



# Agenda

## Metro Sustainability Council

LA Metro HQ  
Mulholland Conference Room  
15<sup>th</sup> Floor  
One Gateway Plaza  
Los Angeles, CA

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### Agenda

- a. Welcome/Remarks: Chair (5 min)
  - b. Approval of Minutes: Chair (2 min)
  - c. Long Range Transportation Plan Update: Paul (15 min)
  - d. 2019 Energy and Resources Report: Craig (20 min)
  - e. Moving Beyond Sustainability: Alvin/Paul (20 min)
  - f. By-Laws Discussion: Chair (45 min)
    - Arc overview
    - Working Group Discussion
  - g. Action Items Log: Aaron (2 min)
  - h. General Public Comment (5 min)
- 



Metro Sustainability Council



Sustainability Council  
 FY20 DRAFT Meetings Arc  
 As of *June 4, 2019*

<b>Meeting</b>	<b>Agenda Topics</b>	<b>Outcomes</b>
July 12, 2019	<p>Executive Committee Elections</p> <p>Congestion Pricing Initiative</p>	<p>Selection of Metro Sustainability Council Executive Committee Members: Chair/Vice-Chair/Second Vice-Chair</p> <p>Get an Overview of the Metro Congestion Pricing Initiative</p>
September 13, 2019	<p>Update of Metro Sustainability Implementation Plan/Strategic Plan</p> <p>2019 Metro Energy and Resources Report</p> <p>Long Range Transportation Plan Scenario Findings</p>	<p>Discuss update on Metro Sustainability Implementation Plan/Strategic Plan</p> <p>How has LA Metro performed in its sustainability metrics and goals; discuss the transition to include other metrics that used to be reported in Planning</p> <p>Present the range of scenario findings that will be used in the development of the “preferred Plan”</p>
November 15, 2019	<p>Metro Microtransit Pilot</p> <p>ANSI/ASCE Sustainable Infrastructure Standards and Engineering Manual of Practice</p>	<p>Provide an overview of the LA Metro Microtransit Pilot</p> <p>Presentation on the Sustainable Infrastructure Standards and engineering Manual of Practice to incorporate climate change into the design and construction of projects; input from the Council as these standards go through a global</p>

		balloting process
January 10, 2020	<p>Update on Sustainable Acquisition Program Implementation</p> <p>Present Draft Metro Sustainability Implementation Plan/Strategic Plan</p>	<p>It's been six months since the adoption of the SAP. Provide an overview of implementation, success, and challenges.</p> <p>Issue Draft Report and solicit comments on the Metro Sustainability Implementation Plan/Strategic Plan</p>
March 13, 2020	Transportation Network Companies Study	Provide an overview and seek input of the TNC study
May 8, 2020	Presentation of Draft Long Range Transportation Plan	Present draft Long Range Plan to solicit feedback from the SAC to prepare the final Plan



# Agenda

## Metro Sustainability Council

LA Metro HQ  
Plaza View  
4<sup>th</sup> Floor  
One Gateway Plaza  
Los Angeles, CA

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### Agenda

- a. Welcome/Remarks: Chair (5 min)
  - b. Approval of Minutes: Chair (2 min)
  - c. Vision 2028 Strategic Plan: Nadine (15 min)
  - d. FY20 Proposed Meetings Arc: Bryn (10 min)
  - e. Form Working Groups: Bryn (10 min)
  - f. Congestion Pricing Presentation: Tham (20 min)
  - g. CAAP Discussion: (15 min)
  - h. Executive Committee Elections: Bryn (10 min)
  - i. By-Laws Discussion: Bryn (10 min)
  - j. Term Limits: Bryn (10 min)
  - k. Action Items Log: Aaron (2 min)
  - l. General Public Comment (5 min)
- 



## A. Welcome/Remarks

**Bryn Lindblad:** Metro is currently accepting applications for the position of Chief Sustainability Officer.

## B. Approval of Minutes

No comments on minutes. Approved.

## C. Vision 2028 Strategic Plan (Nadine)

**Nadine Lee:** Discussion on Strategic plan as it relates to climate change and sustainability

- May not include specific sustainability terms, but the point is still to change paradigm related to climate change
- Discussion on key trends, including transportation as major source of GHG emissions
- Focus in vision 2028 is aimed to discourage solo driving
- Transition away from single occupant vehicle is even more important than a transition to electric vehicles
- Mobility
  - Improving quantity and quality of alternatives to solo driving
  - Not asking people to travel less, but rather provide viable sustainable options
  - Removing incentives to solo driving (such as cheap parking)
  - Even uber and lyft encourage “solo” driving if interpreted as a method of door to door transport
  - Importance of managing the increasing demand to our roadway capacity
  - People who are driving solo vehicles are not paying enough for the commodity of space—40 people riding a bus take up less space than 40 individual cars
- Congestion charging/pricing is an option
  - We will not take away the option of a solo door to door trip, but want to put a higher price on it
- New mobility services- such as scooters
  - Issues with scooter littering
  - Need to provide these services but in a judicious way
- Sustainability outcomes from implementing the strategies
  - Better mobility
  - Less pollution options than single occupancy vehicle
  - Judicious use of resources

**Q (Roy Thun):** You need to put more people into carpooling and encourage flex hours to keep people off road during peak hours. Can Metro lead the way and work with legislature to avoid peak hours?

**A (Nadine):** People already try to change when they travel to avoid rush hour. Some companies change their telecommunication practices to allow for more face to face productive time, but this may increase need for travel. Part of strategic plan does speak to policy and which policies help achieve goals. Nothing is a panacea; plans are designed to work together.

**A (Kristen Torres-Pawling):** Metro doesn't have all necessary tools and authority, but the county does appreciate Metro support with their policy.

**A (Bryn):** It is a visionary plan, including speeding up bus travel by 30%

#### **D. FY20 Proposed Meetings Arc**

**Bryn:** The Arc has not been revised, and this is still an open item. We want to ensure that we are getting information about Board items in a timely manner. There is still an open action to update column C of the Arc.

**Cris Liban:** At the last meeting when the Arc was presented, we said there has been a request to finish "Moving Beyond Sustainability" (MBS) first before other plans get implemented/started, or in this case completed. EV plan is on hold. Only plan that is not in sequence is in the CAAP. Board wants to see the big picture before all other plans get updated.

**Q (Jennifer Kropke):** Is there an impact/difference of when it goes to the Board vs when it gets developed—i.e. can we not work on it prior to Board schedule?

**A (Cris):** For EV specifically there may be changes as a result of MBS

**Q (Jennifer):** Will work stop on the EV plan?

**A (Cris):** No, it is in a draft form, and it is just "on hold" and if there are changes, we will have to incorporate them and sent to Board as updated version for approval.

**Q (Joel Levin):** Can changes in MBS change data in EV plan?

**A (Cris):** Yes, such as budget and targets. We will provide updates to the Council as we progress.

(NEXT TOPIC)

**Q (Bryn):** There is groundwork being done on motion 57 and various action areas are identified. We need to understand what Metro's status is. This is NOT colorful chart, but quoted Motion 57, and many items have already been completed.

**A (Christine Marez):** When we updated Motion 57 we provided a detail status of every single item. This may be what Bryn is looking for.

**A (Cris):** We will re-send this.

#### **E. Form Working Groups**

Council Members sign up for desired working group.

## **F. Congestion Pricing Presentation (Tham)**

**Tham:** We will conduct a feasibility study to address demand size, population growth, and need for even more transit. We are in the process of procuring consultants for this, so I am somewhat limited in what I can disclose. I can only discuss information which is publicly available.

Discussion on various pricing models, such as corridor pricing, where a fee is imposed on all lanes if public transit is available along the corridor.

Some goals include:

- Getting stakeholder and public buy in
- Equity strategy
- Establish advisory panels

**Q (Mehran Mazari):** Are you looking at dynamic pricing models?

**A (Tham):** Yes, we would be interested in exploring this

(NEXT TOPIC)

**Q (Joel):** Are you looking at any exemptions? Presumably this will be implemented only in places where there is a transit alternative.

**A (Tham):** Comment noted. We want to make sure there are high quality options. For low income, we will look at this through the equity lens. I cannot say more at this time.

(NEXT TOPIC)

**Q (David Diaz):** What are the considerations for revenue use?

**A (Tham):** One would be free or reduced fares for those in pilot areas. We will also need a study of how much revenue. We will also need to maintain high quality transit.

(NEXT TOPIC)

**Q (James Okazaki):** Are you hiring consultants, what is your time frame? Are you doing all categories?

**A (Tham):** Yes, the RFP is out and bids have come in. Timeframe is up to 24 months. Part of scope will be to determine which areas are best for our study/for this project.

(NEXT TOPIC)

**Q (Charles Favors):** What kind of input are you looking for from the Council?

**A (Tham):** We want to develop a pilot program by engaging with stakeholders, we are asking what the best way to engage stakeholders? How do you all have input?

**Q (Charles):** Council can review specific areas you want input and provide feedback if we have a sense of direction.

**A (Nadine):** We want to let you know that this study is ready to launch, and we will be coming to this group once a consultant is on board. We need to talk about congestion and climate together and how it affects all the areas the council is concerned about (Air quality, etc.). This is just our first contact to let you know we will be asking for more input.

(NEXT TOPIC)

**Q (Kimberly Colbert):** First thing I think of equity: working class, low income communities. Most people don't have multiple options to get to work. We are already paying for FasTrak to travel to downtown Los Angeles. This plan needs to be people focused.

**A (Tham):** Equity is a main focus. FYI—many low-income people already take transit. If congestion revenue is poured back into transit, that may address some equity issues. But we really want to focus on an actual study of low income.

## **G. CAAP Discussion**

**Cris:** This is a time for any additional discussion council wants to have. We received 3 comments that have been incorporated. One was complimentary, and others were not initially incorporated into comment matrix, which they were now. Next week there is a presentation to the Executive Management Committee (next Thursday). Any council members are invited to provide public comment and provide support.

**Bryn:** They figured out how to get down to 4% emissions and commitment to eventually achieving 0% and figuring out how. That 0% commitment was impact of the council.

**Q (Bryn):** If the CAAP gets adopted, how stringent is the commitment?

**A (Cris):** The CAAP is an ambitious plan, and there are principles embedded to evaluate how well we are doing. There will be an expectation from the Board to fulfil these commitments.

(NEXT TOPIC)

**Q (Bryn):** Does the Council want to vote on endorsing?

**A (Doug Dietrich):** We would like to support the document in full, but there is never a guarantee. I was very impressed with the thoughtful comprehensive approach to the plan. Of course, there are assumptions and modeling.

*Motion: Vote on formal endorsement of the CAAP.*

**A (Cris):** If the Council approves the motion and votes to endorse the CAAP, we can include language that the CAAP has been officially endorsed by the Sustainability Council

*Motion amended: Include formal endorsement language in the CAAP.*

*Council votes.*



*Motion approved: The Council formally endorses the CAAP, and language will be included in the document.*

#### **H. Executive Committee Elections**

*Motion to change order of agenda and discuss bylaws first.*

*Council votes.*

*Motion does not pass.*

**Bryn:** Current nominations are Bryn Lindblad and Thomas Small. Other nominations are accepted at this time. Most votes earns position of chair, next largest number of votes earns position of vice-chair. Only primary members who have turned in their endorsement letter are eligible.

**Q (Kimberly):** There is an issue with the process, as alternate members are excluded from voting and nominations.

**Q (Doug):** This has been brought up in the past, but never addressed. Is it appropriate to motion to change the bylaws to allow alternate members to vote?

**A (Mark Kempton & Kristen):** If you feel the primary member is not adhering to bylaws and their participation is lacking, it is possible to have a discussion with them in order to become the primary member. This is standard practice.

**Ghina Yamout:** Nominates the following individuals:

- Berwyn Salazar- *not present*
- Roy Thun- *not eligible*
- Hilda Blanco- *deny*
- Patricia Menjivar- *deny*

**Doug:** Nominates David Diaz- *accepts nomination*

**David Diaz:** Candidate statement.

*Council votes.*

*Thomas Small elected as Chair. Bryn Lindblad elected as Vice Chair. David elected as Second Vice-Chair.*

#### **I. Discussion of By-Laws**

**Ghina:** I didn't run, but I am vocal either way, and I just wanted new people. My suggestion is to amend the bylaws to allow diverse representation in the executive committee and flow of ideas. Also, I would like to limit to two terms.

**Cris:** There are details that have not been updated in writing into the bylaws. This is an opportunity to formalize some of these details.

*Motion to create ad hoc group to revise the by-laws.*

*Council votes.*

*Motion passes.*

**J. Action Items Log (Aaron Santos)**

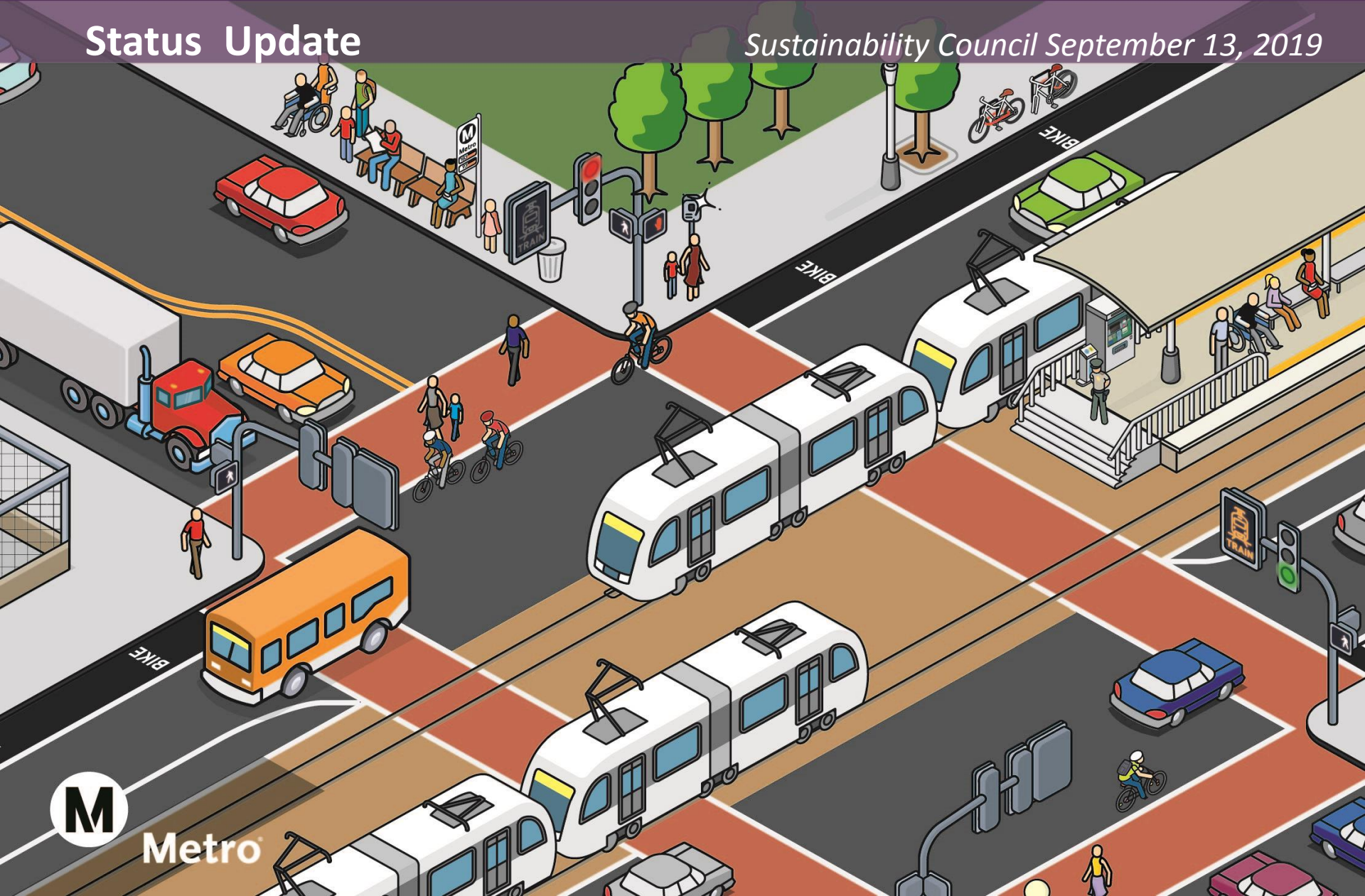
- Update Meeting Arc
- Next Gen Study and Goods Movement Planning

<b>ATTENDED</b>	<b>COUNCIL MEMBER</b>	<b>NOT ATTENDED</b>	<b>COUNCIL MEMBER</b>
Y	Kristen Torres-Pawling	N	Lauren Faber
Y	Wendy Nystrom	N	Michael Samulon
Y	Roy Thun	N	Rita Kampalath
Y	Miguel Ramos	N	Thomas Small
Y	David Diaz	N	Bruce Reznik
Y	Peter Meng	N	Yareli Sanchez
Y	Joel Levin	N	Michael Swords
Y	Ghina Yamout	N	Cindy Montanez
Y	Joe Ablay	N	John Harriel
Y	Patricia Menjivar	N	Carolyn Hull
Y	Kimberly Colbert	N	Elizabeth Rhoades
Y	Doug Dietrich	N	Jack Sahl
Y	Charles Favors	N	Mark Hunter
Y	Jennifer Kropke	N	Berwyn Salazar
Y	James Okazaki	N	Pavitra Rammohan
Y	Emily Freund	N	Will Wright
Y	Mark Kempton	N	Stephan Cheung
Y	Salem Afeworki		
Y	Kat Janowicz		
Y	Hilda Blanco		
Y	Mehran Mazari		
Y	Bryn Lindblad		

# Long Range Transportation Plan Update

## Status Update

*Sustainability Council September 13, 2019*



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# Key Discussion Items

- LRTP Overview
- Relationship between LRTP and Metro policies/plans
- Recap LRTP engagement activities to date
- Highlight LRTP policy work underway
- Next Steps

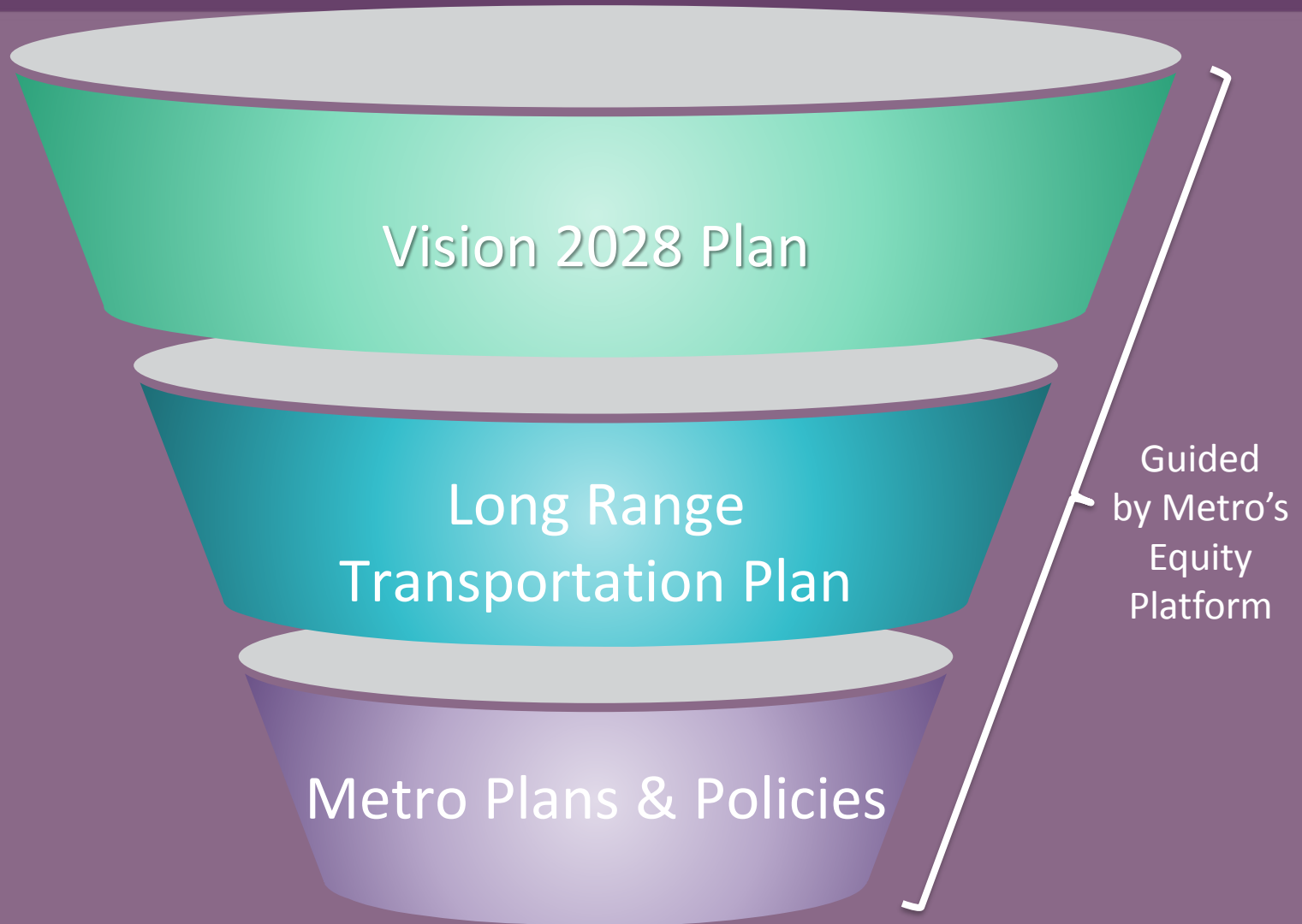
# L RTP Overview

- Why Prepare a Plan?
  - Federal/state statutory requirements
  - Updates reflect new information, financial and socioeconomic
  - Financially constrained & must conform with air quality standards
- Key Elements
  - Identifies Metro planning and programming responsibilities
  - Anticipates future mobility needs
  - Assesses funding availability

# L RTP Overview (continued)

- The Plan is updated approximately every 5 years
  - Changes in Plan assumptions (revenues, population/employment forecasts)
  - Changes in project costs and schedule
  - Opportunities to fund new projects
  - New revenue sources
  - Changes in state and federal requirements
  - Coordination with SCAG Regional Transportation Plan
    - Metro projects must be included in the RTP to be eligible for federal funding

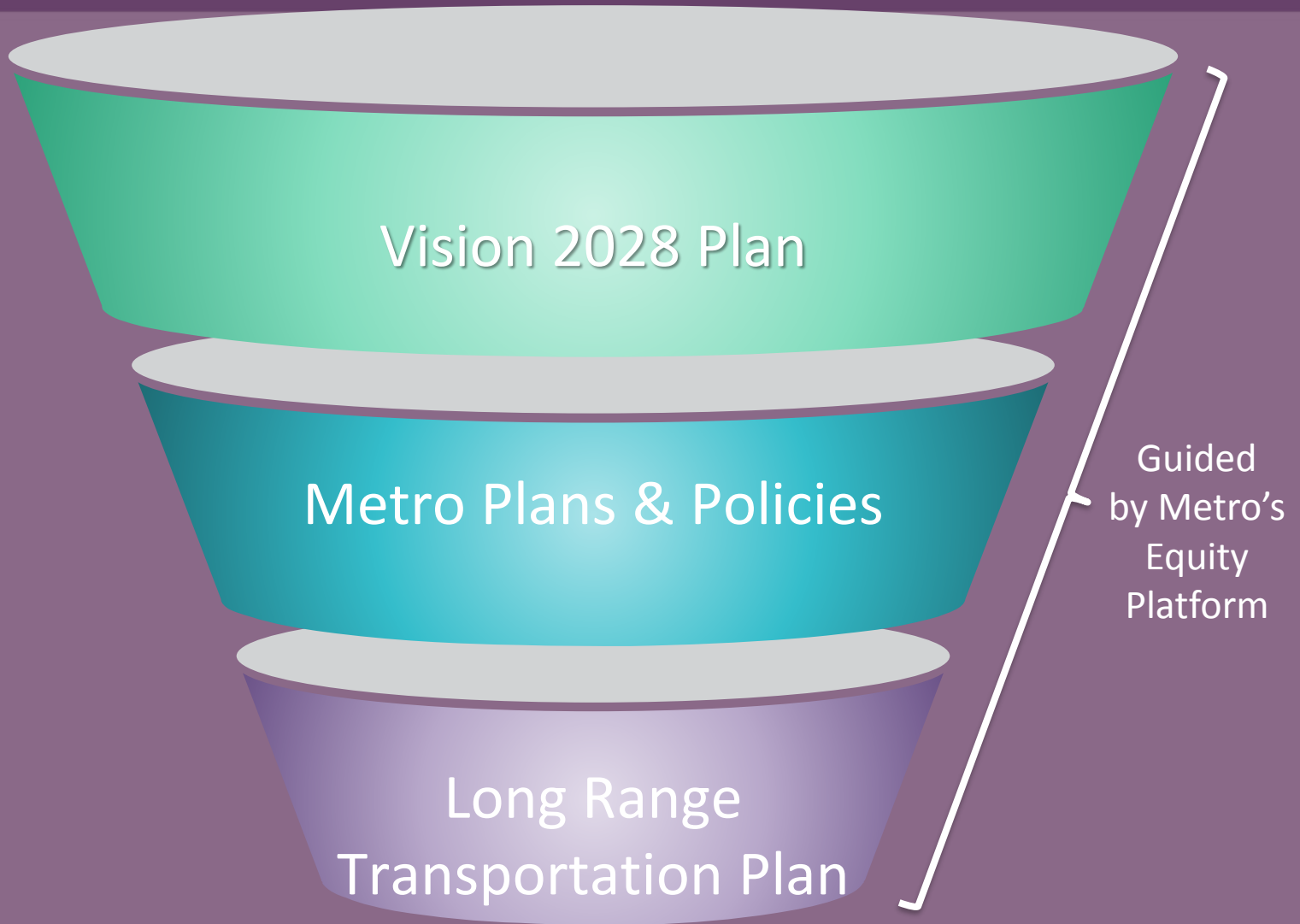
# Coordinating Metro Planning Efforts



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# Coordinating Metro Planning Efforts



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# Recap of Initial Outreach

## Top Things We Heard

- *Better Transit*
- *Less Congestion*
- *More Affordable*
- *Innovative Choices*
- *Safer/Complete Streets*

**OUR  
NEXT  
LA\* is**  
*better transit.*

By *better transit*, we mean faster, more frequent, secure and reliable public transportation, with more options and better customer experience.

**OUR  
NEXT  
LA\* is**  
*less congested.*

By *less congested*, we mean options to bypass traffic, better traffic flow and improved travel times for you.

**OUR  
NEXT  
LA\* is**  
*for everyone.*

By *for everyone*, we mean more affordable and inclusive, with access to housing, jobs, and more.

**OUR  
NEXT  
LA\* is**  
*innovative.*

By *innovative*, we mean innovative solutions like apps and mobility services to provide more choices for getting around.

**OUR  
NEXT  
LA\* is**  
*complete streets.*

By *complete streets*, we mean corridors for all travelers with fewer potholes, more greenery, bike lanes, better sidewalks and safer crossings.

**OUR  
NEXT  
LA\***  
*is* .

If you don't see your top five priority categories above, tell us what matters most to you.



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# Policy Development

- Complete Streets
- Housing Density at Stations
- Congestion Pricing
- Innovative Mobility
- High Transit



# Next Steps

- **Complete Scenario Testing**
  - *Working towards development of policy proposals*
- **Coordination with Metro Departments**
  - *To develop a comprehensive list of guiding Metro policies*
- **Board Action to Release Draft Plan**
  - *Request to release the Plan for public comment (Feb/March)*
- **Sustainability Council Update**
  - *Release Plan to Council for comment and provide presentation*



2019

# ENERGY & RESOURCE REPORT



# BACKGROUND

## Energy & Resource Report:

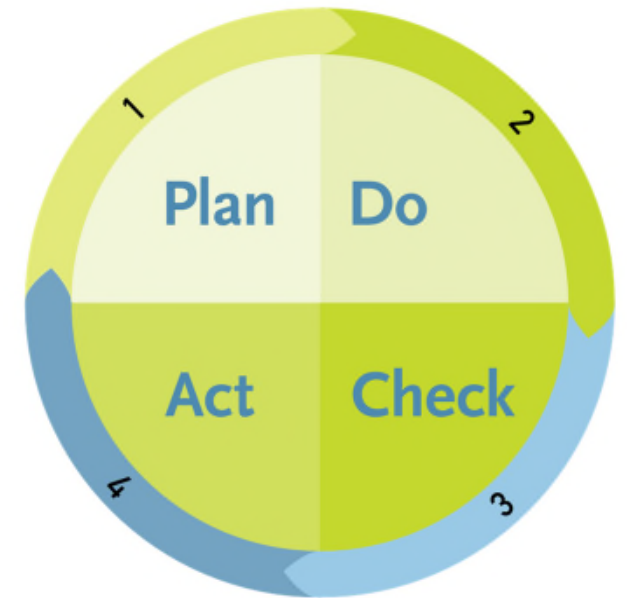
- > Developed in 2010 to fulfill the Metro Sustainability Implementation Plan (MSIP) and American Public Transportation Association (APTA) Sustainability Commitment reporting requirements
- > 2019 report is the 10th installment and final in current form

## Why do we do it?

- > Monitor performance
- > Identify trends to inform current and future initiatives
- > Celebrate successes across the agency
- > Increase transparency, share data and best practices

Metro became a founding signatory of the APTA Sustainability Commitment in

# 2009



# METHODOLOGY

**APTA Recommended Practice:  
“Quantifying and Reporting Transit  
Sustainability Metrics” (2012)**

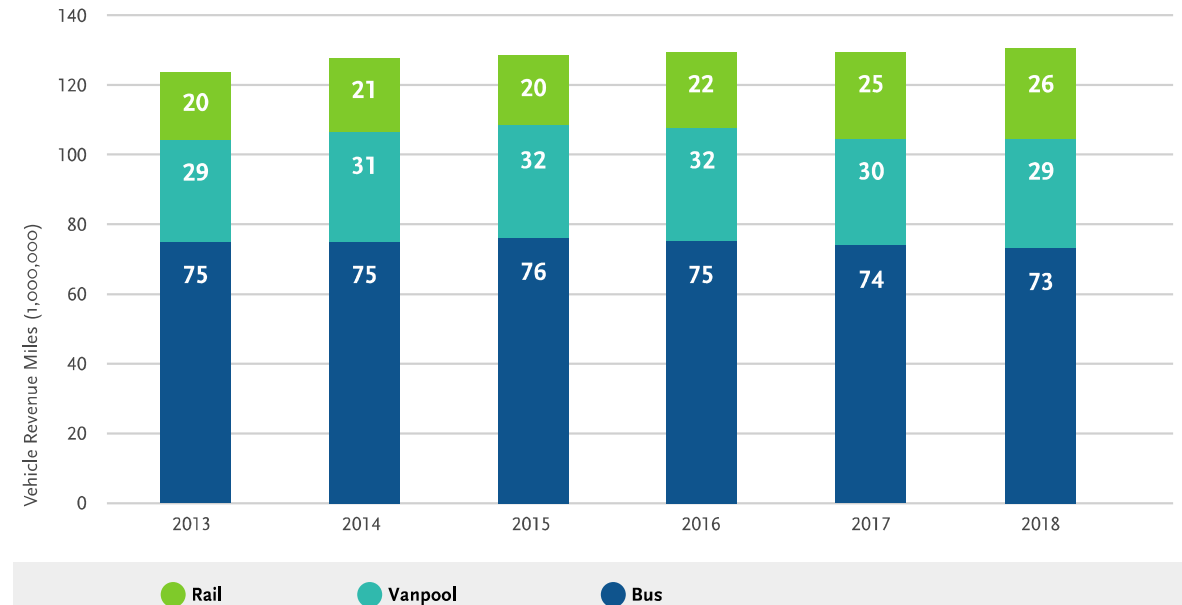
- > Ten key performance metrics across six indicator areas

**Normalization Factor:**

- > Vehicle Revenue Miles (VRM) account for growth and change in service levels over time









Vehicle Revenue Miles





# OVERVIEW

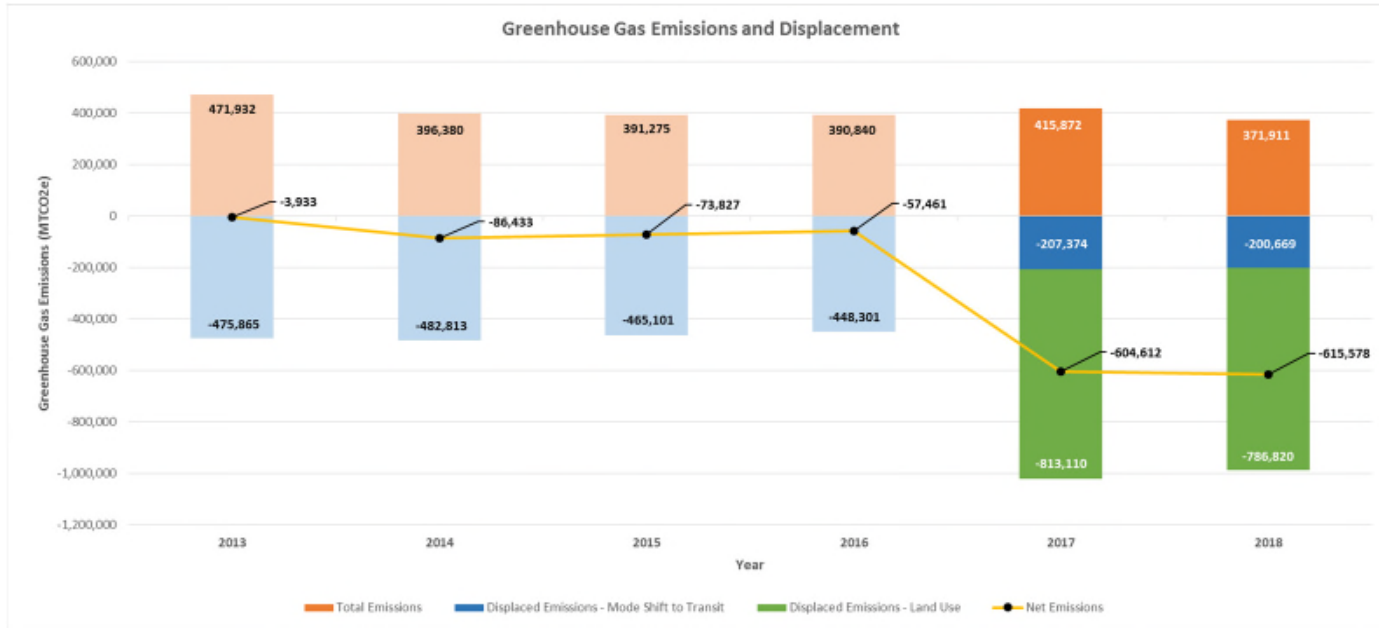
Performance Metrics		2017	2018	Year-to-Year Change
 OPERATIONAL EFFICIENCY	<b>Unlinked Passenger Trips</b> <i>(Per Capita x 100)</i>	3,904	3,766	-3.5%
	<b>Vehicle Miles Traveled</b> <i>(Per Capita x 100)</i>	79.1	79.0	-0.1%
	<b>Operating Expenses</b> <i>(Dollars per Vehicle Revenue Mile)</i>	\$13.97	\$14.01	0.3%
 AIR QUALITY	<b>Criteria Air Pollutant Emissions</b> <i>(Pounds per 10,000 Vehicle Revenue Miles)</i>	45.0	38.6	<b>-14.2%</b>
 CLIMATE	<b>Greenhouse Gas Emissions</b> <i>(Pounds CO<sub>2</sub> e per Vehicle Revenue Mile)</i>	7.18	6.46	<b>-10.0%</b>
	<b>Greenhouse Gas Displacement</b> <i>(Net Emissions, Metric Tons CO<sub>2</sub> e)</i>	-604,613	-615,579	<b>1.8%</b>
 ENERGY	<b>Energy Use</b> <i>(Megajoules per Vehicle Revenue Mile)</i>	55.8	52.2	<b>-6.5%</b>
 WATER	<b>Water Use</b> <i>(Gallons per Vehicle Revenue Mile)</i>	2.11	2.19	3.8%
 WASTE	<b>Total Solid Waste</b> <i>(Tons per 100,000 Vehicle Revenue Miles)</i>	9.55	10.09	5.7%
	<b>Diversion from Landfill</b> <i>(Percent Diverted)</i>	28%	39%	<b>39.3%</b>

 Indicates Improvement





# GHG EMISSIONS AND DISPLACEMENT



1. Transit is a sustainable strategy. This organization works to make Los Angeles and Southern California more sustainable by adding more effective and efficient transit options
2. Operational metrics show that Metro is going above and *beyond* the sustainable benefits of transit
3. Metro is continually looking for new and innovative ways to achieve sustainability in everything we do

Metro consistently  
**DISPLACES  
 MORE  
 EMISSIONS**  
 than it produces







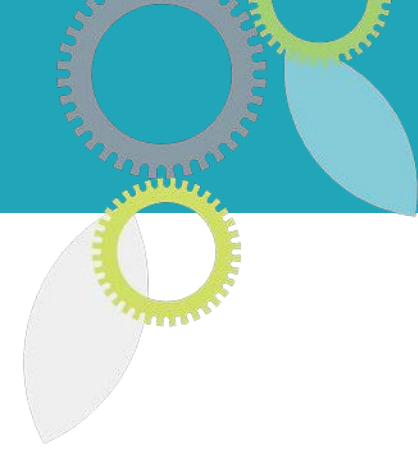
THANK YOU

Environmental Compliance & Sustainability Department (ECSD)



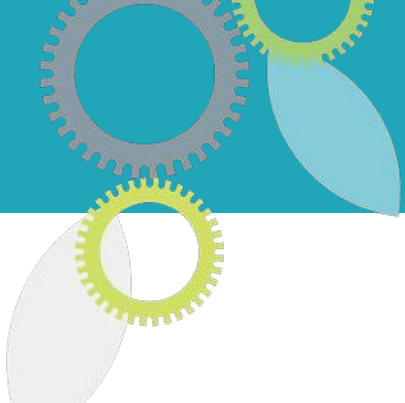
**Metro**

Questions/Comments:  
[sustainability@metro.net](mailto:sustainability@metro.net)



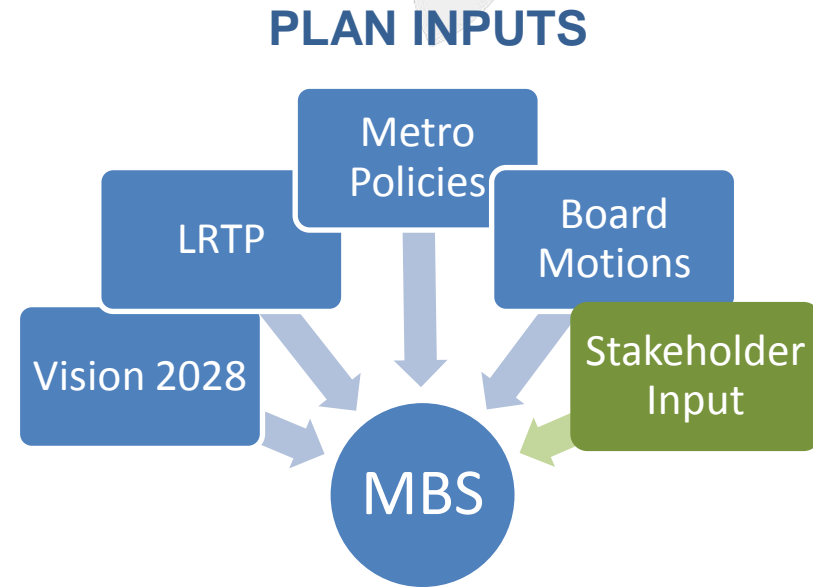
# **Moving Beyond Sustainability: 10-Year Sustainability Strategic Plan**

Sustainability Council  
September 13, 2019



## OVERVIEW

- Update 2008 Metro Sustainability Implementation Plan (MSIP)
- Includes Board Motion 57 strategies
- Consolidates Agency-wide Sustainability
  - Environmental Compliance and Sustainability Department (ECSD)
  - Countywide Planning (Planning)



## OTHER INPUTS

- Considers elements from **LA County + LA City** Sustainability Plans

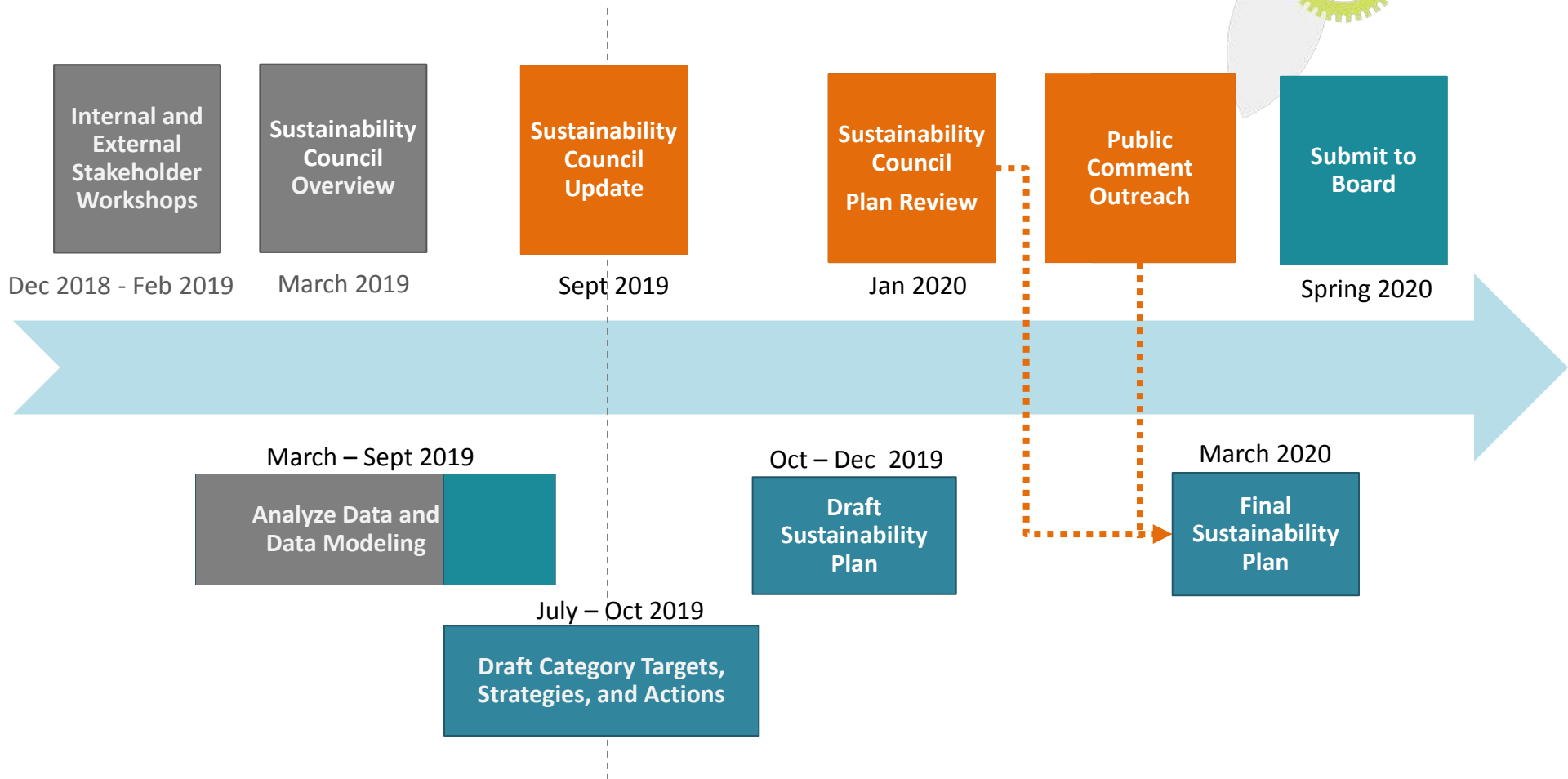
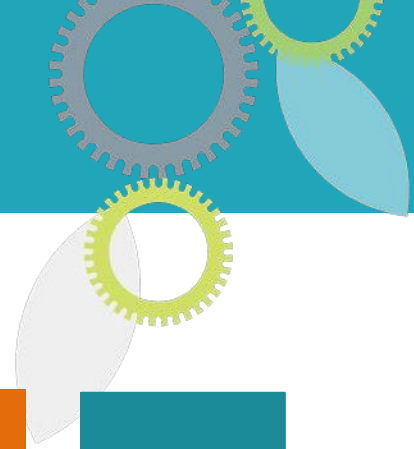
## PROGRESS

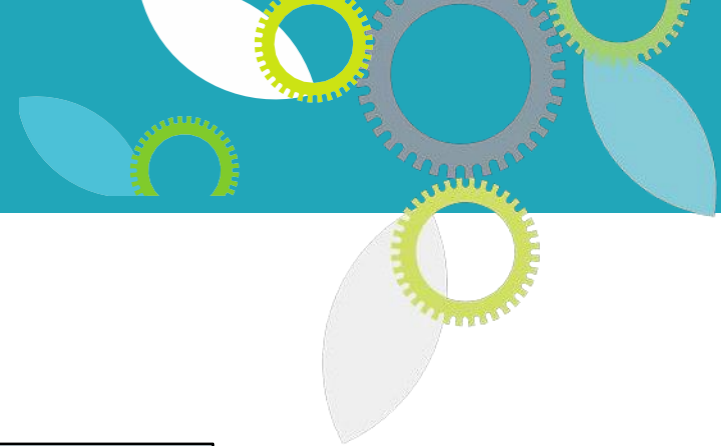
- **Moving Beyond Sustainability**
  - Transit is a sustainability strategy
  - Metro sustainability goes above and beyond





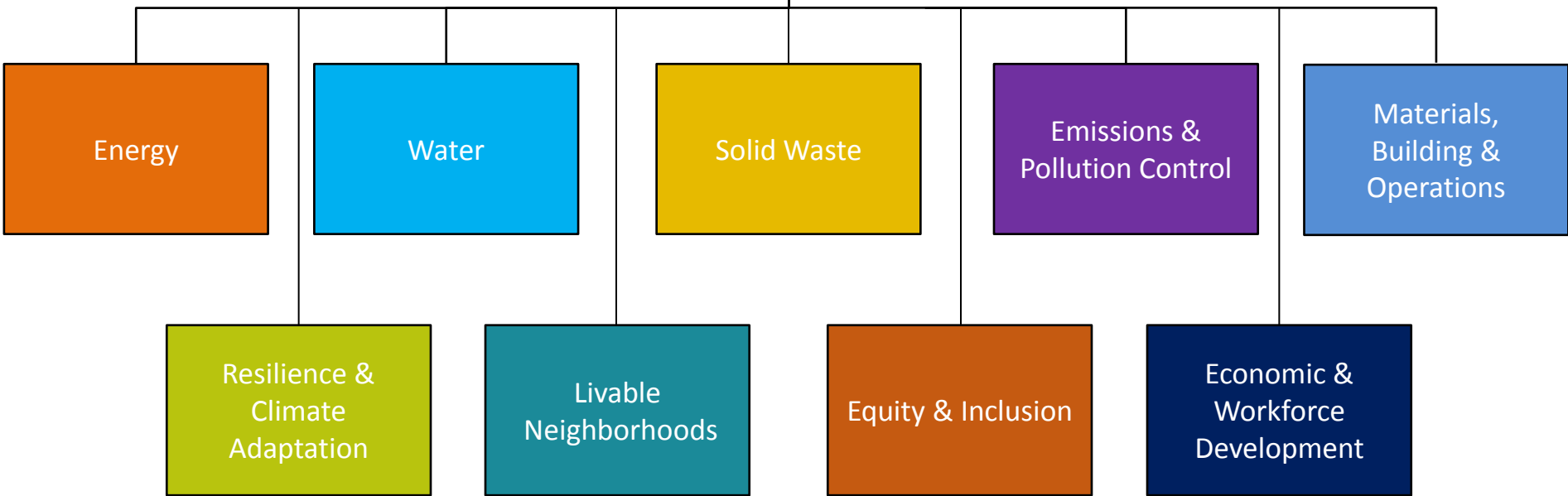
# Development Process and Engagement





## Sustainability Categories

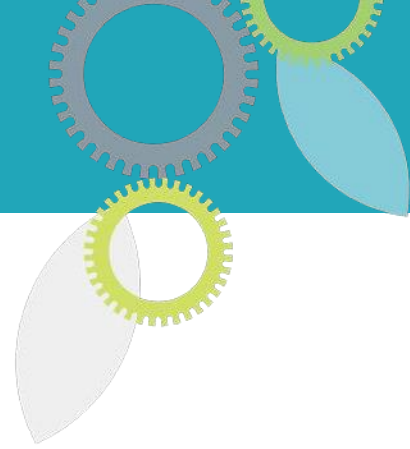
**“Moving Beyond Sustainability”**



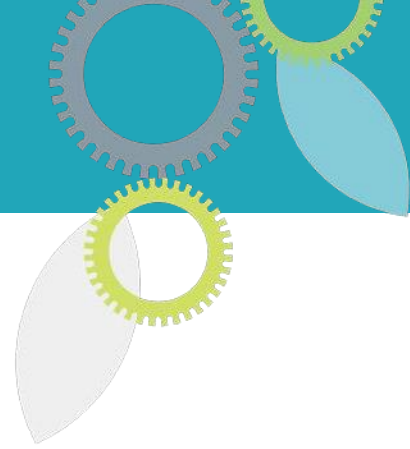




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# Q & A



## Points of Contact

**Alvin Kusumoto**, Metro Environmental Compliance and Sustainability

[KusumotoA@metro.net](mailto:KusumotoA@metro.net)

**Paul Backstrom**, Metro Countywide Planning and Development

[BackstromP@metro.net](mailto:BackstromP@metro.net)

**Christine Marez**, Sustainability Consultant

[CMarez@ccorpusa.com](mailto:CMarez@ccorpusa.com)



**G. Alternates** Each member shall have one alternate selected from each stakeholder group and presented in writing to the Council. Metro staff will assist in the recruitment of alternates. Alternates will only have voting privileges when the Primary Councilmember is not present.

**H. Meetings** In the dispatch of responsibilities, the Council may conduct meetings, organize Subcommittees and engage in such related activities as it deems necessary. The Council shall meet at a minimum of quarterly meetings, but more often if it deems necessary. The Council Chair shall have the final decision on the frequency of meetings based on the items received by Metro staff and submitted to the Council. Council meetings shall be governed by Robert's Rules of Order to ensure orderly conduct.

**i. Attendance** After three unexcused absences at regular meetings by the primary member or by the Alternate if the Primary is not there too, a Council member will automatically lose voting privileges. Excused absences include those necessary for medical or legal reasons. An attendance roster will be circulated at each meeting. The Council Chair will notify the stakeholder representative of its absences, and privileges will not be reinstated until the Council Chair receives a new letter from the appointing stakeholder group, either supporting the primary member to remain on the Council, or identifying its new Council member and/or Alternate.

**J. compensation** Members and Alternates of the Council shall serve without compensation.

**K. subcommittees** The Council may create standing Subcommittees by two-thirds Council consensus. Subcommittees are not limited to size of membership, but speak as one voice to the Council.

Subcommittees Protocol – To enhance communication between the Council and its Subcommittees:

- > Subcommittee agendas will be formatted to be identical to the format used for Council agenda
- > Subcommittee agenda cover pages will continue to be included in Council agenda, with the disposition of items (action, discussion or information) clearly denoted. Council members shall review the agenda and inform the Council Chair if there are items they would like to discuss or items upon which they would like the Council to take action
- > During Council Subcommittee reports, Subcommittee Chairs will describe their agenda and the disposition of items. If Council members have a concern with regard to Subcommittee actions, this will be the opportunity to discuss the item and, if appropriate, take action. During their respective reports, Subcommittee Chairs should make every effort to inform the Council of anticipated/planned agenda items for the next several months.
- > The Subcommittee Chair, in coordination with the Metro Council staff person, is responsible for ensuring that time sensitive items are appropriately scheduled to afford Council members an opportunity to review the item(s) and take action, if desired
- > Council members should review the Subcommittee agendas and call the Council Chairperson and the Subcommittee Chairperson prior to the meeting, should members be interested in bringing the item to the Council for discussion

**l. code of conduct and ethics Agreements** All Council and Subcommittee members agree to review and sign the Council Code of Conduct and Ethics Agreement.



Los Angeles County  
Metropolitan Transportation Authority  
Sustainability Council By-Laws

## Mission statement and objectives

The mission of the Los Angeles County Metropolitan Transportation Authority (Metro) Sustainability Council (“Council”) is to advise Metro regarding its sustainability-related activities and projects, continually improve sustainability efforts by developing targets, metrics and strategies, and serve as a successful proof of concept for cities it serves in achieving stated sustainability program goals.

### The objectives of the Sustainability Council are as follows:

- > To increase awareness of multi-benefit sustainability-related leading industry practices and best practices for inclusion in all public discussions and decision-making processes
- > To advise in the development of Metro’s sustainability goals, establish targets and performance measures, align with regional greenhouse gas reduction targets (SB375) and other relevant air pollution targets, and assist in the tracking and reporting on a quarterly basis
- > To increase involvement of local small business and inform the larger public on sustainability efforts and related training
- > To improve understanding by our constituents and stakeholders of the sustainability-related efforts and opportunities at Metro

## sustainability council process

**A. function** Metro staff shall be a member of the Council and will provide the interface between Metro and the Council. The Council provides advisory capacity to Metro staff by proposing, reviewing and evaluating Metro’s sustainability policies, objectives and goals. The Council shall review, comment upon and make recommendations on sustainability-related recommendations and issues transmitted by Metro staff to the Council. This information may relate to implementation plans, decision tools, metrics and targets, on matters such as policies, funding, operation, construction and maintenance of streets and freeways, bus and rail transit, transportation demand and system management, air quality improvements, energy and water management, recycling and waste management, land-use and development, public spaces creation, social justice and economic development, public engagement and community sustainability, education, environmental awareness campaigns, and promotion of health and wellness via active transportation. The Council shall review, comment upon and make recommendations on such matters as referred to by Metro staff, as well as self-initiated by the Council, such as:

- > Implementation plans
- > Tools
- > Guidelines and specifications
- > Metrics and targets
- > Partnerships or collaboration with relevant transit and other agencies

**b. Membership** The Council is to be composed of 30 members selected through an open nominations process at the Council initial meeting(s). Council members shall be representatives from each of the following sectors below and must be working on sustainability related scope in support of transportation projects, programs and/or policies<sup>1</sup>:

1. Three (3) Local Government members representing, one each, the County of Los Angeles, City of Los Angeles, and smaller cities/other jurisdictions;

2. Seven (7) members representing environmental non-government organizations (NGOs) with a focus on water resources, water quality, air quality (including the urban heat island effect), energy, habitat and natural resources, climate, and material and resources;
3. One (1) member representing NGOs with a focus on social justice, environmental justice and equity;
4. Two (2) professional associations (Architects/Engineers) who represent expertise on the implementation of sustainable solutions;
5. One (1) member representing landscape and infrastructure design;
6. One (1) member representing local labor unions (non-Metro);
7. One (1) member representing public health;
8. One (1) member representing Metro Technical Advisory Committee (TAC);
9. One (1) member representing Metro Transportation Business Advisory Council (TBAC);
10. One (1) member representing the Associated General Contractors (AGC);
11. Two (2) members representing the green building and services industry;
12. One (1) member representing the real estate development community;
13. One (1) academic institution representing research and innovation;
14. One (1) foreign organization representing ideas from foreign entities that would be useful for the interests of this group;
15. Three (3) Metro staff whose work and responsibilities pertain to the interests and issues of the Council; and
16. Three (3) reserved seats for future memberships as dictated by these by-laws, voted on and approved by a majority of Council members.

**c. council Member selection** Council members are nominated by stakeholders they represent (self-nomination is acceptable) and are required to submit applications to the Nominating Evaluation Committee (NEC) for evaluation and recommendation. The NEC shall consist of three representatives; one each from Metro, NGOs and the business community, who are not nominated.

**d. Applications** shall consist of a Nomination Form, a resume or curriculum vitae of the individual being nominated and endorsements from the stakeholders in each of the represented sectors.

In the event that multiple nominations are received from a specific sector, the NEC will closely match qualifications to the position on the Council. The selected sector representatives will receive notice from Metro staff of their selection to the Council.

**e. Voting protocol** the Council shall approve agenda items or recommendations based on a simple (or two-thirds) majority of the votes cast.

**Council Chair** – The Council Chairperson will facilitate all meetings and advance all items of the agenda for consensus or decision. The Council Chair will also work with the various Subcommittee Chairs for the conduct of their activities, including reporting back to the full Council on progress.

The executive committee shall be comprised of the Chair and two Vice Chair positions.

For this first year (12-month period), the Chair will be a Metro staff person. The Vice Chair and Co-Vice Chair positions will be elected by and from members of this Council.

All of these positions will be elected from amongst primary Council members every year by Council members; and getting elected in one of the positions does not guarantee that the Vice Chair will be the Chair automatically the following year.

**f. Member term** Council members shall serve one (1) term of two years. At the end of a term, the member is either reappointed or a successor is duly appointed and qualified. All appointments to the Council shall be made in writing to the Council Chair by the represented stakeholder group, subject to ratification by two-thirds of the Council members.

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<sup>1</sup>Consultants and individuals who are holding contracts with Metro, and/or those who bid on Metro solicitations, or are planning to bid on Metro solicitations that have elements pertaining to matters that the Council discusses and on which it makes decisions, and/or those that have financial interest in the recommendations of the Council and its Subcommittees, will not be conflicted from proposing on future work at Metro since the Council is not a decision making authority.