



June 21, 2017

John Fasana, Chair  
Metro Board of Directors  
One Gateway Plaza  
Los Angeles, CA 90013

Sent via email to Board Secretary Michele Jackson, [JacksonM@metro.net](mailto:JacksonM@metro.net)

**RE: Motion 38.3 Measure M Master Guidelines Highway Subfunds | Strongly Support & Additional Unresolved Issues**

Dear Chair Fasana,

One purpose of this letter is to let you know that our organizations *strongly support* Motion 38.3, which would help bring Los Angeles County highway planning and project delivery into a more multimodal, greener, and equitable 21st century transportation paradigm.

Study after study has shown that road widening is not an effective long-term strategy for reducing traffic, as it only induces more vehicle miles traveled (VMT) -- which we know is antithetical to our greenhouse gas reduction goals, and undermines the viability of alternative modes of transportation. The outdated level of service (LOS) metric misguidedly points towards road widening projects as the way to relieve congestion, since it only takes vehicle throughput into account, rather than considering a broader perspective of people traveling by all modes. It is for this reason, that CEQA guidance is requiring a transition from LOS to VMT metrics, and Metro would best prepare itself for that transition by adopting Motion 38.3.

Motion 38.3 would not only position Metro's project evaluation practices in alignment with the latest advancements in the planning profession on this topic, it would also create opportunity for previously-neglected modes of transport to receive much-needed additional investments. Rather than making it harder and harder for Angelenos to leave their car at home -- or to never buy one

in the first place -- Metro should be doing all that it can to create viable alternatives, and Motion 38.3 is part of that effort.

We urge you to adopt Motion 38.3, and to continue to look for ways that Measure M investments can advance a more multimodal, greener, and equitable future for Los Angeles County. Specifically, points that we have raised regarding the Measure M Master Guidelines that remain unaddressed, include:

1. Green infrastructure: the definition should include urban heat mitigation / cooling in addition to stormwater management benefits, and innovative materials as well as natural elements. Additionally, the maintenance of green infrastructure should be an eligible expenditure in Operations subfunds (which are not currently scheduled to receive additional administrative guideline development).
2. Greenways: the definition should include active transportation corridors along utility corridors and other existing public right-of-ways in addition to space adjacent to urban waterways. This would give greater parts of the County the opportunity to develop such public health-enhancing projects.
3. Recreational transit: including access to parks and open space should be an eligible expenditure in Transit Operations subfunds in addition to Local Return (the only place that it currently is mentioned). Again, since the Operations subfunds are not slated for additional administrative guideline development, ensuring that eligibility in these master guidelines is imperative.

**If Metro is unable or unwilling to make these additional amendments to the master guidelines at this time, we request that you direct staff and ask for their assurances that these issues will be addressed in the forthcoming development of administrative guidelines.**

Thank you for your attention to these matters, and for your continued leadership on the Metro Board, even after your term as Board Chair comes to a close.

Sincerely,

The EnviroMetro core team:

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