



Council Minutes

November 10, 2008
10:00 a.m.

REPRESENTATIVES PRESENT

Chair, Commissioner Deborah Kynes, City of Dunedin
Vice Chair, Commissioner Bill Dodson, City of Plant City
Secretary/Treasurer, Commissioner Jack Mariano, Pasco County
Past Chair, Mayor Scott Black, City of Dade City
Commissioner Nina Bandoni, City of Safety Harbor
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
Council Member Janice Miller, City of Oldsmar
Councilman Karl Nurse, City of St. Petersburg
Council Member Carlen Petersen, City of Clearwater
Vice Mayor Patrick Roff, City of Bradenton
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. Todd Pressman, Ex-officio, SWFWMD
Mr. Bob Clifford, Ex-officio, Florida Department of Transportation

REPRESENTATIVES ABSENT

Ms. Jane Bittner, Gubernatorial Appointee, Pinellas County
Commissioner Rose Ferlita, Hillsborough County
Mr. Julian Garcia, Jr., Gubernatorial Appointee, Hillsborough County
Councilor Bob Matthews, City of Seminole
Vice Mayor Bob Minning, City of Treasure Island
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
Ms. Kim Vance, Gubernatorial Appointee, Hillsborough County
Mr. Charles Waller, Gubernatorial Appointee, Pasco County
Mr. Mike Downs, Alt., Ex-officio, Department of Environmental Protection
Ms. Michelle Miller, Ex-officio, Enterprise Florida

OTHERS PRESENT

Steve Spina, City Manager, City of Zephyrhills
Adrian Schild, Project Manager, Shaner Hotel Group
John Healey, Planner, Hillsborough County
Sue Murphy, Planner, P & M Consulting
Catherine Poeth, Planning Manager, City of Clearwater
Tim Butts, Principal Planner, EHA
Rom Ashburn, Planner, EHA
Trisha Neasman, Planner, SWFWMD
Luiz Bisacchi, Principal Business Analyst, Hillsborough County Public Works
Jason Mickel, Planner, SWFWMD
Shawn Colledge, Exec. Planner, Hillsborough Planning Commission
Al Davis, Citizen, Gulfport Water Watch
Cindy Davis, Citizen, Gulfport Water Watch

STAFF PRESENT

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

Call to Order - Chair Kynes

The November 10, 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. No voting conflicts were filed.

Chair Kynes welcomed Mr. Steve Spina, City Manager for the City of Zephyrhills.

1. **Approval of Minutes** - Secretary/Treasurer Mariano
The minutes from the October 13, 2008 meeting were approved. (Duncan/von Hahmann)
2. **Budget Committee** -Secretary/Treasurer Mariano
The financial report for the period ending 09/30/2008 was approved. (Kersteen/Miller)

Chair Kynes pointed out that the TBARTA Scope of Services for Consent Agenda Item #3.A. is located in

the Council folders. The Scope of Services was approved by the TBARTA Executive Committee with one addition under the IT services portion of the agreement. We will be assisting TBARTA in outsourcing their ongoing IT services. The Scope of Services is being forwarded to the full board of TBARTA on November 14th for consideration.

3. **Consent Agenda - Chair Kynes**

APPROVED THE FOLLOWING CONSENT AGENDA ITEMS:

A. Budget and Contractual

The Tampa Bay Area Regional Transit Authority (TBARTA) has requested that the Council submit proposals to provide the following services:

- Accounting/Financial Reporting
- Accounting Procedures Manual
- Administrative/Personnel
- Personnel Policies & Procedures Manual
- IT/Office Equipment set-up

There is also a possibility that TBARTA may request a quote regarding office space at the Council.

Authorized the Executive Director to sign a services agreement with TBARTA.

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

1. IC&R Reviews by Jurisdiction
2. October 2008 IC&R Database

Information Only.

C. DRI Development Order Reports (DOR)

DRI # 264 – Starkey Ranch, Pasco County

D. DRI Development Order Amendment Reports (DOAR)

1. DRI # 132/PP – Gateway Centre/Pinellas Park, City of Pinellas Park
2. DRI # 132/SP – Gateway Centre/St. Petersburg, City of St. Petersburg
3. DRI # 145 – Southbend, Hillsborough County
4. DRI # 245 – Big Bend Transfer Company LLC, Hillsborough County

E. Notice of Proposed Change (NOPC) Reports

5. DRI # 132 – Gateway Centre (Parcel C-2 Expansion), Cities of Pinellas Park & St. Petersburg
6. DRI # The Grove at Wesley Chapel, Pasco County

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

1. DRI # 110 – Rocky Point Harbor, RY 2007-08, City of Tampa
2. DRI # 141 – Westshore Areawide, RY 2007-08, City of Tampa
3. DRI # 197 – Gregg Business Centre, RY 2007-08, City of Plant City
4. DRI # 202 – Unnamed Exclusive Golf & Country Club, RY 2007-08, Manatee County
5. DRI # 210 – New River, RY 2007-08, Pasco County
6. DRI # 254 – Sarasota/Bradenton International Airport S/D, RY 2007-08, Manatee & Sarasota Counties and City of Sarasota

G. DRI Status Report

Information Only.

H. Local Government Comprehensive Plan Amendments Reviewed

1. DCA # 08-1ARA, City of St. Petersburg
2. DCA # 08-2ARB, City of St. Petersburg
3. DCA # 08-1RWSP, City of Dunedin (adopted)
4. DCA # 08-2AR, City of Tarpon Springs
5. DCA # 08-1ER, City of Clearwater
6. DCA # 08-1RSWP, City of Tarpon Springs (adopted)
7. DCA # 08-1ER, City of Bradenton
8. DCA # 08-1RWSP, City of New Port Richey (adopted)
9. DCA # 08-2, Pasco County (adopted)

The consent agenda was approved (Black/Miller)

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

Special Recognitions - Chair Kynes

Pinellas County Commissioner Ronnie Duncan chose not to run for re-election this year. Chair Kynes thanked him for his dedicated service to the Council and for his outstanding leadership within the Tampa Bay area and presented him with a desk clock.

Commissioner Duncan thanked the Council and stated it has been an honor to serve on the TBRPC with so many great people and thinkers. We all have an obligation to think about the future, and not necessarily just about today. There are many challenges facing us and there will be more as time goes on, but we've got to continue to talk and work together. We've got to continue to be passionate about protecting tomorrow's future because if we do not, we will lose it. You know that. We've seen that happen in the past. I want to thank all of you for your public service in this region and the many hours and efforts that you go through each and every day. I look forward to continue to work with you in some form or fashion down the road.

Manatee County Commissioner Jane von Hahmann served on the Council for 8 years, in every capacity. She has held every position on the Slate of Officers, served on the FRCA Board, and Chaired the Legislative Committee. Commissioner von Hahmann was thanked for her years of service and was presented with an engraved jewelry box that also doubles as a frame.

Commissioner von Hahmann said "ditto" to everything Commissioner Duncan said since he said it perfectly, and said she has been so honored and blessed to serve on this board and has made so many good friends. Unfortunately, it was not her choice to be leaving, and didn't think it would be so hard. You have a big job and I know I'm leaving this in great hands.

Today is a big milestone for one of the Council's staff members. This morning marks the last official Council meeting that we will have Mr. Bill Lofgren, TBRPC Principal Planner of the Local Emergency Planning Council (LEPC) sitting in the staff section. After 17 years with the Council, Bill has decided to retire. As you know, Bill has elevated our Local Emergency Planning Committee to being recognized as one of the best in the state. He will be greatly missed not only by staff, but throughout the state of Florida. He is well known for his organizational abilities, attention to detail, and his dependability to get the job done. Bill's service was recently honored at the statewide SERC meeting and he will be honored once again by the Council staff and the LEPC membership at the upcoming LEPC meeting. Today we would like to properly thank this employee who has served his position so well and for so long, and we would also like to honor his

past service to our nation. Bill had a long and distinguished career in the United States Air Force. Chair Kynes read a quote: “When a man retires and time is no longer a matter of urgent importance, his colleagues generally present him with a watch.” Mr. Lofgren was presented a United States Air Force pocket watch with his initials engraved on the back.

Mr. Lofgren stated it has been a great, great second career. I never thought after 30 years in the Air Force that I would find anything that would be as interesting or as motivating as the wonderful experiences I had on active duty, as I know Colonel Bustle will also testify to. But having come to the Council I found that every single day I had new challenges, new things that I had never experienced before but which were very meaningful as far as the accomplishments were concerned. It’s hard to believe that after some 200 Council meetings and over 100 LEPC meetings one gets to think that these meetings just go on into perpetuity and realizing that when you retire you no longer are going to be attending those meetings. I cannot begin to thank the Council members and everything that they have done to support the Council staff, and of course Manny and the entire staff. I told my wife that one of the most beautiful things about this job is that everyday, every morning, I wake up and look forward to going in and doing my job. Never, in 17 years, have I dreaded the fact that I had to go to work that day. I think that’s a testament to the organization and the work we do, and I thank you all for this wonderful opportunity.

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

Congratulations were provided to Bob Clifford. Beginning January 1st he will begin the challenge of becoming the first Executive Director of TBARTA.

6. **Bob Clifford**, Florida Department of Transportation (FDOT)

Mr. Clifford provided a presentation on the recent activities of the Tampa Bay Regional Area Transportation Authority (TBARTA) and provided an update of the TBARTA Master Plan.

TBARTA is the exact same thing we talk about at the Regional Planning Council, addressing major issues in our future from a regional perspective.

I want to give you an update on where we’ve been and where we’re going over the coming months, to take a step back and think about where we’ve been in terms of championing those regional efforts. The Tampa Bay Regional Planning Council has come into play, and the One Bay effort fits right into what we’ve been doing with TBARTA to address transportation from a regional perspective. That partnership has been critical to the success we’ve had so far and how it’s going to move us forward out into the future. TBARTA covers a very large area from Citrus County to the north to Sarasota County to the south. We see the differences in terms of what we have to work with, with various entities and agencies within the region for many different needs. We’ve had partnerships come about related to funding and dollars, the TBRPC stepped up and allowed us to utilize your General Counsel, Don Conn, and we appreciate that. Now we’re starting to take those next steps forward as we come to the end of our first task, which was the development of a Master Plan.

We’re not just a planning entity. We have the ability to move forward, to design, construct, operate and maintain, and finance transportation facilities. Our initial focus has been on transit, but that’s not our sole focus. We have the ability for transportation facilities in general and we will be looking at that in the future. Our board members are very similar to the regional planning council’s structure. That’s been the key to our success today in having that balance of those different entities to be able to make sure that we understand all of the issues and all of the needs within the entire region. We realize the needs of Citrus County are not the same as Hillsborough County or Sarasota County. Working in partnership with the local transit entities has been critical and we will continue with that effort. We cannot succeed without local transit agencies being vibrant and strong. Working with them and helping with their efforts is only going to be successful for us in the long run.

The Land Use Working Group meetings have been held at TBRPC and have been a unique effort in working through the process of growth in the future. What are the issues we have in the future? Are we going to grow the same way we have been growing, or are we going to look at growth differently? Not just in a ten or twenty year time period, but after 2035 and 2050. What will the issues be that need to be addressed? How does density come into play? How does transportation, in general, come into play in terms of how we grow into the future? We realize we cannot continue to grow the way we've been growing and treat transportation the same way in that growth scenario. That doesn't work. We all realize that, the RPC clearly realizes that, and that's part of the vision of One Bay. How does it all fit in? The Land Use Work Group is critical to our success and the development of the Master Plan. It has been a forum to bring all different groups together. We have governmental entities, regional entities, the environmental community, and the development community who are all a part of this effort. We are going to get to a point in time in developing this Master Plan that we were going to end up with a Land Use Working Group. This is a great forum to have discussions about how land use development plays into how we grow, our economic development within the region, and we want to continue this effort in partnership with the regional planning council. We've been engaging the public throughout this entire process by using various technologies such as the web site. What's been interesting about the web site is that over 50% of the hits per day are new people. That is exciting to us in terms of getting the word out. People are excited and want to be a part of this discussion in terms of transportation and how we grow in the future.

We did a statistical survey in March 2008, with 500 interviews in each TBARTA county. We segregated the data many different ways and found the responses were pretty consistent throughout the entire TBARTA region. Citizens also said they believe transportation is a serious problem, it takes too long, we don't have enough of it, and we don't have options. They also told us they like the issue of looking at transportation from a regional approach. The way we've been doing transportation planning and development in this region, and throughout the entire state, has been on an individual county-by-county basis. We have facilities and plans that are out there today that show 6 lanes of one road going into 2 lanes of another road as it crosses the county line. That's a significant issue. That's something that we are trying to address. Many of us have very few options other than to get in a vehicle and drive to wherever you want to go. We are deficient in realistic options within the region. What can we do on the existing roadway system in terms of getting people there quicker? How can we utilize the water in terms of transiting people in the region? And buses and rail, both short trip rail and long trip rail.

We have looked at the various connections within the region. What are the options from Citrus County down to the south? Where are those opportunities? The Suncoast Parkway is the main one. The folks in Citrus are looking for some type of express bus or bus rapid transit that gets them to a Park 'n Ride facility and then into the greater Tampa/St. Pete/Hillsborough area. Pasco County has some unique challenges in an east/west scenario. They are very deficient in terms of their east/west movement. What are the opportunities there from a bus rapid transit perspective? Also, in moving north/south there is a huge amount of traffic that moves south everyday, across the county lines. What are the opportunities there? Can light rail be a solution in the Wesley Chapel area or the Land 'O Lakes area coming into the greater Tampa Bay area (Westshore, Gateway)? Across the bay, at the northern side of the bay, connecting Clearwater and northern Pinellas County with Tampa, utilizing existing rail lines that are underutilized now, what are the opportunities there in terms of those connections at the top of the bay? Going along the coastal area from Hernando, Pasco and Pinellas Counties - what are the options there? They are limited in terms of space and opportunities and options in terms of those connections. US 19 is the primary connective point for those areas.

Connecting to other regions. Ultimately connecting from Polk County into central Florida, what are those connections from a rail perspective? Are there opportunities on existing rail lines? Are there opportunities on the interstate system, on I-4? Across the bay is a very difficult but very critical connection. It's one of the highest performing connections from a ridership perspective and also one of the most expensive connections. Looking at connections with Manatee County into southern Hillsborough County one of the things that comes to light is that the vast majority of growth in Manatee is the northern part, and a lot of it is coming north. How do we make those connections with that region from a perspective of across the bay? The Skyway is it. Or, potentially water born transit, or connections along US 41, or rail corridors, or along the interstate maybe in a managed lane scenario. There is a lot of daily traffic in both directions between Manatee County and Pinellas County. There are also the connections on the southern side between Manatee/Sarasota/Hillsborough/Pinellas. A lot of traffic goes in both directions within that region. What are the opportunities to take advantage of some projects they have going on locally such as bus rapid transit, and utilizing existing rail corridors? Finally, the other thing that people don't realize is the fastest growing part of the region - Citrus to Sarasota - is that the very southern part of our region is the North Port area of Sarasota County. A huge amount of growth is planned in the future in North Port with very little options in terms of connectivity. How do we connect North Port to the rest of the region, and how do we use North Port as the gateway to connections to the region to the south? Those are all things that we have been looking at as we've been moving through this Master Plan process.

When we are talking about transportation the issue is always money. How do we find funding, what do we need to do, how do we move forward? One of the things TBARTA is looking very seriously at is making sure we have everything on the table in terms of what the options are and to look at it from a bigger perspective in terms of not only regional needs, but also local needs. How do we fit all of that together? One thing that's very clear is that it won't be all about going to the federal government and asking them for money. We will do that and that's a critical part of what we do. It's not all about going to the state and asking for money from them, or from the private sector. We are going to have to have the discussion about how to come up with local funding sources for transportation and how TBARTA can assist with that effort.

Comments we have been hearing have been supportive and complimentary. People are excited and they want us to do something. One thing that many of you may know is there are already 23 transit plans in this region that are on the table and none are moving forward. They are still struggling with the funding issue. We are looking to create a framework of a plan and then start moving forward and doing projects. There have been some negative comments as well such as our plan is doomed to failure, this region can't get along, we all think locally, we are too late, and we don't have leaders.

As we go beyond phase II and move into phase III we are talking about the evaluation criteria: Regionalism, Planning, Funding & Financing, and Communication. We looked at many different things and ultimately the recommendations are to look at managed lanes along the interstate system and the Suncoast/McMullen Booth area; look at light rail connections between Pasco to Tampa to Pinellas County and out into Brandon; look at commuter rail connections between Tampa and Manatee County and Bradenton; and look at light rail between Bradenton and Sarasota. Also look at bus rapid transit with prioritization along several key corridors and expand our supporting network to include a couple of other facilities that we don't have on the existing network.

What is the ultimate plan going to look like in terms of these various networks? One of the things we talked about is the issue of a supporting network as mentioned earlier, that vibrant and enhanced local transit system. One of the things we are building into our assumptions, including the financial

piece, are additional services of local transit networks such as extended hours of operation and more frequency of service. A component of that will be funding and that will have to be sooner rather than later. That will be critical in making this system work.

One of the networks we are looking at has more rail in terms of the various connections within the region. We have others that have more bus and others that are blended. We're talking about over 200 miles of rail and that won't be built tomorrow, but in the future. Projects for rails are in the 10-15 mile range at a time. In terms of how much rail you can build in a year, about 5 miles a year. When you think about it this is a long term plan and it's going to have to be about priorities. It's going to have to be about how do we do it incrementally, but it's a vision of where we're going which is exactly what you have been talking about with One Bay. We understand what the vision is, we understand what the plan is, now you start getting to working that plan.

We are going out for public input by holding community workshops throughout the region. Upcoming topics for the board: Executive Director, which we hope to have resolved at the board meeting on Friday, November 14; Funding and Financing Committee; Land Use Coordination and Effects; and Coordination with other RTAs and Metro Areas across the state. TBARTA is a regional transportation authority. What's been very interesting to us is that we actually thought the Tampa Bay region was behind the rest of the state in this effort, but the rest of the state is looking at us as the model. They think we have our act together and are moving forward and doing great things. They are really interested because they see partnerships evolving. They see the business community involved in this effort. They see local government involved, and they see groups such as TBRPC involved in this effort. They want to know how we are doing these things. It's not easy and it's not going to be quick, but it is consistent in moving forward and I believe we will get there. I think there is a real opportunity here and I'm very confident for this region to take the next step related to transportation.

Our next steps as we are going through the process is to have the public hearing for our Master Plan, which is required by July 1st, 2009. We will have it the first week of February. Then we can start the discussion on projects and building. Our next board meeting is Friday, November 14th.

Questions & Comments:

Commissioner von Hahmann: At our last board meeting one of the things that came up is a bridge that we've been attempting to build in Manatee County for the last eight years. The issue has always been funding and I found it very interesting that we had two private developers come forward and talk to us about public/private partnership whereby they would actually bear all of those costs, but they would also have ownership. As soon as that came forward we immediately had two more opportunities for people to do that. I'm wondering if that's an avenue that TBARTA, from a regional perspective, will take an interest in - the privatization of some of the transportation needs such as rail or any kind of toll road construction.

Mr. Clifford: Absolutely, that's been one of the things early on that we talked about. It's federal, state, local and private sector. The thought though is not to get the private sector to do everything. That's not realistic, but they are incredibly interested. And there are opportunities for us to partner with them. We've seen it work in other regions of the country. What's been really interesting to us is how well it's worked in the three areas we looked at: Charlotte, Dallas and Denver. They actually went into true public/private partnership where the public sector provided the land and the private sector built the facilities and then they shared in the revenue. There was a real risk on both

sides and real reward on both sides. We think there are some real opportunities. The private sector has come to us and said, well you're talking about transportation in general, more specifically right now you're talking about transit and that is gold. That is the one area that consistently in terms of values of property has not gone down, particularly if its around rail. That is clearly on our radar.

Commissioner von Hahmann: I did find it interesting that the one other company that actually managed to get before the board was a foreign company out of Spain. The other thing is your comments on supporting local transit and local systems. I think that's going to be key because once you get them there they have to be able to get where they're going. From a regional standpoint, SWFWMD, when they looked at their re-dedication and allocation of funding it really did become apparent to them that if you aren't working on regional projects it was going to become harder and harder for them to support water projects. Local governments can use that assistance if they are willing to step up and put their dollars and their infrastructure out there. Our transit set a record this past week and we've seen about a 27% increase in ridership since the gas issues. We never thought we'd see that kind of an increase because of the challenges with head times and transfers between Sarasota and Manatee. We work hard with Sarasota and we really want to work with Pinellas and Hillsborough to get those connections.

Mr. Clifford: And there are many projects that are out there. Pinellas County PSTA has bus rapid transit, Hillsborough County HART is doing the same thing. Polk, Sarasota, and Manatee are doing those systems. All of their projects are within our Master Plan so now it's just figuring out how to work together to get them financed and moving forward and working as partners.

Council Member Fernandez: Who can we use from the other areas around the country that are similar in size and have done this already?

Mr. Clifford: We've been doing that for a while. We took the board to Charlotte, Dallas and Denver. We've had folks from Salt Lake City, Phoenix, San Diego, Chicago, Washington. What's been very interesting is two things they told us pretty consistently: one is that we are ahead of the curve because you already are thinking regionally; and you have DOT in support of this effort. Many other areas they had to drag their DOTs to the table. The other thing they tell us that is critical is business community support. The fact that we have it early on is critical to our success. Another thing they tell us is that there is no one size fits all. You have to figure out what works best for your region. We have to figure out where we fit in without stepping on people. That's still a work in progress. We are also looking worldwide about how things operate. Some of the private sector things are done more in other nations than they are done here and we are trying to figure out how that may fit in.

Council Member Fernandez: What is the best way to have a part in TBARTA? For example, our city (Temple Terrace) is very close to USF, Busch Gardens and we want to be, in some way, a part of this. We don't want to be bypassed. What is the best way to not be bypassed?

Mr. Clifford: The first would be in terms of your board member, which would be your county representative. The only cities that are represented by the legislation is the City of St. Petersburg and the City of Tampa and a rotating membership between the largest city in Manatee County and the

largest city in Sarasota County. We also are out there quite a bit. The Land Use Working Group is absolutely critical to have your staff be a part of that effort. I'll be coming to your City Council again. We've been working very closely with the MPOs in terms of their efforts, making sure that we are coordinated with them. That's been an issue in the past. There hasn't been as much coordination as there could be through the MPOs. As much coordination and communication as you want from us, we'll give it to you.

Councilman Nurse:

I know that last week 74% of the transit issues across the country passed. If we don't go to the voters and get some money this is all just an exercise. That was my point earlier. We've got to address how to fund this and it can't be about getting somebody else to pay for it. We have not determined what the best strategy is. Presently TBARTA has no ability to go out in terms of a referendum. It would be at the local level. One of the things we suffer with in this region is not all of the local counties, Pasco being the one, that's already capped. They can't go out and ask for additional sales tax revenue. The other thing to keep in mind is the issue of asking others for money when we, locally, have not used all of our options. We have not used all our gas tax options. Pinellas County hasn't, Hillsborough County hasn't. There are options out there now that we need to address and look at.

Mr. Clifford:

Commissioner Mariano:

As far as one of the least expensive things to do is probably trying to coordinate the spine systems with the regional areas for the bus transit. I know you want to build stuff and that's what we need to get to eventually, but if you go to Washington DC you can get off the plane and right from there you can get shuttle pickup and get to almost anywhere. Boston has the same thing. Maybe the thing to do is to try to look in coordinating a regional bus set up with everybody right off the bat when you don't need to spend as much capital in these times where it's tough to go out and raise taxes. If you can set up those lines and people know they can go from Pasco County down to the Forum or down to the football stadium, then you wouldn't need the capital. Maybe that coordination structure could lead you into rail or other things.

Mr. Clifford:

You're 100% right. One of the things we are looking at is that there are short term improvements we can make relatively cheaply and effectively and efficiently that don't take a lot of money or resources. They will take some. What you're talking about is exactly the type of thing we are talking about. One of the struggles we have is we don't have a scenario where if I was coming from Hernando County and I wanted to go to the airport, I couldn't do it presently right now. The other side of it is, even if I could do it I can't do it seamlessly. Can I pay one fare somewhere and be able to go all the way? HART and PSTA have that ability on their cross county routes, as do Sarasota and Manatee. We need to build on things they've already done and utilize those. We are going to have to do them incrementally.

Council Member Miller:

If I'm not mistaken, the reason Europe has been paying so much in gas all these years is because their gas taxes are used for the infrastructure. We have not done that. Whatever gas tax we have had in the last few years has not been used for the right things. We should have more gas tax for our infrastructure.

Mr. Clifford: Gas tax is used in this state for transportation. A sizeable amount goes towards public transportation such as transit, airport, seaport, etc.

Council Member Miller: But nothing is going toward rail.

Mr. Clifford: Well the issue is clearly that there are many needs. I don't want people to misunderstand - this isn't all about just building transit. We are going to continue to build roads and we need to continue to build roads. But we also are looking at options and if you want those things, yes, there is a cost to them and we have to equate how much we want them versus the cost.

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

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

- A. Mayor Black provided a brief report on Egmont Key. He, Mr. Kersteen, Suzanne Cooper, Vice Mayor Roff, past Council Member Jan Platt, Congresswoman Castor and former Congressman Gibbons attended an event at Egmont Key to commemorate the 150th anniversary of the lighthouse. One thing I want to put on our radar screen, in the past couple of weeks and one of the suggestions that has been made and will have to be decided on, is whether or not Egmont Key will no longer be a state park, giving back management to the Coast Guard. We may want to go on the record that we continue to protect this treasure as a state park and that the state continue to manage it so that the public is able to utilize it to its fullest. I think Egmont Key is an important part of our local natural resources in the Tampa Bay area. If we could, I would like to have a resolution to protect Egmont Key as a state park on our agenda for December.
- B. Vice Chair Dodson congratulated Council Member Janice Miller, City of Oldsmar, for being recognized as one of the five finalists for the Council Member of the Year by the Florida League of Cities, and Bruce Haddock, City Manager, as one of the five finalists for the City Manager recognition.
- C. Commissioner Worthington stated the Florida Fish & Wildlife Commission (FWC) has been putting together draft legislation for a number of issues. This proposal will be presented to state legislators at the 2009 session. It is not completed, they are on draft six. You can review the draft legislation on www.myfwc.com by going to Commission meetings, December 3rd & 4th. This covers a lot of issues such as boat anchoring, mooring, and boat registrations. This has been going on for well over a year with meetings being held by the FWC all over the state of Florida. I've attended several of them. Unfortunately there are very few local elected representatives that have been attending these meetings. It's going to be instrumental because it deals a lot with coral, seagrass protections, manatee protection, and creating what we have come to look at as a statewide rendering of rules and regulations and statewide voting and vessel equipment requirements. Due to the fact that a lot of municipalities have had their very own rules and laws on boating it has been confusing. This draft legislation says everybody will follow the same rules as the Coast Guard requires and it will still be enforced by local marine patrol units but local areas will not be able to create their own rules. Anchoring and vessel movement was an issue because so many little towns and municipalities have tried to create their own rules and regulations on anchoring, anything from 72 hours to a week for anchoring in your jurisdiction. The new legislation says 30 days for free anchorage and up to 120 days per year. This really needed to come about because we needed to create, just like the transportation issues, it needs to be not only regionalized but statewide. The voting community needs to be able to travel to any part of Florida and know that they are operating by the same rules and regulations no matter where they

stop. I've been working with the Florida League of Cities and with the boating community and the FWC. Draft 6 is 26 pages of comprehensive information. If you do have a community that's on the water you will need to be aware of this. The next meeting is December 3rd & 4th in Key West. That information is on their web site.

On another note, the City of Gulfport's efforts of creating a mooring field are moving along and are in the final stages of acceptance. We have been notified by U.S. Boat Magazine that we have been accepted to receive an award for boating access and a very prestigious national award. The Boating USA people will be in Gulfport on November 14th at 9a.m. to present the award. We've done a lot. We have started a mover trolley through the Pinellas Transit Authority that goes from Gulfport to St. Pete Beach and connects to the Pinellas Transit Authority that goes from St. Pete Beach all the way up to Tarpon Springs. It's been great effort by all of the citizens of Gulfport and we are very proud of this.

8. **Program Reports**

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

The full Agency on Bay Management will meet at 9 a.m. on Thursday, November 13th. On the agenda are:

An update on the work of the Nitrogen Management Consortium to allocate nitrogen loading to Tampa Bay. The state is requiring this herculean effort to bring permits for nitrogen loadings into line with actual (and lower) loading limits. The process involves gathering data on all current point and non-point sources; segmenting the Tampa Bay watershed; accounting for all of the improvements in nitrogen removal which have been implemented over the past ten years or so; and anticipating future loadings caused by population growth and development. The results of the process will affect every local government in the Tampa Bay area as well as every point source.

There will be several items relating to Egmont Key:

Local Sponsorship of Future Egmont Key Beach Stabilization Projects

Pinellas County has been the local sponsor for the past many years, contributing the required local share of funding to beach nourishment projects and feasibility studies. That is coming to an end and another eligible local sponsor is needed. This is especially important since a planned port project in 2010 will generate a substantial amount of sand which could go to Egmont.

Proposed Removal of Egmont Key from State Management

The FL Department of Environmental Protection is proposing to comply with Governor Crist's order to reduce state budgets by removing Egmont Key from the state park system. This would result in a \$80,000 per year savings. It would also remove a critical oversight presence and dramatically reduce the progress that has been made to maintain the island's historic resources and habitat for nesting endangered sea turtles and shore birds.

Egmont Key Hurricane and Storm Damage Reduction Feasibility Report

This study, recently completed by the US Army Corps of Engineers, identifies the needs and opportunities for stabilizing the beach and waterfront to protect the remaining historic structures and to stabilize the beaches. Implementation of the proposed projects will require a local sponsor as well as federal funding.

We will also recognize George Henderson, who was a charter member of the Agency and

has been with the Florida Marine Research Institute, now the Florida Fish and Wildlife Research Institute, representative on the Agency for all of its 24 years. George is retiring after more than 30 years with the state.

All were invited to attend.

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

C. Local Emergency Planning Committee (LEPC)

We are very happy to report an effort that's been ongoing for the last couple of years which has finally come to fruition and that is to put a Spanish language track down on the Shelter In Place video that we use when we do the ammonia siren briefings and other briefings about sheltering in place. Univision, the Spanish language TV station has agreed, now that all the text has been translated into Spanish, to lay this track down for us.

Hazardous Materials Awareness Week will take place January 18th-24th and this year's effort is specifically concentrated on the proper disposition of fluorescent bulbs of all sorts. Basically the focus is on mercury and the average household citizen contact with mercury would be with fluorescent lights. Towards that end, Home Depot has agreed now to take all of your fluorescent light bulbs so you don't have to worry about taking these to disposal centers. Home Depot will also take your used batteries. There is a box located in their tool section and they will take any and all batteries except car batteries. You aren't supposed to throw used batteries into the garbage, especially the 12V or 14V batteries.

The state has finally agreed to put the statewide hazardous materials database on EPLAN. EPLAN was a collaboration of EPA and the University of Texas in Dallas. They will house a nationwide database of all the hazardous materials facilities for the entire nation. What this means for Florida is that our 39 regional hazmat teams will now have access to information if they are required to deploy out of their county to assist another county. This is not available to everybody, it is very highly restricted because the facilities are sensitive about who gets access to their information and chemical inventories. They are currently working on the method to be used for granting access. There has been a lot of concern at the SERC level on whether or not we should participate, but finally that log jam has been broken because after a period of about 4-5 years the state has never been able to come up with a reasonable alternative for putting Florida's hazardous materials on line to give access to folks who need it.

Council Member Petersen: I have been told that you should absolutely never, under any circumstance, put smoke alarms in the garbage. Pinellas County will not take them. How do you get rid of them?

Mr. Lofgren: Good question. No hazardous materials disposal site will take smoke alarms because of the radium. The instructions say that you're supposed to put them in a box and ship them back to the manufacturer. This is ridiculous because many of us got these for free from the fire department. We are still looking into that problem. We're trying to get the fire departments to

collect them and let them be responsible for disposal. Right now everyone is washing their hands of this problem.

Council Member Petersen: People are throwing them away because if you can't find the proper way to dispose of them they will end up in our landfills.

D. Emergency Management - No Report

E. Legislative Committee - Mr. Pumariega

I have been moving forward with the Commuter Shed 9-digit Zip Code initiative and have had meetings with local elected officials as well as contacting a few legislators. You may recall that Marshall Flynn provided a presentation to Council a few months ago on this topic. This may become one of our legislative issues for the upcoming year and will be on our next Legislative Committee agenda. The next meeting may be held prior to the December 14th Council meeting.

Mr. Pumariega requested Mr. Clifford provide a report on the RTA Summit that was held last week in Orlando.

Mr. Clifford said the meeting was referred to as the Urban Area Coalition (Jacksonville, Tampa Bay, Central Florida and South Florida). We discussed transportation and common issues to keep moving in the direction to have discussions collectively so that we can clearly identify areas of common ground and to let our legislators and others know that. There are six common areas. The first is the issue of funding and how and in what form do we all address the issue of funding, the issue of needing more funding, and what are the sources. There was a discussion at the federal level and the return on investment. Florida does poorly with the return of federal transportation dollars. Also, instead of sitting back and seeing what happens with the next authorization or re-authorization next fall we need to take an active role in facing that discussion as a state and as a region. The consensus of the group is that we need to do a better job in making people understand that transportation is, in many ways, economic development. We need to clearly state our case and be proactive. The issue that we have major initiatives and projects currently operating or underway such as the rail system in South Florida and in Central Florida their efforts in working with CSX on a regional rail system. The success of those projects is critical to the entire state. If they fail, we fail. It makes it very difficult for us to move forward in this region and other regions so we need to be supportive of their efforts in every way possible. Another consensus item is that we are all stronger regionally and collectively than we are individually. We need to utilize that and use this forum as a way to do that. I will be continuing on with that effort. This meeting went very well.

Mr. Pumariega stated the sixth item was coordinating land use and transportation better than we have in the past and that we need the support of the business community.

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

Nominating Committee - Commissioner Jane von Hahmann

The Nominating Committee met on October 13th, 2008. A quorum was present with the following members: Counselor Bob Matthews, Chair; Mr. Bob Kersteen; Mr. Julian Garcia; and Commissioner Jane von Hahmann. We are pleased to nominate Ms. Jill Collins for Secretary/Treasurer. Many of you are new to this board and I would like to mention that Ms. Collins previously served in this position but unfortunately, when the new governor, Charlie Crist, came on board he rescinded many of our gubernatorial appointees that were appointed by Governor Bush. Unfortunately Ms. Collins got caught in that wave of being rescinded and we lost her. I believe it was the year she was due to become the Chair. Personally I was very excited when I saw her name in nomination. Commissioner Jack Mariano for Vice Chair and Commissioner Bill Dodson for Chairman. Each of these people have served this Council well.

The Committee would like to present to the full Council, Commissioner Bill Dodson as Chair, Commissioner Jack Mariano as Vice Chair, and Ms. Jill Collins as Secretary/Treasurer.

Motion to elect the 2009 Slate of Officers (Miller/Duncan). Motion approved unanimously.

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

11. Chair's Report - Chair Kynes

The 17th Annual Future of the Region Awards *Call For Entries* can now be downloaded from our website. Council members were encouraged to enter and showcase projects. Please encourage your local governments to enter and showcase their projects. Every year this event gets bigger and the competition gets stiffer. Nevertheless, it's important for you to showcase your projects.

If you have not already done so, please submit your Committee selections.

A reminder was provided to submit Committee selections.

Chair Kynes thanked Avera Wynne, Wren Krahl, and Manny Pumariega for the excellent job in holding A Cents of Place. I was pleased that we began the program with one of the major components of Cents of Place, mass transit, however, there are other very important components that you might chose to explore next year. The speakers were excellent as well as the

interrelation of the different people that were interested in this kind of Cents of Place, which is pure economic development.

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

There are a few other staff that I would like to recognize: Brady Smith, Greg Miller, Kim Williams, and staff that helped with registration. I would also like to thank Chair Kynes for co-hosting the forum. We had almost 250 attendees. I think some good things will come out of that forum which we will be discussing with our upcoming Chair.

Adjournment 11:35 a.m.

Lori Denman, Recording Secretary

Commissioner Deborah Kynes, Chair