



Agenda

Metro Sustainability Council

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

Agenda

- a. Welcome/Remarks: Chair (5 min)
 - b. Approval of Minutes: Chair (2 min)
 - c. Sustainable Acquisition Program Update: Carolina/Craig (15 min)
 - d. Circular Economy Presentation: Hilda Blanco/Craig (20 min)
 - e. Draft Moving Beyond Sustainability Plan: Alvin/Paul (15 min)
 - f. Consider Adopting By-Laws: Chair (10 min)
 - g. Working Group Discussion: Chair (15 min)
 - h. Action Items Log: Aaron (2 min)
 - i. General Public Comment (5 min)
-





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- a. Welcome/Remarks: Chair (5 min)
 - b. Approval of Minutes: Chair (2 min)
 - c. Consider Adopting By-Laws: Chair (30 min)
 - d. ANSI/ASCE Sustainable Infrastructure Standards: Karen Kabbes (30 min)
 - e. Moving Beyond Sustainability Workshop Debrief: Alvin/Craig/Paul (15 min)
 - f. New Mobility Pilots: Marie Sullivan (15 min)
 - g. Working Group Discussion: Chair (15 min)
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A. Welcome/Remarks

Morey Wolfson: Announcement of 50th Anniversary Earth Day Event. Morey participated in the first Earth Day event in 1970. His group has secured a preliminary permit with Grand Park to host a large Earth Day event on April 19th. Hoping to collaborate with Metro to feature public transit at this event.

B. Approval of Minutes

Motion to approve minutes. Second.

Minutes approved.

C. Consider Adopting Bylaws

Bryn Lindblad: We are still having ongoing discussions in the ad hoc group.

- Some items have been defined:
 - Quorum: Half of currently filled seats are to be present (either primary or alternate to represent the seat)
 - Votes pass by simple majority
- Further discussion on additional items:
 - How do we fill open seats? Bylaws should not discourage participation
 - Need to decide on term limits to encourage involvement but also prevent positions from being held for too long by the wrong individual.
- Discussions on seat categories—can consider adding new ones such as cultural resources.

Motion (Kimberly Colbert): Amend the bylaws to read “Council Members shall serve one (1) term of two years. At the end of the term, the alternate member shall be given notice that the seat is open and given the opportunity to be re-appointed as the primary member. Should the alternate member decline, the primary member may be re-appointed.”

No quorum. Vote on motion postponed until next meeting when there’s quorum.

D. ANSI/ASCE Sustainable Infrastructure Standards (Karen Kabbes)

Karen Kabbes: Presents the work being done on a new ASCE/ANSI sustainable infrastructure standard, which aims to provide consistency (whereas Envision and LEED may have differences).

- Civil engineering profession is changing--- more focus on challenges associated with climate change
- ASCE report card on Americas infrastructure- our grade is about a D
- Added challenges also create opportunity to deal with these issues creatively
- Multiprong approach
 - Innovation, performance-based standards, life cycle cost analyses, enhanced resiliency

- Aim to transform civil engineering profession to address climate change
- Price of construction vs operations (life cycle performance as opposed to focus on upfront cost) is central to the approach of this new standard
- Performance based standards
 - Example: A curb may be required to be 8-inch-tall—but if you look at the performance goal, such stormwater diversion, separating pedestrians from vehicles, and address why you need the curb, a different type of structure may be appropriate.
- Resilience
 - How do we make infrastructure resilient in the long term? If a bridge is intended to be functional for the next 100 years, we need to consider many factors.
 - Thinking ahead to future use is central. For example, the Chicago post office which was built for the vision of large boulevards and can thus continue to be in use as the city has drastically expanded.
- Innovation
 - Allowed to come into play by performance-based goals
- Life Cycle Cost
 - First cost used to be primary focus
- The elements of the ASCE standard are changing, but looks similar to Envision
- Hope for this to be a national standard to be used at federal, state, and local level
- Main categories are:
 - Leadership
 - Quality of life—infrastructure has very direct impacts on the communities—infrastructure that allows us to be active sch as biking (leads to improved health) is encouraged
 - Resource allocation
 - Natural resources
 - Air emissions
 - Resiliency
 - Life cycle cost analysis
 - Cradle to grave
 - Idea of outside organizations doing life cycle cost analysis for objectivity
- Public balloting expected in 2020

Q (Doug Dietrich): does this mean moving away from prescriptive standard?

A (Karen): Exactly, it elevates the means and methods used by designers and engineers to meet the end user's goals.

(NEXT TOPIC)

Q (Roy Thun): What does this standard encompass?

A (Karen): everything horizontal (roads, rail, etc.) is included, but some buildings are also part of it as we are trying to look at infrastructure and buildings holistically to understand the larger purpose of the infrastructure

A (Roy): Interdependencies of infrastructure on each other (functions of infrastructure relating to others) need to be viewed in a system wide approach.

(NEXT TOPIC)

Q (Doug): Does this approach make it easier to adopt the standard as code?

A (Karen): Yes, one of the main goals is not to create a rigid rating system, but to create something that is easily translated into code

(NEXT TOPIC)

Q (Kat Janowicz): How is risk integrated?

A (Karen): Risk registers are key in the Resiliency section. The idea is to create an umbrella that will be applicable across the boards and user can integrate it as they see fit.

(NEXT TOPIC)

Q (Cris Liban): What are the references to climate change and how are they measured?

A (Karen): The primary discussion about climate change relates to air emissions, but other underlying reference are present throughout. Measurement is a challenge, but we will see how it evolves organically.

(NEXT TOPIC)

Q (Thomas Small): How can this be a bigger influence on policy and planning? For example, if you're building a bridge planning standard may indicate it needs to be a 4-lane bridge, but the city may only want a 2-lane bridge to encourage use of public transit.

A (Karen): Aspects of this will be prescriptive, but it will primarily have influence through performance-based standards. In your example of the bridge, contributing to public transit is a key performance/goal, so planning will need to happen accordingly. Additionally, there are aspects of the standard called out in the Writing Committee which will be more prescriptive than others.

(NEXT TOPIC)

Q (Doug): How will this plan interact with Envision standard?

A (Karen): Anthony Kane (President and CEO of ISI) is on the Writing Committee. Envision will be one of the ways one can show that they've met this standard as well and considered sustainability.

(NEXT TOPIC)

Q (Robin Blair): How do performance-based standards integrate with housing developments and associated challenges?

A (Karen): Performance-based standards would override guidelines as long as you can explain what you are doing in lieu of the guideline

(NEXT TOPIC)

Q (Patricia Menjivar): There is a gap in communication between engineers, leaders, and stakeholders. Is this addressed in the leadership standard?

A (Karen): Yes, the leadership standard addresses that. It will be interesting to see how the dynamic around stakeholder engagement will evolve.

E. Moving Beyond Sustainability Workshop Debrief (Alvin Kusumoto)

Alvin Kusumoto: presents an overview of the recent Moving Beyond Sustainability Workshop.

- Some of the broad themes that were revealed include:
 - Water—better integrate water conservation
 - Take a more regional approach
 - Metro to be steward of water resources
 - Solid Waste
 - Waste prevention as highest priority
 - Education to workforce about proper diversion
 - Materials, construction, operations
 - Create long term value, how we integrate sustainability into our capital projects (currently through sustainability plan program which is based on CalGreen)
 - Energy
 - Metro’s role in energy resilience
 - BMS challenges
 - Emissions and pollution control
 - How to measure GHG reduction benefits from transit—this is related to ERR
 - Consider a VMT reduction goal
 - Resilience
 - Partnership with other transit agencies
 - Collaborate with contractors to define resilience standards
 - Equity and Inclusion
 - Forge partnerships
 - Transportation investment policy impacts on vulnerable communities
 - Economic and Workforce development
 - Training as key role in workforce development
- Discussion on schedule/timeline—draft plan to be provided to Council in December for comment until the plan is released to the public for comment in January. The plan is set to go to the board in the spring.

Q (Roy): Human workforce was not sufficiently discussed in terms of human vs technological workforce. These will have different carbon footprints, resiliency measures.

A (Doug): This would also require further discussion on displacement programs for those who may be replaced.

(NEXT TOPIC)

Q (Peter Meng): Important to think about messaging and awareness regarding environmental considerations. Suggestion for educational videos.

A (Alvin): We have a program called MECA which provides educational video resources (<https://www.metro.net/projects/meca/>)

(NEXT TOPIC)

Q (Kimberly Colbert): Procurement should offer “creative” credits to encourage opportunities for something new and different—going back to re-design is difficult, and the current design-build process may discourage from sustainable procurement.

A (Alvin): This is largely address in the Sustainable Acquisition program

A (Cris): We are aware that there are challenges with implementation, and this Council helps pinpoint those issues so we can prepare accordingly

A (Kat): Brings up aging workforce in anticipation of many staff retiring in the upcoming years.

(NEXT TOPIC)

Thomas Small: There are many related initiatives happening that can be explored as the plan is developed

- Wellness in Santa Monica strategic plan
- Circular economy in the Netherlands
 - They are exporting this to the world to engage with different entities, they are asking us and debuting this as an exchange
 - “Free” zones in which community can build whatever they want.

F. New Mobility Pilots (Marie Sullivan)

Marie Sullivan present new mobility pilot in partnership with rideshare company Via.

- Partnered with Seattle transportation agencies for a grant application.
- Via is an exclusively shared ride service.
- The purpose of the project is to address first-last mile specifically for disadvantaged communities.
 - Unphoned
 - Disabled

- They can call for a ride from a landline phone, no need for smartphone.
- The service is active weekdays from 6am-8pm and is completely free. The aim is to provide transportation to transit stations to increase ridership.
- Currently servicing North Hollywood, El Monte, and Artesia
- Provide wheelchair accessible rides in all service areas.
- Adding new riders while retaining active riders
- Reasonable subsidy for excellent service
- Fulfillment of vision 2028 goals (Metro Strategic Plan)
 - High quality mobility options
 - Reducing single vehicle occupant
- Currently over target of 1000 rides per week (reached 2300)

Q (Kimberly): Is this just adding another vehicle to the road? Can consider combining with other services such as food delivery that can transport people along the route.

G. Action Items Log

- 2 additions to the arc (shown in red font)
- Circular economy added for discussion in January

H. General Public Comment

- SCAQMD, together with CARB will be having a meeting to discuss reduction of emissions from rail locomotives. Aaron will distribute this information.

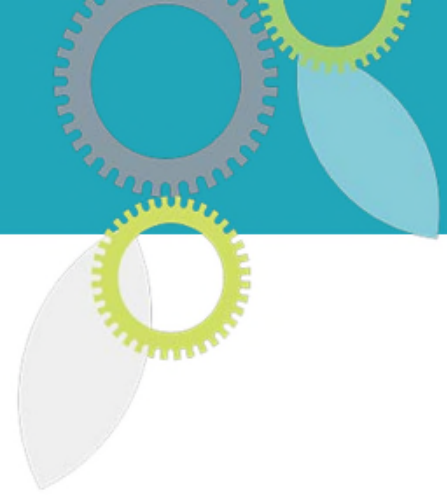
Metro Sustainability Council



Sustainability Council
 FY20 DRAFT Meetings Arc
 As of *December 24, 2019*

Meeting	Agenda Topics	Outcomes
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	ANSI/ASCE Sustainable Infrastructure Standards and Engineering Manual of Practice	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 balloting process

	Present on Mobility on Demand	Provide an overview on mobility on demand.
January 10, 2020	Update on Sustainable Acquisition Program Implementation Presentation on Circular Economy Present Draft Moving Beyond Sustainability Plan	It's been six months since the adoption of the SAP. Provide an overview of implementation, success, and challenges. Provide an overview of circular economy, how it's being used in the industry, and the challenges for implementation. Issue Draft Report and solicit comments on the Draft Moving Beyond Sustainability Plan
March 13, 2020	Transportation Network Companies Study Goods Movement Master Plan Metro Microtransit Pilot Present on Mobility on Demand	Provide an overview and seek input of the TNC study Provide an overview and seek input on the Goods Movement Master Plan Provide an overview of the LA Metro Microtransit Pilot Provide an update on mobility on demand.
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



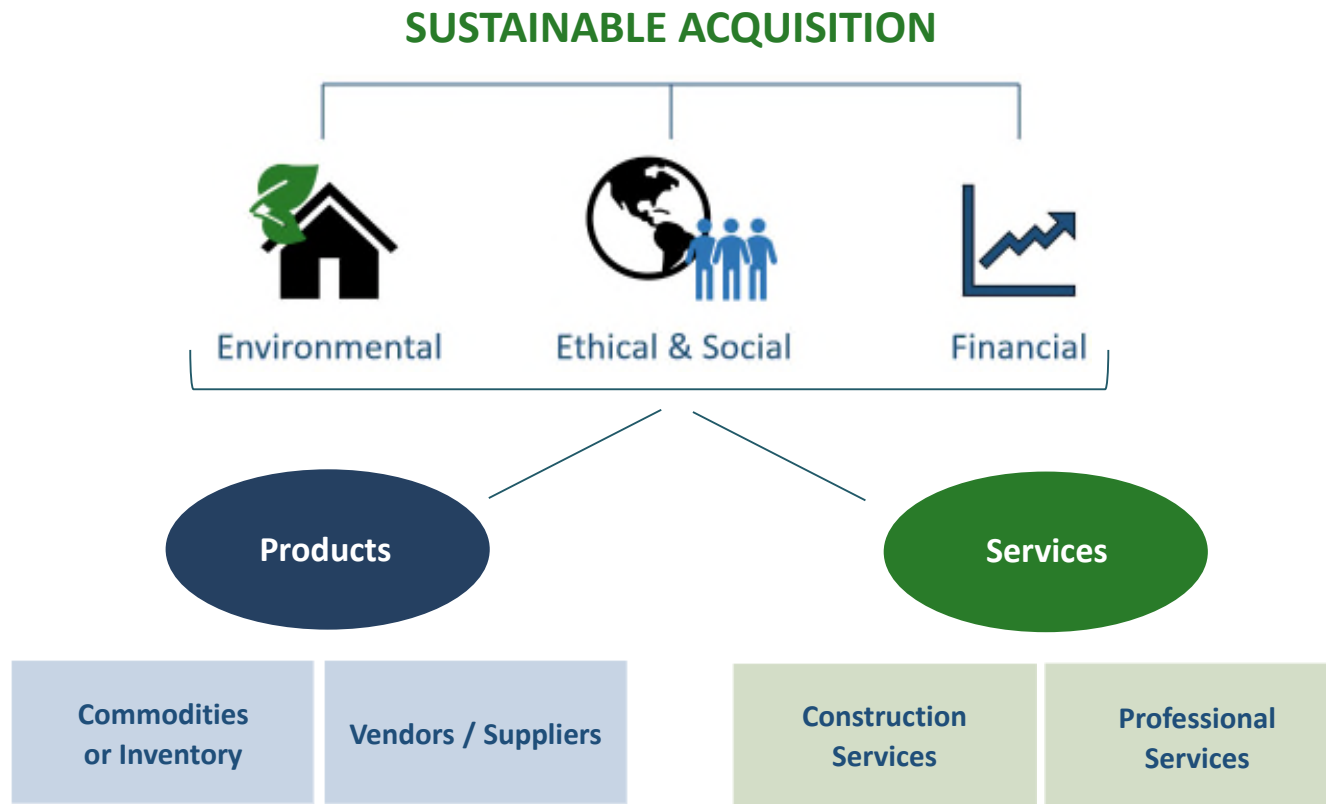
Metro's Sustainable Acquisition Program

January 10th, 2020

Sustainability Advisory Council Update



Pillars of Sustainable Acquisition





Board Approved Program Framework

PHASE 1 – COMPLETE

3-Year
Implementation
Strategy ✓



High-Impact Acquisition
Opportunities List ✓



Communication ✓



Program Measures ✓



Board Approval – June 2019

PHASE 2 – IN PROGRESS

Procedures



Acquisition Toolkit

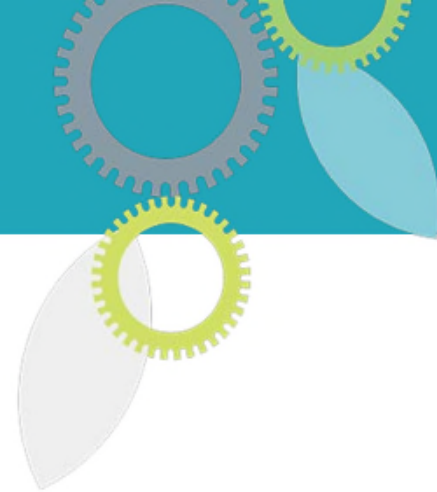


Training



Performance &
Compliance Management





Agencywide Research

High-Impact Acquisition Opportunities



Promotional Products



Office Furniture



Print Shop



Capital Projects



Copy Center



Landscaping



Office Supplies



Transportation, Security & Maintenance Uniforms



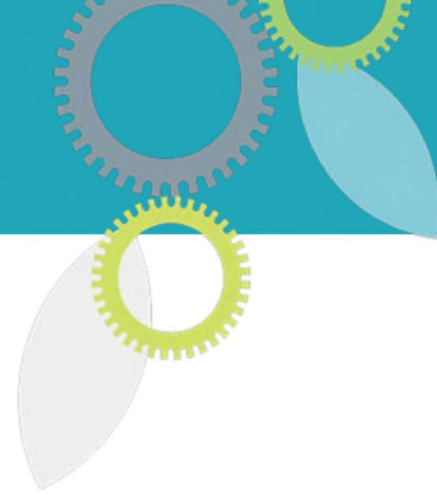
Non-Revenue Vehicles



IT Equipment



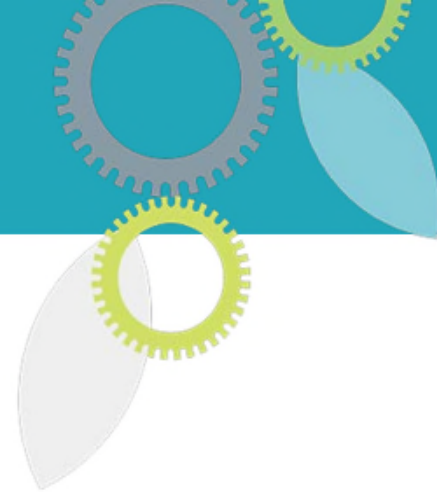
Chemicals & Cleaning Supplies



Category Working Groups

OUTCOMES

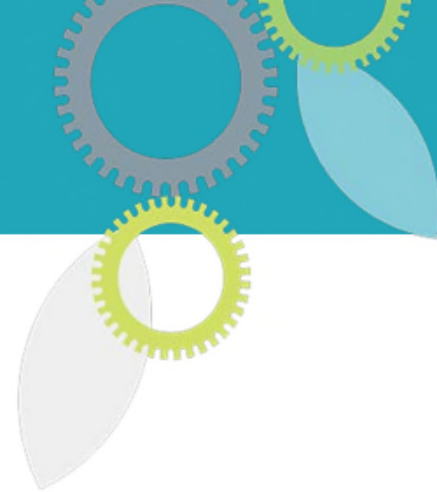
1. Include viable sustainability considerations and/or requirements in the acquisition:
 - Scope of Work
 - Technical Specifications
 - Evaluation Criteria
2. Testing prototype tools and procedures to support an enterprise-wide sustainable acquisition program.



Upcoming Activities

- Facilitate Departmental Working Groups
- Develop Prototype Tools and Procedures
- Continue Best Practice Research with Peer Organizations
- Identify Training and Communication Implementation Plan





Timeline

January 2020 – March 2020

Facilitate Category Working Groups

Create Prototype Tools

April 2020

Refine Tools & Processes

May – June 2020

Develop Training Materials

March – April 2020

Beta Test Tools

April – May 2020

Create User Guidelines



Circular Economy: Leadership Opportunities for LA Metro

Dr. Hilda Blanco, Project Director, Center for Sustainable Cities
hblanco@usc.edu

METRANS

School of Public Policy, University of Southern California



*USC Center for
Sustainable Cities*

The circular perspective

Principle 1:

Preserve and enhance natural capital by controlling finite stocks and balancing renewable resource flows:

- Choose the resources wisely
- Select cleaner technologies and processes
- Go renewable
- Ensure flow of nutrients
- Create conditions for regeneration.

Principle 2:

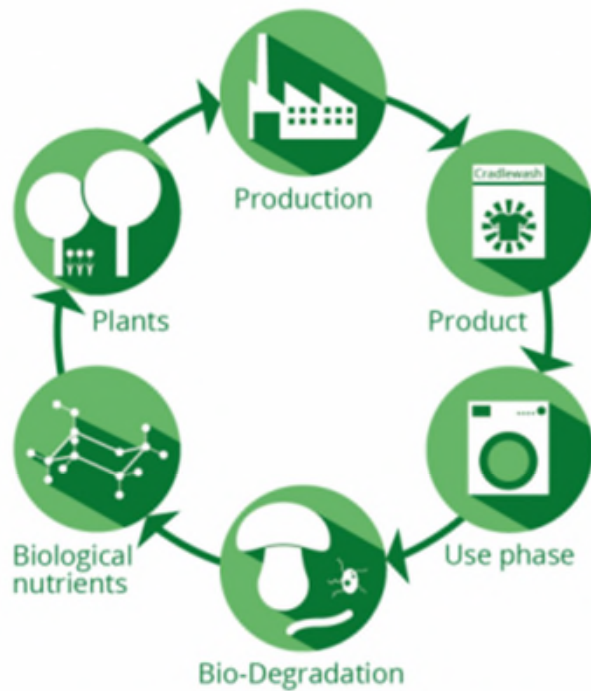
Optimize resource yields by circulating products, components, and materials at the highest utility at all times in both technical and biological cycles:

- Use tighter, inner loops
- Preserve more embedded energy
- Extend product life
- Optimize re-use
- Don't compromise on effectiveness

Principle 3:

Foster system effectiveness by revealing and designing out negative externalities:

- Reducing damage to the system
- Reducing damage to areas
- Managing externalities
- Managing release of toxic substances



BIOLOGICAL CYCLE
for products for consumption



TECHNICAL CYCLE
for products for service

<https://epea-hamburg.com/cradle-to-cradle/>

Opportunities

Economic :

- Economic growth
- Substantial net material cost savings
- Job creation potential
- Innovation

Environmental:

- Reduced carbon dioxide emissions
- Reduced primary material consumption
- Improved land productivity and soil health
- Reduced negative externalities

For Companies:

- Bigger and newer profit pools
- Reduced volatility and greater security of supply
- New demand for business services
- Improved customer interaction and loyalty

For people:

- Greater utility
- Increased disposable income
- Reduced obsolescence

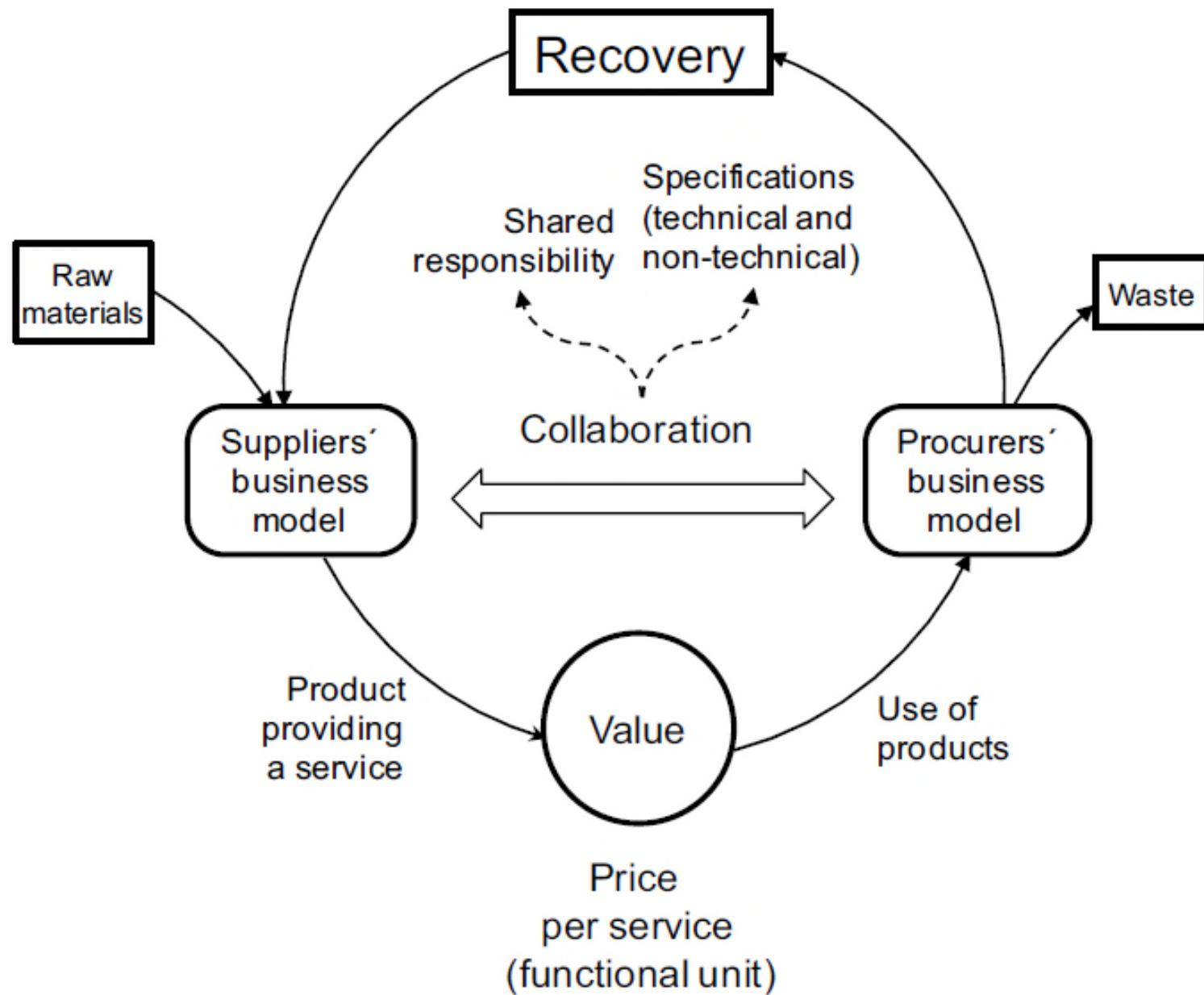


Fig. 4. Collaboration between procurement and business models for CE (ProBiz4CE) framework.

METRO's Opportunity to Provide a Model for Advancing CE in the State, the County, and the City

LA County Sustainability Plan (2019)



Goal 9: Sustainable production and consumption of resources

The County will effectively manage our waste, water, energy, and material resources by improving our ability to promote integrative and collaborative solutions at the local and regional scale.

EXAMPLE TARGET: BY 2045, DIVERT OVER 95% OF WASTE FROM LANDFILLS

Goal 9 Strategies

- 9A: Reduce Waste Generation
- 9B: Implement Strong Water Conservation Measures
- 9C: Reduce Building Energy Consumption
- 9D: Capture Organic Waste and Develop Regional Capacity for Beneficial Reuse
- 9E. Divert Reusable and Recyclable Materials from Landfills

City: LA's Green New Deal (2019)

Goals on Waste and Recovery

Making L.A. the largest U.S. city to achieve zero waste

Targets

- Increase landfill diversion rate to 90% by 2025; 95% by 2035; and 100% by 2050
- Reduce municipal solid waste generation per capita by at least 15% by 2030, including phasing out single-use plastics by 2028
- Eliminate organic waste going to landfill by 2028;
- Increase proportion of waste products and recyclables productively reused and/or repurposed within L.A. County to at least 25% by 2025; and 50% by 2035.

How METRO can Lead in CE

- METRO already evaluating CE process **within the agency**
- It can ensure that CE is adopted system-wide, avoid/reduce internal agency resistance from units, and influence vendors through:
 - **Vigorous and system-wide education within the agency**
 - For CE to succeed, it requires everyone to understand the reasons for the approach (the importance), the aims, and how their unit fits into the larger system, especially in terms of procurement;
 - Procurement needs to be coordinated, not only at the top, but at every level

How METRO can Lead in CE in the County, City and State

- CE is a new concept, that goes beyond recycling
- METRO can lead County and City efforts to:
 - Educate **Los Angeles residents** to ensure public support;
 - Educate **County and City agencies and officials** about the process of implementing CE within a large agency

Public Education on CE

- CE can be the theme for exhibits:
 - At the California Science Center
 - At Union Station
 - At County Chief Executive Office and LA City Hall
- The CE process and how it was used, e.g., to build new stations, or refurbish existing ones can be displayed at stations and in trains/buses;
- In partnership with the County and City, local schools of education can develop lessons for 6th grade and high school classes on the subject

Concluding Thoughts

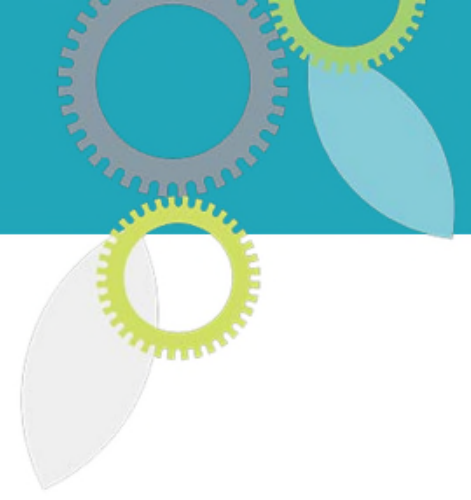
- The recycling crisis in California highlights the failures of our unsustainable economic practices
- CE provides a new paradigm for redesigning our production and consumption processes in more resource efficient and sustainable ways
- Large public companies, such as LA Metro, can provide leadership in more sustainable resource use through incorporating CE principles in their procurement policies, as well as leading in an effort to educate the public on this vital topic

Some References

- Cabeza, L. F., L. Rincón, V. Vilariño, G. Pérez, and A. Castell. 2014. “Life Cycle Assessment (LCA) and Life Cycle Energy Analysis (LCEA) of Buildings and the Building Sector: A Review.” *Renewable and Sustainable Energy Reviews* 29: 394–416.
- Ellen MacArthur Foundation. 2019. What is the Circular Economy <https://www.ellenmacarthurfoundation.org/circular-economy/what-is-the-circular-economy>
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- Lozano, Rodrigo, S. Witjes, Cuno van Geet, and Mandy Willems. 2016. *Collaboration for Circular Economy: Linking Sustainable Public Procurement and Business Models*. Utrecht University, Copernicus Institute of Sustainable Development.
- Madgani, N. 2016. Design for deconstruction. *Nature*. 531: 446.
- Mathews, J.A. and H. Tan (2016) Lessons from China. *Nature*, 531: 441.
- Stahel, W. 2016. Circular Economy. *Nature*. Vol. 531: 435-37



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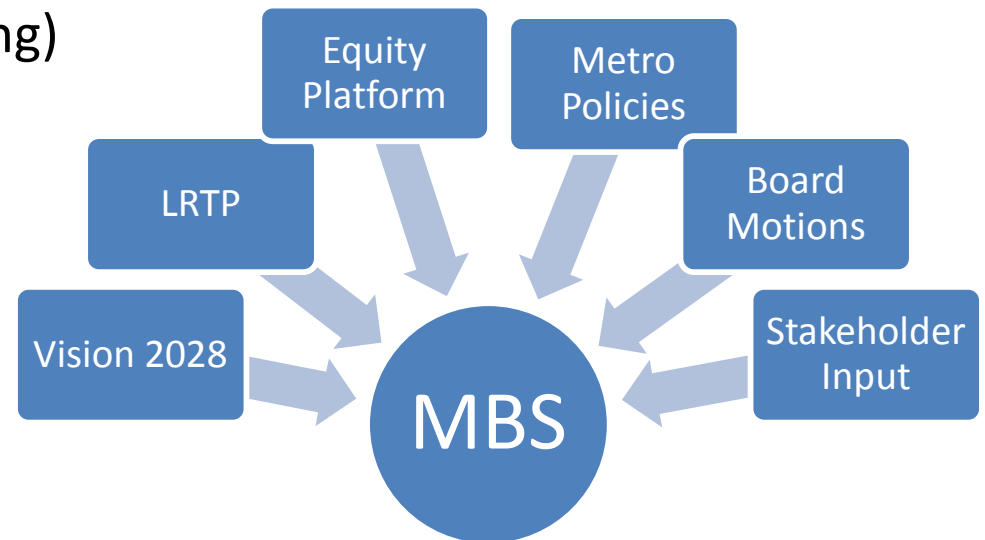


Moving Beyond Sustainability: 10-Year Sustainability Strategic Plan

Sustainability Council
January 10, 2019

Overview

- Update 2008 Metro Sustainability Implementation Plan (MSIP)
- Unifies Agency-wide Sustainability
 - Environmental Compliance and Sustainability Department (ECSD)
 - Countywide Planning (Planning)



Plan Alignment

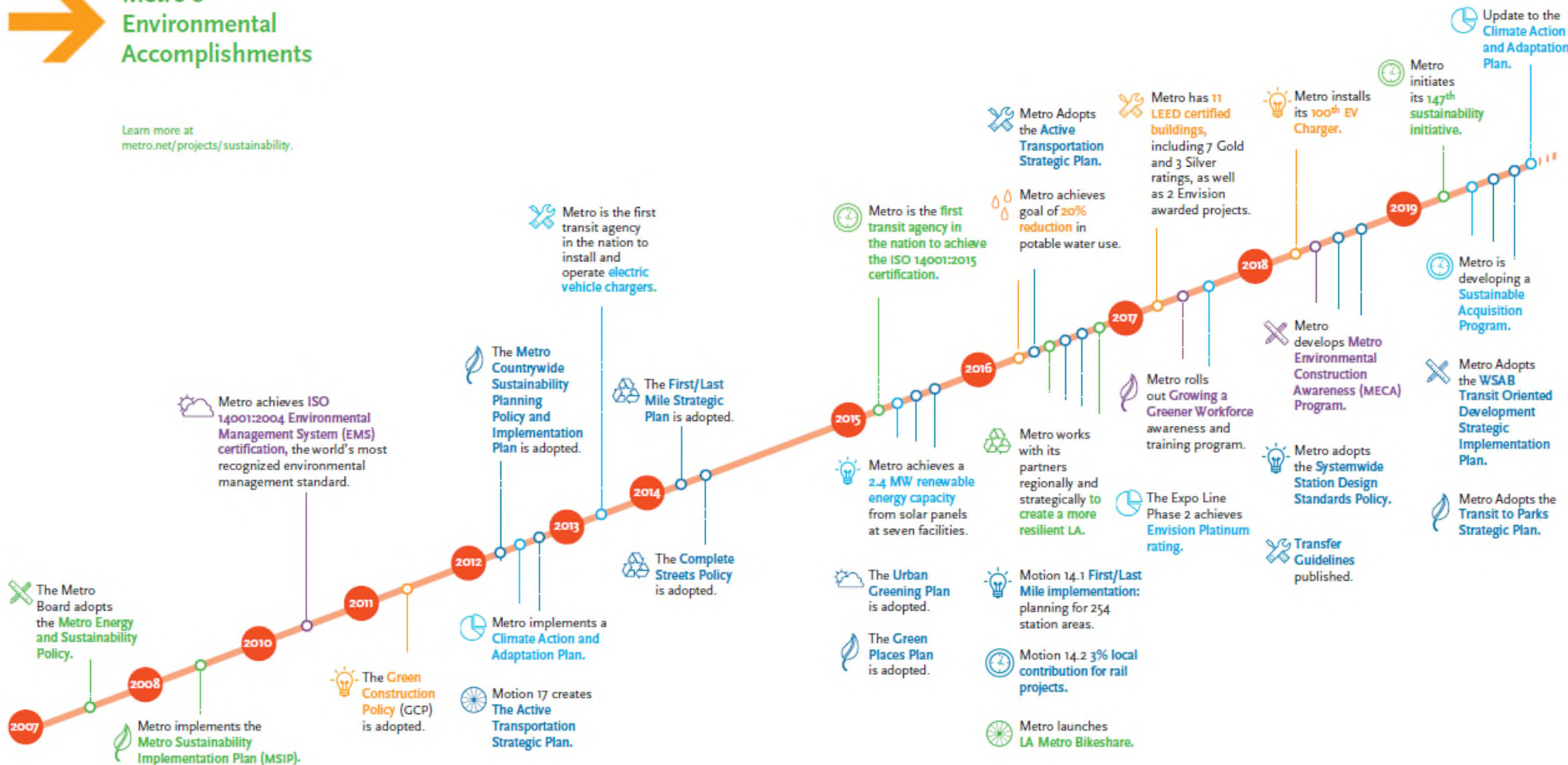
- Informed by parallel efforts in **LA County + LA City**
- Metro highlights aggressive, trackable performance measures across 8 sustainability categories



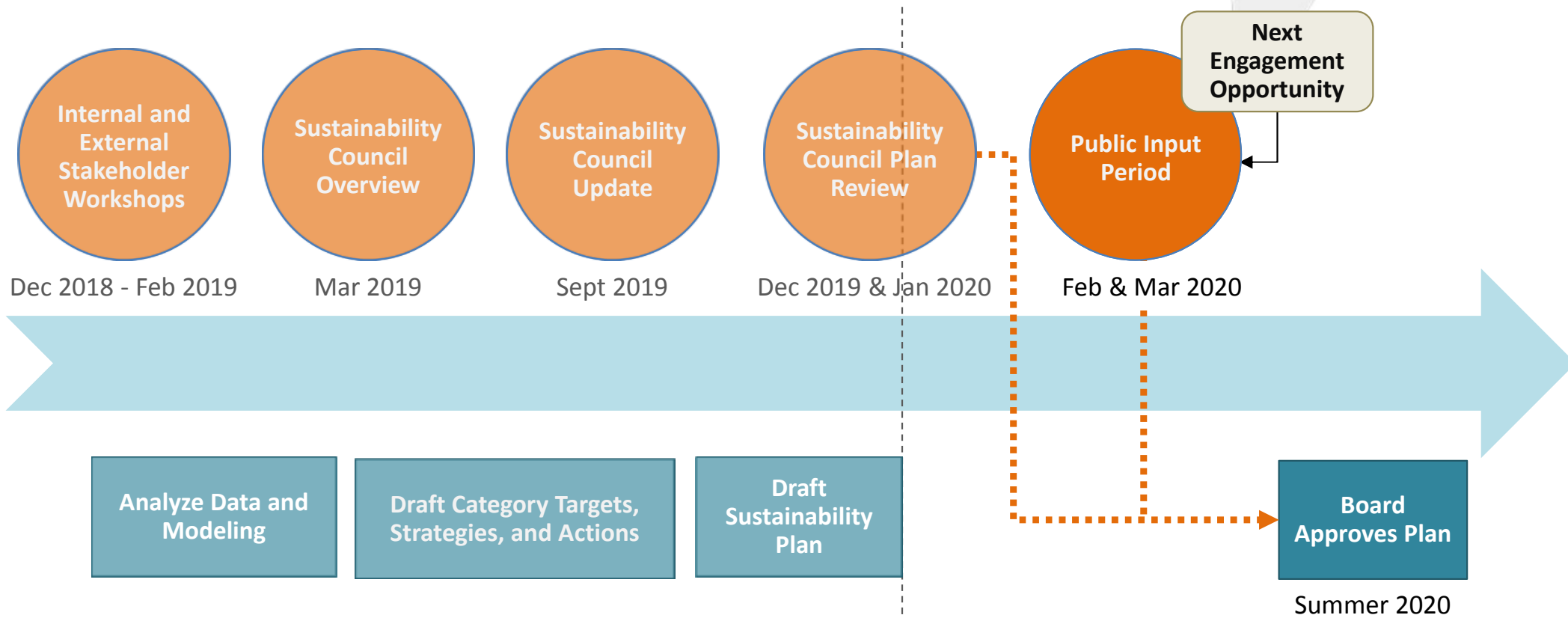
Sustainability Accomplishments Timeline

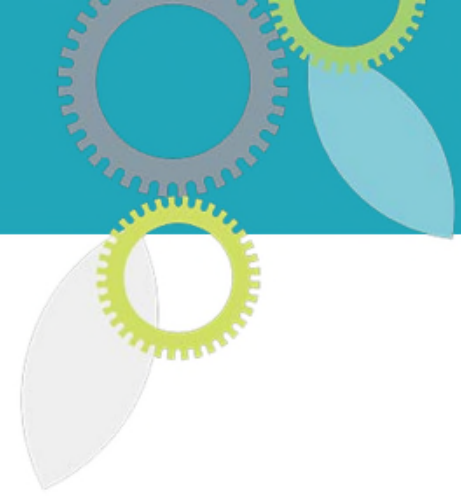
Metro's Environmental Accomplishments

Learn more at metro.net/projects/sustainability.



Development Process and Engagement





Mission and Vision

MISSION

To facilitate a culture of sustainability in a world class transportation system that enhances communities and lives through mobility and access to opportunity.

VISION

Create an organizational culture and workforce that continually integrates the principles of sustainability in all aspects of decision making and execution.



Guiding Principles

- | | |
|----------|---|
| 1 | Implement sustainable practices and initiatives that advance and enhance the goals of <i>Metro's Vision 2028 Strategic Plan</i> . |
| 2 | Align sustainability projects and initiatives to support <i>Metro's Long-Range Transportation Plan</i> . |
| 3 | Establish measurable key performance indicators to track the implementation and success of our sustainability strategies and actions. |
| 4 | Achieve our sustainability goals through transparent and authentic engagement with our stakeholders and community members. |



Guiding Principles

5

Foster a culture of sustainability at Metro through staff education, workforce development, and increased capacity.

6

Encourage innovation in strategic planning and sustainable practice through adaptability and resilience.

7

Strengthen regional sustainability efforts by providing leadership and collaborating with regional partners and agencies.



Sustainability Categories + Targets



Water

- 1 Reduce potable water use **22%** from the 2030 business as usual scenario.
- 2 Increase runoff infiltration and reclamation capacity for stormwater by **10%** from 2018 Levels.



Solid Waste

- 1 Reduce annual operational solid waste disposal **24%** from 2030 business as usual scenario.
- 2 Achieve **50%** landfill diversion rate for operational waste by 2030.
- 3 Achieve **90%** construction landfill diversion rate by 2030.



Materials Construction and Operations

- 1 Achieve **LEED Silver Certification** for all new facilities over 10,000 sqft.
- 2 Design and build 100% of capital projects to **CALGreen Tier 2 standards**.
- 3 Increase percentage of annual acquisition spent that includes sustainability considerations to **50%**.



Energy Resource Management

- 1 Reduce energy consumption by **17%** at facilities from the 2030 Business as Usual Scenario.
- 2 Increase Onsite Renewable Energy Generation by **7MW**.



Sustainability Categories + Targets



Emissions & Pollution Control

- 1 Displace **903,300 MTCO₂e** annually by 2030.
- 2 Reduce total GHG emissions by **79%** from 2017 baseline.
- 3 Reduce total Nitrogen Oxides (NOx) Emissions **54%** from 2018 baseline by 2030.
- 4 Reduce total Particulate (PM) Emissions **62%** from 2018 baseline by 2030.



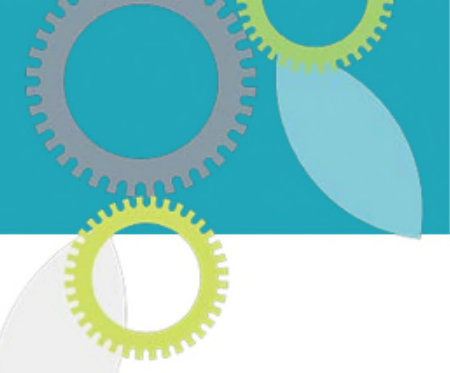
Resilience and Climate Adaptation

- 1 Develop an approach for climate adaptation into **planning, procurement, asset management and operations** by 2025, using the flexible adaptation pathways method.
- 2 Identify all **acute shocks** or **stressors** for critical and/or vulnerable areas at or near Metro infrastructure and **prioritize improvements** to locations, facilities, infrastructure, equipment and operations to reduce risk by 2025.



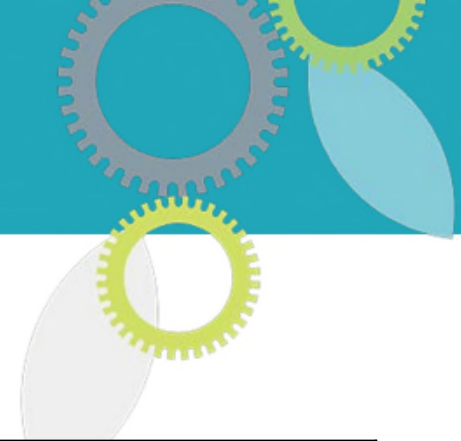
Economic and Workforce Development

- 1 Review job classifications on a regular basis and **eliminate obsolete requirements** that create barriers to career advancement.
- 2 Recruit **employees** from diverse sources, including vocational schools, community colleges, groups supporting formerly incarcerated persons and organizations supporting persons with disabilities and older adults.
- 3 Achieve **triennial DEOD contracting goals** related to small, disadvantaged-, women and veteran-owned businesses.



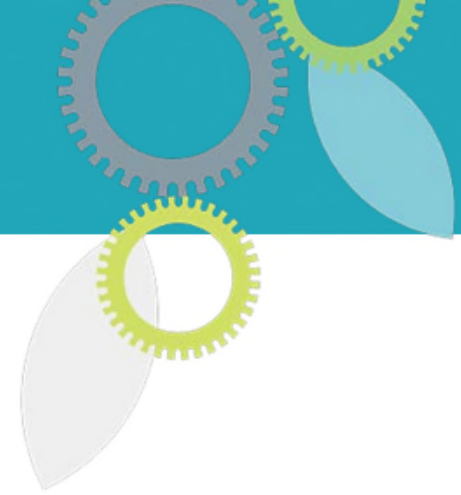
Placeholder Slide

Comments Received



Next Steps

Target Date	Milestone
Feb. – Mar. 2020	Public Input Period <ul style="list-style-type: none">• Digital Comment Platform• Sustainability Council Listening Session• Community Outreach Events
Spring 2020	Incorporate Public Input
Summer 2020	Board Approves Plan



Points of Contact

Alvin Kusumoto, Metro Environmental Compliance and Sustainability

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Paul Backstrom, Metro Countywide Planning and Development

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Christine Marez, Sustainability Consultant

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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 policies¹:

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 A minimum number of voting members (quorum) must be present at a properly called meeting in order to conduct Council business. The quorum shall be equal to half of currently filled seats. The Council shall approve properly called questions (motions) based on simple majority (not plurality) of the votes cast, assuming a quorum is present.

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.

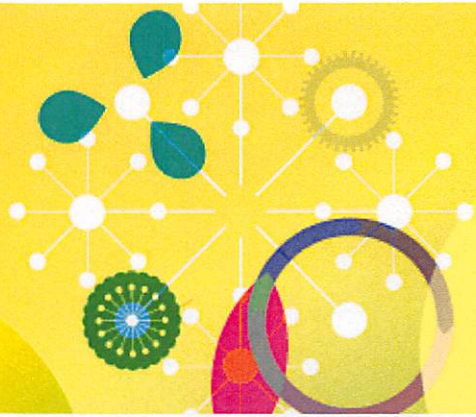
The executive committee shall be comprised of the Chair and two Vice Chair positions.

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.

¹Consultants 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.



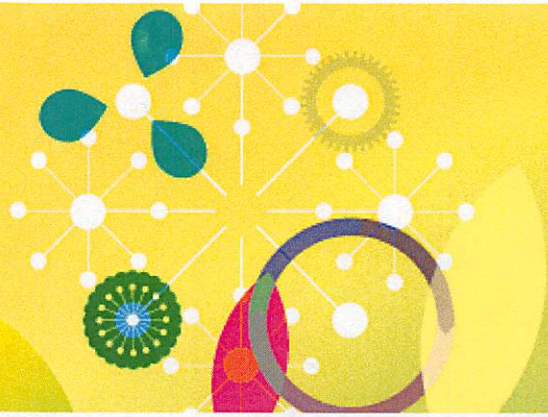
Green Infrastructure

	Name	Category	Primary/Alternate
1	Patty Meijivar	Sustainability/Resiliency	Primary ⊕
2	PETER MENG	" "	ALTERNATE
3	Bryn Lindblad	Materials & Resources	Primary
4	Ghin Yamout	Design Professional	Primary
5	Salem Afeworki	Green Buildings & Services	Primary
6	KAT JANOWICZ	Green Bldg & Services	Primary
7	EMILY FREUND	AGC	PRIMARY
8	JOE ABLAY	DESIGN PROFESSIONAL	ALTERNATE
9	MEHRAN MAZARI	Academic Research	Alt.
10	Miguel Ramos	Natural Resources	primary
11	Charles Favars	waterscape Landscape	Alt
12	Ricardo Duarte		Public
13	Berwyn Salazar		
14	Will Wright		
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Reducing VMT

	Name	Category	Primary/Alternate
1	Joel Levin	Air Quality	Primary
2	HILDA BLANCO	Academic	Primary
3	Kristen Torres Pauling	County of LA	Primary
4	James Ocasals	TBAC	Alternate
5	Bryn Lindblad	Materials & Resources	Primary *
6	Shina Yamout	Design Professional	Primary
7	Salem Afeworki	Green Buildings & Services	Primary
8	KAT JANOWICZ	Green Bldg & Services	Primary
9	MARK KEMPTON	AGC	ALT
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Low-Emission Technology

	Name	Category	Primary/Alternate
1	Joel Levin	Air Quality	Primary
2	Patty Menjivar	Sustainability/Resiliency	Primary
3	JENNIFER KROPIKE	Trade / UNION / Labor	PRIMARY
4	Sulem Afeworki	Green Buildings and services	Primary
5	KAT JANOWICZ	Green Bldg & Services	Primary
6	MARK KEMPTON	AGC	ALT
7	Doug Dietrich	landscape / Infrastructure	Primary
8	JOE ABLAY	DESIGN PROFESSION	ALTERNATE
9	Berwyn Salazar		
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Active Transportation

	Name	Category	Primary/Alternate
1	Joel Levin	Air Quality	Primary
2	PETER MENG	TBD	PRIMARY
3	James Okazaki	TBAC	Alternate
4	Jennifer KROPKE	UNION/Labor	PRIMARY
5	Ghina Yamout	Design Professional	Primary
6	JOE ABLAY	DESIGN PROFESSIONAL	ALTERNATE
7	Miguel Ramos	Natural Resources	Primary
8	Emily Freund	Associated General Contractors	Primary
9	wendy Nystrom	Small Cities	Alternate
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Meeting Date:	Status	Council Member	Comment	Metro Response
14-Jun-19	Closed	Kat Janowicz	Include Goods Movement Master Plan to the FY20 meetings arc.	DONE: Has been added to the arc for the 3/13/20 meeting.
14-Jun-19	Open	Kat Janowicz	Include NextGen Bus study to the FY20 meetings arc.	IN PROGRESS: Staff is working to schedule NextGen later this year once an appropriate meeting date is determined.
14-Jun-19	Open	Bryn Lindblad	Update the FY20 meetings arc to include target dates and "collect feedback" under outcomes.	IN PROGRESS
12-Jul-19	Open	Bryn Lindblad	Resend the status update of Motion 57	IN PROGRESS
13-Sep-19	Closed	Roy Thun	Provide an update on the Sustainable Acquisition Program.	DONE: Staff is scheduled to provide an update on the SAP at the January Sustainability Council meeting.
13-Sep-19	Closed	Roy Thun	Provide an overview of circular economy.	DONE: Circular Economy has been scheduled for the January meeting.