

**WEST CENTRAL FLORIDA METROPOLITAN PLANNING ORGANIZATION
CHAIR'S COORDINATING COMMITTEE**

MINUTES OF THE JUNE 10, 2005 MEETING

A meeting of the West Central Florida Metropolitan Planning Organization Chairs' Coordinating Committee was held June 10, 2005 at the Brooker Creek Preserve, located at 3940 Keystone Road, Building #1, Auditorium, Tarpon Springs, FL 34688.

The following members were present:

Commissioner Karen Seel	Chairman, Pinellas County MPO
Mayor Cliff McDuffie	Chairman, Pasco County MPO
Councilman Shawn Harrison	Chairman, Hillsborough County MPO
Mayor Larry Bustle	Vice Chairman, Sarasota/Manatee MPO
Commissioner Gow Fields	Chairman, Polk TPO
Commissioner Chris Kingsley	Chairman, Hernando County MPO

Others present:

Brian Smith	Pinellas County MPO
Sarah Ward	Pinellas County MPO
Karen Cunningham	Pinellas County MPO
Donny Hamilton	Pinellas County MPO
Hugh Pascoe	Hernando County MPO
Dennis Dix	Hernando County MPO
Doug Uden	Pasco County MPO
Michael Howe	Sarasota/Manatee MPO
Mike Guy	Sarasota/Manatee MPO
Tom Deardorff	Polk TPO
Ryan Kordek	Polk TPO
Lucie Ayer	Hillsborough County MPO
Suzi Dieringer	Hillsborough County MPO
Beth Alden	Hillsborough County MPO
Ken Hartmann	FDOT District 7
Don Skelton	FDOT District 7
Bob Clifford	FDOT District 7
Lee Royal	FDOT District 7
Jim Baxter	FDOT District 1
Ben Walker	FDOT District 1
Bob Kersteen	TBRPC
Avera Wynne	TBRPC
Whit Blanton	Renaissance Planning Group
Branner Stewart	Cambridge Systematics
Alison Stettner	Sarasota-Manatee MPO - Turnpike
Sandi Moody	Bay Area Commuter Services (BACS)
Jim Sebesta	Senator
Howard Glassman	MPOAC
Bob Romig	FDOT Policy Planning Council
Ned Allen	Pinellas County Citizens Advisory Committee
Jim Byers	Pinellas Suncoast Transit Authority (PSTA)
Joe Smith	Citizens Advisory Committee
Janice Sawyer and Husband	Citrus Citizens Against the Suncoast Tollway
Edie Bustle	Manatee County Citizen
Carolyn Kuntz	Recorder

CALL TO ORDER

Pinellas County MPO Chairman, Commissioner Karen Seel called the meeting to order at 11:10 a.m. and welcomed everyone.

Jim McGinity, Manager of Brooker Creek Preserve Environmental Education Center, welcomed everyone and presented brief information regarding the Brooker Creek Preserve Center, noting that it comprises 8,800 acres and noted the short and long-term goals and hours of operation.

Commissioner Seel had everyone introduce themselves.

APPROVAL OF MARCH 18, 2005 CCC MEETING MINUTES

Commissioner Fields moved, Mayor McDuffie seconded, and motion carried to approve the March 18, 2005 meeting minutes as presented.

LEGISLATIVE REPORT

Howard Glassman, Executive Director for the Metropolitan Planning Organization Advisory Council (MPOAC), gave a brief overview of the 2005 state legislation, which included the following:

- House would like to proceed next session on a bill regarding the MPO structure;
- Growth Management Bill (SB 360) – regards MPO plan process;
- General Transportation Bill (HB 1681) – MPO recorded roll call votes, which affects when MPOs take action on the Long Range Transportation Plan (LRTP) or Transportation Improvement Program amending projects for the first three years of the Work Program; and
- Transportation Disadvantaged Program Bill (SB 1168) – reduces Commission from 27 members to 7, addresses conflict of interest issues, and creates four Technical Advisory Committees.

Mr. Glassman indicated regionalism is the theme for transportation and that he uses the CCC process as an example in Tallahassee. The MPOAC believes in the decentralized approach of the 26 MPOs but there needs to be an overlay for the regional structure. He commended the CCC for its efforts and that they should continue with their efforts. Mr. Glassman reviewed the details of the Growth Management Bill, including the local funding options that were removed from the bill. He noted the next legislative session would be considering the Reauthorization Bill that has been extended numerous times. Mr. Glassman thanked all the MPOs that contribute \$500 annually for the MPOAC's lobbying efforts.

Commissioner Seel introduced and welcomed Senator Jim Sebesta.

Senator Sebesta indicated this was his 7th session, with only 1 more legislative session left due to term limits. He indicated that he, President Lee, and others in the Senate are very supportive of local governments having authority under Home Rule. There are approximately 2,000 bills to be reviewed every year. He noted there were too many funding options included in the original version of the Growth Management Bill and recommended only one local funding option be pursued and zero in on indexing. There has been some movement regarding TEA-21 within the last 48 hours; however, the differences between the Senate and House will not be resolved by the end of the month and, therefore, TEA-21 will probably be extended again. He suggested that everyone let their U.S. representatives know how important reauthorization of the bill is to local MPOs. Senator Sebesta indicated the Governor recently signed the Motor Vehicle Bill. Senator Sebesta chairs the Transportation Committee and was responsible for the Transportation and Motor Vehicle Bills. The

Governor has signed the Transportation Bill the last four years in a row; however, there has not been a Motor Vehicle Bill for two years until this year. The Motor Vehicle Bill includes a provision for primary enforcement of seat belt usage by minors (under 18 years old); increases the minimum speed to 50 mph wherever there is a 70 mph speed limit. The Governor has not yet signed the Transportation Bill. Senator Sebesta reviewed the process, noting that the Senate and House versions of a bill must be the same before it can be passed, it must be signed by the President and the Speaker, then it is presented to the Governor and he has 15 days for a decision.

Senator Sebesta spoke regarding the Tampa Bay Commuter Transit Authority (TBCTA). This is a law that creates a Bay area transit system that can be paid for by revenue bonds. FDOT is performing a study that should be completed in the near future. Depending on the results of the study and if funding can be provided, he would like to move the study recommendations forward during the next year as one of his high priorities. Work could begin on a commuter rail system linking the counties within the Bay area.

Commissioner Seel thanked Senator Sebesta for all his hard work in advancing transportation for this area.

Bob Romig, FDOT Central Office, updated the members on the new Growth Management Bill (SB 36) and the Transportation Regional Incentive Program (TRIP), which is included in SB 360. He passed around handouts regarding his presentation. The Governor has not yet signed SB 360; however, he is expected to sign it within the next few weeks. Highlights included:

- Closes the gap between concurrency issues, between new development and construction of needed transportation and school facilities and requires communities to identify water supplies needed for new growth;
- Local growth plans must be financially feasible; and
- Sets up a pay-as-you-grow system to address backlogs and future growth needs (sets aside \$750 million recurring funding).

Transportation Funding:

- \$575 million nonrecurring from the general revenue;
- \$542 million recurring from documentary stamps; and
- additional funding for existing programs – Strategic Intermodal System, County Incentive Grant Program, Small County Outreach Program, and State Infrastructure Bank.

New Transportation Programs:

- New Starts Transit Program; and
- Transportation Regional Incentive Program.

Strategic Intermodal System (SIS) Funding Policies:

- Priority given to projects that support SIS goals, link to growth management objectives, commitment of funds from partners, and are production ready; and
- Funds will be distributed to all modes, between SIS and emerging SIS, and among economic regions.

TRIP:

- Program purpose – provide an incentive for regional planning, leverage investments in regionally-significant transportation facilities, and link investments to growth management objectives;
- 50/50 match – up to 50% of nonfederal share of project costs for public transportation projects,

noncash match available for in-kind contributions, and eligible rural areas including the waiver or reduction of match provisions of current law will be available;

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- TRIP Eligible Partners include all MPOs, counties, and multi-county transportation authorities if they form regional transportation areas, such as two or more contiguous MPOs, one or more MPOs and one or more contiguous non-MPO counties, multi-county regional transportation authority, two or more contiguous non-MPO counties, or MPOs comprised of three or more counties;
- Regional partners – develop a regional plan, design regionally-significant facilities, and achieve consensus on priorities;
- Projects must be linked to growth management – included in the local government capital improvements element for concurrency and long-term concurrency management system where significant backlogs exist;
- Local governments must adopt DOT Level of Service standards;
- To be eligible, projects must support facilities that serve national, statewide, or regional functions; consistent with the SIS; and have a commitment of local, regional, or private matching funds;
- Criteria – provide connectivity to SIS, support economic development and goods movement in rural areas of critical economic concern, subject to local ordinances that establishes corridor management techniques, and improve connectivity between military installations and the Strategic Highway Network or Strategic Rail Corridor Network; and
- Activities – inform and seek interest to identify potential regional partners based on recent regional collaboration and explain to MPOs, local governments, and regional entities; provide technical assistance for training and model Interlocal Agreement; and fund allocation and programming of project to allocate funds to FDOT Districts on a population/fuel tax formula and phase-in project programming based on readiness of the regions.

New Starts Transit Program:

- Program purpose is to assist local governments in the development of fixed Guideway and Bus Rapid Transit projects and use state funds to leverage local revenues and secure federal discretionary transit New Starts funding;
- Eligibility includes major new transit capital projects in metropolitan areas and support of local plans to direct growth where desired; and
- Funding – new statewide revenues and matching program to leverage local and/or federal funds.

Other Transportation Programs:

- State Infrastructure Bank - \$100 million appropriated in FY 2005/06 to provide revolving account low-interest loans and could be used to leverage matching requirements;
- Small County Outreach Program – additional funding of 5% of new recurring funds and resurfacing, capacity, or safety improvements to county roads; and
- County Incentive Grant Program - \$25 million appropriated in FY 2005/06, improvements to facilities that improve the State Highway System or relieve congestion on the State Highway System, and 50% match of project costs.

Other Provisions:

- Regulatory incentives to develop within urban service boundaries and urban infill and development areas; and

- Comprehensive plan process is streamlined and greater flexibility provided.

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Mr. Romig indicated the web site as www.dot.state.fl.us/planning/TRIP for additional information.

Mr. Guy noted he was recently at a meeting where it was indicated that FDOT is looking at the possibility of the local match coming from the urban funds. Mr. Romig responded that would be the XU funds.

Mr. Romig indicated they plan to allocate funds by a December timeframe to those projects that are production ready. Since the program would utilize current year dollars, the adopted Work Program would need to be amended. They will be working closely with the districts to get the projects into the Work Program and move forward in future years for other projects.

Mr. Hartmann added there is a match requirement and noted the regionally-significant facilities and the urgency to move quickly. Mr. Skelton added they would like the priorities established by October of this year, which would effect the date of the next CCC meeting. The CCC needs to discuss the prioritization of projects.

Discussion followed regarding the need for follow on discussions and the necessary process. Commissioner Seel suggested a special meeting to discuss the specific TRIP program and determine the priority of projects.

Mr. Hartmann noted the process includes a local match and needs to go before the local governmental bodies. Commissioner Seel questioned if there should be a special working group so that consensus could be reached by August.

Mr. Guy noted the local governments need to be aware of the various presentations, including the provision to borrow against the infrastructure bank. Mr. Hartman responded there is an application process in place.

Mr. Howe questioned if contributions for right-of-way could be considered as local match. Mr. Romig responded they would work with the right-of-way office and look at fair market value of the donated right-of-way.

Senator Sebesta offered his assistance if the group needed answers to questions or legislative intent.

Mr. Guy applauded the Legislature on their efforts, noting this is the best thing that has happened to transportation in a long time within the State of Florida. He indicated as projects are being looked at, they should be projects that are production ready so they could be moved forward to construction. Mr. Romig responded they need to be good projects, tied to growth management, and all the policies are signed off. Mr. Skelton added it is helpful to have early phases but there is a need to know how the other phases would be funded and projects needed to be tied to the criteria. In response to Mr. Uden, Mr. Skelton responded the project needs to be included in the Capital Improvement Program as a minimum or a Memorandum of Agreement or Memorandum of Understanding.

At this point in the meeting, Commissioner Seel asked Polk TPO to present their position.

Commissioner Bustle indicated Sarasota/Manatee MPO's support of the Polk TPO's position and their

and Sarasota/Manatee MPO's position. He indicated his Board adopted Resolution 2005-03, which included a map of what they would like included as part of the regional road network, and requesting the CCC's support. Polk TPO is in a unique position in that they are part of the West Central Florida Chairs Coordinating Committee and the Central Florida MPO Alliance. Polk would like to see their regional road network recognized by both groups and, therefore, are in the process of being included in two regional transportation plans. The TRIP funds are allocated by district and both Polk and Sarasota/Manatee are in the District I and are in competition with each other but are not in competition with the counties located within District VII. Within District I, it is expected Polk's share to be approximately 13% of \$40 million for FY 2005/06. Polk has been working closely with District I, which is encouraging them to develop candidate projects for this available funding. There is a requirement that these projects be included in the local Capital Improvement Program, which is currently taking place; however, these projects must be included in the Regional Transportation Plan to be eligible for TRIP funds. He shared the urgency of getting these projects for Polk and Sarasota/Manatee included in the Regional Transportation Plan to be eligible for the TRIP funds. The problem is that Polk and Sarasota/Manatee are currently in the process of updating their LRTPs, which would be adopted by December of this year, and then the Regional LRTP is updated. This has worked well in the past without any problems until the passage of SB 360. Polk TPO and Sarasota/Manatee MPO are requesting the CCC take action to allow them to submit candidate eligible projects under the TRIP program so they can compete for FY 2005/06 funding. They have worked closely with District I and applying the criteria by the Office of Policy Planning for guidance on defining other regional roads.

Mr. Deardorff requested the following also be included in the Regional LRTP in addition to U.S. 98 from Pasco County and U.S. 92 from Hillsborough County that are already included:

- County Line Road, which provides connection from S.R. 60 to I-4
- S.R. 563 and S.R. 37 (North-South Route) – S.R. 60 to Polk Parkway
- S.R. 546/U.S. 92 – I-4 to U.S. 17
- U.S. 17 and U.S. 17/92 – S.R. 60 to Osceola County Line
- U.S. 98 – U.S. 17 to U.S. 27
- S.R. 542/Avenue D – U.S. 17 to U.S. 27
- Poinciana Parkway (formerly Parker Highway) – C.R. 54 (Ronald Reagan Parkway) to Marigold Avenue @ C.R. 580 (Cypress Parkway)
- U.S. 27/I-4 “Box Interchange”
- S.R. 540 (Winter Lake Road) – S.R. 570 (Polk Parkway) to U.S. 17
- S.R. 540 Extension/Eagle Lake Loop Road/Thompson Nursery – U.S. 17 to U.S. 27
- C.R. 54 (Ronald Reagan Parkway) – U.S. 27 to Poinciana Parkway
- Ernie Caldwell Boulevard – U.S. 27 to U.S. 17/92

Following his presentation, Mr. Deardorff summarized the requested action as included in Resolution 2005-03:

1. Polk TPO supports the inclusion of the Sarasota/Manatee MPO's Regional Multi-Modal Transportation System as part of the CCC's Regional Transportation Plan and the acceptance of their

“locally defined” priority regional projects as an interim step towards the development of an integrated list of priority regional projects;

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2. Polk TPO requests the CCC and Central Florida MPO alliance recognize the Regional Road Network in Polk County as listed in Attachment 1 and depicted in Exhibit 1;
3. Polk TPO requests the CCC and Central Florida MPO Alliance to amend their respective regional transportation plans to include the transportation projects listed in Attachment 2; and
4. Polk TPO requests the CCC and Central Florida MPO Alliance to accept the “locally defined” priority regional projects for Polk County (Attachment 3) as an interim step towards the development of an integrated list of priority regional projects.

Commissioner Fields indicated the importance of competing for the FY 2005/06 TRIP funds, continue to do their part in participation with the CCC process, and support the Sarasota/Manatee MPO efforts.

Mr. Guy noted they entered into an Interlocal Agreement with the Charlotte MPO and developed a regional transportation system that included the roadway system and general hubs (anything associated with the Strategic Intermodal Systems). They have a regional partnership with Charlotte, Polk, the CCC, and the Central Florida Alliance. They are cooperating and working on a regional basis. Sarasota/Manatee MPO fully supports the requests of the Polk TPO. A copy of the letter from the Sarasota/Manatee MPO Chairman was included as a handout.

Considerable discussion ensued regarding the urgency of this situation that the Polk TPO and Sarasota/Manatee MPO be included in the network with prioritization of projects to occur at a later date, the reasons decisions need to be made before the next regular CCC meeting, the activity that has taken place within the last 48 hours, the need to work cooperatively together, the need to set up a working group to perform a review and the need to hold a special meeting, the importance of continuing to work regionally, the need to include the Polk and Sarasota/Manatee Counties regional priorities in the Regional LRTP although their local LRTP would not be adopted until December of 2005; the reasons for the different time frames (three-year cycle and five-year cycle) for Polk and Sarasota/Manatee versus the other counties (attainment versus nonattainment, Districts I and VII use different regional models); staffs have not had a chance to take a deliberate review of the network; the CCC takes this as a serious step for the overall process for regional coordination; the same request will be brought before the Central Florida Alliance; and a lot of deliberative thought has gone into the request.

Following discussion, Commissioner Seel suggested taking preliminary action at today’s meeting of approval, with it coming back to the CCC at a special meeting in August for confirmation, which would give staffs enough time for a deliberative review and would allow for the committee review process.

By consensus, the CCC members were comfortable with Commissioner Seel’s suggestion.

Mr. Hartmann suggested that, since two districts are involved and the districts aren’t competing, there should be two prioritization lists – District I and District VII.

Following discussion, ***Councilman Harrison moved; Commissioner Fields seconded; and motion carried to accept the Polk and Sarasota/Manatee Counties Regional Network as presented today to be reviewed during the course of the regional prioritization study to be undertaken and voted on in August or***

September to convey the sense nothing is being accepted as far as prioritization today but allowing the submittal of their lists and that there be two separate priority lists (one for District I and one for District VII).

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******At this point in the meeting, Commissioner Seel presented a plaque to recognize Ken Hartmann (who is retiring June 30) for his outstanding service as FDOT District VII Secretary.

Commissioner Seel then presented a plaque to recognize Mike Guy (who is retiring) for his outstanding service as Sarasota/Manatee MPO Executive Director and his support to the CCC.**

CCC RESOLUTION CONCERNING THE FLORIDA TRANSPORTATION PLAN UPDATE

Sarah Ward, Pinellas County MPO, noted the Florida Transportation Plan (FTP) was reviewed at the March CCC meeting. At that time, the CCC directed that the Staff Directors make the FDOT aware of the CCC's concerns with the funding policy regarding the Strategic Intermodal Systems (SIS) versus the other arterials through the Plan Update process. Several Staff Directors attended a forum held in Tampa on May 12 to provide input. In addition, the CCC directed the Staff Directors develop a resolution regarding these concerns. The resolution would be used to provide input as the FTP is being updated.

Commissioner Seel queried if the first consideration should include wording that it's based on new revenue sources. Ms. Ward responded that is a good point since it is recognized there is additional money needed for the SIS and the other arterial program. Staff did not want to bring this back as a proposal to take funding away from the SIS and that wording could be added through increased revenues for transportation overall but not to adjust the split being proposed (75/25).

Commissioner Fields moved; Councilman Harrison seconded; and motion carried to approve CCC Resolution #05-1, with the above modification.

PRIORITIZATION OF REGIONAL MULTI-USE TRAILS

Hugh Pascoe, Hernando County MPO, presented this item. Mr. Pascoe noted the Regional Multi-Use Trails Committee recently developed a list of high priority projects of regional multi-use trails. This list will form the basis for requests to obtain additional funding, or to accelerate funding, for project implementation. The criteria used for developing the priority project list include:

- Projects must be depicted on the Regional Multi-Use Trails Map (adopted as part of the CCC's Regional LRTP);
- Each MPO submits priority projects that provide regional connectivity and regional level bicycle/pedestrian mobility; and
- Projects need to be clearly identified and described as to the type of improvement (including cost estimates if available).

Mr. Pascoe pointed out it is recognized that Manatee/Sarasota MPO and Polk TPO are in the process of updating their networks and this list will be reconciled later in the year with their lists.

Mr. Pascoe indicated the list is not in ranked order but represents a significant step in identifying funding needs for multi-use trails in support of the CCC's Regional LRTP. Staff is requesting the CCC approve the

project priority list.

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Councilman Harrison moved; Commissioner Fields seconded; and motion carried to approve the draft Multi-Use Trails Project Priority List.

CCC APPLICATION FOR STATEWIDE ENHANCEMENT FUNDS

Sarah Ward indicated staff has been working, in coordination with the Courtney Campbell Causeway Advisory Committee, on the Courtney Campbell Causeway that connects Hillsborough and Pinellas Counties along S.R. 60. That advisory committee has been working on securing the scenic highway designation through the State of Florida and recently they received a letter indicating that designation has been approved. With this designation, the advisory committee is now looking at the feasibility of a trail along the Courtney Campbell Causeway and, therefore, staff is proposing the CCC support an application for Statewide Enhancement funding for the feasibility study. Ms. Ward noted that the CCC had earlier applied for (and received) Enhancement funding for the Suncoast Parkway Trail, which resulted in that Trail being built as part of the Suncoast Parkway. On behalf of the CCC, Pinellas County would take the lead in putting together the application. Staff is requesting the CCC authorize the staff to submit the application for Statewide Enhancement funding for the feasibility assessment of constructing a trail along the Causeway portion of the Courtney Campbell area. The resolution to that effect is included in the CCC package.

Upon query by Commissioner Seel, Ms. Ward responded all projects included on the Regional Priority List would qualify for statewide funding.

Councilman Harrison moved; Commissioner Fields seconded; and motion carried to approve the staff recommendation that the CCC apply for the Statewide Enhancement funds.

REGIONAL TRANSIT STUDIES

A. Economic Impact of Transit

Ms. Ward noted the attachments for this item and the following item were switched.

Beth Alden, Hillsborough County MPO, introduced the item and Brennar Stewart of Cambridge Systematics.

****Commissioner Kingsley left at 1:30 p.m.****

Mr. Stewart made a brief presentation to the Committee. The key findings in the report include an estimated increase in ridership of 12 million annual transit trips in 2025; during construction of an expanded transit network, economic impacts would include an additional 6,485 jobs, \$486 million increase in gross regional product, and \$400 million rise in personal income in 2025; reduced highway congestion projected to reach \$104 million in 2025; increased business productivity includes a \$42 million annual increase in gross regional product and a \$32 million annual increase in personal income; reduced vehicle emissions; possibility of new development; increase in property values in the vicinity of stations; travel time savings due to travel demand management; business access to labor and resources; creative workers; self-sufficiency for the disadvantaged; disadvantaged trip cost effectiveness, aids mobility for tourists, reduce demand for parking; and urban growth and

infrastructure costs.

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Upon query by Commissioner Seel regarding negative impacts, Mr. Stewart responded the existing transit system currently in place has small actual benefits; however, there is an opportunity for regional transit to have a larger role. He indicated the various transit systems he looked at had a positive correlation between rail and ridership.

Ms. Moody commented her program actively advocates for people to leave their vehicles at home and use an alternative means of travel and all forms of alternative modes must be competitive with the vehicle for people to use it. She noted the highway system needs to be expanded to accommodate transit systems, such as designated lanes for transit.

Commissioner Seel requested the presentation be emailed to Ms. Ward for distribution.

Councilman Harrison moved; Commissioner Fields seconded; and motion carried to accept the report for dissemination.

B. Regional Transit Action Plan

Beth Alden introduced the item and Whit Blanton of Renaissance Planning Group.

Mr. Blanton briefly highlighted the recommendations of the Regional Transit Action Plan: establish and recognize governance leadership; hire professional dedicated staff; increase county-to-county connections; define vision and mission; develop a Regional Transit Development Plan; agree on the roles and coordination; provide short-term funding; develop a dedicated funding source; establish the proper context; and take advantage of immediate opportunities.

Councilman Harrison moved; Commissioner Fields seconded; and motion carried to accept the report and direct staff to investigate options for implementation.

Upon query by Commissioner Seel as to when staff would come back to the CCC with options, Ms. Ward responded staff will coordinate with FDOT, which currently has a study underway (Strategic Transit Needs Assessment), which is anticipated towards the end of the year.

PROPOSED MODIFICATIONS TO CCC OPERATING PROCEDURES

Ms. Ward indicated a copy of the CCC's Operating Procedures were included in the packet and that the proposed modifications were included on Page 3, Section V B (Other Teams). Staff is requesting a modification to recognize there are an additional three subcommittees that meet on various subject areas that support the overall CCC LRTP. In addition to the established Joint Citizens Advisory Committee (CAC), staff is requesting the addition of a Joint Geographic Information Systems (GIS) Group, Regional Multi-Use Trails Subcommittee, and the Regional Transit Subcommittee. Staff would come back with specific information regarding their bylaws and operating procedures.

Mr. Guy noted there is already all inclusive language in the Operating Procedures allowing for the CCC to appoint other teams on an ad hoc basis as necessary and wasn't sure the need to add specific language.

Ms. Alden responded the idea is to formalize and document the process currently in place and makes the CCC stronger as an organization. The next step would be to formalize the various committees'

procedures. Mr. Guy added that it would be appropriate to recognize the standing committees once their procedures have been formalized similar to the CCC Staff Directors Coordination Team, which includes a brief description.

There was general discussion that action on the modifications was premature at this point.

Mr. Guy noted that the transit committees in Sarasota/Manatee MPO would be at the table once the transit committee was recognized by the CCC as a permanent standing committee. Commissioner Seel suggested that all transit agencies in the region should meet together on a regular basis.

Commissioner Seel then directed that no action would be taken today but that the Operating Procedures would come back with a formal committee structure.

PRESENTATION OF DRAFT FLORIDA INTRASTATE HIGHWAY SYSTEM (FIHS) COST AFFORDABLE PLANS

Lee Royal, FDOT District VII, noted FDOT Districts I and VII are in the process of updating the Florida Intrastate Highway Plan (FIHS) with the cost feasible component from 2016 to 2025. FDOT is required to develop and maintain plans for the FIHS. These plans are developed with input from the MPOs. FDOT has requested the CCC review the listing to determine consistency with the CCC's LRTP and to provide a ranked order for the priority listing for future funding purposes. The time line includes submittal to the FDOT Central Office of the final draft in July, with the Executive Committee adopting it in August.

Mr. Pascoe reviewed the staff comments, noting that FDOT has involved the CCC earlier in the process this time than any other time. He noted the information being handed out was a working document to make the CCC aware staff is looking at this in great detail and paying attention to the policies the CCC has established. Staff has flagged where there are discrepancies between the regional plan and indicated their additional comments. Comments include projects included in the FIHS Plan but not included in the CCC's LRTP, several "Needs" projects included on the FDOT Priority List while several "Cost Affordable" projects not included in the list; and the CCC regional needs not in the Cost Affordable Plan. The Joint CAC recommended that projects ready for construction should have top priority. In addition, staff commented that projects that have local contributions should be considered in the FIHS/SIS prioritization. Mr. Pascoe noted the most important aspect in building this relationship in working with the FIHS up front is that staff work directly with FDOT on their scoring and prioritization process. FDOT has a process for prioritization and then gives the list to staff for review. In addition to the Staff Directors comments, each MPO supplied comments. Staff is requesting acceptance by the CCC that this is a working list and authorization to use the list to continue working with FDOT within their tight timeframe to reconcile differences.

Upon query by Commissioner Seel, Mr. Pascoe responded this would come back at the next workshop meeting.

Commissioner Seel then concluded by noting the CCC would receive it at this meeting.

TELEWORK TAMPA BAY PRESENTATION

Sandi Moody, BACS, handed out a brochure on the telecommuting program BACS and the Tampa Bay Regional Planning Council is conducting in Pinellas and Hillsborough Counties. The idea is to get both the

private and public sectors involved in teleworking, which is where employees work somewhere other than the work site. The brochure answers a lot of questions about teleworking and is funded by Congestion Mitigation Air Quality funds for Pinellas and Hillsborough Counties. She noted they have made presentations to 100 businesses, conducted 11 workshops, held a conference in April, and has 13 programs in various stages of development. This is a good tool from the aspects of congestion management and disaster recovery. The website has further information. Ms. Moody encouraged the CCC members to look at implementing telework within their respective areas. She also handed out a copy of the BACS 2004 Annual Report. The program is being funded by FDOT through the Pinellas and Hillsborough MPOs.

REMOTE MEETING TECHNOLOGY OPTIONS

Ms. Alden noted the Joint CAC would like to have a truly regional CAC. Currently, Pinellas and Hillsborough CACs meet on a regular basis and they would like to explore methods using web technology to conduct the Joint CAC meetings. There is technology where they can show PowerPoint slides on the web and can use speakers/microphones on the computers to communicate with the members. In order to meet the Sunshine Law, each MPO would host and advertise the meeting at their local MPO office. The technology could be billed to each MPO based on their participation, which would be less than \$100 a year per each MPO based on preliminary cost estimates. Staff is requesting the CCC authorize staff to investigate and set up a pilot program.

Mr. Guy requested that video capability also be looked at due to members who are hearing impaired.

Commissioner Gow moved; Mayor Bustle seconded; and motion carried to authorize staff to further investigate.

OTHER BUSINESS

A. Location and Date of Next Meeting

Mr. Pascoe indicated they need to hold a special workshop in addition to the next regular meeting. Staff is looking at either August 19 or August 26 and will poll the members for an acceptable date. Noting a conflict with August 19, it was determined the workshop would be held August 26 and the regular CCC meeting would be held September 16 instead of September 9.

ADJOURNMENT

There being no further business, the meeting was adjourned at 2:18 p.m.