



Council Minutes

April 14, 2008
10:00 a.m.

REPRESENTATIVES PRESENT

Chair, Commissioner Deborah Kynes, City of Dunedin
Vice Chair, Commissioner Bill Dodson, City of Plant City
Secretary/Treasurer, Commissioner Jack Mariano, Pasco County
Ms. Jane Bittner, Gubernatorial Appointee, Pinellas County
Commissioner Woody Brown, City of Largo
Mayor Larry Bustle, City of Palmetto
Commissioner Linda Chaney, City of St. Pete Beach
Council Member Bob Consalvo, City of New Port Richey
Vice Mayor Larry Crowley, City of South Pasadena
Commissioner Ronnie Duncan, Pinellas County
Council Member Alison Fernandez, City of Temple Terrace
Mr. Julian Garcia, Jr., Gubernatorial Appointee, Hillsborough County
Mr. Robert Kersteen, Gubernatorial Appointee, Pinellas County
Ms. Angeleah Kinsler, Gubernatorial Appointee, Hillsborough County
Council Member Janice Miller, City of Oldsmar
Commissioner Bob Minning, City of Treasure Island
Mr. Andy Núñez, Gubernatorial Appointee, Pinellas County
Councilman Patrick Roff, City of Bradenton
Vice Mayor Robin Saenger, City of Tarpon Springs
Ms. Barbara Sheen Todd, Gubernatorial Appointee, Pinellas County
Ms. Kim Vance, Gubernatorial Appointee, Hillsborough County
Mr. Charles Waller, Gubernatorial Appointee, Pasco County
Mr. Philip Waller, Gubernatorial Appointee, Hillsborough 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

REPRESENTATIVES ABSENT

Past Chair, Commissioner Scott Black, City of Dade City
Commissioner Nina Bandoni, City of Safety Harbor
Commissioner Rose Ferlita, Hillsborough County
Councilor Bob Matthews, City of Seminole
Councilwoman Mary Mulhern, City of Tampa
Council Member Carlen Petersen, City of Clearwater
Councilman Ed Taylor, City of Pinellas Park
Commissioner Jane von Hahmann, Manatee County
Ms. Michelle Miller, Ex-officio, Enterprise Florida
City of St. Petersburg

OTHERS PRESENT

Shawn College, Exec. Planner, Hillsborough Planning Commission
John Healey, Planner, Hillsborough County
Trisha Neasman, Planner, SWFWMD
Al Davis, Citizen Watch
Cindy Davis, Citizen Watch

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. John Jacobsen, Accounting Manager
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 - Chair Kynes

The April 14, 2008 Regular Meeting of the Tampa Bay Regional Planning Council was called to order by Chair Kynes at 10:03 a.m.

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

Roll Call - Recording Secretary

A quorum was present. There were no voting conflicts.

Announcements – Chair Kynes

Chair Kynes thanked everyone who attended the Future of The Region Awards luncheon. There were over 280 attendees this year. Ms. Wren Krahl was recognized at the luncheon for her efforts with this event and Chair Kynes thanked Ms. Kim Williams and Ms. Sue Young for their assistance in making the event successful.

Special Recognitions – Chair Kynes

New TBRPC representative from St. Pete Beach, Commissioner Linda Chaney, was introduced.

1. **Approval of Minutes** - Secretary/Treasurer Mariano
The minutes from the March 10, 2008 meeting were approved. (Kersteen/Duncan)
2. **Budget Committee** -Secretary/Treasurer Mariano
 - A. The Financial Report for the period ending 02/29/08 was approved. (Bustle/Duncan)
 - B. The Budget Committee met this morning and was presented with the FY 2007/2008 Mid-Year Budget Amendment. The overall budget decreased \$10,000 primarily due to the following:

- Statewide Regional Evacuation Study decreased \$109,000 due to finalizing the preliminary information used for the Initial Budget.
- DRIs and Tampa Bay Water decreased \$62,000 due to timing between fiscal years.
- Several projects not included in the Initial Budget have been added including: Hillsborough Generator Assessment, HSEEP Training, Pinellas County Local Mitigation Strategy, Disaster Recovery Guide & RDSTF Table Top Exercises. These projects accounted for an increase of \$77,000.
- Several projects, including Eckerd College Mitigation Plan & DS/GIS Homeland Security increased by \$85,000 due to timing between fiscal years.

The Budget Committee unanimously approved the proposed 2007/2008 Mid Year Budget Amendment.

The FY 2007/2008 Mid Year Budget Amendment was approved. (Duncan/Miller)

Before voting on the Consent Agenda attention was called to the following:

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

3. IC&R #043-08 – Sun West Harbourtowne, COE #SAJ2006-5871 (IP-MPN)/SWFWMD ERP #49032616.000, Pasco County
4. IC&R #044-08 – Sunwest Park, COE #SAJ2007-5788 (IP-MPMN)/FDEP #51-0274578-001, Pasco County

Both of these reports have been revised based on an April 9th meeting between the applicants and the Council staff. Public Notices from the US Army Corps of Engineers are subject to 30-60 day review periods from their receipt of an application. The modifications, recognized in the revised reports in Council folders, concluded with the finding that insufficient information was provided to date to make determinations of consistency with the Strategic Regional Policy Plan regarding each proposal. Additional project maps were appended to each report to further illustrate the location of proposed impacts.

3.E. Notice of Proposed Change (NOPC) Reports

DRI # 145 – Southbend/Phase 2A, Hillsborough County has been revised. The revision is to Discussion Item #11 of the report and is included as an errata page in your Council folders. The revision, recognized in strikethrough and underline format, clarifies that the identified proportionate share applies to the overall project. As appropriate and prior to Development Order Amendment adoption, Council staff will continue to work with Hillsborough County, the Applicant and the Florida Department of Transportation to refine this calculation to reflect Phase 2A only.

3. Consent Agenda - Chair Kynes

APPROVED THE FOLLOWING CONSENT AGENDA ITEMS:

A. Budget and Contractual

1. Over the past several years a number of Regional Planning Councils have been providing technical planning assistance in other Regional Planning districts. It was the consensus of the Executive Directors that a Memorandum of Understanding would be beneficial as we continue to provide technical assistance among the eleven Regional Planning Councils.

Authorized the Chair to sign the Memorandum of Understanding between the Regional Planning Councils that comprise the Florida Regional Council's Association regarding the provision of technical assistance.

2. The Tampa Bay Regional Planning Council has received the new maintenance and technical support contract for statewide version of REMI Policy Insight® from Regional Economic Models, Inc. The contract will begin on March 25, 2008 and run through March 24, 2009 at a cost of \$37,713. TBRPC owns this version of the model separately from the Council's version to allow all RPCs in the state to have REMI. \$18,513 is for the annual data and licencing while \$19,200 is for six RPCs to receive secondary user licences and unlimited technical support from REMI staff. All costs are paid by the six RPC secondary users, not TBRPC. TBRPC has been a REMI user since 1999 and continues to provide technical support and assistance to the Council's members, economic development organizations, Tampa Bay Partnership and others. The REMI model can be used to forecast the economic and demographic effects of policy initiatives. Policy Insight® answers the "What if...?" questions concerning regional and local economies. Any type of policy that influences economic activity can be evaluated including economic development, transportation, energy, environmental, and taxation.

Authorized the Chair to sign the User Agreement for Software Licensing and Services.

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

1. IC&R Reviews by Jurisdiction.
2. March 2008 IC&R Database.
Information Only.
3. IC&R #043-08 – Sun West Harbourtowne, COE #SAJ2006-5871 (IP-MPN)/SWFWMD ERP #49032616.000, Pasco County
4. IC&R #044-08 – Sunwest Park, COE #SAJ2007-5788 (IP-MPMN)/FDEP #51-0274578-001, Pasco County

C. DRI Development Order Reports (DOR) - None

D. DRI Development Order Amendment Reports (DOAR)

- A. DRI # 123 – Bay Area Outlet Mall, City of Largo
- B. DRI # 170 – Westfield Citrus Park Mall, Hillsborough County

E. Notice of Proposed Change (NOPC) Reports

DRI # 145 – Southbend/Phase 2A, Hillsborough County

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

1. DRI # 108 – Hidden River Corporate Park, RY 2006-07, City of Tampa
2. DRI # 121 – Carillon, RY 2006-07, City of St. Petersburg
3. DRI # 139 – Tampa Technology Park, **RYs 2004-07**, City of Tampa
4. DRI # 151 – Crosstown Center, RY 2006-07, Hillsborough County
5. DRI # 166 – Wesley Chapel Lakes, RY 2006-07, Pasco County
6. DRI # 211 – Meadow Pointe, RY 2006-07, Pasco County
7. DRI # 221 – Pinellas Criminal Courts Complex, RY 2006-07, Pinellas County
8. DRI # 229 – Gulf Coast Factory Shops, RY 2006-07, Manatee County

G. DRI Status Report

Information Only.

H. Local Government Comprehensive Plan Amendments Reviewed

1. DCA # 07-PEFE, Pinellas Park (adopted)
2. DCA # 08-PEFE, Largo
3. DCA # 08ER-1, Indian Shores
4. DCA #08ER-1, Belleair Bluffs (adopted)
5. DCA # 07ER-1, Belleair (adopted)
6. DCA # 08-PEFE, Clearwater (adopted)
7. DCA # 08-1, St. Pete Beach (adopted)
8. DCA # 08-1AR-B, St. Petersburg (adopted)
9. DCA # 07-PEFE1, St. Petersburg (adopted)
10. DCA # 08-1, Seminole
11. DCA # 08PEFE-1, Pasco County (adopted)
12. DCA # 08-ER, Hillsborough County
13. DCA # 08-ER, San Antonio

The Consent Agenda was approved. (Duncan/Mariano)

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. **A. TBRPC Transit Panel Discussion**
 Mr. David Armijo, Chief Executive Officer, Hillsborough Area Rapid Transit (HART); Mr. Michael H. Carroll, Transportation Manager, Pasco County Public Transportation (PCPT); and Mr. Tim Garling, Executive Director, Pinellas Suncoast Transit Authority (PSTA); and Mr. Ralf Hessler, Transportation Manager for Manatee County Area Transit (MCAT) provided presentations and participated in a panel discussion.

Mr. Michael H. Carroll: The US Hwy 19 corridor on the west coast of Pasco County is the primary center of attraction for most activity and that is where the west coast side of the transit system is structured. On the east side of the county, US Hwy 301 is the corridor used to establish that side of the county's transit system, with some local service running in the municipalities of Dade City and Zephyrhills. There isn't a connection between the two sides of the county at this particular time. The south central portion of Pasco County has grown significantly over the past several years so we want to not only connect in order to get folks from one side of the county to the other, but also to serve those new folks that have come into that part of Pasco County.

There are nine bus routes with 16 buses running in peak service. We are providing over 1 million miles, and close to 69,000 revenue hours of service per year. The number of passengers per weekday revenue hour is close to 18, and the number of passengers per revenue mile during a weekday is a little over 1.

Pasco County is meeting currently with Pinellas County Transit System. An extremely popular connection is to Tarpon Springs

and it bodes well for any regional connectivity under discussion at this time.

Pasco Transit began in 2001 so it has been a quick 7-8 years and we are looking to already jump up to over 1 million trips this fiscal year.

The age distribution of riders is 64% between the ages of 25 and 60. The fastest rising group of riders are under 18. Most riders earn less than \$10,000. The more affluent a person is, the less likely they are to use transit.

The purpose of trips is mainly working adults, close to 41%. Folks using the bus are either going someplace to earn money or to spend money which shows an impact on local and regional economies. If you don't have an alternative you will get on the bus. What we are proud of is the fact that a quarter of our riders do have a choice.

Pasco County Public Transportation Initiatives that have been undertaken over the past couple of years are:

- Implementation of Electronic Fare Boxes which help to facilitate the collection and security of fares. In addition, they may have application to help streamline transfers between passengers of different systems, dependent upon programming and compatibility. That's an interesting potential application for electronic fare boxes.
- We have also installed Automated Vehicle Locator Devices on all our buses. This allows us to visually view where a bus is at any particular point in time and relay that information back to our customers. It also helps in our planning and adjustments of routes as well.
- Coordination on New Development/Redevelopment is one area we went forward with very aggressively. With all of the growth that occurred in Pasco County over the past 3-5 years, albeit the residential sector has slowed down a bit, we continue to go strong with commercial and business development. PCPT has worked very hard to get in on the ground floor and work with the developers and engineers to help ensure that transit infrastructure and accommodations are an area that is looked at and thought about and, in many cases, costs were transferred to those new developments.
- Our Transit Development Plan 2008-2018 will be adopted this year, in July. This is a 10 year horizon, short range plan that allows us to go year to year in implementing new service enhancements within the system.

Mr. Tim Garling:

Last year, fiscal year 2007, we had record ridership. Almost 12 million people riding PSTA buses. One of the

reasons we got there were the efforts over the last 20 years to keep growing the system, to get top notch equipment, and to build good transit facilities. Those things are really paying off in ridership. The success is continuing. If you look at this fiscal year we are growing at a rate of almost 9%. Some of this has to do with the rising fuel costs. An interesting factor which some may not know about is that we transport almost 300,000 people with bicycles on an annual basis. That is growing at an astounding rate of about 25% during this fiscal year. You are seeing some of those things - like helping to create a liveable walkable community feeding right into the public transit success. They are starting to come together.

PSTA riders have an annual household income of \$10,000 to \$19,999. Trip purpose is 48% work, 20% shopping. Very similar to what you saw in Pasco County. Only 67% of the people who take the bus have no other choice. Only 14% own a car. That's almost 85% of the people in Pinellas County that use public transportation who do not own a car. That describes the market that we are addressing. The market we are picking up is the transit dependent market. That creates opportunities for us in the future. We can go after choice riders. Choice riders are there to be had, we just have to figure out a way to address that.

The PSTA Board has set a very aggressive goal for the next 10 years. We want to double our ridership. We need to get choice people to take buses to work. I think the way you do that is by focusing on providing better service. I hear a lot of people saying folks will not ride public transit in Florida. People *will* ride public transit if we provide a service that they want. That means we have to increase travel speeds and frequency. Our long range plan on how we can double our ridership is to look at 10 major corridors across Pinellas County and improve service to 15 minutes or better. In the public transit industry 15 minutes is a magical number. If you have 15 minute frequencies between buses that means people don't have to refer to a schedule, they can just walk out and get on a bus. The other thing we plan to do is actually brand that service - these 10 routes, high frequency service, and capture that choice market.

In addition to those fundamentals we want to get projects that will excite the community and excite choice riders. We have proposed a couple of service enhancement projects. One is a St. Petersburg To Beaches BRT via Central Avenue and another is maybe a connector between

Downtown Clearwater and Clearwater Beach.

One of the things we are trying to do is connect that new vibrant downtown feel that you have in St. Petersburg with our number one industry in Pinellas County - tourism. We want to connect that following along the Central Avenue corridor. This is a corridor where some zoning and land use changes have taken place to allow mixed use development. We can play into that and help the economic development of that area. In addition, in the north we can also help improve our access to the beaches with the connector that we are working on.

If you look towards the future what's important about public transit is not only moving people, but public transit can have a positive impact on economic development and livability of our communities. The trouble is, to get to all these things, to try to double our ridership, to try to increase the frequencies, it is going to take funding. Our major funding source is property taxes/ad valorem taxes. 2/3 of our budget comes from that. Somehow, if we want to try and improve our public transit service, we're going to have to find a sustainable funding source that would allow us the growth that we need to make public transit work. It is a very difficult time, but we have to come down to a choice we have to make. And if we make that choice and get sustainable funding then transit can deliver.

Moving into the future - it's been said that you can't manage change without creating change. I think if we continue to pursue the same policies that have gotten us to where we are today, we are going to be getting the same of what we have. Now is the time for public transit to take the next step. That means it starts with planning, and land use and marry that with public transit improvements and help accelerate those processes.

Mr. Ralf Hessler:

Unlike my colleagues before me, I don't have a visual presentation. A part of what we four, and other colleagues throughout the state, have to do is sell public transportation. We have to convince people that what we are an appealing alternative to sitting in your automobile. Some other way than sitting in traffic, some other mode in getting to where you need to go.

The Manatee County Area Transit has been around for 32 years, which in the state of Florida is a pretty long time for a public transit agency. We are a small agency. We have nine bus routes and operate 15 buses to provide service. We operate service Monday through Saturday, 6 a.m. to 7 p.m. on our fixed route system. We have complimentary

para-transit service for both ADA and the transportation disadvantaged which mirrors the fixed route system. We also have a trolley system which runs on the barrier island, Anna Maria Island. It's very successful and has been in service since 2002. We have 3 trolleys which run every 20 minutes, 365 days a year, 6 a.m. - 10:30 p.m. It is actually a custom made vehicle. The back of it is opened. It is very interesting because you have to appeal to the venue that you are in. You wouldn't run a vehicle like that through the City of Bradenton because it isn't the right venue. There you would need a fixed route bus. Nor would you run the fixed route bus on the island.

As we look into the future we would like to provide other appealing alternatives such as a commuter bus system that can provide express bus service, capturing that audience that is not transportation disadvantaged. The commuter that might be living in Manatee County and working in Tampa or St. Petersburg or in Sarasota County. To create more services with our neighboring counties. I think that's what TBARTA is all about. The whole regional concept where we can all work together. We have been doing this for the past several years with our neighbors to the south, in Sarasota County. We have an interlining service that runs on the US 41 corridor which is the spine route for us. We provide 30 minute service there. We go into their downtown and they come into our downtown. It works very well.

Frequency is the key. People don't want to wait an hour to get on a bus. They want the bus to come as frequently as possible. That's one of the reasons that the service on Anna Maria Island is so successful. Every 20 minutes a trolley will come.

It takes one thing - funding. Where will it come from? It can come from many places. It could come from the federal government, state, local, taxpayers, it could come from fare box returns. It needs to become dedicated. How is that going to happen? We need support. We need you to talk to people in power to say, you need to start focusing more on public transportation. Yes, we still need cars and roads and highways but there comes a point where there is no more room for that. That is not the appealing alternative to getting out of the automobile, that will not make traffic go away. It will be what we are trying to provide and sell to all of you.

We've done some things over the years to provide a more appealing alternative. We have a huge campaign to put up bus shelters all around our system to attract folks to using

the system. We are looking to putting up ticket vending machines so folks can buy their tickets in kiosks. We are looking to do on-line pass sales and trip planners for tourists. We also have an automatic vehicle locator system that we use for the same purposes as mentioned earlier.

Next month we are providing a new bus route in Mayor Bustle's neck of the woods (Palmetto) so we are trying to expand, despite the funding cuts. No matter how bad it gets we still have to reach out to the residents and visitors and say, get out of your automobile and take the public transportation system.

Mr. David Armijo:

This presentation is the same one I provided to the Hillsborough County Transportation Task Force that is looking at the possibility of a local sales tax option, hopefully by 2010.

We began a process of looking at a ten year program about two years ago and went through a series of community meetings and developed a plan. You will see actual identification of projects that we will be doing over the next several years to help achieve success in that ten year plan.

One of the key elements to our vision in Hillsborough is to provide services throughout the county. Currently much of our service is in the central core of Tampa and we are trying to reach out to other areas. We do provide local fixed route services, commuter express services, as well as our Hart Plus accessible service.

Another part of our vision is to double our ridership. To accomplish that you have to have a growth rate of about 7% per year, which we've been able to do. We also want to be one of the best transit systems of our size in the country so we intend to compete very heavily with our folks in the region. Mr. Garling has been beating me a little but I'm catching up.

Over the last five years HART has had a very good run. We are up about 25.5% over the last four years. In the first quarter we are up about 9% and we think we will come in closer to 7% for the year. We are trying to get to the 12 million plateau - 1 million riders a month. When we look at our Peer Ridership for the same time period our ridership in all of our areas is actually very high. The ridership nationwide is running about 2% and we've been running well above that in this area which talks a lot about the growth of the community.

There is a lot of talk these days about what is going on in Houston, Orlando, Denver and Dallas. We don't carry the ridership numbers we would like to but we do very well on a peer comparison on productivity. We are actually running about 22% this year.

How do we get through the next eight years and what are some of the things we are going to do? I'm going to talk briefly about some of the projects we are going to deliver within the next two years and how to enhance ridership. It was said earlier about getting the 15 minute frequencies and that is absolutely correct. You need to have faster trips, more frequent service, and you need to be able to introduce the transit services that people need in order to be able to get some of those choice riders. And, of course, secure funding.

In 2008 we are currently doing a number of initiatives in our downtown area. We have added a couple of in-town trolleys. We run services tailored for downtown and also to the entertainment district along Channelside and Ybor City. We are just now completing the plans for two BRT systems. Our initiatives have included a joint task force with Pinellas and we have another meeting on April 22nd. We are talking about different ways that we can improve our services across the bay and most importantly, what kind of things we might be able to do together as far as funding. The street car service along Channelside and in Ybor is now about 5 ½ years old. One of the challenges of that new system is that it continues to lose money. It hasn't had a business plan update since 2004. We came up with a new business plan and a funding system that will actually continue for the next 20 years. In fact, we plan to extend the trolley and go into construction next year.

Some other cost initiatives we have had is in reducing costs. We were able to reduce some of our scheduled overtime and improve efficiencies in the way we run our schedules to the tune of about \$1 million savings in this fiscal year. We've been able to use those dollars to pump in additional services. We expanded some services in March adding more late night service, and most importantly, increasing frequencies wherever possible. We were able to pick up a grant from the county, about \$40 million, to help with our BRT program and we are continuing to work on other alternatives. The two BRT lines are Nebraska which is the number one route for service but number 2 in number. That carries about a million riders a year. We are looking at that going into a 10 minute headway system within 2 years as we do some

expansion of the roads to accommodate faster services, branding of the lines, and having a single preemption so you will be riding much quicker. The people who benefit from the BRT are the people who aren't necessarily on the BRT. When those buses get to the intersection and you hold the line for an extra 5 or 10 seconds everyone gets through there a little quicker, unlike today where people might want to get around the bus you will find if you follow the bus to the intersection you will get through quicker. The other line will go east to west and that will have some benefits to Pinellas because that line, which will go into effect in 2011, will also run at a 10 minute headway and will connect the urban core of Temple Terrace, come along Hillsborough/Martin Luther King Boulevards, but most importantly it will get to the airport. And near the airport we will be opening a new transit center within 2-3 years near International Plaza and that transit center is something we are going to be able to accommodate additional buses. We hope to be able to do better interface with Clearwater and Pinellas from that location.

Per Capita Spending for capital and operating (1999-2003). HART/Pinellas is at \$21 per capita. Charlotte, the most recent operational opening of 10 year growth, ridership, and train system is at \$49. We don't spend much on public transit in this region and we have to do something about that. Even Orlando, which is ahead of us, does not provide the kind of service with the heavy frequencies. Very few routes are even running at a 50 minute headway. A lot of work needs to be done in this area.

2008 Initiatives - We already opened our first transit center, one of many, over in west Tampa. We will be opening our northwest facility this summer. We have a bus stop accessibility plan that will spend about \$8 million to get all of our bus stops fully accessible.

In 2009 we will be ramping up our Route 30 line along Kennedy to provide 50 minute service between the airport and downtown. It should happen in line with the Super Bowl opening in late January. We will continue to pursue additional funding, looking at some federal grants for our second BRT, which is not fully funded. And we are also looking at a new operating facility because if we are going to grow our service we will need a second facility. We already have 200 buses and hope to add about 200 more buses over the next decade. We are also looking at new

shuttle services or circulators in the Westshore area and also expanding our services in downtown Tampa. We anticipate breaking ground and have the BRT moving along Nebraska with additional bus stop improvements. The streetcar extension will also be breaking ground along Franklin.

By 2010 we will be able to actually open the streetcar extension into the downtown. It's really significant because it will get to the promenade of the major urban core of downtown and it should help the ridership and grow the service on that line. The BRT service on Nebraska should open by October 1, 2010. Again, that will be the first service that we have in Hillsborough with a 10 minute frequency. We will also be opening another Park 'n Ride in Brandon and continuing to move on construction, if we are able to get funding, for the east/west and our new rail transfer center at the airport.

2011 we anticipate the second BRT opening. We should almost be finished with our bus stop improvements. One of the problems we have with our bus stops is that there isn't a concrete pad, but only a bench on the grass.

The challenge to us is when we get to 2012 and beyond, the latter part of the 10 year plan. Funding becomes a real serious problem. To get the second operations maintenance facility opened is going to require additional funding to be secured. Additional lines that we have planned along Brandon, Florida Avenue are for increased frequencies to get those at 10 minute headways, or even 15 minute headways are going to require some effort. We are looking at some new flex services in other communities such as Brandon, Temple Terrace, South County and Northwest County and making those interfaces with Pinellas, especially with our express services. Being able to do all of that is going to require securing additional funding. One of the ways of doing that is to look at partnerships. We are very interested in seeing where the efforts and the evolution of the TBARTA program goes, and working with other transit operators in the area.

Again, ultimately we will be looking at much more of a multi-modal approach. I notice, being from California and originally from Texas, I don't see a lot of High Occupancy Vehicle Lanes (HOVS) or a lot of discussions about Hot Lanes and other opportunities where we could raise revenues and move traffic. HOVs work very well for express buses especially on long haul distances. This area requires a lot of long haul distances. Some of our express lines in Hillsborough travel upwards of an hour to get to

MacDill AFB. We run 7 buses a day through that area.

Lastly, where do we want to end up? If you tie us back to the Vision statement I said at the beginning, you have to be able to do the kind of things that are going to enhance the service to be more effective. Efficiency is important, and we are doing those kinds of things right now, but at 22% fare box recovery - while it is respectable, it's not where we want to have to put our efforts. Our efforts should be put on running more service, carrying more people, and providing the services that are needed for the region. Some of that may include framework of expanded bus service and/or some form of a light rail system. And of course, increased funding for that.

Chair Kynes: Before opening the floor for questions and comments I would like to comment that again, this year, we are going to be looking at critical components that make up sustainable communities and mass transit is one of those critical components. We are very fortunate to have all of them here today.

Questions & Comments:

Secretary/Treasurer Mariano to Mr. Carroll: You talked about your transit going down to Tarpon Springs and doing a connector there and moving forward. Have we looked at anything such as special events at Tropicana Field, Raymond James Stadium or anything like that during those special events?

Mr. Carroll: The short answer is not a lot of effort is going into looking at those things. There are some requirements in terms of Charter Bus Service that can limit or restrict some of that kind of activity, although they have come up with a new law recently to, what they believe, loosen that effort up. At this time, no. We are really interested in inner-connectivity with HART at this point. They are coming up Bruce B. Downs into the New Tampa area so we are interested in that cross county connector.

Council Member Miller to Mr. Garling: If you live in North County Pinellas, Tarpon Springs, Oldsmar, Palm Harbor - there's nothing to go east and west. We don't have any interstate. There are people who are going to the veteran's hospital over there and it takes them an hour to get there. No one ever speaks about north county. What can you do about that? Why haven't you put something together for the north county people?

Mr. Garling: I think you are hitting on a key point. Public transit does not pay for itself. Even the best systems, particularly of our size, may be bringing in 20 cents on the dollar. What's happened to us is, with the limited funding that each of us has, we try to create routes that get as many people on as we can in the market that we are addressing. As a result, what we have ended up with today are routes that sort of meander and take a long time to get to one place from the other. What we have to do to develop the future is: We need to start addressing this problem on a

transportation market basis - who are we trying to carry and to where? We have to identify markets. And we have to speed up service, more direct routes, faster routes, and we have to have more service frequency. We cannot do any of those things without getting increased funding. We can fine tune, we can tweak. I think some of the things you mentioned we can do a little bit better. But if we stay with the same size systems we have I don't know that we can make a lot of improvements unless we have funding improvements to help us.

Council Member Miller:

That's not really what I was saying. When people have to drive they have to meander. If they can get on a bus and go across you would have more people using it. Yes they'd have to know about it. You would have to do some advertising. I used to sit on the PSTA and we were talking about that back in 2003. It doesn't seem like anything has progressed five years later.

Mr. Clifford:

This comes down to, what's the plan? The issue of that is best addressed with the Metropolitan Planning Organization (MPO) which are going right into their next cycle of their Long Range Plan. New transportation facilities has to be in their plan. It has to be identified as a "need" and then it has to be determined to be cost feasible. The issue is working through the MPO process now because they are already beginning that process to update their Long Range Plan.

Ms. Todd:

First of all, many, many, years ago, when Governor Martinez was governor I went with him and a group of locally elected officials to Canada. We saw what they have done in Vancouver and some of the other areas. Over 60% of the fare was coming from the passengers. Maybe at some point, and I know politically its not a popular thing to do, but with the price of gas today I think people would be more willing to participate in that area. Secondly, I hear it said so many time that transit doesn't pay for itself. Well guess what? Neither do the roads. The roads are paid for by gas tax, it's a political issue. Its an issue of let's put a bypass over here or let's build a new highway. If they invested those same dollars 15 years ago in Pinellas County we'd have a transit system. When I looked at your figures it was apparent that you were comparing Atlanta to Tampa and of course Atlanta has a huge transit system that's utilized. Anyone who has gone to Atlanta or Washington can see the advantage of having it. Personally I believe that if these 4 counties and all of us in this room made a united resolve that we want a regional transit system that takes people from St. Petersburg to Manatee and set up a regional proprietorial approach I believe we could do it. I know it has its political ups and downs but I think we could do it. If you think of the legislators that are in the 4 regions of

Manatee, Hillsborough, Pasco and Pinellas, those 4 areas would unite. Really look at Tampa Bay as a region. I would be interested to know if any of you have thought about any of that, or if there are any initiatives to go in that direction.

Mr. Armijo:

Hillsborough and Pinellas share similarities. Both are dependent upon ad valorem, about 65-67% of our revenues come from that. About 20-22% come from fare box. Less than 10% will come from any form of state or federal funds. While I respect the comments about the MPO process - we'll be able to get some money from that process for capital but we do not have money to operate. This issue here comes down to whether we form an alliance between the 4 counties. We still would not have any money to operate. We can plan all the services we want but unless we change the dynamics, either raise the fares to \$2-3 per fare in order to get more money for the fare box or we deal with the fact that we are going to see declining property tax revenue. In the case of Pinellas and Hillsborough we're not going to be able to go forward, we're not going to be able to add services, and we can keep chasing after state and federal dollars for capital to build the lines in but we won't be able to operate those services. That's much of the problem that happens even in Orlando where they have services, but they do not have them operating on very high frequencies. Ultimately we are going to have to transition to a different funding source such as a form of a sales tax, something that will go with the growth of this region. We know that in Hillsborough County if we were to swap our property tax, which is reduced this year from \$39 million to \$36 million as a result of the amendment that was recently passed, with a sales tax we would be generating over \$105 million in tax. Our choices are very clear - we can either increase the fares, go back to the voters and increase property taxes, or swap over and go to sales tax.

Chair Kynes:

I do think that you are going to have to find a sustainable source and I would like to add that the PSTA had been looking at what might be a sustainable source. HART is looking at a sales tax. All of you can probably address what you may be looking at for the future for a sustainable source of funding.

Mr. Garling:

In Pinellas County property taxes isn't going to be it. We're facing this problem for all kinds of government services. Sales tax is attractive because it generates the kinds of numbers that we need for growth, but sales tax becomes problematic with some of the new initiatives that

are being talked about such as reducing property tax and shifting the sales tax. I think the comment you just made, it's really a choice. There is money, it's an issue of priorities. We have just not made public transit a priority. People will get on public transit, it is just something that we have to choose to do. When it comes down to it I really don't have the answer. We have to think of something. It's not just the transit ridership that we are talking about, public transit can facilitate economic development and community livability. The target is much bigger than just moving people, and it's worthy of funding.

Council Member Miller:

The north county people pay just as much taxes as Clearwater and St. Pete. And they don't get anything for their money. That's not right either. Do you have lobbyists?

Mr. Garling:

We do have a lobbyist. We use our lobbyist in the federal government to try to get capital, but operating expenses are still a problem and because of the budget crunches here those things are a priority for us to try and get in line for public transit.

Vice Mayor Saenger to Mr. Garling:

I really appreciate this lively discussion about a very important issue. When you were speaking about having transit contribute to a walkable, liveable community, and sustainability, etc., and you were saying how we are seeing this picture come together. I was wondering a couple of things. 1. Do you look at future trends? Do you look at the new mixed use projects to anticipate new routes and new potentials? 2. When we, at the planning council, look at DRIs very often it's mixed use, but very often not very much affordable housing. There is generally a shopping component with minimum wage jobs but once again, these people are having to find their way to and from these DRIs. I don't know how to frame this exactly – For example, say there is a fast food restaurant that is coming into a DRI. 80 cents on the dollar for that fast food restaurant is going to be leaving the community each day. It isn't really a community based organization, and yet they are looking for our work force, they are increasing congestion on our roads and so forth. I was wondering if somehow it could be tied into a project's affordable housing component. Tied in to what kind of a strain they are going to be putting on the system by asking for "X" amount of workers and so on and so forth to kind of make this part of the component more complete. I don't know if the developer could somehow be asked to make up some of this difference between what they are asking of our residents and roads and what they are willing to provide. When I looked at the dollar figures of the income of the ridership, quite often it looks like those are minimum wage

workers trying to get to a minimum wage job and eking out a living. Rather than the strain being on them it seems to make much more sense to have a component where they can live close to where they are working. Why should we have to find a funding source? Why can't we make them socially and economically responsible for what they are asking of our community?

Mr. Garling:

Before I was here I was in Portland, Oregon. I think what you are addressing is the connection between land use planning to community livability, which in turn, helps public transportation. I think the answer is, there are a lot of models out there about how we develop or redevelop our community, how we make a joint place where you can work, live and play all in one place. I think sometimes we view density here as something bad. But actually if you manage growth and you manage density you actually reduce the number of trips on the road if you do it the right way. And you make transit more practical. I think it starts with good land use planning with transit coming arm in arm. If we are all talking together we have a better opportunity.

Ms. Bittner:

Last year I was in Denver and I hadn't traveled for years and years on a bus. I wanted to get to different places such as museums, botanical gardens, antique shops, and they made it so accessible by their kiosks and their concierge service it made you want to travel on the bus. It made it very welcoming. They always handed you literature and made it so easy. I don't even think about traveling on a bus around here because there is nothing out there to inform you. I noticed your PSTA commercials on TV and it goes so fast that I ask myself, what are they saying? And you are simulating your commercials to the same people. A mother with a child on her hip, a teenager, and that type of thing. Maybe if you simulated your commercials to people thinking about traveling on the bus, maybe they would travel on the bus. Also, I was talking to a gal who just moved here from Chicago and she is with an advertising agency. I don't know how we got started talking about the bus but she said around here it is like a shocker. Around here there is no way to travel like there is in Chicago. There are certain cities that manipulate by not allowing cars to be driven in certain areas and you do have to travel by bus. I think that is an excellent idea.

Mr. Hessler:

Many things that we've heard here we have been hearing for a very long time and when we travel to other cities, I personally ride their systems all the time. You can learn from others and get to appreciate all that goes on. There

is a difference between all these other cities and us. Many, many years ago the people who had vision there implemented that vision and started to build the infrastructure because they didn't have the attitude that *it's just for those people. That's for everyone else, what do we need that for?* That is changing now. But its just changing now, within the last few years because now it hurts to go to the gas station and it hurts because we can't build more roads unless we start knocking houses down. It's going to take some time to start building this infrastructure to be like these other places we have experienced and come to appreciate. Part of that is we all have to work to educate the public, and the decision makers to change and make that shift. There are county and city comp plans that say we should work together with the planning agencies and build this in there but all too often it is a fight and we get overwritten. We've had directors say we might shy away the developer because they don't want to build transit in that area. That is part of the problem. We need to change the thought processes and put some teeth into these comp plans so that when we, in transit, come to the table we are recognized and respected and we can work with these other entities to build up the system that will operate like Denver where we will have the ability to go from the east to the west side. Part of the reason we don't is because they didn't build the road that way. The bus isn't going to meander along and go into neighborhoods where it doesn't even belong because it doesn't fit in there.

Councilman Roff:

First, an observation. One of the good things that Mr. Hessler with MCAT was the shelters, that are attractive and visible. I believe it reminds people that we have a bus service so I think that was very positive. I noticed with the HART graph you showed the per capita spending and Denver was at the very top. My question is, I know that Colorado was one of the first states to implement the Taxpayers Bill of Rights, which we are possibly staring at and at the same time they were off the graphs with their spending on their transportation. I'm wondering how they pulled that off seeing how the taxpayer bill of rights has been driving them into the ground for so long.

Mr. Armijo:

The last comment was a very good one. In answer to your question, evolution is one. Regional Transportation District, going back to 1970, established a small sales tax of ½ cent at the time. They were Denver only and it was a fast growing community. They had one of the best regional malls, kind of a prelude of what we call Bus

Rapid Transit now, so that you could get in and out of downtown through the region very quickly. They were leaders and visionary at that time. You also had a very conservative movement. One of the things that played into the Denver process as they grew the sales tax and grew the region and brought other communities into the process was that they required competitive bidding. About ½ of their services are actually contracted out so they were able to keep their costs low and they are able to re-deploy more services, more frequency, and so on. Clearly from the comment a moment ago they were able to do the kind of things that build quality services by having the architecture, the infrastructure built in. More recently they built fast tracks, a 10 year initiative that is going to grow the region even further building on the light rail system they started. The answer is two fold. It's evolution of more money, but most importantly proving yourself that you can deliver on projects and do a good job. Like everything, it takes 30-40 years sometimes. The issue here is no one wants to wait. They want to see something within the next decade or so.

Commissioner Chaney:

A number of people have touched on identifying target markets and that was exactly what my question is. I believe all of you identified your primary rider as somebody who is using mass transit to go to work. Are you identifying your target for the future growth of doubling your ridership in the next 10 years by going deeper into that market, or are you identifying new markets?

Mr. Garling:

For PSTA I think the systems here have been serving a transit dependent market. All the demographics you saw from everyone is all pretty much the same. I don't think we can either get the growth, the economic development, the community livability - all those things about that future vision - without going after the choice of rider market. I came from a transit system in Portland, Oregon that had 70% choice riders. It was no secret how we did it. We provided them a service that they wanted to use. High frequency and fast. We can do it here. We absolutely can. It's going to take everyone pulling together though. It means the development community, planning, transit, everybody doing it together and identifying what those choice markets are in our areas and that's exactly what we intend to do. We're not going to get where we want to go just doing more of the same.

Commissioner Chaney:

So you don't have those choice markets identified yet?

Mr. Garling:

Yes, absolutely. This is part of our plan. The issue though is that it's a little bit of an evolution. We can look at the

map right now and kind of see where there is land use and things like that. The question really is, where is our future going to be so we can meet that future? Where is the future economic development going to be? Where is the future land use? The more we know what the future looks like the more we can be prepared to deal with it.

Vice Chair Dodson:

Mr. Armijo, I think I heard you say that per capita spending in Hillsborough County's HART is \$21? I'm not sure I heard what the others said it is in Manatee and Pinellas and Pasco.

Mr. Armijo:

I think Pinellas and Hillsborough are pretty much the same, about \$21-\$24, something like that.

Mr. Garling:

I think it's somewhere around there, somewhere over \$20 a person. I don't know specifically.

Vice Chair Dodson:

How about Manatee:

Mr. Hessler:

If I remember correctly I believe our numbers are closer to about \$17.

Mr. Carroll:

For Pasco it would be less than \$15.

Chair Kynes thanked the panel for a great discussion.

All Presentations can be found at www.tbrpc.org/councilagendas/councilpresentations.htm

B. One Bay Regional Visioning Effort

Mr. Stuart Rogel, President and CEO of the Tampa Bay Partnership, provided an update on the ongoing activities of the One Bay regional visioning effort.

One Bay fits in well with the previous conversations on transit and how can you effectively plan for transit if you don't know what the future looks like. I'm here today to provide you with an update on a project the TBRPC is involved with, along with other organizations, and that is looking to the future and understanding what this community could and should look like to help us understand what the future vision and direction might be.

This is the 3rd time I've been before the Council to brief you on where we are, and where we are going. Some of this may be old news to some of you, but I know you have new members as well. The One Bay initiative is about five organizations coming together to work on the vision of the future. TBRPC is key to this. Mr. Pumariega and Mr. Wynne's team have done an outstanding job in leading this effort and helping with the visioning and planning components of this and we really appreciate the work that they have done. It also includes the Southwest Florida Water Management District, the Tampa Bay Estuary Program, Tampa Bay Vision 21, and ULI Tampa Bay. There are five major partners that represent the public and private sector, government, development, business, the environment and planning - all working together towards a common effort which is, how do we build the vision? What is the direction for our community? We are very much appreciate of all those partners and work very closely to advance the One Bay effort.

Why are we doing this? Because, in 2005, we know our population was about 3.8 million and growing in the 7 county region that we call Tampa Bay. By 2050 that population will nearly double. Everything that is attached to that will double or increase even more

substantially. One Bay provides the opportunity to plan for future growth and to look at growth in a different way.

What has One Bay done? We focused on reaching out to the citizens and the public from all walks of life to answer some of the questions of how should we grow and where should we grow. In May 2007 many of you participated in our Reality Check Tampa Bay. There were 32 tables, 318 participants and over 700 people attended the reporting sessions afterwards. That was a work session to begin to plan and look at what our future might be in our region. Since May 2007 we have conducted over 16 public and community group workshops. From October to November 2007 we've reached out to all 7 counties of the Tampa Bay region. We've held 8 public workshops, and reached out to the Student Government Association in Hillsborough County to see where they see the future. We talked to economic development boards, including Manatee County EDC Board and the Central Florida Development Corporation which is Polk County's economic development organization. We reached out to leadership groups including Leadership Tampa Bay which covers all the counties of the Tampa Bay Region and Leadership Pasco. Sarasota Young Professionals Group and TBAG which is the technical group that provides input and advice to transportation planners on technical issues on transportation planning. We have reached out far and wide in over 15 public and community group workshops.

Small groups, very diverse groups worked together at each workshop. They were lead by guiding principals that they formed themselves. They poured over regional or county maps and they used Legos® to say where the future population and employment should go. They used ribbons for transit and roads to connect the employment and the population together. What they told us from those workshops is they want adequate infrastructure; economic development, intergovernmental coordination, they want to preserve open space, they want to have jobs and housing in close proximity, they want to make sure we are connected as a community, a strong emphasis on looking at infill and redevelopment, and more mass transit.

Additionally, when we went out to the cities and counties we asked a series of questions on some things we thought were important to get feedback on. The number of participants were 773 that filled out the survey. The questions were:

- Should cities and counties adopt a regional strategy to guide future development? 92% agreed or strongly agreed that cities or counties should adopt a regional strategy to guide future development.
- What would be the best way to fit 3 million more people into the Tampa Bay region? Some said put people in already developed areas and very few said to put people in undeveloped areas. Many said to put people in already developed and undeveloped areas. That is a strong direction that says to focus on the developed areas as you look at future population.
- How important is retaining the character of rural communities in the Tampa Bay region? 68% said it was important or very important. That was an interesting surprise to us. There is a strong emphasis on rural and agricultural preservation from those who participated.
- Which of the following aspects of the environment are you most concerned? On balance, and this varied quite a bit from community to community, water quality

and the loss of open space and wetlands were the 2 primary aspects of the environment that the participants were most concerned about. But again, this varied across the board in different communities.

- How concerned are you that the region will have adequate drinking water supply to sustain anticipated population growth? Given that the water management district was a part of this, 94% said they were very concerned or somewhat concerned. It tells us that we have an educational effort ahead of us to talk about the importance of Tampa Bay Water in at least 3 of the 7 counties. We also have some work to do in the other counties to make sure that we have that kind of regional water supply and sustainable water supply in all of the communities. There is a great deal of concern on water.
- Neighborhoods with higher density are okay if they are well designed and provide open space. Again, 92% agreed or strongly agreed. Density is okay.

We also asked them to develop guiding principles. We received a lot of guiding principals, and some very common themes that came out.

- The first was creating a sense of place through clustering development, through mixed-use development, and through organizing that around transportation corridors. The ability to connect - it's one thing to build a place but if you can't get to or from it, then you can't use it. Also, a strong emphasis on multi-modal transportation and maximizing multi-modal. Each table put down about 500 miles of transit, and the average was more transit than roads. People are very concerned about multi-modal choices and not just putting down roadways to connect.
- Another guiding principle was preserving natural systems, emphasizing connectivity and sustainable water supplies.
- Attract higher paying jobs and strengthen economic development was another important component. In fact, we asked the question once they put the Legos® down, did they think there were enough to represent future jobs? Almost across the board every participant group said there weren't enough jobs. They couldn't put enough Legos® down for enough jobs because there weren't enough Legos®. Everybody is concerned about economic development and growing the job base in their community.
- Balancing jobs and housing was very important and providing an affordable, quality of life.
- Preserving farmland and sustaining the role of agriculture was very important and something that the groups emphasized.

What the citizens also told us is that they want mixed use centers along corridors and they want to protect the environment. They strongly agreed that most future residential, employment, and retail development in the Tampa Bay region should occur in mixed-use town centers and along corridors. They also told us that blighted areas should be redeveloped before using open space for new development. 81% agreed or strongly agreed that blighted areas should be redeveloped before using open space.

Where do we go from here? What are our next steps? We are working with our partners and the TBRPC is taking the lead on the technical side. We have a national consultant, John Fregonese, from Portland who is providing counsel and advice and who has worked with

other communities on regional visioning and regional planning. We are developing alternatives which will be launched at the end of May. The Regional Leadership Conference of the Tampa Bay Partnership will be one place where it is launched. Then we will get public input for about 2 months. We are working on this right now using media, public access TV, libraries, school systems, and whatever we can use to get public input and feedback on alternatives. Then we will review the public input and feedback and determine where to go from there. How do we make that available to the cities and counties to determine how they use the information to incorporate into their own planning?

How do we take that participant input and feedback on infrastructure and economic development, intergovernmental coordination, etc. and convert those into scenarios so we can have something visual? The scenario threads are the themes that we are looking at that would be incorporated into the scenarios. The input from participants are being converted into five major themes. The scenario development process starts with a building type - what kind of buildings do we like and do we see? It then builds up into the actual scenario development which allows us to evaluate the scenarios. We call these scenarios "crash test dummies." They're not how we will grow, but are different alternatives to test to see which ones we like. We will have a process that will allow us to get there and be able to evaluate that and get some output on those scenarios. If we grow in a certain way, how many vehicle miles will be traveled? How many jobs are created? How much energy is used? We will be able to look at some of that information and compare and contrast each scenario, one against the other.

Right now we are thinking about four scenarios that we will look at. The current trend, if we allow growth to as it is; a compilation of all the feedback we received; a green or environmental scenario that emphasizes how to maximum the environmental opportunity; and centers and corridors-both potential and existing. Those are the four that we are developing and testing.

We are seeking substantial public input. We have a web site www.myonebay.com and anticipate web based voting as one of the key components. We are also looking at the media, community centers and libraries, city hall and anywhere we can reach out to a large group of people to make sure that we are connecting and getting the feedback from the citizens. We have touched over 2000 people who have helped thus far in the process. It's not unrealistic to say we would like to add 10 times that many people. Stay tuned. The next couple of months are very important and there will be a lot of activity going on. The One Bay Executive Committee is meeting tomorrow (April 15th) to talk about the scenarios and getting them launched and getting feedback, where do we go from there? How do we engage local communities in the dialogue. How do we make this something that is implementable and used by local communities? We are already in discussion with Hillsborough County about the potential of using the One Bay information and research and feedback to help with their own visioning process. We hope those conversations can continue and be a model for other communities around the region.

Last week many of you may have read articles in the newspaper about the project manager for One Bay and some controversy with one of her clients she was working with. The One Bay Executive Committee has met and worked on this issue and regretfully accepted her resignation. As we accepted her resignation we recognized the work she has done to get us

to this point, and we've taken steps to ensure something like this doesn't occur again. We've also taken steps to ensure that we continue to move on with this effort called One Bay because I think we all believe this initiative is far too important to be owned by any one organization or individual. That is why I spend so much time talking about the public/private partnership and the five organizations and what an opportunity this is to have the five organizations work together. There is a renewed commitment from the One Bay team to continue to move forward. I was heartened to hear these four individuals who lead our transit initiatives in our communities really speak to the critical importance of understanding where we are headed as a community and having a community wide vision for where we are going. I think that is really what the core of One Bay is really all about.

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

Questions & Comments:

Secretary/Treasurer Mariano: Pasco County is going green. We are working on connecting our employment centers so as far as that cross county access that we are struggling with we will continue with that. As a matter of fact, Wiregrass is spending \$3.4 million on a transit center to try to help that issue. When I hear Mr. Clifford talk about how he thinks it is the MPOs that need to get together, but I know this organization (TBRPC) is more regionally thinking that maybe the direction needs to come from another group as well. It seems to me that TBARTA or One Bay needs to actually look at getting these four transit people together. I hope you heard all of their presentations. How do you envision getting all our transits together where we can actually make it seamless like a Denver or a Washington DC?

Mr. Rogel: I think it's a multi-plex question. I think some of the feedback we are getting from One Bay shares with us the importance to look at this regionally and looking at regional solutions to connect us up. I'm preaching to the choir here. I drove across the bridge today, from Hillsborough to Pinellas, and I'm sure many of you cross many jurisdictions. Our community needs to be connected. We have multiple MPOs, multiple transit agencies. Thanks to the legislature and Representative Galvano we have the Tampa Bay Area Regional Transportation Authority (TBARTA) and Mr. Clifford is leading that effort through DOT. I think we need to recognize that we need regional solutions. We need to make sure that when you get to that final destination, that there is a connection point. That's where our transit agencies come into play. We need to understand that there is a role to play but what we are hearing from the citizens is that we need regional solutions. We need to find ways to break through those local issues that hold us back from addressing those regional solutions.

Secretary/Treasurer Mariano: Mr. Clifford - you made the comment about looking at the MPOs and trying to get our regional transportation people together. I think it needs to be a bigger group. Maybe TBARTA, maybe its One Bay. I don't think any of the ribbons that were put down during Reality Check were different colors, they were all one color and we need to think that way.

Somehow we need to get these 4 gentlemen from the transit agencies together to try to make this flow.

Mr. Clifford:

When I mentioned the MPOs it was to a specific question of an east/west connection in Pinellas County. But when we are talking about regional connections, absolutely that is what TBARTA was set up to do. It was also set up to get beyond the planning stages. It is to get to the point where we can actually build stuff, and frequently transit. Local transit agencies will be critical for any type of regional system to build and that will require all parts of the system. TBARTA is well on its way to developing that system. And I see TBARTA as not being just a regional funding source, but also being a piece of that local funding source that each transit agency needs in order to make that full connection.

Commissioner Chaney:

Are the survey results on your web site?

Mr. Rogel:

Yes they are. The web site is: www.myonebay.com. I would like to thank you for the work that the regional planning council has done.

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

None.

8. **Program Reports**

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

The full Agency met on March 13th.

On the Tampa Bay Ray's ballpark item, there was considerable discussion about the potential environmental impacts of the project and the lack of analysis that has been performed to-date. The Agency voted to send a letter to the City Council members, copied to the Pinellas County Commissioners, the Mayor of St. Petersburg and the Tampa Bay Legislative Delegation, indicating that there are a number of potential environmental impacts associated with the project and that these, as well as environmental issues relating to the existing development of Tropicana field and any alternative scenarios which were considered, should be analyzed before the City determines whether or not to place the issue on the ballot for referendum in November. A copy of this letter was included in the agenda package.

Regarding Progress Energy's plans for new transmission lines, Ms. Gail Simpson, Manager of Public Policy, described Progress Energy's plans for serving the estimated 300,000 additional customers by 2017 and meeting the increased demand for power in each household.

On the topic of Senate Bill 1506, which would allow utility corridors (including power lines, gas, water and sewer) to cross public lands without approval of the public landowner, and which would exempt utility lines from consistency with local government land use requirements, Ms. Simpson said the proposed legislation would bring the transmission lines under the same rules as power plants. The Agency voted to send a letter to the Tampa Bay Legislative Delegation expressing concern about the overly vague and permissive nature of the language, and access to sovereign and non-sovereign public lands. A copy of this letter was also included in your meeting agenda package.

**RECAP OF THE ABM JOINT NATURAL RESOURCES/ENVIRONMENTAL
IMPACT REVIEW AND HABITAT RESTORATION COMMITTEES MEETING OF APRIL 10, 2008**

At last Thursday's meeting, there were several interesting topics:

- An update on the work of the Nitrogen Management Consortium to allocate nitrogen loads for all point and non-point sources in order to comply with the US Environmental Protection Agency mandate. About half of the identified entities which would be directly affected by this work have not joined the effort. The Committees voted to send a letter to them urging their participation.
- A presentation on an innovative shoreline protection method. This is an alternative to seawalls and riprap, one that will allow vegetation growth on it and reduce wave energy at a reasonable cost.
- Pinellas County Department of Environmental Management described the development of its seagrass management program, the hurdles involved, lessons learned, and the successes which have been realized.
- Staff of the Environmental Protection Commission of Hillsborough County provided an update on the development of a plan to protect seagrass in the Cockroach Bay Aquatic Preserve. This has been an ongoing effort over the past decade, and involves the various user groups of this important area. Additional updates will be provided at future meetings as well.

The full Agency will meet on May 8th at Tampa Bay Watch. All were invited to attend.

- B. Clearinghouse Review Committee (CRC) - Commissioner Jack Mariano, Chair**
The next Clearinghouse Review Committee (CRC) meeting will take place on April 28th at 9:30 a.m.
- C. Local Emergency Planning Committee (LEPC) - No Report.**
- D. Emergency Management - No Report.**
- E. Legislative Committee - Chair, Mr. Julian Garcia, Jr.**
Mr. Garcia shared highlights of pertinent bills.
✓ SB474 Growth Management
The bill expresses the Legislature's intent to revise laws relating to growth management. **In the Senate**, after an initial workshop on a draft "strike everything" amendment to SB 474 last week, the Senate postponed discussion this week to allow interested parties additional time to work with one another and the bill sponsor, and a new draft is expected out any day.

In the House, a workshop was conducted last week on a draft bill, which, like the Senate bill, also is likely to be changing substantially, and a new draft will be released over this weekend.

It is too soon to tell what provisions may be in either draft, and there is a long way to go before this process concludes. However, there are substantial discussions going on, and it is probable that bills on both sides will attempt to address the following issues: transportation concurrency requirements and the unintended consequence of those requirements limiting urban growth and redevelopment; addressing transportation impact fees and perhaps instituting a “mobility fee” as a substitute for impact fees; extending the time for buildout of DRIs that have already paid transportation concurrency fees, dedicated right-of-way or donated conservation lands but which due to the economic slowdown have been unable to proceed as quickly with the developments as was previously expected; addressing proportionate-fair-share calculations; addressing school concurrency issues; and addressing economic development in Rural Areas of Critical Economic Concern.

✓ **HB1173 Land Development Regulation**

As proposed, HB 1173 would allow landowners of agricultural enclaves to seek Comprehensive Plan Amendment(s) based on the consistency of surrounding properties in regard to land use(s), density(ies) and/or intensity(ies). In the event a local government were to prevent such authorization through the imposition of development conditions, the owner may apply to the circuit court for appropriate relief.

✓ **HB1245 Regional Transportation Authorities**

With last year's creation of the Tampa Bay Area Regional Transportation Authority (TBARTA), this year's focus is to support legislation that creates a recurring funding mechanism. Representative Bill Galvano is leading the charge and has filed House Bill 1245. HB 1245 calls for 80% of the money collected from the \$2 rental car surcharge, that was to be sent back to the counties from which it was collected, to be directed to the Regional Transportation Authority (RTA) in those regions which have one. According to Representative Galvano, this equates to 1% of all FDOT funding to be dedicated to RTAs. The bill has passed two committees in the House and has one more committee stop before it is heard on the floor. The companion Senate Bill 1512 has been filed by Senator Steven Geller.

✓ **HB1427 Beach Management**

Provides legislative intent to direct and commit the state's beach management efforts to address beach erosion caused by Florida's inlets, and declares that it is in the public interest to replicate the natural flow of sand at inlets. Directs that all beach quality sand associated with inlet construction and maintenance dredging, including that at federal inlets, be placed on adjacent beaches, and that DEP maintain current estimates of the natural net annual transport volume of sand at all inlets and ensure that these volumes are be placed on adjacent eroding beaches.

✓ **SB 1706 Developments of Regional Impacts**

Amends Section 380.06(24), F.S. to exempt certain development from review as a DRI if

one of at least two proposed land uses within the development is for an office or laboratory appropriate for the research and development of medical technology, biotechnology, or life science applications. The development must be located within a county having a population greater than 1.5 million.

✓ **PCB EEIC D8-07** Defines “long-term affordable “ affordable housing income limits to remain for at least 30 years.

Before July 1, 2010, requires the amendment of the Future Land Use Element for the purpose of establishing rural, commercial and industrial center economic overlay planning districts. It must take into account the need to reduce the economic vulnerability of communities that are largely reliant on agriculture for income or employment.

Transportation concurrency exception areas—It appears that mitigation may only be limited to the “provision” of public transportation.

Local Government Mitigation Plan to any impacts to SIS now includes access management parallel reliever roads, transportation demand management of other measures.

Fair Share mitigation may be able to use vehicle —miles-traveled and people-miles-traveled or an alternate methodology identified by the local government ordinance.

An affordable housing development located within one mile of an employment center and designated in the Local Comprehensive Plan is exempt from transportation concurrency requirements. Also within 5 miles if located within 1000 yards of a transit station connection that serves the employment center.

The Legislative Committee on Intergovernmental Relations shall study and develop a methodology for a mobility fee system. An internal report is due to the legislature no later than February 15, 2009. A final report is due on or before February 15, 2010.

Under an administrative law proceeding, the local government’s determination that the plan amendment is in compliance is presumed to be correct. The local government’s determination is fairly debatable.

CRA funding could now be used for law enforcement, fire rescue or emergency medical services if the community redevelopment area has been in existence for the last 5 years.

Additional language to DRI 3 year extension or for which a development order was adopted after January 1, 2006, regardless of whether active construction has commenced

on July 1, 2007.

Our current level of funding for the eleven Regional Planning Councils is over \$3.5 million. The Governor recommended \$2.8 million, even though DCA had recommended \$3.3 million.

Thanks to Senator Fasano, we are currently at \$2.5 million in the Senate. However we are Zero in the House.

We would like to ask each of you to please contact the following legislators that sit on committees that deal with appropriations:

Senator Mike Fasano
Representative Rich Glorioso
Representative Peter Nehr
Representative Betty Reed
Representative Will Weatherford

Any support you can provide would be greatly appreciated.

- F. Regional Planning Advisory Committee (RPAC) - Mr. Avera Wynne**
 - G. Telework Tampa Bay - No Report.**
 - H. Economic Development - No Report.**
 - I. Regional Domestic Security Task Force (RDSTF) - No Report.**
9. **Other Council Reports - None**
10. **Executive/Budget Committee Report - Chair Kynes**
The Executive/Budget Committee met this morning to discuss:
- The Northern Trust Company Building Debt Modification. After discussion, that has been sent back for further analysis and it will come back to the committee in May.
 - The FY 2007/08 Mid Year Budget Amendment.
 - The committee held a preliminary discussion regarding the 2009 Budget.
11. **Chair's Report - Chair Kynes**
None
12. **Executive Director's Report - Manny Pumariega**
None

Adjournment 11:55 a.m.

Lori Denman, Recording Secretary

Commissioner Deborah Kynes, Chair