Annual Commitments to Action Meeting Summary
Tampa Portfields Pilot
May 17th-18th, 2005 – Tampa Port Authority, Tampa, Florida

Desired Meeting Outcomes

- Continue to build awareness of Portfields goals and processes
- Strengthen working relationships among Portfields Partners
- Build awareness of port's Portfields projects
- Build awareness of agency missions and programmatic capabilities
- Identify prospective agency assistance and resources for Portfields projects

Day One -- Tuesday, May 17th

Attendees were welcomed by Debbi Berger, the Director of Education for The Florida Aquarium, who spoke about the aquarium's partnership with Tampa Port Authority. She emphasized the importance of educating the public about the bay resources and mentioned the problem of aquatic nuisance species in the bay. She also encouraged the group to spend time looking through the aquarium to get a feel for the resources in the area. A second welcome was then given by David Parsché, Environmental Director for Tampa Port Authority (TPA). Kenneth Walker, the NOAA Tampa Portfields Pilot liaison, also gave a short welcome and thanked the aquarium and TPA for all of their efforts for Portfields and planning this meeting. Bob Musser, Environmental Manager for TPA, followed with a brief rundown of the projects that the group would see during the afternoon boat tour.

Attendees were free to self-tour The Florida Aquarium, including following the path of a water droplet through Florida's waterways, examining Florida's aquatic invasive species, and taking a glimpse at a coral reef among the exhibits. The aquarium provided an enjoyable background for Florida's aquatic and marine ecosystems. After the aquarium tour, attendees were invited to participate in a boat tour of the port which highlighted progress on some Portfields projects. The tour made a round trip down to Fantasy Island and back while Bob Musser and Dave Parsché provided commentary and answered questions along the way.

Day Two -- Wednesday, May 18th

Bob Musser gave a short welcome from the Tampa Port Authority and explained the room and lunch logistics for the day. He then reminded the group that some people would be called to participate in the video interviews for the Portfields DVD at various times of the day. Next, each person introduced his or her self, including what agency and the office location he or she is from. A full list of attendees can be found as an

attachment to these notes. Bob thanked all of the participants for coming, and assured participants that the meeting would be informal. Bob encouraged the participants to provide comments and ask questions throughout the day. Linda Manning, from SRA International, acted as the facilitator for the day. The group acknowledged that the meeting is a good forum for face-to-face interaction between the Portfields partners and the Tampa Port Authority (TPA).

Portfields Background -- Kenneth Walker (NOAA)

Kenneth Walker gave a background presentation highlighting the National Portfields Initiative and specific information on the New Bedford, MA and Bellingham, WA Portfields Pilots. Portfields is a NOAA-led interagency partnership designed to address brownfields in port and harbor communities. The partnership brings together federal, state, and local interests to provide targeted and integrated resources to the pilot ports. The Environmental Protection Agency (EPA) is a strong secondary leader for Portfields. EPA's contributions to the Portfields partnership include providing Brownfields funding to the port communities. Kenneth reiterated the premise of partnership among the agencies and pointed out that many other agencies other than NOAA and EPA can provide assistance. Additional federal partners include the U.S. Army Corps of Engineers (USACE), the U.S. Department of Interior, the U.S. Department of Labor (DOL), the U.S. Department of Housing and Urban Development (HUD), the U.S. Economic Development Administration (EDA), and the U.S. Department of Transportation (DOT)/Maritime Administration (MARAD).

Three ports (Tampa, New Bedford and Bellingham) were selected to pilot this concept of a multi-agency, coordinated approach to revitalizing ports in an environmentally sustainable fashion. These three pilots were selected because they represent a diverse range of size, geography, location, and port and harbor issues.

- Key successes for New Bedford are the dredging of New Bedford Harbor for the first time in 30 years using a state-enhanced remedy allowed under Superfund, planning assistance and funding from EPA and NOAA for the assessment and cleanup of the Hicks-Logan Brownfield property, and funding through an EPA grant for the cleanup of the Reliable Truss property.
- Key successes for Bellingham are the acquisition of 137 acres of waterfront property from Georgia Pacific, the design for Squalicum Creek Restoration using funding from NOAA, state, and local industry partners, and the completion of a feasibility analysis for a Sustainability Center.

The Portfields Partnership is now moving toward using the lessons learned in the three pilots to transfer on this knowledge to other ports while at the same time continuing to implement priority pilot projects. Currently, the year two report and the DVD are in development and will be completed in time for the Brownfields 2005 conference. At Brownfields 2005 there are also plans to hold a Peer-to-Peer Forum to share lessons learned between pilots and interested port communities. NOAA and EPA Region 6 are

planning a regional Peer-to-Peer exchange for January 2006 in New Orleans. For additional details on Kenneth's presentation, please see the attached PowerPoint slides.

Port of Tampa Pilot Overview -- Bob Musser (TPA)

Bob Musser gave an overview of the Port of Tampa and the Portfields efforts using maps, charts, and slides, which included the following facts.

- It is a 40 mile journey from the mouth of the bay to the port with a dredged shipping channel up to 43 feet.
- Created in 1945, the Port of Tampa is the state's largest port and is a main industrial locale for the tri-county area.
- Tampa Bay is the largest estuary in Florida.
- The Tampa area is home to more than 1.4 million people.
- More than half of all of Florida's seaport commerce comes through the Port, resulting in $13 billion in revenue and more than 108,000 maritime jobs.
- The Port averages 11,000 truck movements per day.
- The port itself is primarily a landlord port, meaning that most of their land is leased to private tenants, generally industrial and commercial.
- Petroleum is the primary commodity at the Port, replacing phosphate.

Because of the location, population, commodities, size, and activities of the port, there are safety and security issues. One of the main port concerns is to provide a safe channel for vessel traffic. Maintenance dredging is constantly occurring. USACE does most of the dredging (about 90% or a million cubic yards a year) to maintain the federal channels. The TPA also conducts maintenance dredging near the berths, averaging about 100 thousand cubic yards per year. Dredge material is transported to one of the disposal islands, 2D or 3D, which total about 900 acres. Port security is a major issue with sites needing added infrastructure since heightened security requirements were put in place by the Department of Homeland Security, United States Coast Guard, and the Florida Department of Law Enforcement.

TPA's brownfields redevelopment program began with the designation of its property as a State Brownfields Area in 2001. Additionally, the City of Tampa's Brownfield Target Area was expanded in 2002 to include all of the Port's properties. TPA has been actively involved with Portfields since 2003 with their participation in the national Brownfields conference in Portland, and then in St. Louis in 2004. The port also held a kick-off meeting announcing the Portfields Initiative in April of 2004, where specific projects for the Tampa Portfields effort were identified. Also in the spring of 2004, NOAA Administrator Vice Admiral Conrad C. Lautenbacher, Jr. visited Tampa Port Authority Headquarters for a press conference where he spoke about the Port's inclusion in the Portfields Initiative. TPA plans to attend the Brownfields '05 conference.

Bob also discussed the Tampa Marine Institute At-Risk Youth Program project. The Institute provides rehabilitation for at-risk youth using training and exposure to solid role models along with suitable career paths. The Institute recently was relocated to a new

education facility on port property at Hooker's Point. TPA has been supporting the program for the past 20 years, and funding remains an issue for the Institute. The Port is still looking for additional ways to help fund this program. There was a lack of time during the meeting to discuss this project in any further depth and no commitments were made.

Jane Mergler (USACE) asked Bob Musser which projects and priorities are the most closely related to the overall vision for Portfields or are of the most importance. Bob responded that all of the projects are very important and that many are highly related. He said that redevelopment of the brownfields properties, and subsequent job creation, port security, and channel maintenance all interact with one another. Dave Parsché added that brownfields redevelopment is key and probably the highest priority. Bob explained that some brownfields sites are still being used to generate revenue even while they are undergoing remediation.

Project Specific Discussion

Bob Musser explained that the group would discuss each project after he gives a short overview for each project. The group could then ask questions and participants could summarize their commitments to individual projects. Brent Ache reminded the group that the purpose of the meeting is to get commitments for actions related to individual projects from the federal and state partners and other participants. Bob then summarized each project, giving updates on project status and progress. This information can be found in the attached Tampa Port Authority Portfields Project Descriptions document provided by TPA.

Project #1 - Brownfields Redevelopment

As of 2005, over 100 acres of brownfields were in the process of being assessed and cleaned up. Preliminary environmental assessments have been conducted on several project sites in order to prioritize them for cleanup and redevelopment. Sites that have redevelopment potential or possible end users have received top priority, including Port Ybor (a 50 acre former DOD site), Tampa Scrap Processors (a 10 acre former scrap yard site), and Tampa Bay Shipbuilding and Repair (an active 40 acre ship repair facility). A portion of Port Ybor has been parceled into a 15 acre portion (No Further Action Required issued by FDEP) where Tramell Crow which has built a new 285,000 square foot import export warehouse which will open in late 2005.

TPA faces eligibility issues with regard to brownfields funding for some properties because the Port of Tampa owns the sites and therefore may be liable for releases of hazardous substances on the properties. The brownfields amendments to CERCLA prohibit the use of brownfields funding for addressing contamination for which the grantee may be found liable. To date, much of the assessment work has been financed

through the Port's Capital Improvement funds, although a $90K grant was received from EPA via the City of Tampa.

In early 2005, TPA was awarded a Targeted Brownfields Assessment (TBA) grant from the Florida Department of Environmental Protection (FDEP) for the Gulf Marine Repair site, a priority site identified under the Portfields Initiative. Gulf Marine Repair is a five acre site within the Port Ybor Brownfield Site Rehabilitation Agreement (BSRA) with FDEP. A full assessment under the Florida brownfields clean up criteria rule is required for the facility, and potential soil and groundwater remediation are anticipated. This $75K in funding will allow TPA to move forward with a Phase II assessment on the property. In addition, FDEP grant funding for up to $200K for source removal will be available for the Gulf Marine Repair site. Finally, TPA has contracted a remediation services specialist who is involved with activities at the brownfields sites.

Discussion:
There was the suggestion that TPA could apply for a loan to pay for redevelopment. Dave and Bob responded that they have not applied for any loans and that this alternative is complicated because the port needs to request that the City of Tampa take out loans for their redevelopment activities. TPA has applied for grants and is interested in looking into potential tax credits.

As previously mentioned, TPA owns many designated brownfields sites. After these sites are assessed, remediated, redeveloped they will be leased out to gain revenue from the property. The leases will include environmental bonds and have baseline assessments completed before leasing. Although TPA renegotiated many leases in the 1990s, some older leases have not been updated and remain a problem for the port because of the lack of environment safeguards. The Port conducts site visits to every tenant to inspect for stormwater compliance issues and in the process checks on other environmental issues.

The Port was interested in any national opportunities to address petroleum contamination at port owned properties. Port officials questioned whether one way of addressing the brownfields grant eligibility issues would be to apply for a petroleum-only cleanup grant for one or more sub-parcels of land where petroleum is the only contaminant present. Patricia Overmeyer, EPA, responded that the nuances of the Brownfields Law make eligibility difficult for owners of contaminated property who are the owner of record at the time the property was contaminated. Although petroleum is not a hazardous substance under CERCLA, brownfields grants for properties contaminated with petroleum cannot be provided to an entity who may be a viable and liable owner or responsible party.

Suggestions:

- Look into ways to transfer or turnover tax breaks/tax credits provided under the State of Florida program to private entities – time sensitive;
- Apply to State of Florida for targeted brownfields assessment funding and/or for source removal funding at additional properties. Applications are handled on a rolling basis;

- Work with a potential lessee who may be willing to pay for site cleanup and redevelopment up front in exchange for future use of the site;
- Look for opportunities to sub-parcel contaminated properties to locate petroleum only areas and address liability and grant eligibility concerns;
- Investigate opportunities for transferring a deed for a specific property to another party who may be eligible to apply for grants for the cleanup of brownfields – this may be difficult since the Port Authority cannot transfer property rights without the involvement and approval of the City of Tampa;
- Partners could provide seed funding to the TPA for additional grant writing capacity to leverage additional funding;
- Look into additional transportation planning funds – Regional Transportation Authority and SEAMAC funding;
- TPA may find valuable information on federal grant programs at www.grants.gov.

Action Items:

- Patricia Overmeyer (EPA) – investigate Port of Tampa's eligibility issues related to federal brownfield grants for properties contaminated predominately with petroleum.
- TPA – create a more detailed list of specific help they are looking for brownfields redevelopment
- Barbara Schuster (EPA) and TPA – investigate possibilities and determine a strategy for re-parceling sites to be able to apply for petroleum-specific brownfields grants
- Input from all agencies - create a funding matrix for federal and state programs' grants including dates, timelines, and contacts.

Project #2 – Wave Energy Study – Longshore Bar Project

Port officials described this project in detail and provided the full written proposal (from the Tampa Bay Estuary Program and Coastal Resources Group, Inc.) for this project during the meeting. Historically, Tampa Bay has lost a majority of its seagrass habitat for different reasons, including water quality and erosion issues. Waste water advancements, restoration projects, and other efforts have resulted in water quality improvement. The level of seagrass recruiting in the bay has increased but has remained at a steady level for the past few years. This project is a local effort by the Tampa Bay Estuary Program to study wave energy (natural and/or man-made) and its potential harm to seagrass beds as well as the role that longshore bars have played in protecting seagrasses from wave energy. The project proposes creating a man-made longshore bar(s) from dredge materials and incorporating a seagrass recovery strategy into the project.

Although there are other wave energy and seagrass studies available for other estuaries – Galveston and Chesapeake – but their application to Tampa Bay is limited. In addition, there is a lack of literature about wave energy effects on sea grass. TPA is currently

seeking technical expertise from its partners (USACE and NOAA) to ensure that the models and science are of the highest quality. The project plan is to develop a long-term habitat restoration strategy for Hillsborough Bay. Bob emphasized that this project is currently a priority.

Discussion:
Mike Henderson (NOAA) asked if the seagrass study can use any of the sensors from the existing PORTS system. If existing sensors are used, there are issues of scope since the location and scale of those sensors may be too broad to take precise measurements at levels that affect seagrasses.

Suggestions:
- Find PhD students or a Sea Grant fellow to provide extra support – Sea Grant contact is Chris Simoniello;
- Contact Dr. Penny Hall with FWRI for on-the-ground habitat restoration support;
- Hold a national meeting/symposium to reach out to the academic community – hold a "state of the science" – on impacts of wave energy on seagrass.

Actions Items:
- Jane Mergler (USACE) – spoke to local USACE wave energy scientists prior to the meeting and she will bring them to the next meeting of the working group to provide models for the project – need to coordinate with the working group for the next meeting;
- Lindsay Griffen (Tampa Bay NEP) – will provide USGS contact names and phone numbers for additional modeling expertise ;
- Mark Sramek (NOAA) – already involved with the Wave Energy Study, he will continue to collaborate with NOAA's NMFS Habitat Restoration Center (RC) and additional federal state and federal agencies on this project's development.
- Mike Henderson (NOAA) – will help work out the coordination of instrumentation for vessel traffic as a part of PORTS.

Project #3 - Habitat Restoration, Creation, and Protection

This project is an effort to stabilize shorelines, increase and protect existing habitats and create habitats for fish, shellfish and bird species along the dredge disposal islands 2-D and 3-D, both of which are at or near capacity. These dredge soil islands have become prime bird nesting habitat, including nesting sites for many migratory bird species, and is one of Florida's largest nesting sites for the American Oystercatcher, a Florida listed species of special concern.

Discussion:
There are issues with the ship channel being located very close to the dredge disposal islands and the resulting wave activity that affects the islands. A rip-rap project is in progress on island 3-D, funded by the Port's capitol improvements funding. TPA is hoping to stop shoreline erosion and increase nesting habitat for birds. Potential

restoration activities may include removal of exotic plant species, prescribed burns, sediment transport study, and habitat creation projects. TPA is looking for assistance with engineering studies and overall technical expertise. Activities need to be done between the established migratory bird nesting seasons; nesting species are typically present from March to September.

In 2005, NOAA provided $90K (from a natural resources damage assessment settlement from the Mulberry Phosphates acid spill on the Alafia River) for a pilot to test four types of substrates for effectiveness in serving as oyster reefs with the goal of increasing acreage of oyster beds and enhancing American Oystercatcher populations on two dredge spoil islands (2D and Fantasy Island). Partners include TPA, NOAA, FL DEP, Hillsborough County Environmental Protection Commission and the U.S. Department of the Interior. $25K is committed to monitoring this pilot study through December, 2005. Based on results of this pilot study, four acres of oyster reefs will be installed in Tampa Bay in 2006.

Suggestions:

- Mark Sramek distributed the NOAA Restoration Center pamphlet. This may be an opportunity for TPA to get technical assistance with their habitat restoration projects. Bird habitats are not a resource for which NOAA has jurisdiction; however, wetlands could be used as a focus for NOAA funding that would provide benefits to birds. Mark suggests that TPA coordinate potential Tampa Bay habitat restoration projects directly with staff from the NOAA Restoration Center, who were unable to attend the Portfields meeting.
- Use USACE 1135 authority [modifying an existing USACE project – Water Resources Development Act (WRDA)] to fund habitat restoration projects. These can be done with a local sponsor and the process is not as complicated as a grant process.
- Use fencing to help build up beach sand.
- Create stabilizing structure along altered shores and plant mangroves to help hold beach.
- Develop the relationship between the NOAA Restoration Center and TPA for habitat restoration.

Action Items:

- TPA – apply to USACE for help for restoration for environmental quality for entities built by USACE – 1135 Authority – this could be useful for joined dike restoration projects. TPA will need to speak with its congressional liaison about 1135 projects.
- Doris Marlin – Will bring interests together at a mid July meeting to determine what 1135 authority opportunities are available for the FY06 budget including exotics removal.

Project #4 – Improving Tampa Bay PORTS System and VTIS System

Steve Fidler our Operations Director spoke about the Physical Oceanographic Real Time System (PORTS) and the Vehicle Transportation Information System (VTIS). The PORTS in Tampa Bay is a system of sensors providing real-time current, water level, and wind measurements at locations around the bay. The equipment was purchased and put into place but now there are problems with repairs and general operation and management of the system. The program is in part funded by a Florida state phosphate tax and support from a tri-county port agreement. NOAA was involved in the equipment installation and provided support and technology. NOAA also recently conducted an economic analysis of PORTS in Tampa Bay that should be published soon. The study results are expected to highlight the benefits of the system and help leverage funding for the system. A primary need for the PORTS project is a system of visibility sensors since visibility for traffic is often impaired and ships need at least three miles of view to navigate the bay.

VTIS is a system being developed to improve navigational safety within the Bay using GPS and GIS information. The Coast Guard has six employees assigned to the VTIS system. There is an issue with the AIS (Automatic Identification System) parts and the receiver systems not matching. TPA is currently using the older receiver system and the Coast Guard has mandated upgrading to the new system. This mandate includes upgrading software to match the new system and should be an inexpensive process. But, at this time, TPA is still of identifying needs before they go ahead with the upgrade. Last year, TPA applied for and was anticipating receiving a legislative grant for the system, but the grant did not come through.

This summer, TPA has plans to add wind instrumentation. Needs for this project include an air gap sensor. This is not a pressing issue since the vessels entering the bay are all within a restricted size limit. Most of this project is dependent on the Coast Guard's involvement.

Discussion:
There were questions regarding the timeframe for completing the economic analysis from NOAA. Mike Henderson assured the group that if and when it is released it will be widely distributed and used to leverage funding for the PORTS system.

Suggestions:

- Look into additional funding through Department of Homeland Security and Coast Guard
- When the economic study is released, use the results to lobby Congress for additional funding

Action Items:

- Brent Ache (NOAA) – will look into how the PORTS and VTIS projects can benefit from and be leveraged as applications of IOOS (Integrated Ocean Observing Systems)

Project # 5 – Innovative Storm Water Project

One of the key successes of year one was the stormwater project where funding from NOAA is being used to develop an innovative stormwater improvement project. Using a contract with a geospatial company called PhotoScience, a Geographic Information System (GIS) has been developed and is being used to determine which sites would be best for potential drainage ditches, retention ponds, and habitat and stormwater improvement projects on land not currently leased out at the Port. This project goes above and beyond the regulatory mandate for stormwater treatment by looking at ways to put in best management practices in areas of the Port that are not going to be used for future development.

Discussion:
Each tenant is responsible for their own stormwater permits, but in the end all storm water ends up in shared ditch systems controlled by TPA. TPA is ultimately responsible for the outfall discharge to the Bay. For the site(s) selected for potential improvements, water quality monitoring will need to be conducted before and after the system is in place so that improvements in discharge quality can be quantified. TPA would like for this project to serve as a model for other ports. The next step is to develop criteria for sites and select sites, but additional funding is needed for site selection meetings, ground-truthing, equipment purchase and installation, and monitoring. TPA has been successful over the past year in receiving matching funds for the project from the Environmental Protection Commission of Hillsborough County Pollution Recovery Fund.

Suggestions:
- Patricia Overmeyer (EPA) – collect data on potential sites to determine which sites have the greatest environmental impact and to establish the type of technology is necessary for the pollutants passing through those sites.
- Apply for 319 grants.

Action Items:
- Brent Ache and Kenneth Walker (NOAA) – will support site selection workshop in the next few months.
- Jan Rogers (EPA) – will investigate opportunities for creative application of wetlands grants program.
- John Sego (DEP) – will look into funding and TA time available for water quality monitoring.
- Lindsay Griffen (Tampa Bay NEP) – services of a grant writer will be made available after sites have been selected – this person has a section 319 (Clean Water Act Nonpoint Source Management Program 1987) grant writing specialty. These grants support a wide variety of activities including technical assistance, financial assistance, education, training, technology transfer, demonstration projects, and monitoring to assess the success of specific nonpoint source implementation projects.

- Mark Sramek (NOAA) – In his role as Fishery Management Specialist, Habitat Conservation Division, Mark will review preliminary designs of TPA habitat and stormwater projects in accordance with provisions of Magnuson-Stevens Act pursuant to Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act.
- Barbara Schuster (EPA) – will talk with the EPA water office regarding innovative stormwater control and treatment technologies.

Project #6 – Maritime Security

Since September 11th the need for port security upgrades has increased. TPA was successful in obtaining some state and federal grants for required upgrades. A portion of the *ad-valorem* tax revenue goes toward security soft costs. But, as new properties are redeveloped and are available for use, especially at Port Ybor, new security requirements emerge as areas need to be secured and then monitored. The costs are proving to be very high for ongoing monitoring and maintenance of equipment. TPA is looking for additional funding for infrastructure, surveillance, fencing, and security personnel.

Discussion:
Jim Murphy of MARAD explained that security is risk-based and that Tampa has legitimate security needs since risk exists from many angles. Round 5 of the DHS grants process will be starting in the near future and Jim was a part of the inspection team that looked at TPA in the past. He explained that the grants inspection team looks at what threats are likely to the port and what counter measures are in place or planned. If those measures are effective then money will likely be granted to the port for additional security measures. There is a funding problem at this time because there are many ports and areas needing help with security costs but only $140 million nationwide is available to distribute to ports in the form of federal grants. There is no requirement for a match in funds, but if an applicant can match some portion of the federal funding, the grant application may be evaluated more favorably. Applications for the next round of DHS security grants are due by June 16th and the grants will be awarded no later than July 5th. There is an online application. This money cannot be used for staff or maintenance costs.

Action Items:
- TPA – Apply for security grant by June 16th using online application
- NOAA – Find out if it would be possible for a letter to go out from Vice Admiral Lautenbacher to Admiral Collins to try to get support for security funds and encourage cooperation between the Coast Guard and the Portfields effort
- TPA – Produce a matrix of funding, types and amounts, the port has received already

Project #7 - Port Facilities Improvements

This project involves berth reconstruction and the construction of a container terminal facility to include more environmentally friendly electric cranes that require less maintenance. The main need at this time is for funds to pay for the electrical retrofitting of the cranes that TPA is purchasing. The new cranes have an initial cost significantly more than diesel cranes, but will provide cost and environmental benefits to the Port over the longer term. TPA is looking for grant and funding opportunities for adding electrical infrastructure.

Discussion:
The group thought that it might be helpful to contact DOE to find out if DOE has some funding programs that could cover the costs for the cranes. The EPA air program may have grant programs that can be used to pay for the cost of equipment that will result in any air quality improvements.

Action Items:

- Kenneth Walker (NOAA) – will ask about electrical SEAMAC/DOT/DOE retrofitting funding availability
- Barbara Schuster (EPA) – will look into electrical power funding options through the air program at EPA
- Kenneth Walker (NOAA) – will call Willie Taylor at EDA to find out about infrastructure improvements funding opportunities

Project #8 – Newspaper in Education – Tampa Portfields

This is a partnership program with the Tampa Tribune's Newspaper in Education (NIE) program. TPA will bring six middle school and high school students to the port for a tour, and then the students will interview people who work at the Port. The Tribune will then develop articles highlighting these specific themes, as well as the Portfields initiative and Brownfields issues. This will help meet state education standards for the Hillsborough County School curriculum. Articles also will be distributed with the newspaper. TPA is looking for $22,000 for printing costs.

Action Items:

- Lindsay Griffen (Tampa Bay NEP) – Will provide information about Estuary Program's Bay Mini Grants (up to $7,500 for various projects, usually educational materials) including contacts, requirements, and deadlines. The schedule for these grants usually includes an early fall application period. Lindsay mentioned that this grant may be able to be linked with other projects, especially with nuisance species projects.

Project #9 – Aquatic Nuisance Species

There is a global problem with aquatic nuisance species (ANS or invasives) in waterways and bays including Tampa Bay. One of the transport mechanisms is via ship ballast

water. Ballast water is regulated under the National Invasive Species Act with the Coast Guard as the lead agency charged with implementing the national ballast water management program. In February 2004, the International Maritime Organization proposed regulations to reduce the spread of ANS. TPA has studied ANS issues at the Port of Tampa for over two years and helped to fund the invasives display at the Florida Aquarium. Ballast water exchange, a recommended measure to curtail transport of invasives via ballast water, is voluntary along with testing the water for the presence of ANS. Testing of incoming vessel ballast water for ANS is now moving toward becoming mandatory. TPA is concerned about this prospect and how this will affect the port. The Port is looking for support for this process as well as support for monitoring needs.

Discussion:
The Asian green mussel is one of the invasive species already found in the bay. It has caused economic impacts because it is a fouling organism that encrusts on many man made objects such as power plant intake structures.

Lindsey Griffen brought a CD copy of the Tampa Bay Estuary Program's recent technical publication, *Nonindigenous Marine Species in the Greater Tampa Bay Ecosystem*. This publication primarily provides the results of a survey of what kinds of organisms are found in the bay, and not really a guide to how to monitor or manage the species.

Although ballast water is not the only vector for invasive species transport into the bay, it is one of the primary ways species are transported. The Port has mostly international vessels coming in and out all of the time. If inspecting ballast water on all vessels becomes mandated, it may be a huge and costly effort. There was some question about why this is the Port's responsibility to take care of the invasive species issues, but at the same time with security issues already posing a problem maybe people are already boarding these ships and maybe this can be linked in some way. The invasives species problem is ongoing and of an international scope.

Suggestions:
- Partner with the Coast Guard on invasive species to get their help if reporting and testing become mandated

Wrap-Up

Linda Manning of SRA explained that the meeting discussion will be captured in a meeting summary and distributed in the next few weeks. Kenneth Walker then asked the group how they felt about planning for additional communications beyond the current calls and website. Patricia Overmeyer (EPA) responded that she would like to see quarterly conference calls. There was some discussion about attendees providing reminder emails about grants and deadlines. Then Jan Rogers countered that it would be better to have short update emails once a month or once every two weeks. There was a

general consensus that it would be a good idea to have a quarterly conference call or to have a quarterly email update.

Doris Marlin, USACE, invited the attendees to the State of Florida Brownfields Conference to be held in Jacksonville Florida on October 9th through the 12th. She is currently looking for topics for presentation and is open to suggestions. She is also looking for speakers.

Kenneth Walker thanked Bob Musser and Dave Parsché for hosting the meeting. Bob Musser and Dave Parsché thanked everyone for their help with the port's projects and thanked them for attending the meeting. Dave Parsché also added that TPA plans to let the community know about the successes they have had and will have with these projects.

Meeting Adjourned