

**MINUTES OF THE  
TREASURE COAST REGIONAL PLANNING COUNCIL  
SEPTEMBER 16, 2011**

Chairman Trias called the meeting to order at 9:30 a.m. and welcomed everyone to the meeting. He led the pledge of allegiance and requested roll call.

The following members and alternates were present:

Indian River County:           Commissioner O'Bryan  
  Commissioner Solari  
  Mayor Susan Adams

St. Lucie County:               Commissioner Mowery

Martin County:                 Commissioner Hayes  
  Commissioner Smith  
  Commissioner Scott

Palm Beach County:           Commissioner Marcus  
  Commissioner Taylor  
  Councilwoman Webster  
  Mayor Golonka  
  Mayor Pro Tem Dr. Priore  
  Councilman Lowe  
  Vice Mayor Pro Tem Andel (Alternate)  
  Commissioner Mitchell (Alternate)

Gubernatorial Appointees:   Michael Davis  
  Kevin Foley  
  Bill Hall  
  Susan Hershey  
  Reece Parrish  
  Peter Sachs  
  Robert Stork  
  Ramon Trias

Ex-Officios:                    Andrew Riddle, Florida Department of Transportation  
  Pam Mac'Kie, South Florida Water Management District  
  Mary Murphy, Florida Department of Environmental Protection  
  Ann Benedetti, St. Johns River Water Management District  
  Jack Stephens, South Florida Regional Transportation Authority

Council Staff:                 Kate Boer  
  Michael Busha  
  Kim DeLaney  
  Eloine del Valle  
  Sandy Gippert

Liz Gulick  
Stephanie Heidt  
Dana Little  
Peter Merritt  
Greg Vaday  
Joan Young

Council Attorney: Roger Saberson

The Executive Director announced a quorum was present.

**PUBLIC COMMENT ON  
CONSENT AGENDA ITEMS**

Drew Martin, representing the Sierra Club, voiced his concerns that the Palm Beach County comprehensive plan amendments would contribute to urban sprawl, were outside the urban service area, and were not necessary as there are existing services in the proposed areas.

Rosa Durando stated she believes the Palm Beach County comprehensive plan amendments will profoundly and adversely affect the Ag Reserve. She stated that whether it is Constrained Roadways at a Lower Level of Service or increasing density, the County is putting productive agricultural land under threat of more development.

**AGENDA**

Commissioner Marcus moved approval of the Agenda. Councilmember Hershey seconded the motion, which carried unanimously. **Motion**

**CONSENT AGENDA**

Mayor Pro Tem Dr. Priore moved approval of the Consent Agenda. Commissioner Marcus seconded the motion, which carried unanimously. **Motion**

Items on the Consent Agenda were: 5A, Financial Report – May 31, 2011; 5B, Financial Report - June 30, 2011; 5C, Financial Report - July 31, 2011; 5D, Minutes – June 17, 2011; 5E, 2011-2012 Hazardous Material Emergency Preparedness Grant Agreement; 5F, Hazardous Analysis Grant Agreement; 5G, City of Delray Beach Comprehensive Plan Amendments DCA Ref# 11-1ESR; 5H, City of Fellsmere Comprehensive Plan Amendments DCA Ref# 11-1ESR; 5I, Palm Beach County Comprehensive Plan Amendments DCA Ref# 11-2ESR; 5J City of Vero Beach Comprehensive Plan Amendments DCA Ref# 11-1ESR; and 5K, Intergovernmental Coordination and Review Log.

**FLORIDA TRANSPORTATION VISION FOR THE 21<sup>ST</sup> CENTURY  
PRESENTATION BY JAMES A. WOLFE, DISTRICT FOUR SECRETARY  
FLORIDA DEPARTMENT OF TRANSPORTATION**

Secretary Wolfe, Florida Department of Transportation (FDOT) District IV, presented an overview of FDOT Secretary Ananth Prasad's "Florida Transportation Vision for the 21<sup>st</sup> Century," which includes discussion of transportation financing; managed lanes; public/private partnerships and Tri-

Rail; regional governance and the potential consolidation of transportation planning entities such as metropolitan planning organizations; future corridors, and faster delivery of transportation projects.

Commissioner O'Bryan noted a recent news article that reported tolling revenue was less than projected, which he speculated could be the result of those who do not have Sun Pass, where there is not a cash window alternative, and individuals are sent a bill through the mail for the toll charges plus a \$2.50 service charge. He stated an out-of-state traveler was quoted in the article as stating he would not be returning to Florida as he felt the service charge was wrong as there was not the opportunity for a cash window. Commissioner O'Bryan asked how the Department anticipated improving the collections and if the process would be modified so as to not chase away the tourist dollars.

Secretary Wolfe noted that uncollected tolls are at about 4.7 percent for the State, which is not high compared to other systems around the nation. He stated Florida's Turnpike has a goal of getting that down to 3 percent. He stated they are trying to make obtaining a Sun Pass easy for tourists by offering the basically free sticker at the state line. He stated this is more of a temporary problem and ultimately everyone will have a transponder. He stated that the license plate recognition and subsequent mailing of the bill with the service fee is less punitive than fining the offenders. He said it is not a perfect system, but the Department is very cognizant of treating its customers fairly and reasonably.

Commissioner Marcus thanked Secretary Wolfe for his presentation. With respect to the potential consolidation, or regionalization of the metropolitan planning organizations, she stated that although the Department does not have the ability to do this, she asked if the Florida Legislature could. Secretary Wolfe responded that he does not believe the Legislature has the ability to modify the metropolitan planning organization structure as MPOs are created Federally, and he was not aware of any discussions of such an effort. Commissioner Smith stated there is a state statute that decides the make-up and membership of the metropolitan planning organizations, which has always been an issue in the past when Martin and St. Lucie Counties have tried to merge.

With respect to Tri-Rail, Commissioner Marcus said she has been communicating with Commissioner Kristin Jacobs to get updated on the coalition and group-building in terms of the financing and the local government financial commitment. She stated her concerns that Tri-Rail and the Palm Beach Metropolitan Planning Organization have not been "at the table" with regards to passenger rail discussions between FDOT and FEC, and therefore, it is hard for the Palm Beach Metropolitan Planning Organization to justify additional spending. She said there has been discussion about the extension of Tri-Rail into Northern Palm Beach County for many years along with the potential for three different train systems on two sets of tracks (FEC and CSX). She asked how additional passenger rail service from Fort Lauderdale to Miami would be funded and how it would affect the Tri-Rail extension into northern Palm Beach County, Martin County, and further north. She said the studies for a northern Tri-Rail extension have been done, a cross-over location has been determined and the money has been set aside, and she asked if the other proposed studies will delay the project. Mr. Wolfe stated that he wanted to be very clear that any perception that there is a formula that nobody pays but the State is not a formula that will lead to a project. He said projects will not happen without the local contribution and commitment to the operating funds. He stated the Department does not have the funds to be able to take on operating transit.

Commissioner Smith cautioned that we should be looking to commit the \$118 million that has been set aside for Amtrak so those funds are not lost to another project. He stated the Northwood

Crossover is close to being done, but needs the funding. He stated this is a project that everyone agrees needs to be done, would create construction jobs, and allow northern expansion of the trains. He stated the match dollars will not go away, and the funds used for this project can be carried forward as match dollars should federal dollars become available. Secretary Wolfe stated doing the Northwood connector now, prior to having a project that is going to use it, would be difficult to justify. He stated that until there is assurance that there is a full funding package for the improvements to do the Jupiter extension, or we are going to do the Amtrak on FEC and need to crossover, building the crossover in advance would be speculative.

Commissioner Smith stated this project would set the stage for what everyone knows will be the outcome and the project would put people to work. Secretary Wolfe stated Commissioner Smith was correct that it is difficult to hold \$118 million indefinitely, and if the money is not locked down to a purpose, people will question why it is being held.

Commissioner Smith asked the Secretary, in light of the super regional approach to how things are planned, if he had heard any discussion on merging the metropolitan planning agencies, and if there is an incentive for the metropolitan planning agencies to merge on their own. Secretary Wolfe stated Florida does not have a plan to press for consolidation, but there is the desire to create financial incentives similar to the Transportation Regional Incentive Program (TRIP) that says if you either consolidate or coordinate, then you are eligible for these funds. He said they will be pressing for regions to have consolidated project priorities with the State. He noted that when the Florida Rail Enterprise was created by the Florida Legislature, \$60 million was taken out of the TRIP funds to be used as seed money for rail transit projects. He stated the Department will be recommending as part of its legislative package that the \$60 million be returned to the TRIP program.

Councilmember Foley asked if the Secretary foresaw privatization coming to toll roads in Florida. Secretary Wolfe stated that I-595 in Broward County is a very successful project, it is now 1/3 complete in construction and it is doing a construction volume of about \$25 million a month which is phenomenal. Had we pursued that project entirely as a public sector project, it would have been more like the widening of I-95 in Palm Beach County, which took a long time. The project is viewed as a successful public/private venture with a concession to operate and maintain I-595 for the next 30 years with funding out of the FDOT work program. We have put three managed lanes on I-595 and that revenue will come to FDOT. Internally we know that revenue will offset some of our expenses for the project. We will be paying \$70 million a year for the next 30 years on that project, but toll revenues will never equal this amount.

Councilmember Davis stated he saw an email from Assistant Secretary Blanchard regarding a “bold vision for beautification.” He stated there has been speculation that perhaps this is some kind of “code” for helping out some of the larger growers to go to lush, tropical vegetation versus the more native subtropical vegetation that is currently being used along our state roads. Secretary Wolfe stated he had not seen the email and is surprised at the implication that there would be more landscaping. He stated that currently there is a state statute that on average no less than 1.5 percent of what is spent on capacity improvements for highways will be spent for landscaping. He stated the Department is very receptive to beautification and landscaping, and actually uses a 3-4 percent rule of thumb for projects. However, he noted that he heard a rumor that there will be a move to change the 1.5 percent minimum to a 1.5 percent maximum. He stated that based on the current financial condition for which we do not see a cure on the horizon, one response is to focus on the core mission and cut back on amenities.

Councilmember Sachs asked the Secretary if the tolls on the managed lanes in Miami had risen to \$7 due to the Dolphin game. Secretary Wolfe stated he did not know if this occurred on Monday, but stated he believed the tolls have hit \$7 before. Councilmember Sachs asked how many cars per hour were moving when the toll was \$7. Secretary Wolfe responded that traffic conditions are monitored and there is an algorithm that dictates what the toll should be. He stated that \$7 will not be charged in an empty lane, and the only reason that a toll goes up to \$7 is that the speed drops below the 45 mile-per-hour minimum operating speed. He stated that if the speed drops, then the toll rises, and continues to do so until the traffic is free-flowing and the algorithm indicates the toll needs to be lowered. Councilmember Sachs asked where the revenues go to from the managed lanes. Secretary Wolfe stated the funds go to the Department to help with the operation of the system and to pay for the express buses on the managed lanes.

Councilmember Sachs asked the Secretary if there were any statistics on accidents as a result of getting in and out of the managed lanes. Secretary Wolfe responded that the Department does a monthly report on the operating characteristics and safety of the lanes. He stated that in the beginning drivers were confused, and several people drove over the rubber pylons, but it took only about two weeks for the traffic to adjust. He stated that managed lanes that will be in Broward will have a wider design standard than those in the downtown Miami area.

Councilmember Sachs if the traffic in other cities, such as Tampa and Jacksonville, justify managed lanes. Secretary Wolfe noted that it is absolutely correct that there must first be congestion to merit building the managed lanes. He stated that if the traffic is free-flowing, there will be no incentive to travel in the managed lanes.

Councilwoman Webster asked for assurance that the projects in the Department's five-year plan that already have committed funding will be completed. Secretary Wolfe stated that there is no reason to believe that the five-year program is not going to be delivered.

Commissioner Smith noted he had used the managed lanes four times in the last two days. He noted that the lanes can be used as a single occupant. He said the lanes worked well and were worth the toll. Secretary Wolfe noted that the focus has been the convenience to the motorists, but in fact the managed lanes have allowed the express buses to travel faster, making twice as many trips per day.

With respect to the Tri-Rail expansion north, Mayor Golonka said Secretary Wolfe had indicated there was really not a coalition for the project. She stated that there is a fairly strong coalition of varied groups in support of the project, and she asked if Secretary Wolfe was referencing a coalition for the money. Secretary Wolfe indicated the Department would not fund the project.

Mayor Golonka stated that she believes the toll on roads is essentially a user fee, but the Legislature is calling it a tax. She stated that if the Legislature was more flexible in its definitions, then the local level would be better able to fund some of these projects.

Councilmember Hershey asked what the interest rate would be for borrowing money to fund some of these projects. Secretary Wolfe stated that for mega-construction projects the current rate is about 4.95 percent. He said this is historically low due in part to the current economic conditions, and that typically it would be around 6 percent.

With respect to the managed lanes, Councilmember Hershey asked if the cost to the motorist was determined by when they enter or when they leave the lane. Secretary Wolfe stated it is the cost

when the motorist enters the lane. The whole theory is that the motorist is made aware of the price and it does not change while they are in the system.

Under public comment, Commissioner Ed Fielding stated that, in light of the current economic conditions, he believes restrictions should be placed on the state and municipalities. He stated these restrictions should: 1) focus the limited monies on improving existing conditions such as enhancement and improvement of existing major interstates and expressways, replacing aging bridges and other deteriorating infrastructure; 2) avoid, or at least minimize, impacts to conservation areas; and 3) work within the context of integrated regional visions, considering local input. He expressed concern some of these studies may drain off the limited funds available for improvements.

Ms. Durando stated she believes that environmental streamlining and cutting the time for permitting has caused most of the problems the state is currently experiencing. She stated the water we are discharging is polluted, the malls are empty, the port has been losing money for years, and the Palm Beach International Airport had to abandon a proposal to increase runways because of a decrease in air travel. She stated the only recurring money for the state is agriculture and tourism, and she has seen the deliberate destruction of both. She stated that streamlined permitting proposals and increasing roads is not good for Florida.

Mr. Martin stated that the Sierra Club is very opposed to new corridors. He concurred with Commissioner Fielding that we have enough on our plate already, there is no need for new studies, and we should definitely avoid building roads that are going to fragment our environmental areas. He noted that the two-dollar rental car tax that was to fund Tri-Rail is now going to the ports to dredge. He said that it is believed that those who ride Tri-Rail should fund it. However, he stated, the type of people that use Tri-Rail do not have a lot of extra money. He said if we cannot fund Tri-Rail, then it is going to be problematic to create other systems that will need funding as well. With respect to managed lanes, he referred to them as traffic congestion lanes, as anyone who does not want to pay the toll must sit in gridlock. He asked where the efficiency in government was if they could not send an envelope for an unpaid toll for less than a \$2.50 surcharge. He said these need to be called tax roads. Mr. Martin also discussed gas taxes, which can be used to pay for Tri-Rail as well as roadways. Roadway users have to pay a gas tax, a toll, and if Tri-Rail is privatized and the company goes bankrupt, guess what, they are going to pay for that road three times.

**SOUTHEAST FLORIDA FREIGHT AND GOODS MOVEMENT UPDATE  
PRESENTATION BY JEFF WEIDNER, MOBILITY MANAGER  
FLORIDA DEPARTMENT OF TRANSPORTATION**

Mr. Weidner provided Council with an update on the Freight and Goods Movement Planning and Engineering projects underway in South Florida. The update included an overview of the Department's ongoing evaluation of freight and goods movement in southeast Florida, including consideration of a potential freight rail corridor along the U.S. 27 rail corridor in Miami-Dade, Broward, and Palm Beach counties. Mr. Weidner also provided an overview of the various intermodal logistics centers that have been proposed in the Southeast Florida Region, which the Port of Palm Beach's proposal for an intermodal logistics center in the Glades Area, the Treasure Coast Logistics Center in St. Lucie County, and related improvements at the Port of Miami and Port Everglades.

Commissioner Marcus stated that her interest had been the inland ports, and how Florida needed to be in the position to get the mega-ship that will be coming when the Panama Canal opens. She asked if it was part of the Department's plan to determine how best to move goods once they get into the Port of Miami and whether or not inland ports would be designated based on their location and efficiency. Mr. Weidner indicated that the presentation showed the locations for which the Department has been contacted, but FDOT has no formal ties with any project. He noted the Department is doing a detailed study that includes all the possible locations. He stated the Department would be contacting the local governments and the metropolitan planning organization staffs to get input on the study, which will be completed in the next few months. Mr. Weidner indicated that one of the driving reasons for the study is the Department is looking at the southern tip of Florida which could require 3,500 acres of new development for an intermodal logistics center in the Glades area, and if that would put any of the Department's existing planned Strategic Intermodal System facilities over capacity.

With respect to the Blue Heron train issue, Commissioner Marcus stated she had thought we were looking into rail capacity, not just adding more track, so there would be no stacking on Blue Heron and 13<sup>th</sup> Street. Mr. Weidner indicated that had been looked at, but the City, Port, and railroad agreed it would not work. He stated they started with grade separation and the City said they would not support that, so it was moved off the table. Commissioner Marcus questioned that the ability to add more track in there is not going to work even though they had said before it would. Mr. Weidner said that was correct and that the City, Port and railroad agreed to that.

Commissioner Taylor asked if there was a security component in the Department's plan. Mr. Weidner indicated that is one of the key short-term action items that needs to be addressed. He said that currently there is a state and a federal security system. He stated this issue is being addressed and noted that the Department has provided funding for the Gateways to the Port of Palm Beach and Port Everglades.

Under Public Comment, Mr. Martin stated the biggest concern of the Sierra Club is what is going on with the Port of Miami. He stated the dredging project is ruining the beaches and destroying the coral reefs, which are a huge tourist draw for the state. He stated this project is to help jobs in China, because this is being done mostly to import goods. He asked if it would not be better to produce our own goods in the United States and become independent on the importation of foreign goods.

Commissioner Fielding cautioned that as this moves forward consideration needs to be paid to the issue of how to deal with the flow out of the Kissimmee Basin into Lake Okeechobee. He stated that the only way to deal with that flow is the flowway into the Glades, which will then preserve the Glades and save Lee and Martin Counties and also give sustainability to our total environment. He asked that a careful approach to evaluating this consider the complexities that extend beyond the initial economic financial analysis.

## **JUPITER INLET LIGHTHOUSE OUTSTANDING NATURAL AREA SHORELINE STABILIZATION AND RESTORATION PERMIT**

Staff gave an overview of the proposed project, noting Council's role is only as an advisory agency to the Florida Department of Environmental Protection and U.S. Army Corps of Engineers, the agencies responsible for reviewing the permits. Rob Robbins, from Palm Beach County Department

of Environmental Resources Management, which is the applicant for the project, presented details of the proposed stabilization project.

Commissioner Hayes provided a video of the area depicting the public recreational use of the proposed site. Commissioner Hayes commended the County for their work in other areas of Northern Palm Beach County, in particular DuBois Park. He stated this project is an issue of access and stabilization. He noted this is one of the last areas in a ten square mile area around the Loxahatchee River where the public can pull up their boat and enjoy the shoreline. He said he applauds the opportunity to preserve this land and stop the erosion, but he feels it can be done in a way that does not obscure boater access and public use, which has been historic. He stated the question of this being a military base for the last 150 years and national security of the Lighthouse was not a major issue. He noted the Act passed through Congress with respect to outstanding natural areas is to preserve, enhance and protect for the benefit and access of the public, not to restore the areas to conditions before man. He stated the information that has been presented not only to the public, but to the Jupiter Inlet Lighthouse Outstanding Natural Area (JILONA) Committee, has been misleading and false. He stated he agreed with staff's summation and findings and asked Council to give support to a full investigation to help preserve this area for future generations.

Mayor Golonka also provided a brief video that showed the entire area from the bridge to the north, to the proposed site of the stabilization efforts to the south. The video also showed the public using the area.

Under Public Comment, Marty Laven, representing John Sprague of the Marine Industries Association of Florida, stated the Marine Industries Association of Florida has no problem with the stabilization vertical plan. He said that the Marine Industries Association of Florida does have an objection with respect to the proposed mangroves and rocks, particularly in regards to limiting the historical use of the area. He said there is a third alternative that the Marine Industries Association of Florida would prefer, which is the possible consideration of a concrete floating wave attenuation dock for boating access.

Walter Franklin stated he was speaking on behalf of a ground swell of opposition to this plan. He said he has seen 1,000 people express their opposition to this plan and the potential aftermath. He said the plan is flawed for four specific reasons: 1) the lack of boater access; 2) from an aesthetic standpoint; 3) from a safety standpoint; and 4) from an effectiveness standpoint. He stated he was not opposed to restoration or stabilization of the embankment, but was concerned with the manner in which it was proceeding. He cautioned that on too many occasions there has been an effort to get plans completed and approved quickly without proper consideration, which can cause future problems. He noted that with the current plan, and the two draw bridges in the area, there will be a high volume of traffic waiting in the restricted channel for a bridge to open, and there will also be boaters moving in a southerly direction that will be forced to wait during peak periods for the opening of the U.S. 1 bridges, which is not acceptable from a safety standpoint.

Drew Martin noted that the Sierra Club is concerned that if something is not done to this beach, then there will not be a beach in ten to fifteen years. He said then no one will be able to benefit from the beach. He speculated that a lot of the erosion may have been caused from the wakes of speeding boats.

Commissioner Hayes moved approval of staff recommendation. Councilmember Foley seconded the motion.

Chairman Trias asked staff for clarification of the motion. Staff stated the motion was to approve the report for transmission to the permitting agencies for their consideration and review of the permit. Staff noted the report concludes that the permit be required to include a component for public access, recreational use and boater access.

Chairman Trias asked if specific ways to provide for that access are recommended. Staff indicated no, but there are a number of options that have been proposed by Palm Beach County. Staff noted it is the permitting agencies responsibility to decide what they would like to see attached to the plan.

Councilmember Foley stated he is very interested in preserving as much of our past and our natural beauty as possible, but could not support the plan that was being proposed. He stated he believes that one of the Bureau of Land Management’s mandates is to leave as little effect on the natural area as possible while maintaining it. He said what was being presented was too intrusive and that there needed to be an alternative of the plan that would not have such a negative effect both visually and functionally. He noted that he had been approached by several neighbors and friends and asked to make a statement regarding their opposition to this project.

Commissioner Marcus noted that Palm Beach County is under contract with the Bureau of Land Management for this project. She stated she wanted to make it clear to everyone that public access to this area is illegal and is trespassing. She stated that the plan is to design something that will not only be attractive, but could allow access, at least to the water. She said the statement to allow boater access and recreational access in the staff report was benign enough, because she did not foresee boats on the beaches any longer. She cautioned to be careful with what we may want, and that ultimately a plan could be approved that would be even less attractive and offer no access. She again noted that the access is illegal, and stated she did not think Council should go on record encouraging such activities.

Mayor Golonka stated she believed the statement in the report is satisfactory, but asked if the report could include the word “controlled” before the recommendation for “enhanced recreational opportunities.” Also, with respect to Councilmember Foley’s statement regarding aesthetics, she asked if there could be language added that would indicate that any plan for stabilization should be more sensitive to aesthetics and the environment. She said the Town of Jupiter is on record supporting stabilization with a recreational component, but not this particular design.

Councilmember Foley stated he liked the attention to aesthetics and the environment, but said he did not understand the recommendation to add the word “controlled.” Mayor Golonka said this would be in reference to the chaotic, illegal activities that are currently occurring. She stated that controlled could also be applied to the development of the plan, whether it be mooring buoys or some other alternative. Councilmember Foley suggested the word “safe” rather than “controlled.” Mayor Golonka agreed this would be a better term.

Commissioner O’Bryan stated that when looking at the overall aerials it appears the predominance of the erosion is caused by incoming tidal action from the Jupiter Inlet. He suggested that, as a compromise, perhaps the breakwater does not need to extend the full length to the north, which would still allow some boater access, and add more mooring buoys on the south side to allow for passive recreation use. With respect to the comments on public access being unauthorized or illegal,

he said it needs to be determined whether it is illegal or not. If it is deemed illegal, then no access should be proposed.

Commissioner Scott questioned if Council had standing to comment if the property is owned by the Bureau of Land Management, and managed under contract with Palm Beach County. Staff indicated Council does not have any legal standing, but is only making recommendations and suggestions. Commissioner Scott asked why the permitting authority would have standing to designate how the land is to be used. Commissioner Hayes indicated that legislation states that in order to get a permit it must be reviewed by the Department of Environmental Protection, which will ensure that the applicant satisfies public access and interest. Staff added that the permit approval process also includes review by the U.S. Army Corps of Engineers. Commissioner Marcus noted that there are considerations other than just public access in the review process.

Councilwoman Webster asked if the approval of the permit would be approval of the design that was presented. Staff indicated Department of Environmental staff has said the design is still open and they would consider alternatives.

Chairman Trias noted that Councilmember comments have been related to the design, and how it could be enhanced to improve the landscape aesthetics. Staff noted the recommendation is to find the stabilization efforts consistent, but at the same time enhance the recreational and access opportunities. Chairman Trias suggested staff continue to work with the applicant through the permitting and design process. Staff summarized Council comments as: adding the word “safe” to the report; requiring that any stabilization plan be more sensitive to aesthetics and the environment; that the Bureau of Land Management consider reducing the breakwater to the southern portion of the project; and providing additional mooring buoys to increase boater access.

Mayor Golonka indicated that the Bureau of Land Management has been receptive to listening to comments. She stated there is a meeting set for next week between the Bureau of Land Management, Palm Beach County Department of Environmental Resources Management and the Town of Jupiter to discuss the Town’s concerns.

A vote on the motion carried unanimously.

**RESOLUTION ENCOURAGING THE STATE OF FLORIDA TO ADOPT A  
RENEWABLE PORTFOLIO STANDARD**

Commissioner Marcus moved to adopt the resolution presented by staff. Councilmember Foley

**Motion**

seconded the motion. Commissioner Solari stated he wanted Council to not adopt this resolution as he believes it is just another added layer of government and cost to the tax payers in the region. He noted the recent Solyndra case in California as an example of having too much government involvement. He noted that in the Vision Plan presented earlier by Secretary Wolfe, one of the goals was to create conditions for the private sector to provide good paying jobs. He stated that he believes that if there had been less government interference in the last year there would probably be more affordable and renewable energy.

Commissioner Hayes stated that the private sector has not been able to get out of its own way for the last 30 years and that if it takes government pushing, then he supported that.

A vote on the motion passed with Commissioner Solari and Councilwoman Webster dissenting.

**COST ANALYSIS OF PRODUCING AGENDA PACKETS**

Commissioner Marcus moved to approve staff recommendation to discontinue producing and mailing hard copy agenda packets and meeting agendas in an effort to save materials, staff time, production costs, and energy. Mayor Golonka seconded the motion, which carried unanimously.

**Motion**

**CONSULTANT SELECTION FOR THE SUSTAINABLE COMMUNITIES REGIONAL PLANNING GRANT**

Commissioner Marcus moved to approve staff recommendation to authorize the Executive Directors of the South Florida and Treasure Coast Regional Planning Councils to initiate negotiations with Dover Kohl. Commissioner Hayes seconded the motion, which carried unanimously.

**Motion**

**ORIENTATION SERIES -- BUILDING TYPOLOGIES: FORM, DENSITY, HEIGHT AND DISCIPLING**

This agenda item was deferred to the October meeting.

**ANNOUNCEMENTS**

None.

**COUNCIL MEMBER INFORMATION EXCHANGE**

None.

**STAFF COMMENT**

None.

**CHAIRMAN'S COMMENT**

None.

**ADJOURNMENT**

There being no further business, Chairman Trias adjourned the meeting at 12:18 p.m. This signature is to attest that the undersigned is the Secretary or a designated nominee of the Treasure Coast Regional Planning Council, and that the information provided herein is the true and correct Minutes of the September 16, 2011 meeting of the Treasure Coast Regional Planning Council.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature