DRI # 255 – Bexley Ranch, Pasco County.
- 3.

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

1. DRI # 66 – Tara, RY 2006-07, Manatee County.
2. DRI # 84 – Westchase, RY 2006-07, Hillsborough County.
3. DRI # 93 – Sabal Center, RY 2006-07, Hillsborough County.
4. DRI # 118 – Tampa Cruise Ship Terminal, RY 2006-07, City of Tampa.
5. DRI # 188 – Walden Woods Industrial Park, RY 2006-07, City of Plant City.
6. DRI # 218 – Gateway North, RY 2006-07, Manatee County.

G. DRI Status Report

Information Only.

H. Local Government Comprehensive Plan Amendments Reviewed

1. DCA # 08-RWSP, Manatee County.
2. DCA # 08-RWSP, St. Petersburg.
3. DCA # 08-PEFE, New Port Richey.
4. DCA # 08-1, Bradenton.
5. DCA # 08-CIE, New Port Richey.
6. DCA # 08-1AR, Largo.
7. DCA # 08-PEFE1, Dunedin (adopted).
8. DCA # 08-1AR, Dunedin (adopted).
9. DCA # 07-2AR, Clearwater (adopted).
10. DCA # 08ER-1, Madeira Beach.
11. DCA # 08-1, Pasco County (adopted).

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

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

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.

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

6. **TBARTA Regional Transportation Master Plan, Mr. Bob Clifford, Florida Department of Transportation-District 7**

Mr. Clifford stated he appreciated the comments by Mayor Friszolowski and Reverend Golden. It is a lot of what we are talking about related to the Tampa Bay Area Regional Transportation Authority (TBARTA). I wanted to provide you with an update of what TBARTA is, where they are going, the challenges and issues being faced, and how you may be able to help - not only as a Regional Planning Council but also within your communities as the Authority seeks input as it goes forward in terms of addressing the challenges. I come to you today not as a Department of Transportation employee, but as the lead staff person related to providing the Authority with the necessary technical tools and abilities in terms of being able to provide what they need to do in a short time period.

When we talk about transportation it comes down to some key questions that we have to deal with, not only the existing scenario but also out into the future. Issues such as quality of life and economic development and how transportation plays into that. Issues that this Council itself has raised related to affordable housing and growth of the region and how land use plays into how we move forward and how transportation and land use work together and fit together and how we need to be looking at that as we move forward into the future. Some real challenges that we face that this Council is very well aware of and has been embarking on is how to address those through various programs including that One Bay effort.

TBARTA is a regional agency created by state legislation on July 1, 2007. It ranges from Citrus County in the north to Sarasota County in the south, about 6,000 sq. miles. A very large area but it is the area that makes up the Tampa Bay region. TBARTA's capabilities are very different from a lot of other entities that exist. This is not only an entity to plan transportation facilities, which it has the ability to do and is its first task is, but also has the ability to design, construct, own, operate, and finance transportation facilities. When we talk about transportation facilities we are talking about not only roads and not only transit, but all modes. The initial intent and focus of this entity is actually on transit and how that fits into the overall picture from a regional approach, but we have

the ability and we will be looking at all modes of transportation.

Board members include Commission Duncan, as Vice Chair, Shelton Quarles, former Buccaneer and gubernatorial appointee is the Chair, and Commissioner Ann Hildebrand is also from this region is the Secretary/Treasurer of the group. Quite a few people are involved from gubernatorial appointees, private sector, and also elected officials. We also have as part of the ex-officio Don Skelton, FDOT District Secretary. This comes right out of the legislation in terms of the purpose of the Authority and I break it down very simply: to provide people the opportunity to get from where they are to where they want to go. When we talk about it regionally you need to be aware of the fact that the citizenry and every one of us in our day to day travels really don't care about a political jurisdictional boundary. We just want to get there. It doesn't matter whether we are crossing over from a city to a county or a county to a county. That's what we are really talking about related to the purpose of the Authority and how we move forward.

As I mentioned earlier, TBARTA has some unique abilities. It can engage in public/private partnerships or private/public partnerships. The ability to issue bonds, to acquire right-of-way, the ability to accept donations, which is a little bit unusual in the transportation arena. There are some opportunities there in order to be able to provide transportation. Getting beyond that planning side of it and getting to implication, or as we say *build stuff*. That's really where we are trying to go with this entity.

Long term responsibilities are obviously multimodal. We have to get beyond just building more roadways. They are important and we will continue to build more but we also need to be looking at other things and other parts of transportation of the entire system to include water born transportation. There is a lot of water in the region and there are a lot of opportunities there. How can we take advantage of them? Developing that true regional master plan, which is the first task that this entity has, and obviously the issue of land use. Land use consistency and coordination, particularly as we grow into the future and determine what our vision is, it is going to be absolutely critical to the success of any type of transportation plan.

The board adopted four guiding principles. Regionalism, taking off your local hat and putting on that regional hat. Looking at an inter-connected balance system. Planning, making sure we have implementable plans. We don't want to get to the end of the day and have another plan that sits on a shelf. Funding & Financing - the board has made it very clear that we don't want to go through this effort and develop a regional master plan for transportation and then talk about funding it. What needs to happen is that discussion about funding and financing needs to be integral throughout the entire process. So as you are developing the plan you're having that same discussion so at the end of the day when you have the plan you have the way to fund it and implement it. Communicating throughout the region. This is a very diverse region with diverse needs and challenges and embarking on that effort early, often, and frequent is what our intent is and what we've been out there trying to do.

Some unique issues have already occurred relating to partnerships. Working with the Metropolitan Planning Organizations. We had an issue related to funding of legal counsel, who I am happy to say is Mr. Don Conn and I would like to thank this Council because it was absolutely critical for the success of TBARTA for us to get legal counsel on board early to help us through this process. This Council stepped up and offered Don Conn's services for several months. That was very helpful to the entire effort and we understand there was a cost to that and we appreciate that. Now moving forward the MPO has moved forward with some funding, matched by the private sector. We are already starting that public/private partnership scenario. And the Department of Transportation

financial commitment, a significant financial commitment related to moving this effort forward. Those dollars are only related to the early stages of this effort. That's not the implementing building stuff part, that's getting us to that stage and moving forward and making sure we are ready. The Department believes this is the time, the place, and the entity that can move that effort forward particularly as we talk about the issue of transit in the regional scheme of transportation.

The TBARTA schedule is broken down into three areas:

- Technical - the work and the data necessary to develop a plan
- Public Engagement - Are we looking at the right things? Are these in the right areas? What do you think? Should we be doing other things? What are your thoughts and interests, not only in the existing conditions but also as we grow out into the future?
- Financial - making sure that discussion happens throughout the entire process because money is an absolute key factor. That needs to be part of the entire discussion.

Technical first steps, the connections between the various parts of our region. Interestingly enough, Polk County is not part of TBARTA. We understand they are interested in becoming a part of TBARTA and may be coming to the board this coming month to actually ask for support in that effort, but beyond that they are still part of the region and we need to make sure they are included in the work that we do so that they do become a part of it we have accounted for them. They are connected to this region and we need to account for that. In addition to the connections beyond the region - where do we need to be going as we connect in South West Florida to the Port Charlotte/Fort Myers area? What are those things we need to be thinking about in the future as we connect to Central Florida-Orlando area and as we connect to the growing north? Those parts are all a part of what we are looking at in terms of those connections and areas we need to be thinking about.

We have just begun the effort of Public Engagement. We are going out and talking to various groups, having formal presentations such as this one and I ask that as we have more information on a project and a funding perspective that we have the ability to come back and present to you and seek your input. We are going around to various city councils and county commissions doing the formal process, but we are also doing the informal process by talking to community groups. Whether they be Chambers, Rotaries, Community Associations - we've been out doing that and our goal over this next year is to have 250 of those during the calendar year. We are well on our way to meeting that goal. We are out every day going through these meetings. I have 3 of these today. We believe this is the time and place with getting that information out and soliciting that input back.

Funding and Financing - obviously there are going to be partnerships. The issue of federal and state funding - what are the opportunities? What are the resources? How do we put those together? The issue of local funding - local funding will have to be a part of whatever this board develops in terms of a plan and moving forward. How does the private sector come into play? How can we make use of the private sector and work with them in a true partnership scenario? A true sharing of risk and reward with the private sector. There are other parts of the country that have been very successful in being very creative in terms of funding transportation. We need to be doing that same thing. The board has made it clear that at this stage they don't want anything off the table. We need to be thinking about everything.

When you come down to transportation, the key question is does the funding burden match the benefit? That's really what we're going to be talking about when we go out there. Not only from a transportation perspective but also how that transportation perspective affects quality of life and

economic development. Ultimately, we as a region, need to determine that it is worth it. And if its worth it to have the ability to move forward and get to that point beyond the planning discussion and get to the implementation side. We want to build stuff. That's critically important. We are falling further and further behind other parts of the country. In fact, we are falling further and further behind other parts of the state. We need to be stepping up as a region and develop these plans and get to the implementation stage.

We are having our first community workshop, our first of several rounds throughout this effort. Tonight in Hillsborough County and every night we are going to a different county and we will be rotating these around the counties as we go through this process and providing information. I look at this as its not a public involvement effort or a public information effort, it's a public engagement effort. It engages the public and moving forward and having this discussion about where do we want to be related to how we grow as a region and how does transportation become a part of that.

Our next meeting will be at 9:00 a.m. on March 28th, to accommodate your Future of the Region Awards. A lot of the same people will be at both, and need to be at both. We will be looking to accommodate that and to continue to work with this Council because it is a key player in this entire discussion, it does provide leadership, and that land use tie is very important.

For more information: www.TBARTA.com.

This Presentation can be found at www.tbrpc.org/councilagendas/councilpresentations.htm

Questions & Comments:

- Councilwoman Mulhern: You answered one of my questions for the most part, that Polk County is now perhaps...
- Mr. Clifford: We've heard that they are interested in becoming members. How they pursue that is up to them. It would take legislative changes.
- Councilwoman Mulhern: One of my questions, and this came up at our last Tampa City Council meeting, there was a question about the whole CSX appropriation related to commuter rail and their lines in Orlando and Lakeland. People on our city council wanted a piece of that. If Polk does become a part of TBARTA will that possibility of integrating their plans be a goal? Integrating Polk County plans with Hillsborough and adjoining counties?
- Mr. Clifford: Absolutely. And related to CSX I can tell you that the discussions we've had have been, when we have something to talk to you about specifically we will come to you. We aren't there yet. There are challenges using existing lines and that may not be where we want to be. There may be other opportunities, and there are a lot of opportunities out there. We want to make sure we look at all of them before making that decision. But they have been absolutely interested and said when you are ready to come talk to us we are ready to talk.
- Councilwoman Mulhern: And Polk County will be at the next meeting?
- Mr. Clifford: Polk County has given us some indication that they may be asking for assistance.
- Councilwoman Mulhern: When you look at TBARTA's composition, how does that relate to your District 7?
- Mr. Clifford: District 7 is made up of 5 counties - Citrus, Hernando, Pasco, Pinellas and Hillsborough. District 1 encompasses Manatee and Sarasota.
- Councilwoman Mulhern: And what district is Polk?
- Mr. Clifford: Polk is also in District 1.

Councilwoman Mulhern: So TBARTA is bigger?

Mr. Clifford: Yes, but the two Districts are working together.

Councilwoman Mulhern: I was reading on our agenda about your goal for the Master Plan and it sounds to me almost as if it is de-emphasizing rail, commuter and passenger rail. Maybe it doesn't emphasize it because it's a given, but I'd like to have more of a sense that - I thought really one if not the major goal of TBARTA was to move toward rail.

Mr. Clifford: The specific intent of TBARTA was to look at regional transit. Rail would obviously be a component of that, but it wasn't rail per se. When we talk about longer distances rail will obviously have to be a key component of that transit. But it was transit in general that was the legislative intent.

Councilwoman Mulhern: I always thought that transit was passenger. I see freight service and roadway improvements on here.

Mr. Clifford: Those were all part of the legislation.

Commissioner von Hahmann: On the dollar figures you were showing, you showed a FDOT dollar amount of \$23 million. Is that hard committed dollars?

Mr. Clifford: Yes, in the work program.

Commissioner von Hahmann: And you also talked about that you don't have to reinvent the wheels, that there are already areas out there that are doing some of these. Can you give me some ideas so if I wanted to do some of my own research of where we might be going?

Mr. Clifford: I can provide you a lot of that information. At the second or third meeting we had the board we actually went through all the various transit plans within the region. There are 22 of them. There is a lot of duplication between all of them. One of the efforts we talked about is there is no need to reinvent the wheel. There are a lot of good work out here and needs to be utilized, and also need to be supportive of the existing efforts that are moving forward. There are some Bus Rapid Transit (BRT) efforts going on in several communities, in Hillsborough, Pinellas, Manatee and Sarasota and how does that fit in with the entire effort? How can TBARTA be helpful with that?

Commissioner Duncan: I appreciate you putting Mr. Clifford on the agenda this morning. This initiative will change the complexion of this region. If you don't believe it, go to any other primary market around the country and see what it has done as it relates to their growth, their economic development and their densities in certain areas. In some of our communities in this region we don't have a choice but to create greater density and other areas we have a choice of sprawl versus density. That becomes the most important issue or element to this plan. For the first time we have the opportunity to marry transportation and land use. Those of us that sit on this board as elected officials deal with land use issues each and every day. Those in the private sector who are appointed deal with land use in some form or fashion every day. The fact that we have this opportunity, in my opinion, will allow us to look down the road as Reverend Golden so eloquently said, and get out in front and lead this region where we need to go in terms of quality of life. We've had 22 different transit plans out there floating around and nothing happened. By the way, there are only 2 primary markets in the United States that do not have a regional transit system or plan, us and Detroit. I don't want to be in the same boat as Detroit. We all sit in the

same traffic, we all miss the same baseball games because we're stuck. We all miss those same meetings. It doesn't have to be a part of our lives. For the most part I think we all want to be on time and we want to start meetings on time. The point I'm making is, unlike other plans and initiatives this group has said they don't want to go through and review the 23rd plan with no implementation. If we're not going to do it then let's be honest with each other and not go down the road. Let's take the \$23 million that FDOT has allocated and put it somewhere else. Having said that, this is an opportunity for all of us to ask the tough questions, to challenge. One of the things I've heard is that they aren't going to do anything, just another grandiose plan because there is no money. Well, I'm here to tell you that's probably true, there's not a lot of money so we have to get creative. Right around the corner we have Toy Town, a closed land fill. Pinellas County government has gone out and have done the RFP and are in the final stages of selecting a developer to come in and developer this 240 acre site. However, part of that deal is to put in an intermodal center there. To get the developer to build it, to allocate the land, allocate the parking. So we're not having to come out of pocket. That's a piece of a much larger puzzle. Another question I've heard is, this can't happen because you are going to have this regional transit system and what's going to happen to PSTA and HART and Manatee/Sarasota Counties transit? They won't go away folks. This group isn't going to manage, oversee or operate any local services. This group is to build spine. But we have to get people from the spine to your house and to your place of business, to the doctor's office. That's why it is so important that we have the local transit authorities on board with this. And some of them have gotten a little upset with this because they felt TBARTA was going to be elbowing them out the door in terms of funding. That can't happen. The reality is we have to rely on our local transit authorities. They are statutorily set up in most cases to operate transit, not TBARTA. There is going to be continuous dialogue out there. In fact, Mr. Clifford and Mr. Quarles were on the radio this morning and they were getting hit over the head about this very issue about CSX and by the virtue of the state giving CSX all those dollars. They answered it the right way by saying, we don't know yet. The fact of the matter is, CSX has demonstrated that they want to be a partner in this deal. We have to show them something, and have something to ask them for. We can't go in to them and say, why don't you give us your right-of-way. I would encourage every one of you to find out when the public workshops are coming to your community and participate. Get your other elected officials to attend. I would also like to thank this Council for lending us Don Conn as legal counsel to help us get started. It was a great help, probably more than you would ever realize.

Councilwoman Mulhern:

I grew up in Detroit and we should look at them as a bad example. I moved to Chicago so I lived somewhere with a great example of transit. I take no offense, people don't stay in Detroit because of that. Since 2007 when TBARTA was put into affect, things are different now with the budget. Money is tighter than maybe we thought it would be. We have rail. We have commuter rail in Tampa. We have a streetcar system which we've only begun to create, even though it was put in 5 or 6 years

ago. It hasn't followed the path it was supposed to because of money. That has led to development and density. Where those lines were built, that's where we have urban density happening in Tampa. We know that happens, so encouraging the private sector to get involved in this and to start to build around those lines you can see that it does work.

Commissioner von Hahmann: I think there's another thing that we are going to be discussing today and that's a recommended re-write on F.S. 163 and our comp plans. I noted in here that the state is actually going to provide for, in counties of over ½ million some actual mandates to accommodate that density and excuse that we're talking about. You have to meet density requirements in order for these to be efficient and operate correctly. My question is, what is the format that the workshop is going to be taking when they come to our communities?

Mr. Clifford: The workshop is a casual open forum with a lot of information. No presentation, just one on one.

Commissioner von Hahmann: Like FDOT when they present a roadway system. I know that you are also coming to our Council of Governments next Wednesday. I appreciate that because that will provide an opportunity for all of our legislative and school board to be present.

Council Member Petersen: I lived in Detroit, Chicago and I also lived in Europe where they really understand public transportation. I'm really glad you are doing all these public education forums because, much like what Commissioner Duncan alluded to, without money this plan is going to have a really hard time getting off the ground. That's was my cynical view initially because transportation is very expensive. But I think the public needs to be educated on several things. Firstly, everybody thinks roads are free. When you talk about light rail nobody wants it because you have to pay for it. The public needs to know that and why its so important that we start looking at different modes of transportation going forward. In Chicago one of the things that always amazes me is that the CTA is struggling. They are having some financial problems. I love the CTA, I use it all the time. I hope you are going to look at best practices and worst practices and things that have failed and take note from all of that. That kind of transportation is critical to our community. This community grew up around a car, its hard to get people out of their car, but I think going forward this state has to take a serious look at that.

Mr. Clifford: We absolutely are and the board's conversation was, didn't want to hear about Portland, Denver and Chicago and so forth and how great they are. We're not any of those areas. But what we do need to take away are the lessons learned from those areas, the good things and the bad things, and to look at ourselves compared to what some other areas that are more comparable to us. Those areas are Denver, Phoenix, Dallas and Charlotte. Sunbelt type areas, with the exception of Denver, that actually in some cases have less density than we have. Your point is well taken. We need to do what we need to do for this region. There is no one size fits all.

Chair Kynes: I loved hearing today creative and transportation out of the mouth of FDOT, which I thought was mutually exclusive. I applaud it.

7. **Council Members' Comments** - Chair Kynes

Councilwoman Mulhern: I was sent here by my Council with some tough questions. Commissioner Mariano may be able to help me with this. I don't know where these fit in with this group, but I'm just going to ask the questions. Our city Council wanted to know how the Regional Planning Council is following up on the Cypress Creek water quality issue that came with that DRI. It sounds like the problems that we had found were getting cleaned up. I didn't know if we could get a report on that.

Chair Kynes: We will ask staff to follow up on that.

Councilwoman Mulhern: The other issue we called on, so I don't know if it is something that belongs here but it is a two county thing. The concerns over the proposed land fill in southeastern Pasco County, if we could get a report on that as well? When it is on our agenda it is Angelo's Aggregate. I don't know what its called in Pasco County.

Commissioner Mariano: I'll address both questions. When I drive by Cypress Creek as they are doing construction I've actually called in a couple of times myself when I thought there were some violations. I think they have just had \$41,000 worth of fines assessed from SWFWMD. Staff has been watching that ongoing, but if you want we can bring back a report from what we found.

As far as Angelo's Aggregate, that's a delicate situation in the sense of it hasn't come before the County Commission as yet so I haven't seen any agenda items. I will tell you this, that is something that we have to be real careful how we even converse. I haven't been to any of the public meetings for this because I want to make sure when it comes before me as an agenda item that I keep a complete open mind as I look at it going through.

Councilwoman Mulhern: Oh, it hasn't even been to you for approval yet?

Commissioner Mariano: It hasn't even been to us yet. It's still through the DEP. When it does come obviously water quality is something we are going to be very concerned with as far as the health and safety of the entire region.

Commissioner von Hahmann: Is that a DRI? That land fill doesn't fall under our jurisdiction, does it? I don't think it is something that would come before this Council. Its being raised at this Council level and I think it is something that would be a 2 county issue and when it does begin to come before Pasco then the City of Tampa and Hillsborough County need to be involved in that process.

Mr. Pumariega: That is normally a permit through DEP, but it would come before the Council if a Local Government Plan Amendment is submitted. I'm not sure if it will qualify as a DRI. Right now its 100 acres.

Commissioner von Hahmann: If it would fall under a DRI we would receive a report on the question of water quality.

Mr. Pumariega: There is an Annual Report and I don't believe we have received the first one from Cypress Creek yet.

Mr. Meyer: No we haven't.

Councilor Matthews: The City of Seminole’s Mayor, Jimmy Johnson, recently had a lung transplant and is expected to be in the hospital for 10 days or so. He is doing well.

Commissioner Mariano: The New Port Richey Theater, of which I have been a board member for the past 7 years, received an Honorable Mention last year at the Future of the Region Awards. I will be entering them next year. We just finished the interior renovation. Much like Councilman Williams took us to Tropicana, I will be inviting Council Members to attend a show at the theater, as our guests.

8. Program Reports

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

The full Agency will meet this Thursday. On the agenda are several items of broad interest:

- A presentation by the Tampa Bay Rays and their environmental consultant on the proposed ballpark, including environmental studies conducted and underway, potential impacts and proposed mitigation.
- A presentation by Progress Energy representatives on the company’s plans for new transmission lines within the region and Senate Bill 1506 - which would change the manner of review and approval of new utility lines across public lands.
- An update on the Gulfstream Natural Gas pipeline soon to be constructed from Port Manatee to Progress Energy’s plant at Weedon Island.
- An update from TBRPC staff on the One Bay process to develop scenarios of 2050 build-out and how natural resources are being integrated into the process.

All were invited to attend.

B. Clearinghouse Review Committee (CRC) - No Report.

C. Local Emergency Planning Committee (LEPC) - No Report.

D. Emergency Management - No Report.

E. Legislative Committee - Vice Chair, Council Member Carlen Petersen

Agenda Item E.1.A. provided the FRCA Legislative Bill Tracking Summary: I want to make comments on a few bills:

- HB0063 will allow to use ad valorem tax revenues for law enforcement, fire rescue or emergency medical services relating to community redevelopment areas.
- SB0080 relating to document excise tax distribution – provides for the annual appropriation of at least 90% of the tax proceeds to provide affordable housing units.
- Senate Bills 474, 476, 478, 480, 482, 484, 774, 776, 778 and 928 are all shell bills with the intent to revise laws relating to growth management, transportation, and economic development.

- SB708 calls to conduct a study examining all current and available desalination technologies.
- HB1191 provides for up to \$5,000 sales tax credit for green building construction. Also creates Florida Green Building Council in DCA.
- HB1362 creates the Florida Housing Preservation Program. Provides \$50 million for loans and financing to preserve and rehabilitate affordable multi-family rental properties.
- Although not in FRCA's Tracking List, SB 1966 would allow the developer of DRIs or non-DRIs to pay a \$250/trip "mobility fee" for transportation mitigation in lieu of transportation impact fees and proportionate share. This option shall expire on a county by county basis when the median home price in the county reaches 120 percent of the median home price in that county on January 1, 2006. We will be in contact with our Tallahassee team to continue to assess this bill.

In Agenda Item #E.1.B. the 2008 FRCA Draft Legislation provides an option to adopt a Future of the Region element of the SRPP establishing a regional vision through a collaborative process with Public Participation. The regional visioning process requires to address a number of issues appropriate to the region and to develop strategies. On February 15th the FRCA Policy Board approved to go forward with changes and submit the Legislative Package.

On Agenda Item #E.2., we would like a motion on Resolution #2008-1 as per our discussion at the January Council meeting regarding the presentation made by Dr. Richard Hilsenbeck with The Nature Conservancy.

Motion to approve Resolution #2008-1 and transmit to the chief elected officials within the Tampa Bay region, the Tampa Bay Legislative Delegation, and Governor Crist.
(Mariano/Duncan)

As far as the Regional Planning Council state appropriations, the current funding for the eleven Regional Planning Councils is \$3.7 million, which is the amount that is needed. However, the Governor recommended \$2.8 million, even though the DCA had recommended \$3.3 million. We are in contact and working with Senator Fasano, Representatives Peter Nehr, Rich Glorioso, Betty Reed and Will Weatherford.

DCA is circulating a number of Growth Management Legislative Proposals in the following areas:

- Transportation Concurrency
- Alternate State Review
- Citizen's Planning Bill of Rights
- Coastal High Hazard Area
- Optional Rural Sub-element

- Optional Sector Plans
- Coastal Sector Plans
- And last, there are revisions in Chapter 163 F.S. that would require DCA to amend Chapter 9J-5 Florida Administrative Code to establish different local government plan review criteria based on current and projected population of the local government. The remaining amount and nature of the underdeveloped land and scale of public service. It also discontinues the Local Government Comprehensive Planning Certification Program.

Questions & Comments:

- Commissioner von Hahmann: I have a question for Mr. Wynne on 163 on the recommended changes that Secretary Pelham is going forward with. I don't know if this Council might want to take the next month to review this and decide if we want, over and above FRCA - and FRCA is supporting this - to try to work with our local legislative delegation. Although in a month a lot is going to happen. If we are true believers in regionalism and the need for this particular body to take on a larger role, do we want to have that discussion? I don't know if we are planning a Legislative Committee meeting.
- Council Member Petersen: I don't know if one has been scheduled or not, but certainly if there is a need for it we can.
- Commissioner von Hahmann: There are a couple of other items that I personally have real concerns that I want to raise here today, just for informational reasons.
- Mr. Pumariega: As you will recall, the Legislative Committee met last month and we went through that legislative initiative with FRCA and the Committee supported this effort and also it has been approved by the Florida Regional Councils Association Policy Board, of which we have 3 members that sit on that board. If the Council wants to and feels comfortable and vote on this or if you want more discussion next month that will be fine. Action recommended on this item is dependent upon discussion.
- Commissioner von Hahmann: I don't know how comfortable everyone is with this or if they actually read this. I'm very comfortable with making recommendations to this board as this Council, and that we support it and have all our legislators support what Secretary Pelham is trying to do here.
- Mr. Pumariega: That legislation basically encompasses what Reverend Golden, Bob Clifford, and Commissioner Duncan talked about this morning - trying to come up with a vision.
- Commissioner von Hahmann: It would help support what TBARTA is doing.
- Mr. Pumariega: And it kind of leaves it up to each RPC, or each region, although some of us are already progressing with that process. But it leaves it up to them because of the downturn with the economy. It says "may" now instead of "shall." I think all the regions will now move forward.
- Commissioner von Hahmann: I would like to make a motion that we move forward with a letter of support of Secretary Pelham's movement on 163 as well as sending our delegation members that request.

Mr. Pumariega: I think the motion needs to be changed. The Department of Community Affairs is not the one that is really taking this initiative. It is the Florida Regional Councils Association. We are hopeful it may get into one of the DCA's bills and also we are working with the leadership of Representative Dean Cannon and Senator Rudy Garcia. Hopefully they will consider it in one of their shell bills.

Commissioner von Hahmann: I'm comfortable with that change to the motion.

Commissioner Duncan: I second the motion. Motion carried unanimously.

With the recent start of the 2008 legislature, in your folders we provided again a copy of the Council's 2008 Legislative Issues covering:

Emergency Preparedness which addresses emergency management program enhancement, special needs, enhanced emergency operations center capabilities and hardening of critical facilities.

In the Growth Management arena our 2008 Legislative priorities focuses on statewide regional visioning and regional visioning planning revisions to Chapter 186. The outcome would hopefully be new Strategic Regional Policy plans that contain a regional vision.

And, the State-Wide Workforce Housing initiative which was introduced last year. This program would allow us to implement an Employer Assisted Housing program that would have the states regional planning councils taking the lead in providing technical assistance to employers on establishing a program for their employees. There is also a marketing and education component to the initiative.

And finally, the Tax and Budget Reform Commission is working through 47 proposals. 36 are constitutional amendment proposals and 11 are statutory. This morning Don Conn will provide comments on some of the proposals.

Mr. Conn provided a summary update of the Tax & Budget Reform Commission's activities. Since last month there have been some additional proposals so they are now up to 51 proposals that they have in front of the commission.

As you know, they held hearings around the state and concluded those hearings at the first of the year and they are now meeting in Tallahassee both as a full commission as well as their committees and passing on these 51 proposals. Most of the proposals are constitutional proposals and some are statutory. They have to conclude their work by May 5th because in order to get proposals on the ballot that's the deadline. The next two months are going to be very critical and it's a body you need to watch because they are meeting quite frequently now in Tallahassee.

To date, there are two constitutional proposals that they have passed. One is a proposal that would provide that the legislature may prohibit consideration of what is referred to as storm hardening improvements and renewal of energy source devices in determining the assessed value for ad valorem taxation purposes. In other words, energy saving devices, hurricane related

improvements would not be considered in the assessment for ad valorem tax purposes. That's a constitutional provision that will be on the ballot. They have also passed an implementing bill, a statutory provision, that would implement that if the constitutional provision were to pass.

The only other constitutional provision that they have passed at this point would provide that the legislature may exempt for ad valorem tax purposes conservation lands. That would require an implementing bill, if it were to pass, that conservation lands would be exempt from ad valorem tax purposes.

There is one other statutory provision that they have passed that would be considered by the legislature and this is a significant proposal. At our Legislative Committee last month we had quite a bit of discussion about exemptions from sales tax and taxation services. The only proposal that has passed at this point is a statutory proposal recommending to the legislature that the legislature establish a committee to review all exemptions from the sales tax. But, excluded from that is the services tax. In other words, the Tax & Budget Reform Commission is recommending that the legislature look at all sales tax exemptions but not look at what is referred to as the services tax exclusion. In addition to that there were two constitutional proposals that failed. One failed and one was withdrawn. Former Senator McKay, who has for a long time advocated that the state look at taxation of services, had a proposal that was defeated. That was actually voted on and defeated. Another proposal that was introduced by another Commission member - same thing, looking at the taxation of services - was actually withdrawn. For all intents and purposes that issue is dead before the Tax & Budget Reform Commission.

There is discussion underway, although I haven't seen this in a proposal, of a Taxpayer Bill of Rights requiring a referendum on any increase in fees, taxes or other increase in revenue options. That's being discussed, I haven't seen that in a specific proposal. But again, they still are meeting and they still are introducing proposals and they still have until the beginning of May to take final action. So that needs to be watched very carefully.

There are some other proposals that are being considered. Some having to do with the burden of proof and challenges to ad valorem tax assessments and whether or not that burden should shift more over to the assessor versus the taxpayer in a challenge to the assessment. There are proposals dealing with education, and funding for education purposes, but none of those have made their way through the entire process. Again, this is the time to watch because they are meeting quite frequently now in Tallahassee.

Questions & Comments:

- Mr. Kersteen: In that hurricane improvement protection, is that retroactive or forward?
- Mr. Conn: Forward. And its contingent upon a constitutional amendment.
- Council Member Petersen: Do you have any sense or feeling about the Taxpayers Bill of Rights? Is there a lot of support for it?
- Mr. Conn: It's too early to tell. There seems to be support. Whether there is enough to pass through the entire Commission, it's too early to tell.
- Council Member Petersen: Who is pushing that?
- Mr. Conn: There are a couple of Commission members who seem to be particularly vocal about it, but again, I'd say right now the chances are 50/50. No

better than that.

Commissioner von Hahmann: I will tell you that from the Florida Association of Counties standpoint, because we have conference calls every Friday, the Taxpayers Bill of Rights (CEO45) is something you do want to watch. You can always track it on their website because they do update it on a regular basis following the meetings. That 50/50, if we want to keep it there or below we need to be really having some hard conversations with our legislative delegations and any member you know that sits on that board. And of course they are all listed on that website as well. That is something that could truly devastate our financial capacity as state municipal governments. The other thing we really need to watch is the Senate President has basically stated that they need down time. They need to see how the past legislation, plus the amendment passage, will impact our revenue stream for ourselves as well as local governments. He has basically pledged not to put anything out there for the legislature this year. The House still plans to push this forward which could be incredibly devastating to all of us, especially since the State of Florida has control of how those dollars are dispensed among local governments and the schools. This is a real critical year.

Mr. Pumariega: I believe this proposal was brought forward by Mike Hogan. I believe he is the tax collector from Duval County.

Council Member Petersen: I agree wholeheartedly with Commissioner von Hahmann. We need to watch this very carefully. I know someone told me, and I'm not a financial expert, but if the Taxpayers Bill of Rights does pass it would really tie our hands in issuing bonds because it has to come before a vote every four years.

Commissioner von Hahmann: Then the fees would have to go up. You'd want to raise your park fees, your impact fees, storm sewer. Its not that I don't think the voters should have a say because I do, but then I'm not sure what I'm elected to do any longer as well as the time it would take for anything to happen. We all know this was passed in Colorado and then they had to go in and take a really strong stand to pull it down the last 2-3 years. Their infrastructure suffered so badly. And that, unfortunately, is the example that they are following.

Chair Kynes: Because you do have a lot going on, why don't you call a Legislative Committee meeting? There is so much going on and they are in session.

F. Regional Planning Advisory Committee (RPAC) - Mr. Avera Wynne - 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

Public Transit Commuter-Shed Route Planning

Mr. Pumariega stated this issue has been discussed at the TBRPC Regional Transit Roundtable that Council has been hosting for the past 6 years. We are trying to figure out a way of capturing the 9 digit zip code, and using a particular medium to provide that information on a quarterly or annual basis to identify potential transit riders and making transit systems more efficient.

Mr. Marshall Flynn, TBRPC Info. Tech Manager, provided a presentation on how to capture major commute routes that are traditionally used by the public using private vehicles in order to formulate an attractive public transit alternative.

In the past, origination/destination studies have been done and the details that they gather are not fine-grained enough to do this particular type of study that we need for this public transportation issue. The American Communities Survey has data that is available and done on a regular basis, however, it is on a county-wide basis. It isn't done on a small grained area. There has been previous studies done, particularly in California in the Stanford Park research area through a volunteer effort. They took employers in certain research park businesses and asked them to return the information of their employees and provide addresses and zip codes. They met with a lot of problems because of the privacy issues. They would strip the addresses of the employees and would get their 5 digit zip code, which is not fine grained enough. The smaller scale volunteer study tried to get it in a grid basis, based on where people lived and by not volunteering their names. They weren't happy about that because of the privacy issue. Stanford Research Park did a study and created grids with the data compiled from the addresses of the employees. Of course the amount of people were voluntary, and there was no methodology in place to extract a wide area of information for a region, such as the Tampa Bay region or the San Francisco region.

How do you get more data without compromising privacy? It seems that the zip + 4 methodology can get down to a smaller area. Based on street addresses it is easily derived. The data can be extracted and updated on a monthly basis. This is a lot better in depicting where people live and work.

The raw data is street address data which can be geo-coded into the GIS. When you do the geo-coding you get mid points. By just focusing on the zip + 4 you don't need anyone's address. You won't get into their private lives. The only way you can derive real detail with the zip + 4 is if you are getting into businesses in downtown areas where a zip + 4 will actually be a business. To circumvent that this actual survey and data would work with zip + 2. That is still fine grained enough.

Mr. Flynn showed an example of the Hillsborough County Property Appraiser's data showing why you can't use Property Appraiser data to pull this information. They keep detailed records on the addresses of owners of property, but some of these properties could belong to part-time residents. Not every property appraiser in the Tampa Bay region keeps detailed zip + 4 digit data with the property physical address.

How do we get this data? We need a methodology in place where you can get, on a regular basis, the zip + 4 data for the employers as well as the employees. Mr. Pumariega and I met with the Tax Collector in Hillsborough County and we will continue to flush out different ideas where we can get this data on a regular basis with cooperation and possible funding from some sources. If we can get this data about employees, without getting into their privacy, these types of studies for public transit can be done. Detailed origination/destination data is the key.

In conclusion, the zip + 4 methodology to collect data would be the best way to get the origination/destination data and we just need a methodology and a mechanism for this methodology to accomplish this.

To review Mr. Flynn's data and presentation please visit:

www.tbrpc.org/councilagendas/councilpresentations.htm

Questions & Comments:

- Commissioner von Hahmann: So what you are attempting to do is use this data to help larger employers work with their communities?
- Mr. Flynn: Absolutely.
- Commissioner Duncan: During our last meeting the board made the commitment to get this information. This may give us an opportunity in Pinellas County to use as a pilot.
- Mr. Pumariega: Is this with PSTA? We are going to make a presentation to PSTA on March 26th. Basically the challenge here is finding a medium which captures this information on a regular basis. Not only large employers, but all types of employers, and mainly capture employees that work on a full time basis, going from their home to their job location on a daily basis. Then we can capture that ridership. We looked at the Unemployment Compensation form, filed on a quarterly basis by all employers in the state of Florida. We are still keeping that option open, however, it is very difficult to change that form. There is also a burden on the business community to provide this additional information. All you would have to do is add two columns and request that information on a regular basis. You could get commuter-shed changes as people buy a house or move or change jobs within our region. Then we could monitor the shift in our commuter-shed. The other option that we are looking at is the Tax Collector's office. That information would come in on a monthly basis as individuals renew their license plate. It's just a matter of finding the medium in which to capture this information and then we can translate into GIS.
- Commissioner Mariano: As far as trying to collect information, do we sell seasonal or long term passes for folks? If we take that information when they sign up, and we can provide a discount if they provide the information, wouldn't that be a simple data collection method?
- Mr. Flynn: The idea is to get the public transit bus routes to go to areas that are currently neglected such as major sub-divisions. For

instance, Mr. Pumariega's sub-division has no bus stops nearby.

Commissioner von Hahmann: It would help you to establish that critical mass to determine where adding a route would be cost effective. Each county is so far and so expensive if you don't have the ridership.

Chair Kynes: Is there any further questions? Thank you Marshall. I know we have struggled with this for years. If this can get around the privacy issues you will probably have a working model.

10. **Executive/Budget Committee Report** - Chair Kynes – No Report

11. **Chair's Report** - Chair Kynes

In keeping with my goal of touching on various spokes of the Livable Community Wheel, at our next meeting we will have a Transit Panel in which all of our transit directors have been invited to participate. They will be discussing ridership trends and new, bold, innovative ideas that is coming forward out of transit.

Also, in May we will be having a guest speaker from Florida Power & Light to provide a presentation on alternative fuel sources. They have started their own subsidiary into looking into alternative fuel sources.

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

Regarding the NARC report that we provided to you - one of the federal legislation that we need to concentrate over the coming year is the re-authorization of the Transportation and Highway Act. There was a Commission that issued a report recently that has different suggestions as far as short term, mid term, and long term revenue sources that the federal government should pursue. They recommend a Commission be set up to try to determine which projects will be selected. Right now we are doing ear-marks and that has created a lot of dissension around the country and they are saying there has to be a better system to try to allocate the funds around the country. I would urge you to go to www.narc.org to see the detailed information on the Commission's report.

Adjournment 11:47 a.m.

Lori Denman, Recording Secretary

Vice Mayor Deborah Kynes, Chair