

Motion by Directors O'Connor, Dupont-Walker, Najarian and Dubois

Beginning with the changes in MAP 21 that converted Transportation Enhancement funding to "Transportation Alternatives" to the State oversight of Active Transportation funding we are seeing a diminished role for Metro as the sole implementing agency with multi-modal programming responsibilities in providing critical funding for local agencies for needed transportation improvements that are beyond local agencies' capabilities that help implement the LRTP.

There is a new paradigm of state and federal funding being developed; the State of California has just adopted **new environmental planning law that changes the mobility focus from reducing congestion to reducing vehicle miles traveled – to bring jobs back closer to neighborhoods and/or to improve the connections between neighborhoods and the regional transit network, with a goal of reducing pollution and improving air quality.**

This emerging state regulatory framework requires that L. A. county re-balance the Call-for-Projects mobility investment portfolio by embracing innovative changes that are dramatically changing the next generation's lifestyle choices into a new world connected by technology rather than a car for every driver. A world dominated more by local neighborhood and community connectivity that emphasizes the neighborhood quality of **complete streets** rather than by increasing the speed of auto trips across mega-regions; a world of connected villages and *Smart Neighborhoods* where jobs and housing are clustered, emphasizing a desire for sub-regional congestion mitigation and local quality of life while being linked through transit trips that span the region – a world that begins at home rather than "on the road".

It is becoming ever clearer that the decades old **Call for Projects** process has become an anachronism. Instead, an updated LRTP and new ballot measure should propose an **over-arching strong subregional emphasis** that provides funding for inter-jurisdictional transit and highway projects and programs that encourage and fund improved sustainability of the basic building blocks of our communities – our neighborhoods. We believe the current form of Call-for Projects needs to be changed to incorporate the concept of expanding to each subregion the successful *Highway Operational Improvement Program (HOIP)* created in Measure R, and use this program as a template and paradigm for converting the current *Metro Call for Projects* Program into a new subregional, multi-modal subvention formula program in which local agencies, rather than the monolithic Metro Board, determine sub-regional priorities for public transportation investments applying the same modal categories currently used in the Call-for-Projects process..

We, Therefore, Move that the Metro Board instruct the CEO and Planning staff to:

1. In effect suspend future **Call for Projects** past the 2015 Call and incorporate an evaluation of this process into the LRTP-update and ballot exploration process with the **stakeholding COGs and subregions**; and
2. Return to this Board in February, 2015 with the examination and recommendations on the possibility of converting the **Call for Projects Process** into a new subregional, multi-modal subvention formula program as previously described above.

BONIN AMENDMENT that the Metro Board instruct the CEO and Planning staff to, as part of the examination and recommendations on changes to the Call for Projects Process beyond 2015, solicit an assessment of both the strengths and weaknesses of the process from cities, COGs, and other stakeholders who both apply and do not apply for funding. The information solicited should be presented to the Board and incorporated as part of the foundation for revising future Calls.