

**Board Report**

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**File #:**2015-01039, **File Type:**Motion / Motion  
Response

Agenda Number:

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**REGULAR BOARD MEETING  
JUNE 25, 2015**

**Motion by:**

**Directors DuBois, Butts, and Najarian**  
June 25, 2015

**Relating to Item 16, File ID 2015-0477**

The report back on the October 23, 2014 Board Motion addresses the Board's request to look at a different more subregional approach to the Call For Projects (CFP).

The report that came back is a good beginning for the process for revision, however, we would like to suggest that more attention and thought be given to revising the CFP to build upon the considerable efforts currently underway within subregions to identify and prioritize projects through the various mobility matrices process.

The argument supporting assigning funds to a subregion is supported by the language in the letter from the U.S. Department of Transportation, dated April 6, 1998. This letter states that:

*"Federal Metropolitan and Statewide planning regulations specifically prohibit distributing ISTEA funds (STP, CMAQ, Section 5307, etc.) to local jurisdictions based on a formula."*

It then goes on to state that:

*"The planning process should be based on demonstrated needs and system performance, not on everyone getting a certain percentage of funding".*

We believe that the modeling and system performance analysis projects included in the subregional mobility matrices will "demonstrate needs and system performance" that will satisfy the USDOT requirement. Either MTA or the sub regions can administer the appropriate planning process. These project lists will be included in the LRTP which is foundational to the Countywide Transportation Improvement Program (TIP). Furthermore, subregional projects, particularly those that are multi-jurisdictional provide an opportunity to address GHG reduction in a more regional manner by allowing multiple jurisdictions to create Complete Streets corridors that maximize non-motorized and transit

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applications.

We, therefore, instruct staff to work on the following with the proposed subregional steering committee and other interested stakeholders:

- A. To continue addressing the use of subregional project allocations through a process that meets state and federal mandates. Build upon the transportation mobility matrix process underway for the LRTP update.
- B. Work with the Councils of Government to develop a viable subregional category that will encourage/facilitate coordination, collaboration and creation of multi-jurisdictional or programmatic projects that improve mobility.
- C. Report back to the Board every six months on the development changes to the CFP structure and processes.