



Council Minutes

March 13, 2006
10:00 a.m.

REPRESENTATIVES PRESENT

Chair, Mr. Robert Kersteen, Gubernatorial Appointee, Pinellas County
Vice Chair, Ms. Jill Collins, Gubernatorial Appointee, Hillsborough County
Secretary/Treasurer, Commissioner Scott Black, City of Dade City
Commissioner Jane von Hahmann, Manatee County
Mr. Richard Albrecht, Gubernatorial Appointee, Pasco County
Councilwoman Mary Alvarez, City of Tampa
Commissioner Eric Ball, Alternate, City of Palmetto
Commissioner Larry Crowley, City of South Pasadena
Commissioner Bill Dodson, City of Plant City
Mayor Ward Friszolowski, City of St. Pete Beach
Mr. Julian Garcia, Jr., Gubernatorial Appointee, Hillsborough County
Dr. Lois Gerber, Gubernatorial Appointee, Manatee County
Mr. Housh Ghovae, Gubernatorial Appointee, Pinellas County
Reverend James T. Golden, City of Bradenton
Mr. Michael Guju, Gubernatorial Appointee, Pinellas County
Mr. Kenneth Hoyt, Hillsborough County Gubernatorial Appointee
Ms. Angeleah Kinsler, Hillsborough County Gubernatorial Appointee
Commissioner Deborah Kynes, City of Dunedin
Deputy Mayor Bob Langford, City of New Port Richey
Mayor Mary Maloof, City of Treasure Island
Commissioner Bob Matthews, City of Seminole
Council Member Janice Miller, City of Oldsmar
Commissioner Peter Nehr, City of Tarpon Springs
Councilperson Carlen Petersen, City of Clearwater
Vice Mayor John Phillips, City of Gulfport
Commissioner Mark Sharpe, Hillsborough County
Commissioner Steve Simon, Pasco County
Ms. Barbara Sheen Todd, Gubernatorial Appointee, Pinellas County
Mr. Philip Waller, Gubernatorial Appointee, Hillsborough County
Commissioner Kenneth Welch, Pinellas County
Councilman Earnest Williams, City of St. Petersburg
Ms. Kathleen Wolf, Gubernatorial Appointee, Pasco County
Mr. Bob Clifford, Florida Department of Transportation
Mr. Todd Pressman, SWFWMD

REPRESENTATIVES ABSENT

Commissioner Kara Bauer, City of Safety Harbor
Commissioner Harriet Crozier, City of Largo
Commissioner Ken Halloway, City of Temple Terrace
Councilman Ed Taylor, City of Pinellas Park
Ms. Michelle Miller, Enterprise Florida

Ms. Brenda Williams, Department of Environmental Protection

OTHERS PRESENT

John Healey, Planner, Hillsborough County

Shawn College, Executive Planner, Hillsborough Planning Commission

Trisha Neasman, Planner, SWFWMD

Cassandra Ecker, Transportation Planner, Carter & Burgess

Tom Kotkiewicz, Developer, Casto

Robert Green, Attorney, River Club

Mike Burta, Ecologist, EAC

Rick Millian, Attorney

Tom McCollum, Planner, Cooper Creek RCPOC

Elba Lopez, Public Transit Administrator, FDOT

Dave Hochsprung, Partner, Cherry Bekaert

Laura Crouch, Mgr. Env., Tampa Electric

Rick McAulay, Senior Planner, St. Petersburg

STAFF PRESENT

Mr. Manny Pumariega, Executive Director

Mr. Roger Tucker, Legal Counsel

Mr. Avera Wynne, Planning Director

Ms. Suzanne Cooper, Principal Planner

Ms. Lori Denman, Recording Secretary

Mr. John Jacobsen, Accounting Manager

Ms. Betti Johnson, Principal Planner

Ms. Wren Krahl, Manager of Admin./Public Information

Mr. Bill Lofgren, Principal Planner

Mr. John Meyer, Principal Planner

Mr. Greg Miller, Planner

Mr. Patrick O'Neil, Senior Planner

Mr. Michael Spina, Senior Planner

Ms. Jessica White, Senior Planner

Call to Order - Chairman Kersteen

The regular meeting of the Tampa Bay Regional Planning Council was called to order by Chairman Kersteen on March 13, 2006 at 10:09 a.m.

The Invocation was given by Reverend James Golden, followed by the pledge of allegiance.

Roll Call - Recording Secretary

A quorum was present. No voting conflicts were filed.

1. **Approval of Minutes** - Secretary/Treasurer Black
The minutes from the February 13, 2006 meeting were approved. (Black/Miller)
2. **Budget Committee** -Secretary/Treasurer Black
 - A. The Financial Report for the period ending 01/31/06 was approved. (Albrecht/Miller)
 - B. Mr. Dave Hocksprung, representing Cherry Bekaert & Holland, presented the FY 2005 Annual Audit which was prepared by Allison McFarland, Senior Auditor with the firm. He thanked TBRPC staff for their cooperation and complimented them for good sets of records. This was the Council's third year with the adoption of GASB34 Financial Reporting Model.

Mr. Hocksprung provided an overview of the required communications and findings. Items reviewed under the required communications included significant accounting policies; management judgements and accounting estimates; significant audit adjustments; disagreements with management; difficulties encountered performing the audit. Action required under each item was stated as "none."

Motion to approve the FY 2005 Annual Audit. (Black/Miller)

Chairman Kersteen called for a motion to amend the agenda Item #8.E.2., which is DRI Senate Bill 1020 and House Bill 683. The action recommended should read: *Motion to authorize the Chair to sign the draft letter and follow-up letters resulting from subsequent amendments.* (Collins/Black)

Announcements:

Chairman Kersteen mentioned Councilman Ed Taylor, City of Pinellas Park, was re-elected. Commissioner Larry Crowley, City of South Pasadena, was introduced to Council members.

Council was encouraged to attend the 14th Annual Future of the Region Awards on Friday, March 31st, at the Quorum Hotel in Tampa. While lunch is complimentary for Council members, it was requested they RSVP for a head count. For further information, contact Wren Krahl, ext. 22.

3. **Consent Agenda** - Chairman Kersteen
The consent agenda was approved. (Miller/Hoyt)
4. **Item(s) Removed from Consent Agenda and Addendum Item(s)** - None
5. **Review Item(s) or Any Other Item(s) for Discussion**
6. **Cassandra Ecker, AICP, Carter & Burgess, Inc.** provided an overview of the Strategic Regional Transit Needs Assessment (SRTNA).

Ms. Ecker introduced Elba Lopez, Project Manager with FDOT District Seven. Ms. Lopez stated they got started with this important project last year and it will be completed by the end of the summer. Ms. Ecker is the consultant and the Regional Transit Needs Analysis is an informational

tool that has been created to look at transit needs over the 5 county area in District Seven, as well as 3 counties from District One.

Ms. Ecker stated the objective of this project is to prepare a strategically defined planning assessment document that enables the Department to effectively prioritize and fund regional transit infrastructure and service improvements required for an effective regional and integrated transit system in West Central Florida.

The SRTNA is currently in Task 3 - Plan Needs, Trends and Opportunities. The study area includes 8 counties (from Citrus County to Sarasota, including Polk), 6 MPOs, 5 Major Regional Activity Centers as defined by the Tampa Bay Intermodal Center Study, and 35 incorporated areas.

In developing Performance Criteria they took a best practices review of federal regulation, state guidance/documents, and local plans. Practitioners from other regions were invited to a National Transit Workshop to share experiences, both positive and negative. We found there were five general categories for the performance criteria: Mobility, Accessibility, Quality of Life and Environmental Stewardship, Cost Effectiveness, and Safety and Security.

The consultants have met with a number of agencies involved with regional transportation, both in terms of one-on-one briefings and presentations. Currently they are finishing up board presentations and beginning a second set of agency briefings.

Current activities include a market trend analysis, travel demand model enhancements for transit, coordination of models and identifying regional needs and developing alternatives. Regional travel patterns have been looked at as well as flows between counties.

Ms. Ecker showed maps outlining key corridors. The intention of the Department is to look at key connections in the region and would encourage a system in these corridors.

Land Use scenarios are also being looked at. A lot of the travel demand models look at 2025 or 2030 population/employment projections. They are taking a look at making the 2030 scenario into something that is focused around transit stations and what kind of affect that would have on the transit system. They are also taking it one step further by looking at 2050, and the super zones. The density in those areas around the transit station are being looked at in two different ways. One way is as an industry standard to use for different types of transit facilities ; and secondly by taking a look at systems that have been put into place in other regions. If the system has been in place for 20 years what is the change in that area? What kinds of things have other places experienced? This is in no way meant to replace other land use planning options, it is just to take a look at “what if.”

The next steps will include operating and capital cost estimates, a financial plan. We should have an idea of where those corridors are and which things will move forward.

Questions & Comments:

Mr. Hoyt: How many of the corridors worked here 50 years ago? What is our ability to generate new corridors? I'm interested in the long term. Routes tend to last a long time. The ability to establish new corridors is both important and essential and

extraordinarily difficult.

- Ms. Ecker: Is the question related to corridors that are not on the map, or corridors that are on the map that may not perform the same today as they would in 2050?
- Mr. Hoyt: It seems to me that the corridors are the ones that already exist and that have existed for 50 years or longer, maybe even back 100 years. What I worry about is the absence of new corridors. After you build the corridors out to 8 lanes or 4 lanes in each direction with a right turn bay and a left turn bay, there is no room for public transit. The cost of a right-a-way to build a corridor that wide is becoming prohibitive, and as development occurs further out people can't go down those corridors, they need other routes. We have real problems with our 8 lane, east-west roads trying to cross our 8 lane north-south roads. What it means is that 75% of the vehicles are sitting there for 3/4 of the signal cycle.
- Ms. Ecker: We are not necessarily focusing on the roadways themselves. We are opening up to other opportunities such as freight rail corridors and utility corridors. Those corridors that exist today are not necessarily the corridors that would be on the map. This is the reason to look out to 2050, to look at those developments of regional impact that are happening in eastern Hernando County and in Citrus County and see what kinds of corridor preservation we can promote.
- Mr. Hoyt: The other thing that stands out is that most of the mileage of the corridors will not be an incorporated municipality. In all of our counties the land area of the unincorporated county is vastly larger, with the exception of Pinellas County. It will be interesting to see the final product.
- Mr. Clifford: When you look at where the Department is headed related to funding prioritization of dollars for projects clearly everything we have been working on has been related to regional and statewide significance. We talked about it in the past with the Intermodal System which includes all modes except transit. The reason it's missing transit is because there is no plan for transit from a regional or statewide perspective. One of the things that we realized is that we need to get moving quickly and to not necessarily be tied down to just the year 2025, but look beyond that and take advantage of opportunities. I refer to the 3 "Bs" – Bradenton, Brooksville and Bartow. Do we necessarily need transit service between the core area of Pinellas and Tampa and those areas now? No. I don't think we do. Do we need it in 2020? Probably not. Will we need it in 2030, 2040, 2050? Absolutely. How do we go about taking advantage of those opportunities? One is to have an understanding of where we are going and what the plan is; and two is to take advantage of those opportunities as they arise. There are a lot of corridors out there that are not transportation corridors that could be transportation corridors. CSX has quite a bit of corridors all around the entire community that we are looking at potentially long term utilizing for transit oriented types of facilities related to commuter patterns and traffic.

The other thing we need to keep in mind is that this region is far behind the rest of the state with regional transit. The Orlando area is moving forward, the Southeast Florida is moving forward, and Jacksonville is moving forward. This area isn't. The Department of Transportation needs to step up. We are looking at how to take advantage of those opportunities, how to prioritize those opportunities and how to fund them. This does not mean stop supporting local transit. Absolutely not. On the flip side we need to support local transit even more because anything we do from a regional perspective cannot work without local transit. It's all part of the system and we need to make sure it is part of the system. There is a lot going on locally related to transit, particularly when you look at the two more organized counties in the planning Council, Hillsborough and Pinellas. There is a lot going on in Pinellas, a lot of things PSTA is doing that make a lot of sense from a long term strategy of tying regional transit into that. The same goes for Hillsborough and what HARTLINE is doing. We need to understand that this is a part of the overall system.

- Commissioner Kynes: In some ways I'm speaking on behalf of PSTA. We are going to make a major legislative push that whenever we broaden and renovate any of the roads we should provide for transit capabilities. We have been working with the Transit Roundtable and we would like to see this become a legislative priority.
- Reverend Golden: I appreciate all that has been said and I appreciate the fact that Hillsborough and Pinellas County are moving forward. I would like to make sure that Manatee County is involved.
- Mr. Clifford: They have been involved and have been very helpful.
- Reverend Golden: I would like to know whether or not District Seven has formally gone on the record opposing the recommendation of OPPAGA with respect to the removal of Manatee County from the regional planning council. This is an excellent median. It would be a shame for all of this effort between us when the left hand and the right hand is trying to take us to another regional planning council.
- Mr. Clifford: District Seven has not taken a position at all, but the overall state Department of Transportation has taken a position and has provided facts to OPPAGA. As you may recall, there was also changing of FDOT Districts, one of which was District Seven of FDOT in removing the counties north of us (Hernando and Citrus) and creating an entirely new district. What we pointed out is that we think everything works just fine the way it is. We also pointed out the impact to funding from a transportation perspective that would be affected by changes in the districts and this was provided to OPPAGA and the legislature.
- Ms. Todd: I was very pleased to hear you speak about going beyond 20 years. Several years ago I had the privilege of accompanying then Governor Martinez on a transit mission to Canada and what I saw there was that they plan their transit corridors and coordinate

where they want their development to go. We all know that development tracks transportation. I'm wondering as you look at this how closely you are working with DCA and the Department of Environmental Protection, as well as the new Century Commission.

Mr. Clifford: I can tell you the overall issue of growth management is an absolute key one. We are trying to look at it from the perspective that infrastructure should be *leading* development. This is where we are going to put the infrastructure and development will follow that. That's the tie in with DCA and other agencies related to growth management. Previous growth management kind of pushed everything to the outer areas with the infrastructure trying to chase the development. What we are trying to do here is reverse that trend.

Vice Mayor Phillips: This may not be completely germane but I was wondering if we will have any oil in 50 years. Are we planning on alternate transportation methods? Are we planning on mass transit by rail? Possibly using coal because we have 3,000 years of coal?

Ms. Ecker: The study is looking at operating characteristics and we are trying not to talk about a specific mode. We are looking at speeds, station locations and things like that. Just like we weren't talking about monorail 50 years ago, we could be talking about an entirely different technology in 50 years. We are trying to be flexible.

Commissioner Simon: Not an unambitious goal. The manipulation of market behavior by the FDOT isn't going to happen. You must follow the line of the marketer in order to put yourself in the appropriate position. You do not change the market, you put yourself in a favorable position in reference to the market. Leave a trail of breadcrumbs in the appropriate direction you wish them to follow. If you truly want the infrastructure to move in a particular point then find the parcels in a vast area where the land is not that costly and throw in a breadcrumb - a large government facility, a large educational facility, an economic perk of a nature or something smaller than that. You leave a breadcrumb for them to travel in that direction and from there things pollinate out. That's how you end up with a new corridor. You need to provide the enticement for them to move in the direction of the plan. Merely allocating the resources for infrastructure in a particular area will not have an affect on human behavior.

Mr. Clifford: I agree. The Department isn't going to change the mind set, it has to be the Department with local governments because you control land use, not FDOT. We need to be thinking beyond. If we think the way we have in the past we will end up with what we have had in the past. We are facing a point in this region where many roads, arterial and interstate have all the lanes you are ever going to see.

Councilman Williams: We have built our county so you can't create that situation where you build something and the people will come. We don't have that luxury. I think that we need to look at how to move people the best way, the fastest way. We

have buses all over the place and we can't keep doing that.

Mr. Hoyt requested an update on the project in the future.

7. **Council Members' Comments** - Chairman Kersteen

Reverend Golden: At the last City of Bradenton Council meeting Resolution No. 06-27 was passed. This is a Resolution of the City Council of the City of Bradenton, Florida, supporting the maintenance of the current laws of eminent domain of the State of Florida. I'm sure we will have a detailed discussion about this at the Legislative Committee meeting.

Chairman Kersteen welcomed back Todd Pressman, as the SWFWMD representative on the TBRPC.

8. **Program Reports**

A. **Agency on Bay Management (ABM)** - Mayor Mary Maloof, Chair

Mayor Maloof provided highlights from the March 9th meeting.

An update on Piney Point was provided from the Florida Department of Environmental Protection staff and it was announced that discharge of treated water to Bishop Harbor will *cease* in March 2007 as they make good progress in closing the gypsum stacks in the facility. The Department is also formulating new rules about process water management in the gypsum stacks in response to the Cargill spill during Hurricane Frances in 2004 and the increasing likelihood of hurricanes in Florida over the next few decades.

The US Army Corps of Engineers is seeking a renewed permit to maintain the 67 miles of navigation channels into and within Tampa Bay. A significant new wrinkle in the permit application is the plan to use dredged holes for spoil disposal. All of the proposed holes were studied extensively and several were found to be important fish habitat. The Agency has recommended that some of them not be filled. Staff will follow up to see if comments are still being received.

The Natural Resources Committee will be meeting on Thursday, April 13th. Everyone was invited.

Commissioner von Hahmann said she received an email from the Tampa Bay Estuary Program who responded to a request for letters of support or participation in Mote's research on Red Tide. They are seeking a \$4 million grant to do the research. Commissioner von Hahmann stated she would forward the email to ABM staff.

B. **Clearinghouse Review Committee (CRC)** - No Report.

C. **Local Emergency Planning Committee (LEPC)** - No Report

D. **Emergency Management**

Staff provided a report on the regional hurricane evacuation study of updating information for the counties. There has been a delay. One of the first specs for an evacuation study is identifying the storm surge limit, the contours, which define what the storm surge flooding would be in our area and the designation of evacuation zones based on that storm surge vulnerability. The problem is when we pile in land use regulations that help determine what areas would be flooded you get a very detailed contour line all across our coastlines. But what happens is you can't convey that to the public and you can't implement an evacuation based on that contour. You can't say these 3 houses have to evacuate but the other folks can stay. How would you secure that area if you are law enforcement? How would you respond if you need to evacuate or not? This has caused some consternation. What it has done is put emergency management officials in the position of being land use planners and conversely, it has put land use planners in a position of making emergency management decisions. We do not feel that either of those is necessarily appropriate. While they need to be talking to each other and deciding on mitigation options, those two decisions should be separate. We tried to talk to the department about addressing this issue in the evacuation study itself but they seem to think we need to address this through the legislature. The Coastal High Hazard Area Committee that the governor tasked to look at this issue as well as other things recommended we separate these two issues. We have our storm surge limit and our evacuation zones, and while they relate, the land use decisions would be based on this flood vulnerability. We are waiting to see what the legislature does. In the meantime, there has been some delay but we are trying to work this out before the new zones are published with our Hurricane Guide.

The behavioral surveys have been completed and we should get some results back before the next Council meeting. We are looking at additional shelters and we will be able to model the transportation to determine what our new clearance time is. I have already told our consultants that we are not going to have any of the 100 hour highest clearance times in the country. We are going to have to work up something better than that. We will see what the models show.

We are working with our new partners this year, WFLA, TBO.com and the Tampa Tribune on the public information campaign for the official guide this year, but we are also working with all of our other media outlets to ensure that everybody has the most up to date information.

As a reminder, the National Hurricane Conference is in April, in Orlando and it should be an excellent conference to talk about some of the more national and statewide issues. The Governor's Hurricane Conference will be in Fort Lauderdale in May. We are expecting over 3500 to attend. Both conferences should be very very educational and there are special tracks for local decision makers as well. If you need any information please contact Betti Johnson, ext. 39 or betty@tbrpc.org

- E. Legislative Committee** - Commissioner Deborah Kynes, Chair
Commissioner Kynes announced that due to the opposition of the Tampa Bay Regional Planning Council and several local governments, Representative Frank Farkas is not going

to file his local bill regarding the Gateway Area DRI.

Commissioner Kynes reviewed Agenda Items:

Item # 1 provides the council with the first workforce housing legislative language. We have met and have provided the legislation to:

Theresa Tinker and Barbara Hoagland -Governors Office of Policy and Budget

Senator Mike Bennett

Andrew Grayson-Florida House Staff Director

Tom Yateman-Florida Senate Staff Director

Rebeca De LaRosa-Legislative Director for the Florida Housing Finance Corporation

Val Hubbard- Department of Community Affairs

We are in the process of meeting with Representative Mike Davis to try and incorporate our workforce housing language into his House Bill 1363.

Reverend Golden asked: From a strategic standpoint are we better served with legislation that promotes separate trust funds?

Commissioner Kynes asked Mr. Pumariega to respond. Mr. Pumariega stated the bill is a first draft of the language. The language was suggested by folks in Tallahassee regarding the trust fund. We may end up in the Department of Community Affairs Budget and the appropriation provision can be the key since we are attempting to make this a 3 year project and they can only fund one year at a time. This is our initial attempt and will have to be worked on.

Reverend Golden: I just want to make sure that everybody noted this is one of the projects that we claimed they would like to see to justify the restoration of the Sadowski funding.

Mr. Hoyt asked the Chairman if it would be feasible to do an alternative draft which follows the lines that Reverend Golden asked to do this directly through the Sadowski fund?

Vice Chair Collins suggested the Legislative Committee discuss this issue and bring it back to Council.

Mr. Wynne stated the folks that speak for the Sadowski funding expenditures have been a little bit better at explaining how they spend their money and have tried to say that with restoration of full funding, they could spend the money. We were trying to be sensitive and not target the Sadowski funds with this particular initiative, and in fact, there is a meeting with the Florida Regional Councils Association representatives with the Florida Housing Finance Agency folks who are the stewards of the Sadowski monies, as well as DCA with the SHIP funds and so forth. They may, through the discussions, think that this program belongs in the Sadowski funding or they may want to put it somewhere else. I think this will come out sometime this week after those meetings. I will receive Representative Davis' input as to what we should do. We don't want to have too much out there, we just wanted to make sure we would have something that would work. The draft bill of HB 1363, what language should be drafted to work into that nicely and some of the word-smithing is going to occur within the next 4 to 6 weeks. All 11 RPCs will be participants. Some of the

program will be shared amongst all of the 11 RPCs such as the employer assisted housing consultants whose expertise in communicating with employers would be shared, as well as marketing. That money would be administered through the TBRPC. That's what that \$300,000 is for. Then the balance of the money would be split in a pro rata method similar to the way the regular DCA RPC funding is split, on a 30% based evenly. So the balance of the money – each RPC would get a 30% cut of that and then the other 70% would be based upon population. The larger regions, which typically have more stress in terms of the housing crisis generally speaking, get larger percentages.

Commissioner Kynes stated this topic needed to be put under the Legislative Committee. Everyone is invited to attend. This is a draft copy and is still being thrashed out.

Item # 2 relates to DRI Committee Substitute (CS) Senate Bill 1020 and Committee Substitute House Bill 683. On February 14th Manny testified before the Senate Community Affairs Committee to express our concern to ten significant modifications to Chapter 380.

Commissioner Kynes referred to Agenda Item #8.E.2., draft letter to Senator Bennett and Representative Traviesa with comments on SB 1020/HB 683.

The latest version of the bill that was presented to the Community Affairs Committee on March 6th reflects three of our concerns still remaining. The first deals with the proposed language change from “time required” to “time anticipated” in regard to development completion.

The second is the proposal to arbitrarily increase or remove all substantial deviation criteria.

The third item is one that we added to the draft letter in your folder and deals with the definition of when a development is considered essentially built-out.

These two Bills are now Committee Substitutes and will be sent to other Committees. A significant change is that these two Bills are now Bills relating to growth management rather than Development of Regional Impact Bills.

Mr. Pumariega stated that what that means is there are other issues being attached to the DRI Bill that it is considered a Growth Management Bill. That means they will probably try to introduce the language or amendments to SB 360 from last year. We need to keep monitoring this Bill. The first draft, and even up to the fourth version or fifth version dealt with DRIs. Now they are going to make it a growth management bill which means they can put anything else in there besides DRIs relating to growth management.

Motion authorizing the Chair to sign the draft letter and follow-up letters resulting from subsequent amendments. (Waller/Black)

Item # 3 will be discussed in detail at the Legislative Committee Meeting following the Council meeting. I encourage everyone to stay for this meeting. And finally, located in your

folders is a document which was released on Friday. This is from the Select Committee to Protect Private Property Rights.

Comments:

Commissioner Welch stated on March 14, the Pinellas County Commission will consider a local housing trust fund and it is believed this will pass unanimously. We still haven't addressed how to fund that, which is the tough part, but one of the things we are looking at is perhaps a local Doc Stamp Tax.

Commissioner Simon asked Reverend Golden about the City of Bradenton's Resolution #06-27, supporting the maintenance of the current laws of eminent domain of the State of Florida, and stated he is assuming there will be a fight coming up over this topic and will not go quietly one way or the other. Commissioner Simon said he thought the majority of folks on the side to take a broad brush of new legislation to limit the ability to take, I think they are going to have a lot of emotional support. The Commissioner wondered if this resolution was being passed out with a request for the local municipalities to adopt a resolution or something similar. He doesn't know where his folks stand on this subject. It looks like it is going to hurt cities horribly.

Reverend Golden responded that what we are saying is we need to at least allow the CRAs to have eminent domain power as a last resort, which must be approved by the government entity that created the CRAs. The eminent domain rights in the Florida Constitution are not going to be changed by this legislation. I cannot take your fruit stand just because I want to give it to someone else, unless your fruit stand is going to stand in the way of improving an entire area.

Commissioner Simon said he is sitting here from a county, not a city, and he has 88% of the population that lives in unincorporated county. There is no CRA. The area is blight nonetheless. It needs help. Even without the CRA to put more limitations on stopping us from doing something that would be a positive for over a thousand folks because of one or two holdouts is impeding. Commissioner Simon recommended the City of Bradenton resolution and stated he thought it stated the better of the two positions.

Commissioner Kynes said she is probably the most conflicted person because the City of Dunedin has a referendum on the March 14 ballot that says "*if the power of eminent domain shall not be used for private interests.*" I will say that after reading Kelo I agree with Sandra Day O'Connor and she was the dissenting opinion.

Commissioner von Hahmann: I just wanted you to know that the Florida Association of Counties has taken the same stand that Reverend Golden was talking about where law already prohibits this type of taking. Our support statements basically are just like what you are saying – re-support the existing law. It's already there and we don't support the legislature trying to step in and redesign the law.

F. Regional Planning Advisory Committee (RPAC) - No Report

G. Telework Tampa Bay - No Report

H. Economic Development - No Report

I. Regional Domestic Security Task Force (RDSTF) - No Report

9. Other Council Reports

Mr. Hoyt: On behalf of this Council I attend the quarterly meetings of the MPO Chair's Coordinating Committee for West Central Florida. At their last meeting they handed out the 2005 Regional Congestion Management System Performance Report. All of the MPOs received this report and is available from them. Another thing that happened is that this Council has been a sponsor for the Courtney Campbell Scenic Highway and Commissioner Bill Jonson is the Chair of the advocacy group. At the MPO CCC meeting a vote was taken to approve \$400,000 in funding for a feasibility study for the trails network.

A couple of weeks ago PSTA and others got together and put on a first rate BRT seminar and Mr. Hoyt complimented Commissioner Kynes. Hopefully it will re-energize the transit agencies in the region to start doing some practical things and maybe start up a BRT model soon. In many respects the new express service by HART in Hillsborough County is for all practical purposes a stealth version of a BRT system. What it doesn't have is the priority signaling underneath it.

This Council has in the past sponsored a quarterly roundtable of our Transit Agency leaders and other interested parties. We have had good participation from FDOT and from the MPOs and we will organize the next roundtable during the period of May.

Deputy Mayor Langford invited everyone to New Port Richey to the Chasco Fiesta, March 23-April 2, 2006. It is the biggest fund raiser for 30 major charities in the New Port Richey area. The street parade will be on March 25, and the boat parade will be on April 1.

Council Member Miller stated the City of Oldsmar is celebrating "Oldsmar Days" on the weekend of March 25. There will be food and bands at the park on the bay.

Councilman Williams invited everyone to the St. Petersburg International Grand Prix, which begins March 31. This is an international race from people all over the world and we would like our friends from the area to participate.

Ms. Todd suggested that since there are so many neat activities in our community we should have a flyer or something that could be enclosed or sent out on a regular basis, where Council members could list their activities.

Chairman Kersteen asked that Council members provide their information in advance to Mr. Pumariega.

10. Executive/Budget Committee Report - Chairman Kersteen - No Report

11. **Chairman's Report** - Chairman Kersteen
The ULI Symposium will be held March 16-17 in Miami and several gubernatorial appointees from the Council will be attending. They will also be meeting with the governor.
12. **Executive Director's Report** - Manny Pumariega
Mr. Pumariega thanked John Jacobsen, accounting manager, and his staff for doing an excellent job on the audit this past year. Thanks were also extended to the planning staff since they are the ones that have to perform the requirements and compliance of those contracts.

Adjournment 11:27 a.m.

Next Meeting - April 10, 2006 at 10:00 a.m.

Events Calendar located in Council folders.

Lori Denman, Recording Secretary

Robert A. "Bob" Kersteen, Chairman