



# Tampa Bay Regional Collaboration Committee Minutes

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4000 Gateway Centre Blvd., Suite 100, Pinellas Park, FL 33782  
Phone: 727-570-5151 Suncom 513-5066 Fax: 727-570-5118

May 14, 2012  
11:30 a.m.

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## Committee Members Present:

Commissioner Victor Crist, Vice Chair  
Vice Mayor Bill Dodson  
Mr. Robert Kersteen  
Commissioner Jack Mariano  
Mayor Bob Minning  
Councilman Wengay Newton  
Mr. Andy Nunez  
Ms. Barbara Sheen Todd

## Committee Members Absent:

Commissioner Larry Bustle, Chair  
Commissioner Neil Brickfield  
Council Member Doreen DiPolito  
Council Member Janice Miller  
Mr. Tim Schock

## Staff/Others:

Manny Pumariega, Executive Director  
Avera Wynne, Planning Director  
Wren Krahl, Director of Administration/Public Information  
Don Conn, TBRPC Legal Counsel  
Eric Johnson, Legislative Aide to Commissioner Crist

The TBRCC meeting was called to order at 11:55 a.m. A quorum was present.

1. Approve the minutes from the April 9, 2012 meeting. (Kersteen/Nunez)
2. Collaboration Committee Process - Mr. Pumariega  
Mr. Wynne has been doing a lot of the staff work and has made a lot of progress. We had several meetings with Chair Bustle that resulted in the May 4<sup>th</sup> Memo regarding proposed scheduling and format for the majority of the topics. Avera will be going over the proposed format in more detail. Our first meeting will be June 18<sup>th</sup> from 1:30pm to 3:30pm in the conference room. We will have the three airport directors at the roundtable. We will try to hear a short presentation from each of the directors and then have the roundtable conversation. This way everyone will feel like it is an informal discussion. The airports are very competitive. I had a meeting with the director from one of the airports and he was a little hesitant. He understands what we are trying to do. There has to be a positive outcome that everyone can benefit from. Whether it be the

Panama Canal or some other - we can maybe help them with some state legislation if they need it to make it better for them to increase their revenues and economic development for each perspective airport or it could be some federal legislation. We will let the discussion take place on that day.

Commissioner Crist: Are we going to be able to get each of the directors to come to the table? We would ask the question, right up front. What could each of them do for each other to strengthen this market? Get the Tampa Airport to say what they need from the Pinellas Airport and then the Pinellas Airport can say what they need from the Sarasota Airport and Sarasota can say what they need from Tampa. Get them interacting while we are listening and then follow up with, What can we do to help facilitate this? They are going to be very competitive. They are going to want to stand alone. But there probably are things that each one can do that would help each other. It will take a little facilitating on our part to get that conversation going.

Ms. Todd: In the past have they not - I know the organizational structures are different for each entity. For example, in Pinellas the County Commission is the airport authority. Their funding sources are different. Don't the airport directors meet periodically? Is there an association where they meet and talk?

Commissioner Crist: I don't know. What I do know is that in private conversations that I have had, there is tension and hard feelings and a strong sense of competitiveness. Good competitiveness is positive. There also needs to be collaboration as well. The things we can do together enables us to be stronger as a region.

Mr. Wynne passed out a Memo regarding the finalization of issues. After the Regional Collaboration Roundtable was scheduled for June 18<sup>th</sup>, Mr. Wynne asked each of the airport directors to keep consistency in their preparations and asked them to talk about the airport government structure, their current level of operations - how many planes, passengers, markets, are you focused on cargo, are you focused on passengers, etc. And also, what are your future planning efforts? Mr. Lapano is focusing on westcoast direct and European direct flights. That's their area of emphasis. It would be nice to know St. Pete's area of emphasis and the same for Sarasota. And the question we have all been talking about, do they see areas of collaboration that would strengthen the regions air service? Can the airports benefit from working together? Let them answer those questions and see where they are. In hearing Mr. Lapano talk about Orlando, he sees Orlando as a threat and the reason why is that they have four times the number of international flights, including to Brazil/South America. By having three airports we have three assets and the question is, what are the strengths of that? How can we build on that? Those are the issues that we will have them address. If the committee has other issues they would like to have addressed, let staff know and an update will be sent to them.

Councilman Newton: Are we missing a major point here? The reason they are so competitive? It's their customers. These airlines are trying to get the best profits for their stakeholders so they will pit one against the other. There's no way they aren't going to be competitive. I'm thinking it would be a good idea to have some of those people in the room because they are going after the

same customer. You talk about freight. There's only so much freight in this area. You look at Mr. Lapano and his concerns with Orlando are real. But there's no Disney World here. If you look at airlines there's a reason they jump from TIA to St. Pete/Clearwater. Most of the time it's cost. A long time ago St. Pete/Clearwater didn't have jet-ways that went out to the planes, you had to walk on the tarmac. They are more attractive now. You talked about freight but no one said anything about the passengers. I can guarantee you those three are after the same customer.

Commissioner Crist:

If Pinellas is the property that is used for commercial business on the airport property, are they tax exempt?

Ms. Todd:

Yes. They have a tax exempt zone for international customers.

Commissioner Crist:

In Hillsborough that's under attack by the property appraiser. He is challenging that. He is claiming that it is taxable. Could that be the nose on the camel for all three of those airports to be facing the same issue? It's waiting on a court opinion.

Councilman Newton:

If they tax them they will just jump across the bridge to Pinellas or go to Orlando.

Ms. Todd:

You raise an interesting point. One of the opportunities, rather than just looking for problems, is the fact that we are trying to build better transit and better transportation. Part of what could be the puzzle is, how can we develop or use this as a methodology for developing multi modal transportation between our communities?

Commissioner Crist:

A connector between the two airports that's non-stop, straight over the water. Time? Five minutes. I know that Mr. Lapano's long term plan and his short term plan is coming out soon and it will incorporate a monorail system at the Tampa Airport. He was only going to take it out to where the current post office is, which he would be demolishing and building something else but he has agreed to bring it all the way out to Boy Scout so that the possibilities of a HART mass transit terminal could be linked to it.

Ms. Todd:

The thing is, 15 years ago the county commission in Pinellas was talking about a similar idea of a monorail that would connect to Tampa and that there would be stations at both airports. And then your bus system has to be a part of it because you can't just have people going to the airports. There has got to be cooperation.

Commissioner Crist:

What would be the benefits of connecting the two? How can we take a negative and make it a positive by capitalizing on those benefits? How do they fit in to the bigger picture? How does this benefit the economic development in Hillsborough, Pinellas and in Pasco? Help them open their minds to think and look at the bigger picture, which is what we represent. I see that as the purpose of these discussions, to bring parties that wouldn't

necessarily come to the table to get them to collaborate and hopefully get something good out of it. In other words, making this agency more of an action agency than a think tank. Which is what I think the Governor would really like to see.

Mr. Pumariega:

They do try to work together in a few areas, such as training personnel. Mr. Lagos, St. Petersburg/Clearwater Airport Director, mentioned several other areas as well.

Commissioner Mariano:

Airports such as Zephyrhills are a lot smaller, have cargo but will never have passenger service. Do the regional airports ever look at pushing up some of those smaller planes to the smaller airports?

Commissioner Crist:

I would think down the road because as we grow as a region, which we will once the economy kicks back in, we will grow quickly and yes, because we will be so undervalued. Both the Pinellas, Hillsborough and Sarasota airports are land-locked. We are going to have to be able to have the room for expansion to accommodate the growth in our region. Flights that normally would be considered gravy may have to be handed off to another regional airport with time to open up space for more terminals. That kind of thinking has to be put in to a 30 or 40 or 50 year plan.

Commissioner Mariano:

We are looking at the 301 corridor, the big rail line that is going to develop in the county from the Dade City area all the way down to the Plant City area. Should we reach out at this meeting here to try to bring the Zephyrhills airport management in as well as any other airports that are around and thinking the same way?

Commissioner Crist:

I wouldn't be opposed to that. There's wisdom in collaboration. Who knows, maybe one of those other airports can break the ice between the three big ones by throwing some ideas on the table.

Mr. Wynne:

One of the things that Chairman Bustle was thinking is that those are the kind of questions that we would try to have answered in the series of roundtables. Is there room for collaboration in the future? And so when the final recommendations that come out in December will be, with this issue, that there is room for collaboration and maybe these are the things that will occur or these are the areas that need to be explored by bringing in reliever airports in the future. Not that we are trying to solve the problem as much as put the mechanism in place to get the conversation underway in a meaningful way. With that, I think we are trying to keep the topic focused and in this case only have the three international airports at the table to keep it to a manageable size. That conversation with everybody might be appropriate at a later time.

Commissioner Mariano:

It might be good to not have them at the table, but to have them in the room.

Mr. Wynne: In Tampa's case, the airport authority does manage three airports. They have the Peter O'Knight in Plant City.

Councilman Newton: If they are managing three they probably already send this stuff to the smaller ones.

Ms. Todd: I just remember Pinellas County working with TIA to help them get some of the international carriers. This was years ago, but I think there is some level of cooperation now and there is some kind of association, but I don't know what it is.

Commissioner Crist: Is there a potential for merging to one airport authority? Pinellas, St. Pete/Clearwater, would have equal opportunities to serve on the board as Tampa and Hillsborough.

Ms. Todd: I think the financial issues will become a significant part of it because in some cases it's a proprietary fund and in other cases it is a little more complicated.

Mayor Minning: What's in it for them?

Commissioner Crist: Future land expansion. Right now Tampa airport has the land but in 30-40 years from now they won't. The same thing with Pinellas. If they were able to incorporate the land volume of both in their 50 year plan then maybe they would do some things differently.

Mayor Minning: How can we facilitate that?

Commissioner Crist: Hopefully by bringing them together and throwing this out on the table. As controversial as it is, see what comes out of it. I know that the plan is going to be coming out for the Tampa Airport and it's a \$3.2 billion plan for the next 30 years. And they are going to spend \$2-\$250 million up front and expanding, and maybe the money would be better spent connecting across the water to Pinellas and using that connection for a bigger greater purpose. There are a lot of options that aren't even being discussed because of the way these silos are constructed.

Ms. Todd: Well, we won't get in to that, especially today, but it would be interesting even ahead of time if we had an idea on how these were funded.

Councilman Newton: You were talking about land, did you see the Soviet plane that landed? The planes are going to get larger. You yourself even stated they are getting bigger cruise ships and are getting away from the smaller ones. They haul twice as many people on the same trip and make twice as much money. They are looking for scalability. We have to see what their plan. No one is building anything small anymore because they want to take the masses of people because they are realizing that there is no more land.

Ms. Todd: Could we pick up on your earlier point, find a way to ask them or to think about how they could use the airports for monorail or whatever, if they would consider to discuss that type of transit system?

Commissioner Crist: There would have to be a purpose for them to do that, where they would both benefit from it. In looking ahead and bigger

and larger planes is a trend, the smaller commuter planes are still going to be very popular. Maybe, looking at it hypothetically, maybe Tampa moves towards the bigger planes and shifts some of its business of the smaller planes to Pinellas. Thinking 50 years down the line, with more resources on the table, they would be able to make a plan that isn't so singular in scope. Right now Tampa is looking at just their resources and 50 years down the road, if they were looking at both resources maybe some of the immediate decisions they would make would be different. Connecting the two, maybe people can go check in on the Pinellas side or the Hillsborough side.

Ms. Todd: When you look at the patterns of the passengers, so many of the people who come to Tampa Bay come for business or tourism. And the tourists, besides visiting Busch Gardens, are going to go to our beaches. If they land in over there and come over here and vice versa, that makes sense.

Commissioner Crist: Especially if they can move swiftly to a destination where they can be moved even more swiftly. Again, it's throwing the controversial questions out there and forcing the dialogue. And it changes the dynamics of this agency a little bit. We have leaders at the state level right now that want to see action and they want to see this kind of dialogue taking place. We would become more than a think tank, we would become a facilitating policy encouraging dialogue.

Mr. Pumariega: I was thinking about having some flights going to the Pinellas County airport. The flights to Tallahassee - maybe if those flights went to Pinellas they would cost less. You pay over \$400 to go to Tallahassee.

Commissioner Crist: Absolutely. What do we have that we can trade, that we can share, that we can capitalize on?

Mr. Pumariega: International flights are successful. Each of those are once a week, and brings in about 1200 employees and billions of dollars to the economy.

Commissioner Crist: And looking at the counties that are represented by this Council and figuring those airports in a future long term plan and how they would fit and benefit as well.

Commissioner Crist: The next issue is seaports and the possibility of bringing the three ports together for the same type of meeting (Port of Tampa, Port of Manatee and the Port of St. Petersburg) and talk about what potential options are there, if any, and where there could be some collaboration. I know in looking at the long term plan for the Port of Tampa there are concerns for the cruise industry in that it is moving toward the mega ships and the mini ships. While they can accommodate the mini ships, it is difficult to attract that business here now because they look for a certain kind of venue for Port of Call. Tampa hasn't quite developed

that yet. St. Petersburg has and could compete directly against Charleston. As far as the mega ships, they can't get under the Skyway Bridge and even if they did it would be difficult for them to navigate the waters all the way back to the Port of Tampa or the Port of Manatee. The options of building a platform off Pinellas and connecting it either to Pinellas or to Manatee would enable us to be able to service that. Hillsborough would make money because the port would still get docking fees and Pinellas and Manatee would make money because those kinds of tourists generally come a day or two early or stay a day or two longer. You are talking about doubling or tripling the amount of tourism traffic. That potential is there. But at least doing the same thing, bringing those entities to the table and seeing where, if any, there are possibilities for collaboration.

Mayor Minning:  
Commissioner Crist:

What kind of feedback have you received on baseball?  
I didn't really throw out a plan to swap for baseball. It was an example in jest. Honestly, this has been the hottest topic on the radio stations, the talk shows, the bars, etc. Everybody is talking about the prospects of growing the cruise industry and growing baseball. I know I had a casual, in passing, conversation with the Mayor of the League of Cities and he said "intriguing" and that was about it. From a regional standpoint my thinking is, we need to be working together and not try to eat off each other's plate. It would be devastating to St. Petersburg and Pinellas County to lose that team and not get something that could recoup that investment. When we talk about how do we keep them here, what do we need to do that? All three markets benefit. It's the same thing with our cruise industry. That cruise could be built with no money out of Pinellas' pocket. The port has bonding authority. The state sent almost \$300 million to Miami last year. You have to be able to go to Tallahassee and show where you are growing the economy and business and the market. Orlando has a lot to gain from this as well because what percentage of these people would come here and go to Orlando? Make it a two week vacation. Florida has quite a bit to gain if we are able to grow our cruise industry. The same thing with baseball or soccer. We still have the potential for the Rowdies growing into something more than what they've been.

Commissioner Mariano:

Does anyone know why we don't have Ports of Call around the Gulf?

Mayor Minning:  
Commissioner Mariano:

It's not deep enough. No harbors.  
I hear there's something much different than that. Coming back from a statewide MPO meeting years ago I was told that the reason there are no Ports of Call is because we have a federal law in place that says if you are going to have a Port of Call you can only have one stop in the USA. Meaning that you can stop

in Miami but you can't stop in Tampa. Have you ever noticed that? If a ship is not made in this country, that's the federal law. If you really want to grow this market that law needs to be revoked. It's our own law.

Ms. Todd:

Why don't we have our attorney take a look at that?

Commissioner Mariano:

I would bring it up at the seaport meeting and let them explain that.

Commissioner Crist:

The fastest growing port on the Gulf of Mexico is Mobile, AL. It's taking business from everywhere. Unless we reposition ourselves we could get outmaneuvered. Again, looking at the land opportunities in Manatee County, there are thousands of acres adjacent to that port that are commercially developable and that aren't environmentally sensitive and with a short channel. Looking off the point of St. Petersburg there's a county park that is underutilized right there that could be commercialized, right on the old footprint of the old Skyway Bridge could be the causeway going out to the platform which would be built out by the channel. That would be a very minimal environmental impact. We need to start looking at what our assets are and how we can capitalize on them.

Councilman Newton:

It's not a St. Pete problem. You said it yourself, in five years when they go to big ships they won't be able to get to Tampa. How is that a St. Pete problem? Not only that, if you look at doing something regional we have a regional baseball team. What we need to do is get regional people in those seats. We can do a water taxi, we can get them on a cruise ship. We can do all of that. We have a team. They gave us a franchise many years ago, not a team. We got the franchise, got impregnated with it, carried it to term, birthed it, taught it how to walk, taught it how to talk. And it wasn't regional any of that time. Then when they get to be competitive and start being in the World Series, now it's a regional asset. We have a regional asset in place. What the Rays want is fans. They don't care if they come from Montana. They aren't really happy with Tampa or St. Pete right now. They want people in seats. I was watching ESPN Wrap Up and every stadium had empty seats except for Manchester United and basketball. All teams are having those challenges. All I'm saying is, we have a regional asset and we need to do all we can to make sure we get fans there and keep fans in those seats. Trading a cruise ship aligning for an asset that has a \$300 million impact to the City of St. Pete, that's never going to grow any legs. If the cruise ship was so valuable why did Channelside go bankrupt right around it? Buy in, get on the ship and leave, come back, get in the car and go home. They don't spend money. The same thing is happening to us on Central, the fine restaurants and all. People don't leave the Trop to go on Central and have dinner. When they come out of the

Trop they are looking for the on-ramp and that's it. The Trop is designed to get every dime. It would be wise for Tampa to do something regional, Manatee has a facility and land in place.

Commissioner Crist: The issue here that says Sports Teams, why don't we take that as a move forward to look at what do we need to do as a region to support the existing sports franchises we have and to grow a potential new one? We have the Rowdies and I know they want to grow.

Ms. Todd: I like that much better because the cruise ship thing didn't hit me right either.

Commissioner Crist: The cruise thing wasn't offered to be an incentive to move the team. That's how the media spun it. My purpose of bringing up the sports team was, the cruise industry is going to die here unless we expand it and work collaboratively and they said what would be a motive, and I said well a motive would be to grow a new industry on two other counties and two, if they were to lose a sports team this certainly would help to make up the difference of that loss. But it wasn't meant to encourage a trade.

Councilman Newton: We wouldn't lose. I can tell you, if you look at the regional inventory that we have right now - we have the Lightning under contract at the Times Forum, we have a football team under contract at Raymond James, we have a major league baseball team under contract at the Trop, we also have the Rowdies. We have sports here, but what we have to do as a region is find ways to make sure we get people that will keep them right where they are. Moving stuff around, how is that regional?

Commissioner Crist: What if we had a tailgate party for the Rays in Tampa, and another one in Clearwater, and another one in New Port Richey and coordinated them so they weren't all at the same time and we were able to transport people directly from the party to the event.

Councilman Newton: I can tell you, we get a huge windfall from Yankee fans and Redsox fans. It's cheaper for them to get on a plane, fly to Tampa, stay in our hotels, visit our museums, eat in our restaurants, take in a whole series and fly back than it is for them to go to a game at home. Because of that we have a bed tax of 25% and they come in solely because the Rays are here. We have fans that drive up from Miami when the Yankees are in town. We have a good asset but we have to find a way to cultivate that. If there's something we can do like a partnership to try to keep cruises in the region, I think we should work on that too. It's very adversarial because, as was said at our first meeting, it has to be mutually beneficial. If you want to trade something, give us some dollars. Give us something that's going to make just as much money because we can sell out eight games. As a region we need to figure out how we can sell out games so they won't be blacked out.

Commissioner Crist: The proposal wasn't to trade, it was to advance and grow the port. For the sake of time and moving forward we need to take a look at what can we do to grow the port industry within Tampa Bay - what are our assets and how do we capitalize on it? How do we grow our professional sports franchises, what do we need to do? How do we capitalize on it? Maybe take it down to the micro-level. What do we have on the smaller scale? Where our parks departments are doing sports venues that we can collaborate and cooperative on and support each other. Moving forward on this agenda we also have Area Branding.

Councilman Newton: Mr. Chair, I want to say that we need to add football in here, under regional sports. We need to help the Bucs with their games too.

Commissioner Crist: All major sports franchises are included. Regional branding, how do we market the area and all that we have to offer. We have the Republican National Convention coming up. Is there any coordination between all of the various tourism boards to ensure that we have the strongest uniform message possible?

Councilman Newton: I know the tourism board in Pinellas pledged money.

Ms. Todd: I hear they are going to do something at the Trop.

Councilman Newton: Also, another windfall for the smaller airports. A lot of the smaller planes are flying into those airports because of all of the traffic and the no fly zone around Tampa.

Commissioner Crist: For the sake of time, we have to keep moving forward.

Mr. Wynne: Roughly on the sports, professional sports wasn't the key focus from this concept but the idea was that all of the counties have a sports commission and they have different strategies. Certainly professional sports flows into branding too, but you have rowing complexes in Manatee County, Pasco is working on complexes to attract fantasy camps and softball tournaments and lacrosse. All of the different counties are doing different things and sometimes very similarly and in essence, end up competing against each other. The thought was to think about where the niche is developed best and then it might go forward on when you are trying to attract the Final Four or the Frozen Four and try to get a strategy where we are all working together instead of Hillsborough competing against Pinellas for the Final Four. Go for it as a region. That was the sports idea. On the area branding, people couldn't even agree that Tampa Bay is the right name for the region. There again, just like we have the counties' sports commissions doing their own thing, we don't know as a region if, or how well they are working together, but the same is true on marketing the region. You have Tampa Bay & Company, the Pinellas CVB and sometimes you have a beach message, sometimes you have a lifestyle message. Then you have the Performing Arts Center in Tampa, Ruth Eckerd Hall, the Mahaffey Theater. It seems to me that there is competition

Councilman Newton:

between each other. That would fall under area branding. When we went for the Olympics, that was regional. Is that study still around? If we can get a hold of that it should have everything in there. I can see a value of having the Lightning, the Buccaneers, and the Rays doing something like, if you have season tickets it would cut the marketing by 1/3 if they try to do that. Each one does huge marketing, but only for their team.

Mr. Wynne:

In area branding, when Pinellas shows their video to people in San Diego, the Buccaneers are in that video. I think the idea is, what areas are we not collaborating on that we could be? Not necessarily solve all the problems, how do we get the Bucs and the Lightning to work together, but should they be working together? Answering that question and then pushing in that direction. That's true of all the issues. The final major issue that we thought was worth having separate meetings in a roundtable format is transportation from the mobility perspective, and that's where we can talk about the water taxis and things like that. But all these things, and the ones above (airports, seaports, cultural attractions, sports) - how are they connected. A lot of that gets in to the romanticism of having a water taxi when you are promoting the region. People can come to a convention, get on a water taxi at the convention center and go to St. Pete for dinner and back. What are those unpolished gems that we might have? In that whole conversation comes the governance on transportation. There is a recent report out by FDOT in collaboration with Gainesville-University of Florida, and we were going to have that presentation to Council either at this roundtable or maybe at a Council meeting. We will probably have the project manager, Maria Cahill, from FDOT come and talk about that. That's where they looked at all the things like how many MPOs should we have? How many transportation authorities should we have? A look at the entire regional governance structure of transportation and have that discussion. Should we be working toward something more united or is it fine as it is? Those five topics, starting with airports which is scheduled, the thought was that the other topics that kind of got thrown out during the brainstorming session may be too much to put on our plate. I think we might be doing good to get these five done by December. When we had our meetings Commissioner Bustle we discussed to have the committee have their discussion but maybe we are taking on too much with things like utility billing and hospitals and health insurance. The way we would have to cover those items would be to discuss them at a Council meeting. And maybe that's not the right way to do them. We wouldn't be able to give them enough time to do it justice. Maybe take those off the menu right now and concentrate on the five.

Councilman Newton: I would say in the spirit of what Commissioner Crist is trying to do, I would like to leave them on and see how far we get with each one.

Mr. Wynne: I'm saying the five in the left column of the Memo, leave them.

Councilman Newton: I would love to have a list rather than saying the five.

Mr. Wynne: We have a working list of those, but we have been brainstorming on how we would do airports, seaports, sports, area branding and transportation. What we are asking from the committee is the ones on the right hand side, the hospital issue, the utility billing, correctional institutions, and health insurance - I was asking if it makes sense to take that off our plate for now.

Ms. Todd: I think so.

Councilman Newton: As a working document, I would say leave them there and it depends on how far we get with this other stuff. Some of this stuff isn't going to go anywhere. That's not being negative, it's just too many moving parts. I'm talking about the left side of the page.

Mr. Wynne: We will leave them on our future issue and if we are successful and don't get bogged down and want to continue with this process of regional collaboration next year, then we will have those as issues that we've looked at and that maybe we will want to come back and work on.

Councilman Newton: How long is too long?

Mr. Wynne: The time frame, each one of these boxes like airports and seaports only envision one major roundtable meeting. Right, we now since we have agreed for airports on June 18<sup>th</sup> I will start working on seaports for August. Maybe not get ahead of myself and work on sports and branding and transportation until we get through airports. Once seaports is laid out and we are making progress coming up to that date, then we'll start scheduling the sports and branding. So then if we say we really need to get the airports back together again and seaports back together again, everything else would be too much right now.

Commissioner Crist: Do more with less. The only one I see that could be timely on the right hand side would be the possibility of saving money by having a larger pool for health insurance so we may want to bring that one over. So we now have our top six and the other ones are there if we get through our work quickly, but aren't going to be the ones that we are going to focus on initially.

Mr. Pumariega: We could have a presenter from the Council of Governments from Washington DC. I believe they still administer a cooperative health insurance program for their region. They could make a presentation at one of our Council meetings.

Mr. Kersteen: That would be a good one. I know that United lost the state of Florida and they would like to get it back next year. They are trying to figure out ways to do it. The bigger you are the more power you have to negotiate.

Commissioner Crist: Motion for these to be our top six for now. (Dodson/Minning)  
Councilman Newton: So, where you are going, you already have ½ of them in a roundtable format. And the other ones will be for Council.

Mr. Wynne: We were going to keep that format for the health insurance. We will try to get their presentation for August and see where it goes from there.

Councilman Newton: I guess these will go a lot faster.  
Mr. Wynne: The thought was to free that time up to move the airports - take transportation for example. We would probably want to do a roundtable but we might want to use these vacated times during Council meetings to have the Governance Presentation from FDOT, and seaports. John Kalinski from Cambridge Systematics has been working with the seaport association and has a report. Perhaps move him into the Council slot. The roundtable and the committee would meet in late August as a smaller group. You would then have some background information. Same thing might have been good, the airports presentation, you asked for a little advance information on governance structure, funding, etc. That's something we could do at a meeting ahead of the roundtable. Take September for example, if we were dealing with sports issues at that time, take the vacated Council meeting time and maybe have some kind of an overview. Maybe it's staff driven or maybe it's just information where we have done research. Maybe we find an expert to provide a presentation. That would also be a promotion for the roundtable.

Commissioner Mariano: Can you explain the utility element and the correctional institutes?

Commissioner Crist: The correctional institution was just looking at the availability of beds now and in the future and how we could better pool that resource by interlocal agreements to share space based on availability. In all honesty, it's a low ranking priority here. The top six that we have the motion and second on really are going to take quite a bit of work and if we can get something accomplished it would be a real plum to take to Tallahassee next year.

Ms. Todd: It would be a good thing to focus and have this be a success.  
Commissioner Crist: We are going to have to do two motions. The first is the top six. That motion has been made and seconded. The second motion is to adopt the format that staff has recommended for moving forward. (Todd/Kersteeen). The only other thing else that I would recommend here, Manny, I think if Ron Book was here he would recommend that we begin to engage the Governor's office in helping us develop strategies. Why don't we reach out to the Governor's office and say that these are the six issues that we are looking at, this is what we are trying to accomplish, can you be a part of our work? Engage them to be a part of our think

Commissioner Mariano: tank and decision making.  
That comment I made as far as the cruise ships and the ships having to be built in the USA, make that one of your primary things that you focus on.

Commissioner Crist: Take a look at the policies and the laws, things that we may have to change at the national level. Talking about cruise ships, you talk about people flying in and out, but look at how many stops they have in the Carribean. Those people get off the boat and spend a fortune. So if you have a Port of Call, maybe someone coming from Galveston or New Orleans, they are going to stop here and get off the boat and spend money.

Mr. Pumariega: Avera mentioned about the governance issue with transportation MPOs, I have put together a packet for you to take with you. The report is there and there is also a report from the National Association of Development Organizations (NADO) on the Panama Canal.

3. Upcoming Meetings:  
June 18<sup>th</sup> at 1:30 p.m.  
Roundtable on Regional Airports  
Tampa Bay Regional Planning Council

Meeting adjourned at 12:31 p.m.

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Larry Bustle, Chair

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Lori Denman, Admin. Assistant