



# Council Minutes

September 8, 2008  
10:00 a.m.

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## **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. Julian Garcia, Jr., Gubernatorial Appointee, Hillsborough County  
Mr. Robert Kersteen, Gubernatorial Appointee, Pinellas County  
Mr. Harry Kinnan, Gubernatorial Appointee, Manatee County  
Ms. Angeleah Kinsler, Gubernatorial Appointee, Hillsborough County  
Councilor Bob Matthews, City of Seminole  
Council Member Janice Miller, City of Oldsmar  
Commissioner Bob Minning, City of Treasure Island  
Councilwoman Mary Mulhern, City of Tampa  
Mr. Andy Núñez, Gubernatorial Appointee, Pinellas County  
Councilman Karl Nurse, City of St. Petersburg  
Councilman Patrick Roff, City of Bradenton  
Vice Mayor Robin Saenger, City of Tarpon Springs  
Councilman Ed Taylor, City of Pinellas Park  
Ms. Barbara Sheen Todd, Gubernatorial Appointee, Pinellas County  
Ms. Kim Vance, Gubernatorial Appointee, Hillsborough County  
Commissioner Jane von Hahmann, Manatee County  
Mr. Charles Waller, Gubernatorial Appointee, Pasco County  
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. Michelle Miller, Ex-officio, Enterprise Florida  
Mr. Todd Pressman, Ex-officio, SWFWMD  
Ms. Lee Royal (Alt.), Ex-officio, Florida Department of Transportation

## **REPRESENTATIVES ABSENT**

Secretary/Treasurer, Commissioner Jack Mariano, Pasco County  
Commissioner Rose Ferlita, Hillsborough County  
Council Member Carlen Petersen, City of Clearwater

## **OTHERS PRESENT**

Shawn College, Exec. Planner, Hillsborough Planning Commission  
Diane Chadwick, Wilson Miller  
John Healey, Planner, Hillsborough County  
Kelly Love, Planner, Heidt & Assoc.  
Arrow Woodard, Comp. Plan Project Mgr, City of Largo  
Jason Mickel, Sr. Planner, SWFWMD

## **STAFF PRESENT**

Mr. Manny Pumariaga, Executive Director  
Mr. Donald Conn, Legal Counsel  
Ms. Lori Denman, Administrative Assistant/Recording Secretary  
Mr. John Jacobsen, Accounting Manager  
Ms. Betti Johnson, Principal Planner  
Ms. Wren Krahl, Manager of Administration/Public Information  
Mr. Bill Lofgren, Principal Planner  
Mr. John Meyer, Principal Planner  
Mr. Greg Miller, Senior Planner  
Mr. Brady Smith, Senior Planner  
Ms. Jessica White, Senior Planner  
Ms. Kim Williams, Communications/Graphics Coordinator  
Mr. Avera Wynne, Planning Director

### **Call to Order** - Chair Kynes

The September 8, 2008 Regular Meeting of the Tampa Bay Regional Planning Council was called to order by Chair Kynes at 10:02 a.m.

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

Mr. Don Conn, TBRPC Legal Counsel, explained the Voting Conflict Procedure. Staff has followed a practice, based on prior legal advice, of receiving a conflict form at the start of a meeting but not announcing the form until the following meeting. This occurred at our last meeting when Council Member Collins filed a conflict form prior to our meeting. As reflected in the minutes of last month's meeting, Ms. Collins did not vote on Consent Agenda Item #3.E.1., NOPC DRI #194 due to a conflict. Mr. Conn has recommended that when a Conflict of Interest form is received it will now be stated at the beginning of the meeting, *Council Member xxx has filed a voting conflict for agenda item # and will abstain from voting on that item.*

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

A quorum was present. One voting conflict was filed.

### Announcements – Chair Kynes

#### **Cents of Place Seminar:**

Together we can create a "*Cents of Place*" for Tampa Bay. Please join us for an exciting and timely forum with two national experts who will discuss how improving our transportation system and good community design can enhance economic development in the region. Updates on critical planning efforts by Tampa Bay Area Regional Transportation Authority (TBARTA) and One Bay will also be featured. Please mark your calendars for Friday, October 31<sup>st</sup> at the Quorum Hotel in Tampa. A flyer for the event was distributed.

**One Bay/VoiceIt Campaign:**

For the last few months we have been in the public input phase of our One Bay project. I would like to ask each of you to participate in the survey and invite 5 people that you know to participate as well. It is very important to get as much input as we can. This opportunity will be ending at the end of this month.

Before moving on to the next agenda item Chair Kynes mentioned that Secretary/Treasurer Commissioner Mariano was unable to attend today's meeting due to a Pasco County budget meeting. Vice Chair Commissioner Dodson will be filling in today for Commissioner Mariano.

1. **Approval of Minutes** - Vice Chair Dodson  
The minutes from the August 11, 2008 meeting were approved. (von Hahmann/Black)
  
2. **Budget Committee** -Vice Chair Dodson
  - A. Approve Financial report for the period ending 07/31/2008. (Kersteen/Black)
  
  - B. The Budget Committee met this morning and was presented with the 2007/2008 Final Budget Amendment. The overall budget increased \$31K primarily due to the following:
    - Federal Revenue decreased \$7K because the Eckerd College Mitigation Plan & Economic Development District decreased \$17K as a result of timing between fiscal years. This was partially offset by an increase of \$10K in the funding level of the Hazardous Material Transportation Safety Act.
  
    - State Revenue increased \$31K due to utilizing \$41K more of funding for One Bay Regional Visioning in this fiscal year rather than next fiscal year. This was partially offset of a \$10K reduction in the DCA-RPC contract.
  
    - Fees/Contract Revenue decreased \$12K as a result of timing between fiscal years for several projects and a reduction in available funding for One Bay Regional Visioning. This was partially offset by the addition of several small projects in the Community Assistance/Special Projects area.

The Budget Committee unanimously approved the proposed Final Budget Amendment included in your agenda packets.

Motion to approve FY 2007/2008 Final Budget Amendment. (von Hahmann/Kersteen)
  
  - C. Refinancing Resolution  
Motion to approve the Refinancing Resolution which:
    - a. Authorized issuance of the Council's Revenue Note, Series 2008
    - b. Approves the form of the Loan Agreement and Note in an amount not to exceed \$2,500,000 between Council & Mercantile Bank to refund the Revenue Note, Series 2002, that was used to finance a portion of the cost of the acquisition and construction of the Council's land and building
    - c. Approves the termination of the interest rate Swap and authorizes any required payment for termination of the Swap to be made out of proceeds of the Revenue Note, Series 2008.

Motion to approve the Refinancing Resolution # 2008-04 (von Hahmann/Todd)
  
  - D. Refinancing Loan Agreement and Note  
Motion to approve the Loan Agreement and form of Revenue Note, Series 2008, and authorize the Chair and Executive Director to execute all documents necessary to complete this refinancing and issuance of the 2008 Note. (Todd/Black)

Mr. Pumariega thanked the City of Pinellas Park for their approval of the Resolution so we could issue the Revenue Note for 2008.

- E. Amendment to Check Signature Authorization. Motion to authorize the current Chair, Vice Chair, Secretary/Treasurer and Executive Director as check signers for the Council's new accounts at Mercantile Bank (Kersteen/Matthews)
- F. Authorization for the recently elected Vice Chair to Sign Contracts and other formal documents during the Chair's absence. (Collins/Black)
- G. Approval to Update the Corporate Bank Resolutions to Reflect/Confirm the Chair, Vice Chair, Secretary/Treasurer and Executive Director (Black/Kersteen)

3. **Consent Agenda - Chair Kynes**

Mayor Bustle removed Consent Agenda Item #3.H.9. LGCP DCA #08-1, Manatee County (adopted) for discussion.

Mayor Bustle also requested the staff report on Item #3.D.1. DOAR, DRI # 190-University Commons, Manatee County be corrected. The first line states *Hillsborough County* and should be corrected to say *Manatee County*. Motion to correct report from Hillsborough County to Manatee County (Bustle/Matthews)

**APPROVED THE FOLLOWING CONSENT AGENDA ITEMS:**

- A. Budget and Contractual  
Hazardous Materials Emergency Preparedness (HMEP) Sub-grant Program  
The TBRPC has been awarded a Federally funded Subgrant from the Federal Department of Transportation Hazardous Materials Emergency Preparedness (HMEP) grant fund and from the Florida Department of Community Affairs (DCA) for FY 2008-2009 in an amount not to exceed \$60,000. The funding will be for Local Emergency Planning Committee (LEPC) planning activities and support of LEPC efforts to ensure training of public sector hazardous materials response personnel. There is a requirement for in-kind match to this grant which can be met by staff participation, LEPC membership participation, and student training participation - which amounted to over \$150,000 in FY 07-08. The subgrant period is from October 1, 2008 to September 30, 2009.
- B. Intergovernmental Coordination & Review (IC&R) Program
  - 1. IC&R Reviews by Jurisdiction
  - 2. August 2008 IC&R Database
  - 3. IC&R # 119-08 – Port Manatee Connector-Advance Notification/PD&E Study, FSC SAI #FL200807304370C, Manatee & Hillsborough Counties (report attached).
  - 4. Levy Nuclear Plant - Transmission Line Siting Application
- C. DRI Development Order Reports (DOR)  
DRI # 265 – Lakewood Centre, Manatee County
- D. DRI Development Order Amendment Reports (DOAR)
  - 1. DRI # 190 - University Commons, Manatee County.
  - 2. DRI # 191 – Fishhawk Ranch, Hillsborough County

- E. Notice of Proposed Change (NOPC) Reports - None
- F. Annual Report Summaries (ARS) / Biennial Report Summaries (BRS)
  - 1. DRI # 97 – St. Petersburg Intown Areawide, RY 2007-08, City of St. Petersburg
  - 2. DRI # 105 – Sunforest, RY 2007-08, Hillsborough County
  - 3. DRI # 106 – Corporex Park, RY 2007-08, Hillsborough County
  - 4. DRI # 114 – Tampa Oaks, RY 2007-08, City of Temple Terrace
  - 5. DRI # 123 – Bay Area Outlet Mall, RY 2007-08, City of Largo
  - 6. DRI # 145 – Southbend, RY 2007-08, Hillsborough County
  - 7. DRI # 148 – The Pavilion, RY 2007-08, Hillsborough County
  - 8. DRI # 190 – University Commons, RY 2007-08, Manatee County
  - 9. DRI # 191 – Fishhawk Ranch, RY 2006-07, Hillsborough County
  - 10. DRI # 212 – Hillsborough River Realty, RY 2007-08, City of Tampa
  - 11. DRI # 224 – GATX Tampa Terminal Expansion S/D, RY 2007-08, City of Tampa
  - 12. DRI # 226 – Busch Gardens S/D, RY 2007-08, City of Tampa
  - 13. DRI # 231 – CFI Gypsum Stack Expansion, RY 2007-08, Hillsborough County
  - 14. DRI # 240 – Heritage Harbour, RY 2007-08, Manatee County
  - 15. DRI # 241 – Harbor Bay, 2007-08, Hillsborough County
  - 16. DRI # 242 – Phosphogypsum System Stack Expansion, RY 2007-08, Hillsborough County
  - 17. DRI # 243 – Mitchell Ranch Plaza, RY 2007-08, Pasco County
  - 18. DRI # 244 – Cypress Creek, RY 2007-08, Pasco County
  - 19. DRI # 245 – Big Bend Transfer Company, RY 2007-08, Hillsborough County
  - 20. DRI # 255 – Bexley Ranch, RYs 2006-08 (Biennial), Pasco County
- G. DRI Status Report
- H. Local Government Comprehensive Plan Amendments Reviewed
  - 1. DCA # 08-1ARA, City of Gulfport
  - 2. DCA # 08-1ARB, City of Gulfport
  - 3. DCA # 08-1PEFE, City of Seminole
  - 4. DCA # 08-2AR, City of Largo
  - 5. DCA # 08-1ER, City of Tarpon Springs (adopted)
  - 6. DCA # 08-1, City of Plant City (adopted)
  - 7. DCA # 08-2AR, Pinellas County
  - 8. DCA # 08-1PEFE, Holmes Beach (adopted)
  - 9. DCA # 08-1, Manatee County. *Pulled for further discussion* - see Agenda Item #4
  - 10. DCA # 08-1ARA, City of Clearwater (adopted)
  - 11. DCA # 08-1ARB, City of Clearwater (adopted)
  - 12. DCA # 08-1RWSP, Pasco County

The Consent Agenda was approved. (Black/Kersteeen)

4. **Item(s) Removed from Consent Agenda**

*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.*

- 3.H.9. Local Government Comprehensive Plan Amendment DCA #08-1, Manatee County (adopted) was pulled from the consent agenda for discussion.

Page 10 of the report, Affordable housing issues and designation of adequate sites for affordable housing: Mayor Bustle pointed out that the comment states *the amendment*

*package does not specifically address if there will be affordable/workforce housing located within Parrish Centre and staff didn't have any recommendations. Is there a requirement to have affordable housing?*

- Ms. Lunsford: No, there is no requirement.
- Mayor Bustle: Does this prompt a recommendation on behalf of staff?
- Ms. Lunsford: No, not necessarily.
- Mr. Pumariega: Our DCA contract calls for us to look at the regionally significant items and respond to the provision for that particular item, whether it be for affordable housing or other issues of regional significance. In the proposed amendment there were no provisions for affordable housing. It is a requirement of our contract to answer to these questions if it applies to the Proposed Local Plan Amendment.
- Mr. Wynne: Every report will have that statement.
- Ms. Todd: Would that be something that would be required by the governmental entity involved in their ordinances?
- Mr. Wynne: Not necessarily. There is a provision now that local governments identify sites appropriate for affordable housing or a process with which to do those routinely. Each local government, in their comp plan, should now have that process and have sites identified. But, it doesn't require this particular amendment to provide affordable housing sites.
- Ms. Todd: The reason I brought that up was because the Mayor had listed the question and I was wondering if there was some conflict with existing regulations in your area or if they had not complied with your regulations or ordinances.
- Mayor Bustle: This organization has spent a lot of time talking about affordable housing and it seems to me that you ought to have a recommendation in this document rather than just saying there is nothing said about affordable housing.
- Chair Kynes: Mr. Wynne, I think he is saying there is no provision, they have made no provision. Can we go on record making a recommendation that it should be a part of the entire package?
- Mr. Wynne: If it is the Council's desire that staff make a recommendation on these amendments, we can. We haven't necessarily reviewed this one to determine if it was or was not appropriate for affordable housing. But in the future if it is the desire of the Council for us to be more specific we can do so.
- Chair Kynes: How can you address this one?
- Mr. Wynne: We aren't really prepared at this time, from a staff perspective, to say whether it is or isn't appropriate.
- Ms. Collins: How will this impact moving this forward if we delay this? We aren't asking for this to be delayed then?
- Ms. Lunsford: I think the most we could do is follow up with DCA and provide them with these comments.
- Mayor Bustle: I have another item.
- Councilman Roff: Just a suggestion. Could we on that particular line say "should" instead of "does not?"
- Chair Kynes: Or, it has been a policy of the RPC that affordable housing components are very important to the project.
- Mr. Pumariega: We have to be careful because all these amendments are different

as they come to the Council. They have a different degree of emphasis and we walk that fine line that we don't circumvent the authority of the local governments. We can't just make a blanket statement this morning to say *you should provide affordable housing* because maybe they don't have the zoning there, or transportation facilities. There are a lot of things that go into play when it would be feasible to have affordable housing.

Ms. Todd: Since it is our responsibility to review these DRIs, perhaps a good thing for us to have on the table up front with the Clearinghouse Review Committee is to include on our site visits inquiries as to what has been done to follow up on that particular policy. It is a policy that this entity has made and put forth.

Councilwoman Mulhern: This is a process question related to your question. Didn't we discuss this? Is this the one about including affordable housing in a DRI?

Chair Kynes: No, that was Pasco.

Mr. Pumariega: This Amendment refers to having 3200 units and the county is trying to get the local amendment through right now. There will be an opportunity for us to deal with this issue through the DRI process.

Mayor Bustle: I agree that we don't want to step on the toes of the local government but we do have a pretty strong policy in the Regional Planning Council on affordable housing and it seems to me that we should carry our message forward somehow.

Mr. Wynne: The number one thing we are doing is reviewing this comprehensive plan for consistency with the Strategic Regional Policy Plan and also for intergovernmental-inter-jurisdictional impacts. Those are the two lofty goals that we are accomplishing in the review. With that in question, we can look at the appropriate affordable housing policy related to each one of these amendments as they come forward in the future and make a more clear recommendation. At this time there wouldn't be any problem for us to amend that report and say the county should look into this development for the appropriateness of affordable housing.

Mr. Garcia: Isn't this a moot point until DCA changes the formula on determining the need for affordable housing?

Mr. Wynne: One thing is that it is up to 3200 dwelling units so it may fall under the DRI threshold as well. To say that this will be a DRI, we don't know. At that point the affordable housing methodology may come into play, otherwise it would be under the local government's guidance and Manatee County does have some pretty aggressive workforce housing policies.

Mr. Garcia: But as a Council, its only suggestive in nature. We suggest that they look at it. We really have no hard policy nor any authority for that matter to say that affordable housing needs to be done.

Mr. Wynne: That's correct.

Mayor Bustle: Just below, in the next section it talks about the development plan and states *it includes a few serious incursions into regionally significant wetlands*. The recommendation in the report is that *the plan be revised to respect the regionally significant natural*

*resources on-site.*

Mr. Wynne: Since this is a comprehensive plan amendment and not a site plan or even zoning per se we feel like at this time going forward there would be adequate opportunity for the developer and/or the county to do the development in such a manner as to not impact the regionally significant resources.

Mayor Bustle: Page 17, Effects of the amendment on the following issues: again, it talks about affordable housing not being discussed in the amendment package.

Mr. Wynne: On Page 31 the report says it is not regionally significant and does it result in extra-jurisdictional impacts? It says the amendment will apply to the County's municipalities. That statement bothers me. This amendment is related to the establishment of the Coastal High Hazard Area Redefinition. I don't know if the map has been drawn.

Ms. Johnson: It won't have a significant impact.

Mr. Wynne: There are areas that would apply to some of the incorporated areas. The city has the ability to work out their own coastal high hazard area as well. In some cases, some cities have deferred to the county to establish those lines.

Mayor Bustle: I would be happier if the statement said something to the fact that Manatee County should coordinate with municipalities that might be affected instead of saying that it will apply to the County's municipalities.

Ms. Johnson: The definition of the Coastal High Hazard Area is required by Florida Statute 163. All the county is doing is bringing it into compliance.

Mr. Wynne: And they are required to map them now. The city will either have to adopt the county map or adopt their own. My recommendation would be for the county to coordinate with the municipalities for the mapping and establishment of the line.

Chair Kynes: Can we put everything together now? We are involved with 3.H.9. and you have language on page 10 that we need to synchronize as to a policy of the RPC's regarding affordable housing. Do you want to provide some language that they can include? We need to synchronize it to page 17, and then page 31 in that the counties and municipalities will need to coordinate.

Mayor Bustle: On Page 33, second paragraph, Transportation. It says the Capital Improvements Element (CIE) addresses 21 segments on roads that are failing their adopted Level of Service (LOS). It lists six projects and I'm just not sure how that relates to the results in extra-jurisdictional impacts down below. We recognize that this, as the RPC, that deficiencies could result and impact areas and our statement ought to be stronger.

Mr. Wynne: Through the CIE process they identify the level of service sufficiencies and in this report they are saying there are six that are being funded. In terms of finding the amendment inconsistent, the majority of the amendment is consistent so it becomes a weighing analysis with the preponderance evidence weighing toward a

finding of consistency or inconsistency. Clearly, it's not completely sufficient in addressing the backlog or the LOS deficiencies. Staff felt like they are making good efforts toward the majority of the projects and even though there are six that are deficient we felt it was a consistent amendment.

Mayor Bustle: On the last page, Page 34, once again it's consistent, however, as noted, transportation will not meet its level of service. I'm uneasy with the observation that it doesn't require anyone to do anything. It seems to me that the RPC should assert its responsibility and authority and say that the county should provide a plan for achieving a level of service.

Chair Kynes: You could put that same language in from the prior one: the Regional Planning Council states that it has to be understood that transportation will not meet its level of service at this juncture.

Mr. Wynne: Under the review we pointed out the deficiencies. We can either make the language a little stronger saying it is *strongly recommended* that they do something or we can find it inconsistent.

Mr. Pumariega: Does the state statute allow deferment of infrastructure knowing the cities and counties are not going to be able to accomplish all of their backlogs?

Mr. Wynne: There are several different mechanisms available for them and they can establish concurrency exception areas, areas they recognize are going to be backlogs, and establish a program to mitigate those over time. Just because they aren't meeting their LOS and not identifying their CIE doesn't mean there isn't some other mechanism to mitigate those.

Mayor Bustle: Have they established those mechanisms?

Mr. Wynne: That I do not know. The staff person that reviewed the details of this is on jury duty today.

Mr. Pumariega: I think someone asked if we could defer this to next month?

Mr. Wynne: We can. We might be late getting our comments to DCA. We could send our draft comments and not issue a final opinion from the Council. DCA does rely quite a bit on the staff and the Council's opinion of the reports and we could send them the draft and say we will have Council action next month. This is an adopted amendment. We can't defer.

Motion to approve the staff report as drafted. The motion was seconded. (Waller/Matthews)

Chair Kynes: Is that to include the new language? Because you are saying we have no room to defer?

Ms. Lunsford: We can send a follow-up letter.

Mr. Garcia: As I understand this it's already approved.

Chair Kynes: The issue then becomes at what point can we really interject more comments so that they actually go to the appropriate agency prior to getting to this stage so we can send it with a letter expressing our concerns. Would you go for that?

Mr. Wynne: One other point is that once it is adopted DCA has 45 days to issue its notice of compliance. DCA will be looking at the comments we provide them before they issue that notice. It's either 30 days or 45

Chair Kynes: days, and I believe it is 45 days for Manatee County. We have a motion and a second to accept the report as written. We can send a letter expressing our concerns. My idea was that we should have a better time frame wherein you can give these comments. I think that is the bottom line issue here today.

Councilor Matthews: We've had good discussion on this. This item appears to have passed and as far as putting the teeth in this I would recommend that we go ahead and let it go, but look at the suggestions and look at a recommendation from staff on how we can improve and not violate our privileges to see this better on future items.

Mr. Pressman: I make the suggestion that we support a formal resolution from this body indicating concerns and send it along with the staff report.

Chair Kynes: The motion on the floor is to accept the staff report as written. And then we put together a formal resolution type letter expressing our concerns.

Mr. Wynne: That's what I heard.

Chair Kynes: First motion to send as written - is there any further discussion? All in favor say Yea. Three Nays (Miller, Chaney, Pressman). Motion carried.

Second motion is to include a resolution type letter expressing our concerns.

Mayor Bustle: I would like to move that Council create and approve a resolution incorporating the items raised during the discussion with a view toward strengthening the resolution on behalf of the Planning Council. (Mr. Kersteen seconded the motion)

Chair Kynes: A motion and a second have been made to include a resolution that staff will draft and send out to Council members so that we can all see it.

Mr. Wynne: As a point of clarification, is this a resolution to do a letter or will the comments be in the form of a resolution?

Chair Kynes: A letter with bullet points of a resolution that you will send out to us for us to see.

Mayor Black: Madam Chair, as a courtesy, does this Council feel like we need to coordinate this with Manatee County and get some input from them? There could be some things that they could shed some light on and I think it would be good for intergovernmental relations if we do this in conjunction with Manatee County.

Chair Kynes: We have a motion and a second. One opposed (Waller). Motion carried.

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

6. **Mr. Fred Abousleman - National Association of Regional Councils (NARC)**

Mr. Abousleman is the Executive Director of the National Association of Regional Councils. He provided a presentation at the Florida Regional Councils Association meeting and was invited to the Council meeting so everyone could benefit from the presentation.

NARC is an advocate for all Regional Planning Councils. Mr. Abousleman acknowledged Ms. Jill Collins who is a NARC board member serving the regions of Florida and Georgia, and Mr.

Pumariega who sits on the Executive Director's Council. Not only is Florida represented in Washington but is also represented on the board as well.

NARC was created in 1968 by the National League of Cities and the National Association of Counties to represent elected officials at the regional level at the time when everything was about regionalism. There is no better time since the 60s to be talking about regionalism, considering the state of our economy, infrastructure, and security issues.

The point of the presentation is to set in context what is going to be the agenda for the next Congress and the next Administration. Congressman DeFazio (D-Oregon) Chairs the House subcommittee on highways and transit and is an important person to move forward our infrastructure development over the next few years. "We're basically sliding toward third world status" is a quote by the Chairman after a dump truck fell through one of his streets into a decaying sewer line. We aren't maintaining our infrastructure. Given the size of our economy and the power of America we shouldn't be having bridges collapsing, trucks falling through streets, security issues, or environmental issues. We would not disagree with the Congressman.

NARC doesn't make political statements. We try to provide the facts. Afghanistan and Iraq are consuming the lion's share of our national budget. \$1-2 trillion is the estimated war cost over the next 5 years and that money comes out of the budget. This is the same budget for healthcare, education, infrastructure, etc. The next administration will be inheriting this large cost. Some would argue we are in a recession. We aren't in a recession. I would argue we have a severe economic downturn in Florida and other fast growing states. All of you have budget cuts and budget constraints in your communities. This is what will be affecting Congress as well.

The American Society of Civil Engineers ranked the state of America's infrastructure as a D- and indicated that we need to invest about \$1.6 trillion over the next 5 years just to repair what we have. We don't have \$1.6 trillion to invest in infrastructure.

The Revenue Study Commission was mandated by Congress to provide recommendations for the future of transportation to Congress and the Secretary of Transportation. They indicated it would take \$225 billion just to maintain the existing transportation system over the next 50 years. A good portion of that is in Florida. I know that Florida has a budget shortfall in the \$10s of billions to maintain and repair its aging transportation and other infrastructure.

There will be an approximate \$3.2 billion shortfall before we even get to the point of re-authorization in Congress of our next bill because people are driving less, using more fuel efficient cars, and using more transit. All of those things pump money into our transportation funding and that is causing concern about how we will be able to maintain our surface transportation program for the next five years. The Secretary of Transportation said she will be cutting back payments to states and federal money does not exist to reimburse the State of Florida for a number of its big transportation projects.

A recent Urban Land Institute (ULI) study of emerging nations (Europe, China, Japan, and the rest of Asia) indicates that technically we rank last in terms of investment in our infrastructure. China, India, and Europe outspend us and the quality of their infrastructure is much higher. Granted, their infrastructure is newer, but the pace at which they can spend, maintain, and build their infrastructure is much higher than ours, almost 10 to 1. That concerns us in terms of economic competitiveness and keeping states like Florida healthy. 72,000 miles of municipal water and sewer pipes are more than 80 years old, and in fact we just found out last week that

there is a leak in the aqueduct that supplies water to New York City. One day of that water leak is enough to provide water to all the residents of the city of Raleigh. We have an antiquated system and its something we need to address.

The U.S. spends less than 1% of GDP on infrastructure as compared with countries like China, 9%, and India, 3.5%. This is the lowest level of federal investment in infrastructure in our history. More and more of the federal investment is being pushed down to the states and the states are pushing it on the localities. That concerns us because ultimately you will be responsible with little or no ability in the decision making process for this infrastructure. Our primary mission is to serve you in terms of being able to build these systems that you need to grow. That's something we need to address as we go through the next Congress and the next Administration.

In 1830 Florida had a population of 37,000 people. In 2025, you will have 20.7 million and will be the third largest state. You are expected to add upwards of 200,000 in 2009. It's an insane growth rate and I think you should be applauded and concerned about the fact that it is very hard to maintain the level of infrastructure and growth to serve all these people. You've had the fastest sustained growth rate, next to the state of Nevada, in the country and probably the nation's history. It's amazing. Of course that has left you in a bit of a lurch as the economy takes a downturn. Florida is slipping in competitiveness and that's because of the fast rate of growth and the fact that at some point it will be unsustainable. Again, not a political commentary, but simply a fact that as funding lowers from the federal government and from the state government it's something we have to be concerned about.

We need about \$200 billion over 20 years to maintain and improve infrastructure. That's a substantial amount of dollars and we aren't sure where its going to come from. Every other state in the country is at the same level. Illinois, Georgia, Texas, California all have multi-billion dollar debts on transportation. The interesting thing is that there are roughly 1.4 million miles of freeway in the U.S. The state of South Dakota has just as much freeway miles as the state of Ohio, yet has about 100<sup>th</sup> of the population. All of the congestion and all of the activity on this 1.4 million miles of freeway are in 14 areas.

We have 3,000 public airports in the U.S. and all air travel flies to one of 31 hubs. Of those 31 hubs, out of those 3,000 airports, 60% of that traffic is flying to Atlanta. Today I will be up against about 70% of the flying public, all trying to get to Atlanta. If Atlanta shuts down I'm not going home. 3,000 airports that you are expected to maintain and build and expand with all of our traffic basically going down to one airport.

There are 200 Ports in the U.S. yet all of our port traffic is concentrated in seven. By world standards these seven are not the largest. They are actually some of the smallest ports in the world. Los Angeles and Long Beach take the line share of our port activity and while Florida has large ports in terms of total container movement, Florida is not actually on the list of Top Ports. We have a concern that we have 200 container ports and all of it basically comes to Los Angeles and Long Beach. A couple of years ago there was a longshoreman's strike in the port of Long Beach and there were ships that had to sit out for weeks waiting to be off loaded. It was pretty disastrous in terms of goods movement. We need a new way of moving things, particularly from some of those smaller ports.

Another thing that concerns us is, how are we going to pay for projects that are cost overruns? If

you are a developer, building houses or transportation/transit or sewer pipes you know that right now it is almost impossible to get steel and cement. A good portion of that is because China and India have been purchasing almost all of the steel and cement in the world for their economic expansion. It's very hard for us to compete. Another reason why we are having such cost overruns is that we have no domestic capacity for production. Cement is not produced here and our steel industry left decades ago so it makes it hard to keep up the pace of growth when we don't have access to the goods. In some cases, especially in the southwest, contractors have stopped bidding because there just isn't enough labor.

When I was growing up I never heard of a disaster costing billions of dollars. Disasters have reached a scale and magnitude that makes it hard for us to keep the pace of disaster preparedness, mitigation, and funding available to deal with multiple disasters at a time. Three or four hurricanes, California wildfires - all total in the billions of dollars. The reason I bring this up is not to paint a sad picture but to tell you that disaster dollars are discretionary dollars and when we deal with the federal budget, and when we deal with Congress, these dollars are competitive against dollars you need for schools, public service and education, healthcare, etc. As disasters rise in frequency and in cost it is something we have to be concerned about. I understand that in some cases Florida still hasn't been paid by the federal government for previous disasters. It's only going to get worse. Our concern is that we keep domestic programs alive while fighting wars and dealing with very severe disasters. Spending in the Gulf coast for Katrina is not yet completed. The total cost will be \$5-10 billion and of course it will be a reconstruction process over decades, yet we don't hear about it on the news anymore.

China and India have to be kept in our sights. We have to understand Chinese and Indian competitiveness and what it means in the big picture. Their purchasing power is huge, their goods production is massive, their shipments are overwhelming and our ability to absorb all of that is very thin. I have talked a lot about this across the country because this is a rising issue, especially in places that have not seen the amount of traffic that comes from China and our ability to move them is relatively thin and thinning out. It's a concern of ours and we have to have a discussion about goods movement in our country because right now it is where the state of our economy is. Some of the best paying jobs that are left in our country are related to goods movement. This is probably where our economy is headed.

Chinese freight capabilities will grow by 35% over the next 10 years. Ours will grow by 7%. Our current system cannot meet expected global trade demands. None of our airports, ports, or rail lines can meet the demand that we, as consumers, have placed upon ourselves in terms of buying goods from Asia or Latin America or Europe. Until we bring manufacturing back to the U.S. it will be interesting to see how we absorb all these goods that we are purchasing.

The world's largest container plane is based on an old Soviet military transport. That plane cannot land on U.S. runways since it causes the surface to crack because it is so heavy. The world's largest ship, 11,000 TEU (20 foot equivalent units) container ship, cannot dock in the U.S. It has to be offloaded and unloaded outside our ports. It can however dock at other large docks around the world such as Singapore, Korea, China, Europe.

The most fascinating discussion to take place over the next year is the Panama Canal Expansion. It's been approved and is a \$5.25 billion investment and it will double the size and volume of the canal by 2025. The implications for the east and west coast will be outstanding. We plan on having a presentation by the Panama Canal at the NARC National Conference in February 2009. Council members were invited to attend.

The Canadians and Mexicans will also have an affect on our economy relating to rail lines. The Canadians understand that we cannot absorb all of these goods into our system and that our infrastructure is failing and they are pouring millions, if not billions, of their dollars into their expansion. Essentially what the Canadians are saying is if we can't do it, they will do it. And they will do it faster and more effectively than we can. Same with the Mexicans. The Mexicans are investing heavily in their Pacific and Atlantic and Gulf Ports and they are purchasing rail lines and roads in Texas to move goods up from Mexican ports. The lack of our understanding and investment in all of these facilities strengthens their economy relative to ours.

Hutchison Whampoa is a Chinese holding company that operates five of the seven world's largest ports. The Chinese produce, ship and ship to their ports. This how the U.S. used to do business. They are shipping the products that we are purchasing not to our own facilities, but to facilities they manage. It is a brilliant business model and something we should retain back in the U.S.

Madam Chair, you talked about the event A Cents of Place and how we have to invest in infrastructure for economic development and I would echo that is an important discussion that you and Florida have to have.

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

Questions & Comments:

- Council Member Miller: Don't the Chinese actually control Long Beach?
- Mr. Abousleman: I don't believe they do. I know we all remember a few years ago about foreign holdings managing our ports.
- Councilwoman Mulhern: Aren't some of our companies such as John Deere going over to India to build their infrastructure? Isn't that helping?
- Mr. Abousleman: Absolutely. India is investing approximately \$100 billion to build basically their first interstate highway system and they will do it within 10 years. It took us 50 years. And they're doing it with American technology and American companies.
- Councilman Roff: The railroad system built this country and when you look at statistically how much tonnage you can move per gallon by rail it is by far the most sufficient way of moving freight that there is. What is the reluctance of the U.S. to go back to being a great rail?
- Mr. Abousleman: I'm always hesitant to talk about rail lines because we know it's a very closed world, but I would say its not a hesitancy on our part. It's a very solid way of investing but because rail lines are private, and it goes back to rail law in the 1800s, it's a very touchy nebulous relationship about public investment in the private railroads and private acceptance of public dollars. Right now, for the first time in a number of years, the rail lines have asked for tax credits to expand the rail. Of course the question is, well if you are flush with dollars why are you asking us now? I think it goes back to a touchy relationship between the rail lines, the rail owners, and the government. I would agree with you, we should fund more rail and it should be a public/private partnership. All of you I am sure are tired of having endless numbers of trucks on your freeways.
- Councilwoman Mulhern: I'm glad you brought that up. The problem with getting federal dollars for infrastructure in the state is because its based on how much fuel you

use. That's what has to change because our entire infrastructure is based on cars and roads and it won't go to rail because we only get that money based on how many cars are on the road. We are encouraged to build roads. When you look at China and India, they are doing what we did. We are way behind and have become soft. We have been borrowing instead of producing and manufacturing. I think the answer for us is not just to try and compete in the way we used to compete, its to look at the global economy and what that's telling us as far as economic growth. We need to start producing agriculturally, and we need to support local business and local agriculture. The idea that we need to try and compete in the same way we have been is obviously not going to work. China and India, especially China, we have to watch what they are going to do as far as what they are doing to the environment because they may be ahead of us in production and infrastructure but they continually damage the environment.

Commissioner Minning: What role do you see privatization playing in infrastructure?  
Mr. Abousleman: That's the biggest discussion in Washington right now. The money is there, its whether there is a willingness to invest it and how to invest it. Can we invest it wisely enough so that the public entities and the public trust is not violated?  
Ms. Todd: One of the things you said at the presentation that you made at FRCA was that China owned 46% of our debt?  
Mr. Abousleman: Yes.  
Ms. Todd: That alone scared me. How do we overcome something like that?  
Mr. Abousleman: I don't know. 46% of our foreign debt is owned by China.  
Commissioner Worthington: I've been watching the history channel and in India they are teaching their school children to speak Chinese.  
Mr. Abousleman: It's very interesting to translate the local issues to the global marketplace. We have to get everyone, every county and every city to start thinking about their competitors, which is not your neighboring city and county - it's China and India. The information economy has actually sent most of our new research and technology (Microsoft and others) to China or India. It's a whole new economy that we have to look at.

NARC has an interest in all of these areas, plus more. The 2008-2009 Congress has come back and within the next month Congress will have partisan politics because of the upcoming election. They will be moving bills forward that have very little to do with anything besides promoting their Presidential candidates. Mr. Abousleman showed a chart of legislation that NARC will be following. The EDA Re-authorization expires 9/2008, and SAFETEA-LU expires 2/2009. The money for SAFETEA-LU comes under transportation and housing. Energy bills will be big. The concern for this year is that Congress is pretty much done. There are about 20 legislative days left and most of those will be about campaigning. They will wrap up the appropriations probably to a continuing resolution and then go home for the holidays. We don't see that this will be a Congress pushing for any innovation or any new ways of doing business until next year.

Based on all the points I think you made about how we have to look at transportation we are definitely concerned about delivery, program structure, and funding. It's called the Highway Trust Fund, it's not called the Transportation Trust Fund. Regions are pushing for modal integration and land use decisions based on transportation dollars and forcing state and locals to think about their investment. That's something we think is going to have to continue.

Within economic development and community development, EDA is important for some of you and for others it's a rather nebulous bill, its about \$100 million. We are concerned about it because its an important cornerstone to economic development in our communities but its not been authorized for a number of years and the message to the next President might be that economic development is not important in our country.

There are questions about HUD and HUD's role in the mortgage crisis and whether HUD will come out of this alive and as a standing department. I think there will be some inquiry into HUD's role.

We are very interested in security issues. NARC has been working on security issues for a number of years. We're not sure where all the money goes that comes out of the Department of Homeland Security (DHS). I applaud you if you get the money - hold on to it. Billions of dollars come out of DHS every year which go to the states. We're very concerned about making sure that regions have a role to play in this, through coordination of the planning and security. I think you actually do that here. We are pushing in Congress a coordinated grant program on regional security.

The environment is going to be a huge concern over the next year and I would urge you to watch climate change legislation. We firmly believe that what's coming down the pike is a carbon tax. All of you on the local level are going to be dealing with carbon issues. You will probably have to pay for it and over the next 5 years you are probably going to have to be carbon neutral. I'm not quite sure what that means but we will be working with you to try and figure out how to help you.

There might be a second stimulus package. Both Senator Byrd and Speaker Pelosi have talked about a second stimulus. Senator Byrd is at \$24B and Speaker Pelosi is at \$50B. I'm sure this will have a timing issue about the elections. We would support \$50 billion over \$24 billion, but we're not quite sure we could afford that.

The last time I provided this presentation we weren't sure who the 2<sup>nd</sup> people (Vice President) were at the top tier and now we know. It makes for a very interesting Presidential race. We don't know what their domestic agendas will look like at this point. So much is focused on the war and foreign policy. Of the four candidates Mr. Obama serves on the Environment and Public Works Committee in the Senate. Mr. McCain is Chair of Commerce and Banking which has a role in transit, Amtrack, and some economic development programs. Alaska receives \$4 for every \$1 it sends back and of course Mr. Biden is about foreign affairs. The unfortunate thing for Florida is that in the Senate you really don't have committee chairmanships. The key players are Senator Boxer, Senator Baucus, and the appropriations chairman. On the House side you have two key committee representatives, Congressman Mica and Congresswoman Brown who both serve on infrastructure. Congressman Blumenauer is actually calling for a national infrastructure commission to look at how we fund infrastructure as a whole for the next decade.

Governors are very important. Governor Rendell from Pennsylvania heads up a coalition with Mayor Bloomberg and Governor Schwarzenegger to invest in infrastructure and we've talked to them about what they want to see. We think the next discussion will be based upon sustainability - can we maintain a sustainable economy, can we achieve energy independence, can we achieve

climate change, security and infrastructure while getting ourselves out of debt?

From what we've heard based on who might be President, and how the Senate and the House might end up, nothing will really happen until 2012. Who will be President in 2012? This is really the set up for that. Congress will be fighting for pushing their respective parties forward. There will be a lot of partisan entrenching. We believe extremes will divide Congress because its so tight and margins are so thin and unless one of these Presidents is elected with a substantial majority we don't believe that they will necessarily have the public mandate to carry forth our total will as a nation. We are hopeful that legislation will pass, but we are concerned that there could be more gridlock, at least for 2 to 3 years, while the President deals with the economy and figures out what they will do about the wars. Traditional decision making is taking to long, there are too many layers involved and we need to be more streamlined. There has been a lack of leadership and vision at the top, a disinterest of investment in our economy and regions are stepping up. Regions are raising their own dollars and are working with their local governments and their states to create a foundation to be more profitable.

We have a mantra which is simplicity, authority, streamlining. We believe if someone hits a pothole they don't call the governor, they call the Mayor. If a sewer main breaks they call the county, they don't call the President. However, you have very little decision making authority in a lot of these national programs about the way money is spent, especially money that comes from Washington. Our mantra is to support you as much as possible in this revolution of local government working at the regional level so that when someone calls you, you can respond with the resources and authority necessary.

We do believe this is the best time for regions. When we are in crisis this is when you can come together and work collectively, whether its cost sharing, joint purchasing, or moving programs forward at the state, this can be the time we can step forward and show that regions are very important. I applaud the work that you do here. It's really nice to see that so many people attend your board meetings and I think it shows a commitment in this region. We are open to any ideas and suggestions that you may have on making the next four years profitable.

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

Ms. Barbara Todd provided a report from the recent Florida Regional Councils Association (FRCA) Policy Board meeting.

**Century Commission Update | The Honorable Rick Baker, Mayor | St. Petersburg, Florida**  
Mayor Baker provided a review of the Century Commission's 2007 Report and the 2008 recommendations which are to review the state building code, water conservation issues, energy conservation and hurricane protection.

Mayor Baker reviewed the following five (5) recommendations from the 2008 Century Commission Report:

1. Convene a Statewide Water Summit on September 25-26, 2008 in Orlando, to develop a comprehensive set of sustainable water use and supply action steps. Several issues that will be addressed are water reuse, supply, conservation and water administration.
2. Complete the Identification of Florida's Critical Lands and Waters and Pursue New Conservation Methods
3. Design Sustainable Communities and Buildings

4. Focus Public Policy on Creating a Sustainable Florida within One Generation
5. Monitor Progress on Energy Security and Green House Gas Emissions Reduction

**One Bay Regional Visioning | Brady Smith, Senior Planner, Tampa Bay Regional Planning Council**

Mr. Smith discussed the One Bay Regional Visioning and **Voice It!** - the outreach arm of the One Bay initiative, which is intended to gather feedback on the four growth scenarios put forth. One Bay is now asking citizens to look at and review the four alternative growth scenarios. More information on these four alternatives can be found online at [www.myonebay.com](http://www.myonebay.com).

**Florida Tax Structure and Local Governments | John Thomas, Florida League of Cities**

Mr. Thomas reviewed legislation from the 2008 session that is potentially detrimental to local governments' functions: HJR 7125, HB 715 and the taxpayer bill of rights and he expects similar legislation to be filed again in the 2009 session.

The Revenue Estimating Conference estimated a shortfall of \$1.8 billion out of the state budget projections for Fiscal Year 09. The Governor is currently asking all agencies to hold back 4% of their current year budgets. The Florida Legislative Committee on Intergovernmental Relations will undertake a study on consolidation which could become an opportunity for local governments in assessing how best to find efficiencies in service delivery.

Mr. Thomas discussed Amendment 5, which was struck from the ballot, and the property tax issue being proposed by a citizen group to be on the ballot by 2010, and would allow only 1.35% of the taxable value of any parcel to be taxed.

A lengthy discussion followed regarding the relationship between local and state governments, budget cuts, unfunded mandates, and the Hometown Democracy movement. A suggestion was made for local governments to calculate the amount a state unfunded mandate costs to use as a tool in persuading the state from more unfunded mandates, and that counter action should not fade as this could be on the ballot in 2010. Also discussed was the *perception* that property taxes include the cost of insurance; and how foreclosures affect local governments.

**National Association of Regional Councils | Fred Abousleman, Executive Director**

Mr. Abousleman provided a presentation very similar to the one you heard this morning.

**Executive Director's Report and Legislative Recognition | Frank Bernardino, The Wren Group LLC**

Mr. Bernardino reported on the outlook for growth management, mining preemptions and the extension of review periods for comp plan amendments, and water issues. Regional visioning continues to interest legislators but is unlikely to be up for consideration next session.

**Discussion Items:**

The Florida Department of Community Affairs is up for sunset review this session if sunset occurred, what would the implications be to the RPCs? Mr. Bernardino stated that if in fact the Legislature does not continue DCA, the Department does not cease to exist but would remain under review, giving the Legislature time to propose reforms to the Department and its functions.

Council Member Miller: There is going to be a Meet & Greet for everybody who is running for county, state, and federal office at the St. Pete Yacht Club in early October. Please go to [www.suncoastleague.org](http://www.suncoastleague.org) For more details. Everyone is invited to attend.

## 8. Program Reports

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

The Agency's Natural Resources/Environmental Impact Review Committee had a lengthy agenda on August 14<sup>th</sup>.

Officials with Raytheon provided a presentation concerning the groundwater contamination in the Azalea Park area of St. Petersburg. They described the activities underway to determine the extent of the contamination and the chemicals involved, and the plans to remediate the problem. Surface waters have also been contaminated, but they believe Boca Ciega Bay has not and will not be adversely affected. The clean-up is expected to take many years.

A follow-up to the Agency's comments concerning proposed Berths 151 and 152 in East Bay at the Port of Tampa resulted in a recommendation that additional study be performed to investigate how to improve water quality and habitat in McKay Bay and if the berth sites should be included in a solution. Several committee members asked to be involved in the planned meeting.

Tampa Bay water staff provided a summary of the past year's water quality and biological effects monitoring of the surface water withdrawal activities. No adverse affects of the withdrawals have been identified.

Ms. Nanette O'Hara from the Tampa Bay Estuary Program presented the guidelines developed by a committee for local governments to address residential fertilizer use, a major source of nutrient enrichment to Tampa Bay.

The September 11<sup>th</sup> meeting of the full Agency will include:

- Consideration of an Action Plan from the Agency's Public Information committee;
- The recognition of Frank Sargeant, the recently retired sports writer for the Tampa Tribune who brought Bay and natural resource issues and actions to the public's attention for 24 years;
- A discussion about the increasing risk from heavy or sinking oils that are being transported into Tampa Bay; and
- The active effort to gain voter approval to continue authorization of the Hillsborough County Environmental Lands Acquisition and Protection Program.

The meeting begins at 9:00 a.m. here in the Council offices this Thursday, and all are welcome to attend.

**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  
Business Disaster Preparedness.

Lessons we have learned since the 2004 and 2005 hurricane seasons was the importance in economic redevelopment and recovery for our communities, and business preparedness. We received a grant from the Florida Emergency Preparedness Trust Fund to develop and update our Florida Business Disaster Survival Kit. Our steering committee, a public/private partnership, decided that we should make this a web-based program to get the information out and allows us to update as we receive new information. The web site is: [www.fldisasterkit.org](http://www.fldisasterkit.org)

Ms. Johnson provided a demonstration of how the web site works. The design is by Kim Williams, TBRPC Graphics Coordinator. The web site contains valuable information in the Business Disaster Survival Guide. The Planning Process includes: Hazards Analysis & Response, Recovery & Mitigation. There is also a Disaster Planning Wizard, Exercises & Training and a Preparedness Information Center. This information is also available in Spanish. On your lunch hour you can play the game Pirate Bay, which is a theme park. You are the owner and teaches you about disaster preparedness. There are testimonials from businesses.

The main focus was to develop something like Turbo Tax for business disaster planning and make it as easy as possible. You can create an account, log-in, and then go through and complete worksheets. You can download your plan which is compliant with federal regulations.

Now that we have the tool we need to get the word out. We have partnered with the Division of Emergency Management, the RPCs, the Florida Chamber of Commerce, Enterprise Florida, the FDA, Gulf of Mexico Alliance to get the word out all their members on where they can find this information. We have limited quantities of the workbook available and are working with Enterprise Florida to get the template for these disaster plans available through Enterprise Florida. We are working with the Florida Council of 100. We've developed a track for both the National Hurricane Conference and the Governor's Hurricane Conference on business industry and economic stability which is a new track of training sessions and workshops. Our goal is so that we can not only show emergency management is in economic development, but we can pull in the economic development agencies and show them what their role in emergency management is going to be.

In closing, I hope you will go to the web site and talk to your business communities.

I would also like to say that during this busy season I got the opportunity to volunteer and work the phones in Leon County for Tropical Storm Fay. It brought home the point in why we are trying to get the information out so they can be more prepared. I was talking to people who needed to be evacuated, people were calling because of fallen trees on structures, etc.

Chair Kynes suggested getting the word out to individual Chambers of Commerce in the region.

- E. Legislative Committee** - Chair, Mr. Julian Garcia, Jr. - No Report.
- F. Regional Planning Advisory Committee (RPAC)** - Mr. Avera Wynne - No Report.
- G. Economic Development** - No Report.
- H. 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 and unanimously approved the FY 2007/2008 Final Budget Amendment which the full Council approved earlier on today's agenda.

Staff presented proposed rule revisions for our Florida Administrative Codes which apply to our Council. Senior staff has been working with our Legal Counsel, Mr. Conn, to make proposed revisions and updates to our current rules. It has been a few years since the rules had been revised. This morning the Executive/Budget Committee approved the proposed revisions and they will be presented to the full Council next month for your consideration.

The Executive Director received his evaluation and received a stellar review from the Committee. Under Mr. Pumariega's leadership the Council has once again had a number of accomplishments over this past year which include:

- Successful completion of the One Bay alternative scenarios and currently in the public input process through the One Bay/VoiceIt! Campaign.
- Successful completion of the Telework Pilot Project and Implementation Guide
- This year we officially passed the \$1 million revenue mark of the Tampa Bay Estuary Tarpon Tag. This specialty license plate was initiated by the Council
- Completion of the Regional Multi-Use Trails project

- Completion of the new statewide Florida Business Disaster Kit and Interactive Web Site
- Revamped and created a brand new web site for the Council
- Successfully refinanced the building debt with a lower interest rate and secured the renewal of the Help A Child lease
- Hosted a Regional Visioning workshop with over 125 attendees
- Hosted the 17<sup>th</sup> Annual Future of the Region Awards with 285 in attendance

Mr. Pumariega thanked staff for their excellent work and the Council members for their support.

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

Chair Kynes pointed out the revised meeting cancellation policy due to storms, distributed to Council members in their folders. Staff has established a hotline number (877-570-5151) which will allow you to call in to find out if a meeting has been cancelled or if the offices have been closed due to a tropical storm or hurricane. This policy is also posted on the front page of the web site.

12. **Executive Director's Report** - Manny Pumariega - None

**Adjournment** 11:50 a.m.

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Lori Denman, Recording Secretary

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Commissioner Deborah Kynes, Chair