

MINUTES

REGULAR COMMISSION MEETING
SOUTH PASADENA, FLORIDA

TUESDAY, JULY 1, 2014
COMMISSION CHAMBERS 9:00 A.M.

MAYOR CALABRIA CALLED THE MEETING TO ORDER AT 9:02 A.M. THE INVOCATION WAS GIVEN BY COMMISSIONER ELSON. ALL PARTICIPATED IN THE PLEDGE TO THE FLAG.

ROLL CALL: COMMISSIONERS BRUCE HOWRY, MAX ELSON, GAIL NEIDINGER, VICE MAYOR ARTHUR PENNY, AND MAYOR DAN CALABRIA. ALSO PRESENT: CITY CLERK CARLEY LEWIS, CITY ATTORNEY DAVID OTTINGER, PUBLIC WORKS DIRECTOR GARRY ANDERSON, FINANCE DIRECTOR JAMES GRAHAM, PUBLIC SAFETY DIRECTOR DAYTON SALTSMAN, COMMUNITY IMPROVEMENT DIRECTOR NEAL SCHWARTZ, AND DEPUTY CITY CLERK BRIANNA WETHERWAX.

REPORTS

Commissioner Howry stated that all is well and he has nothing new to report for the Public Works Department.

Commissioner Elson reported that the Finance Department has just finished the budget process.

Vice Mayor Penny reported that the Public Safety Department is working with Pinellas County regarding EMS.

Commissioner Neidinger spoke regarding the Taco Bell project. She stated it should be completed in approximately 80 days. She reported that the Community Improvement Department is working with Wal-Mart regarding repairs for the recent damage. She noted that a new Assistant Permit Technician has been hired.

Mayor Calabria reported that the new city website launches today. He stated that the city is seeking two volunteers for the Planning & Zoning Board. He reported that all regularly scheduled Commission meetings between July 2, 2014 and August 18, 2014 have been canceled. He noted that offices will be closed on July 4th.

Mayor Calabria spoke regarding an ethics complaint filed against him. He stated that a second complaint has been filed and he will provide all the information at the appropriate time.

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In response to Mayor Calabria, City Attorney Ottinger stated that he was not aware of the complaint and has not seen it.

Mayor Calabria spoke regarding the late John Stross, a local businessman. He presented a sign reading "Honoree John Stross Avenue" and reported that it would be installed on Grevilla Avenue.

Vice Mayor Penny spoke regarding John Stross' community involvement.

PEOPLE'S FORUM

Fred Held, Bay Island, spoke regarding the city's form of government. He stated that he believes the commission form of government is the fairest form because it gives equal political power to five citizens instead of one. He spoke regarding changes made within Kenneth City.

In response to Mr. Held, Mayor Calabria stated that a report is being prepared that addresses the issues he raised. He said that it will direct its attention to the City Charter.

Mr. Held questioned if the report will be Mayor Calabria's opinion or the entire Commission's opinion.

AGENDA COMMENT

Gisela Laubitz, Durling Drive, stated that Commissioner Elson and Commissioner Penny said that they were not favoring a sales tax increase during their campaigns. She questioned why the item is on the agenda for a vote. She spoke against Greenlight Pinellas.

Billie Williams, Pasadena Isle, spoke regarding interaction amongst the Commission. She stated that the reputation of the city is going down.

Jeff Danner, 2351 Dartmouth Avenue, spoke in favor of Greenlight Pinellas. He stated that the plan gives everyone in the county transportation options they currently do not have.

Bob Lasher, PSTA, stated that under the plan, the average homeowner in the city would be paying \$20 less per year to more than double their transit service.

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DISCUSSION ITEMS

PUBLIC HEARING

NONE

UNFINISHED BUSINESS

NONE

CONSENT AGENDA

NONE

NEW BUSINESS

1. RESOLUTION NO. 2014-08 - A RESOLUTION OF THE CITY OF SOUTH PASADENA, FLORIDA, ENDORSING THE GREENLIGHT PINELLAS PLAN.

City Attorney Ottinger read Resolution No. 2014-08 by title and approved it as to form and content.

MOTION WAS MADE BY VICE MAYOR PENNY, SECONDED BY COMMISSIONER NEIDINGER TO PASS RESOLUTION NO. 2014-08.

Commissioner Penny stated that during the election he said that at that time he was not for raising taxes until he could learn more about the plan. He reviewed an article (attached to Minutes as Exhibit A).

Mayor Calabria spoke regarding mass transit and projects similar to Greenlight Pinellas. He reviewed an article (attached to Minutes as Exhibit B). He stated that Pinellas County is growing but the growth is from retirees.

Mayor Calabria reviewed an article (attached to Minutes as Exhibit C) and spoke regarding driverless cars. He spoke regarding staff changes at PSTA and ridership statistics. He stated that riders are counted multiple times when they transfer buses.

In response to Mayor Calabria, City Clerk Lewis stated that the resolution was added to the agenda by a Commissioner who had received it from PSTA.

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Mayor Calabria spoke against Greenlight Pinellas sales tax increase. He stated that it does not serve South Pasadena residents. He said that he feels the resolution should be withdrawn.

Commissioner Howry stated that everyone will have an opportunity to vote on how they feel in November.

Commissioner Elson stated that he has spoken with many constituents and they are not in favor of Greenlight Pinellas.

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| VOTE: | COMMISSIONER HOWRY | AYE |
| | COMMISSIONER ELSON | NO |
| | VICE MAYOR PENNY | AYE |
| | COMMISSIONER NEIDINGER | AYE |
| | MAYOR CALABRIA | NO |

DISPOSITION: APPROVED

2. RESOLUTION NO. 2014-09 - A RESOLUTION OF THE CITY OF SOUTH PASADENA, FLORIDA, RETAINING WELLS, HOUSER, & SCHATZEL, P.A. TO AUDIT THE CITY'S FINANCIAL RECORDS AND PROVIDE SUPPORT FOR FISCAL YEAR ENDING SEPTEMBER 30, 2014.

City Attorney Ottinger read Resolution No. 2014-09 by title and approved it as to form and content.

MOTION WAS MADE BY COMMISSIONER NEIDINGER, SECONDED BY VICE MAYOR PENNY TO PASS RESOLUTION NO. 2014-09.

Commissioner Howry recommended retaining Mr. Schatzel's services.

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| VOTE: | COMMISSIONER ELSON | AYE |
| | VICE MAYOR PENNY | AYE |
| | COMMISSIONER NEIDINGER | AYE |
| | COMMISSIONER HOWRY | AYE |
| | MAYOR CALABRIA | AYE |

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3. RESOLUTION NO. 2014-10 - A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF SOUTH PASADENA, FLORIDA, CERTIFYING THE PROPOSED MILLAGE RATE TO THE COUNTY PROPERTY APPRAISER FOR FISCAL YEAR 2014-2015.

City Attorney Ottinger read Resolution No. 2014-10 by title and approved it as to form and content.

Commissioner Elson spoke regarding Resolution No. 2014-10. He stated that taxable property values received from the Pinellas County Property Appraiser have changed so the majority vote maximum millage rate and rollback rate will change. He stated that the amended tentative aggregate millage rate would be 2.0105 and the new rollback rate would be 1.6034.

In response to Mayor Calabria, Commissioner Neidinger stated that Resolution No. 2014-10 is proposing an increase in the millage rate.

In response to Mayor Calabria, Finance Director Graham spoke regarding the proposed millage rate. He stated that based on the annual deficit of revenues under expenditures, in seven years the city would not have any cash. He further stated that the reason for the millage increase is to try to decrease the budget deficit. He noted that even at the proposed rate the deficit is still approximately \$700,000. He recommended that the Commission approve the majority vote millage rate.

In response to Mayor Calabria, Mr. Graham stated that for a \$250,000 residence, the tax increase would be \$62 per year.

Mayor Calabria spoke regarding the Employee Expense Reduction Incentive Program. He stated that it was not brought up during the budget meetings.

In response to Mayor Calabria, Mr. Graham spoke regarding the Employee Expense Reduction Incentive Program. He stated that it was discussed at the final budget workshop and that the Commission decided not to put it in budget. He further stated it would be addressed as the bonuses come up and a budget amendment could be done.

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In response to Mayor Calabria, City Clerk Lewis stated that the program was voted on in January or February. She further stated that the bonus amount would be 10% of the savings up to \$2,500.

Mayor Calabria stated that the city's revenues are not increasing. He further stated that we should be focusing on lowering expenses.

Vice Mayor Penny noted that a budget amendment would need to be done to fund the bonuses.

Commissioner Howry spoke regarding the proposed millage rate. He stated that the Commission went through the budget line by line. He further stated that the county reduced the city's EMS funding by approximately \$400,000. He said that he supports the rate proposed by Commissioner Elson and the Finance Director. He noted that the Commission can reduce the rate later.

In response to Mayor Calabria, Commissioner Howry stated that St. Petersburg severely undercut the city's bid for the fire district.

In response to Mayor Calabria, Mr. Graham spoke regarding red light camera revenues. He stated that revenues are going down which is another reason to increase the millage. He further stated that the goal is to continue offering the same services at a reasonable cost. He noted that he feels the proposed millage rate is reasonable and is not out of range of other cities. He said that if the city does not do something now there will be a steady decline until we hit a crisis point.

Mayor Calabria stated that the only thing we have control over is expenses. He further stated that the residents need to be informed regarding the circumstances.

In response to Mayor Calabria, Mr. Graham spoke regarding the rollback rate. He noted that there would be two public hearings on the budget. He said that the rate can go down later but it cannot go up later.

Vice Mayor Penny explained that the majority vote millage rate is going down because of a change in property values.

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Commissioner Elson stated that the increase will take a small bite out of the city's deficit. He further stated that the city's expenses like power and insurance rates have gone up just like everyone else's.

MOTION WAS MADE BY COMMISSIONER ELSON, SECONDED BY VICE MAYOR PENNY TO PASS RESOLUTION NO. 2014-10 AS AMENDED TO REFLECT A TENTATIVE AGGREGATE MILLAGE RATE OF 2.0105 AND A ROLLBACK RATE OF 1.6034.

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| VOTE: | VICE MAYOR PENNY | AYE |
| | COMMISSIONER NEIDINGER | AYE |
| | COMMISSIONER HOWRY | AYE |
| | COMMISSIONER ELSON | AYE |
| | MAYOR CALABRIA | AYE |

UNANIMOUSLY APPROVED

2. RESOLUTION NO. 2014-11 - A RESOLUTION OF THE CITY OF SOUTH PASADENA, FLORIDA, AMENDING THE 2013/2014 12 STEP PAY PLAN; SPECIFICALLY CHANGING THE POSITIONS OF MUNICIPAL MAINTENANCE I, MUNICIPAL MAINTENANCE II, HORTICULTURIST, SUPERVISOR OF HORTICULTURE, AND DIRECTOR OF PUBLIC WORKS TO 35 HOURS PER WEEK AND INCREASING THE RESPECTIVE HOURLY RATES TO MAINTAIN CURRENT SALARIES, PROVIDING FOR AN EFFECTIVE DATE.

City Attorney Ottinger read Resolution No. 2014-11 by title and approved it as to form and content.

MOTION WAS MADE BY VICE MAYOR PENNY, SECONDED BY COMMISSIONER NEIDINGER TO PASS RESOLUTION NO. 2014-11.

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| VOTE: | COMMISSIONER NEIDINGER | AYE |
| | COMMISSIONER HOWRY | AYE |
| | COMMISSIONER ELSON | AYE |
| | VICE MAYOR PENNY | AYE |
| | MAYOR CALABRIA | AYE |

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There being no further discussion, the meeting was adjourned at
10:08 a.m.



Dan Calabria, Mayor

ATTEST:



Carley Lewis, City Clerk
07-01.14r

Pinellas County has a population that warrants mass transit, but without the downtown or corporate base that would make it a foregone conclusion.

In some ways, that makes Greenlight Pinellas more than just a question of traffic, buses and light rail. In many ways, it is a referendum on this community's direction.

If you believe this county has the potential to grow and attract business, then Greenlight Pinellas is a logical investment. That doesn't mean light rail will be a guaranteed success, but it will give Pinellas its best chance to compete and succeed.

The important thing is to understand what's at stake.

This is not a bunch of politicians scheming to fatten government coffers. When done right, mass transit is a legitimate way to promote economic growth. It attracts new businesses, provides new jobs and improves an area's marketability. It also reduces oil dependency, traffic jams and the eternal paving of roads.

Can it be a miscalculation? **Yes**. Can there be hidden costs? **Yes**. Are there cases where it did not work precisely as envisioned? **Yes**.

But there are also plenty of markets that have embraced mass transit. Light rail has worked well enough in Minneapolis that St. Paul is now preparing to climb aboard. Phoenix is relatively new to the light rail world, and already planning expansions. Ditto Salt Lake City. Orlando's light rail is exceeding expectations.

None of that means it will be a success in Pinellas, if it comes to pass. This market operates under some unique circumstances.

If it helps to understand the ramifications, we do have a history with this type of investment tax. Penny for Pinellas has been approved twice by voters and has helped fund a variety of projects, including the Bayside Bridge. By most measures, it has been a huge boon.

Personally, I believe in community investments. Like any other business, you have to spend money to make money. I don't think light rail is a slam-dunk solution, but it's better than praying for less traffic.

Yet, in the end, what I think doesn't matter. It is still up to you and your neighbors to decide in November.

It should not be about anti-tax crusaders, and it should not be about someone else's philosophies or visions. This is your community and your hopes for our future.

Florida's Sumter County has highest percentage of seniors, census says

Associated Press

Sunday, June 29, 2014 7:59pm

Florida's population continued to get older last year from a combination of natural aging and new residents, and the state had the highest rate of residents older than 65, according to new estimates from the U.S. Census Bureau.

The estimates show Florida's population grew by 1.2 percent from 2012 to 2013, and the state had about 19.5 million residents as of July 2013.

The census estimate had Florida trailing New York by less than 150,000 residents to be the nation's fourth most populous state, but that estimate is now likely outdated.

Florida's growth has outpaced New York and Florida likely surpassed New York in population earlier this year to qualify as the nation's third most populous state.

More than 232,000 new residents were added between July 2012 and July 2013, a figure that is still less than the number of new Floridians at the height of the state's last population boom in the middle of the last decade.

But University of Florida demographer Stefan Rayer said it marks a return to decent growth following stagnant population change during the recession.

"When you compare it to 2008 or 2009, when the population wasn't growing, then it's quite a rebound," Rayer said.

Florida's overall population growth was driven by migration. New residents accounted for more than 90 percent of the population growth in the past three years, and more than 80 percent of the population change from 2012 to 2013. The new residents were almost evenly split between domestic and international migration.

The median age of Floridians continued to inch up, growing from 40.8 in 2010 to 41.5 in 2013.

Sumter County had the nation's highest percentage of seniors, with more than half of its residents older than 65, giving it a median age of 65.5. Sumter's largest community is the Villages, a retirement mecca.

In contrast, the median age in seven states — mostly in the Great Plains, but in Alaska and Hawaii, too — showed a decline.

And there was a 42-year age difference between Sumter County and Madison County, Idaho, which had the lowest median age of any county in the nation, at 23.1 years old. The county is home to Brigham Young University-Idaho.

In Florida, Hispanics accounted for just under a quarter of the population. The Hispanic population of 4.6 million residents increased by nearly 3 percent from 2012 to 2013.

Florida's Sumter County has highest percentage of seniors, census says ... <http://www.tampabay.com/news/humaninterest/floridas-sumter-county>.

The Moral Case for Self-Driving Cars

Welcoming our new robot chauffeurs



TESLA, NISSAN, GOOGLE, and several carmakers have declared that they will have commercial self-driving cars on the highways before the end of this decade. Experts at the Institute of Electrical and Electronics Engineers predict that 75 percent of cars will be self-driving by 2040. So far California, Nevada, Florida, Michigan, and the District of Columbia have passed laws explicitly legalizing self-driving vehicles, and many other states are looking to do so.

The coming era of autonomous autos raises concerns about legal liability and safety, but there are good reasons to believe that robot cars may exceed human drivers when it comes to practical and even ethical decision making.

More than 90 percent of all traffic accidents are the result of human error. In 2011, there were 5.3 million automobile crashes in the United States, resulting in more than 2.2 million injuries and 32,000 deaths. Americans spend \$230 billion annually to cover the costs of accidents, accounting for approximately 2 to 3 percent of GDP.

Proponents of autonomous cars argue that they will be much safer than vehicles driven by distracted and error-prone humans. The longest-running safety tests have been conducted by Google, whose autonomous vehicles have traveled more than 700,000 miles so far with only one accident (when a human driver rear-ended the car). So far, so good.

Stanford University law professor Bryant Walker Smith, however, correctly observes that there are no engineered systems that are perfectly safe. Smith has roughly calculated that "Google's cars would need to drive themselves more than 725,000 representative miles without incident for us to say with 99 percent confidence that they crash less frequently than conventional cars." Given expected improve-

ments in sensor technologies, algorithms, and computation, it seems likely that this safety benchmark will soon be met.

Still, all systems fail eventually. So who will be liable when a robot car—however rarely—crashes into someone?

An April 2014 report from the good-government think tank the Brookings Institution argues that the current liability system can handle the vast majority of claims that might arise from damages caused by self-driving cars. A similar April 2014 report from the free market Competitive Enterprise Institute (CEI) largely agrees, "Products liability is an area that may be able to sufficiently evolve through common law without statutory or administrative intervention."

A January 2014 RAND Corporation study suggests that one way to handle legal responsibility for accidents might be to extend a no-fault liability system, in which victims recover damages from their own auto insurers after a crash. Another RAND idea would be to legally establish an irrebuttable presumption of owner control over the autonomous vehicle. Legislation could require that "a single person be responsible for the control of the vehicle. This person could delegate that responsibility to the car, but would still be presumed to be in control of the vehicle in the case of a crash."

This would essentially leave the current liability system in place. To the extent that liability must be determined in some cases, the fact that self-driving cars will be embedded with all sorts of sensors, including cameras and radar, will provide a pretty comprehensive record of what happened during a crash.

Should we expect robot cars to be more ethical than human drivers? In a fascinating March

study, Virginia Tech researcher Noah Goodall wonders about "Ethical Decision Making During Automated Vehicle Crashes." Goodall observes that engineers will necessarily install software in automated vehicles enabling them to "predict various crash trajectory alternatives and select a path with the lowest damage or likelihood of collision."

To illustrate the challenge, Stanford's Smith considers a case in which you are driving on a narrow mountain road between two big trucks. "Suddenly, the brakes on the truck behind you fail, and it rapidly gains speed," he imagines. "If you stay in your lane, you will be crushed between the trucks. If you veer to the right, you will go off a cliff. If you veer to the left, you will strike a motorcyclist. What do you do? In short, who dies?"

Fortunately such fraught situations are rare. Although it may not be the moral thing to do, most drivers will react in ways that they hope will protect themselves and their passengers. So as a first approximation, autonomous vehicles should be programmed to choose actions that aim to protect their occupants.

Once the superior safety of driverless cars is established, they will dramatically change the shape of cities and the ways in which people live and work.

Roadway engineers estimate that typical highways now accommodate a maximum throughput of 2,200 human-driven vehicles per lane per hour, utilizing only about 5 percent of roadway capacity. Because self-driving cars would be safer and could thus drive closer and faster, switching to mostly self-driving cars

way throughput. One estimate by the University of South Florida's Center for Urban Transportation Research in November 2013 predicts that a 50 percent autonomous road fleet would boost highway capacity by 22 percent; an 80 percent robot fleet will goose capacity 50 percent, and a fully automated highway would see its throughput zoom by 80 percent.

Autonomous vehicles would also likely shift the way people think about car ownership. Currently most automobiles are idle most of the day in driveways or parking lots as their owners go about their lives. Truly autonomous vehicles make it possible for vehicles to be on the road much more of the time, essentially providing taxi service to users who summon them to their locations via mobile devices. Once riders are done with the cars, the vehicles can be dismissed to serve other patrons. Self-driving cars will also increase the mobility of the disabled, elderly, and those too young to drive.

Researchers at the University of Texas, devising a realistic simulation of vehicle usage in cities that takes into account issues such as congestion and rush hour patterns, found that if all cars were driverless each shared autonomous vehicle could replace 11 conventional cars. In their simulations, riders waited an average of 18 seconds for a driverless vehicle to show up, and each vehicle served 31 to 41 travelers per day. Less than one half of one percent of travelers waited more than five minutes for a ride.

By one estimate in a 2013 study from Columbia University's Earth Institute, shared autonomous vehicles would cut an individual's average cost of travel by as much as 75

some 600 million parking spaces in American cities, occupying about 10 percent of urban land. In addition, 30 percent of city congestion originates from drivers seeking parking spaces close to their destinations. A fleet of shared driverless cars would free up lots of valuable urban land while at the same time reducing congestion on city streets. During low demand periods, vehicles would go to central locations for refueling and cleaning.

Since driving will be cheaper and more convenient, demand for travel will surely increase. People who can work while they commute might be willing to live even farther out from city centers. But more vehicle miles traveled would not necessarily translate into more fuel burned. For example, safer autonomous vehicles could be built much lighter than conventional vehicles and thus consume less fuel. Smoother acceleration and deceleration would reduce fuel consumption by up to 10 percent. Optimized autonomous vehicles could cut both the fuel used and pollutants emitted per mile. And poor countries could "leapfrog" to autonomous vehicles instead of embracing the personal ownership model of the 20th century West.

If driverless cars are in fact safer, every day of delay imposes a huge cost. People a generation hence will marvel at the carnage we inflicted as we hurtled down highways relying on just our own reflexes to keep us safe. ■

Science Correspondent Ronald Bailey (rbailey@reason.com) is the author of Liberation Biology (Prometheus).