



Council Minutes

May 14, 2012
10:00 a.m.

REPRESENTATIVES PRESENT

Vice Chair, Mayor Bob Minning, City of Treasure Island
Secretary/Treasurer, Mr. Andy Núñez, Pinellas County Gubernatorial Appointee
Past Chair, Vice Mayor Bill Dodson, City of Plant City
Mayor David Archie, City of Tarpon Springs
Vice Mayor Ron Barnette, City of Dunedin
Commissioner Scott Black, City of Dade City
Commissioner Woody Brown, City of Largo
Commissioner Victor Crist, Hillsborough County
Council Member Doreen Hock DiPolito, City of Clearwater
Councilman Sam Henderson, City of Gulfport
Mr. Robert Kersteen, Pinellas County Gubernatorial Appointee
Mr. Harry Kinnan, Manatee County Gubernatorial Appointee
Ms. Angeleah Kinsler, Hillsborough County Gubernatorial Appointee
Councilman Bob Langford, City of New Port Richey
Commissioner Jack Mariano, Pasco County
Councilor Bob Matthews, City of Seminole
Commissioner Gail Neidinger, City of S. Pasadena
Council Member Wengay Newton, City of St. Petersburg
Mr. Tim Schock, Hillsborough County Gubernatorial Appointee
Ms. Barbara Sheen Todd, Pinellas County Gubernatorial Appointee
Mr. Gary Wishnatzki, Hillsborough County Gubernatorial Appointee
Mr. Ming Gao, Ex-Officio, Florida Department of Transportation

REPRESENTATIVES ABSENT

Chair, Commissioner Larry Bustle, Manatee County
Commissioner Nina Bandoni, City of Safety Harbor
Commissioner Neil Brickfield, Pinellas County
Mayor Shirley Groover Bryant, City of Palmetto
Council Member Alison Fernandez, City of Temple Terrace
Commissioner Lorraine Huhn, City of St. Pete Beach
Council Member Janice Miller, City of Oldsmar
Councilwoman Mary Mulhern, City of Tampa
Vice Mayor Patrick Roff, City of Bradenton
Vice Mayor Ed Taylor, City of Pinellas Park
Ms. Kim Vance, Hillsborough County Gubernatorial Appointee
Mr. Charles Waller, Pasco County Gubernatorial Appointee
Ms. Michelle Miller, Ex-Officio, Enterprise Florida
Mr. Todd Pressman, Ex-Officio, Southwest Florida Water Management District
Ms. Pamela Vazquez, Ex-Officio, Department of Environmental Protection

OTHERS PRESENT

Waddah Farah, Administrator, FDOT
Eric Johnson, Legislative Aide to Commissioner Crist
John Healey, Planner, Hillsborough County
Misty Serv, Planning Manager, King Engineering
Todd Pokeywa, VP Planning, SMR
Jason Mickel, Sr. Planner, SWFWMD

STAFF PRESENT

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

Call to Order – Vice Chair Minning

The May 14, 2012 regular meeting of the Tampa Bay Regional Planning Council (TBRPC) was called to order at 10:09 a.m.

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

Roll Call -- Recording Secretary

A quorum was present.

Voting Conflict Report -- Recording Secretary - None

Announcements: - Vice Chair Minning

Congratulations were provided to Gubernatorial Appointees who have been reappointed by the Governor: Ms. Angeleah Kinsler, Mr. Andy Núñez, Mr. Tim Schock, Ms. Kim Vance, Mr. Charles Waller, and Mr. Gary Wishnatzki.

The June Council meeting will take place on June 4th, the first Monday in June rather than the normal second Monday of the month. The meeting date was changed to accommodate the NARC Conference.

1. **Approval of Minutes** – Secretary/Treasurer, Mr. Andy Núñez
The minutes from the April 9, 2012 regular meeting were approved. (Kersteen/Black)
2. **Budget Committee** – Secretary/Treasurer, Mr. Andy Núñez
 - a. The Financial Report for the period ending 3/31/12 was approved. (Brown/Archie)

- b. The 2011/2012 Mid Year Budget Amendment
The Budget Committee previously met and was presented with the 2011/2012 Mid Year Budget Amendment. The overall budget increased slightly more than \$76,000 primarily due to the following:
Federal revenue decreased \$406,000. The reclassification of Standardized Statewide Broadband Planning to fees and contracts from federal amounted to a \$614,000 reduction. This was partially offset by the addition of the Energy Assurance Strategy project in the amount of \$85,000 and Eckerd College Outdoor Notification System pass-through funding for \$50,000. Also, an increase in an existing project was realized for Energy Resiliency Strategy (\$50,000) due to timing between fiscal years.

State revenue decreased \$256,000 due to the Governor's veto of proposed RPC funding.

Fees and contracts increased \$768,000. Standardized Statewide Broadband Planning increased \$588,000 due to reclassifying this adjusted amount from federal revenue. New or extended projects including Integrating Nitrogen Goals with Planning, Emergency Support Function 18, GIS Broadband DMS Transition Agreement, and Pasco Post Disaster Redevelopment Plan increased by \$192,000.

The Budget Committee unanimously approved the proposed 2011/2012 Mid Year Budget Amendment. Motion to approve.

The 2011/2012 Mid Year Budget Amendment was approved. (Kersteen/Brown)

3. **Consent Agenda – Vice Chair Minning**

A. Budget and Contractual

1. Suncoast Center, Inc. Amendment to Lease.

Action Recommended: Authorize the Executive Director to sign the Amendment to Lease.
Staff contact: Manny Pumariega, ext. 17

2. Florida Energy Assurance Plan.

The Florida Department of Agriculture and Consumer Services' Office of Energy ("Florida Energy Office") is preparing the Florida Energy Assurance Plan. Funding for this effort is provided by the United States Department of Energy (DOE). The Florida Energy Office has identified tasks for the Regional Planning Councils to assist with in preparing the Assurance Plan. Generally these tasks are related to developing bottom-up regional energy assurance strategies and conducting economic analyses of energy disruption and spikes. TBRPC will be the lead RPC on this project, just as it is on the Statewide Energy Resiliency Study that is funded by the Economic Development Administration. Funding is expected to be \$318,000 and will be shared between the eleven Regional Planning Councils.

Action Recommended: Authorize the Chair to sign agreement with the Florida Energy Office.

Staff contact: Avera Wynne, ext. 30

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

1. IC&R Reviews by Jurisdiction - April 2012
2. IC&R Database - April 2012

Action Recommended: None. Information Only.

Staff contact: John Meyer, ext. 29

C. DRI Development Order Reports (DOR) - None

D. DRI Development Order Amendment Reports (DOAR) - None
Staff contact: John Meyer, ext. 29.

E. Notice of Proposed Change Reports (NOPC)
DRI # 102 - Creekwood, Manatee County
Recommended Action: Approve staff report
Staff contact: John Meyer, ext. 29

F. Annual Report Summaries (ARS) / Biennial Report Summaries (BRS)
1. DRI # 103 - Cooper Creek, RYs 2010-12 BRS, Manatee County
2. DRI # 130 - Cypress Banks, RY 2011-12 ARS, Manatee County
3. DRI # 161 - University Center R/D Park, RY 2011-12 ARS, City of Tampa
4. DRI # 208 - The Crescent, RY 2011-12 ARS, Hillsborough County
5. DRI # 216 - University Lakes, RY 2011-12 ARS, Manatee County
Recommended Action: 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 State Land Planning Agency and the appropriate local government in accordance with Rule 29H-1.003(3), F.A.C.

For adopted amendments that do not require Council comments, no report is attached.

1. DEO # 12-2ESR, City of Tarpon Springs (proposed)
2. DEO # 11-4ESR, City of Largo (adopted) (no report)
3. DEO # 12-1ESR, Pinellas County (adopted) (no report)
4. DEO # 12-1ESR, City of Safety Harbor (proposed)
5. DEO # 12-1ESR, City of Treasure Island (adopted)
6. DEO #12-1ESR, City of Clearwater (adopted)

Action Recommended: None. Information Only.
Staff contact: Jessica Lunsford, ext. 38

I. Local Government Comprehensive Plan Amendments (LGCP) - None
The following report(s) are presented for Council action:
Staff contact: Jessica Lunsford, ext. 38

The consent agenda was approved. (Todd/Kersteen)

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

5. **Review Item(s) or Any Other Item(s) for Discussion**

6. **Florida's Future Corridors Initiative**

Ms. Huiwei Shen, Intergovernmental Programs Administrator, Florida Department of Transportation, provided a status report on the Florida's Future Corridors Program. Ms. Shen presented the 2060 Florida Transportation Plan last year. As part of the implementation efforts for the 2060 FTP and also as a part of implementing the Governor's transportation vision for the 21st century, the Department is embarking on the Future Corridors planning effort. In 2006, the Department had extensive outreach

and at that time identified existing transporting corridors and new corridors so we aren't starting from scratch at this point. The Department has never stopped working on the future corridors.

Over the past few years plans have been developed statewide that all call for greater emphasis on planning for future transportation corridors. Examples of those plans are: 2060 Florida Transportation Plan, Florida Trade and Logistics Study, Six Pillars 2030 Strategic Plan, and Regional Visioning Efforts. In all these statewide and regional visioning activities we saw that we need to do a better job coordinating our long-term plans and investments for transportation and growth. There are many parts of this state where congestion has reached the point that we need to consider major investments in existing corridors such as creating managed lanes, or alternative corridors. Congestion is getting worse and we need to do something about it. We need to focus on connecting economic activities and moving people and freight as our economy recovers. Our population is projected to increase by 33% by 2035 to about 25 million. We will also have an increase in visitors. Freight will increase by 39% by the year 2035. We also need to recognize the role of transportation as a driver of our economy. For every dollar we spend in transportation we get \$7.00 back. The regional planning council has transportation beat because when they were trying to persuade the Governor to not veto the funding for the RPCs, they provided estimates. For every dollar you spend on RPCs you get \$11.00 back. Transportation would only get \$7.00 back. We are both drivers of the economy and we need to improve connectivity to other states and nations and help Florida become a global hub for trade and manufacturing.

Over the past few years the Department has worked with partners to develop planning for future corridors. We worked on the 2060 FTP, updated the Strategic Intermodal System Strategic Plan in 2009, and we had the Future Corridors Action Plan adopted in 2006 with very extensive outreach. All of these plans laid out the policy framework for our planning efforts for future corridors. Some of the key points are: maximize the use of existing corridors including efforts to improve efficiency through the use of technology and operational strategies as well as identifying new roles for underutilized facilities and right-of-way. For example, a freight rail line now can be used for passenger rail. We also need to consider alternatives to highways for moving people and freight such as rail and water. We need to add capacity to existing facilities where needed to support growth and demand to relieve congestion. We also should consider developing new facilities when they are needed to fill major connectivity gaps. One of the study areas that is a priority is Tampa to Jacksonville. We have major system gaps in our transportation system and these gaps need to be filled.

Potential solutions for the I-75 Tampa Bay - Jacksonville corridor are managed lanes, truck only lanes, enhanced rail system, completion of Suncoast II, northern extension of Florida's turnpike, I-75 reliever facility from the Suncoast II to Gainesville/Ocala area, and direct connection from Gainesville/Ocala to Jacksonville. The 2060 FTP calls on the state to reinforce or transform existing statewide corridors to meet the needs of the future. When we say we are going to improve existing facilities what we mean is that we are going to be focusing on alleviating bottlenecks, improving efficiency of the existing system by using express lanes, toll lanes and strategies like that. We will also expand all transit modes such as Sunrail and improve modal connection. The Port of Miami Tunnel is one example of a better connection for different modes. In addition to improving existing corridors we also need to improve connectivity between regions with emphasis on access to regional employment centers and productive economic assets.

Through the 2006 Future Corridors Action Plan we identified a three-step planning process approach. The first stage is Concept. During this stage we identify connectivity or mobility needs and inventory all environmental and community resources, determine whether a significant transportation investment area is consistent with available regional and community visions and plans for future growth. We identified key issues to be considered in future stages. Right now we are envisioning that this concept stage for each of the study areas is going to take about 6 months to complete. Once the

Concept stage is completed we will move into the Evaluation process. We will identify and evaluate alternative solutions to resolve our mobility connectivity needs and we will work with our partners to build consensus around potential corridor solutions. At the end of the Concepts stage we will develop an action plan for future work in the corridor, including how to make sure we have partner commitment. The last stage of the process is the Project Development and Environmental process. Once we get there it is an established process to conduct thorough analysis of alternative corridor improvements, select the best projects for implementation and advance through the environmental review process.

We are looking at four priority study areas. The first one is Tampa Bay to Jacksonville. The main purpose of looking at this corridor is twofold. One is that we need to provide a reliever to I-75 to alleviate the safety, congestion, emergency evacuation, freight mobility and other problems that are caused by congestion. Also, Tampa Bay and Jacksonville are two of the major metropolitan areas in the state and we don't have a very good high speed connection between these two regions. Currently we will be moving forward with existing projects such as completing the work of developing the Suncoast II extension. That work was at 60% design and it was stopped because of the recession. We will refresh that study and see where we go with that. Also, we will be exploring parallel corridors to I-75 such as extension of the Suncoast Parkway from Citrus County to I-75 near Ocala or Gainesville, or see if we can create a viable facility to divert some traffic from I-75. Long term we are looking at the entire corridor between Tampa Bay and Jacksonville. There are potential economic benefits by improving access to communities in between such as Polk, Citrus and Gainesville. Longer term we may look at whether we need a more direct connection to Tallahassee. We will start this by working with partners to understand how transportation investments can support the region's economic future. In Tampa Bay, we have the One Bay effort that laid out the vision for this region and Jacksonville has a similar effort. The Department is thinking about supporting some regional planning efforts with the Northeast RPC and the Withlacoochee RPC to get business partners involved in this process and see what we need to do for this entire corridor. This is the first study area that we are looking at. Right now we are developing a concept plan for this area and we will get our key stakeholders involved in the process once we have something down on paper, such as inventory all the existing assets in the region and identify connectivity needs for this area.

Another example is the Tampa Bay - Central Florida super region. We want to work with the business community through www.myregion.org and the Tampa Bay Partnership. They each have participated in the regional visioning process and now you all are working together to understand how these two regions are becoming an integrated super region over the next few decades. In this area the issues are a little different than the Tampa to Jacksonville corridor because the critical issue will be the future of I-4. Alternatives to improving I-4 may include express lanes, parallel facilities, or alternative modes such as future Sunrail extensions or some commuter rail proposed in Tampa. In this area some improvements are already going on. The Central Polk Parkway is under final stages of the environmental review. One thing that is lacking from this super region is that we do not have an overall picture of the future connectivity that will make this combined region an economic success. Some of the next steps that we would be taking is to identify initial projects ready to move forward, and also to begin working with our partners on the longer term framework for the entire area.

We talked about building up existing work. We looked at the One Bay vision and the scenarios that were developed, and as regional leaders attempt to determine the value of operating as a super region, you have already done an excellent job inventorying the collective assets in this entire region. We are looking at that study as well. Interestingly enough, the Census Bureau has released the urbanized areas based on the 2010 census as was the trend, the urbanized areas are getting bigger and more connected and there is a new Citrus urbanized area - a tiny sliver of that urbanized area goes into

Marion County. We are going to do some technical analysis to see what are some of the major travel and economic interactions between that urbanized area with the other areas.

We recognize the value of the studies that have taken place and a lot of the work that has taken place in this area. The studies will be very helpful with data collection efforts and the direction of the concepts report as we develop that. We will consider and incorporate the plans and studies and if there are any other strategies that we need to consider, please let us know and we will make sure we capture the direction of the region.

There are two other study areas that we will be working on. One is the Southeast to Central Florida, U.S. 27 connection. We are doing an alternative study to look at what's going on and to look at some of the rail options. The other study is the Southwest to Central Florida connection - the Heartland Region. Tampa Bay, because of its strategic location, is in every one of the study areas so we will be working with you and local partners a lot as we move forward developing concept plans and evaluating alternatives for all of the future corridors.

What's been done so far? FDOT, since 2006, we have updated the policy framework for planning future corridors. We have done technical analysis on I-75 and I-95 and we have started an alternative study on US 27. We initiated state agency coordination with DEO, DEP, FWCC, etc. to talk about how to organize our efforts. We have also worked on where to get a list of public lands that are not being used by DEP and see if we can get some synergy out of our efforts planning for our future corridor right-of-way. We have also briefed the Governor's office and the Florida Transportation Commission on our proposed approach and internally at DOT we have assembled demographic and economic data and prepared technical tools for corridor studies. There is a corridor planning tool that we will be using which has the various land use, environmental layers in it and you can define your criteria and snake a corridor through. Since 2006 we have made a lot of strides to improve our technical analysis tools and we are beefing up our databases to make sure all of the relevant data layers are all in there. We will be conducting partner and public outreach. We will develop a statewide outreach plan about the general planning process. As we move into each one of these study areas we will have a more in-depth public outreach and will start a study area advisory group with various stakeholders represented in the group.

We are reaching out to major landowners and utilities to see if we can plan our efforts together and the main purpose of reaching out to major landowners is to try to come up with an approach that would preserve or have them dedicate some right-of-way for future corridor planning efforts. Internally we will be developing the concepts report for each one of the study areas. The first two are for Tampa to Jacksonville and Tampa Bay-Central Florida super region. The other two are the Heartland and the Southeast to Central Florida. Those reports will be started early next year. Once we start developing the concepts reports and evaluate alternatives we will initiate project development and environmental studies on selected segments.

How can you be involved with the Future Corridors Planning Efforts? You can request group briefings and updates. We will schedule events in your area as we move into more specifics. You can participate in the corridor task force groups for each of the study areas. We will have draft documents for review on our web site. We will also send those documents out to key stakeholders to be reviewed. We just purchased the domain name for www.FIfuturecorridors.org and the site will be launched hopefully by next month. Also next month, Bob Romig, Assistant Secretary for Intermodal Systems Development, will be here, at the Joint CCC meeting to kick off the partner and stakeholder outreach efforts for the super region corridor and the Tampa-Jacksonville corridor.

For more information: Huiwei Shen, FDOT, Office of Policy Planning
850-4141-4911 or huiwei.shen@dot.state.fl.us

Questions & Comments:

Councilman Newton:

Are you going to use existing railways?

Ms. Shen:

Right now we are talking with major landowners to see if we can have some agreements or templates that we can work with them on. We are not really at the stage that we have alignment on the roads yet. When we talked with major landowners it was more in context of what would be satisfactory and what type of agreement could we have where you would reserve or dedicate the right-of-way for future planning efforts.

Councilman Newton:

Can you elaborate on the ratio of transportation of \$7 to \$1?

Ms. Shen:

That is a macro economics study that we did in our office. We update that number, every dollar that we spend on transportation that stimulates the economy and we get \$7 back. I can get you that study if you are interested.

Councilman Newton:

A lot of times when you talk about transportation and you talk about trains instead of more concrete, often the question comes up of how are you going to pay for this when it pays for itself?

Ms. Shen:

We are working on talking to people about transportation as one of the drivers of the economy.

Presentations provided at Council meetings can be found at:
www.tbrpc.org/council_members/council_presentations.shtml

7. Council Member Comments - None

8. Program Reports

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

A summary of the Agency on Bay Management’s April 8th meeting was distributed in Council folders. There were two very important items on that agenda. The next meeting of the Agency’s committees will be Thursday, June 7th. The next meeting of the full Agency will be held Thursday, July 12th.

Mr. Pumariega stated that in the current issue of Bay Soundings Suzanne Cooper did an excellent job capturing the history of the Agency on Bay Management over the years, on page 11.

B. Clearinghouse Review Committee (CRC) - No Report

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

D. Emergency Management - No Report

June As Hurricane Awareness Month

June 1st will mark the beginning of the 2012 Hurricane Season and the time again to initiate a public awareness campaign to alert the region’s citizens to get prepared. Resolution #2012-02 has been prepared declaring the month of June as Hurricane Awareness Month in the Tampa Bay region.

Motion to adopt Resolution #2012-02, declaring the month of June as Hurricane Awareness Month in the Tampa Bay Region, and forward to the Governor's Office, Florida Division of Emergency Management, and the local governments in the Tampa Bay region. (Henderson/Black)

E. Legislative Committee – Mayor Scott Black, Chair

The FRCA Final Bill Tracking Report is available on our website under Council Members and Committees. The report includes a Final Summary of the bills that were passed by the Legislature and approved by the Governor, or became law without his signature. HB 7117, relating to energy was the only bill that the Governor allowed to become law without his signature in the bills tracked by FRCA during the 2012 Legislative Session. Note that on April 6, 2012 the Governor signed a couple of growth management bills: HB 782, which takes effect upon his signature, and DRI HB 979 becomes law on July 1, 2012.

F. Regional Planning Advisory Committee (RPAC)

Mr. Avera Wynne, Planning Director, provided a report.

RPAC recently merged the activities of three entities. TBARTA's Land Use Working Group, which was formed utilizing people from two other committees that we already had - the Regional Planning Advisory Committee and the One Bay technical team, which is a group of planners and engineers, architects and people related to growth in the region. These three groups have been meeting together over the last 3 years. The management of the group has primarily been done by TBARTA's consultants because the bulk of the work over the last 3 years has been related to the TBARTA Master Plan and transit oriented development design guidelines so in the future when we start developing transit we will have a recipe book that the counties can work from. TBARTA's resources and efforts are shifting on their activities so the regional planning council will be managing this new combined group that we are calling "One Bay Liveable Community Working Group." The Group will meet on a quarterly basis to try to further and advance the One Bay vision.

The following presentation was presented at the Coastal Cities Summit with a panel of some of the partners of the One Bay effort: Holly Greening from the Estuary Program, Elisa Degregorio from the Tampa Bay Partnership, James Moore from Urban Land Institute, and myself.

There are a lot of things that the region has collectively done to advance the One Bay vision and guiding principals. Partner organizations are: Southwest Florida Water Management District (SWFWMD), Tampa Bay Estuary Program (TBEP), Tampa Bay Area Regional Transportation Authority (TBARTA) (which is the last to join because they did not exist when One Bay began), Urban Land Institute (ULI), Tampa Bay Partnership (TBP) and the Tampa Bay Regional Planning Council (TBRPC). Five years ago we had the Lego exercise. There were 32 tables, 8 x 7 flip maps, 50,000 Legos, a lot of ribbon to represent transportation corridors. After we did the regional exercise we went out to the seven counties and held 15+ forums. We took the input from those exercises and did the Voice It campaign, an internet-based survey that over 4,000 people completed. We followed that up with a Mason Dixon telephone survey. The telephone survey was done to validate the internet-based survey. The final vision was released 2 years ago. Citizens told us what they want. Transit became an

issue, as well as affordable housing. Water quality and supply was a critical issue to everyone because of the timing. When we did the telephone survey that was during the drought of 2008-2009 and that impacted the survey.

We then took the data and discovered we had 32 different scenarios from Reality Check. Each one of the Legos was counted, and we inputted that information into the computer. Then we went to the counties involved and provided them the information from the regional exercise. The idea was that people know their own county best. For example, the SR 54 corridor in Pasco County people were telling us good places for development and that was reinforced by the people of Pasco. We generated scenes from that information and fed that into threads of water supply, development, transportation, open space, economy, jobs and housing, energy. We took the Lego data and the input and made scenario types. We had city centers, suburban with neighborhood shopping and schools - 21 different density types ranging from 100 dwelling units per acre down to 1 unit per 5 acres. We painted the region with those scenarios and created four scenarios. Scenario A was "business as usual," continuing to develop at 1.7 dwellings per acre in the region with lots of congestion. Scenario B is the Reality Check/Lego Exercise data placed into a scenario. That is directly what the citizens said. Scenario C is compact development. I like to call Scenario C "Planners Going Wild." That is the most compact scenario of the four. As it turns out it is the one most favored through the Voice It exercise, the internet and the Mason Dixon poll, along with Scenario D, the environmental scenario. That is where we didn't impact environmental resources whatsoever. Throughout the Lego exercises no one placed Legos on the green print. That means that over the next 50-75 years there is plenty of room in the region to support that development without impacting environmental resources.

To make sense of all of the data we rolled the data down into indicators with icons. When you look at the icons you can see from the performance measures that "C" performs the best and "A" performs the worst. That held through the citizens voting. Only 4% liked "A" in the visible survey and only 9% liked "A" in the telephone survey. Overwhelmingly people said they didn't like "A." Scenario "C" got the most support but "B" and "D" got quite a bit of support as well. The One Bay scenario is actually a blend of "B" "C" and "D." We went back and looked at county level data that we received and allocated the region based on what the locals said would work best. Generating the vision and the recommendations provided the six primary guiding principals. We have plenty of land to accommodate future population, it's just a matter of using land use planning to get it right. People want choices. I've had people ask, how are we going to get people to live in apartments? I tell them there are people who want to. There are people in Channelside or downtown St. Petersburg who are living in high rises and that allows land for single family dwellings and allows us to maintain our natural resources. That gives us diversity across the region and housing choices.

Implementing One Bay. We now have the One Bay Future of the Region Award and TBARTA's Master Plan reflects the One Bay vision as well as many other activities that are ongoing such as land use changes. At the Coastal Cities Summit, Ms. Greening talked about what was going on with the Estuary Program and how One Bay was an influence. So how do Legos inspire our lifestyle? Mr. Wynne showed existing development and how it can be changed over a period of time. If you have a plan and stick to it you can eventually get the vision you want.

Pasco County's Mobility Fees allow growth in a way that increases quality, reduces commuter population, and balances the tax base. Pasco is one of the areas that supports transit the most, probably because of the demographic of where the citizens came from. Manatee County has been implementing the One Bay effort, utilizing the data.

Commissioner Mariano stated he recently saw a presentation from TBARTA on the transit corridor envisioning a rapid bus to central Florida and having rapid stops. What they showed was an elevated route above the SR 54 corridor, from US 19 to SR 56. That corridor is going to be raised up and be a toll lane. Mr. Wynne said he has seen that technique used in Dallas but he has not seen the study from TBARTA. There are three studies underway: The Pinellas Study, Pasco/SR 54 and the Nebraska-Florida corridor. That might be an interesting presentation for the Council. It would also be a good study for the One Bay Communities Working Group to look at as well. They meet in August.

Energy is one of the threads in the One Bay vision in looking at alternative energy in the future, trying to diversify from foreign oil. Clearwater has a green print plan, the Electric Vehicle-Get Ready Tampa Bay initiative of the regional planning council. We are working with the Apollo Beach folks and they have said they like their densities, but we also like the idea of how some of the urban buildings work and how you can have them closer to the street and make it more pedestrian friendly. The Envision Tampa project is undergoing a HUD challenge grant and they are working with ULI and with the One Bay guiding principles. Pasco County is a two-time One Bay award winner. The ULI has a summit coming up right before the NARC conference and it will be held at the Vinoy. The summit will focus on regionalism. The ULI did a study a few years ago on regionalism and how working together was a good thing. They are going to try to re-energize that focus.

We are working on a story-line version of this presentation and would be happy to provide the presentation to various groups.

G. Economic Development - No Report

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

9. Other Council Reports

NARC Conference 2012

Ms. Krahl reminded Council members that the NARC Conference begins on June 10th at the Vinoy. The agenda can now be accessed on the web site www.narc.org. It is still in draft form but you can get a good sense of the workshops and sessions that will be offered. Emails have been sent to our member government representatives about sponsorship. Because you have sponsored, you are entitled to a free-registration for the conference. We would like to know if you will be using that registration yourself, or if you would like to send a staff person.

10. Executive/Budget Committee Report – Vice Chair Minning

The Committee met prior to the Council meeting to discuss the following items:

A status report on the Council's Regional Cooperative Alliance, a 501(c)(3), was provided. This arm of the Council was formed to provide the ability for the Council to seek grant solicitations from private foundations. If any Council member knows of a foundation or organization that you think might be a candidate for solicitation, please let us know.

The Committee approved the FY 2011/2012 Mid Year Budget Amendment, which was also approved earlier on the Council agenda. Also discussed was the proposed FY 2012/2013 Initial Budget, which will be brought before the full Council in June for approval.

11. Chair's Report - None

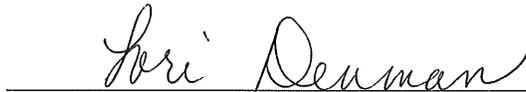
12. Executive Director's Report - None

Next Meeting: **June 4**, 10:00 a.m.

Adjournment: 11:15 a.m.



Larry Bustle, Chair



Lori Denman, Recording Secretary