

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.