



Council Minutes

www.tbrpc.org

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December 9, 2013
10:00 a.m.

REPRESENTATIVES PRESENT

Mayor Bob Minning, City of Treasure Island, Chair
Mr. Andy Nunez, Pinellas County Gubernatorial Appointee, Vice Chair
Commissioner Victor Crist, Hillsborough County, Sec./Treasurer
Commissioner Ron Barnette, City of Dunedin
Commissioner Scott Black, City of Dade City
Council Member Bob Boss, City of Temple Terrace
Vice Mayor Woody Brown, City of Largo
Commissioner Jonathan Davis, City of Palmetto
Council Member Doreen DiPolito, City of Clearwater
Commissioner Bill Dodson, City of Plant City
Vice Mayor Lorraine Huhn, City of St. Pete Beach
Ms. Angeleah Kinsler, Hillsborough County Gubernatorial Appointee
Commissioner Janet Long, Pinellas County
Commissioner Jack Mariano, Pasco County
Councilor Bob Matthews, City of Seminole
Vice Mayor Gail Neidinger, City of South Pasadena
Councilman Wengay Newton, City of St. Petersburg
Mr. Tim Schock, Hillsborough County Gubernatorial Appointee
Ms. Barbara Sheen Todd, Pinellas County Gubernatorial Appointee
Councilwoman Jodi Wilkeson, City of Zephyrhills
Mr. Waddah Farah, Alt., Ex-officio, FDOT

REPRESENTATIVES ABSENT

Mayor David Archie, City of Tarpon Springs
Commissioner Nina Bandoni, City of Safety Harbor
Councilman Gene Brown, City of Bradenton
Commissioner Larry Bustle, Manatee County, Past Chair
Councilman Chopper Davis, City of New Port Richey
Council Member Michael Fridovich, City of Gulfport
Vice Mayor Janice Miller, City of Oldsmar
Councilwoman Mary Mulhern, City of Tampa
Councilman Ed Taylor, City of Pinellas Park
Mr. Brian Armstrong, Ex-officio, FDEP
Mr. Todd Pressman, Ex-officio, SWFWMD

OTHERS PRESENT

Cyndi Raskin Schmitt, Mgr. Comm., PSTA
Hunter Zager, Region 4 Emergency Response, FDOH
Trisha Neasman, Planner, SWFWMD
Will Augustine, Planner, Hillsborough Co. Planning Comm.
Ken Hoyt, Hillsborough County Citizen
Cassandra Borchers, Chief Development Officer, PSTA
Dan Simpson, Chair of the RDSTF R4 Health and Medical Coalition

STAFF PRESENT

Manny Pumariega, Executive Director
Don Conn, Legal Counsel
Maya Burke, Senior Planner
Suzanne Cooper, Principal Planner
Lori Denman, Recording Secretary
Marshall Flynn, IT Director
John Jacobsen, Accounting Manager
Betti Johnson, Principal Planner
Wren Krahl, Director of Administration/Public Information
John Meyer, Principal Planner
Patrick O'Neil, Senior Planner
Brady Smith, Senior Planner
Avera Wynne, Planning Director

Call to Order – Chair Minning

The December 9, 2013 annual meeting of the Tampa Bay Regional Planning Council (TBRPC) was called to order at 10:01 a.m. A quorum was present.

The invocation was given by Councilor Bob Matthews, followed by the pledge of allegiance.

Public Comments - None

Announcements:

- The 2013 Annual Report edition of Visions magazine is now available on our website.
- Future of the Region Awards Call for Entries. The deadline for the 22nd Annual Future of the Region Awards Call for Entries is approaching fast so please work on getting those projects and programs entered by Friday, January 10th.
- The Council Meeting Recap will be emailed to you following today's meeting. We hope you find this to be a useful tool in reporting on Council activities.

Annual Meeting Presentation – Chair Minning

It is a tradition at our Annual Meeting to take a moment to recognize those members who have served as our Committee Chairs or Officers.

The following members accepted an engraved pen as the Council's token of appreciation:

Mr. Andy Nunez, for his service as Vice Chair of the Council, and Chair of the Clearinghouse Review Committee. He also served as Vice-Chair of the Executive/Budget Committee, on the RPAC Committee, and as an alternate for the FRCA Policy board. Mr. Nunez announced his wedding and introduced his fiancée Sylvia.

Commissioner Crist, for serving as our Secretary/Treasurer this past year. Commissioner Crist also serves on the Executive/Budget Committee, and is Vice Chair of the Regional Collaboration Committee.

Commissioner Scott Black, for serving as Chair of the Legislative Committee. He has been a Council member since 1998 and has been dedicated to the TBRPC.

Councilor Bob Matthews, for serving as Chair of the Nominating Committee. Councilor Matthews is also a long-time member of the Council.

Mr. Manny Pumariega presented Chair Minning with an engraved pen for his service as the Chairman for 2013. We have been fortunate that past chairs of TBRPC have continued to stay on the Council and we hope that you will be staying on as well.

1. Approval of Minutes - Secretary/Treasurer Crist

- a. Approved the minutes from the October 14, 2013 regular meeting. (Black/Newton)
- b. Approved the minutes from the November 4, 2013 regular meeting. (Matthews/Nunez)

2. Budget Committee - Secretary/Treasurer Crist

- a. Approved the Financial Report for the period ending 9/30/13 (Black/Neidinger)
Highlights of the Agencywide Revenue & Expenditure Report are as follows:
Actual federal revenue billed subsequent to the report amounted to \$223,592 and actual state grant revenue was \$9,837.
- b. Approved the Financial Report for the period ending 10/31/13 (W. Brown/Schock)
Highlights of the Agencywide Revenue & Expenditure Report are as follows:
Printing/Graphics represents the cost of Soundings Fall 2013 edition.
- c. Approved amendment to check signature authorization for Northern Trust and TD Bank accounts. (Matthews/Newton)
- d. Authorized Officers to sign documents. (Black/Dodson)
- e. Approved the updating of the corporate bank resolution to reflect/confirm officers. (Todd/Newton)

Staff contact: John Jacobsen, ext. 19

3. Consent Agenda - Chair Minning

A. Budget and Contractual

- 1. Pinellas County is seeking assistance to update the Pinellas County Local Mitigation Strategy (LMS). The LMS is a county-wide guiding document for mitigating or preventing potential loss of life, property damage or economic impacts resulting from natural, technological or man-made disasters. Funding for this project is anticipated to be approximately \$35,000.

Action Recommended: Authorization for the Chair to sign an agreement with Pinellas County to update the Local Mitigation Strategy.

Staff contact: Betti Johnson, ext. 39

- 2. The Florida Division of Emergency Management (FDEM) would like to contract with the TBRPC to develop an online business continuity planning course and to redesign the **Business Disaster Planning Guidebook** to serve as a student manual. Both would be redesigned graphically to correspond to the new State "*Get a Business Plan*" website. Funding for this project is anticipated to be approximately \$35,000.

Action Recommended: Authorization for the Chair to sign an agreement with FDEM.

Staff contact: Betti Johnson, ext. 39

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

- 1. IC&R Review by Jurisdiction - November 2013
- 2. IC&R Database - November 2013

Action Recommended: None. Information Only.

Staff contact: John Meyer, ext. 29

C. DRI Development Order Reports (DOR) – None

Staff contact: John Meyer, ext. 29

D. DRI Development Order Amendment Reports (DOAR)

- 1. DRI # 65 – Tampa Palms/Area #3, City of Tampa
- 2. DRI # 151 – Crosstown Center, Hillsborough County

3. DRI # 221 – Pinellas County Criminal Courts Complex & Jail Facility FQD,
Pinellas County

Action Recommended: Approve staff reports.
Staff contact: John Meyer, ext. 29

E. Notice of Proposed Change Reports (NOPC) - None

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

1. DRI # 68 - Cargill Riverview Facility, RY 2012-13 ARS, Hillsborough
2. DRI #145 - Southbend, RY 2012-13 ARS, Hillsborough County
3. DRI #194 - DG Farms, RY 2012-13 ARS, Hillsborough County
4. DRI #260 - Wiregrass Ranch, RYs 2011-13 BRS, 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 State Land Planning Agency and the appropriate local government in accordance with Rule 29H-1.003(3), F.A.C. No Report is prepared for adopted amendments that do not require Council comments.

1. DEO # 13-4ESR – Pasco County (proposed)

Action Recommended: Approve staff report.
Staff contact: Brady Smith, ext. 42

I. Local Government Comprehensive Plan Amendments (LGCP)

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

1. DEO # 13-5ESR – Pasco County (proposed)

Action Recommended: Approve staff report.
Staff contact: Brady Smith, ext. 42

J. Tampa Bay EPCRA Awareness Week Resolution

Each year the State Emergency Response Commission for Hazardous Materials and the Governor proclaim *Florida Hazardous Materials Awareness Week* in recognition of the Emergency Planning and Community Right-To-Know Act (EPCRA). Governor Scott is expected to proclaim February 9-15, 2014 as EPCRA Awareness Week. Local City Councils and commissions are encouraged to pass a similar resolution proclaiming EPCRA Awareness Week in their communities.

Additional Materials: Resolution # 2013-03

Action Recommended: Motion to have the Chair sign Resolution #2012-03, proclaiming February 10-16, 2013 as EPCRA Awareness Week.

Staff contact: John Meyer, ext. 29

K. Nominating Committee- 2014 Slate of Officers

The Nominating Committee met on November 4, 2013 and approved the following the 2014 Slate of Officers to be presented to the full Council for approval: Mr. Andy Nunez, Chair (Pinellas County); Commissioner Victor Crist, Vice Chair (Hillsborough County); and Vice Mayor Woody Brown, Secretary/Treasurer (City of Largo).

Action Recommended: Approve the 2014 Slate of Officers.

Staff contact: Wren Krahl, ext. 22

Motion to approve the Consent Agenda. (Dodson/Newton)

4. **Item(s) Removed from the Consent Agenda and Addendum Item(s)**
Council members shall notify the Chair of any items they wish to be pulled from the Consent Agenda. These items will be discussed and voted on separately after the remainder of the Consent Agenda is approved.

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

6. **A. Report on the Opening of the Courtney Campbell Trail**

Mr. Ken Hoyt, former TBRPC Council Member from 2000-2006 and Hillsborough County citizen representative on the Courtney Campbell Scenic Highway's Corridor Advisory Committee, will brief the Council on the recent opening of the Hillsborough County section of the 9.5-mile Shared Path, constructed by the Florida Department of Transportation.

The purpose for being here today is to say thank you for the support the Council has given to the Courtney Campbell Trail and Scenic Highway. About 10 years ago Councilman Bill Jonson was on this Council and some other folks had discussions about what to do with the Courtney Campbell. The notion was to get the Causeway designated as a Scenic Highway. As a part of that this Council served as the Corridor Management entity for the project. Since that time this Council has faithfully supported everything that we have been doing and we really appreciate it. In addition, we formed the Corridor Advisory Committee that was established as a place where the Westshore Alliance, the Cities of Tampa and Clearwater, the counties of Hillsborough and Pinellas and their MPO organizations, as well as a number of businesses, citizens and our principal partner, the Florida DOT who actually owns the roadway. We all would come together once a month to make the scenic highway a reality and then make the trail a reality. That was our only mission. We have no office, no telephone number, and no checking account. We only work on the basis of the goodwill of the people who come to the table. None were appointed; all were self-selected except for the employees of counties and cities who were assigned to the task. Everyone was there because they wanted to be there. In 2005, we got the designation and the original monument going back to the 1920s was replaced at the northern most crossing of the Causeway. Photos are available for viewing at the website: www.courtneycampbell.org.

In 2008 we were ready for the next task and we began a feasibility study for the scenic trail. The breakthrough moment came in 2010 when FDOT secured \$23 million in federal and state funding for the major reconstruction of the Causeway which was completed this year. That's only the first 5 ½ miles, on the Hillsborough side. The Pinellas side construction will start right after New Year's Day and will be completed a year from now. A couple of Saturdays ago the 5 ½ mile Hillsborough segment of the trail was formally dedicated.

Mr. Hoyt thanked several people for their work. Lori Harvell worked tirelessly to assure the construction team understood their scope of work, and they did it on schedule and on budget. Staff from the Council attended every meeting and took the minutes, and published the agenda. Their work went way beyond meetings and the agendas, and the creation of a website. They produced good work and brought their own ideas to the table. Two other ladies I want to recognize are from the Parks Department in Tampa and Clearwater. They provided a lot of attention to things like the benches in shelters and what type should be used. They embodied the spirit of cooperation by two cities.

The award for the Pinellas segment has been announced. When complete the trail will provide connectivity between Pinellas and Hillsborough counties. The Courtney Campbell Trail will join them together and will be the only pedestrian path across Tampa Bay. We have a lot more work to do because we think that the public, whether they are fishing along the banks, riding or picnicking will have a lot of activities for them to do. The City of

Tampa is doing a major upgrade to the Ben T. Davis beach. It will be improved from the condition it has been in. There will be a new concession stand. Hillsborough County has a boat launch ramp on the north side that isn't actually a part of the trail. They are putting money into fixing up the boat launch. In addition, when Hillsborough County did their budget for this coming fiscal year appropriated \$1.3 million for the amenities in terms of shelters, etc.

If you get good people together to collaborate and give them the opportunity to build a consensus, governments, businesses and the people of the Tampa Bay region can do marvelous things. This is your trail to enjoy and as you drive along the highway, look out and say to yourself, "we helped do that."

B. Greenlight Pinellas Resolution

Ms. Cassandra Borchers, AICP, Chief Development Officer with PSTA, provided an overview of The Greenlight Pinellas Plan. Over the past three year, PSTA and its partners have completed substantial technical work and public outreach regarding the future of public transit in Pinellas County. Ms. Borchers has been in the region for almost 15 years working on transportation plans.

Greenlight Pinellas is the farthest that any county has gotten in developing a plan that is truly consensus based. We are about to embark on the next phase of getting this plan funded. Hillsborough County and Pinellas County have been looking at revamping their entire public transportation systems for forty years. This is Pinellas County's vision for what it can be over the next 50 years.

One of the things that Pinellas County has learned is that we do things a little bit differently because of the 24 municipalities, plus the county and we have to be consensus based. We have to be inclusive. That is exactly what the Greenlight Pinellas conversation is about. Our educational program has been about being transparent and being inclusive, resulting in a detailed plan that has a county-wide benefit. The elements of the plan have taken shape over the last few years between the Pinellas Alternatives Analysis, the bus plan, financial plan – all these technical documents have gone into the development of a map. At its core it has transformational bus service – meaning 65% more bus service across the county. There will be increases in frequency, nighttime service, weekend service, and connections to the greater region and after that, the implementation of rail. All of this comes with changes to land use and how it affects the building of our community. The other part of the plan that is the physical element is how you get to the system. Every person that begins and ends their trip on public transportation starts as a pedestrian or a bicyclist or a driver. We want to make sure we have all of those elements in place to ensure people can get to the system.

The foundation for this service is the bus. This is a transformation from where we are today. We would go from a "hub" system to a transfer system right on the street. This is also very layered. We took a look at each part of the county and asked, what is the best we can do for that part of the county? What are the travel patterns? What does that area of the county need? We will see connector services in the north county which has route deviation or flex service. We will increase the trolley service frequencies to almost 10 minutes in the south side at the beaches. We have Bus Rapid Transit (BRT) lines that will be traversing the entire county, which means high frequency, few stops, and fast service. All of these are layered together, like the roadway system. You have interstates, arterial, collectors – that is exactly what we have here. It is the same concept.

This project came out of the TBARTA Master Plan, connecting downtown Clearwater and downtown St. Petersburg, through the greater Gateway area with a connection over to Hillsborough County via the airport, Westshore, and downtown Tampa. This would be a 24 mile light rail system that would have 16 stations across the county. We have been working

hard to look at what this does for the area and how these two systems, the bus and rail, will impact the growth of Pinellas County. Those two elements – the transportation side is what PSTA can do. The land use side is what the influence and what we are influenced by. Those two things need to work together. We have engaged land use communities, especially around the rail lines. In the future we will take a look at the BRT lines, but for now, we said what does this area want to look like and how can this investment in transportation transform that community to what it wants to be. A handout was provided of light rail station development concepts. These were created by the landowners, the communities, the people who live in the area of the stations. This is about collaboration and having a single vision.

Community access is critical. It is part of the plan. We have sidewalks, park and rides, opportunities to use your bicycle-whether it's on the vehicle or you can leave it at the station. All of those elements need to be incorporated into our bigger plan.

Public outreach has been a part of this process. It didn't just start with the Greenlight Pinellas initiative. It started with the Pinellas Alternatives Analysis where we tried to get out to people; we talked to over 26,000 people. We did innovative things like the E-Town Hall combining TBARTA's I-Town Hall which calls out to 30,000-40,000 people each night with Pinellas County television. We are on the television, we are on the web, and on the telephone all at once. No matter where you are, or what your preferred method of talking to us would be you could engage with the project team and tell us what you thought. As we started to move on to the community bus plan we continued to expand the speaker's bureau. Going out talking to people where they are already meeting. We went to Rotary Clubs, churches, and groups like that. We also had the land use charrettes where we talked to people who are around the stations. Those are major employers. Employers like Jabil sat down with us and we asked them, what would you like to see? All Children's Hospital, Morton Plant in downtown Clearwater – all along the line to make sure we were talking to everybody.

Greenlight Pinellas itself has gone to a number of people. Again, you put all of these pieces together and fly them under the flag of Greenlight. We like to add up all of these touches we have had with people because every step along the way we have been very deliberate and thoughtful about putting together a plan, doing the technical work, asking people and listening and advising the technical work and taking it back. This community dialogue is really critical to the success of Greenlight Pinellas.

The detail in the plan is critical and we would have a real discussion with people about how this was going to be funded. What comes with this plan is a change in how PSTA is funded. We are asking the people of Pinellas County, through the County Commission, to start to change our local funding source from the ad valorem we currently collect, to a one percent sales tax for the county. The way that this works is that we would have a vote in November 2014. The soonest that we could have a sales tax begin would be January. We wanted to ensure that there wouldn't be an overlap between the property tax with the sales tax. What PSTA decided to do is wait a year. So in October of 2015 if the referendum passes in November 2014 we would stop collecting that property tax. Then in January 2016 the new sales tax would begin so PSTA would be 5 months without a local funding source. We manage our budget well enough to accommodate that.

2016 is when we start to expand the night/weekend service meaning we could leverage our existing bus fleet in order to give people the service that they have been asking for. In 2017, expand that bus fleet and in 2018 and 2019 begin to increase the frequencies across the county, begin new regional services and use circulator services, trolley services and within that same period begin those BRT line discussions which means going through the environmental work, the capital and procurement phases, and opening service on those BRT

lines in 2018, 2019, 2020 and 2021. By 2021, all of our bus improvements would be complete. That doesn't mean that during that time we wouldn't be doing anything with rail, it just means that we would be working towards it. In 2018 we would start working through the environmental clearance for the National Environmental Policy Act, completing our engineering, going to vehicle procurement and construction with an opening of light rail in 2024. These are the promises we are making to the public and one of the things we have learned from other places around the country is to maintain accountability of doing what we say. We are going to do this through three things, from national best practices of other areas that have done programs like this. 1. Maintain a detailed website and have a project tracker; 2. We will have two citizen oversight committees – one would focus on capital investments and one on operating; 3. Continuous outreach. We would always talk to people about what we are going to be doing, how we're implementing, how it fits into the plan and make sure we have an annual report that is distributed to the community so they can see we are still on track.

Some of the big questions we have received over the last few months have been about the financial plan. There was a financial plan that was done as a part of the Alternatives Analysis but because the bus plan is so critical we wanted to make sure we were updating this and also fitting it into other plans – making sure that it fits right into the Metropolitan Planning Organization's (MPO) Long Range Transportation Plan, and also looking at, what are assumptions moving forward and what if those assumptions come true or don't come true? We have had several sensitivity analyses to see what happens if the sales tax revenue doesn't come in as we planned, how do we weather that storm? What happens if the federal government doesn't come up with the amount of money that we think would be their share in the rail program? How would we work through that? All of those sensitivities have also been taken into consideration and with each case what we found was that this plan is good, solid, and conservative. Each one of those storms that we came up with, we found a way to either get through it and change how we've been working or have some mitigation measures, whether that's making sure we have a commitment for our operating expenses. It was also looking at some changes in how we would borrow money or not borrow money. In no case, in that sensitivity analyses did we have to go to the mitigation measure of changing the phasing plan. As a technical resource for PSTA I am most proud that regardless of what happens, we would keep those promises to implement when we say we are going to implement. Tomorrow (December 10th) is a very exciting day. That's when the Board of County Commissioners will have a public hearing on the ballot language. They have been very diligent in their work in making sure that no stone goes unturned for looking at all of the issues between PSTA and the county. The work that has been done between those two entities has been exceptional and has been collaborative. It reminds me of a quote by George S. Patton that says *if everybody is thinking the same, then somebody isn't thinking.* Whenever I have seen the county and PSTA talk about this issue in public, there have been differences that we have worked through. Again, this all fits into what Greenlight is about. It's about being deliberate, thoughtful and coming up with the best plan for Pinellas County.

We have also had a very good response from our leadership. The City of St. Petersburg was the first city to endorse the Greenlight Pinellas Plan on 12/5/13. We have received endorsements from our joint boards – the PSTA Board, also the Advisory Committee for Pinellas Transportation which is a collaborative committee between the MPO, the PPC, PSTA and TBARTA. This is very important that we are coming together and as a county endorsing this plan. We are asking for your endorsement today. It is important from a regional perspective for this plan to be a part of the regional picture and we know that when we are successful the rest of the region will have a model for its own success.

We have some PSTA Board members on this board, Commissioner Long and Councilman Newton. Councilwoman DiPolito is on the Advisory Committee for Pinellas Transportation. Most of you have seen this presentation before and for some of you it is the first time seeing

it. Every question that you ask, and every answer that is given will be on our website along with every question that has been asked throughout this entire process.

Discussion, Questions & Comments:

Councilwoman DiPolito:

I sit on the Advisory Council for Public Transportation (ACPT) and that board is comprised of the MPO, the PPC and TBARTA with two representatives from each one of those boards. The ACPT Board is where all of the PSTA filter and TBARTA filter comes into play. We hired Tucker Hall to develop the Greenlight plan quite a while ago. We also went out and had a financial group come in and if you could, please explain what that's all about as far as the financial part. Then if you could explain because these are two questions that come up frequently. The City of Clearwater is formalizing their endorsement documents which will be presented at our last meeting in December. And, explain the north county circular and the ridership.

Ms. Borchers:

The Greenlight element and the flying under the Greenlight flag we did hire Tucker Hall to look at all of our plans for the county because we were doing plans for the MPO, and plans for TBARTA, and plans for the PPC, and plans for PSTA and they weren't all coming together so that the public could have a clear understanding of what we were doing. We asked Tucker Hall to take a look and see what it would look like if we all flew under the same flag. If we all put this name on our plans so that the public understood that we were all working together and this is one plan for one county. That's where the Greenlight Pinellas logo and concept comes from.

Your second question was about the financial plan. We hired Ernst & Young through our general services consultant contract as a sub to HNTV. HNTV took a look at our numbers for our rail program because the alternative analysis was done in 2011 and now we are sitting in FY 2014 and we wanted to make sure that the numbers we were looking at from the capital side and operating side were good numbers to put into a financial plan. We have that validation from HNTV that the work that was completed, while they come up with slightly different numbers they were within the range of what Jacobsen put together for the Alternatives Analysis. The Alternatives Analysis had estimated the capital program for the rail in 2011 dollars to be between \$1.5 and \$1.7 billion. HNTV took a look at our contingencies, the unit costs, new pier systems that had new information and they came up with \$1.68 billion in 2011 dollars just making sure that we are on target for the cost estimates. They also took a look at some overall project contingencies and recommended that we increase some of those contingencies. Of that \$1.68 billion about 1/3 of it is contingency, whether it is a line item contingency or a project as a whole. That number was then put into the Ernst & Young financial model. This is a model that looks at years of expenditure dollars and they took a look at how we would implement the bus service and in what years could we acquire vehicles. What would our vehicle replacement schedule be? How would our cash flow be affected by that? What about our mid-life overhaul? There's probably about 45 minutes that I could talk about that. If you have any other detailed questions about the financial plan I can answer those but I will say this, Ernst & Young does this across the country. They have done a number of projects

in Florida and the plan that they put together is something that we would then send to the Federal Transit Administration for application for federal dollars. It is a mountain of work and you can view the summary memo that Ernst & Young put together including all of those sensitivity analyses that they ran with charts of cash flow, and debt service coverage ratios and all of those things on our website: www.greenlightpinellas.com.

The last question was about the connector service in north county. In general north county would receive four times the service that it currently receives through all of those services, whether that's the BRT up US 19 or the trolley services up to Tarpon Springs. The connector service was a service we started in December 2012 so it is only a year old. They are small cutaway buses. The service is that people can call up and deviate off the route. If their origin or destination is ¾ mile off the main route they can call and be picked up at the door or drop them off at the door. It is the right kind of service for the right kind of environment in the north county. Sometimes I get the question when I go to south St. Pete, why can't we get that down here? It's a different environment, meaning that in south county you have the grid system and you want to have different types of services and you have such a layer that people don't have to walk that far. In north county there aren't that many north/south routes and we're using every single one of them. We want to make sure that people can get to it. We have had a tremendous response on the ridership of that service. It's not the highest ridership route in the system, but it is very good and its getting better every day.

Councilman Newton:

Without Greenlight, bus service in Pinellas County will probably be cut in half because it can't operate under the current funding source. With the successful referendum that will go away and everybody is paying. The hybrid model up in the north county which is a more rural area versus south St. Pete which has more routes, it was well received and people are riding it. The advent of the passenger rail is going to bring major value to the stakeholders and property owners along that route. Seattle is extending their rail into Bellevue and property along that line has quadrupled in value and it has brought new jobs into that area. We are planning bus service into TIA and a new hub at Westshore. We are grateful to have Tampa start up a conversation again.

Ms. Borchers:

The American Public Transportation Association and the National Organization of Realtors looked at land use and resiliency during the recession near rail lines and found that properties near rail transit were 42% more resilient during the recession than properties not near rail lines. The AARP says that people outlive their ability to drive by 7 years meaning people will have 7 years on average of their life that they cannot use a car.

Commissioner Long:

I would like to make two motions. The first is that we support wholeheartedly the presentation and the plan of Greenlight Pinellas as the Tampa Bay Regional Planning Council because you all know that this is probably one of the most important votes that we will ever take on the County Commission. Motion seconded by Councilman Newton.

Chair Minning:

We have a resolution in support of Greenlight Pinellas.

Commissioner Long:

Secondly, this is a very large county and Greenlight Pinellas is embarking on a huge educational forum and format to educate our citizens so they know what they are voting on and one of the things that we have been very strong about on the County Commission is ensuring the ballot language is short and simple and it's to the point. In that regard I would like to see the TBRPC take a leadership position in our community and in our region by hosting a workshop or symposium or forum and invite all of our 24 municipalities in Pinellas County and anybody else who would like to participate so that we can get 100% support from our municipalities. This will affect our entire county and some of our cities don't participate in PSTA, but they still reap the benefits of some of the transportation options. I think it is important for the TBRPC to become a leader because at my first orientation that I had with Manny after I was elected to the County Commission, one of the things on the agenda that day was the fact that the TBRPC started addressing the issue of transportation in the 70s and here we are, poised to actually get it going.

Chair Minning:

With regard to the motion, let's continue on with questions and get back to that.

Councilwoman Wilkeson:

Was there some model from another community that you looked at that really kind of mirrored our situation, particularly that this is something we have been struggling with for 30 years and that we are recovering from the resounding rejection from Hillsborough County's efforts? Where is that critical mass? I think that we're never really going to get everyone on board for this funding. Our role as public leaders is to think about how it will affect the next generation, not our next election. Also, my son is 22 years old and my parents are 85 years old. My son doesn't have a job that supports him to be able to have a car. We live in Pasco County which is a rural county and he can't get to a job in Tampa and he can't get to a job any place else with public transportation. We have a pretty good bus system that goes up and down all of the critical areas in east Pasco, but challenges that it's not cool to ride the bus. There's a whole other level of education in selling that has to happen before this will be successful. And my 85 year old parents won't be going to the bus stop to go to the doctors. We need different things like shuttles and things like that which might cost a little more.

Ms. Borchers:

Across demographics, if you make a service that is convenient, safe, and accessible, people will use it regardless of their age. We have to make it those three things and we have to make it competitive for them. The specific issue of young folks...there have been studies around the country about generation "Y" and they don't want to own a car. They want to text. Given a choice between giving up their phone and giving up their car, they're going to give up their car. In order to attract them you have to give them options. There will be Wi-Fi service on our buses within the next month or two. The question about the financial plan and modeling after other communities, they have done work across the country and one of the specific examples is Charlotte. There are things that are unique to Pinellas County that they said we can use the process that they used there but the information has to come from the local economy. One of the things they looked at was over the last 20 years our sales tax revenues and growth rate, specific to Pinellas County including

during the 2009-2011 recessions and the great recession. They then took this 20 year outlook and overlaid it on our implementation plan, putting those worst years over our most critical times of implementation and found that if we have a repeat of that time, we would weather that and we would be able to implement this service as promised. I think they did a very thorough job of taking a look at the lessons learned across the country and applied them here in a way that is personal to us.

Mr. Schock:

So the light rail anticipated cost is about \$1.7 billion for the capital expense. The source of the funds, is that solely the sales tax or federal grants as well, what are the sources of revenue?

Ms. Borchers:

The way the finances work is there are funding sources and the financing plans. The funding sources would be federal, state and local. Most of the projects that go to the Federal Transit Administration by policy could apply for 80%, most apply for 50% for this size program. Our plan has 36% coming from the feds. Half of our plan for the capital side will come from local funding and the remaining would come from the Florida DOT who has been a great supporter of the projects in this region and we have taken the talk to their folks in Tallahassee about what we could reasonably expect from them over a 7 year period based on what they have programmed and what they have coming up for local funding. That's just for the rail. We also took a look at the financing side, both looking at loans to the federal program, low interest, and also senior debt bonding and how those two pieces along with pay as you go elements would impact our cash flow and our debt service coverage ratios to make sure that we're above our thresholds for those debt coverage service ratios. Sources, as well as how they are employed.

Mr. Schock:

So 50% of local coverage is anticipated so you are looking at somewhere around \$850 million of that sales tax and financing. Take in that one percent is equal to \$17 million a year for revenue, roughly right now. I notice that you have an escalation cost of 3%?

Ms. Borchers:

The escalation anticipation is foreplay in this area, it's been 3.11 and we chose to go with a 3.0 as our base. We did a stress test at 2.5.

Mr. Schock:

So what of the amount covered and what is the anticipated amount that is covered by MO's? You mentioned financing.

Ms. Borchers:

Yes, the capital side would be financed. In each stress case we took a different look at what amount would be "pay as you go" and what amount would be financed. In the base case about \$250 million of that would be "pay as you go" the rest would be financed. Those "pay as you go" fluctuates with what other elements you are trying to balance.

Mr. Schock:

So you are looking at roughly another \$600 million that's financed over the "pay as you go."

Ms. Borchers:

It would be financed and it would be an annual stable payment.

Mr. Schock:

The assumption on the light rail is that the operations/maintenance is going to triple between 2014 and 2024, roughly. Then from 2024 through 2050 it will only double. I would assume that is a fairly liberal assumption on the operating maintenance expenses on the following 25 years.

Ms. Borchers:

We have assumed a 3.25 growth rate on the operations expenses for each year.

Mr. Schock: And how much subsidies will be required year after year on top to operate and maintain that over what the anticipated revenue is from fair gains, etc.?

Ms. Borchers: Our current fair box recovery is higher than the national average at about 27%. National averages are about 14-20%, somewhere in that range. Already we are doing much better in terms of fair box recovery than national averages. We would anticipate that would continue to grow on the bus side and the rail side. Rail systems typically have a higher fair box recovery than buses.

Mr. Schock: So if we're looking at 27% recovery then we still have to come up with about 70% revenue to maintain operations per year.

Ms. Borchers: Yes. And some of that is offset by advertising and other things.

Mr. Schock: So the rest is maintained then by sales tax.

Ms. Borchers: It will be required for on-going operations.

Commissioner Long: I just wanted to make a clarification that the issues with regards to the financing of this project are enormously complex and it's very difficult to get a handle on the entire financial analysis if you don't sit one-on-one. To try to get this kind of complexity to be understood by everybody in a meeting like this is a little difficult and I think it's a bit unfair. While I appreciate your interest and your desire to really get a handle on it, you might be better served by having a one-on-one.

Mr. Schock: I'm actually from the transportation sector and I have sat on these before and that's why I'm asking these questions. I probably have a more detailed understanding of these budgets and finances that go into these than most of the folks in this room. That's why I'm asking these questions, to understand what the impact is and what the long term impact is. I'm a huge fan of rail when it's applicable and when it can nearly pay for itself. I get concerned when there is a long term subsidy that's required, that's the only reason I raised these questions.

Chair Minning: Motion to approve Resolution 2013-04, which supports Greenlight Pinellas. (Nunez/Matthews).

Additional Comments:
Vice Chair Crist:

I would like to put my vote on the record. First I would like to say to Ms. Borchers that you have been burdened with an incredible task here and I think in the short amount of time that you did an outstanding job trying to cover your facts. This is a very complex very involved decision that needs to be made, one that involves a whole lot more information. I'm a Hillsborough County Commissioner and I'm being asked today to vote on an issue that would be a recommendation to Pinellas County on an issue that's basically a burden to the Pinellas County taxpayer and on an issue that I've not been a part of, that I haven't been fully briefed on, I don't have all the data on, and I'm a very cautious person when it comes to tax dollars. Honestly I don't know if this has been done right, if there are still things that need to be done. I have a level of great discomfort. I can't abstain from voting because there's no conflict so I'm going to have to vote. In that regard I'm going to be a "no" vote. Primarily because I'm not fully informed on this and it's not something that I've been a part of and what I'm being asked to do is make a decision on something that isn't regional. This is a component of what is being envisioned as being regional. I don't

see Pasco on that map; I don't see Hillsborough or Manatee on that map. I just see Pinellas. As a member of a regional body I have a great level of discomfort with voting on a single component. I don't have the rationale before me that was used in making the assumptions to see if I agree with it. I don't have the margins for errors in front of me to see if I agree with them, I haven't seen a needs assessment or the rationale behind the needs assessment, I haven't seen the impact assessment, the rationale behind the impact assessment, I haven't really looked at the numbers to distinguish what the capital cost outlays are versus the operational versus the maintenance and what the projections are for initial years and subsequent years as it ages. I haven't been able to look at what other priorities Pinellas may have that is going to have to be put on the back burner if the one penny sales tax is used on this to be able to openly make a decision on, is it a fair exchange? I haven't looked at the ROI to see what the rate of return is going to be on the investment and over what period of time. Finally, coming from the advertising world, I know in Hillsborough what kind of bit us was there wasn't an adequate attitude assessment done in advance to determine what the attitudes of the most likely users really were. I don't really want to throw water on anyone's flame and you certainly have done a good job of lighting a flame, but once I go on the record here I'm on the record. At this point, with my level of comfort today, I'm a "no" vote.

Ms. Borchers:

I do have all of that information so if there are specific questions that you have I'm happy to answer them and I certainly understand your position.

Councilman Newton:

For the record, the Supreme Court has stated that the right to vote is the most protected of all our rights. As an elected official, and as part of this regional council, that supports projects from all over this region and not knowing the detail or the economics, I know that if a regional partner comes to this table with something that is going to benefit another region or community I would support it wholeheartedly based on their testimony and their presentation to this body. You have the right to refrain or do whatever you want, but as an elected official here in the City of St. Pete and the county of Pinellas and also a board member on the PSTA I know the needs for this expansion of transportation. Also I know the alternative, what's going to happen if this opportunity for the individuals in Pinellas County to vote, if this is not a successful referendum. What will happen based on people not having the opportunity to vote on this referendum will be dire for transportation in our county. I don't know what happened in Hillsborough or anywhere else and it really doesn't matter to me. What matters to me is that I trust in the elected officials and representatives of those counties. For the record I am a "yes" vote because the City of St. Pete and the county of Pinellas need this. Without this our bus system will probably be back 20 years and that won't help move it forward as a progressive city and county.

Commissioner Long:

While I have great respect for my colleagues and their opinions I would like to call your attention to the four bullet points on the back of the Resolution which is what we are voting on today. I recognize everyone here couldn't possibly have all of the information that it has taken three years to develop in order to say yea or nay on whether or not we put this out to the citizens to vote but some of us

have been involved in that. I do sit on the PSTA and I do have a responsibility tomorrow to move this forward based on all of the information that I learned over the length of time. I've been not only on the state legislature and voted on rail, but here in Pinellas County on the county commission. I'm asking and imploring you to help us tomorrow move this agenda forward for the sake of our county and ultimately the whole Tampa Bay region to keep us competitive, economically and viably through the rest of this century. It's for our kids and our grandkids. It's not for the moment today. I think you can see through the plan that's been put in place, we have a whole year to educate and answer questions and move forward and gather public support. I can tell you that the two most recent polls that have been done on this subject matter in our county is a very strong support from 63%. Please help us move this forward. It's what our people and citizens want.

Commissioner Mariano:

I'm delighted and I hope you look at the super region concept as well as getting high speed rail. My citizens, 54%, leave the county every day to head south, whether they are going to Tampa or to Pinellas – they are going somewhere. You watch the traffic, it's all heading south in the morning and north in the evening and it gets bottle-necked every day with the densities and the roadway system. They've done so much with US 19 in Pinellas County but they have hurt the businesses. We have the same situation with SR 54 & 56. This solution, with Pinellas County built out, is a formable solution and I applaud you for what you are doing every step of the way. As we work in the region I think connectivity is critical and I think it is the right step forward. I will be supportive.

Commissioner Barnette:

We've heard from St. Pete and the lower part of the county. Dunedin is up in the top part. When we spoke at our commission meeting there was a lot of talk around the question, what's in it for me if I don't ride a bus? Well there's a lot in it for you. It has helped our community in the reconstruction of our entire Master Plan regarding corridors around nodes of new urban population centers that had to do with being directly linked to transportation issues. The developers who are looking to engage in redevelopment and land use changes want to know how this is linked to public transportation and how it's linked to population centers. It's built into our economic development plan. Totally independent on whether you are going to jump on a bus or not. Moreover, the funding source, or a portion of that which shifts away from property tax also gets you into the fact that you are dealing with economic development county-wide. We're almost an island here and we have a huge tourism industry that expects public transportation. What's the percentage of the sales tax based on outsiders coming here as it bears on our economic development plan for tourism? It's huge. And as that grows the offset of this is going to be paid by them. In a variety of ways this is a much more complex issue than changing the strategy of getting from point A to point B on a bus. That's one central component to this, but it really deals a tremendous benefit to communities such as ours as we revise our entire Master Plan for corridor studies, land use changes, and recently zoning which is going before the commission soon in regard to shifting some light industry zoning to an area that accommodates where the people are going to be able to go with the

transportation line. We are a sleepy little Dunedin on the one end but we have a lot to gain from this as well.

Councilwoman DiPolito:

We have been working on charrettes and presentations throughout Pinellas County for a very long time. The MPO and the PPC, TBARTA and the ACPT, the county commission, we have many and Councilman Newton mentioned earlier that there are a couple of cities that either need to be brought up to speed or need to be part of the support of this program, but we have done an outstanding job and Ms. Borchers can provide you with all of the information you need to your questions very quickly. We were preparing our resolution at our City of Clearwater Council meeting last Thursday and there were a couple of questions by our Vice Mayor and those questions were answered immediately and we will be adopting the resolution at our next Council meeting. We have to start somewhere. We've been working on these plans for so many years. Salt Lake City is being recognized for putting street cars back in that area. The point that I want to make most importantly is that this is very important to the economic development as Commissioner Barnette just said. Building developers are coming in whether it's for light rail, high rail, train, bus, circulars – the children of our future want this. This is part of the package and I believe between Tucker Hall and Ernst & Young, PSTA and TBARTA, and the regional planning council and all these different entities are now working together and now that we have this package to present to everybody, we hope and trust that we give you the right information so we can all vote yes to go forward.

Ms. Todd:

Over 30 years ago Pinellas County was talking about transit, rail and they discussed it and discussed it and did studies. This is the first time that I've seen something this comprehensive and this well received as it is and I really hope that you give them the support they need to take this forward. We really need to have this in our county.

Vice Mayor Huhn:

I live on St. Pete Beach and that's kind of a remote place. With this transportation plan I can live remotely but not isolated. I'm one of those people in that senior citizen category and right now I can get behind the wheel, but when I can't or when I chose not to, I have options. We're talking about this being about the future and the future is ours to take responsibility for.

Chair Minning:

Motion to approve Resolution 2013-04. Motion carried. (3 opposed: Boss, Crist, Schock). In concert with Commissioner Long's request, staff is to take a look at arranging a forum for discussion on the issue.

C. RDSTF R4 Health and Medical Coalition

Mr. Dan Simpson, Chair of the RDSFT R4 Health and Medical Coalition will provide a brief presentation. The Regional Domestic Security Task Force (RDSTF) Region 4 Health and Medical Coalition (R4-HMC) is requesting administrative/ financial / planning support services to build a disaster resilient healthcare system by strengthening our healthcare system and fully integrating disaster preparedness into the daily delivery of care; strengthen the links between private health care, public health and emergency management; and engage all stakeholders in planning, training and exercise to improve our preparedness and response throughout the region. The Funding is in the amount of \$100,000 and requires a \$10,000 in-kind matching contribution.

Over the last decade or so, shortly after 9/11, the federal government through Health and Human Services of the CDC provided funding to communities all over the country to support disaster preparedness and recovery efforts. One of the things we found in 9/11 was the health and medical community was poorly underprepared. Here in Florida there has been about \$100,000,000 in federal dollars that we have been managing and helping hospitals grow their disaster response capabilities. In Region 4, consisting of eight counties in the Tampa Bay area, we are managing a program this year that's about \$1.2 million. This is a national initiative from Health & Human Services going forward and the focus is to move that energy from the hospital community and the EMS community toward the remainder sections of the healthcare community, including nursing homes, assisted living, group homes, private practice physicians, and clinics – the list is quite long. The objective is to move the focus to those areas while still sustaining what we've been doing with the hospitals. We will be including daycare centers because closed daycare centers have a tremendous impact on staffing abilities in our hospitals.

We are here today to make an arrangement with the TBRPC to serve as our Treasurer/Secretary and provide support services. We have identified eight county specific groups to look at county specific concerns. We expect we will have a sub-committee to work on exercise issues and another to work on training.

Contract deliverables for the administrative support of TBRPC are:

- Meeting agendas & minutes
- Serve as the Coalition Treasurer/Secretary
- Arrange meeting venues
- Gap analysis/risk assessment support
- MYTEP development support
- Assist exercise After Action Report development
- Maintain communication rosters
- And making sure we are following our process and that we have the proper documentation and proper line of authority and accountability for the dollars we will be spending.

Questions & Comments:

Mr. Pumariega:

We have had several meetings with Mr. Simpson and feel comfortable with the role for the Council.

Commissioner Mariano:

Is this something that will be on-going?

Mr. Simpson:

We expect it to be on-going. This year the contract arrangement is between the RPC and the Polk County Health Department, but next year when the Coalition process is fully in place it will be a contract between this agency and the Florida Department of Health in Tallahassee. I will still be the intermediary and local official directly involved in the process.

Action Recommended: Authorization for the Chair/Executive Director to sign an Inter-local Agreement with the Polk County Department of Health to provide administrative, financial and planning support services to the R4-HMC on a cost reimbursement basis. (Todd/Matthews) (Mariano opposed).

Chair Minning:

As a result of the Initiatives Plan presentation and discussion at the November 4th Council meeting, it was suggested by the Council that there is a need to deliberate in more detail in order to move forward on the top tier issues which were identified as a result of the Audience Response System polling that took place at the Council's Strategic Planning Session. Following the vote, I will explain in more detail what we are going to do to

optimize our time and to move these initiatives forward. Are there any comments regarding the 2013 Initiatives Plan? If not, may I have a motion to approve the 2013 Initiatives Plan?

Action Recommended: Motion to approve the 2013 Initiatives Plan. (Long/Matthews)

D. 2013 Initiatives Plan – No Report

The 2013 Draft Initiatives Plan reflects the input from the Strategic Planning Session and presentation made at the November Council meeting. Council input was analyzed and issues were prioritized and grouped into priority tiers. The top three issue areas were Convener of the Region, Economic Development, and Transportation Planning. Council leadership intends to hold a series of specialized meetings in 2014 to address these issues in more detail.

Staff Contact: Avera Wynne, ext.30

Chair Minning:

As you are aware, the Clearinghouse Review Committee (CRC) is a long established Council committee which has the responsibility of overseeing staff reports comments and recommendations for Developments of Regional Impacts, Intergovernmental Coordination Reviews and other review items.

The Committee also provides review and input on economic development, emergency management, and transportation issues. The CRC could be expanded to cover the other priority initiatives that have been identified as tier issues and serve as an already established vehicle to move these initiatives forward. Mr. Andy Nunez will be making the appointments to the various committees including the Clearinghouse Review Committee.

In order to more thoroughly address the priority initiatives we are proposing the following meeting structure beginning 2014:

All meetings held on the second Monday of the month unless action is taken by the Chair:

January:	No Meeting
February:	Council Meeting
March:	Clearinghouse Review Committee Meeting (Tier Initiative)
April:	Council Meeting
May:	Clearinghouse Review Committee Meeting (Tier Initiative)
June:	Council Meeting
July:	No Meeting
August:	Council Meeting
September:	Clearinghouse Review Committee Meeting (Tier Initiative)
October:	Council Meeting
November:	Clearinghouse Review Committee Meeting (Tier Initiative)
December:	Council/Annual Meeting

This meeting structure would allow for Council business to take place as normal without disrupting the other Board commitments of our membership, allow for more dialogue among members, and would serve as an effective tool in moving the priority initiatives forward. Lori will be providing you with an updated calendar for 2014 with this new format reflected.

7. Council Members' Comments

Councilor Matthews: I would appreciate when we have a speaker that we not burden the Council and the speaker with conversation, that we just ask a specific question and get an answer so we can move the meeting along. If we all sit here and dialogue we will never get home.

- Councilman Newton: I do get passionate at times on certain issues like Greenlight. I appreciate all of my fellow Council members and respect your leadership, guidance, and due diligence. Whatever you bring forth, based on your testimony and knowledge you can always count on my support. The City of St. Pete is having a celebration downtown on the waterfront on first night.
- Commissioner Black: Everyone is invited to Dade City this Saturday night for the Country Christmas Stroll around the old courthouse in Downtown Dade City. We are in our 25th year. The 21st-23rd is the Church Street Christmas which is in the residential area of our national register historical district. In January – on the 25th, always the last Saturday in January is the Kumquat Festival. All are invited.
- Commissioner Dodson: Plant City will be having their Strawberry Festival in February 27-March 9, 2014.
- Councilwoman Wilkeson: The City of Zephyrhills is having its 4th annual Barbeque & Blues Festival on January 18th which is a statewide sanctioned Jack Daniels competition and we expect to have about 6,000 visitors to our airport this year.

Recognition:

As you know, December 2013 marks a milestone for one of the Council staff. Suzanne Cooper, our Environmental Principal Planner, is retiring. It is difficult to properly capture the highlights of a career that has spanned almost 30 years with our organization, especially for someone who has been dedicated to her work and her organization.

Suzanne began her career with the Council in September of 1984 when she came on board as a planner to review large-scale developments or Developments of Regional Impact (DRI). She was promoted to Principal Planner in 1986 and managed the DRI review process, overseeing the review of approximately 80 new projects.

Since 1993, Suzanne has served in the capacity of the Council's Environmental Principal Planner and has been responsible for the Agency on Bay Management as well as overseeing the Council's involvement in environmental issues.

For the past 20 years she has been instrumental in elevating the TBRPC Agency on Bay Management into one of the most respected environmental committees in the state of Florida. Her environmental expertise has aided in the Council's activities to protect the environment and the region's natural resources.

These accomplishments include, but are certainly not limited to:

The designation of Tampa Bay as a National Estuary Program; The Tampa Bay Estuary specialty license plate which has surpassed 1 million dollars for bay restoration projects; and the creation of the environmental journal Bay Soundings, with a readership of over 30,000. Through the years, Suzanne has also served as a representative of the Council for many natural resources and environmental agencies.

But there are some things you may not know about Suzanne....

She is a native Floridian. Born in Jacksonville.

She has been married to Steve for 38 years and she is about to become a first time grandmother. Her daughter Sara and her husband Peter are expecting a little boy.

She is a USF graduate with degrees in Biology and Botany.

She is an avid birder and can pretty much sew anything you can think of. She was solely responsible for sewing well over 100 stockings through the years for children's charities that the staff would sponsor.

She does not panic when she sees an Eastern Diamond Back Rattlesnake sunning itself on the Council sidewalk.

And, she can tell you what a Stink Horn Plant is.

Suzanne is also a dedicated community volunteer serving as a Eucharist Minister for her church; as well as volunteering for the Egmont Key Alliance and the Save Egmont Key Initiative.

Suzanne, can you please come join me. We have more surprises for you on Thursday following the ABM meeting, but we also wanted to recognize you at the Council meeting.

We have done a little research; some may call it snooping, to see what would be special to mark this occasion and learned that the Annual Cycling for Autism event which takes place in Tampa and is sponsored by your husband's Rotary Club is very important to you. With this in mind the Council is making a donation in your honor for the 2014 Cycling for Autism event. Thank you for all your years of service and we all wish you the best in your new adventure!

But, we are not done yet....As I mentioned Suzanne is an avid birder... We found out that there are two Osprey's who lost their nesting pine tree at the entrance to Ft. DeSoto Park.

We have partnered with the Clearwater Audubon Society and Duke Energy to have a nesting pole placed at the entrance of the park for the Osprey's in your honor. It will take place in about 2 to 3 weeks and you will receive an invitation to watch the installation. And a sign will be placed on the pole recognizing your years of environmental service.

Chair Minning publically thanked the folks who helped make this happen:

Barbara Walker who oversees the Osprey nests installation grants for the Clearwater Audubon Society

Jim Wilson, Park Manager of Ft. DeSoto

Tonya Corder and Terese Dodge with Duke Energy

And Wren Krahl who pulled this together.

A picture of the osprey was presented to Ms. Cooper in appreciation for your dedication and service.

Ms. Cooper said she was so happy to be hired by the TBRPC when she moved to the area. When they moved here from Tallahassee she checked around in Tallahassee to see who she should work for and they all said the regional planning council. She called and said she was moving down, what do you want me to do for you? I want to work for you. Luckily they were looking for a planner and they took me on and I haven't let go. Twenty nine years goes fast and it's been great and I have had great opportunities here. The regional level is where it's all happening, we all live together and what one community does affects another so this is the right place to be and it's the right place for you to make it happen for our community. Thank you for the recognition and the opportunity.

Mr. Pumariega said Suzanne has been a really excellent employee of the Council. She has been promoted several times and has done a lot of difficult tasks and each time she has risen to the challenge and you could always count on her. You could give her any assignment and it would be done with a high level of efficiency. Thank you for your years on the Council, you will be missed.

Chair Minning introduced Suzanne's replacement, Maya Burke. She comes from SWFWMD and is very experienced and has a great background and credentials. We are looking forward to working with you and continuing the tradition of great environmental work.

8. Program Reports

A. Agency on Bay Management (ABM) - Mayor Bob Minning, Chair – No Report

The Agency's Natural Resources/Environmental Impact Review Committee will meet on December 12th. The entire Agency membership will be invited, as well as the Tampa Bay Estuary Program's Management Board, to participate in a workshop regarding the Tampa Bay Economic Evaluation study.

B. Clearinghouse Review Committee (CRC) - Chair, Mr. Andy Nunez - No Report

Staff contact: Avera Wynne, ext. 30

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

Since preparation of the last Council meeting materials, LEPC staff: attended the monthly Ammonia Handlers/Operators meeting (October 23rd); submitted the LEPC & HMEP Quarterly Reports to FDEM (October 29); attended the bi-monthly Tampa Bay Spill Committee meeting and the USCG's Area Contingency Planning meeting (November 5th); participated in "Show Cause" hearing with EPA, USF, FDEM & Tampa Fire Rescue officials conducted in Atlanta, GA (November 7th); furthered coordination efforts for November 11-15 *Marine Firefighting for Land-Based Firefighters* Train-the-Trainer course (November 8th); facilitated the monthly Pinellas Police Standards Council meeting (November 13th); initiated coordination for a two-day Transportation Community Awareness and Emergency Response ("TRANSCAER[®]") training event to tentatively be hosted in Tampa in February 2014 (November 13th); attended the "Concept & Objectives" meeting for the USCG's 2014 Government-Lead Prep Exercise (November 15th); attended a tour of the Martin Gas Terminal in the Port of Tampa (November 19th); conducted the quarterly LEPC & HMEP/Training Subcommittee meetings (November 20th). In the immediate future, LEPC anticipates: attending the monthly Ammonia Handlers/Operators meeting (December 10th); submitting the quarterly Hazmatters report and LEPC membership modifications requested (December 11th); attending the joint FDEM Region 4/6 quarterly meeting at Manatee County EOC (December 13th); hosting the quarterly meeting of the Facility Disaster Planning Subcommittee (January 15th); attending the SERC Quarterly meetings in Daytona Beach (January 21-22); and participate/coordinate in the TRANSCAER training to be held at the TRANSFLO's Tampa facility (February 18-19).

Additional Material: November 20, 2013 LEPC Meeting Recap

D. Emergency Management - No Report

Staff contact: Betti Johnson, ext. 39

E. Legislative Committee - Chair, Commissioner Scott Black

The Legislative Committee met this morning and approved the *Draft* 2014 Legislative Issues. A copy will be provided for approval at our next Council meeting in February. We are going to be coordinating with the MPO CCC on the prioritization of the transportation projects in our region.

Committee meetings are well underway in Tallahassee in preparation for the 2014 legislative session which begins on March 4th and is scheduled to end on May 2nd. Already 239 bills have been filed in the senate and 195 bills in the house.

Here are a few that are of interest to the Council. All of these bills are still in committee and have many steps to go through before even reaching the floor of either chamber for consideration. Still, it is good to start watching these bills and others because they may

become “vehicles” for amendments that expand the bills to more extensively deal with each of these subjects.

Freight Logistics Zones (SB-136; HB-3) – provides that counties may designate a geographic area within their jurisdiction as a freight logistics zone which will give projects within that zone priority in state funding and incentive programs. Requires that a strategic plan must be developed for the zone and lists the items that must be covered in such plan.

Hurricane Preparedness (SB-362) – provides for an exemption from state sales tax from June 1, 2014 through June 12, 2014 for purchase of listed hurricane preparation items.

Developments of Regional Impact (SB-372; HB-241) deletes certain exemptions from the DRI process in dense urban land areas for projects in counties (including their cities) with an average of at least 1000 people per square mile located within an urban service area, or projects in counties (including their cities) with a population of 900,000 and 1000 people per square mile if an urban service area has not been designated. The bill replaces these exemptions with one for developments in counties (including their cities) with an average population of at least 400 people per square mile and a pollution of at least 300,0000.

Growth Management (SB-374; HB-189) revises restrictions on initiatives and referenda concerning local comp plans by eliminating the requirement that more than 5 parcels of land must be affected by the comp plan amendment.

F. One Bay Livable Communities Working Group - No Report
Staff contact: Avera Wynne, ext. 30

G. Economic Development - No Report
Staff contact: Patrick O’Neil, ext. 31

H. Regional Domestic Security Task Force (RDSTF)- No Report
Staff contact: Betti Johnson, ext. 39

9. Other Council Reports - None

10. Executive/Budget Committee Report - Chair Minning – No Report

11. Chair’s Report - None

12. Executive Director’s Report – Mr. Manny Pumariega

A. FRCA Activity Report was distributed.

B. Appreciation Letter from the Florida Department of Economic Opportunity regarding the Florida Strategic Plan for Economic Development. We will have a speaker at the February Council meeting to talk on this topic.

13. Outgoing Chair’s Report – Mayor Minning

I would like to begin by saying that it has been an honor to serve as your Chair this past year.

Since joining the Council, I have had the pleasure of working with a great group of folks who are dedicated to their communities and this Council.

I would like to thank each of you for understanding the importance of coming together as a region and working beyond those jurisdictional boundaries. I would also like to thank you for graciously

giving your time to serve your cities, counties, and the region. Each of you are leaders in your own communities and we are very lucky to have such a wide spectrum of expertise represented on this board.

I would like to thank my fellow officers, Mr. Nunez, Commissioner Crist, and Commissioner Bustle for your expertise and your dedication to this organization. Would you all please give them a round of applause?

I would also like to thank each of the staff of the Regional Planning Council. Your years of tenure at the Council speak well of your abilities, your dedication, and your spirit. Manny and his staff are dedicated individuals who work hard to implement the Council's mission. They continue to provide "top-notch" services to our constituents. It is because of the staff that this Council has become a leader among regional councils across the state of Florida and the nation. I would like to express my thanks for your dedication. You deserve all the accolades you have received for the work you do. May I have a round of applause for the staff?

As your Chair, it has been fulfilling to work with the Council and the staff on the outcomes of the efforts of the Regional Collaboration Committee and to be a part of the recent Strategic Planning Session.

The Strategic Planning Session identified the future direction for the Council's mission and its programs. This endeavor has produced new and exciting initiatives as well as identified programs and projects that will continue into the next five years. And, the newly adopted 2013 Initiatives Plan will serve as a guide for the work that we do as a regional planning council. I would encourage the Council to be as proactive as we can be on the issues.

In closing, I would like to once again thank my fellow Council Members and the dedicated Council staff for the opportunity to serve as your Chair. It will be my honor to pass the gavel to our new Chair, Mr. Andy Nunez. I look forward to supporting the new Slate of Officers and continuing my service with this great organization.

Please join me in welcoming, Ms. Diane Corna, City Clerk for the City of Pinellas Park. Ms. Corna is becoming a tradition at our annual meeting. Since moving into our new facilities, Ms. Corna has been gracious enough to administer the Oath of Officer to our new officers for the past 9 years.

14. Installation of 2013 Slate of Officers

Ms. Corna administered the Oath of Office to:

Mr. Andy Nunez, as Chair
Commissioner Victor Crist, as Vice Chair
Vice Mayor Woody Brown, as Secretary/Treasurer

15. Incoming Chair's Report – Chair Nunez

Incoming Chair presented to the Outgoing Chair a framed pelican print for appreciation of all the hard work and leadership provided during the past year.

It is indeed an honor to serve as your Chair. Before I continue with my remarks, I would like to thank Mayor Bob Minning for serving as Chair this past year and Commissioner Crist for serving as Secretary/Treasurer.

Since joining the Council in 2006, I have had the pleasure of observing and learning from several great leaders that held this position before me. People like Commissioner Black, the late Robert

Kersteen, Ms. Barbara Sheen Todd, Commissioner Mariano, Commissioner Dodson and Commissioner Bustle. I would like to thank each of you for your dedicated service.

We are very privileged to have such a wide spectrum of expertise represented on this board. Your contributions and support continue to elevate the Council to new heights regarding regional issues and regional leadership. I look forward to working with each of you, and the staff, as we embark upon our 52nd year.

I would also like to thank Manny and the staff for their dedication and for consistently performing their duties in a professional and competent manner.

My goal as your Chair is to provide leadership that will assist in moving forward the projects and programs found in our *2013 Initiatives Plan* and to continue our mission of bringing local governments together in productive collaboration.

We know that by working together based on a common vision, we can unite and resolve these common issues and concerns on a truly regional basis.

It matters little whether the issue is economic development...transportation.... Housing.... Infrastructure.... domestic security.... all hazard emergency preparedness... water resource preservation and management.... clean water or clean energy.

We have demonstrated for more than fifty years that the region can come together and solve these different types of complex and demanding problems using creative thinking and devising innovative and imaginative solutions. The Council is dedicated to continuing this effort.

We look forward to *Convening the Region* into the next 50 years, and we will continue to focus on the spirit of cooperation as we endeavor to serve our local governments and the citizens of the Tampa Bay region.

Once again, I am honored to serve as your Chair and I look forward to working with the staff and the Board in the coming year. I am very pleased with the passion shown this morning and I'm very passionate about transportation, it has been my business for the last 38 years, and I look forward as a resident of St. Pete and Pinellas County to help continuing advancing the Greenlight Pinellas initiative that is going to transform our area. It's a beginning of a larger regional effort.

Ms. Corna was presented with a Cardinal Snow Globe and thanked for her service.

Next Meeting: Monday, February 10, 2014 at 10:00 a.m.

Adjournment: 12:12 pm



Andres Nunez, Chair



Lori Denman, Recording Secretary