



June 14, 2017

Honorable John Fasana
Chair, Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: Revised Measure M Guidelines | Further Changes Needed Now

Dear Chair Fasana:

We know you have a lot to consider this week, so we will get right to the point. The few simple suggested edits below to the Revised Measure M Guidelines are *crucial* at this stage to ensure that previous mistakes in transportation spending not be made again. They are as follows, and are also shown as suggested redline edits in attachments A, C and D:

1. Expand the definition of “green” to include urban heat island mitigation / cooling.
Extreme heat days are on the rise, and asphalt’s heat radiation is a major contributor to making our city too hot -- too hot to wait for the bus, walk or bike, and too hot to cut down ozone pollution. Eligibility of green infrastructure investments should include project elements that provide shade, as well as innovative materials that reflect (rather than radiate) more solar heat.
2. Expand the description of “greenways” to include other public right-of-ways (ROWs) besides storm channel basin. To allow the possibility that these multi-benefit active transportation projects may get developed in all parts of the County, existing rail and utility corridor ROWs should be eligible locations, too.
3. Replace level of service (LOS) metric with vehicle miles traveled (VMT). State legislation requires this update in the coming years, and by supporting (rather than mulling) this transition, Metro projects will have a greater chance at competing for State dollars. Highway projects should be align with State and regional climate goals, rather than undermine them.
4. Include maintenance of green infrastructure in operations subfunds. Since maintenance of green infrastructure is needed to achieve full lifecycle and community benefits, eligibility should be included in Metro operations subfunds.

5. Allow recreational transit service in operations subfund. Improving transit access to parks and open space is a Metro policy priority, as passed unanimously by the Board on June 23, 2016. Such service improvements should be eligible for funding from the transit operations subfund, and not only through limited Local Return dollars.

We will continue to work collaboratively through representation on the Policy Advisory Council as administrative procedures get developed in the months ahead; however, we *urge you* to take these timely suggested revisions seriously *now* -- if you do not, you will severely hamper the potential for Measure M funds to improve the environmental performance of the transportation sector in Los Angeles County.

If you have any questions regarding the content of this letter, please feel free to contact Bryn Lindblad at blindblad@climateresolve.org / (213) 634-3790.

Sincerely,

The EnviroMetro core team:

Fernando Cazares, Senior Program Manager--Climate Smart Cities, The Trust for Public Land
Belinda Faustinos, Deputy Chair, San Gabriel Mountains Forever
Omar Gomez, Director of Programs, Council of Mexican Federations in North America
Jonathan Parfrey & Bryn Lindblad, Executive Director & Associate Director, Climate Resolve
Wesley Reutimann, Executive Director, Bike San Gabriel Valley
Claire Robinson, Managing Director, Amigos de los Rios
Daniel Rossman, Senior Regional Representative, The Wilderness Society

Attachments: (A) Guidelines pg. 42 | redlines for cooling & ROWs for greenways
(B) UHI one-pager
(C) Guidelines pg. 35 | redlines for changing LOS to VMT
(D) Guidelines pg. 64 & 67 | redlines for maintenance of green infrastructure & recreational transit service

- Enhance safety, remove barriers to access or correct unsafe conditions in areas of heavy traffic, high transit use, and dense bicycle and pedestrian activity;
- Promote multiple clean transportation options to reduce criteria pollutants and greenhouse gas emissions and improve air quality; and
- Improve public health through traffic safety, reduced exposure to pollutants, design infrastructure that encourage residents to use active transportation as a way to integrate physical activity in their daily lives, **improve sense of place, and incorporate green infrastructure.**

First/Last Mile (FLM): Infrastructure, systems and modes of travel used by transit riders to start or end their transit trips. This includes, but is not limited, to infrastructure for walking, rolling, and biking (e.g., bike lanes, bike parking, sidewalks, and crosswalks), shared-use services (e.g., bike share and car share), facilities for making modal connections (e.g., kiss and ride and bus/rail interface), signage and wayfinding, and information and technology that eases travel (e.g., information kiosks and mobile apps).

Eligible Projects

Improvements include, but are not limited to: ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure, signage/wayfinding, crossing enhancements and connections, safety and comfort (**including from the natural elements, e.g. shade trees**), allocation of street space, and plug-in components.

Green Streets: Urban transportation rights-of-way integrated with stormwater treatment techniques **and urban cooling elements** that use natural processes and landscaping **as well as innovative materials**. Quantitatively demonstrate that they capture and treat stormwater runoff from their tributary watershed through infiltration or other means, and are included within the respective Enhanced Watershed Management Plan, **and deliver cooling benefits**.

Eligible Projects

Green Infrastructure includes: Cost-effective, resilient approach to managing wet-weather impacts **and combating the urban heat island effect** that provides many community benefits. Reduces and treats stormwater at its source **and cools surface air temperature** while delivering environmental, social, and economic benefits.

Greenway: A pedestrian and bicycle, nonmotorized vehicle transportation, and recreational travel corridor.

Eligible Projects

Examples meet the following requirements:

- Includes landscaping that improves rivers and streams, provides flood protection benefits, and incorporates the significance and value of natural, historical, and cultural resources, as documented in the local agency's applicable planning document.
- Is separated and protected from shared roadways and is adjacent to an urban waterway **or utilizes an existing utility or rail corridor right-of-way**, with an array of amenities.
- Is located on public lands or private lands, or a combination of both, with public access to those lands for greenway purposes.

Urban Heat Island Effect

& THE NEED FOR URBAN COOLING INVESTMENTS IN LOS ANGELES COUNTY



The Climate Situation

- UCLA climate scientists predict that temperatures in the Los Angeles region will rise 3.5-5°F over the next 20-40 years.
- The number of extreme heat days (days above 95°F) are expected to double, and even triple, in some parts of the city.

The Urban Heat Island

- Due to high amounts of paved surface area - streets, sidewalks, etc. -, urban areas can be up to 4-5°F than surrounding areas.
- Increased urban air temperatures mean decreased air quality and increased risk of heat-related illnesses.

What can be done?

- Using cool construction materials, like cool roofs and cool paving that reflect instead of absorb heat, can lower surface air temperatures.
- Increasing urban tree canopy and pervious landmass will provide shade and a natural air conditioning system for heat-afflicted cities.

The Opportunity

- Measure M presents an opportunity to make infrastructural investments that address both climate change and mobility needs, creating a cooler, greener, more mobile Los Angeles.
- Cooler, greener streets make it easier, safer, and more convenient to ride transit and use active transportation!

40%

AREA OF THE CITY COVERED
BY ASPHALT

3.5 - 5°F

EXPECTED TEMPERATURE
INCREASE IN LA REGION

10-20°F

RANGE OF SURFACE
TEMPERATURE REDUCTION
FROM USING COOL PAVING

Transit noise mitigations: similar noise barriers as highway, but along fixed-transit guideway routes.

Streetscape Enhancements and Great Streets: Great Streets concept was initiated by the City of Los Angeles to: 1) Build strong partnerships between communities and the City of Los Angeles; 2) Design streets with a community's vision of how to improve neighborhoods for all people; and 3) Implement projects that transform streets into safe, accessible, and vibrant public spaces in alignment with adopted City of Los Angeles policies.

Traffic Congestion Relief Improvements: Transportation projects that would relieve congestion, improve mobility/~~level of service~~, **reduce vehicle miles traveled (VMT)** and result in operational improvements along the State Highway System and arterial roadways. These projects include but are not limited to ~~roadway widening~~, geometric corrections, substantial signal synchronization, carpool lanes, park and ride facilities near freeways served by commuter transit service, dedicated right- and left-turn lanes at major signalized intersections, and other projects with verifiable benefits.

Other Highway Efficiency Program and Traffic Congestion Relief definition may include:
Freeway Service Patrol (FSP) - This is a congestion mitigation program with roving tow and service trucks which assist and/or remove disabled vehicles off the freeway to a designated safe location. The program maximizes safety by reducing the incidence of secondary accidents and minimizes delay through quick removal of disabled vehicles.

Eligibility: Freeway Service Patrol

- Expansion of the Freeway Service Patrol (regular and big rig) programs beyond current corridors and hours of operation.
- Provision of FSP services within corridors under construction to facilitate safety.

**I-605 CORRIDOR HOT SPOT INTERCHANGE IMPROVEMENTS (GATEWAY COG)
I-605/I-10 INTERCHANGE (SAN GABRIEL VALLEY COG) OR SOUTH BAY HIGHWAY
OPERATIONAL IMPROVEMENTS**

Definitions may include:

ExpressLanes- LA County's High Occupancy Managed Lanes or priced-managed lanes where HOV lanes are converted to HOT lanes enabling Solo drivers to ride in the lanes by paying a toll while HOVs with the appropriate vehicle occupancy travel free of charge.

Eligibility for ExpressLanes:

All aspects of ExpressLanes projects including design, planning, development, outreach, construction and implementation of ExpressLanes and connectors consistent with the Metro Countywide ExpressLanes Strategic Plan are eligible. The Strategic Plan may be updated on an ongoing basis to reflect changes including project acceleration and funding availability. Proposed projects must be coordinated with Metro's Congestion Reduction Department. Once constructed, the ExpressLanes will be operated by Metro based on adopted business rules.

- Rail transit operations, exclusive of bus bridges required for capital projects or disruptions in service
- Rail transit maintenance, including daily check-ups, cleaning, and repairs
- Rail transit communications, signals, power, controls, and track systems and engineering operations and upkeep
- Rail vehicle overhaul, midlife, and acquisition
- Maintenance and component replacement of rail communications, signals, power, controls, and track systems and engineering
- Rail station upkeep, repairs, and maintenance, including, but not limited to, fare gates, ticket vending machines (TVMs), transit passenger information system (TPIS) systems, **shade structures and other cooling elements, green infrastructure** and lighting
- Fare collection system and equipment

RESERVE/CARRYOVER REQUIREMENTS

Given the objective of the program to address Metro Rail Operations, Metro is encouraged to spend these funds in a timely manner. However, Metro may reserve or carryover its allocation to the next fiscal year.

REPORTING REQUIREMENTS

Metro will provide quarterly reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of Measure M 5% Metro Rail Operations funds are contributing to accomplishing the program objectives.

Measure M funds may be used to supplement existing state, federal, and local transit funds in order to maintain the provision of the existing transit services in the event of a current or projected funding shortfall.

AUDIT REQUIREMENTS

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable state and local laws. Metro will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

MEASURE M RECOGNITION

Measure M program was approved by the voters of Los Angeles County (California) and include the following:

- City of Arcadia
- City of Claremont
- City of Commerce
- City of Culver City
- Foothill Transit
- City of Gardena
- City of La Mirada
- Long Beach Transit
- City of Montebello
- City of Norwalk
- City of Redondo Beach
- City of Santa Monica
- City of Torrance
- Antelope Valley Transit Authority
- City of Santa Clarita
- Los Angeles Department of Transportation
- Los Angeles County Metropolitan Transportation Authority – Operations

ELIGIBLE USES

Eligible expenses include operations for transit service, maintenance, and expansion, and any other operating expenses that will contribute to meet the above program purpose and/or objectives; **this includes recreational transit service and maintenance of green infrastructure.**

For Metro, these funds are also eligible to be used for Metro Rail operations, and as secondary Metro Rail State of Good Repair and pilot programs for new transit services. Metro will develop policies that will define and establish criteria for implementing pilot programs.

MAINTENANCE OF EFFORT

Senate Bill No. 767 (De Leon) states that funds allocated by Metro to eligible and included municipal operators shall be used for transit operations and shall not supplant any funds authorized by other provisions of law and allocated by Metro to the eligible and included municipal operators for public transit. In addition to implementing new transit services and programs, eligible recipients may use Measure M 20% funds to supplement existing state, federal, and local transit funds in order to maintain the provision of the existing transit services in the event of a current or projected funding shortfall. Metro staff reserves the right to request appropriate documentation from eligible recipients to support the existence of a funding shortfall.