



Council Minutes

July 14, 2008
10:00 a.m.

REPRESENTATIVES PRESENT

Chair, Commissioner Deborah Kynes, City of Dunedin
Vice Chair, Commissioner Bill Dodson, City of Plant City
Past Chair, Mayor Scott Black, City of Dade City
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
Commissioner Linda Chaney, City of St. Pete Beach
Ms. Jill Collins, Gubernatorial Appointee, Hillsborough County
Deputy Mayor Bob Consalvo, City of New Port Richey
Commissioner Larry Crowley, City of South Pasadena
Commissioner Ronnie Duncan, Pinellas County
Council Member Alison Fernandez, City of Temple Terrace
Mr. Robert Kersteen, Gubernatorial Appointee, Pinellas County
Mr. Harry Kinnan, Gubernatorial Appointee, Manatee County
Ms. Angeleah Kinsler, Gubernatorial Appointee, Hillsborough County
Commissioner Bob Minning, City of Treasure Island
Councilman Karl Nurse, City of St. Petersburg
Council Member Carlen Petersen, City of Clearwater
Councilman Patrick Roff, City of Bradenton
Ms. Kim Vance, Gubernatorial Appointee, Hillsborough County
Commissioner Jane von Hahmann, Manatee County
Ms. Laura Woodard, Gubernatorial Appointee, Hillsborough County
Commissioner Robert Worthington, City of Gulfport
Mr. Earl Young, Gubernatorial Appointee, Pasco County
Mr. Mike Downs, Alt., Ex-officio, Department of Environmental Protection
Ms. Lee Royal (Alt.), Ex-officio, Florida Department of Transportation

REPRESENTATIVES ABSENT

Commissioner Rose Ferlita, Hillsborough County
Mr. Julian Garcia, Jr., Gubernatorial Appointee, Hillsborough County
Secretary/Treasurer, Commissioner Jack Mariano, Pasco County
Councilor Bob Matthews, City of Seminole
Council Member Janice Miller, City of Oldsmar
Councilwoman Mary Mulhern, City of Tampa
Mr. Andy Núñez, Gubernatorial Appointee, Pinellas County
Vice Mayor Robin Saenger, City of Tarpon Springs
Councilman Ed Taylor, City of Pinellas Park
Ms. Barbara Sheen Todd, Gubernatorial Appointee, Pinellas County
Mr. Charles Waller, Gubernatorial Appointee, Pasco County
Ms. Michelle Miller, Ex-officio, Enterprise Florida
Mr. Todd Pressman, Ex-officio, SWFWMD

OTHERS PRESENT

Shawn College, Exec. Planner, Hillsborough Planning Commission
Trisha Neasman, Planner, SWFWMD
Diane Chadwick, Wilson Miller
Caleb Grimes
Todd Pokrywa, SMR
Rodney Chatman, Tarpon Springs
Nicole Ceasar, Planning Intern, SWFWMD
Sandra Herman, Planner III, City of Clearwater

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. Betti Johnson, Principal Planner Mr. Earl Young, Gubernatorial Appointee, Pasco County
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 July 14, 2008 Regular Meeting of the Tampa Bay Regional Planning Council was called to order by Chair Kynes at 10:07 a.m.

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

Roll Call - Recording Secretary

A quorum was present. There were no voting conflicts.

Announcements – Chair Kynes

Mr. Earl Young, Gubernatorial Appointee for Pasco County was introduced and welcomed to the Council.

The Future of the Region edition of Visions, highlighting the winners from the Annual Future of the Region Awards, was distributed.

The Final 2008 Legislative Report from the Wren Group was located in Council folders. Mr. Lee Killinger, the Wren Group, will provide a report.

Former Council Member and former Councilman from St. Petersburg Mr. Ernest Williams was presented with a plaque for his service and contribution to Council.

Mr. Williams stated he was glad to have been a part of the Council with the challenges it faces, and

the work that is done to continue to improve our region.

1. **Approval of Minutes** - Secretary/Treasurer Mariano
The minutes from the June 9, 2008 meeting were approved. (Duncan/von Hahmann)

2. **Budget Committee** -Secretary/Treasurer Mariano
 - A. The Financial Report for the period ending 05/31/08 was approved. (von Hahmann/Duncan)
 - B. The 2008/2009 Proposed Budget was approved. (Collins/von Hahmann)
 - C. A report on the status of the State Board of Administration investment was included in the mail out. Approximately 66% of the Council's Pool B original balance of \$290,000 has been released.
 - D. A recap of the Building Debt Refinancing was included in the mail out. The final selection will be brought to Council in August or September.
Commissioner von Hahmann asked where the Pool B funds are and Mr. Pumariega stated they were put into Pool A.

3. **Consent Agenda** - Chair Kynes
APPROVED THE FOLLOWING CONSENT AGENDA ITEMS:
 - A. **Budget and Contractual**
 1. Help A Child Amendment to Lease
Action: Authorized the Executive Director to sign the Amendment to Lease.

 2. Transportation Services Consultants
The Council's transportation services consultants contracts have expired. These services are primarily related to DRI reviews but the consultants may be utilized on other projects as needed. Proposals were received from four firms seeking to provide services. The top three ranked proposals are from Florida Design Consultants, Inc., Grimail-Crawford, Inc., and Kimley-Horn and Associates.
Action: Authorized the Chair to contract with the top three ranked firms to provide transportation consulting services.

 - B. **Intergovernmental Coordination & Review (IC&R) Program**
 1. IC&R Reviews by Jurisdiction
 2. June 2008 IC&R Database
 3. IC&R #092-08 – I-75 PD&E Study: South of U.S. 301 to Fletcher Avenue, FSC SAI #FL200806054264C, Hillsborough County.
 4. IC&R #093-08 – I-75 PD&E Study: Moccasin Wallow Road to South of U.S. 301, FSC SAI #FL200806054263C, Hillsborough County
For Information Only.

 - C. **DRI Development Order Reports (DOR)** - None

 - D. **DRI Development Order Amendment Reports (DOAR)**
 1. DRI # 95 – Wingate Creek Mine S/D, Manatee County
 2. DRI # 235 – Mosaic Southeast Tract, Manatee County
 3. DRI # 266 – Wolf Creek Branch S/D, Hillsborough County

 - E. **Notice of Proposed Change (NOPC) Reports**
 4. DRI # 129 – Seven Oaks, Pasco County
 5. DRI # 130 – Cypress Banks, Manatee County

 - F. **Annual Report Summaries (ARS) / Biennial Report Summaries (BRS)**
 1. DRI # 103 – Cooper Creek, RY 2007-08, Manatee County

2. DRI # 132 – Gateway Centre, RY 2006-07, Cities of Pinellas Park/St. Petersburg
3. DRI # 208 – The Crescent, RY 2007-08, Hillsborough County
4. DRI # 216 – University Lakes, RY 2007-08, Manatee County
5. DRI # 217 – Harbour Island, RY 2007-08, City of Tampa
6. DRI # 247 – Long Lake Ranch, RYs 2006-08, Pasco County
7. DRI # 259 – Lake Hutto, RY 2006-07, Hillsborough County

G. DRI Status Report
Information Only.

H. Local Government Comprehensive Plan Amendments Reviewed

1. DCA # 08-1RWSP, Dunedin
2. DCA # 08-1RWSP, New Port Richey
3. DCA # 08-1RWSP, St. Petersburg (adopted)
4. DCA # 08-1PEFE, Holmes Beach
5. DCA # 08-1RWSP, Clearwater
6. DCA # 08-1PEFE, New Port Richey (adopted)
7. DCA # 08-1RSWP, Tarpon Springs
8. DCA # 07-1PEFE, Plant City (adopted)
9. DCA # 08-1ER, Kenneth City (adopted)
10. DCA # 08-1ER, Madeira Beach (adopted)
11. DCA # 08-1PEFE, Largo (adopted)
12. DCA # 07-1PEFE, Temple Terrace (adopted)
13. DCA # 08-1PEFE, Bradenton
14. DCA #08-1ER, Hillsborough (adopted)

The Consent Agenda was approved. (Kersteen/Bustle)

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. **Meeting the Global Energy & Regional Transportation Challenge of the 21st Century**
Mr. Raymond Kaiser, Director of Green Building Services for Stewart Engineering Consultants, Inc. provided a Power Point presentation on Meeting the Global Energy & Regional Transportation Challenges of the 21st Century.

A lot of things we are now seeing are a part of the underlying crisis that we've been in denial about. I was a part of the state's Task Force on Energy about six years ago when former Governor Jeb Bush convened a group of people to look at Florida's energy future. I became very concerned. About five years ago I started giving talks about oil, and that's when oil was \$28 a barrel. At that time I was suggesting that we were not making the kind of decisions and priorities and investments necessary to deal with the fundamental challenge. Ross Perot's presidential candidacy suggested we should tax gasoline at 50 cents per gallon and use that money to invest in looking for alternatives. He saw over a decade ago that there was a mismatch between our growing dependency on imported oil

and the amount of oil we could predictably extract, whether its off of Florida, or California.

One of the things we look at in terms of our local economy is the statement *Build It and They Will Come*. People are really hoping that model will return because right now there has been a monkey wrench thrown in. What we are seeing is that the “business as usual” development is not being funded by the financial community right now. There are a lot of different reasons that is so, but if you actually look at when foreclosures started happening, it was around May 2005. All of a sudden you see an upswing in foreclosures. That’s the same time oil prices began to peak up. What happened is that we wrote a lot of bad paper for people who were at the margin and then one of the non-discretionary items (gasoline) started eating into that budget and all of a sudden they couldn’t meet their house payments. The expectation that we will meet transportation needs given the kind of infrastructure that we are currently dependent upon, or that we will continue to be able to buy gasoline at \$3-\$4 per gallon only if we release the strategic reserve, or only if we find oil in Alaska, or that somehow we will work our way out of the problem, is an unrealistic expectation.

My agenda will cover three things. 1). What’s the Global Energy Outlook? We haven’t been leveled with, for whatever reason. Rather than trying to figure out a reason that we haven’t been leveled with I’m going to level with you. 2). What’s the real economic impact to the Tampa Bay Region? I want to suggest the kind of investments we are making today may be mismatched to reality itself. 3). What specifically can we do to meet the challenge? Right now the challenge is not being met at the national level. It’s incumbent upon the people in this room to make the kind of decisions and have the political courage that seems to be lacking in our political process.

A cover from a National Geographic magazine from either 2005 or 2006 suggested that we are coming to a new age. We really enjoyed for a 100 year period cheap energy and, right now, the market is shifting and that will no longer be the case. When they said that in 2005-2006 we were still in a state of denial. Facts of the oil price history - The historical price point of oil works out to be just over \$20 a barrel. During the Yom Kippur War we had our first big oil shock. The Fall of the Shah of Iran was our second big oil shock. In 1998 oil was \$10 a barrel. That’s just 10 years ago. And that’s adjusting for inflation. What’s the official current forecast? Six months ago the United States government was saying, under the worst of circumstances, in 20 years we can expect oil to be \$120 a barrel. The fact is, we reached that in 120 days. Just last month they released a new projection and under the worst case circumstance, oil will be \$185 a barrel in 20 years. I’m going to suggest to you that unless Saudi Arabia substantially increases its production within the next 60 days we will see that in 90 days.

A history of the forecast over the last five years shows a disconnection from reality. There has been a lot of talk about oil speculation. The problem is that people don’t really understand the difference between buying oil which is what you pay at the gasoline station, or, if you are a refiner what you would pay on the spot market, or, if you are a refiner that is having to take deliveries to match your production schedule what you will pay for future contracts and oil futures. In the one case you are buying real oil. In the other case you are speculating. The thing about speculation is that you always have 2 sides of a bet. You have someone who will bet the price will go up and someone you will bet the price will go down. There is a real disconnect between what people pay for

oil which is currently trading at \$145-\$147 a barrel, and the futures market. They are two very different markets. If you look at how much we are consuming today, we are consuming 30 billion barrels of oil. In the last 10 years we've been climbing 7 or 8 billion barrels of oil and that's been going on for a long time.

We peaked out in the discovery of oil in 1963. Every decade since then we have found less and less oil. We are now drilling 7 miles into the earth and under the ocean. Anyone who has ever dived knows the pressure increases and once you are down to those depths you could crush a truck and we are trying to find oil at those depths. It's incredibly expensive. New discoveries have been falling for 45 years despite a tremendous increase in technology and every year our consumption has been increasing and the gap is accelerating.

Many people don't realize it, but there are 14 fields in the world that produce 20% of the world's oil. The thing about those fields is that we know where they are. They are not in the Gulf of Mexico. They are not in Brazil. The giant oilfields that we depend on were discovered in 1938, 1948, 1951, 1964. The size of the fields produce 100 billion barrels, 60 billion barrels, down to 11 billion barrels. When they say they found a giant field today they are talking about fields much smaller than these fields. The size of the fields that we call giant today would have been considered a minor field just 20 years ago. The last time we found a field that could produce more than a million barrels of oil a day was in Mexico in 1977 and that field of production is cratering. The year on year decline in Mexico is 20%. How many know that up until recently Mexico was our number one provider of oil? Now they are number 2. In the next 3 or 4 years they will actually have to import oil. Oilfields are like people, they get tired. We call it oil production, but it's not oil production, it's oil extraction. We pull it out of the earth where it was formed millions of years ago.

When I was born in 1956 there were 2 ½ billion people on the planet and today there is 6 ½ billion. Those people want to move off bicycles, they want to drive. They want their fair share of the American dream and so the demand for oil is increasing and supply hasn't been catching up.

If you talk to a petroleum geologist they will tell you that we know basically where the oil is. It's not that we won't find any oil, but we have an understanding of the geological and hydrological structures that support oil. You need sandstone and limestone, you need a certain porosity of rock because it isn't like a big tank. That's not how oilfields work. It's actually porous rock that has a container so we look for certain geological structures where old critters were basically heated and depressed for a long period of time and produced coal or oil and natural gas.

70% of the oil in the world is in the middle east. 3% of the fossil reserves, and that includes everything, is in the United States. If you look at the map in the presentation it shows a triangle where the oil is located in the middle east, which is 1,000 miles by 850 miles by 450 miles. That is where 70% of the world's oil is. If you take that triangle and put it in the United States it would cover an area just a little bit bigger than Arizona. If you did a popularity poll about how much people like Americans in that part of the world, there has been a big shift. The 911 Commission actually did surveys and after we invaded Afghanistan our support from the Muslim world was really high. We actually had friends in the Middle East. After we attacked Iraq our support fell through the floor,

particularly among traditional allies. Unsurprisingly Iraq has the second largest proven reserves of oil in the world.

What does this mean to the audience? We are pumping dollars out of our communities. We think it is not a big deal when the price of a barrel of oil means \$5.00. Rest assured, it's a lot of money. When we went from \$1.50 a gallon to \$3.50 a gallon that's about \$250 million that moves out of our community and that's a lot of money. And that's disposal income and it's after tax dollars. Do you know what kind of industry we would have to attract to be able to produce those kind of after tax revenues? Probably on the order of a \$3 or \$4 billion organization. Then when it gets to \$5 or \$7 the economic impact becomes really challenging. It particular challenges the engine of the U.S. economy because the engine of the U.S. economy are working people. It's nice to talk about Bill Gates and Warren Buffet but that's not the engine of the U.S. economy. The engine is consumer demand. What happens with consumer demand when systems are designed so people have to drive everywhere?

A Consumer Expenditures Survey was done by the Bureau of Labor Statistics in 2000-2001. Tampa is ranked number one on this survey. If you really talk about being competitive in the 21st century one of the most poorly positioned communities in the U.S. is the Tampa Bay region. The reason is because our vehicle miles traveled are much higher than the national average. We have very few transportation choices and we continue to be biased towards development that actually exacerbates the problem. As oil prices go up we will be less and less able to effectively compete.

Community design dictates oil dependency. If you look at Lakewood Ranch in Manatee, half of the people moving there are moving there to retire. In Lakewood Ranch you have to drive everywhere to get anywhere. How many people think that over the next 20 years those people moving there to retire will become better drivers? What happens is that they stop driving at night. Then they get lonely because we have a real need for human contact. So we are building communities where elderly people become more isolated. One of the most pressing problems with children is childhood obesity. Why are the kids so overweight? Because they are driven to school, to the park, and to their haircuts. We are designing communities that are not good for kids, they are not good for single moms because the single mom is now really torn. So what does she do? She puts her kid in front of the TV or a video game. That's a lot simpler than providing them with a safe opportunity for a healthy activity. Where do teenagers hang out? At the mall. This is what we are building and it's crazy.

I don't want to get into LEED very much but you probably have heard of the U.S. Green Building Council and they have a standard called Leadership in Energy and Environmental Design. They have a new rating system specifically focused on new development. What they are doing is looking at three scales: combining smart growth, new urbanism, and green building. The reason is because communities have been built by default - this is the zoning, I have these entitlements, and I want to put it here. Communities should actually be designed.

The EPA just released a 1,000 page report on Global Warming. The White House administration said if we pass this bill then the federal government will be deciding where we put homes and schools. Who should be making the decision in terms of how to build compact local communities if not the people in this room? Who should really be

encouraging a different kind of design that doesn't increase our dependence on foreign oil? Doesn't increase the isolation of the elderly? That doesn't ensure that kids can have activities because we don't feel our communities are safe to walk, if not you? Do we want the federal government to have that kind of leadership role? When I listened to Commissioner von Hahmann's invocation it was talking about moving from our individual jurisdictions. When we think of the Tampa Bay region, we shouldn't just think of people because the bodies in this room are a part of the larger community-the community of life. The bodies in this room are physically an expression of a whole community of life. The water you drink, the air you breath, the food that you eat are all part of this larger living system that somehow we discounted.

I'm going to give you a practical example of how broken this system is. If you really think about how the current development pattern works, we move around traffic. We determine how many trips, how we use those trips, and basically talk about time invested and the need to meet concurrency. I-75 used to end at Highway 41. You had an innovative developer that said rather than doing the old model why don't I actually not only do internal trip capture but also external trip captures. He actually suggested building roads to the adjacent community, building a golf course pass to the community on the right and making it easy for people to not use Highway 41, or 681 in order to access childcare, entertainment, and shopping. The bottom line is that smart growth pays. If you look at compact development it reduces vehicle miles traveled by 25%. It substantially reduces driving within a development.

If we voted for more efficient cars we could half our fuel efficiency by 50%. The average European car gets 42 MPG, the average American car gets 22 MPG. When we all of a sudden, after 911, passed a tax break so that we could build more SUVs and Hummers I said we were going to weaken the U.S. oil industry because it will make them more addictive and dependent on large vehicles for their profit. It's like after someone gets a heart attack and you give them pork chops to eat. What kind of kindness is that? That's exactly what we did as a country. We really need to address the issues of re-knitting the fabric of community. You walk out here and its not very friendly. If we saw someone walking down the road out here we would all presume that they were too poor to afford a car. Why isn't it pleasant to walk out here? Why can't we walk to lunch from here? That's exactly what we've been rising toward.

This Power Point presentation can be found at www.tbrpc.org/councilagendas/councilpresentations.htm

Questions & Comments:

Commissioner von Hahmann: What a great presentation. We definitely can't challenge you for your intense love for what you do. My board is now acting more in the fashion you would like. When Florida was growing at the rate it was growing from 2002-2006, what we, as boards, were trying to do was meet that demand that was coming before us. As a property rights state it is very difficult for us to say "no way" without leading to the legal part of our system that says to watch out for a reverse condemnation. I think what we find ourselves in now is an ability for catchup, to do better planning, to recognize the items you are showing us here. I think you will find us, as a Regional Council, as well as our individual commission, to be more willing now that we're not just keeping pace. We see this as an opportunity.

Mr. Kaiser: And actually what we need to do is turn the system up-side-down because political leadership is really not about doing something just because it's unpopular. Someone once said democracy is a great form of government and it would be wonderful if we gave it a try. We realize that as a region it is very difficult to make land use and planning decisions. We need to be able to designate the kind of corridors and centers that make sense organically and have a conversation with the community and involve them in the process of understanding what is at stake. My belief is that the people who show up are passionate and they have a better understanding of how the local decisions feed into this larger decision that will face us. I do believe that we would see different outcomes and then maybe the developers, the civic leadership, and the environmental community would have more in common than they realize at first glance. Right now they are antagonistic toward one another.

Commissioner von Hahmann: Then the challenge becomes those areas where we have infrastructure needing improvements for those densities. Outside of building infrastructure in brand new areas, how can we most effectively help to provide the needed improvements to make it more effective to use the resources we have?

Mr. Kaiser: We're still dealing with 19th century infrastructure that talks about water supply and waste water and separate systems. We're actually exploiting a lot of the wealth of smart infrastructure to Verizon and Comcast and other players rather than building intelligent infrastructure, or centralizing infrastructure that took advantage of newer technology. So we're actually not capturing the economic value of the infrastructure we have in place in terms of right a way and in terms of smart systems that can actually increase performance and reduce the overall cost of infrastructure. There's a lot of economic development that we're just not addressing.

Ms. Collins: As we all know, it's easier to build a new community. As a developer and having been involved with that in the past, it is the easier way to go. When I was involved in the home building industry my focus was on infill. Try to find creative ways to do that. Most builders that I was involved with don't want to do that because it's hard to deal with the neighborhoods, and it's hard to deal with the local governments. That is the big issue. It's not cost effective and you end up spending more money and the project isn't feasible.

Mr. Kaiser: And actually it is the cost issue that should drive the decision because for a developer it's more costly, but for the community it's less costly. Actually for the community at large the cost is substantially higher as well. It's really kind of a mismatch of misalignment of objectives and incentives that really don't allow for the merge.

Ms. Collins: We need to increase densities in a redevelopment area. The property owner who is selling to a developer to develop 20 units per acre where there was 10 is going to charge per unit - it isn't a better deal for the developer generally because if it's \$10,000 a unit at 10 units per acre it's still going to be \$10,000 per unit at 20 units to the acre so you're still paying \$ 10,000 for each unit.

Mr. Kaiser: I understand that. A lot of times a dense community doesn't create the walk-ability that I talk about, it actually isolates because you will see large green spaces that is very uninteresting to walk around. And so

there is a lack of sophistication in terms of the market place and also by the planning force.

Ms. Collins: As Commissioner von Hahmann said, right now it's been putting out fires. Now that development has slowed down I think this is a prime opportunity for us to look at it and ask what we really want to do. We have that opportunity to take a deep breath and ask what to do from here.

Mr. Kaiser: I agree, and really see this as part of the 21st century strategy. Development over the next 30 years is not going to look like the development over the past few years and most of the development community doesn't understand that yet.

Mr. Kersteen: Amen. The facts prove your opinion to be true. We are our worst enemy.

Commissioner Chaney: Is your presentation on line somewhere?

Mr. Kaiser: No, but it is on the Council's computer.

Mr. Pumariega: We can provide the presentation.

Ms. Krahl: The presentation is available on our web site.

Council Member Petersen: Thank you for your presentation. You are so on target. Florida grew up around a car and for some reason people think roads are free. Are you seeing a mind-set change in the public? Commissioner Duncan wrote a wonderful letter to the editor about light rail and rail, yet we still hear from people that it is too expensive. Are you seeing anywhere a mind-set change with the rising prices of gas that finally it will be time to invest those dollars in public transportation?

Mr. Kaiser: I grew up in the Bronx, then I moved to D.C. just before they opened up the Metro and the Metro has had a phenomenal change in D.C. Then I moved to Atlanta and the development around those corridors is remarkable. I moved to Denver, and so I've seen first hand communities pre and post and the impacts were real. The typical development pattern in Florida doesn't lend itself to be economically feasible. We have the classic chick and egg problem. We have to rethink concurrency and infrastructure that can work in the community. We need to lead people through what it's going to take. The guy writing an angry letter to the St. Petersburg Times because he doesn't believe mass transit works is one thing, but really engaging people who want to see what we can do and want to understand the nature of the complexity of the challenge, I think we can find common ground.

Commissioner Worthington: How do we go about getting this presentation?

Mr. Pumariega: It will be available on our web site.

Councilman Roff: Can you think of a specific area, a city or region, in Florida that has done something recently that I can go visit and use as an example?

Mr. Kaiser: One of the ways that I find people can understand the issue is to contrast where you have employment density and everyone has to drive everywhere versus employment density where people can walk. I happen to like City Place but I've heard recently it is having some economic challenges. Florida has an added antagonism, we've invested in roads. That's the decision we've made. Past examples of economic potential is Denver and D.C. and Atlanta with regards to the kind of economic development their transit system actually gained but it was done in conjunction with the smart land use transportation decisions. Interestingly, Charlotte, N.C. did a transportation map and decided

where they would allow the road and then encouraged developers to use centers and they used buses initially because buses are cheaper. So you would need to tell a story that will get a majority on a given county seat and get support of the citizenry. Then develop the project and in 5 or 10 years it will deliver much more to the community's economy than drilling off the coast. It takes time.

Ms. Royal:

I'm with the Department of Transportation and I think this area is taking steps to make changes with the development of the Tampa Bay Area Regional Transportation Authority (TBARTA). They have moved to Phase II in developing a regional system. They are looking at a variety of land uses in the development of specific corridors to move people regionally. I think the first step in looking at things differently the way this area has developed transportation wise, the state budget had a \$1.3 billion reduction in our budget this year. That translated to the District about \$35-36 million. Transportation dollars are not going up, so what are the options? I think this is a great opportunity for the area jurisdictions to participate. We've partnered with the Planning Council, particularly on their One Bay effort, in looking at what those options are. From reading the minutes from the last meeting there was a great presentation from Mr. Wynne about the changing demographics and we also saw that during the regional visioning. Households are growing smaller with the demographics and how do we move people around regionally? How do local systems tie into that regional system? This is a great opportunity for us to go from here and participate in those efforts for TBARTA.

Mr. Kaiser:

We don't have a sense of urgency. If we thought there was a 30% probability that there would be a CAT 5 storm here, emergency operation centers would be manned. That's good practice. People don't realize that right now, today, the price of oil is dragging the U.S. economy and it will get much worse before it changes. Probably sooner than later. I've been doing this for 5 years and if you said we are doing planning processes 5 years ago I would have been very impressed. But today, given where we are, we really need to get much more coherent. For whatever reason, everyone wants to be right so you have the person who insists on their property rights - this is my farm land and I can develop it in any way I darn well please. You have the people in the neighborhoods who say they don't want that in their backyard. You have the guy who has read some report about how mass transportation systems don't pay for themselves, as if highways do. So what's happening is a tremendous kind of incoherency across a lot of different communities. We need to understand we can't all be right. If you ask me what's needed at this point, it's for the people in this room to start leading on this issue. Attending more meetings won't do the trick.

Commissioner Duncan:

I think it is very wise of us to always reflect upon history and where things have been. Unfortunately, I think in this discussion there are many differences out there of statistics, differences of trends, differences of what may be real and what may be someone's perception of reality. I think we are seeing that in our daily regurgitation from the media, and all the stuff that comes our way on this issue. I appreciate your perspective and how you played it out. Commissioner von Hahmann's

invocation about leaving our old feeling behind and looking for betterment of the region - as a TBARTA board member we just returned from a tour of Charlotte, Denver, and Dallas looking at their various regional transportation systems. Yes, they had the same challenges we have, but they have one thing that was strikingly different and that is a sense of true collaboration. When we leave through that door, we will go back to our communities and because many of us were elected by a set of constituents, we tend to think of them first. Charlotte, Denver and Dallas have an organization much like the RPC but it had power. It had authority to do something over some of the land use issues. That is a fundamental difference between us and the rest of the country. I just think that this is one of the bigger challenges that lies ahead of us. While the RPC has approval process over DRIs and the like, it is always the last one on the check list for the most part. It's not at the beginning to help local governments because no one in local government wants to give up their control of the land use. We've got to get past that, somehow and someday, and that starts with us individually. Unfortunately, it's not only here locally, it's our state elected officials and state administration that has to make that change as well. For the most part, we are still doing business as usual from 20 years. My question then becomes - we've seen gas prices go up, up, up, and I do not disagree with your forecast, but there seems to be a mentality in this state and country that we live in a McDonald's drive through world. Unless it hits us upside the head, where is that crisis?

Mr. Kaiser:

I think we're at it now. I very much respect what you said, we are still in a state of denial. They say when you go through the process of a death of a person the first step is denial. I think we are in a state of denial. If your son was bleeding you wouldn't wait to see how much blood he lost before you take him to the hospital, you would take appropriate actions. One of the biggest challenges is feeling a lack of empowerment. It's got to be Tallahassee, or Washington, or someone else who has to address the problem. This is incandescent light, which means the wavelengths are at various lengths and then if you have a laser it has a coherent light. The properties of a laser are very different than the properties of an incandescent light. If you don't power the laser enough it will be like incandescent light. If you take a much smaller laser that's properly powered and you point it to the large laser, the larger laser will cohere. If you think about the leadership it's about finding the 10, 15, 20 individuals that count in a community. They don't necessarily have formal power, one might be a retired developer, one might be an attorney that's very well respected for their ability. There's a leadership within your community that if they would agree it would be amazing what that community would develop. By identifying real leadership and working with them across boundaries you would provide the opportunity to learn to collaborate in a much deeper way. Remember, the system has gotten much more complex and when you have a greater degree of complexity you actually need a greater degree of integration. We need to find the people that would encourage those leadership skills.

Commissioner von Hahmann:

I believe we have reached that crisis mode and once we, as a country,

reach a crisis mode and we know that there is a financial benefit not only to us as a society but also a financial benefit that can be attached to solving that crisis, then the crisis gets solved. I believe that is where we are right now. There is money to be made in green building. Money can be made in facing the fact that there is a fixed supply of oil. We will be moving forward. I think there is a whole generation out there that is seeing a dollar bill attached to this.

Mr. Kaiser:

I have a challenge with your assumption. I think that's a part of the sickness of America. To me if you don't do it because of love of family, love of communities, love of life and because you feel like this place is a blessing it will become distorted. That's what I see. I've been doing green building for 10 years and I'm seeing a really big shift right now. A lot of people are getting into it. But love needs to be the primary motivator. Imagine you took your son to the hospital because you realized the economic benefit of addressing it sooner rather than later. It wouldn't even cross your mind. When the people who love show up that's when we will see real change. We already have the people making the money running the show.

Councilman Nurse:

I want to think about what power do we have in our own community? How many of us have re-zoned our communities to reflect these values? Many of us have the ability to do that. In the budget crisis that we're all experiencing the things that we ought to be doing today, this year, in a tight budget, is making our buildings efficient and significantly changing the fleets we use. Frankly, in making the buildings efficient we ought to take the reserves if needed because the payback is excellent. Why do we have code enforcement officers driving SUVs? That's obviously madness. We have the ability to make those changes today and we have the ability to get going on changing our zoning.

Mr. Kaiser:

I really would do it as a quid pro quo because otherwise they would get their development, I guarantee it. We'll get the same old stuff packaged as smart growth. We are running out of runway.

Chair Kynes:

Mr. Kaiser, thank you so much for coming and I think your passion is self evident. I think you could tell you touched a lot of people here and lit some fires.

B. Report on 2008 Legislative Session

Mr. Lee Killinger from the Wren Group provided highlights of the 2008 Legislative Session.

Last year's session was not a lot of fun for elected officials, local governments, state agencies, and lobbyists. It was a tough session. Revenues have been, were, and continue to be substantially down. A lot of the session last year was about the budget. There simply wasn't much money. During the session the fiscal impact analysis dragged a lot of bills down, and potential fiscal impact killed a lot of amendments. In the end, the final budget was \$5.7 billion less than it was the previous year. There is still an appetite in Tallahassee for further fiscal review, further fiscal reform, and I think we will see some of this come back next year. After Amendment One was adopted they still have a lot of interest about further ad valorem reform, further local government revenue, and restrictions to try to keep government revenues from increasing. There is a sense in Tallahassee that local governments can't get what they traditionally wanted to get

through ad valorem and will simply switch to increasing fees for other services and collect the same amount of money through alternate fees. There were some folks that were interested in reducing or putting a stop to that. The Senate didn't seem interested in that overall, as opposed to the House. I think the Senate is more concerned about Amendment One and what the effects were going to be and they wanted to see how that actually plays out. There was some restraint on both sides because they realize government takes a certain amount of money to work and provide services constituents need.

The April General Revenue Report that was released by EDR showed general revenue was down by \$91.7 million below estimates for the year, and as of the end of April the state was \$140.7 million down. The May Revenue Report showed general revenue down by \$123.1, and \$263.9 million for the year. We are not in a rebound and things will not be rosy for the next session. There are people wondering if there will have to be another special session in order to deal with the revenue shortfall being projected now. I don't think that is likely to happen. They gave the Governor some authority to dip into reserves and has told all state agencies to hold back 4% from what the budget provides. I think one of the reasons is because it is now election season. They don't want to come back to Tallahassee and have an ordeal about what they are going to cut, how they are going to cut it, and who it's going to impact between now and the elections.

A number of folks have asked me whether or not the Supreme Court's invalidation of the Seminole Gaming contract will have an effect on the budget. The budget was not based upon that and that money is sitting in anticipation of further litigation. We may need to give it back.

The list of bills that failed was a lot longer than the bills that passed. There was additional proposed limitations on revenue that failed. There was a particular one that would have required a super majority of 3/5 or a majority plus one to either increase revenues or to eliminate any further exemptions which didn't pass. There was a bill about local government contracting and spending that would have required every contract in excess of \$5,000 in value to be posted on an internet web site so folks could look at it and see where the government was spending their money. The League of Cities was heavily involved in that as well as the Association of Counties, and that bill failed. A bill that would have allowed meetings with local government attorneys for pending proposed threatening litigation didn't pass. I don't know if that will come back, but if it is of interest to you then make sure it gets on the agenda of your association as well as your local delegation.

A bill that would have lengthened the time for making claims under the Bert Harris Act against local government affirmative action that would have shortened the time for responses by local government failed. The bill that would have followed on last year's aggregate mining legislation went back and forth with amendments, and ultimately failed. The direction it was going was to try and seek additional preemption of some statewide rules about how local governments can regulate aggregate mining.

The Affordable Housing Bill died at the end of session. It got swapped out for some other language so the legislation died. The Red Light Camera Bill died. A number of local governments wanted that bill passed. I suspect it will continue to be an issue. Expansion of the listing of jobs that would require competitive bids failed. The bill that

would have allowed local governments to impose an emergency and fire services sales surcharge tax failed. The Populi Bill which would have talked about decorum at public meetings and citizen participation also failed.

The Growth Management Bill died. Obviously we will see another at the next session. Secretary Pelham and his staff worked tirelessly on the growth management issue. Everyone was all around it but it just didn't make it through either the House or the Senate. One of the things the Secretary wanted to do was to put a citizen's bill of rights into law. His theory is one of the driving forces behind the Hometown Democracy push is that folks don't really feel connected to the process, and don't feel like they have the ability to influence what is going on and have a voice in it. DCA drafted a Citizen's Bill of Rights that would have required notice and postings on web sites and more participation in the hope that if it passed then the folks proposing Hometown Democracy or the folks that might vote for Hometown Democracy will say they are OK and don't need to be on the ballot. Unfortunately, it didn't pass.

One of the things the Secretary has been talking about a lot recently is that we ought to have a coherent policy that lets cities be cities and also deals with rural and agricultural areas, allowing them to maintain their character and not cut them off from economic growth and development. A part of that was the rural sub-element. Another piece of that was proposing a study that would have dealt with the continuing porcupine of transportation concurrency impact fees. There seems to be a lot of concern about that statewide. There are different interpretations depending on where you go, different amounts being assessed depending on where you go, and of course the development community is feeling the pinch like everyone else. The developers are mostly concerned about additional transportation impact fees and still feel that the impact fees they are getting assessed are based in part on the need to alleviate prior backlogs that weren't caused by them. They want to pay their share, but don't want to go beyond that. It also would have established transportation concurrency section areas making it easier to do urban and infill areas. There was also language about airports and trying to get airport master plans taken into account when doing local comp planning, and, as always, a few tweaks in the DRI process about what's in and what's out and what part of last year's exemption for the 3 years for DRIs that were under construction. There are still a lot of differences of interpretation in various places around the state. That was a big bill and at the end it failed. There were some folks who wanted to amend out the rural sub-elements and wanted to try to amend in language that would have given the green light to a development that the Secretary particularly opposes. The bill wound up dying.

Bills that passed:

The Florida Forever Successor Bill. That was a big bill. DCA spent a lot of time working on that bill because it was originally a proposal to move Florida Communities Trust program out of DCA and they really wanted to keep it. It ended up staying there so they were pleased with the outcome. It increases the former \$3 million cap on Florida Forever to \$5.3 and it extends the bond repayment deadline to 2040 so that extends the program and virtually doubles it. Florida Communities Trust stays in DCA. They funded the Working Waterfront program to help preserve and revitalize some waterfront properties.

The Artificial Reefs Bill, which requires a grant matching program to be developed so they can do artificial reefs, sink vessels, and do other things offshore which is probably more relevant on this side of the state than the Ocean Outfall bill which also passed and

is mainly directed at the southeastern side of the state.

Re-authorized DEP. The agency had their visions and their existence looked at and they were re-authorized.

The Beach Management Bill, talking about the quality of sand to put on beaches for re-nourishment. It also provides for dredging and if they have beach quality sand they are to put it back on the beach.

Guns At Work passed but this bill is being litigated about whether or not this would be constitutional and for whom.

The Wren Group 2008 Legislative Session Final Report was distributed in the mail out packet. The League of Cities and the Association of Counties also produced reports and are available on-line.

Mr. Killinger suggested everyone contact their local legislative delegation to discuss revenue and requirements for projects before the session begin.

Questions & Comments:

Commissioner von Hahmann: I think we received a “stay” from the legislature because of what was going on with the Budget & Taxation Reform Commission. I’m wondering if there was any conversation on Amendment 5 and what may definitely happen to the state of Florida if our local constituents decide to pass Amendment 5 in November.

Mr. Killinger: I think there is a lot of internal conversation about it. There are a couple of legislators who really don’t like it. There is a coalition of business and I believe schools and other constituencies that are funding an educational drive proposing it. We’ll have to wait and see how that plays out. They feel the pinch about tax swap and they are challenged as to whether or not it is constitutionally valid based on the ballot title and whether it’s misleading. I think the allegation is that it affects more than just schools, but if you read the ballot title you think it only affects schools. It goes beyond that and isn’t really being straight with the public.

In closing Mr. Killinger said one thing he heard from a lot of the legislators during the last session is that they weren’t hearing enough from local governments and suggested keeping in close communications with the legislative delegation. He also suggested talking to the Association of Counties, the League of Cities.

7. **Council Members’ Comments** - Chair Kynes - None

8. **Program Reports**

A. **Agency on Bay Management (ABM)** - Chair, Mr. Robert Kersteen
The ABM Public Information Committee met on June 12th, re-energized by its new Chair, Fred Webb, to discuss its charges as outlined in the ABM bylaws and reviewed

activities in which this committee participated in previous years. Foremost are: avoidance of duplicating efforts, and promoting the sharing of resources. The committee prioritized and combined several of the ideas discussed and will be recommending the following action items to the Full ABM for its approval at the August meeting:

1. The high school system representatives will be identified, contacted, and provided with copies of Bay Soundings for appropriate classes.
2. Press releases concerning ABM recommendations will be written and provided to the local media.
3. Staff members of the committee will cooperate on the planning of the next Bay Area Scientific Information Symposium (BASIS).
4. The committee will sponsor a local Tampa Bay Day and will approach the current sponsors of the planned sustainable seafood event to offer the assistance of the committee and to discuss utilizing this event as the first Tampa Bay Day theme.
5. Improve access to Tampa Bay issues and ABM information by the general public and school teachers through enhancement of the ABM web page e.g. posting of accessible information, podcast, blogs, etc. A subcommittee of the PIC will investigate specific methods to recommend to the full ABM.

B. Clearinghouse Review Committee (CRC) - Chair, Commissioner Bill Dodson
No Report.

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

D. Emergency Management - Ms. Betti Johnson - No Report

E. Legislative Committee - Chair, Mr. Julian Garcia, Jr. - No Report.

There will be a Legislative Committee meeting immediately following the Council meeting. Vice Chair Bill Dodson will be chairing the meeting in the absence of Mr. Garcia.

F. Regional Planning Advisory Committee (RPAC) - Mr. Avera Wynne - No Report.

G. Telework Tampa Bay - Ms. Jessica Lunsford

Telework Tampa Bay final report.

In January of 2004, Bay Area Commuter Services (BACS) and the Tampa Bay Regional Planning Council partnered to create the commute option program called Telework Tampa Bay. The funding for the program was provided through a Congestion Mitigation and Air Quality Grant from the Pinellas and Hillsborough MPOs. The Council serves a four county region and the grants limited us to only Pinellas and Hillsborough.

The program goals of Telework Tampa Bay included promoting teleworking within Pinellas and Hillsborough Counties; educating businesses and their employees on the benefits of telework; recruiting local employers for “pilot” program development; and, assisting employers in setting-up and evaluating their telework programs.

Recruitment efforts included targeting employer/membership lists from various organizations such as the Tampa Bay Partnership and others. They allowed us to use some of their employer information to target potential businesses to be included in our program. We also advertised in local newspapers, journals, professional organization's newsletter; attended and provided presentations at workshops and conferences convened by other groups; identified firms with national telework programs such as IBM that have a presence in the Tampa Bay region; and, word of mouth.

Telework Tampa Bay provided no cost services to the employer such as one on one consultation with Telework Tampa Bay staff; provided presentations/workshops on teleworking designed for management; and, designed and implemented telework programs. Staff also would help employers identify which jobs in their organizations would work best for telework; develop telework policies, procedures, and agreements; provide sample materials, case studies, and an implementation guide to help them get their program off the ground. We also provided training sessions for managers and teleworkers, and provided program evaluation, focus groups, and case studies. Through these efforts we were able to directly market to 3,500 companies. Of those companies 110 employers decided they wanted to use one or more of our services.

From 2004-2007, approximately 60 one on one meetings were conducted by staff, which resulted in 25 employers using program services beyond the informational phase. Seventeen of these employers committed to developing a "pilot" program.

One of the employers from a list of 25 Telework Employer Participants is the Child Abuse Council. Gubernatorial Appointee and TBRPC Council member, Ms. Angeleah Kinsler, is the Human Resource Director for that organization.

Ms. Kinsler provided a few words on their experience with Telework. We had a great experience working with Ms. Lunsford. We are a non-profit, mid size company with about 180 employees. The majority of our employees, at least 60%-70%, do home business. It was a tough sell to get this through. We started the program about a year ago and the benefits have been wonderful. We were told it isn't a fringe benefit but I believe it is because it impacts employee's moral and productivity. The impact of reducing the amount of time people are on the highway by one day, and now with the gas issue, has a substantial impact on productivity and moral. For our agency it was wonderful because it gave a more positive outlook that we were willing to support them and help them do their job and do it well. The cost was minimal for us because we required employees to use their own computers. We did have to make sure networks were secure. It doesn't matter what level business you are, telework has a huge impact on employee moral. You talk about going green, this is one of the very best ways that you can have less economic impact and go green by teleworking. We also began a shorter work week about 4 months ago. This opens the door on how to meet the challenges today with our employees, production, and all the things that affect our employees on a day to day basis. I agree that the foundation of our communities are working people and those are the people who have a lot on them right now to try and make ends meet. The better you can make a healthier employee the better you can keep them. I want to commend Ms. Lunsford for her expertise and ability to provide the right information and all of her assistance.

The Telework Tampa Bay Implementation Guide was distributed. This guide was put together towards the end of the project knowing funding was going to run out. Although staff cannot offer a lot of the one on one services that we were able to provide Ms. Kinsler and others that we worked with, the guide provides a step by step guide to implementing the program if this is something you think you might be interested in. Ms. Lunsford said she was more than happy to share her expertise and advice to anyone who is interested.

Commissioner von Hahmann: I was always hopeful that Manatee would be able to participate in the program. We brought this up in our present budget conversations and I thank you for the Implementation Guide. The only question that the board has is how you handle workman's comp issues.

Ms. Lunsford: You always have to check with your insurance company, but beyond that Telework is an extension of work so if an accident happens within the work space that the person's office is located then it is covered. If the person is out by the pool it would not be covered. I can talk to you further on this subject.

H. Economic Development - No Report.

I. Regional Domestic Security Task Force (RDSTF) - No Report.

9. **Other Council Reports**

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

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

TBRPC will be hosting a one day seminar entitled A Cents of Place. Please mark your calendar for Friday, October 31st, at the Quorum Hotel in Tampa. We are currently working on getting some top notch speakers to present on a variety of topics which deal with creating livable communities. We are hoping that planners attending this seminar can receive Continuing Education Credits. We will provide flyers for this event at our next meeting, or perhaps send out an email blast.

When I heard Mr. Killinger today the thought came to me that TBRPC once held a reception for the legislative delegation. They are saying they aren't hearing from us enough on all the issues effecting local government and I wonder if we can hold a joint Bay Area Legislative Delegation reception. We could get partners such as Leadership Pinellas and other leadership groups and set some time apart where we could have the opportunity to talk to them before they return to Tallahassee.

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

TBRPC will be hosting the Florida Transportation Commission meeting on October 1 & 2, 2008. More information will be sent out in the near future.

Mr. Pumariega suggested that we look into co-hosting with the Tampa Bay Partnership since they were an integral part in the formation of the Bay Area Legislative Delegation (BALD).

Adjournment 11:52 a.m.

Lori Denman, Recording Secretary

Commissioner Deborah Kynes, Chair