Chairman Parrish called the meeting to order at 9:30 a.m. and welcomed everyone to the meeting. He led the pledge of allegiance. Staff called the roll. The Executive Director announced a quorum was present.

The following members and alternates were present:

**Indian River County:** Commissioner Adams
Councilman Auwaerter
Commissioner Zorc, Alternate
Councilwoman Moss

**Martin County:** Commissioner Jenkins, Alternate
Vice Mayor Bruner, Alternate

**St. Lucie County:** Commissioner Townsend
Commissioner Bonna
Commissioner Johnson

**Palm Beach County:** Commissioner Valeche
Commissioner Berger
Commissioner Hmara
Commissioner Ryan, Alternate
Mayor Marino, Alternate

**Gubernatorial Appointees:** Douglas Bournique
Michael Houston
Robert Lowe
Tobin Overdorf
Reece Parrish
Peter Sachs
Erica Whitfield

**Ex-Officios:** Kathy LaMartina, South Florida Water Management District
Vicki Gatanis, South Florida Regional Transportation Authority

**Council Staff:** Kathryn Boer
Michael Busha
Phyllis Castro
Kim DeLaney
Liz Gulick
Stephanie Heidt
Dana Little

**Council Attorney:** Keith Davis
PUBLIC COMMENT ON CONSENT AGENDA ITEMS

Patrick Wilson, resident of Lake Worth and Director of the Lake Worth Road Coalition, asked for Council to not support the Lake Worth Royale project, because residents suffer when there is constant change to the comprehensive plan. He stated it is good that Lake Worth Road became a major east/west road from the Atlantic Ocean west to Wellington, but has now become overcrowded as the population is growing. He noted a 2007 traffic study that reported Lake Worth Road was designed for 49,300 trips a day, and Lyons Road at the Turnpike had exceeded capacity by 500 trips per day. He stated two years later 4 developments were approved that when completed would be around 1,400 houses, generating 14,000 additional trips per day on a road that was already over level of service. He noted an apartment complex that has produced another 2,500 trips, and the current application proposes a daycare center, restaurant, and office complex that could add another 4,000 trips. He stated Lake Worth Road was designed for 49,000 cars and if this is all approved there will be 68,000 trips on that road daily. He asked Council to not approve this comprehensive plan change.

Logan Elliott stated he was present to represent the Town of Palm Beach and their concerns regarding traffic and increased development potential related to the City of West Palm Beach’s comprehensive plan amendment pertaining to the Okeechobee Business District. He indicated the Town has filed a petition of objection to the proposed amendment and asked Council to table a vote on this amendment until the City of West Palm Beach completes the Okeechobee Boulevard Corridor Study. He indicated that will allow main agencies involved to complete their relevant work and allow for a better understanding of the impacts of the Okeechobee Business District before final decisions are made.

AGENDA

Vice Mayor Bruner from the City of Stuart moved approval of the Agenda. Commissioner Bonna from St. Lucie County seconded the motion, which carried unanimously.

CONSENT AGENDA

Commissioner Ryan from the City of West Palm Beach requested items 4B7, Palm Beach County Comprehensive Plan Amendment No. 18-3ESR and 4B9, Village of Royal Palm Beach Comprehensive Plan Amendment Nos. 18-1ESR through 18-6ESR be removed from the Consent Agenda for separate consideration, because she needed to recuse herself from voting on those items.

Commissioner Bonna moved approval of the remaining items on the Consent Agenda. Commissioner Adams from Indian River County seconded the motion. The motion passed with Commissioners Valeche and Berger from Palm Beach County opposed to Consent Agenda Item 4B11, City of West Palm Beach Comprehensive Plan Amendment No. 18-1ESR.

No. 18-3ESR; 4B10, St. Lucie County Comprehensive Plan Amendment No. 18-1ESR; 4B11, City of West Palm Beach Comprehensive Plan Amendment No. 18-1ESR; and 4B12, Intergovernmental Coordination and Review Log.

Councilmember Houston, Gubernatorial Appointee from Martin County, moved approval of items 4B7, Palm Beach County Comprehensive Plan Amendment No. 18-3ESR and 4B9, Village of Royal Palm Beach Comprehensive Plan Amendments Nos. 18-1ESR through 18-6ESR. Commissioner Townsend from St. Lucie County seconded the motion.

Councilwoman Moss from the City of Vero Beach asked if there is written authority for Council to make decisions on individual comprehensive plan amendments. She asked that she be provided with a copy of that authority. Chairman Parrish indicated staff would provide that to her. Upon being put to a vote, the motion passed unanimously with Commissioner Ryan abstaining.

**BRIGHTLINE STATUS REPORT AND UPDATE - PRESENTATION BY RUSSELL L. ROBERTS, VICE PRESIDENT, GOVERNMENT AFFAIRS, BRIGHTLINE TRAINS, LLC**

Staff provided an overview of the Florida Rail System, the Florida High Speed Rail Plan, and existing and planned intercity passenger rail systems. Staff noted that with respect to the Brightline project, formerly named All Aboard Florida, Council’s role had been to review federal permits, including an Environmental Impact Statement, and submit comments to the Federal Railroad Administration (FRA). One of the primary recommendations made by Council was to add a station in the northern part of the Treasure Coast region. The rationale for this was if the service was to be extended to Orlando, the only meaningful economic benefit is to create stations within the communities the train will travel through to create access opportunities for the residents and visitors of those jurisdictions. Staff also continues to work with Palm Beach County and the Palm Beach Transportation Planning Agency (TPA) on the establishment of quiet zones.

Commissioner Zorc from Indian River County noted that looking at the two-year forecast, the rail corridor will be used by Tri-Rail Coastal Link, Amtrak, and Brightline, which are currently losing tens of millions of dollars and running below capacity. He asked who will be picking up the shortfall of the operating costs if the Tri-Rail service is extended further north.

Commissioner Valeche noted that he recently joined the Tri-Rail Board of Directors and they are in the process of selecting a new executive director, which he hopes will be current County Commissioner Steve Abrams. He indicated Commissioner Zorc’s question is very good, because when service is added, although it is beneficial, it needs to be subsidized. He noted the Brightline model in Miami has been to use real estate development around the station to subsidize the service there. He said he cannot speak to whether they are making or losing money in terms of their passenger service operations. He stated station selection is important as well as developer participation in creating transit-oriented development, or other considerations such as monies from Tax Increment Financing programs. He said the question is when do we reach the saturation point. He stated he is still concerned the Loxahatchee River Bridge with respect to not only Amtrak service, but Brightline and increased freight service as well. He asked what is being done to address these concerns. Staff noted that a new bridge is not required to accommodate Brightline service.
However, they have committed to provide a bridge tender to enable trains to cross at both the Loxahatchee River Bridge, and the New River Bridge in Fort Lauderdale. This will mean there will be one closure per hour instead of two. Staff noted the Tri-Rail Coastal Link service would trigger the need for a second bridge to be constructed in Fort Lauderdale, which is one of the reasons the project is divided into segments. Staff noted negotiations are underway and there is a planning development study being conducted as part of the federal permitting process for rail infrastructure.

Commissioner Zorc noted Brightline’s first quarter of operations produced a $28 million-dollar operating loss. He stated he is anxious to see if the second quarter will be more positive with the added Palm Beach to Miami service. He stated it would be great if they could turn it around into a positive, but you cannot keep cannibalizing real estate development to subsidize the operating loss of the train. He stated when looking at all these services, ridership and capacity levels are very important. Commissioner Valeche noted that he believes that is correct, however one of the underlying missions of the Palm Beach TPA is to get people out of their cars. He stated the net benefit to the region from having public transportation available is important. He noted that Brightline’s losses are investor losses, and the public is not involved.

Councilmember Lowe, Gubernatorial Appointee from St. Lucie County, asked if anyone knows the conditions, or the participation commitments Brightline is asking for in terms of putting a station in one of the northern counties. Staff indicated that is in the agenda item backup and Rusty Roberts with Brightline will discuss that during his presentation.

Mr. Roberts noted the Brightline project has come a long way since it was first announced in 2012. He indicated that during the last six years national trends have reaffirmed that passenger rail service can work in Florida, and that across the nation intercity passenger rail is becoming increasingly relevant. He stated they believe that overcrowded highways and burdens of air travel since September 11, 2001, are leading to the resurrection of passenger rail service. He noted travelers are increasingly depending on their mobile devices, and last-mile services such as Lyft and Uber, and there is a growing attention to the environmental footprint of transportation. He noted Brightline recently achieved 3 major milestones: beginning operations between Miami and West Palm Beach; completing the environmental impact process; and securing all permits to begin construction of Phase II that will extend service to Orlando. He noted that along with promoting transit-oriented development, Brightline has been a catalyst for additional development by others in the downtown regions it serves. He indicated Brightline is the only privately-owned, operated, and maintained intercity passenger rail service. He stated it is a myth that intercity passenger rail service is not profitable, noting in the past 20 years several rail services have developed efficient and faster models of travel, including Amtrak’s Acela, which has an operating profit of about $480 million dollars. Additionally, there are privately-owned European railroads that are profitable.

Mr. Roberts stated that their approach is service-oriented, focusing on passenger experiences in addition to cutting both travel time and cost. He stated they continue to see an increase in ridership and are on track to meet their ramp up projections that are comparable to other privately-owned intercity rail systems. He noted that since 2015 they have let it be known they would like to explore the possibility of a northern station in the Treasure Coast region. He stated as they prepare to begin construction of service to Orlando this is the right time to engage the northern communities to discuss station expansion. He noted they have reached out to several cities that have been identified
as having viable station locations and requested expressions of interest. He stated that following receipt of those proposals, they will complete a more comprehensive ridership study that will help guide the consideration of locations and number of daily stops. He noted Council was provided a letter updating current activities and outlining the set of criteria they will be using as guidance for considering city proposals. He stated one thing that they consider important to a mutually beneficial outcome is community support. He noted in the areas they are currently operating they are active as it relates to safety awareness, education, community sponsorships, and corporate responsibility. He stated they have worked hard to develop constructive relationships with the communities and continue to conduct outreach to all stakeholders. He stated that safety remains their top priority in terms of design and operation. He noted in the Treasure Coast their crossings are designed to meet federal, sealed corridor standards, with the highest level of design for at-grade railroads; they regularly provide training programs for first responders and meet with them to review safety plans; and will soon begin meeting with city and county engineers to further review crossing design and any additional measures that may be appropriate. He stated they are working to address many of the concerns that have been expressed by the two counties opposing the project. He indicated there are obvious transportation, economic, and environmental benefits to be gained. He said it is important to work with and get support from community leaders and residents in the northern part of the Treasure Coast region as they consider and construct a rail station in that area.

Commissioner Valeche asked if the current litigation is related to private activity bonds, or does it go beyond that issue. Mr. Roberts stated the current station initiative is not a part of any litigation, noting they are currently involved in several lawsuits.

Councilman Auwaerter from the Town of Indian River Shores stated that one of the selling points for the Brightline service, particularly between Orlando and West Palm Beach, was to compete against car travel times on I-95. He asked if a local stop will interfere with their marketing premise of having high speed service. He asked how they will juggle having a high-speed train, a local train, and freight trains where there are only two tracks, as opposed to Amtrak where there are multiple tracks. Mr. Roberts stated they will offer the passenger express service between Miami and Orlando but will not need to offer that every three hours. They plan to follow a model of what happens in the northeast corridor with Acela, that is a regional route with few stops. He stated unlike in Miami, Fort Lauderdale, West Palm Beach, and Orlando, there is not likely the market to stop hourly in the Treasure Coast area. They will offer the customer the choice to ride an express train, or a train that makes more stops. With respect to Amtrak passenger service, he indicated it is not likely they will move to the FEC railway. Mr. Roberts stated that there is also plenty of capacity for running all these services, noting dispatching the trains will be a very important part of their plans.

Commissioner Valeche asked how much time each stop will add to the trip’s overall time. Mr. Roberts indicated that they are experiencing a two-minute stop in Fort Lauderdale for the current service of Miami to West Palm Beach. He stated you need to add de-acceleration and acceleration are also factored in, so it would be about a five-minute delay in total. He added that in order to allow for shorter, more efficient stops, announcements are made in the terminals, so passengers are ready and waiting for the train to arrive.

Councilman Auwaerter prefaced his remarks by saying he is a fan of long-distance rail travel, having used passenger rail service in his previous job in Philadelphia to travel to New York City
and Washington D.C. He indicated he read the bond offering documents, and Brightline makes a lot of positive comparisons versus Amtrak’s Acela service. However, the comparison breaks down with the way the corridors are aligned. He stated the Amtrak corridor between New York City and mid-town Manhattan is sealed, which means there are not at-grade crossings where they can be a conflict with vehicles. Also, because of extensive fencing and many times the track is below grade compared to the surrounding area, which make it very difficult for pedestrians and/or bicyclists to cross the tracks. He provided 6 pictures to illustrate the at-grade crossings in the northern cities that are being considered for a station. He stated he is concerned that the proposed travel speeds averaging 110 mph for Brightline will be dangerous. He asked if Brightline has considered trying to seal the corridor to prevent people from wandering onto the track, noting there have already been several deaths on the corridor. Mr. Roberts noted one of the reasons the northeast corridor is fenced off is because there can be up to ten tracks across with hundreds of trains traveling through the corridor daily. He stated it is not accurate to compare the two corridors, noting that the top speed Brightline can travel is 110 mph, however they plan to travel less than 79 mph through most of the downtowns, and not quite 40 mph through the City of Stuart. He indicated they are working closely with the FRA to ensure they are on the same page of what defines a sealed corridor, which they are constructing to include 4 gates instead of 2; a center median to keep people from going around the gates; and where there are sidewalks, having pedestrian gates. He noted people have walked under the gates to cross ahead of a train, and some have failed. He noted they are willing to install fencing, but that will be located on railroad property, so there will need to be agreements with the local governments in terms of easement access and maintenance of the fences. He noted there has been evidence that fencing does not always work, many times being destroyed.

Councilman Auwaerter stated that he lived in the Philadelphia area all his life and almost never heard of people being killed by a train. However, here it occurs all the time. He stated with respect to the northern tracks being wider requiring fencing, he said he would think the narrower corridors would pose more of a safety risk, because people would think they only have a short distance to get across before the train arrives. Mr. Roberts indicated he is not opposed to fencing, and it is a discussion they must have with each local government.

Commissioner Ryan stated the City of West Palm Beach has been doing their economic development and land use planning around the train station. She stated they no longer have room to add more roadways to accommodate all the people relocating to the city, so their number one goal is to give individuals an option to get into the city without their cars. She stated she believes that it is a huge economic win for anyone who provides transportation alternatives, because the cost to drive and maintain a car, along with the frustration of sitting in traffic, is much greater than what it costs to ride the train. With respect to individuals dying in train accidents, she stated they have made several changes from what was originally designed to accommodate safety. She noted that with the opioid epidemic, we are seeing a rise in people who are choosing to go that way or are impaired. She stated she has been working very closely with Brightline, and they have been very accommodating and willing to work with them on all their concerns. She stated that if she were given the option, she would prefer to travel around the state by train than car. She said we are going to have to accommodate all those people relocating here, and there is much less of an environmental impact with a train than a 12-lane highway or a 3-level interchange off I-95. Mr. Roberts indicated that West Palm Beach has been a great partner with safety initiatives such as signs, sidewalks, and public education. He stated safety is a collaborative effort that is not just the responsibility of the
railroad. He indicated that suicide by train is a national problem, noting all the fatalities associated with Brightline have shown high levels of alcohol or drugs in the blood of the individuals. He stated they are involved in the national conversation, with Tri-Rail, and suicide hotline organizations. He stated that in a 12-month period the railroad has had 8 fatalities, 5 of which were suicide and the rest have been individuals trying to beat the train. He noted that in a 12-month period Tri-Rail experienced 17 fatalities, however those fatalities did not receive as much news coverage. He indicated they are working very hard on safety issues and have done everything the FRA has required, including additional features in quiet zones where a crossing has been identified as more problematic.

Councilmember Bournique, Gubernatorial Appointee from Indian River County, stated that he has always preferred to drive rather than travel by train. However, he noted that with the gridlock on I-95, and a population growth each year equal to the City of Orlando coming to Florida, we need to make good decisions going forward in terms of transportation. He said that he has never been an advocate for trains, but he is now.

Commissioner Zorc stated in terms of the Acela profitability, when you get free trains and federal subsidies then all you only need to do is cover your operating costs with ticket sales to make money. With respect to the speeds of the trains through the downtowns, he noted the plans do show that. He stated the plans also show that the trains will travel through Vero Beach at 110 mph. He said that if they are willing to say they will only go through at 78 mph that would be very much appreciated. He stated that he personally believes that it is coincidental that the timing of the station discussions only occur before Florida Development Finance Corporation hearings related to the project. He stated that in Brevard County for Brightline to save hundreds of millions of dollars they plan to cut through an existing neighborhood, so they can go around an interstate interchange. He stated property owners in Canaveral Groves are going to be upset when they realize 32 trains will be passing in their front and back yards. He noted property in the area was bought under the name of Brevard County Holdings, which receives its tax bills at the All Aboard Florida attorney’s office on Brickell Avenue in Miami. He noted that the deaths are unfortunate, but because someone was impaired at the time does not make their life less valuable. He said he does appreciate Brightline’s safety attempts and he does not know what else can be done to make it safer. He noted that at the Winter Park Station for SunRail they have posted a calendar that shows how many days since they have killed someone, or how many days since they have run into a car with no fatalities. He said those trains go through at 28 mph. He stated that he would ask that Brightline change their plans to show their design speed is 78 mph, because until that is done the proposed speed of 110 mph is what they can be permitted to do.

Councilwoman Moss indicated she grew up in the New York Metropolitan Area and is aware of the benefits of mass transit. However, being on the city council she has the responsibility for the safety of around 16,000 lives. She stated this project currently has blood on its hands and they should not shrug their shoulders about suicides. She stated Vero Beach is a small community that for the foreseeable future wants to remain small. She stated she does not feel that the safety concerns have been effectively addressed.

Vice Mayor Bruner stated she cannot sit and listen to this discussion and not say something, because most of the people she listens to are for the train. She stated with respect to making money,
as with any business venture that will take time. She stated that for years in the City of Stuart and Martin County all anyone ever heard about the train was how awful it would be, and you did not even think about running for public office if you supported the train. She stated that she also believed this. However, about a year ago, she began to gain her own knowledge of the project and becoming more active with younger members of her family and the community. She talked with individuals who had used the Brightline service. She said people are now more social and want to live and visit charming little towns like Stuart, which is why they want the train station in her community.

Mr. Roberts thanked Council members for their comments. He noted that he does not shrug his shoulders to suicide, because it is a national problem and they are working hard to address it. He stated he would never belittle the problems of others and was offended if that is what people believe. He stated he would be glad to look at the design speeds in the plan and get back with Commissioner Zorc on his concerns. He stated he wished Vero Beach would have responded to the request for interest related to a station location. He said he remembers his first visit to Indian River County when he visited Commissioner Zorc’s office and he was shown where they would like to have a station in Vero Beach. With respect to profitability, he stated they have an expected ramp-up period of about 3 years, maybe more, depending on how long it will take to begin service to Orlando. He suggested the Florida Department of Transportation needs to look more at railroad corridors and where more grade separation can be done. He stated he appreciates the opportunity to update Council.

**FLORIDA GREENWAYS AND TRAILS SYSTEM PLAN – REPORT AND RECOMMENDATIONS**

Staff indicated this item is a request for Council authorization to transmit the final review and staff report with recommendations on the Florida Greenways and Trails Plan to the Florida Department of Environmental Protection (FDEP). The plan is a narrative document that provides guidance to assist local governments in becoming more active and influential in the process of identifying local paddling trails, multi-use trails, off-road trails, and bicycle facilities. Staff noted the plan also helps to ensure those facilities will line up when they cross jurisdictional boundaries. Staff recommended adoption of the draft staff report and transmittal to FDEP for inclusion in the public process.

Commissioner Townsend moved approval of the staff recommendation. Commissioner Johnson from the City of Fort Pierce seconded the motion, which carried unanimously.

**REGIONAL REPSONSE – RURAL DISASTER PREPAREDNESS EXERCISE – PRESENTATION BY KATHRYN BOER, EMERGENCY PROGRAMS DIRECTOR, TCRPC**

Staff provided an overview of a recent tabletop exercise involving the Cities of Belle Glade, Pahokee, and South Bay and unincorporated Palm Beach County. The exercise provided a low-threat forum to discuss response plans and protocols by practicing coordination of resources among responder and support agencies, and identify strengths and areas for improvement in current plans and policies. The exercise objective was to practice key response capabilities through multi-agency coordination; on-scene commands; communication and information flow; public messaging and information; and risk assessment and critical decision-making. The scenario for the exercise
included a domestic terrorism attack where poison was discharged into a water treatment plant, dry chemicals were released via a crop duster over an occupied elementary school, and vehicles were intentionally crashed to block access to roadways in the Glades region. Fire rescue, police, transportation, public information, emergency management, health care, and environmental agencies all participated in the exercise.

Councilman Auwaerter asked if drones were used during the exercise. Staff indicated not at this exercise, but they were used during the full-scale exercise that was done in Martin, St. Lucie, and Indian River counties. Councilmember Bournique stated they have begun using drones in the citrus business to detect citrus greening. Commissioner Valeche noted he recently spoke with the Palm Beach County Sheriff who just purchased a drone that operates inside buildings to assist with hostage situations.

Commissioner Johnson stated that he did not see the circuit court listed as a participant in the exercise. He noted that frequently the board of county commissioners is responsible for assisting the courts or the sheriff’s department for first appearances and what could be affected during an event. Staff indicated the courts, medical examiner, and a few other agencies were not part of this exercise due to the nature of the scenario and the narrow scope of what was being tested.

ANNOUNCEMENTS

Staff noted the FDEP Southeast District office will be having an open house on September 27th.

Staff indicated there will be a Safe Streets Summit on February 26 and 27, 2019 in Miami. This summit is collaboration between the Palm Beach, Broward, and Miami-Dade metropolitan planning organizations. Council staff is participating in the planning for this summit.

Staff reminded everyone that the next Council meeting will be a joint meeting with the South Florida Regional Planning Council. The meeting will be on October 12th at the Broward County Governmental Center in Fort Lauderdale. Staff indicated more detailed information will be provided to Council members, including information on riding the Brightline train from West Palm Beach to Fort Lauderdale.

Staff stated work has just been completed with the Village of Indiantown, our newest local government in the region. Staff has been working with the Village to better organize themselves and create their Mission, Vision, and Values statements.

Staff noted there have been great reviews from Council members regarding the Florida Chapter of the American Planning Association’s annual conference that was held the previous week at the Palm Beach County Convention Center. Council staff was involved in several sessions.

CHAIRMAN’S COMMENTS

Chairman Parrish recognized former Council members John Haddox and Kevin Foley were in attendance.
He noted that the American Planning Association is a professional organization representing the field of urban planning in the United States that keeps track of the various improvement efforts underway around the country. He noted the organization’s planning leadership awards are the Florida Chapter’s highest honor that recognize individuals for their leadership on planning issues and their level of effectiveness in formulating and implementing good planning principles. He stated that at the conference last week they presented Michael Busha with the Lifetime Achievement Award in recognition of his sustained contributions to the planning profession at the local, regional, state, and national levels. Chairman Parrish read an excerpt from the speech given at the conference, and congratulated Mr. Busha on this award.

COUNCIL MEMBER UPDATE

Councilman Jeff Hmara from the Village of Royal Palm Beach congratulated Mr. Busha on his award. He indicated that the APA conference was not just for planning professionals, noting there was also a symposium that provided basic training for elected officials and members of planning and zoning boards. He recommended this to everyone and that this be held on an annual basis. He also noted that Village of Royal Palm Beach has recently passed an art in public places ordinance, which was modeled after the one in the City of Palm Beach Gardens.

Councilmember Overdorf, Gubernatorial Appointee from Martin County, congratulated Mr. Busha on his award. He thanked everyone for the support he has received with his campaign for state representative. He thanked Mr. Roberts for the encouraging news about Brightline, noting he wants to make sure that the state and local governments are not paying for the crossings.

Vice Mayor Bruner congratulated Mr. Busha and thanked him for all his help.

Commissioner Johnson congratulated Mr. Busha on his award, stating it has been an honor to work with him.

Councilmember Houston, Gubernatorial Appointee from Martin County, noted he has worked with Mr. Busha on many projects and he has always been an amazing professional. He stated there are still projects to be done and that he can see consulting in Mr. Busha’s future. He commended Vice Mayor Bruner for her support of a train station in Stuart for Brightline service. He noted there are strong supporters for the station location in Stuart, and Vice Mayor Bruner has been very instrumental in getting that conversation started.

Commissioner Ryan told Mr. Busha he deserves all the awards and accolades he is being given and thanked him for all his help.

Commissioner Bonna from St. Lucie County congratulated Mr. Busha noting he has enjoyed working with him.

Councilmember Bourrique stated he has enjoyed calling his relative in Boston and letting them know all three National Football League teams in Florida are undefeated.
Councilmember Lowe congratulated Mr. Busha. He stated he looks forward to serving on Council and learning from everyone.

Commissioner Townsend reported St. Lucie County recently held a ribbon-cutting ceremony for their new airport Customs building; a groundbreaking ceremony for the renovations of the entrance way into the airport; and are currently interviewing potential companies to run operations at the Port of Fort Pierce.

Vicki Gatanis with the South Florida Regional Transportation Authority noted that she has attended the last two Safe Streets Summits and looks forward to the one in February in Miami.

Commissioner Valeche stated since he has been in public life the name Michael Busha has been synonymous with the Treasure Coast Regional Planning Council. He stated Tom Lanahan is going to do a great job but will have very big shoes to fill.

Councilwoman Moss stated that the City of Vero Beach is only 13 square miles with a population of just over 16,000, but they have become victims of their own success. Because they have become so popular, she indicated they are having seasonal problems with their downtown parking. She asked if anyone has some information or assistance they can provide.

Commissioner Berger stated what she has admired most about Mr. Busha is his ability to smile and remain cheerful, no matter how bad the topic. She congratulated him and wished him good luck in the future.

Councilmember Erica Whitfield, Gubernatorial Appointee from Palm Beach County, stated she is excited to be on Council.

Councilmember Sachs, Gubernatorial Appointee from Palm Beach County, congratulated Mr. Busha and thanked him for his service.

**PUBLIC COMMENT**

None.

**STAFF COMMENT**

Mr. Busha stated that the APA award is not given to someone without help. He stated that over the last 37 years, Council members have provided him the support and opportunities to blaze new trails and address many issues. He noted that Council is recognized in the state on a lot of issues, which could not have happened without all its member local governments working together and with staff. He stated Council is the glue that holds the state, local governments, and big agencies together to understand that there is not a one-size-fits-all solution for issues we are experiencing around the state. He stated Council has done a great job of coming up with solutions that may not have been thought about or the state has said will be addressed in only one way. He said he has had an amazing career and an amazing opportunity, and he will absolutely miss everyone he has worked with over the years.
ADJOURNMENT

There being no further business, Chairman Reece adjourned the meeting at 11:37 a.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 are the true and correct Minutes of the September 21, 2018 meeting of the Treasure Coast Regional Planning Council.

__________________________________________
Date     Signature
FORM 8B - MEMORANDUM OF VOTING CONFLICT FOR COUNTY, MUNICIPAL, AND OTHER LOCAL PUBLIC OFFICERS

WHO MUST FILE FORM 8B

This form is for use by any person serving at the county, city, or other local level of government on an appointed or elected board, council, commission, authority, or committee. It applies to members of advisory and non-advisory bodies who are presented with a voting conflict of interest under Section 112.3143, Florida Statutes.

Your responsibilities under the law when faced with voting on a measure in which you have a conflict of interest will vary greatly depending on whether you hold an elective or appointive position. For this reason, please pay close attention to the instructions on this form before completing and filing the form.

INSTRUCTIONS FOR COMPLIANCE WITH SECTION 112.3143, FLORIDA STATUTES

A person holding elective or appointive county, municipal, or other local public office MUST ABSTAIN from voting on a measure which would inure to his or her special private gain or loss. Each elected or appointed local officer also MUST ABSTAIN from knowingly voting on a measure which would inure to the special gain or loss of a principal (other than a government agency) by whom he or she is retained (including the parent, subsidiary, or sibling organization of a principal by which he or she is retained); to the special private gain or loss of a relative, or to the special private gain or loss of a business associate. Commissioners of community redevelopment agencies (CRAs) under Sec. 163.355 or 163.357, F.S., and officers of independent special tax districts elected on a one-some, one-vote basis are not prohibited from voting in that capacity.

For purposes of this law, a "relative" includes only the officer's father, mother, son, daughter, husband, wife, brother, sister, father-in-law, mother-in-law, son-in-law, and daughter-in-law. A "business associate" means any person or entity engaged in or carrying on a business enterprise with the officer as a partner, joint venturer, coowner of property, or corporate shareholder (where the shares of the corporation are not listed on any national or regional stock exchange).

ELECTED OFFICERS:

In addition to abstaining from voting in the situations described above, you must disclose the conflict:

PRIOR TO THE VOTE BEING TAKEN by publicly stating to the assembly the nature of your interest in the measure on which you are abstaining from voting;

AND

WITHIN 15 DAYS AFTER THE VOTE OCCURS by completing and filing this form with the person responsible for recording the minutes of the meeting, who should incorporate the form in the minutes.

APPOINTED OFFICERS:

Although you must abstain from voting in the situations described above, you are not prohibited by Section 112.3143 from otherwise participating in these matters. However, you must disclose the nature of the conflict before making any attempt to influence the decision, whether orally or in writing and whether made by you or at your direction.

IF YOU INTEND TO MAKE ANY ATTEMPT TO INFLUENCE THE DECISION PRIOR TO THE MEETING AT WHICH THE VOTE WILL BE TAKEN:

- You must complete and file this form (before making any attempt to influence the decision) with the person responsible for recording the minutes of the meeting, who will incorporate the form in the minutes. (Continued on page 2)
APPOINTED OFFICERS (continued)

- A copy of the form must be provided immediately to the other members of the agency.
- The form must be read publicly at the next meeting after the form is filed.
IF YOU MAKE NO ATTEMPT TO INFLUENCE THE DECISION EXCEPT BY DISCUSSION AT THE MEETING:
- You must disclose orally the nature of your conflict in the measure before participating.
- You must complete the form and file it within 15 days after the vote occurs with the person responsible for recording the minutes of the meeting, who must incorporate the form in the minutes. A copy of the form must be provided immediately to the other members of the agency, and the form must be read publicly at the next meeting after the form is filed.

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DISCLOSURE OF LOCAL OFFICER'S INTEREST

I, [Name], hereby disclose that on [Date: Sep 21, 2010],

(a) A measure came or will come before my agency which (check one or more)

- inured to my special private gain or loss;
- inured to the special gain or loss of my business associate,
- inured to the special gain or loss of my relative, [Name], whose law firm represents an applicant,
- inured to the special gain or loss of [Name], by whom I am retained; or
- inured to the special gain or loss of [Name], which is the parent subsidiary, or sibling organization or subsidiary of a principal which has retained me.

(b) The measure before my agency and the nature of my conflicting interest in the measure is as follows:

[Handwritten note: My husband, Clifford Herzig, represents the applicant for Village of Royal Palm Beach Comprehensive Plan Amendment Nos. 18-18SR to 18-6ESR]

If disclosure of specific information would violate confidentiality or privilege pursuant to law or rules governing attorneys, a public officer, who is also an attorney, may comply with the disclosure requirements of this section by disclosing the nature of the interest in such a way as to provide the public with notice of the conflict.

Date Filed: Sep 21, 2010
Signature: [Signature]

NOTICE: UNDER PROVISIONS OF FLORIDA STATUTES §112.317, A FAILURE TO MAKE ANY REQUIRED DISCLOSURE CONSTITUTES GROUNDS FOR AND MAY BE PUNISHED BY ONE OR MORE OF THE FOLLOWING: IMPEACHMENT, REMOVAL OR SUSPENSION FROM OFFICE OR EMPLOYMENT, DEMOTION, REDUCTION IN SALARY, REPRIMAND, OR A CIVIL PENALTY NOT TO EXCEED $10,000.
FORM 8B - MEMORANDUM OF VOTING CONFLICT FOR COUNTY, MUNICIPAL, AND OTHER LOCAL PUBLIC OFFICERS

LAST NAME     FIRST NAME   MIDDLE NAME
Krym      Pauline      de Arco

MAILING ADDRESS
401 Clematis St.

CITY          COUNTY
West Palm Beach      12

DATE ON WHICH VOTE OCCURRED
4/21/2018

WHO MUST FILE FORM 8B

This form is for use by any person serving at the county, city, or other local level of government on an appointed or elected board, council, commission, authority, or committee. It applies to members of advisory and non-advisory bodies who are presented with a voting conflict of interest under Section 112.3143, Florida Statutes.

Your responsibilities under the law when faced with voting on a measure in which you have a conflict of interest will vary greatly depending on whether you hold an elective or appointive position. For this reason, please pay close attention to the instructions on this form before completing and filing the form.

INSTRUCTIONS FOR COMPLIANCE WITH SECTION 112.3143, FLORIDA STATUTES

A person holding elective or appointive county, municipal, or other local public office MUST ABSTAIN from voting on a measure which would inure to his or her special private gain or loss. Each elected or appointed local officer also MUST ABSTAIN from knowingly voting on a measure which would inure to the special gain or loss of a principal (other than a government agency) by whom he or she is retained (including the parent, subsidiary, or sibling organization of a principal by which he or she is retained); to the special private gain or loss of a relative; or to the special private gain or loss of a business associate. Commissioners of community redevelopment agencies (CRAs) under Sec. 163.366 or 163.367, F.S., and officers of independent special tax districts elected on a one-acre, one-vote basis are not prohibited from voting in that capacity.

For purposes of this law, a “relative” includes only the officer’s father, mother, son, daughter, husband, wife, brother, sister, father-in-law, mother-in-law, son-in-law, and daughter-in-law. A “business associate” means any person or entity engaged in or carrying on a business enterprise with the officer as a partner, joint venturer, coowner of property, or corporate shareholder (where the shares of the corporation are not listed on any national or regional stock exchange).

ELECTED OFFICERS:

In addition to abstaining from voting in the situations described above, you must disclose the conflict:

PRIOR TO THE VOTE BEING TAKEN by publicly stating to the assembly the nature of your interest in the measure on which you are abstaining from voting; and

WITHIN 15 DAYS AFTER THE VOTE OCCURS by completing and filing this form with the person responsible for recording the minutes of the meeting, who should incorporate the form in the minutes.

APPOINTED OFFICERS:

Although you must abstain from voting in the situations described above, you are not prohibited by Section 112.3143 from otherwise participating in these matters. However, you must disclose the nature of the conflict before making any attempt to influence the decision, whether orally or in writing and whether made by you or at your direction.

IF YOU INTEND TO MAKE ANY ATTEMPT TO INFLUENCE THE DECISION PRIOR TO THE MEETING AT WHICH THE VOTE WILL BE TAKEN:

• You must complete and file this form (before making any attempt to influence the decision) with the person responsible for recording the minutes of the meeting, who will incorporate the form in the minutes. (Continued on page 2)
APPOINTED OFFICERS (continued)

- A copy of the form must be provided immediately to the other members of the agency.
- The form must be read publicly at the next meeting after the form is filed.

IF YOU MAKE NO ATTEMPT TO INFLUENCE THE DECISION EXCEPT BY DISCUSSION AT THE MEETING:

- You must disclose orally the nature of your conflict in the measure before participating.
- You must complete the form and file it within 15 days after the vote occurs with the person responsible for recording the minutes of the meeting, who must incorporate the form in the minutes. A copy of the form must be provided immediately to the other members of the agency, and the form must be read publicly at the next meeting after the form is filed.

DISCLOSURE OF LOCAL OFFICER’S INTEREST

[Signature] Paul Bynum

, hereby disclose that on [ ]_, 2018:

(a) A measure came or will come before my agency which (check one or more)

[_] incurred to my special private gain or loss;

[_] incurred to the special gain or loss of my business associate;

[_] incurred to the special gain or loss of my relative, [ ] by whom I am retained; or

[_] incurred to the special gain or loss of [ ], which is the parent subsidiary, or sibling organization or subsidiary of a principal which has retained me.

(b) The measure before my agency and the nature of my conflicting interest in the measure is as follows:

My husband’s law firm represents the applicant,

Cliff Herz for the Palm Beach County Comprehensive Plan Amendment No. 18-385

If disclosure of specific information would violate confidentiality or privilege pursuant to law or rules governing attorneys, a public officer, who is also an attorney, may comply with the disclosure requirements of this section by disclosing the nature of the interest in such a way as to provide the public with notice of the conflict.

Date Filed [ ]

Signature [ ]

NOTICE: UNDER PROVISIONS OF FLORIDA STATUTES §112.317, A FAILURE TO MAKE ANY REQUIRED DISCLOSURE CONSTITUTES GROUNDS FOR AND MAY BE PUNISHED BY ONE OR MORE OF THE FOLLOWING: IMPEACHMENT, REMOVAL OR SUSPENSION FROM OFFICE OR EMPLOYMENT, DEMOTION, REDUCTION IN SALARY, REPRIMAND, OR A CIVIL PENALTY NOT TO EXCEED $10,000.

CE FORM 8B - EFF. 1/1/2013
Adopted by reference in Rule 34-7.0(1)(f), F.A.C.