

Tampa Portfields Pilot Kickoff Meeting
Florida Aquarium and TPA Headquarters
Tampa, Florida
April 15-16, 2004

Thursday, April 15, 2004

Welcome and Expectations

David Parsché, Environmental Director for the Tampa Port Authority (TPA), welcomed participants. He said that the goal of the meeting is to engage stakeholders in and around the Port of Tampa in a dialog to identify potential partnerships and solutions to the Port of Tampa's brownfields revitalization issues.

Eldon Hout of the Office of Ocean and Coastal Resource Management at the National Oceanic and Atmospheric Administration (NOAA) thanked TPA for planning this meeting and thanked all the participating agencies (see Participant List). He said the partnerships built among these organizations will be integral to the success of Tampa's Portfields Pilot. Mr. Hout explained that the Portfields Initiative grew out of federal efforts to cleanup and redevelop brownfields but has a broader scope. Portfields will focus on community and waterfront revitalization, economic development, and job creation, as well as on coastal resources protection and restoration, transportation enhancement, and homeland security issues. The Portfields initiative was announced at *Brownfields 2003*, and demand for pilots was high—beyond what could be supported with existing resources. Since there is no specific appropriation for the Portfields Initiative, funds contributed by all involved federal, state, and local agencies are being provided from scarce discretionary funds. Tampa is one of three ports in the country chosen as a Portfields Pilot. Tampa's comprehensive brownfields strategy and the existing relationships among agencies in the area provide a good foundation for the pilot. Mr. Hout encouraged every attendee to participate fully in discussions during this meeting to ensure that all possible avenues and ideas for implementing projects under the Portfields pilot can be explored.

David and Bob Musser, TPA's Environmental Manager, gave a brief orientation to the Port of Tampa. The port was created in 1945 as a Special District of the State of Florida. It is an inner harbor port with more than 40 miles of deep-water channel between the port and the mouth of Tampa Bay. It is Florida's largest seaport and estuary, encompassing about 400 square miles. In 2002, petroleum was the primary commodity shipped into and out of the port. TPA owns more than 2,500 acres (about 75 percent of which is leased to various businesses and industries) and has unique responsibilities for managing sovereign submerged lands. Port spoil disposal islands are home to some of the most important migratory bird nesting areas in Florida. The port contributes about \$13 billion annually to the local economy and supports 108,000 jobs in the Tampa Bay region.

Brownfields redevelopment is identified as a goal within the Tampa Port Authority Master Plan. The port's brownfields redevelopment program began with the designation of its property as a State Brownfields Area in 2001. Additionally, the City of Tampa's Brownfields Target Area was expanded in 2002 to include all port property. The port is located within the Enterprise Zone (EZ) and federally designated Enterprise Community (EC) in the City of Tampa, as well as within a Nationally Significant Estuary. Three state-designated brownfields that lie on port lands are currently being addressed. These are Port Ybor, a former Department of Defense (DoD) site (TPA already has received a No Further Action designation for a 15-acre portion of this site); the 10-acre Former Tampa Scrap Processors site; and the Tampa Shipbuilding and Repair Company site, a 40-acre, active shipyard that supports 500 maritime jobs. TPA's vision for the port includes attracting more cruise line business and "cleaner" industrial occupants, such as container shipping, to port facilities. Some of the issues that must be addressed in achieving this vision include cleaning up several old DoD sites, improving urban storm-water runoff, enhancing port security needs, and creating, protecting, and enhancing the natural habitat.

Attendees toured the Florida Aquarium, which provides good background information on Florida's waterways. Following that, attendees boarded the Bay Spirit Vessel for a tour of the port and its various points of interest. These included Ybor Channel, Port Ybor, the Tampa Bay Shipbuilding and Repair Company site, REK Pier, the Former Tampa Scrap Processors Brownfields Site, Pendola Point and Port Sutton Area, the East Bay, and spoil disposal islands.

Friday, April 16, 2004

Desired Meeting Outcomes

Brent Ache of NOAA, who served as the meeting facilitator, reconvened the meeting Friday morning and reviewed the agenda. He asked all participants to introduce themselves. He also described the Portfields "working" web site (<http://www2.nos.noaa.gov/portfields>). The site hosts a bulletin board where participants in all the pilots can check progress on key milestones, find details on upcoming meetings and workshops, obtain background information, and view the evolving implementation plan for each pilot.

Brent listed the desired meeting outcomes:

- Build an awareness of Portfields goals and process,
- Establish working relationships among Portfields partners,
- Build an awareness of TPA's proposed Portfields projects,
- Build an awareness of various agency missions and programmatic capabilities, and
- Identify assistance and resources potentially available from participating agencies to support TPA's Portfields projects.

He said that the day's discussions should highlight the extent of each agency's commitment to individual projects and lead to a blueprint of next steps.

In response to a participant's question, Brent confirmed that all three Portfields pilots are operating on the same schedule. He said that NOAA will chair a panel at *Brownfields 2004* (September) on the early successes achieved by the Portfields pilots. NOAA hopes to have a session in which participants in all three pilots can meet to discuss implementation issues and how various issues have been addressed as well as to exchange ideas.

Portfields Overview

Kenneth Walker, NOAA Headquarters' principal liaison for the Tampa Portfields Pilot, provided a brief overview. The Portfields Initiative is a federal interagency effort to highlight the unique issues involved in cleaning up brownfields in or near ports and harbors and showcase the roles that federal, state, and local partnerships can play in identifying solutions for revitalization. This can facilitate port redevelopment, thereby providing economic, environmental, and social benefits. The revitalization of Portfields is important because waterborne commerce—including 95 percent of U.S. foreign trade—contributes nearly \$7.5 billion to the U.S. Gross Domestic Product and employs about 13 million people. The volume of waterborne commerce is expected to double by 2020. Many brownfields are located on waterways in coastal communities. Since there is limited open space in many port areas, brownfields redevelopment is one of the only options for expansion of port facilities to meet future demand for port development.

Federal departments and agencies participating in the Portfields Initiative are NOAA, the U.S. Environmental Protection Agency (EPA), U.S. Economic Development Administration (EDA), U.S. Department of Housing and Urban Development (HUD), U.S. Department of the Interior (DOI), U.S. Department of Labor (DOL), U.S. Department of Transportation (DOT), and the U.S. Army Corps of Engineers (USACE). The Portfields Steering Committee is comprised of senior-executive level representatives of these agencies. For a more detailed description of the roles of federal, state, and local partners, see *Appendix A*.

The Portfields Initiative is now in Phase 3, which is its implementation phase. Phase 1 was a learning phase and included representatives of ports that have successfully addressed brownfields. Phase 2 was the selection of three Portfields Pilots in New Bedford, Massachusetts; Tampa, Florida; and Bellingham, Washington. The key to Phase 3, implementation, is broadening partnerships at the federal, state, and local levels. The initiative is designed to build upon the chosen ports' existing partnership and revitalization efforts and increase federal government agency attention to and participation in these efforts. A goal of the Portfields program is to share lessons learned from the Port of Tampa project and the other two pilots with other ports around the country as a way of boosting and supporting similar partnerships among stakeholders at all levels.

Kenneth reiterated that there is no specific appropriation for Portfields pilots. All federal, state, and local agencies who can play a role in each of the proposed projects under the Tampa pilots will be contributing discretionary resources. The Portfields initiative is an iterative process, and this kickoff meeting is a key first step.

Background and Context for Tampa's Portfields Pilot

David asked Dick Eckenrod of the Tampa Bay Estuary Program and Brandt Henningsen of the Southwest Florida Water Management District (SWFWMD) to describe their work with the TPA and the USACOE in developing a dredged material management plan and efforts to protect nesting migratory birds. Dick told the group that the dredged material management plan is based on 25-year projections of the volume of dredged material that may be generated and includes alternatives for how it can be used beneficially. He said the Tampa Bay Estuary Program (TBEP) also developed a sediment management program focused primarily on benthic communities and baseline information on chemical properties of sediments in the bay, as well as areas of increased levels (hot spots) throughout the estuary. Now that there is a benthic index, the next step, which they expect to complete later this year, is setting goals for remediating the sediments. Dick added that nutrient management in the bay also is a major issue and affects the sea grass population. The Port of Tampa is a top fertilizer shipper, and controlling runoff is important in addressing the nutrient management issue.

Brandt said SWFWMD's Surface Water Improvement and Management (SWIM) Program has about 30 ongoing ecosystem restoration projects. The program is primarily funded by the State of Florida, but in some cases funding is available from private and local sources. SWFWMD also has projects under the TBEP's Comprehensive Conservation and Management Plan (CCMP). Brandt said the CCMP states goals for projects that are used to guide progress as well as to measure it.

David led a discussion of specific projects. Brent outlined the process to be used in the discussion. He said TPA prepared a description of each proposed project, including major milestones and challenges to be addressed. These descriptions are attached as *Appendix B*. He suggested that participants focus their comments on each project on six specific questions, if possible:

- How can my agency participate in this project?
- What are the major hurdles to be overcome?
- Are there similar projects already ongoing onto which this project might piggy-back or which might provide good background/guidelines on how to proceed?
- Are there agencies/organizations not already listed that could be partners in this project?
- What opportunities are there for funding this project?
- What next steps have to be taken to move this project forward?

Discussion of Potential Tampa Portfields Projects

Habitat Protection, Creation, and Restoration—Projects related to this critical need area include shoreline stabilization, enhancement of shore and wading bird habitat, and creation of fish/shellfish habitat on TPA-owned spoil disposal islands. Any activities related to these projects would need to be conducted between September and March so as not to interfere with the migratory bird nesting season. The Port indicated that spoil island 2-D is nearing capacity, and 3-D will likely receive dredged material under a federally sponsored USACE project in FY05. Among the key challenges and needs identified by the Port are:

- Detailed engineering, geotechnical, and construction studies that would ensure that any completed project would in no way impact the existing deepwater shipping channel;
- Funding mechanisms;
- Overcoming potential regulatory hurdles (e.g., the state may not look favorably upon shoreline hardening projects);
- Community support; and
- Technical expertise.

Action Items:

Jane Mergler (USACE) committed to:

- Communicate the Port's needs and priorities to USACE's headquarters in Washington, DC;
- Contact USACE's Coastal and Hydraulics Laboratory in Vicksburg (MS) to see if ongoing research into wave energy modeling or dissipating devices, such as pilings, could benefit the Port's efforts to stem erosion on the spoil islands;
- Check on the applicability/availability of using Continuing Authority Program funds to assist the Port with habitat protection and restoration; and
- Explore the viability of funding projects using beneficial use of dredged material assistance (Section 204) and aquatic ecosystem restoration funding (Section 206).

Brandt Henningsen (SWFWMD) committed to:

- Contact the Basin Boards to see if restoration funding is available;
- Explore Surface Water Improvement and Management (SWIM) Program funds and cooperative funding program monies (for which the 50 percent match can come from in-kind services or USACE funds) for restoration projects; and
- Consider interim low-cost, low-tech shoreline stabilization (i.e., oyster reef balls, underwater snow fences, etc.).

NOAA committed to:

- Explore funding under NOAA's Habitat Restoration Center's grant program (2-to-1 match required) (*Action Item: Daphne MacFarland*);
- Provide assistance on habitat planning and restoration;
- Provide Geographic Information Systems (GIS) support;
- Explore uses of PORTS real-time data to improve understanding of wave energy;
- Pre-review grant proposals to NMFS; and
- Identify, in partnership with state coastal management programs, opportunities to support Portfields pilots through implementation of the Coastal Zone Management Act; eligible activities may include community

and waterfront revitalization planning, coastal resource protection, and enhancement of public access (*Action Item: Kenneth Walker and Rosemarie McKeeby*).

Bryan Pridgeon (FWS) committed to:

- Make information on the results of studies underway at MacDill AFB available; and
- Explore the potential for funding under FWS's coastal program.

Roger Register (FL DEP) committed to:

- Provide information on a similar restoration project in Pensacola; and
- Explore potential assistance/partnerships available through Florida's Project Greenshores.

Innovative Storm Water Treatment—TPA hopes to identify small, underutilized properties for a potential drainage ditch, storm water retention pond, and habitat and storm water polishing projects. Tampa would like to be a showcase for integrated stormwater management. Among the key challenges and needs identified by the Port are:

- Identifying small, underutilized properties using GIS;
- Funding, planning, and designing an innovative stormwater treatment system; and
- Overcoming potential regulatory hurdles.

Action Items:

NOAA committed to:

- Investigate the existence of GIS layers (including LIDAR data) that have already been developed (by Robert Wilson) (*Action Item: Brent Ache and Jennifer Boulware*);
- Assist with the development of a stormwater management model using GIS data (*Action Item: Kenneth Walker*); and
- Contact Kathleen Bailey (EPA/OPEI) for information on her development of Environmental Management Systems for ports (*Action Item: Kenneth Walker*).

Brandt Henningsen (SWFWMD) committed to:

- Provide technical assistance through the SWIM program (may have information on specific technologies used to consolidate stormwater management pools);
- Provide 15-year-old analysis of hot spots for storm water; and
- Investigate available Basin Boards funding.

Roger Register (FL DEP) committed to:

- Consider TPA for EPA 319(h) nonpoint source pollution control grants (which are administered through the state).

Dick Eckenrod (TBEP) committed to:

- Make available the services of a grant writer for projects that jointly interest TBEP.

EPA committed to:

- Provide TPA with information on the availability of watershed planning and restoration grants (for which TPA must partner with the state) (*Action Item: Patricia Overmeyer*).

Brownfields Redevelopment and Targeted Brownfields Assessment—The goal of this project is to facilitate environmentally responsible redevelopment and revitalization of the Port’s three state-designated brownfields (the Port Ybor site, the Former Tampa Scrap Processors site, and the Tampa Shipbuilding and Repair Company site), and to assess, remediate, and redevelop the Gulf Marine Repair site (a 5-acre site within the Port Ybor site). Among the key challenges and needs identified by the Port are:

- Failure to be awarded brownfields grants;
- Inadequate funding; and
- Need for additional assessments.

Action Items:

Dan Fahey (City of Tampa) committed to:

- Look into providing assistance through HUD’s Brownfields Economic Development Initiative (BEDI) grants, which require Section 108 loan guarantees.

EPA committed to:

- Provide TPA with funding for a targeted brownfields assessment (TBA) at the Gulf Marine site (*contingent on the receipt of an application from TPA*).

Roger Register (FL DEP) committed to:

- Explore Subtitle C assessment funding and report back to TPA;
- Explore source removal funding under 128(a) and report back to TPA;
- Provide TPA with details on state tax credits and other incentives for brownfields areas;
- Suggest that TPA explore state tax certificate that allows recouping some tax liability;
- Verify and report back to TPA that funding may be available through FL DEP’s Clean Water Revolving Loan Fund program (for wastewater), in which brownfields can now participate; and
- Verify that EZ designation presents an opportunity for additional funds for job creation in state-designated brownfields areas and reporting back to TPA.
- Action Item: TPA will submit an application for assessment and cleanup funds as soon as possible.

Jane Mergler (USACE) committed to:

- Explore options for assessment funding using TBA monies (totaling \$1 million) awarded to USACE under a cooperative agreement.

Brent Ache (NOAA) committed to:

- Follow up with HUD to determine what funding or other opportunities are open for areas within the EC/EZ.

Willie Taylor (EDA) committed to:

- Provide investment opportunities to the TPA if redeveloping properties in brownfields designated areas are creating private sector employment opportunities; and
- Provide funding opportunities for infrastructure improvements for the TPA to aide in inducing private investments at the port.

Bulkhead and Wharf Improvement—The goals of this project are to create jobs by dewatering a 68-acre infill site at the south end of Hooker’s Point so that it can accommodate expanded container trade; repair and improve Berth 230 to support existing petroleum transfer operations and expand TPA’s petroleum business; improve facilities on an additional container terminal; and increase deepwater port facilities. Among the key challenges and needs identified by the Port are:

- Funding opportunities; and
- Remediation of a privately-owned power plant.

Action Items:

Willie Taylor (EDA) committed to:

- Provide a contact name for the Tampa Bay Regional Planning Council, which can provide grant-writing assistance;
- Counsel TPA in preparing and submitting grants for assistance with all parts of this project, except those involving privately-owned properties, as long as job creation is a primary focus (a cash match is required, typically 50-50); and
- Assist with revising and updating the Port’s master plan, if needed (cash match is required).

EPA committed to:

- Educating TPA on alternative funding under existing grant programs. *Note: with respect to the purchase of new properties, as a result of clarification of the law, TPA can now apply for EPA brownfield grants as a bona fide prospective purchaser (applies to newly acquired properties).*

Aquatic Nuisance Species Monitoring and Management—Ballast water is regulated via federal law under the National Invasive Species Act (NISA). The U.S. Coast Guard (USCG) is the lead agency tasked with implementing a national ballast water management program. TPA hopes to better understand the ecological and economic risks associated with aquatic species transported

via ballast water. The endpoint is an environmentally-viable ballast water management program that will curtail spread of harmful aquatic nuisance species carried in ships' ballast water. Among the key challenges and needs identified by the Port are:

- Research; and
- Risk assessment.

Action Items:

NOAA committed to:

- Coordinate with the Coast Guard Auxiliary to see if they can help with ballast water testing and data gathering specific to the Port of Tampa (*Action Item: Mike Henderson*);
- Provide information on ongoing State Sea Grant research;
- Follow up with universities in the Tampa area that might be available to conduct research, or have research projects underway; and
- Provide the Galveston Bay NEP study (which may provide a model) (*Action Item: Brent Ache*).

Jane Mergler (USACE) committed to:

- Survey current research activities in the Great Lakes to see if there are existing studies or resources that may be available.

Dick Eckenrod (TBEP) committed to:

- Volunteer to be a co-applicant with TPA on any grant applications; and
- Provide TPA with information from an estuary survey they completed.

Port Security—TPA would like to include the U.S. Department of Homeland Security (DHS) in the Portfields project and obtain funding for required maritime security facilities and infrastructure related to the redevelopment and revitalization of brownfields sites.

Action Items:

NOAA committed to:

- Set up a meeting with DHS to invite them to participate as a Portfields partner (*Action Item: Brent Ache*);
- Assist with preparation of a port security briefing document; and
- Contact NOAA Homeland Security personnel to explore opportunities (*Action Item: Brent Ache*).

Seaport Training and Employment Program—TPA established a partnership with local community colleges and maritime industries to provide in-class and on-site technical training to prepare workers for positions in ship repair, environmentally sound land maintenance, and seaport construction. A critical need for this program involves the relocation of the Tampa Marine Institute for at-risk youth to a site outside the Port so it can continue operations. Among the key challenges and needs identified by the Port are:

- Lack of funding;
- Ensuring that the candidate pool can pass security background checks;
- Reestablishing contact and interest with past partners; and
- Expanding the partner base.

Action Items:

NOAA committed to:

- Contact the U.S. Department of Labor to identify resources for training and employment; and
- Check on available resources through U.S. Department of Justice’s “Weed and Seed” program.

TBE Group committed to:

- Check on the availability of resources from Hillsborough County Juvenile Board.

Improving Tampa Bay PORTS—TPA would like to enhance the ability of their Physical Oceanographic Real-Time System (PORTS) to provide data needed to maximize commercial shipping, hazardous materials/oil spill prevention and response, search and rescue, and scientific research. Among the key challenges and needs identified by the Port are:

- Rapid, efficient response to repair acoustic Doppler current profiles (ADCRs) (weather often impacts response capability);
- Scheduling and availability of support sources for critical operation boats and divers; and
- Limited funding.

Action Items:

NOAA committed to:

- Set up a meeting with Capt. McFarland to brief him on specific PORTS needs;
- Encourage community support (*Action Item: Michael Henderson, Southeast Regional Office*);
- Consider additional parameters that could be tracked using PORTS (including environmental parameters) (*Action Item: Mark Sramek, National Marine Fisheries Service*);
- Check on the status of air gap sensor for the Tampa Bay Bridge.

Improving Tampa Bay VTIS—TPA would like to fully integrate the Vessel Traffic Information System (VTIS) to make it operational full time and enhance its capability for coordination with all regulatory and law enforcement agencies. Among the key challenges and needs identified by the Port are:

- USCG participation required;
- Type approved technology;
- Frequency use;
- Integrate pilot carry-on technology; and
- Determine specific stakeholder participation.

Action Items:

- *Action Item: TPA will keep NOAA informed about its progress in improving the VTIS System.*

Wrap-Up

Roger Register announced that the state of Florida will hold its annual Brownfields Conference August 15-18 in Sarasota, and TPA (David Parsché) will make a presentation about the Portfields project.

Brent Ache explained that all of the day's discussions will be captured in a single meeting summary and distributed to all participants in about two weeks.

Kenneth Walker reiterated that Eldon Hout challenged the group to be creative, think broadly, and be active participants. NOAA was very pleased with the results of this meeting. As Eldon noted, this is how the government should work—by building federal, state, and local partnerships to support community-based efforts. Kenneth and Brent thanked TPA again for organizing the meeting and thanked all attendees for their participation.

Meeting Adjourned

Project-Specific Assistance Matrix

| Project | NOAA | EPA | USACE | HUD* | DOL* | EDA | FWS | FL DEP | SWFWMD | City of Tampa | TBEP |
|---|------|-----|-------|------|------|-----|-----|--------|--------|---------------|------|
| Habitat Protection, Creation, and Restoration | ✓ | | ✓ | | | | ✓ | ✓ | ✓ | | |
| Innovative Storm Water Treatment | ✓ | ✓ | | | | | | ✓ | ✓ | | ✓ |
| Brownfields Redevelopment & TBA | ✓ | ✓ | ✓ | ✓ | | ✓ | | ✓ | | ✓ | |
| Bulkhead and Wharf Improvement | | ✓ | | | | ✓ | | | | | |
| Aquatic Nuisance Species Monitoring | ✓ | | ✓ | | | | | | | | ✓ |
| Port Security | ✓ | | | | | | | | | | |
| Seaport Training and Employment Program | ✓ | | | | | | | | | | |
| Improving PORTS | ✓ | | | | | | | | | | |
| Improving VTIS | ✓ | | | | | | | | | | |

Key:

NOAA = National Oceanic and Atmospheric Administration
 EPA = U.S. Environmental Protection Agency
 USACE = U.S. Army Corps of Engineers
 HUD = U.S. Department of Housing and Urban Development
 DOL = U.S. Department of Labor
 EDA = Economic Development Administration

FWS = U.S. Fish and Wildlife Service
 FL DEP = Florida Department of Environmental Protection
 SWFWMD = Southwest Florida Water Management District
 Tampa = City of Tampa
 TBEP = Tampa Bay Estuary Program

*Note: HUD and DOL were not present at this meeting, but are active members of the Brownfields Federal Partnership.

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APPENDIX A

Federal, State, and Local Partners

Federal Partners

U.S. Army Corps of Engineers (USACE)

USACE provides comprehensive planning, design, technical, and construction and engineering management support to the Army and the nation. Within the scope of this mission, USACE supports community brownfields redevelopment efforts through its specific, Congressionally authorized water-resource related projects or by way of reimbursable engineering activities. USACE offers expertise in flood control, dredging, and environmental restoration, collaborating with other federal agencies, state and local governments, and community and civic organizations. Unlike other federal agencies, USACE has no specific authority for brownfields assessment, cleanup, or redevelopment. Instead, USACE provides support for brownfields projects under related authorities involving civil works and water resources, which emanate from USACE's Continuing Authorities Program, Support for Others Program, and Planning Assistance to States. In addition, the Corps may contribute to brownfields redevelopment through its General Investigations projects involving larger geographical areas, which must be specifically authorized by Congress.

U.S. Department of Commerce, National Oceanic and Atmospheric Administration (NOAA)

NOAA is tasked with describing and predicting changes in the Earth's environment and with facilitating the conservation and management of the nation's coastal and marine resources. As part of this effort, NOAA participates in the Brownfields Federal Partnership, focusing on the redevelopment of coastal brownfields properties and the protection and restoration of coastal resources. NOAA's brownfields efforts incorporate work carried out in several offices within the **National Ocean Service (NOS)**, including Coastal Services Center (CSC) and the Office of Response and Restoration's (ORR) Coastal Protection and Restoration Division (CPRD) and the Office of Ocean and Coastal Resource Management (OCRM). NOAA's Office of Education and Sustainable Development (OESD) is also an active participant in the Federal Partnership. NOAA participates on both the Federal Partnership Steering Committee and Interagency Working Group. NOAA has set aside \$90,000 of existing resources to support the three designated Portfields Pilots in FY04.

Within NOAA, the **National Marine Fisheries Service (NMFS)** is responsible for the management, conservation, and protection of living marine resources within the United States Exclusive Economic Zone. NMFS also plays a supportive and advisory role in the management of living marine resources in coastal areas under state jurisdiction, provides scientific and policy leadership in the international arena, and implements international conservation and management measures, as appropriate. NMFS's Office of Habitat Conservation and the Damage Assessment and Restoration Program (DARP) work to conserve and restore sensitive or damaged aquatic habitats.

U.S. Department of Commerce, Economic Development Administration (EDA)

The purpose of EDA is to generate new jobs, help retain existing jobs, and stimulate industrial and commercial growth in economically distressed areas of the United States. EDA assistance is available to rural and urban areas experiencing high unemployment, low income, or other severe economic distress. EDA helps distressed communities address problems not only associated with long-term economic distress, but also with sudden and severe economic dislocations, including recovering from the economic impacts of natural disasters, the closure of military installations and other federal facilities, changing trade patterns, and the depletion of natural resources. Most brownfields projects fall under two of EDA's five basic program areas:

- The Public Works Development Facilities Program (which covers water and sewer facilities

primarily serving industry and commerce, access roads to industrial parks or sites, port improvements, and business incubator facilities); and

- The Economic Adjustment Program (which covers the creation or expansion of strategically targeted business development and financing programs, including grants for revolving loan funds, infrastructure improvements, organizational development, and market or industry research and analysis).

EDA's role in the Federal Partnership is to empower distressed communities with brownfields to establish and implement their own economic development and revitalization strategies. EDA will support multi-agency, sector-based brownfields redevelopment efforts that are consistent with the bureau's mission, focus, investment policy guidelines, and statutory authorities. For example, EDA is interested in supporting interagency efforts to revitalize brownfields that enhance regional economic competitiveness and support market-driven cluster development strategies.

U.S. Department of Housing and Urban Development (HUD)*

HUD provides grants and economic development loan guarantees to help communities clean up and redevelop brownfields. HUD has three principal economic programs that communities can use to clean up and revitalize contaminated sites: annual formula grants allocated to states and entitlement communities through Community Development Block Grants (CDBG), low interest economic development loan guarantees available through the Section 108 Loan Guarantee program, and competitive grants through the Brownfields Economic Development Initiative (BEDI). Additionally, there are other economic development, housing, and technical assistance programs available to assist communities with brownfields revitalization, including the Renewal Community/Empowerment Zone/Enterprise Community Initiative (RC/EZ/EC).

U.S. Environmental Protection Agency (EPA)

EPA's mission is to protect human health and to safeguard the natural environment—air, water, and land—upon which life depends. EPA's Brownfields Program empowers states, communities, and other stakeholders to work together in a timely manner to prevent, assess, safely clean up, and sustainably reuse brownfields. EPA is also the lead federal agency implementing the Small Business Liability Relief and Brownfields Revitalization Act, which authorizes significant funding for brownfields assessment, cleanup, revolving loan fund, job training, and brownfields state/tribal grants. EPA's Brownfields Program is built on four pillars: 1) protecting the environment; 2) promoting partnerships; 3) strengthening the marketplace; and 4) sustaining reuse. EPA also funds research efforts and administers the 28 Brownfields Showcase Communities that are models of federal, state, and local collaboration.

U.S. Department of the Interior, U.S. Fish and Wildlife Service (FWS)

The FWS is the only federal agency whose primary responsibility is fish, wildlife, and plant conservation. The agency helps protect a healthy environment for people, fish, and wildlife, and helps Americans conserve and enjoy the outdoors and our living resources. FWS's major responsibilities are migratory birds, endangered species, certain marine mammals, and freshwater and anadromous fish. The FWS's programs are among the oldest in the world dedicated to natural resource conservation. The FWS manages the system of 520 National Wildlife Refuges comprising 93 million acres. Under the fisheries program, it also operates 66 National Fish Hatcheries, 64 fishery resource offices, and 78 ecological services field stations. The FWS enforces federal wildlife

*Although not present at the meeting, HUD is an active member of the Federal Partnership and the Portfields Initiative.

laws, protects endangered species, manages migratory birds, restores nationally significant fisheries, conserves and restores wildlife habitat such as wetlands, and helps foreign governments with their international conservation efforts. It also oversees the Federal Aid program that distributes hundreds of millions of dollars in excise taxes on fishing and hunting equipment to state fish and wildlife agencies. The FWS employs approximately 7,500 people at facilities across the U.S. It is a decentralized organization with headquarters in Washington, DC, seven geographic regional offices, and nearly 700 field units.

State Partners

Florida Department of Environmental Protection (FL DEP)

FL DEP is one of fifteen state government agencies under the executive branch of the governor. The agency has 3,000 full-time employees working in its capital offices, two state-of-the-art laboratories, and six regional offices. FL DEP is the lead agency in state government for environmental management and stewardship. The department administers regulatory programs and issues permits for air, water and waste management. It oversees the state's land and water conservation program, "Florida Forever," and manages the Florida Park Service. The department is the main architect of the \$7.8 billion funding and management plan to restore the Everglades – the largest water restoration project in the history of the world.

Southwest Florida Water Management District (SWFWMD)

SWFWMD is a regional agency of the State of Florida and is charged with managing and protecting water resources of the region by balancing and improving water quality, flood control, natural systems, and water supply.

In 1987, the Florida Legislature enacted the Surface Water Improvement and Management Act (SWIM) to create a program to preserve the state's water bodies that were in good condition and restore some of its most significant water bodies. Specifically named in the legislation were Lake Okeechobee, Lake Apopka, Tampa Bay, the Indian River Lagoon, and the Everglades. Florida's five Water Management Districts (WMDs) were delegated the responsibility for implementing the SWIM Act, and all have developed priority lists of water bodies within their jurisdictions, which formed the focus of their respective SWIM Programs. SWIM management plans have been developed, outlining a wide range of scientific and planning programs designed to prevent water quality problems. SWIM funds help pay for the collection and analysis of valuable data on water quality, land cover and ecological communities. The data is used to design and implement management strategies to protect the natural resources within the watersheds.

Local Partners

City of Tampa

The City of Tampa is the largest city in Hillsborough County, the county seat, and the third most populous city in Florida. It is located on the west coast of Florida, approximately 200 miles northwest of Miami, 180 southwest of Jacksonville, and 20 miles northeast of St. Petersburg. The population of the city represents approximately one-third of the total population of Hillsborough County. Tampa's economy is founded on a diverse base that includes tourism, agriculture, construction, finance, health care, government, technology, and the Port of Tampa. Contributing to the success of our community is the way businesses, City government, and citizens work together to make Tampa a better place to live.

Environmental Protection Commission of Hillsborough County

The Environmental Protection Commission was created in 1967 by special state legislation to control and regulate activities which are or may reasonably be expected to cause pollution or contamination

of air, water, soil and property, or cause excessive and unnecessary noise. It has countywide jurisdiction, including the unincorporated areas, Tampa, Temple Terrace and Plant City. The EPC Board, whose members are the elected Board of County Commissioners, has an appointed executive director and five environmental divisions: Air, Environmental Resources Management, Water, Waste, and Wetlands. Each division reviews and processes permit applications and other concerns relating to air quality, domestic wastewater, industrial wastewater, surface water quality, solid and hazardous wastes, underground storage tanks, wetland protection, and artificial reefs. EPC staff investigates complaints and enforces compliance with federal, state, and local environmental standards.

Pinellas County

Pinellas County is a peninsula bordered by the Gulf of Mexico on the west and by Tampa Bay on the east. The county is 38 miles long and 15 miles wide at its broadest point. Its land area covers approximately 264 square miles. 921,495 residents make Pinellas County the 5th most populous in the state. Clearwater is the County Seat, St. Petersburg is the largest city with a population of 248,232, and Tarpon Springs was the first incorporated city in 1887. Pinellas is Florida's second smallest county in land mass, larger only than Union County.

Tampa Bay Estuary Program (TBEP)

Tampa Bay was designated an "estuary of national significance" by Congress in 1990, paving the way for development of a long-term blueprint for bay restoration through the TBEP. Tampa Bay is one of 28 estuaries in the National Estuary Program. The TBEP is a partnership of Pinellas, Hillsborough, and Manatee counties; the cities of Tampa, St. Petersburg, and Clearwater; the Florida Department of Environmental Protection; the Southwest Florida Water Management District; and the U.S. Environmental Protection Agency. The program is governed by a policy board composed of elected officials and a management board of top-level bay managers and administrators working with both technical and citizens advisory groups. Since its inception, TBEP has sponsored groundbreaking scientific research into the bay's most pressing problems and secured more than \$1 million in grants to assist in the repair and restoration of the bay. *Charting The Course*, the comprehensive conservation and management plan for Tampa Bay, was approved in 1997. In 1998, TBEP's partners signed a landmark agreement pledging their commitment to implementing the plan, and the program itself was reorganized as an independent regional alliance now known simply as the "Tampa Bay Estuary Program."