



# Council Minutes

April 12, 2010  
10:00 a.m.

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## REPRESENTATIVES PRESENT

Chair, Commissioner Jack Mariano, Pasco County  
Secretary/Treasurer, Commissioner Larry Bustle, Manatee County  
Past Chair, Commissioner Bill Dodson, City of Plant City  
Commissioner Nina Bandoni, City of Safety Harbor  
Commissioner Ron Barnette, City of Dunedin  
Commissioner Kevin Beckner, Hillsborough County  
Mayor Scott Black, City of Dade City  
Commissioner Neil Brickfield, Pinellas County  
Vice Mayor Woody Brown, City of Largo  
Mayor Shirley Groover Bryant, City of Palmetto  
Deputy Mayor Bob Consalvo, City of New Port Richey  
Council Member Alison Fernandez, City of Temple Terrace  
Mr. Julian Garcia, Jr., Hillsborough County Gubernatorial Appointee  
Vice Mayor Al Halpern, City of St. Pete Beach  
Council Member Bill Jonson, City of Clearwater  
Mr. Robert Kersteen, Pinellas County Gubernatorial Appointee  
Mr. Harry Kinnan, Manatee County Gubernatorial Appointee  
Ms. Angeleah Kinsler, Hillsborough County Gubernatorial Appointee  
Vice Mayor Bob Matthews, City of Seminole  
Council Member Janice Miller, City of Oldsmar  
Council Member Wengay Newton, City of St. Petersburg  
Mr. Andy Núñez, Pinellas County Gubernatorial Appointee  
Mayor Kathleen Peters, City of South Pasadena  
Councilman Patrick Roff, City of Bradenton  
Ms. Barbara Sheen Todd, Pinellas County Gubernatorial Appointee  
Mr. Charles Waller, Pasco County Gubernatorial Appointee  
Mr. Earl Young, Pasco County Gubernatorial Appointee  
Mr. Waddah Farah, Alt., Ex-Officio, Florida Department of Transportation  
Ms. Pamala Vazquez, Alt., Ex-Officio, Department of Environmental Protection  
Ms. Michelle Miller, Ex-Officio, Enterprise Florida  
Mr. Todd Pressman, Ex-Officio, Southwest Florida Water Management District

## REPRESENTATIVES ABSENT

Vice Chair, Ms. Jill Collins, Hillsborough County Gubernatorial Appointee  
Mayor Bob Minning, City of Treasure Island  
Councilwoman Mary Mulhern, City of Tampa  
Vice Mayor Robin Saenger, City of Tarpon Springs  
Councilman Ed Taylor, City of Pinellas Park  
Ms. Kim Vance, Hillsborough County Gubernatorial Appointee  
City of Gulfport

OTHERS PRESENT

John Healey, Planner, Hillsborough County  
Trisha Neasman, Planner, SWFWMD  
Malissa Seixas, Community Relations, Progress Energy  
Don Sayre, Acct. Mgr., Florida Power & Light  
George Niemann, Director, UCAN  
Farrah Gosford, Planner, IEM  
Michelle Cavallo, Acct. Exec., Progress Energy  
Mo Eppley, Vice President, Tampa Bay Living Green  
Rick MacAulay, Manager Urban Planning, City of St. Petersburg  
Keith Gruetzmacher, TECO  
Ted Anderson, Citizen, St. Petersburg  
Clint Sharpe, Field Rep., Cor. Gro Diliah  
Steve Plice, President, Tampa Bay Living Green  
Ivan Blankenship, Environ. Planner, Tampa Bay Water  
Will Augustine, Environ. Planner, HC Planning Commission  
Lucy Trimarco, GMC Member, Sierra Club

STAFF PRESENT

Mr. Manny Pumariega, Executive Director  
Mr. Donald Conn, Legal Counsel  
Ms. Suzanne Cooper, Principal Planner  
Ms. Lori Denman, Recording Secretary  
Mr. John Jacobsen, Accounting Manager  
Ms. Betti Johnson, Principal Planner  
Mr. John Meyer, Principal Planner  
Ms. Wren Krahl, Director of Administration/Public Information  
Ms. Jessica Lunsford, Senior Planner  
Mr. Patrick O'Neil, Senior Planner  
Mr. Brady Smith, Senior Planner  
Mr. Avera Wynne, Planning Director

**Call to Order** – Chair Mariano

The April 12, 2010 regular meeting of the Tampa Bay Regional Planning Council (TBRPC) was called to order at 10:02 a.m.

The Invocation was given by Mayor Kathleen Peters, followed by the pledge of allegiance.

**Roll Call** -- Recording Secretary

A quorum was present.

**Voting Conflict Report** -- Recording Secretary - None

Announcements: - Chair Mariano

Council Member Bill Jonson was re-elected to the City of Clearwater, and Council Member Janice Miller was re-elected to the City of Oldsmar. Both have previously served on the Tampa Bay Regional Planning Council and left office because of term limits. Council welcomed them back. Congratulations were provided to Ms. Angeleah Kinsler, Mr. Andy Núñez, Ms. Kim Vance, Mr. Charles

Waller and Mr. Earl Young. All have been reappointed to the Regional Planning Council by Governor Crist and are awaiting Senate confirmation.

The One Bay implementation event, “A Congress of Regional Leaders: Implementing a Shared Vision,” is taking place this coming Friday, April 16<sup>th</sup> at the Tampa Convention Center from 8:00 a.m. until 12 noon. The keynote speaker will be Robert Grow who is considered by many as the father of regional visioning because of his leadership in the Envision Utah effort. There is no charge for the event but registration is required. We would like all Council members to participate and be a part of this milestone event of the visioning process.

Recognition:

Deputy Mayor Consalvo’s term with the City of New Port Richey ends this month and he has decided not to seek re-election. He has served on TBRPC since 2006 and is a member of the Clearinghouse Review Committee and the Legislative Committee. Deputy Mayor Consalvo was presented with an engraved bookmark as a token of appreciation for his service on TBRPC.

Deputy Mayor Consalvo: It has been an honor and a privilege to serve on this Council. I would like to thank the staff for the work that they do. All of the materials and information you provide makes our work at the local level much easier in our decision making. I would also like to thank Manny for his dedication and leadership.

1. **Approval of Minutes** – Secretary/Treasurer Bustle  
The minutes from the March 8, 2010 regular meeting were approved (Kersteen/J. Miller).
2. **Budget Committee** – Secretary/Treasurer Bustle  
The Financial Report for the period ending 01/31/10 was approved (Matthews/Roff)
3. **Consent Agenda** – Chair Mariano
  - A. **Budget and Contractual**
    1. The Tampa Bay Regional Planning Council has received the new maintenance and technical support contract for the statewide version of REMI Policy Insight® from Regional Economic Models, Inc. The contract begins on March 24, 2010 and runs through March 24, 2011 at a cost of \$34,513. \$18,513 is for the annual data and licencing while \$16,000 is for five RPCs to receive secondary user licences and unlimited technical support from REMI staff. All costs are paid by the RPC secondary users, not TBRPC. TBRPC owns this version of the model separately from the Council’s version to allow all RPCs in the state to have REMI.

Action Recommended: Authorize the Executive Director to sign the Annual User Agreement for Software Licensing and Services.  
Staff contact: Patrick O’Neil, ext. 31
    2. The County Emergency Management agencies of Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota have requested that TBRPC staff provide assistance in the production and coordination of printing and distribution of the annual hurricane guide. Bids were received from three (3) print companies based on the specifications provided. Newspaper Printing Company, Tampa, FL, a local firm and the printer selected in 2007, 2008, and 2009 was again selected

based on past performance and references, demonstrated capabilities and cost. Print placement and management services will be provided by Printing Solutions of Florida.

Action Recommended: Authorization for the Executive Director to sign a Purchase Order for up to \$45,000 with Printing Solutions of Florida for printing and print management services of the 2010 Hurricane Guide.

Staff contact: Betti Johnson, ext. 39

3. TBRPC staff has been notified by the Northeast Florida Regional Council to contract with the Council for the *Florida Statewide Regional Evacuation Study* to provide additional funds to cover costs for additional assistance and GIS support to other regional planning councils to complete the statewide initiative.

Action Recommended: Authorization for the Chair to enter into an Amended Agreement with the NEFRC for an additional \$45,000 for the Statewide Regional Evacuation Study Program.

Staff contact: Betti Johnson, ext. 39

4. Pinellas County Emergency Management Administration wishes to amend its agreement with TBRPC in the development of the *Post-Disaster Redevelopment Plan*. This amendment extends our agreement through October 2010.

Action Recommended: Authorization for the Executive Director to enter into an Amended Inter-local Agreement with Pinellas County to update and enhance the *Pinellas County Post-Disaster Redevelopment Plan*.

Staff contact: Betti Johnson, ext. 39

5. The State Division of Emergency Management has requested assistance from TBRPC for the finalization of the Disaster Housing template for the State and local governments that will help ensure disaster housing operations and procedures during any hazard. In addition, the agreement calls for the finalization of the State Disaster Housing Field Manual and the development of Training curriculum and materials to include: Course outline and design, Develop Train the Trainer Guide, Workbook Development (includes research and samples), Student Manual, Instructor Manual, and Visuals and Graphic products.

Action Recommended: Authorization for the Chairman to sign an agreement for up to \$75,000 with the State Division of Emergency Management for the Disaster Housing Planning Template, Field Guide and Training Materials.

Staff contact: Betti Johnson, ext. 39

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

1. IC&R Reviews by Jurisdiction - March 2010
2. IC&R Database - March 2010

Action Recommended: None. Information Only.

Staff contact: John Meyer, ext. 29

3. IC&R #032-10, Hillsborough County Draft RY 2010/11-20/11-12 Unified

- Planning Work Program
4. IC&R #033-10, Pinellas County Draft RY 2010/11-2011/12 Unified Planning Work Program
  5. IC&R #034-10, Sarasota-Manatee County Draft RY 2010/11-2011/12 Unified Planning Work Program
- Action Recommended: Approve staff reports  
Staff contact: Greg Miller, ext. 18

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

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

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

- DRI # 243 - Mitchell Ranch Plaza, Pasco County  
Action Recommended: None. For Information only  
Staff contact: John Meyer, ext. 29

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

1. DRI # 68 - Cargill Riverview Facility, RY 2008-09 Annual Report, Hillsborough County
  2. DRI # 74 - River Ridge, RY 2008-09 Annual Report, Pasco County
  3. DRI # 116 - Tampa Telecom Park, RY 208-09 Annual Report, City of Temple Terrace
  4. DRI # 132/SP - Gateway Centre/St. Petersburg, RY 2008-09 Annual Report, City of St. Petersburg
  5. DRI # 188 - Walden Woods Industrial Park, RY 2008-09 Annual Report, City of Plant City
  6. DRI # 194 - DG Farms, RY 2008-09 Annual Report, Hillsborough County
  7. DRI # 202 - Unnamed Exclusive Golf & Country Club, RY 2008-09 Annual Report, Manatee County
  8. DRI # 260 - Wiregrass Ranch, RYs 2007-09 Biennial Report, Pasco County
- Action Recommended: Approve staff reports  
Staff contact: John Meyer, ext. 29

**G. DRI Status Report**

- Action Recommended: None. Information Only.  
Staff contact: John Meyer, ext. 29

**H. Local Government Comprehensive Plan Amendments (LGCP)**

*Due to statutory and contractual requirements, the following reports have been transmitted to the Florida Department of Community Affairs (FDCA) and the appropriate local government in accordance with Rule 29H-1.003(3), F.A.C.*

1. DCA # 10-1CIE/AR, City of Largo (adopted)
2. DCA # 10-1PEFE, City of Palmetto (adopted)
3. DCA # 10-1, Pasco County (proposed)

Action Recommended: For Information  
Staff contact: Jessica Lunsford, ext. 38

**I. Local Government Comprehensive Plan Amendments (LGCP)**

The following report(s) are presented for Council action:

DCA # 10-1AR, City of St. Petersburg (proposed)  
Action Recommended: Approve staff reports  
Staff contact: Jessica Lunsford, ext. 38

The Consent Agenda was approved. (Kersteen/J. Miller)

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

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

Chair Mariano: A representative from Progress Energy provided a presentation on the advances in electric transportation last year. Since then staff has been working to find out what it will take to get Tampa Bay ready for electric cars. Project Get Ready is a national consortium of like minded cities and regions that are looking to embrace electric transportation. This is a project that I have been very interested in and have participated in several meetings.

Chair Mariano introduced the following who were present to show their support::

Michelle Cavallo, Progress Energy  
Malissa Seixas, Progress Energy  
James Culp, Progress Energy  
Keith Gruetzmacher, TECO  
Don Sayre, Florida Power & Light  
Michael Clark, Suncoast Electric Vehicle Association  
Karl Nurse, Council Member, City of St. Petersburg

6. **A. Get Ready Tampa Bay**

Mr. Avera Wynne provided a presentation on Project Get Ready and the roll out of plug-in electric vehicles in the Tampa Bay region. Staff has been working with local utilities and the Rocky Mountain Institute to establish Tampa Bay as a Project Get Ready affiliate. To learn more about Project Get Ready, visit [www.projectgetready.com](http://www.projectgetready.com).

On the Agenda are two action items relating to this presentation. One is a resolution designating TBRPC as the Project Get Ready Champion for the Tampa Bay Region. The other item is to adopt the *Get Ready Tampa Bay* Charter and authorize the Chair to sign the Project. This will be circulated to agencies, businesses, cities, etc. to show their support.

There are a lot of alternative energy and innovative technologies before us today to help with greenhouse gases and to reduce our dependence on foreign petroleum. The one we will be talking about today is electric transportation, a proven technology. There are several types of electric vehicles:

- Hybrid Conversions - standard hybrids converted to plug-in with an aftermarket battery kit.
- Dual-Mode Plug-in Hybrid (PHEV) - gas engine and electric motor work together to optimally power the drive train.
- Extended Range Electric Vehicle (E-REV) - capable of medium range, high speed all-electric drive with small engine as back-up generator.
- Battery Electric Vehicles (BEV or EV) - greater battery capacity for long range, all-electric drive and no back up engine.

Nearly every OEM has a plug-in vehicle planned by 2012. The Chevy Volt will be one

of the first introduced and several will be on the road shortly. The White House is getting the first fifteen (15) and some will be sold to utility companies. This car has an internal combustion engine which only serves to charge the battery system. You can also plug-in and charge the battery. That means you never run out of power. Ford has a global electric plan which will launch two zero-emission, full-electric vehicles in Europe. The Transit Connect Electric is a light commercial vehicle which will be introduced in 2011. AT&T has committed to purchasing some of these vehicles.

The Nissan Leaf is a battery only vehicle. One of the concerns is, if you get plug-in ready in Tampa Bay, is this something that will be in the grasp of the average consumer? Given the high cost of cars today, the cost of the Nissan Leaf doesn't look to bad. The list price is \$33,000; \$7,500 tax credit; \$25,280 with incentives. You can also lease the vehicle for around \$349/mo. When looking at the cost you have to consider the cost of the charging station at your home. If you want a 220v charging station it will cost you around \$2,200, and you will get up to half back as a tax credit. James Culp, Progress Energy, and I were discussing this earlier and I believe that if you take the car as a lease you do not get the tax credit.

We know more about the Nissan Leaf than other EVs. The LEAF handles and accelerates like a V6 car and has a top speed of up to 90mph. It will be on the road in some states in 2010 and mass production will begin in 2012. The battery will charge in 4-8 hours on a 220v home charging unit. At quick-charge stations it will charge to 80% in about 26 minutes. The LEAF will have a range of 100 miles per charge under average, everyday driving conditions. (The Prius gets 40 miles per charge).

The Pros and Cons of EVs:

- Pros: Reduced emissions, some by 2/3. Much lower per mile operating cost. Reduced reliance on imported petroleum products. Potential use of renewable energy.
- Cons: All EVs can have range issues. Limited "public" places to plug in and charge, with 80% of the charging done at home. Initial purchase prices may be higher than comparable ICE vehicles. Public concern over disposal of spent batteries, although the newer type batteries are less toxic.

The benefit analysis shows that with the PHEV you could go 22 miles on 70 cents, based on about a \$.138 kwh charge compared to \$2.50 in retail gas charges. A 22 MPG emissions comparison shows that the Prius PHEV will have 6.64 lbs. of CO2 compared to a standard passenger vehicle that will have 19.4 lbs. of CO2. The reduction of greenhouse gas is 66%.

What the industry calls "well-to-wheel" emissions (including greenhouse gases) for grid-powered vehicles is far lower than gasoline, even for the American Power grid (which is 50 percent coal). Cars charging off-peak will use power from plants that can't turn off at night. Many parts of the country get most of their power from cleaner sources such as natural gas and hydro power. It's far easier to improve centralized power stations than millions of aging cars. Plug-in electric vehicles recharged from rooftop photovoltaic systems, wind, or nuclear would have virtually zero emissions.

The existing off-peak electrical capacity could fuel daily commutes for 73% of all U.S. cars, trucks, SUVs, and vans as PHEVs. In theory, off peak power will be cheaper and allows energy companies to manage their electric distribution during peak times of the

year.

PHEVs have a positive environmental impact. They have the potential to improve air quality and to substantially contribute to meeting our long term GHG reduction goal of 80% below 1990 levels by 2050.

Are we ready to plug-in Tampa Bay? Most charging can be done at home. Home charging can be accelerated with 240 charging stations.

The White House has set a target of 1 million EVs by 2015. Some studies have used an estimated 25% penetration by 2050.

Money available to help get ready:

- Up to \$7,500 tax credit for light duty vehicles
- 10% tax credits for conversions
- Up to 50% credits for infrastructure
- And, stimulus money and other DOE monies are sometimes available for infrastructure.

What is Project Get Ready? It is an education, outreach and collaboration led by the Rocky Mountain Institute (a non-profit think tank) which focuses on helping cities/local regions identify barriers and propose solutions. It provides a forum to interact with other partner cities and technical advisors. Participants must provide time commitment.

Goals for Get Ready Tampa Bay

- Get Tampa Bay electric car “ready.”
- Attract OEMs to Tampa Bay.
- Positive economic impact and green jobs growth.
- Reduce vehicle emissions and less total GHGs.
- Increase use of alternative and/or innovative energy.
- Increased energy independence.

Technical Advisory Group Roles and Activities

- Collaborate and Incubate ideas
- Marketing
- Public outreach and education
- Get fleet managers and businesses involved
- Promote installation of vehicle-charging stations
- Update local codes
- Educate electricians and building inspectors to expedite the permitting process
- Help expedite the standardization of codes and charging facilities

Project Get Ready Cities:

Orlando, FL	Houston, TX
Toronto, Ontario	Raleigh & Research Triangle Region, NC
Rhode Island	Greater Denver, CO
Indianapolis Region	Portland, OR

The Project Get Ready Time line:

- April 12 – TBRPC adopts the Project Get Ready resolution
  - TBRPC is the Champion for getting Tampa Bay EV ready.

- April - Mid May – Assemble TAG
- April - Mid May – Assemble Charter Commitments
  - RMI, Utilities, OEMs, TAG representatives and local governments
- Mid May – TAG begins meeting
- June – Project Get Ready Media Event
  - EV car demonstrations, ceremonial signings, etc.!!

Charlie Rose's At The Table in the Business Week Magazine, interviewed Eike Batista - The T Boone Pickens of Brazil. He asked Mr. Batista, "When you look at America, what concerns you, what encourages you?" Mr. Batista replied that he is concerned about our debt - that we have focused too much on banking and finance. He also said the best students went to banks or law firms. Where are the engineers? He said, "Americans should be driving electric cars, and you are not." This was interesting since he makes his living selling petroleum products.

Questions & Comments:

- Council Member Miller: What about the maintenance of these cars? Will it be comparable or cheaper?
- Mr. Wynne: The drive trains will be a little different and you won't have the typical transmission. The electric car will have more microprocessors and it will be more computer driven. The big automakers won't be making a lot of money on parts such as air filters, oil filters, etc. So over time you won't be paying for consumables.
- Commissioner Beckner: If the Chevy Volt has a combined gas engine that charges the battery, do you ever have to plug that car in?
- Mr. Culp: If you do plug-in the Chevy Volt you would have what is called a *charge completion mode*. Once you get to a certain level it's called a *charge sustained mode*, and that is when your on-board gasoline engine kicks on so you don't have the same type of range anxiety.
- Commissioner Beckner: Are those available now?
- Mr. Culp: The first one for special delivery came off the line last week. They are supposed to be available for the public by the end of the year. With the limited release of these vehicles around the country we have been told they haven't made the final selection of where these vehicles are going to show up. One of the goals we were hoping for is that if there is a concerted effort going on that this will be one of the areas where they would release some of these vehicles.
- Vice Mayor Halpern: One thing I have not heard about is if you are on the road and need to charge up, what will that cost us?
- Mr. Culp: Right now the fast chargers are not available and it could be up to one or one and a half years after the cars are released before we start seeing them. We are hoping to encourage businesses to give away charging for free. Level 3 charging will be more of a benefit and more high tech than the regular charging you have right now, which is your wall outlet or your dryer outlet for level 2 charging. I would expect that there will be entrepreneurs out there that would have a credit card reader to make level 3 charging profitable.

Council Member Newton:  
Mr. Culp: I haven't heard anything about warranties, will they be comparable? I have only seen blog entries of what they are considering. I haven't seen any in writing from a manufacturer. I also haven't seen anything concrete about what the battery warranty is going to be. Research on the old nickel batteries in the Prius showed that very few had to be replaced. They might have lost a small percentage of their charge but the way the old nickel battery worked in a hybrid is a constant charge and discharge with a narrow window so you really don't notice. It uses whatever the available capacity is. I am hearing from manufacturers that at most it will only be a percent or two of degradation per year with a pure electric battery.

Council Member Fernandez: I'm skeptical of the electric delivery for charging. You refer to off-peak charging when everyone comes home at night and plugs in their car. To me that seems like it would be a very high peak time. Overnight would be low. The other thing is that I remember the rolling blackouts we had one Christmas when it was extremely cold. No one was able to cook, clean or keep their house warm. Now we are talking about charging stations and putting everyone on a pure electric method. I can go to any gas station within 5 miles to fill my car but now we would all be pulling from the same electric source at the same time.

Mr. Culp: Smart Charging is whether you are charging through the use of rates as some of the utilities are doing in California, or if you are using a technical device such as a 305 load control switch where you can curtail power, or whether you use the internet - you can use whatever method you choose to shape the charge of that vehicle when it's not during the peak time you mentioned. We want you to plug in on a summer evening at 11pm, before you go to bed. Conversely, we don't believe in curtailing your energy use and making it inconvenient for you. When we do these power managements on your hot water heater, or your air conditioner it's for a few minutes here and then a few minutes there in another part of the population. It only affects folks who signed up for an energy management program to receive a credit. This is not something that automatically happens.

Keith Gruetzmacher, TECO: I'm here as a technical advisor and to answer any questions. One of the things we are trying to avoid with Get Ready is the time constraint for installing charging units in homes. If it takes six weeks for an inspector to approve the installation it will be written about in blogs. That is one of the things that we, as a utility, are working on because we want our customers to have a positive experience.

Don Sayre, FP&L: FP&L has over 300 hybrid electric vehicles in their fleet and we are increasing them quickly because we made a commitment that all new purchases will be some form of an electric vehicle. To respond to the question of battery life, the very first Prius that came to the U.S. was just recently retired from our fleet. It was purchased by one of our employees and it's still running with the original batteries. It has proven to be a very reliable vehicle. In response to the question regarding charging - the chargers are smart enough by the use of timers to begin charging at non-peak times. This technology has been around for a long time in commercial uses.

Michael Clark, Suncoast  
Electric Vehicle Association: The interest for electric vehicles is there but people just want to know about the charging.

Council Member Karl Nurse: This is a piece of our transition in our economy. There will be “green” jobs created over the next decade. The communities that are early adopters will be the communities that will get the good jobs. This is an opportunity for us to get at the front of the line instead of near the back of the line.

Ms. Kinsler: The electric car, is it priced reasonable for the middle class family? This is transportation that is used for our livelihood and to me, middle class society drives the economy in terms of purchasing power. I want to hear how are we going to get this car price down?

Mr. Culp: I do hear that concern over pricing. One of the ways to get the car price down from \$32,780 is to consider leasing the vehicle. That’s what I will be doing. City and county folks who have Toyota Prius’ in their fleet are going to take advantage of the new state money with a \$5,000 rebate and get a retro-fit for \$10,000. That would be \$5,000 out of their own pocket and \$5,000 rebate from the state. Then you have a plug-in hybrid electric vehicle. There is \$½ million coming out of Tallahassee for that program. There is a way to still be green and effectively manage your money.

Mr. Wynne: Think about it like the Blue Ray and how much they cost when they first came out. Now you can get one for \$75.00. GM says if they sell them at the rate anticipated, they will drop in price within 3 or 4 years. The more you sell the price will come down. They want to make as much money as they can per vehicle to lose as little as possible per vehicle. They will be supply and demand driven. Ultimately the car price will come down.

Mr. Núñez: What is the electric industry doing to make sure you have a reliable source? For instance, what if you had to get to the emergency room and the car doesn’t work? Or if you come home and you have to take a child to the doctor and you plugged your car in but it’s not your time to re-charge your battery and you can’t go? You will loose a lot of credibility. What do you do in the case of a hurricane or a storm?

Mr. Culp: We don’t plan on leaving anyone stranded by not being able to charge their car. If you signed on to a program we may shut your charger down for 5 minutes, but you could still override that. You can also cancel your program. In California one utility company is controlling the management by charging 5 cents a kilowatt hour off-peak, or \$1.00 a kilowatt hour. That will shape your behavior and you will learn how to manage your dollar.

There are folks that have stand-by generation units at their buildings. One idea that is circulating is to allow their employees or public to use the stand-by generator. So whenever the grid is out by a storm or whatever, there will still be power on the other side. I plan on keeping my gasoline powered car and I’ll use my electric car for commuting purposes. I have range anxiety issues as well.

Mr. Núñez: The vehicle manufacturers, are they doing anything with regards to

having noise added to the vehicles because folks will not be able to hear the cars and they aren't used to looking for cars. Also, the emergency responders, are they worried about getting electrocuted when they touch a car?

Mr. Culp: A lot of emergency responders ran into this type of thing because of the thought of the battery being high voltage. I think this is a part of a learning curve to figure out how to deal with it.

How many of you have walked across a parking lot and someone has a hybrid and you can't hear it. It's easy to get run over. Researchers are saying there should be downloadable sounds that you can have in your car. There are researchers out there saying that these cars are so "plugged-in" that you can use your iPhone to start the a/c before you walk out of the building. You can set the time for charging on your iPhone. These cars will be an extension of the iPhone. There is a Ford Focus in Lake Mary where when there is a software upgrade they are wirelessly upgraded.

Council Member Nurse: You can plug in 150 of these cars at the same time and still have enough power. There is plenty of power to support the electric vehicle. All new products have the same curve. When flat screens came out they cost up to \$5,000 and I didn't buy one. But I do have one now that cost under \$500. It's the same process.

Ms. Kinsler: I agree that we have to do this but my concern is how fast will the price come down so I could buy one?

Mr. Culp: It's a personal thing. That's why I'm going to lease one. There is value when you compare the electric vehicle to the internal combustion engine vehicle because of maintenance and repairs to an internal combustion engine vehicle, the cost of gas, etc. It's cheaper to charge up your car. And your emission reduction is substantial.

Don Sayre, FP&L: Overall, the utilities have very reliable electrical service available. If you are dependent upon an electric vehicle then part of your plan should be back-up generation. Regarding the offset of emissions - powerplants are dispatched based on the most efficient plants. The first plants to come offline at night are the least efficient plants.

Vice Mayor Matthews: I would like to talk as a retired Progress Energy employee about this 220v circuit. What is so difficult? The utility isn't having a problem having this permitted and done, it's the government getting the policy in place. Am I correct?

Mr. Culp: I'm having a team of Project Get Ready and Get Ready Central Florida folks meet at the Permit Inspection Office in Orange County and we are going to run through this entire process. You are right, it's your dryer line. One of the questions I get from inspectors is, how do I know this is ULI listed? How do I know if it's safe? Is it commercially available or is it grass root? In Raleigh we've already started using curriculum and hosted training to go through vehicle extrication because it's a new device. If you buy a Nissan Leaf it might be a different type of charger. It depends on what type of technology you use. It may have safety features built in to it such as surge suppression and there are other types of chargers that are very sophisticated where you can monitor and

manage through the internet.

Vice Mayor Matthews: Basically, most homes have a 200amp service. If you put a sub-panel off there for the 50 amps by itself without the electronics part of it, it's just a matter of adding 20amp or 30amp breakers. I personally think the difficult part is training the people who will approve the installation.

Mr. Culp: Exactly. And also the permitting process.

Chair Mariano: With the permitting process, that is something that we will all have to get involved in.

Commissioner Dodson: You mentioned earlier that the battery life is forecasted to last 10 years.

Mr. Culp: We aren't sure. I don't think anyone will go on the record and give a life span for the batteries. You might only drive your Nissan Leaf once a week and I might drive mine everyday for 150 miles and charge it up at work. The life expectancies are tied to usage.

Commissioner Dodson: Sooner or later you are going to have to replace the battery, whether it's the original owner or a second owner. Do you replace the battery packs all at the same time? Is there more than one battery pack in a vehicle?

Mr. Culp: The "T" shaped one that is underneath the Chevy Volt is an entire assembly so it depends on the vehicle. I think it will be similar to the Prius. If there is some mechanical or technical glitches the batteries will have to be changed and then it will be many many years of driving before you would have to worry about it. It depends on many different scenarios.

Commissioner Dodson: What is the cost to replace?

Mr. Culp: I'm hearing it is around 1/3 the price of the vehicle.

Motion to approve Resolution 2010-01, designating TBPRC as Project Get Ready Champion (Kersteen/Todd)

Ms. Todd: I understand that by passing this we are giving staff the initiative so they can get support from the Rocky Mountain Institute and possibly from the federal government, correct?

Mr. Culp: It gives you a tool of folks around the country for education and outreach.

Council Member Newton: With this resolution, and looking at creating the infrastructure for this, will that help GM employment come to this area?

Chair Mariano: Has everyone watched the movie "Who Killed the Electric Car?" I recommend everyone see this and it will answer your questions about why it didn't work before. Part of my enthusiasm is due to the things they are doing differently in California and why it will work now. You reduce costs by using off peak demand to charge the vehicle. If you get a price on an off-peak time compared to a peak time you will pay a higher rate but at the same time you don't have to worry about the anxiety of not being able to charge your vehicle. As far as the marketing goes with the power companies, they will look for what areas will be set-up the best to be able to charge these vehicles. If LEED can combine with this and be a part of a super-region program we can bring this together and make this an area where they will want to send the cars. That's why it is critical that we get on board. We will create a better sense of place. It's important that each one of us take this resolution back to our councils to get it passed and work with our permitting

departments to find out how to get this done and try to work with Starbucks and restaurants that have night time businesses for charging stations during the off-peak times.

We have a motion and a second on the resolution. Motion carried.

Motion to approve the *Get Ready Tampa Bay* Charter and authorize the Chair to sign the Project. (Peters/Kersteeen). Motion carried.

**B. Amendment 4**

Mr. Robert Weintraub is Chair of the Florida Sierra Chapter's Growth Management Committee and an officer of the Nassau County Group of Sierra Club. Mr. Weintraub is a former journalist with the NY Times and Atlanta Constitution and has had a 42 year career in public relations. He has been involved with environmental projects for most of his life.

Chair Mariano introduced Mr. Robert Weintraub who is a proponent of Amendment 4. Last month we had arranged for speakers on the pros and cons of Amendment 4 but had a last minute cancellation which did not allow us to hear the proponent side. We're going to have between 12 and 15 minute presentations on Amendment 4. We are pleased to have with us Mr. Robert Weintraub who is a proponent of Amendment 4. Mr. Ron Weaver, the opponent speaker from last month, is here with us again in case we have additional questions and he may put a presentation up as well. Mr. Weintraub, welcome.

Presentation by Mr. Robert Weintraub:

Amendment 4 will be on the November 2<sup>nd</sup> ballot to let voters make decisions on land-use plans. Currently local governments make those decisions. Three commissioners can make a decision. Amendment 4 is only talking about land-use changes to the comprehensive plan. Variances, subdivision plats, building permits, or projects that comply with the land-use plan are not included in Amendment 4. The opposition keeps talking about land development code issues to be voted on by Amendment 4 and that is not true.

An example of the actual ballot was displayed.

Why is Amendment 4 necessary? Local governments spent millions of dollars over the years to create comprehensive plans to protect Floridians' quality of life and to ensure that infrastructure and other services are not overwhelmed by unplanned growth. But governments have been changing these plans whenever asked by a developer and the result is unplanned growth. Rarely are developers' requests for comp plan changes denied, even after strong public objections. We had hundreds of people object to the move by the government of Crane Island next to Amelia Island and the county commission and the city commission voted to approve it. As a result we needed a lawsuit. The public came up with \$50,000 for a lawsuit and we won and the Crane Island development was stopped. The example goes on everywhere. Hundreds of people come out and oppose the bigger development and the commissions approve it anyway.

We live with the consequences of unplanned growth. Heavy traffic, overwhelmed municipal services (fire, police, garbage, sewage, and hospitals), loss of green space,

declining polluted water supply, eroded quality of life. Florida has the worst economy due to over development. We are number one in home foreclosures. Unemployment is among the worst. Eleven of our banks have failed, mostly because of bad loans. Two banks in the northeast failed because of bad loans to commercial development and as you go around northeast Florida, there are miles and miles of open and unused retail space. There are six Florida banks on the verge of failure right now.

Rational development will actually help the economy. What we need is a stronger, more diversified economy based on tourism, agriculture and industry, not on growth. For fifty years Florida's economy has been based on growth and that model has to change. Why should five bed and breakfasts on Amelia Island be forced to close because of high taxes and no insurance. Not because they didn't have the clientele, but because the state and local governments refused to support them.

Agriculture. Fernandina Beach has one local farmer and there are opportunities for many more but local farmers are not helped by state government. Industrial development, we can talk about that for hours. The failure of Florida to focus to bring more industry in. The state's response is to keep everything the same, we don't want to change.

Representative government is not representative. Developers pressure elected representatives. Local politicians receive money from developers. Development money helps get politicians elected. You say if you don't like your local officials elect someone else. We tried. We keep trying to get good people elected to the county and city commissions and we get outgunned by all the money from developers. Campaign finance reform is not possible. You won't get elected officials to change the way they raise money. Florida is #1 in the U.S. for official malfeasance. Everyday something happens. The public knows local officials are influenced by big money. As a result the public's backs are to the wall. Amendment 4 is the only thing that we have to re-address the imbalance. There is no other proposal out there except to keep the status quo.

Opponents say Amendment 4 will stagnate the economy and cost jobs. All development will stop. Actually, construction jobs will be plentiful. Land-use plans allow housing for more than 100 million people, even if not one land-use plan change is approved.

Mr. Weintraub displayed a map of Nassau county. Currently there are 7,000 homes approved, but not built. In addition, in St. Johns County there are 28,000 homes approved to be built. There are plenty of homes out there. In addition, in Nassau County, right now without a referendum, 100,000 homes can be built under the current comprehensive plan. That same situation exists throughout the state. So when the opposition says it will stop all construction, that is not true.

Another issue is that you will have to vote on everything under Amendment 4. It is the comprehensive plan amendments that you would vote on. For example, Amendment 4 does not require special elections. When you hold your election, that is when you would vote and you wouldn't need a special election. Referenda cost little. Commissioners would approve fewer plan changes knowing the public has a veto. We looked at the Department of Community Affairs' number for the last eight years and it works out, statewide, on average, per community, there would be 4.2 changes per year. That's the

number that would appear on average on ballots. If anyone questions that information we have all the backup data.

Opponents say voters are incapable of voting on land-use matters. Last week voters voted on twelve charter amendments. Tomorrow the Fernandina Beach voters will vote on six charter amendments. Voters already decide complex tax and other issues and land-use issues are not complex. In Nassau County/Fernandina they are talking about tripling the density in the downtown area. Right now we have a hurricane evacuation problem with the current density and they want to triple the density? With Amendment 4 the public will have to vote on this. How complex do you think that issue is? The governments want to build high-rise buildings on the ocean front. Is that a complex issue? The issues aren't difficult. The proponents say the applications are as large as a book. The public doesn't have to read that book, all they know is the simple issue - do we want high rise on the ocean front? Do we want another Walmart?

Thomas Jefferson said, in affect, if you don't think the public is knowledgeable enough, the responsibility is not to take it away from them but to educate them further.

Opponents say St. Pete Beach is an example of Amendment 4 failure. That's far from the truth. What we have here is the case of developers wanting to build high rises on the ocean front against the wishes of the public. There was no process in place to dispute. Amendment 4 in place would have solved those issues. Amendment 4 has nothing to do with St. Pete Beach and, in fact, Amendment 4 would help St. Pete Beach citizens resolve the issue.

Opponents claim growth provides tax benefits and housing developments add to the tax base. In the last 50 years how much tax base has expanded in Florida? The Cedar Swamp study conducted by Arthur Anderson on behalf of Jacksonville show new residential development costs taxpayers \$2.45 for every \$1.00 it generates in new taxes. Amendment 4 will protect the rights of existing homeowners. Landowners will be able to develop according to plan.

Who supports Amendment 4? Amendment 4 made the ballot by a petition signed by more than 1 million Floridians. Mr. Weintraub showed a list of supporters which include local community organizations, environmental groups, etc. This is the public that supports Amendment 4. Resistance to Amendment 4 comes from those who benefit from housing developments, strip malls, and shopping centers. The list of supporters resistant to Amendment 4 include government entities, chambers of commerce, etc. They are the people who make money from development and don't want to lose their opportunity.

The reasons to support Florida Hometown Democracy are all around us: congested roads, strained services, lost green space, declining property values, tourism down 10%, highest foreclosure rate in history, more people leaving Florida than moving in, housing inventories will take years to absorb, and declining quality of life.

Mr. Ron Weaver the opponent speaker from last month, stated county attorneys got together and were asking questions about this subject. Amendment 4, on the November

2010 ballot, is unstated from the Amendment reviewed by the Florida Supreme Court in 2005. It is the opinion of the committee (the county attorneys) that Amendment 4 requires referendum approval of all comprehensive plan amendments, land use related or not. One area of great concern is whether Amendment 4 impacts the requirement that the Capitol Improvement be updated on an annual basis. The committee believes that until otherwise on the record of the legislation the language on Amendment 4 requires a referendum each time this element is amended and that's because the language of Amendment 4 doesn't just say "land use plan." It says "or an amendment to the land use plan." There were 25,000 separate plan amendments in 2009 alone.

Where are you going to locate the next fire station and police station if you have it in the comp plan for a location? The electric car charger that was discussed, is going to be a comp plan change. There are thousands of things we have left to do in Florida and we will need comp plan changes to do many of them. The new stuff, the intense stuff, the good stuff. The ridership of the rail, where we put our rail stops. Where are we going to put the future of Florida if we can't amend our comp plan to accommodate these things?

There are new comp plan amendments that are sensitive to the environment and therefore Audubon does not support Amendment 4. Governor Crist, Alex Sink, and Tom Pelham, secretary of the Department of Community Affairs do not support Amendment 4. They, among others, are opposed to Amendment 4.

Amendment 4 will stall because we won't be able to locate the density for the ridership of transit. TBARTA passed a resolution against Amendment 4. We can't densify around transit to be able to get to Orlando on the bullet train. Dozens of cities and counties are passing resolutions against it.

The voters are entitled to know what is being talked about. They can come to hearings and speak out against a comp plan amendment. Local governments are required by law to provide access to citizens for every meeting.

Thomas Jefferson also said - the people have entrusted their government by a representative government of elected officials.

St. Pete Beach has spent \$750,000 in legal fees during the last couple of years because if they are either for or against new development the other side sues. No matter which way it goes.

If Amendment 4 passes will taxes go up or will they go down? With the local tax base they will probably go up. New businesses and industries will not locate in Florida if comprehensive plan amendments are required prior to deciding development. This will lead to comprehensive chaos, not comprehensive planning. Representative democracy will suffer.

Motion to approve Resolution #2010-02 on Constitutional Amendment 4 (Peters/J. Miller)

Discussion:

Vice Mayor Halpern:

You mentioned how people support the group and later on you mentioned high rise buildings on the beach. That was a serious problem

in St. Pete Beach. A developer wanted to rebuild 50 year old hotels and they couldn't with the comp plan that was in place because it didn't allow the density that the hotel required. We sat there struggling with 50 year old hotels and a comp plan that had to be voted on. So we did that. We voted on the comp plan. We changed the density to allow the hotels to be built and then we got the lawsuit by the same people who advocated to vote for Amendment 4, or our equivalent of Amendment 4 at that time. We have since changed our Amendment 4 to require a popular vote for density, building height and land use. When we need to change our comprehensive plan for a community improvement program or policy we can do that if we have the DCA issue an administrative change, which they do multiple times a year. We don't have to vote on that. I would still like to understand what happens if you have the DCA administrative change and some cities in the state vote on it and some cities vote against it. What happens then? That's never happened in St. Pete Beach but it is something we are very conscious of. I think some form of Amendment 4 might be a good thing. But to include the comp plan as a whole and not specify what you really want to go to referendum is the wrong way to go.

Mr. Weintraub:

On tourism, we don't need high rise hotels. We need those beautiful Victorian homes on Amelia Island operating as bed & breakfasts. We had five close down in the last two years. They didn't close down because they didn't have people, they were full almost constantly. What it comes down to is what does the public want? Representatives are supposed to represent the public. If the public is opposed to high rises why aren't our elected representatives, who are supposed to represent us, why are they voting against them? That's what is behind Amendment 4. We can't get elected people to represent the public will.

Vice Mayor Halpern:

We put the new comprehensive plan before the public for referendum which had buildings in it and they passed it.

Mr. Weintraub:

And that's fine. You gave the public an opportunity to express its will. And that's what Amendment 4 is trying to do because right now the public's will is not being followed by elected representatives.

Council Member Miller:

First of all, anybody that goes along with Amendment 4 should run for office. That's how they can counter this. Secondly, talking about the financial meltdown, that is purely because of 1986 when they implemented deregulation. That has nothing to do with our comprehensive plan.

Councilman Newton:

You mentioned the downside of congested roads, foreclosures of homes, decreasing home values. You also said Nassau County has the ability to build 7,000 homes right now without Amendment 4. And I think you said 100,000 throughout the rest of the state. My question to you is, with that much capacity to do that right now how would that help home values?

Mr. Weintraub:

100,000 homes in Nassau County. The point is that Amendment 4 will have nothing to do with stopping jobs because the ability to build all these homes already exists in the current comprehensive plan. Getting back to the economic issue, what we need is to focus on other industries, not just growth as a way to improve the Florida economy.

Councilman Newton: My confusion is that you say all these homes and overbuilding is what created the foreclosures, but you are also saying you have the capacity in Nassau County to build 100,000 without a vote. I'm wondering how is Amendment 4 going to stop that?

Mr. Weintraub: The opposition says we will lose construction jobs, and that it will stop all construction. That's not true because without the Amendment 4 referendum they can still build all these houses. You can't blame Amendment 4 for causing all these jobs. How will it affect traffic congestion problems? You need new roads. You need new infrastructure. They should not have allowed all this development in the first place.

Councilman Newton: I'm an elected official. I'm trying to figure out how I am going to be able to impact them building these homes and you are saying that's the problem. Are you talking about more homes?

Mr. Weintraub: Right. I'm talking about more homes. 7,000 homes are already permitted. Somebody comes in and buys a piece of farmland cheap. Then they want to build 475 houses. That would be a comprehensive plan change that would have to be voted on and we say it's not necessary. All this other land has already been approved for residential development. The county wants to go and change the comprehensive plan to allow this developer to build on this cheap farmland and it would have to go to a vote. The public then can ask if we really need this. That's the issue behind Amendment 4.

Commissioner Barnette: I would like to call the vote. (seconded by Vice Mayor Matthews)

Chair Mariano: All in favor to approve the Resolution as drafted. Motion carried.

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

**7. Council Members' Comments**

Vice Mayor Matthews: We, as an elected body, need to encourage our government to support the changes necessary for hook-ups for electric cars. We need to put something in place so that when the next person comes along to build a mall or service station we give the developer the opportunity and the encouragement by incentives to install the outlet.

Councilman Newton: I concur with the electric car infrastructure. If we aren't ready to adapt and provide for that infrastructure it will pass us by and also limit opportunities. They did a mandate during the hurricanes to make sure stations were able to adapt to back-up generators so they could provide gas. I guess it would be mandated for the electric cars because people will be traveling on the roads during these hurricanes in these kinds of vehicles and would need to charge up.

Chair Mariano: I'm sure the electric companies will be very happy to help us as we move forward.

**8. Program Reports**

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

The Agency on Bay Management received a presentation on a proposed Aquatic Resource Fun In-lieu-fee Program for Seagrass and Other Submerged Aquatic Resource Impacts, basically a mitigation bank for seagrass and oyster bar impacts.

Another presentation was on the U.S. Environmental Protection Agency's draft Freshwater Numeric Criteria Rule. The Agency voted to send a letter to the USEPA recommending that it take into account the scientifically-based standards already in place here.

There was a presentation on the Tampa Port Authority's proposed Berth 222, which will require dredging over three acres of shallow bay bottom and filling about ½-acre of the same.

The MacDill Air Force Base's proposed Site 9 Wetland Restoration Project was described. Plans are to restore over two acres of natural habitat by filling a mosquito control ditch.

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

**C. Local Emergency Planning Committee (LEPC) – No Report**

**D. Emergency Management - No Report**

**E. Legislative Committee – Chair, Mayor Scott Black**

This morning an email was sent regarding week 6 of the legislative session and also a report dealing with retirement potential legislation. In your agenda packet we included a legislative opening day preview provided by Ron Book. The report obviously mentions that Florida's budget continues to be of top concern. Other items mentioned were:

1. Medicaid reform and extension.
2. Oil drilling legislation and Senate President Jeff Atwater's study.
3. Reconsideration of the gaming impact.
4. Tweaks to Florida's class size amendment will be debated.
5. Filing of SB 1778, SB 780 and SB 2242 related to foreclosures.
6. Property tax reform continues to be on the front burner. Joint resolutions have been filed under SB 1254 and HB 655 to limit the assessment to non-homestead property to no more than 5 percent annually. The bills also propose a first-time buyer additional exemption.
7. We can expect to see numerous growth management bills dealing with transportation, environment and economic development areas. Particular to the environment, legislators are expected to address a potential water supply rewrite, drinking water standards. Another issue the state will address this session is the impact of requirements from U.S. EPA. As Mr. Kersteen alluded in his report that ABM will be discussing EPA's draft freshwater numeric criteria rule.
8. There is increasing support from the legislators for lifting the cap on the affordable housing trust fund to stimulate economic development to mainly upgrade existing houses instead of building new buildings. HB 665 has been filed in support of this effort.

Bills to watch:

- SB 1742 – This bill relates to last year’s SB 360. Some of the proposed language includes:
  - Makes any local ordinances relating to transportation concurrency ineffective within state designated transportation concurrency exception areas.
  - Any transit oriented development incorporated in the comprehensive plan that includes adopted land use and strategies to support and fund mobility is exempt from review for transportation impacts.
  - Also allows large landowners/developers to request creation of “transportation concurrency backlog areas.” These could require local governments to spend their ad valorem revenue on backlogged roads rather than on other locally-identified priorities.

**F. Regional Planning Advisory Committee (RPAC) – 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 Mariano**

The Executive/Budget Committee will meet next month at 9:00 a.m. prior to the May Council meeting.

**11. Chair’s Report**

The Council received good news late last week that our grant application to fund our Industry Cluster and Workforce Competency study was funded by EDA. The Council is partnering with the Tampa Bay Partnership on this important study that will enhance the region’s economic development.

The project total is \$675,125. EDA will fund \$540,100 and the region will contribute \$135,025. Financial partnership commitments have been attained from the Suncoast Workforce Alliance, City of Clearwater, Manatee County EDC, Pinellas County, Worknet Pinellas, Tampa Bay Workforce Alliance, Pasco County EDC, and the Florida High Tech Corridor Council totaling \$110,000. TBRPC and the Tampa Bay Partnership will each contribute \$12,500 in-kind.

In December, Council authorized the Chair to sign the award documents; however, the documents list the Executive Director as the Authorized Representative.

Motion for the Executive Director to execute the EDA Award Documents. (Kersteen/Newton)

**12. Executive Director’s Report - None**

**Adjournment:** 11:58 a.m.

Next meeting, May 10, 2010 at 10:00 a.m.

  
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Jack Mariano, Chair

  
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Lori Denman, Recording Secretary