



Agenda

VIRTUAL MEETING
Metro Sustainability Council

Agenda

- a. Welcome/Remarks: Chair (5 min)
 - b. Approval of Minutes: Chair (2 min)
 - c. Recovery Task Force Update: Joshua (15 min)
 - d. Draft Long-Range Transportation Plan: Mark Yamarone (25 min)
 - e. Sustainability Program for Capital Projects: Cris (15 min)
 - f. Executive Committee Elections: Bryn (15 min)
 - g. Action Items Log: Aaron (2 min)
 - h. General Public Comment (5 min)
-





Friday, May 8, 2020 @ 9:00 – 12:00 pm

Agenda

VIRTUAL MEETING
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- a. Welcome/Remarks: Chair (5 min)
 - b. Approval of Minutes: Chair (2 min)
 - c. LA Metro/Sustainability Council Response to COVID-19: Nadine/Rick/Joshua (45 min)
 - d. Goods Movement Master Plan: Michael Cano (20 min)
 - e. Update on Vacant Seats: Chair (10 min)
 - f. Executive Committee Nominations: Bryn (10 min)
 - g. FY21 Meetings Arc: Cris (30 min)
 - h. Action Items Log: Aaron (2 min)
 - i. General Public Comment (5 min)
-



- **Welcome/Remarks**

Chair Small: This is first MS Teams meeting for Council, 43 members of the public are present. Thank you all for attending.

- **Approval of Minutes**

Motion to approve minutes. Second.

Minutes approved.

- **Metro/Sustainability Council Response to COVID-19 (Nadine Lee & Joshua Shank)**

Nadine Lee: Discussion on impacts to Metro and Metro response due to COVID-19:

- Before COVID there we an average of 1.2 million rides a day on Metro
- Ridership dropped by 50% when COVID-19 social distancing began, and another 20% with safer at home orders
- There were moments where it was below 300K a day, and now we are around 360K a day
- Bus/Train Operators are responding in the same the way as larger community—healthcare issues, children, etc.
- It is challenging for Metro to not know who is coming to work
- PPE has been a large day to day change as well
- Some measures that have been implemented:
 - Mandated use of barriers, which were previously installed for protection against assaults
 - Back door boarding
 - Enhanced Sunday Service
 - Maintaining full length of trains for riders to have social distancing
 - Face coverings are required
 - PPE distribution to frontline employees and maintenance works
- Predicted \$800 million to 1 billion loss of funding from sales tax in 6 months
 - Farebox loss of \$20-90 million per day
- Will need to do a lot to help people regain trust in the system
- Need to sustain current cleaning regimen, and maybe do more, will report on statistics, this is the new mobility normal
- There have been some benefits of the changes:
 - Construction-- have been able to accelerate in some levels
 - Air has been cleaner, but getting dirtier now
 - People are getting a sense of environmental benefits
 - Benefits and ease of working from home
 - Social interaction we are learning in new ways, even medical appointments
 - More flexible schedules, we may be able to benefit from that in the future

- We do not have a fleet to accommodate 15 people per bus for our full 1.2 million riders, we are considering how are we going to holistically manage travel needs:
 - Staggering work hours can help
 - Use of technology and lots of benefits
- What are our priorities coming out of this on the use of street space?
 - How many buses we need—if there is less congestion, we can do more frequent services to accommodate social distancing
 - Cleanliness and security, finding shelter for the unhoused will be a continued challenge
 - Need support on policies to move buses to faster
- We are proceeding with our operations as much as we can, and many are working from home, Cris' team is working from home. There are some people in field continuing compliance activities, but everyone has been provided with PPE. Generally, we receive positive feedback from staff on working from home.
- Construction in continuing, although there has been some absenteeism
- Contractors and Metro employees have been following PPE/government requirement
 - Restrictions on work due to impacts on traffic have been lifted, allowing us to work more efficiently

Joshua Shank: Discussion on the Recovery Task Force:

- Phil Washington created the recovery task force as an internal group with representatives from most departments at Metro.
 - Its unusual--we put it together by bringing together aspiring leaders, not already senior staff
 - Meet twice a week
 - Two main concepts:
 - Mobility without congestion emerging from this crisis
 - We have been losing riders for a decade, so going back to normal may not even be desirable
 - How do we play a role in helping the economy recover?
 - The task force is developing a plan to bring the board, but are bringing short term items action items to them earlier
 - We want to outreach and do stakeholder engagement, but some items are too near term, but for longer term we will be doing heavy engagement
 - General concepts:
 - Permanent street closures (not that metro has the authority, but we can provide incentives)
 - Fare policy
 - Mask enforcement in immediate short term
 - Re-imagining objectives for the capital program
 - Role of micro-mobility
 - Micro-transit and mobility on demand

Question: Are we tracking distancing/spacing riders?

A (Nadine L.): We are not actively tracking space between riders, but we know that it is 15 to 20 people per bus if allowing for social distancing. There has not been an issue of busses being overcrowded. We have data of passenger numbers and we add trips where we notice overcrowding.

(NEXT TOPIC)

Q (Pavitra R.): Are you considering doing a survey (of riders) similar to what Metrolink did this week to learn the temperature of riders in terms of getting back to help better planning for Metro?

A (Nadine L.): Yes, we hired a customer experience officer, a survey will be deployed.

(NEXT TOPIC)

Q (Patricia M.): How will Metro manage the wait time for when we are in full blown movement in Sept?

A (Nadine L.): We have not quite figured that out--we need to figure out distancing at bus stops and stations. We are tracking loads and ridership will be slowly building, so we will be trying to monitor high load stops. It will be a work in progress.

(NEXT TOPIC)

Q (Roy T.): Is Metro looking at how other countries that have more institutionalized transit systems are handling COVID-19?

A (Joshua S.): Yes, part of what we are doing in the task force is research on what are other places doing. Other countries and other cities are models; we always want be informed by any evidence and this is a short term research project.

(NEXT TOPIC)

Q (Roy T.): Metro moves people from one place to another. Why not integrate the movement of "things" (meals, packages, etc...) into the new normal?

A (Joshua S.): Metro does that through mobility on demand with partner Via; since passenger demand has dropped, we expanded to include delivery from food banks to areas in need. We do not know if we can do that with buses, but it certainly is an option that should be on the table.

A (Nadine L.): During crisis people are ordering more takeout, but generally those add more many small trips and contributes to pollution and congestion, and we still need to ask how are we going to accommodate all the trips that people want to take in the limited space.

(NEXT TOPIC)

Q (Bryn L.): To relieve riders' fears about crowding and direct people towards off-peak travel, might Metro try to get people real-time info on how crowded the buses and trains are?

A (Nadine L.): Great idea. Not sure about the logistics of that now (we have a deal with transit app for better real time info), there is a crowd sourcing component.

(NEXT TOPIC)

Q (Rick D.): You mentioned Capital Investment Planning, how has COVID-19 impacted your current & Future planning?

A (Rick C.): Finances have been extensively impacted; we cannot offset revenue loss with the current aid packages that we have. We are committed to projects that the voters approved, but there will be ongoing decisions.

(NEXT TOPIC)

Question: How will AI be implemented in the Metro Services to minimize the human interface in the operation of transit vehicles?

A (Joshua S.): Not sure if we need AI to minimize interface, but technology for sure. Real time data will really benefit us.

(NEXT TOPIC)

Q (Ghina Y.): As you are extremely busy and being driven in many different directions adapting to the times, How can the Sustainability Council support you during this period? This may be a great time to tap into the Council Resources!

A (Chair Small): This is one of the main aims of the Council.

Comment (Mary M.): As part of Metro's community engagement team, we are mindful equity and diversity. Our skill set is to engage and connect, how can we help Metro now implement this? What can we do for you?

(NEXT TOPIC)

Q (Bryn L.): It's great to hear you emphasizing the potential of bus only lanes. Are you working with the City of LA (and other cities?) to speed up implementation of a bus only lane network? Recently, I've only heard speak of downtown bus only lane segments, but what about arterial stretches further from downtown?

A (Nadine L.): There is engagement with others and we are doing groundwork. Definitely want to advance concept of bus lanes and we are looking at areas outside of downtown.

Comment (Patricia M.): Metro is aligned with that new normal, equity is truly a point that needs to be addressed with true action and transparency in all rooms. I'm happy that Metro is taking that on with its new normal.

Comment (Chair Small): Culver City is eager to collaborate.

Comment (Zelda H.): Online and social media engagement will be critical, and Metro is successfully exploring this. I'd like to thank the Metro GGW Team for being so responsive in moving the Sustainability Trainings online. Shoutout to Craig, Katya, Aaron C, Doug & Berwyn!

Comment (Doug D.): Has Metro thought about coordinating with local community blood banks to help blood donors go to and from appointments? Although many people are primarily

making trips only to grocery stores, would be great to support services that may be struggling like points for collecting vital blood donations. Same can be said relating to food banks, goodwill outlets, etc.

Comment (Bryn L.): The wipeable/drainable seat design could be good for sanitizing.

A (Joshua S. & Nadine L.): We are interested in converting to wipeable seats, and hoping it will be reimbursable through cares act funding.

(NEXT TOPIC)

Q (Hilda B.): can you change existing bus and train procurement contracts to change their design to respond to COVID concerns? For example purchasing 20 foot busses when 40 isn't available.

A (Joshua S. & Nadine L.): we have some initiatives with micro transit with smaller vehicles, but we don't own those vehicles. We are looking at other innovations like antimicrobial surfaces. We do need to have flexibility, and mobility on demand concepts may be expand.

(NEXT TOPIC)

Comment (Cris Liban): We always promote environmental stewardship and social sustainability, and we are excited that sustainability is being recognized as a central concept. We are working very closely with the task force and the rest of metro to move forward.

- **Goods Movement Master Plan (Michael Cano)**

Michael Cano: Provides background and information on Goods Movement Master Plan:

- Discussion on Data:
 - Los Angeles is 10th busiest container port complex in the world, and the largest in the western hemisphere, largest intake port
 - 578M square ft warehouse space, supporting goods movement and opportunities for employment
 - High value air cargo (6th largest air cargo hub in the world)
- Goods movement supports jobs, including ancillary roles like:
 - Data
 - It
 - Warehouse
 - Maintenance
- La County has the most goods movement dependent firms in the nation
- Goods movement supports sales tax revenue
- COVID-19 and goods movement:
 - Transportation and moving goods have been deemed essential, we need to stock grocery stores, medicine, hospital equipment
 - Most things arrive by trucks, when you see missing items on stores, that is a sign of a problem
 - Contact-less home delivery from grocery stores is becoming a new trend

- A negative effect of this is on truck drivers, which are often small businesses
- LA County Goods Movement Strategic Plan emphasizes the balance between economy and environment (even though they are often seen in conflict)
- Population growth means more goods consumed and more trucks needed
- Vision 2028 Plan, Long Range Transportation Plan, and Goods Movement Strategic plan are all guided by Metro's equity platform (Vision 2028 is the umbrella)
- We are working with regulatory partners, want to move forward with goods movement in an integrated way
- Goods movement strategic plan vision
 - Be a partner and a leader
 - Steward of equitable and sustainable investments and technological innovation
- Have had several "deeper dive" meetings with experts to discuss issues like parking vs bus lanes
- Sustainable Freight Competitiveness:
 - Equity and sustainability as the core upon which our different categories are structured
 - Strong labor force
 - Safe and efficient multimodal system
 - Culture of investment and innovation
 - Strong markets and reliable supply chains
 - Culture of investment and innovation
- How do we compete nationally?
- Goods movement becoming more tech-driven and we have workforce that need to be more trained
- Early action initiatives:
 - Equity of goods movement
 - Further research/possible pilots countywide workforce development
 - Clean truck initiatives
 - Freight rail investment partnership
 - Urban delivery and curbside demand management
- 2028 Olympic games will need to be planned for
- How do we influence future funding opportunities?

Q (Jennifer K.): Can you please give more information on the strong labor force aspect? What are the specific workforce recommendations in regard thereto? There is a lot of interest in climate work like national nurses, and they may not be doing green work but they have a lot of passion for it.

A (Michael C.): we are listening/learning, we are expanding workforce development and open to suggestions. We want to work with more stakeholder groups.

(NEXT TOPIC)

Comment (Chair Small): One element that is very related to reducing freight movement in area close to a port is the housing.

A (Michael C.): Housing is central, we want to work with leaders doing this work. Metro has good philosophy around this, but the housing/job balance is very important. Long commutes are problematic. We are always looking for opportunities, many of these are well paying jobs but

the areas are too expensive, we don't want incentivize people to move further away. Those are challenges where we are open to suggestions and learning.

(NEXT TOPIC)

Q (Hilda B.): To what extent, and in what ways has COVID affected Port-focused goods movement, and how are going to incorporate this into your plan?

A (Michael C.): This is presenting new ideas and challenges, and especially for ports. We want to consider this and learn more as we move along. We need to understand what the goods movements impacts are, and we may not be able to capture lessons learned and but we are working to continually improve.

(NEXT TOPIC)

Comment (Mary M.): As Past President of the Harbor Association of Industry and Commerce, we can assist Metro in leveraging our business community contacts to help communicate goods movement jobs and support.

(NEXT TOPIC)

Q (Bryn L.): Is there any focus on shifting goods movement trips to outside peak travel times? (I used to live in Copenhagen, where most deliveries are made in early morning hours. New York City and São Paulo have early morning /evening delivery programs, too.)

A (Michael C.): we can try to divert truck trips or set incentives. There are some complications with businesses needing to accept goods at different times. They would need to shift work hours or add staff, which can incur cost to the business.

- **Update on Vacant Seats**

- You can see membership list on website
- Mary is for social environmental seat
- Cecelia Jackson for real estate
- Ben Stapleton potential interested in taking position for the green building

Motion to elevate Roy Thun to primary member. Second. Motion passes.

- **Executive Committee Nominations**

Bryn L.: We are looking for nominations and candidate statement for July meeting.

- **Meeting Arc FY21**

Cris Liban:

- We were unsure about sending a draft meeting arc

- We would like to solicit feedback from council prior to distributing a final copy
- We really want to promote social stewardship and allow fiscal responsibility to still be central
- Goal to track record of monetizing environmental benefits and plowing back those investments into sustainable projects
- Staying relevant is a key point
- Review all proposed agenda items per the draft meeting arc:
 - Adaptive design framework
 - Showing draft arc from July to may, with dates of meetings, potential agenda topics and goal outcomes.
 - We want to walk through first interactive sustainability data presentation, so that will be included in the Arc.
 - The Sustainable Acquisition program is slowing down given the many moving parts, but we are still making green choices, and we have now placed language regarding sustainable acquisition in contracts
 - Moving Beyond Sustainability plan is going to the board in August

Comment (Bryn L.): I'd like to try to fit the Recovery Task Force into the July meeting as well, so we can provide feedback before their report is finalized.

A (Chair Small): Agreed, but we do not want to push the Task Force during their busiest time.

(NEXT TOPIC)

Q (Doug D.): Would like to know more about sustainability data tools.

A (Cris L.): We are working on a tool called Cority for operations and environmental compliance, as well as an interactive data dashboard for website and a quality assurance database.

H. Action Items Log (Aaron Santos)

- Add 15 mins to July meeting for SCAG
- Recovery Task Force item for July
- Consider adding column to meetings arc "assigned champion"

Meeting adjourned.



Recovery Task Force

July 9 Online public meeting

1. About the task force
2. Equity tool
3. Early Action recommendations
4. Public questions + ideas



Metro

WHAT

Internal taskforce w/ diverse viewpoints from multiple departments to recommend recovery actions to Metro decision makers.

WHY (task force goals)

Plan for Metro + LA County's recovery and advance mobility w/out congestion as the 'new normal'

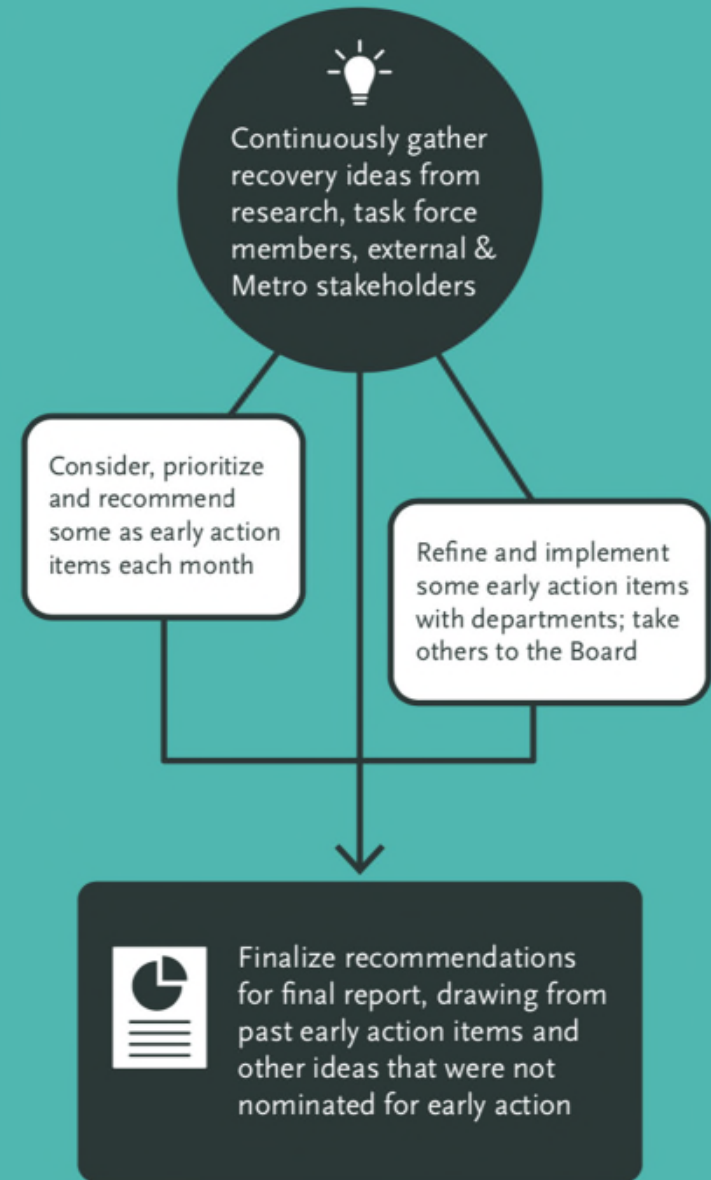
WHEN

April 28 to Sept 30, w/ monthly reports including recommended early actions + a final report



Progress through early July

- Established equity subcommittee to conduct rapid equity assessment
- Identified 100+ potential recommendations
- Recommended 18 early action to senior leadership and board
- Wrote and released two progress reports – available at metro.net/recovery
- Began outreach to stakeholder groups, service councils, and the public



Rapid Equity Assessment Tool



The Task force is using a rapid equity assessment tool to advance equity + avoid disparities in Metro's recovery planning and actions:

1. Will the decision being made impact any equity groups?
2. Could this present an equity opportunity?
3. Who will benefit or be burdened by this decision?
4. How will the decision prioritize the needs of historically marginalized communities and others most impacted by the crisis?
5. What are strategies to mitigate any potential negative impacts of this decision?
6. Summarize any changes to decision based on equity assessment

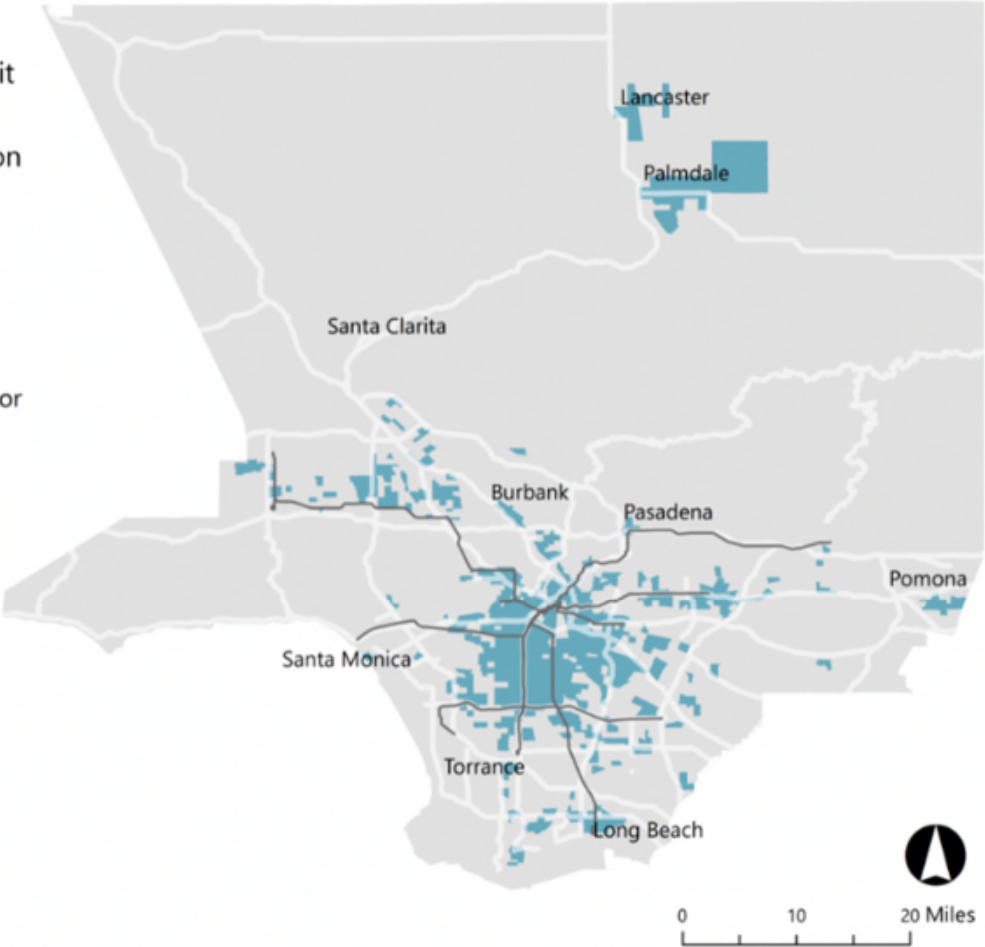
Rapid Equity Assessment Tool- map of equity focused communities

Equity Focused Communities Map

- Highways
- Fixed guideway transit
- EFC Communities
30% of LAC Population

Census Tract Thresholds
> **40%** Low Income
> **80%** Non-white
> **10%** Zero Car

*Thresholds are based on:
1) Non-white AND Low Income, or
2) Low Income AND Zero Car



About Early Action Items

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Our final recovery plan will contain a full set of recommendations- some rapid adjustments, some moderate improvements, some major changes.

We have recommended some as **EARLY ACTION ITEMS**, chosen based on equity assessment, timeliness, mobility benefits, and a goal for most to be revenue neutral or positive.

They are organized by time frame:

1. Respond + prepare
2. Relaunch
3. Recover

Early action items- first phase: respond + prepare

1. Rider-led recovery

Survey Metro customers on their current transportation patterns and modes, future transportation plans and customer experience.

Update: Online survey completed June 23: result show strong interest in Metro addressing masks, social distancing, and homelessness

2. Safer streets for all

Authorize cities that received 2020 Open Street Grants to repurpose some or all of funding on safe/ slow street programs

Update: Board passed motion authorizing this

2. Safe spaces

Test, adopt and publicize new cleaning methods

Update: Metro will pilot UV lights + is investigating other cleaning methods, including electrostatic foggers and copper solutions.

Early action items- first phase: respond + prepare

4. Masks for our riders

Explore ways to distribute masks to riders, to help the recently-introduced face covering requirement succeed.

Update: Mask distribution started on June 8 at twelve stations chosen based on ridership and equity.

5. Allow mask vending **#NEW**

License sidewalk vendors to sell masks at some of our stations where we are not giving out masks.

6. Contactless payment

Rapidly introduce a contactless ticket purchase and payment option in Metro's new official app, Transit, as an option to accompany TAP card payment.

Update: Metro and Transit discussing implementation

Early action items- first phase: respond + prepare

7. Virtual connection #NEW

Update and follow protocols for online public meetings. This should include establishing Metro Zoom accounts (which have good accessibility features), and possibly deploying wifi hotspots to help community members participate in online meetings.

8. Fresh air, safe travel. #NEW

Improve air-flow to reduce risk of COVID-19 transmission. This could include keeping bus windows open and enhanced cleaning and filtering of HVAC systems.

Early action items- second phase: Relaunch

9. Match service with demand

Restore more frequent transit service to stay ahead of demand/crowding, and retain rear door boarding as an option.

Update: On June 21, Metro added service (+ 11%) as stage one of service recovery

10. Better bike share

Enhance Metro Bike Share program. Two options to study are:

- Countywide countywide bike share system operated by contractor
- 'In-house' system operated by Metro staff, so it can be located at Metro stations.

Update: Planning Department is studying bike share options, with assessment to be completed in September

Early action items- second phase: Relaunch

11. More bikes #NEW

Promote quick roll-out of more bike infrastructure and bikes:

- partner with cities on rapid introduction of bike lanes
- fund Metro Active Transportation Cycle 1
- accelerate Measure M regional bike capital projects
- launch a pilot to distribute bicycles

12. Working from home

Update Metro telecommute policy to allow more staff to telecommute – even after the pandemic; and encourage other major employers in LA County to do the same

Update: survey results from OEI/Duke survey show wide support for more telecommuting, staff working on policy update

Early action items- second phase: Relaunch

13. Faster buses

Partner with local jurisdictions to accelerate implementation of bus-only lanes and other speed and reliability measures

Update: Bus lanes [and protected bike lanes] being installed on 5th + 6th streets in DTLA

14. “We’re here for you” campaign **#NEW**

Launch communication campaign with multiple goals as stay at home orders are relaxed, including:

- boost brand and ridership
- encourage use of non-SOV services
- encourage safe use of services
- include equity- ie everyone welcome

Early action items- second phase: Relaunch

15. Customer ambassadors #NEW

Deploy non-security staff at stations as customer service agents and ambassador to encourage safe riding (mask usage, distancing, etc.)

16. New Mobility for the way forward.

Pilot and expand alternative mobility services and partnerships following new models, such as MicroTransit and Mobility on Demand.

Update: OEI is working on a request for information that will be released soon

Early action items- third phase: Recovery

17. Reimagining projects

Prioritize and re-examine major capital projects in a recovery framework to enhance mobility and ridership, equity, health and economic development.

Update: Task force is developing a framework for examining projects

18. Homes for all

Expand social service resources and partnerships, including on-site services, to increase ability to connect unhoused riders on the Metro system with services and housing.

Update: Metro has added a new services partner and is evaluating whether any Metro properties could be sites for housing

How to contact Us

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We welcome questions about our work, reactions to our initial recommendations, and your ideas for how Metro can recover

Contact:

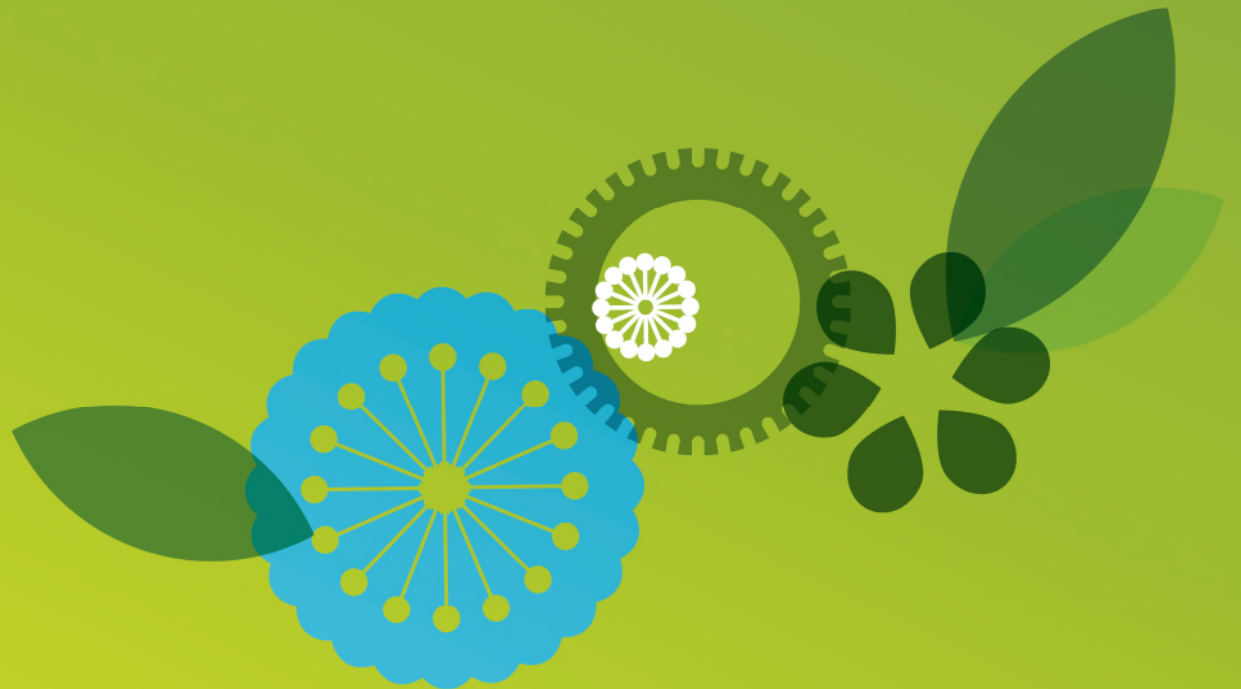
[Metro.net/recovery](https://metro.net/recovery)

Covid19recovery@metro.net

Sustainability Engagement Team:

Implementing Sustainable elements into Metro's capital projects

July 10, 2020



Metro

1. Engagement Team Introduction

What is the Engagement Team?

A Metro ECSD-based group of sustainable design and constructions experts that integrates environmental requirements and goals into project delivery.

- **Proactive**
- **Coordinated** with key Stakeholders and other Metro Departments;
- A **Champion** to shepherd and promote sustainability requirements and goals through all project phases.
- Bench of **subject matter experts** and resources.



1. Engagement Team Introduction

When is the Engagement Team involved?

The Engagement Team is involved with projects early in planning and design, prior to bid solicitations for construction. The Engagement Team will also track sustainability elements throughout construction, operations, and maintenance.

Planning and Conceptual Design



Preliminary Engineering



Design Development



Construction



Operations and Maintenance

Requirements start broad in planning and become more defined at each phase of the project life cycle

2. Principles and Goals

Engagement Team Vision Statement

To engage early in the design process, enhance compliance, avoid unnecessary costs, optimize long-term savings, and increase overall value of LA Metro's portfolio for all stakeholders.

- Sustainable infrastructure is built better and lasts longer
- Collaborate with other Metro Departments and Stakeholders
- Demonstrate the value of sustainable elements
- Water and energy efficient, climate resilient



3. Purpose and Need

Why is an Engagement Team needed?

Provide continuity – typical capital project life cycles can last 5 to 10 years, or more and involves many Metro Departments and change of hands. Over time sustainable elements can be lost without a team to champion and support.

- Provide clarity regarding for codes and regulations;
- Avoid unnecessary costs and change orders;
- Optimize long-term savings;
- Troubleshoot design issues;
- Ensure compliance with requirements;
- Ensure budget;
- Enhance overall value of LA Metro's portfolio to all stakeholders

3. Purpose and Need

Why is an Engagement Team needed?

Example #1

Construction contractor ran into a problem when implementing Low Impact Development features, as the project was located on a brownfield site with historical groundwater contamination from the previous owner. Current design would have spread contamination through water table, as the designed LIDs would infiltrate runoff water into the groundwater table.

Issue: Extensive time and effort was required to find an immediate solution and comply with local LID ordinance under a critical path schedule.

Lesson Learned: early Engagement Team involvement with planning and design teams would have uncovered the Brownfield issue before it was a critical path and we could provide valid solutions before long before construction and schedule conflicts.



3. Purpose and Need

Why is an Engagement Team needed?

Example #2

For this future metro parking lot, the design displayed EV charging stations per Title 24 California Code of Regulations. In addition requirement was clearly outlined in the contractor's contract technical specifications. After contract aware, it was determined that the contract did not specify who would pay for the EV chargers and Metro had already approved the budget.

Issue:

The Contractor will need to submit a change order to buy and install the necessary equipment to comply with state code.

Lesson Learned:

The Engagement Team would have ensured sustainable elements are included in three key areas the design, contract, and budget



4. Key Stakeholders

Who are our stakeholders?

Stakeholder engagement can involve nearly anyone who is involved with the project.

- Planning Department
- Program Management
- Operations and Maintenance
- Quality Control
- Contractors
- Consultant Design Teams
- Capital project teams



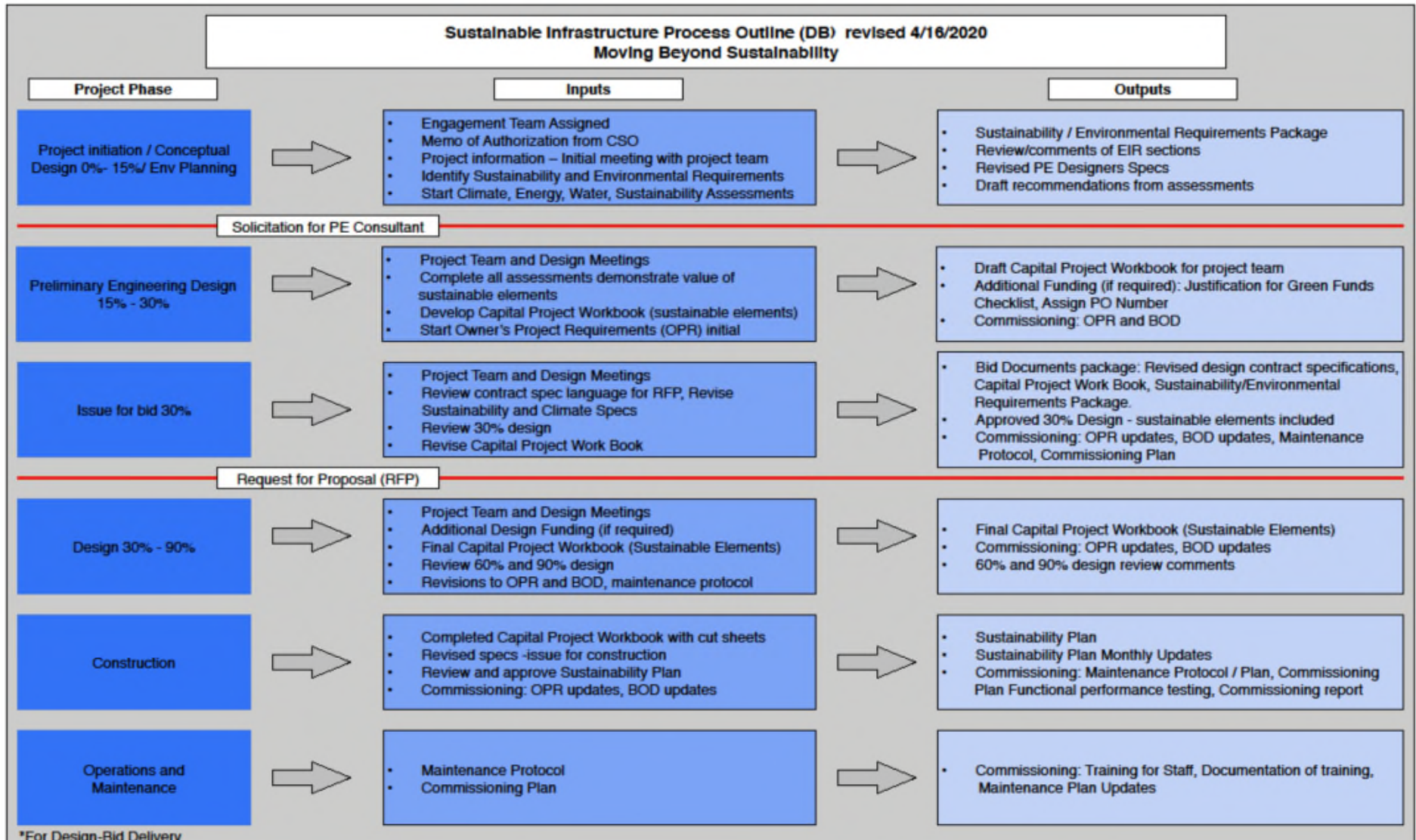
5. Engagement Process

Tools for success

The Engagement Team will use a set of tools that will be standardized across most capital projects.

- **Memo of Authorization:** authorizes the Engagement Team to allocate resources to a capital project. Informs project manager that these resources are available.
- **Sustainability and Environmental Requirements Package:** a set of requirements that follow the project through all phases of the project life cycle.
- **Water, Energy, and Climate Assessments:** Early assessments in Planning and PE Design to demonstrate value.
- **Industry Experts:** the Engagement Team can call upon a bench of subject matter experts to trouble shoot design issues and provide solutions.
- Review of **Designer and Construction Contractor specs** before contract is out for bid.

6. Process Flow Chart



SUSTAINABILITY COUNCIL MEMBERSHIP LIST

YEAR: 2020-21

As of July 2, 2020

		Department	Email
Metro Staff	---	Cris Liban	ECSD LibanE@metro.net
		Heather Repenning	ECSD RepenningH@metro.net
		Aaron Santos	CEO SantosAa@metro.net
		Paul Backstrom	Planning BackstromP@metro.net
		Debra Avila	Vendor/CM AvilaD@metro.net
		Carolina Coppolo	Vendor/CM CoppoloC@metro.net
		Robin Blair	Operations BlairR@metro.net

Main Category	No. Seats	Sub-Category	Classification	Member First Name	Member Last Name	Member Organization	Member Email	Member Phone	Notes	
Local Gov't Public entities (COGs, cities, special jurisdictions)	3	City of Los Angeles	Primary	Lauren	Faber	City of LA	lauren.faber@lacity.org			
			Alternate	Michael	Samulon	City of LA	michael.samulon@lacity.org			
		County of Los Angeles	Primary	Kristen	Torres-Pawling	County of LA	kpawling@ceo.lacounty.gov			
			Alternate	Rita	Kampalath	County of LA	RKampalath@ceo.lacounty.gov			
		Other (Small Cities, etc.)	Primary	Thomas	Small	Small Cities	Thomas.small@culvercity.org	310-922-7286		
			Alternate	Wendy	Nystrom	Small Cities	nystromwendy@gmail.com	617-686-8662		
Environmental NGOs	7	Water Resources	Primary	Roy	Thun	SuRF	roy.thun@GHD.com	805-501-3956		
			Alternate							
		Water Quality	Primary		VACANT					Formerly Bruce Reznik - LA Waterkeeper
			Alternate		VACANT					Formerly Yareli Sanchez - Watershed Health
		Energy	Primary		VACANT					Formerly Michael Kadish - GRID Alternatives
			Alternate		VACANT					Formerly Michael Swords - LACI
		Habitat /Natural Resources	Primary	Luis	Rodriguez	Tree People	lrodriguez@treepeople.org			
			Alternate		VACANT					Formerly Belinda Faustinos - Nature for All
		Climate	Primary	David	Diaz	Active SGV	david@activesgv.org	626-602-5064		
			Alternate		VACANT					Formerly Cindy Montanez - Tree People
		Materials and Resources	Primary	Bryn	Lindblad	Climate Resolve	blindblad@climateresolve.org	310-227-0184		
			Alternate	Peter	Meng	CEENGR	peterm@ceengr.com			
		Air Quality	Primary	Joel	Levin	Plug-In America	jlevin@pluginamerica.org	213-935-1364		
			Alternate		VACANT					
NGO Equity	1	Social, Environment Justice (Equity)	Primary	Mary	McCormick	MBI Media	mary@mbimedia.com			
			Alternate	Eli	Lipmen	Move LA	eli@movea.org			
Professional Associations (Architects and Engineers)	2		Primary	Ghina	Yamout	MARRS Services	ghina@MARRScorp.com	850-980-2078		
			Alternate	Joe	Ablay	ICI Engineering	joe.ablay@CIEngineers.com	909-967-0236		
			Primary	Patricia	Menjivar	Kleinfelder	pmenjivar@kleinfelder.com	(213) 610-0817		
			Alternate	Kimberly	Colbert	Colbert Group	kimberly@colbertgroup.com			
Landscaping and Infrastructure Design	1		Primary	Doug	Dietrich	Burns and McDonnell	ddietrich@burnsmcd.com	913-325-3632		
			Alternate	Charles	Favors	CBF XIERSCAPE DESIGNS	cbf.favors@gmail.com	323-570-6261		
Local Labor Unions	1		Primary	Jennifer	Kropke	IBEW	jkropke@ibew11.org	626-658-6447		
			Alternate		VACANT				Formerly Carolyn Hull- LA County Economic Dev Corp	
Public Health	1		Primary		VACANT				Formerly Elizabeth Rhoades - LA County Dept of Public Health	
			Alternate		VACANT				Formerly Jack Sahl - Jack Sahl and Associates	
Technical Advisory Committee (TAC)	1		Primary		VACANT				Formerly Mike Bagheri - City of Pasadena	
			Alternate		VACANT				Formerly Mark Hunter	
Transportation Business Advisory Council (TBAC)	1		Primary	Berwyn	Salazar	Global ASR	berwyn@globalasr.com			
Associated General Contractors (AGC)	1		Alternate	James	Okazaki	TBAC - AA/AEA	jokazaki@sbcglobal.net			
			Primary	Emily	Freund	Flatiron Construction	efreund@flatironcorp.com			
			Alternate	Mark	Kempton	Kempton Strategies	mark@kemptonstrategies.com	408-431-7789		

Green Building and Services Industry	2		Primary	Salem	Afeworki	Value Sustainability	safeworki@valuesustainability.co	510-701-7056		
			Alternate	Pavitra	Rammohan	Deep Root Green Infrastructure	pavitra@deeprooot.com	323-708-0360		
			Primary	Kat	Janowicz	3COTECH	kat@3cotech.com	714-478-4434		
Real Estate Development Community	1		Alternate	Ben	Stapleton	USGBC-LA	ben@usgbc-la.org			
			Primary	Cecila	Jackson	Stoneridge Development	cecilaj@srds-llc.com			
Academic Institution	1		Alternate	VACANT					Formerly Will Wright - AIA Los Angeles	
			Primary	Hilda	Blanco	USC	hblanco@price.usc.edu			
Foreign Organization	1	Foreign Entities	Alternate	Mehran	Mazari	Cal State LA	mmazari2@calstatela.edu	323-332-1823		
			Primary	VACANT						Formerly Stephen Cheung - President World Trade Ctr No applications received. Former Member: Aki Luukkainen.
Future Memberships Voted by SAC	3		Alternate	VACANT						
			Primary							
			Alternate							
			Primary							
			Alternate							
Metro Executive Staff	3	LA Metro (ex-officio members)	---	Nadine	Lee	CEO	leen@metro.net			
			---	Rick	Clarke	Program Management	clarker@metro.net			
			---	Bryan	Pennington	Program Management	penningtonb@metro.net			
Total	30									

VACANT SEATS

Metro Sustainability Council



Sustainability Council
 FY21 **WORKING DRAFT** Meetings Arc
 As of *June 24, 2020*

Meeting	Agenda Topics	Outcomes
July 10, 2020	<p>ACTION: Executive Committee Elections</p> <p>PRESENTATION: Draft Long-Range Transportation Plan</p> <p>PRESENTATION: Sustainability Program for Capital Projects</p> <p>PRESENTATION: Coronavirus Recover Task Force</p>	<p>Selection of Metro Sustainability Council Executive Committee Members: Chair/Vice-Chair/Second Vice-Chair</p> <p>Present Draft Long-Range Plan to solicit feedback from the SC to prepare the final Plan</p> <p>Discuss Metro’s process to incorporate sustainability strategies into Capital projects</p> <p>Provide an update on early action items.</p>
September 11, 2020	<p>UPDATE: Metro Recovery Task Force Report and Sustainability Program</p> <p>PRESENTATION/UPDATE: Energy Resilience at Metro</p>	<p>Report out the findings of Metro Recovery Task Force and the specific impacts to Environmental and Sustainability Programs implementation</p> <p>Discuss Metro’s efforts on energy resilience</p> <p>Presenting Metro projects that are applying for Measure W funding</p>

	<p>UPDATE: Metro's Measure W (Clean Safe Water) Program</p> <p>PRESENTATION: Equity Program</p>	<p>Provide an overview of Metro's Equity Program.</p>
November 13, 2020	<p>WORKSHOP: Metro Recovery Task Force and Metro Environmental and Sustainability Program</p>	<p>Identify changes and adjustments in environmental and sustainability efforts relative to Metro Recovery Task Force</p>
January 8, 2021	<p>WORKSHOP: Interactive Sustainability Data</p> <p>TO BE INVITED: Metro Fleet Electrification Program</p>	<p>Sharing publicly accessible data for sustainability at Metro</p> <p>Update on Metro Fleet Electrification Program</p>
March 12, 2021	<p>UPDATE: Sustainability Acquisition Program</p> <p>WORKSHOP: Water Strategies</p>	<p>Update on the Sustainability Acquisition Program Pilots and Next Steps.</p> <p>Potable water reduction strategies and green infrastructure. Water Action Planning process</p>
May 14, 2021	<p>UPDATE: Moving Beyond Sustainability Update</p> <p>UPDATE: EV Charger Program</p>	<p>Update Sustainability Council on MBS goals and targets progress.</p> <p>Discuss progress of Metro EV Charger Program</p>

Meeting Date:	Status	Council Member	Comment	Metro Response
10-Jan-20	Open	Bryn Lindblad	Provide an overview on Transit Oriented Communities at a future meeting.	IN PROGRESS: Staff is working to schedule TOC once an appropriate meeting date is determined.
10-Jan-20	Open	Bryn Lindblad	Provide an update on the Traffic Reduction Study.	IN PROGRESS: Staff is working to schedule TRS once an appropriate meeting date is determined.
8-May-20	Closed	Bryn Lindblad/Hilda Blanco	Provide an update on the Coronavirus Recovery Task Force	DONE: Scheduled for July 10, 2020.
8-May-20	Closed	Thomas Small	Provide an update on the bridge between Metro and SCAG	DONE: Addressed during the Draft LRTP presentation in July.

Draft 2020 Long Range Transportation Plan for Public Comment



Sustainability Council
July 10, 2020

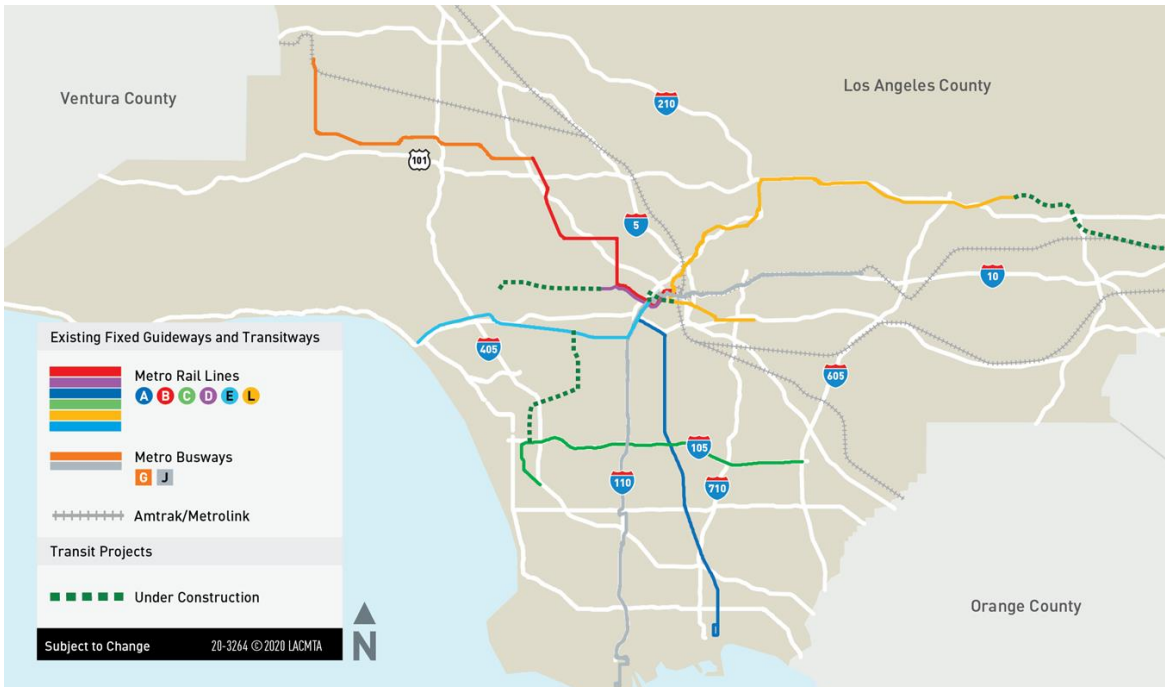
LA Metro at a Glance



Metro operates the **3rd largest transit system** in the nation, with more than **1.2 million daily boardings**

Metro operates **over 2,300 buses**

The Metro Rail and Busway network stretches over **130 miles** and has **147 stations**





LA County Transportation Partners

In addition to Metro,
16 municipal bus operators
and **42 local operators**
serve LA County residents



Metro Rail and Metrolink trains carry over
340,000 daily passengers
on **300 miles of rail**
in LA county



LA County has close to **22,000 miles**
of **highways, arterials, and**
local roadways

Metro's Relationship to SCAG



Southern California Association of Governments

- Metropolitan Planning Organization
- a five county regional planning agency.



L RTP is Metro's Part of SCAG RTP/SCS

L RTP Meets Conformity/Funding Requirements

- > Financially Constrained, Technical Analysis for SCAG RTP/SCS
- > Major Project Inclusion Required for State & Federal Funding Eligibility

Time to Adopt

- > L RTP Developed in Alignment with SCAG's Schedule
- > SCAG Adopted 2020 RTP/SCS May 7th (Transportation portion)

Document Amended As Needed

- > SCAG RTP/SCS & L RTP: Both Living Documents
 - Update/Amend to Address Project & Plan Changes

Everything we do supports our mission.

We're using a robust mix of *projects, programs, policies and plans.*

 *Long Range Transportation Plan*



We're passionate about creating *sustainable and equitable* solutions.

 *Moving Beyond Sustainability Plan*  *Equity Platform*



We take our *responsibilities* seriously.

 *Accountability*  *Collaboration*  *Innovation*  *Safety*



We're guided by our *strategic plan.*

 *Vision 2028 Strategic Plan*

We have a plan for a better LA.

Our mission is improving mobility to enhance the quality of life for you and all who live, work and play in LA County. We're creating:

Better Transit

Providing more transportation options and improving service

Less Congestion

Managing the transportation system to ensure people spend less time in traffic

Complete Streets

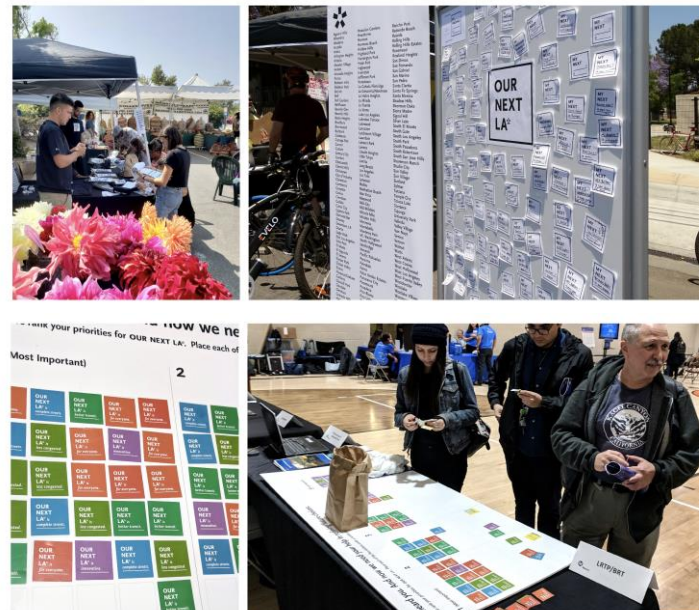
Making streets and sidewalks safe and convenient for all

Access to Opportunity

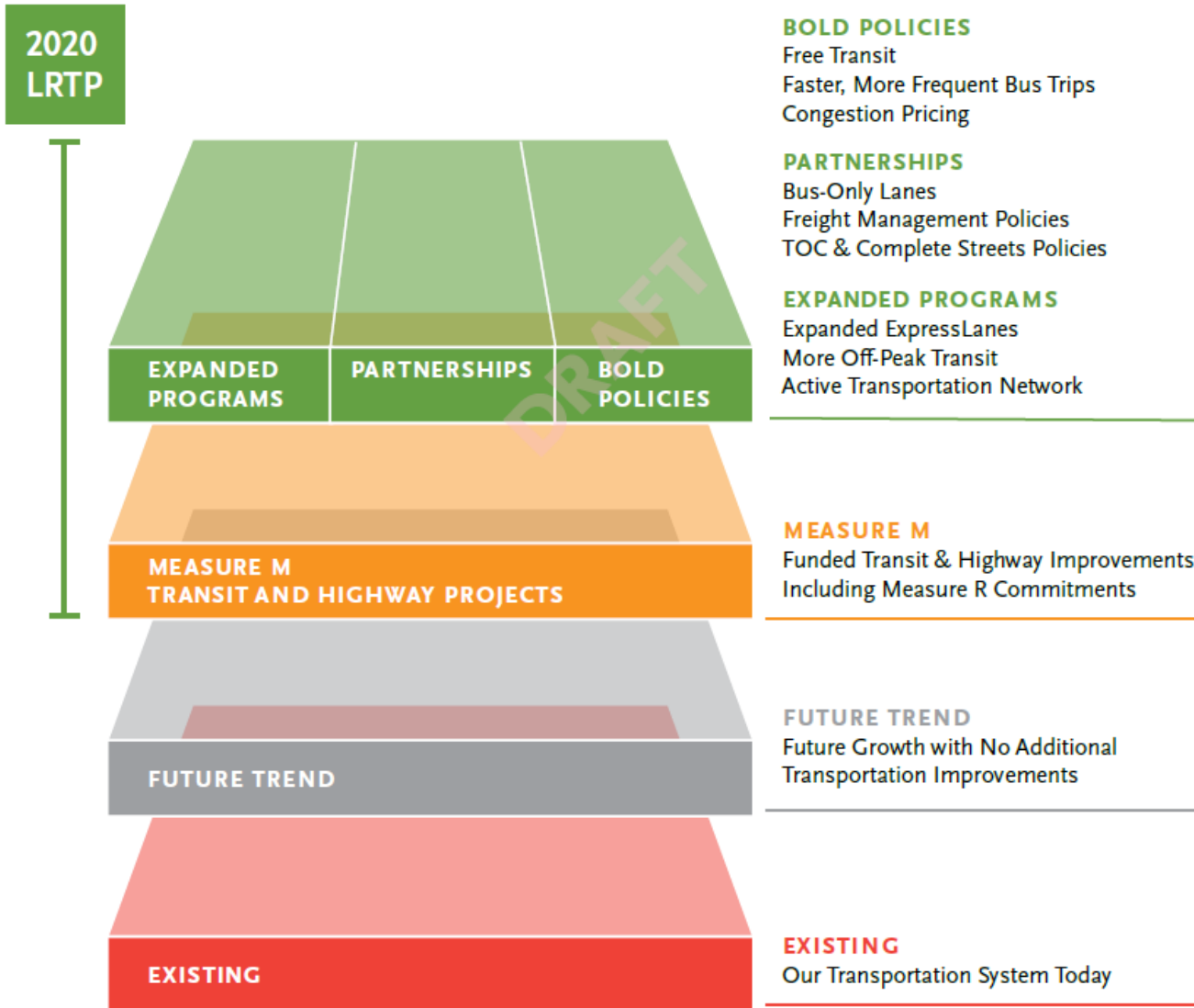
Investing in communities to create jobs and housing near transit

Public Engagement:

- > **77** community events
- > **28** public meetings
- > **20,000** survey responses
- > **50,000** completed priority rankings



Elements of the 2020 LRTP

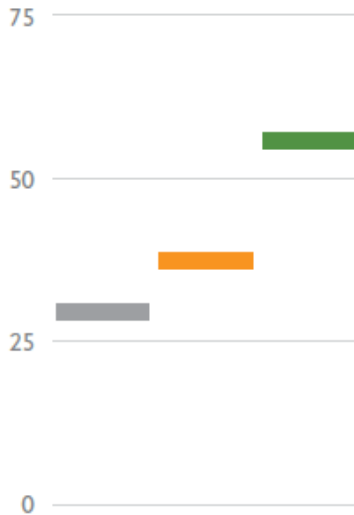


Benefits of the 2020 LRTP



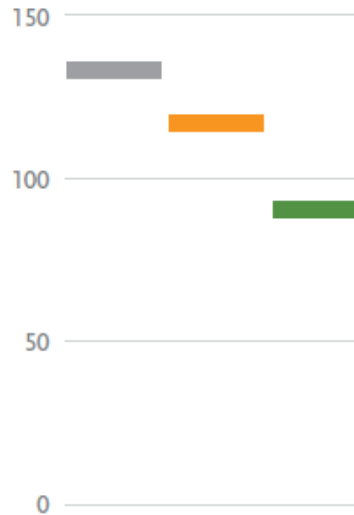
Transit Trips
annual trips per capita

↑
81%



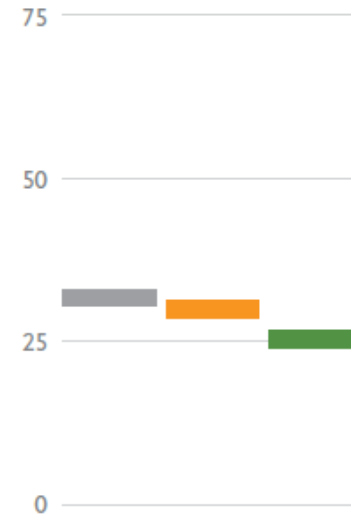
Vehicle Hours of Delay
annual hours per capita

↓
31%



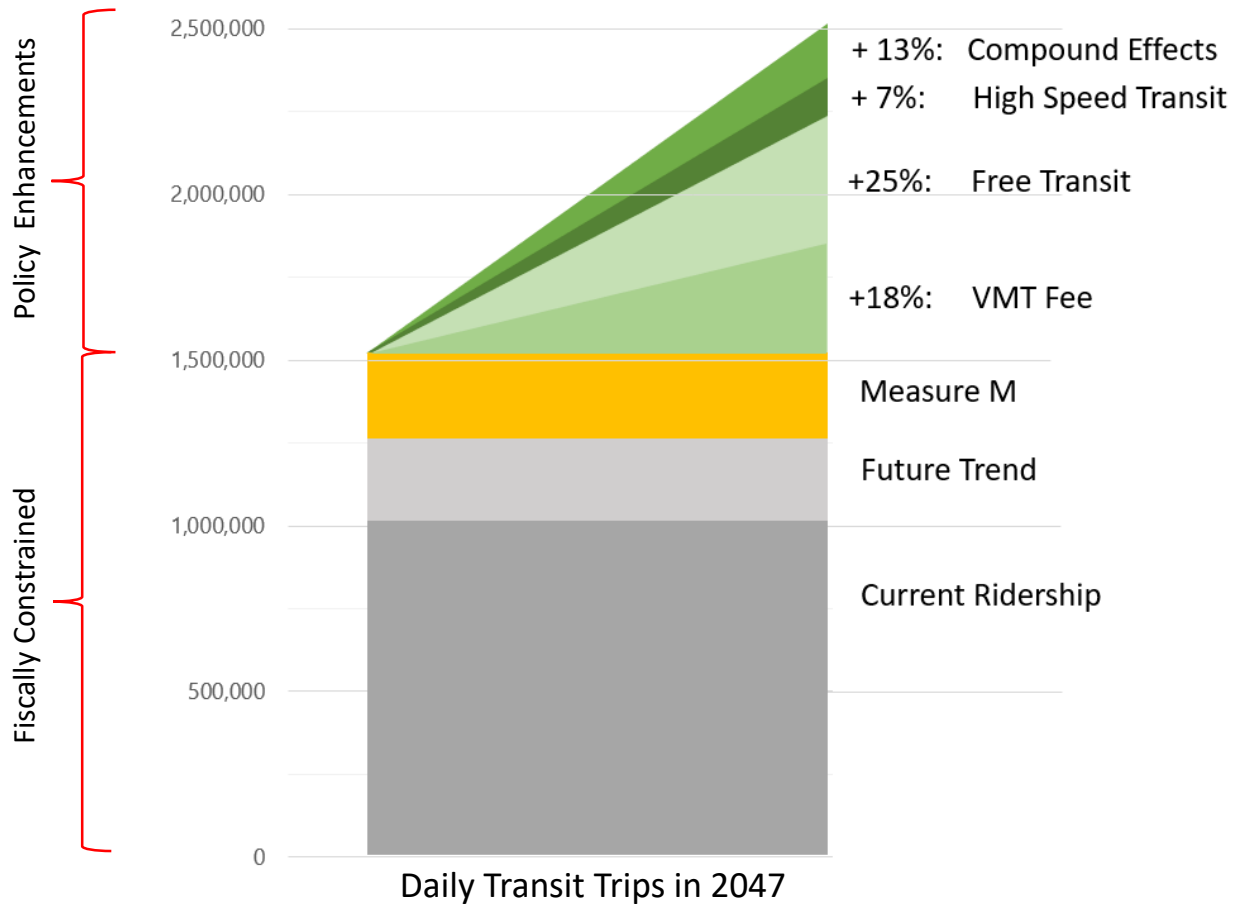
Greenhouse Gas Emissions
annual million metric tons

↓
19%



2020 LRTP: Expanding Beyond Measure M

Increasing Transit Ridership



- Approximately 1% improvement in daily transit trips for every 1¢ charged per mile.
- A fully subsidized transit trip for all riders may increase ridership up to 25%.

Implementing the Plan

Better Transit - Strategies

Strategies

1. Expand rail transportation countywide
2. Improve the speed and reliability of the bus transit network
3. Enable easier fare payment
4. Enhance station areas
5. Explore new service delivery innovations
6. Enhance customer experience
7. Enhance transportation system security and build public trust
8. Optimize sustainable operations and maintenance of fleet, infrastructure, and facilities

Example Actions

Complete Metro rail projects in construction

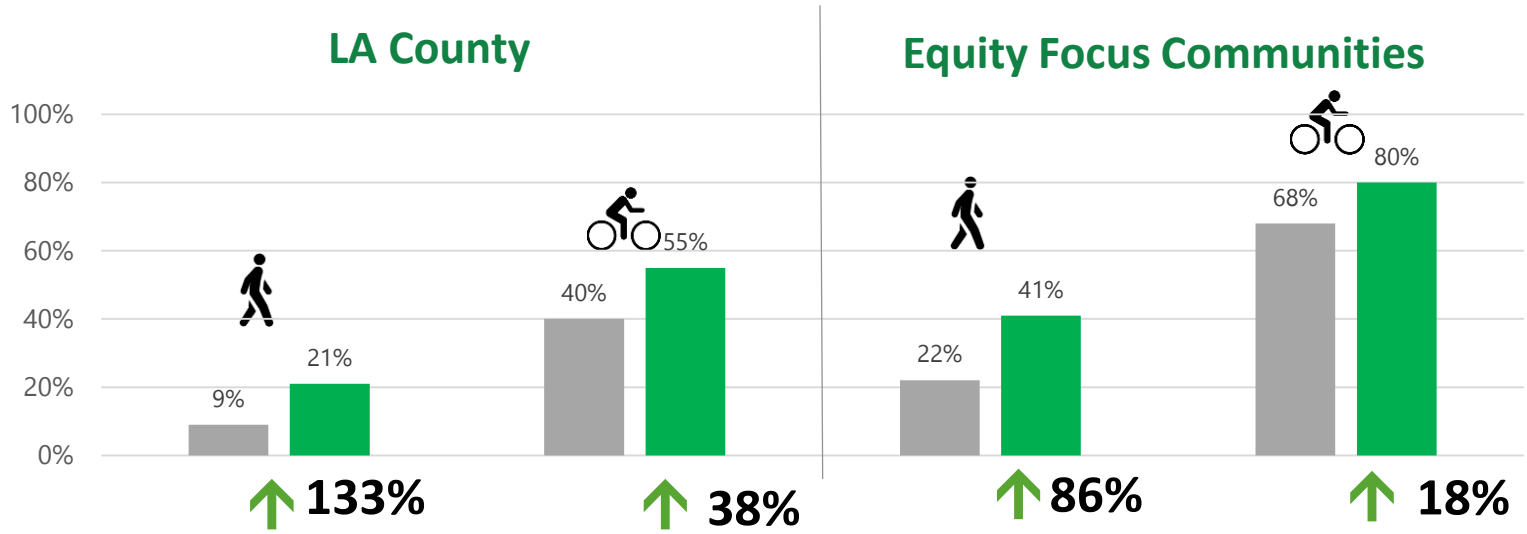
Implement NextGen Bus Plan Recommendations

Develop Gender Action Plan and address unique needs of women

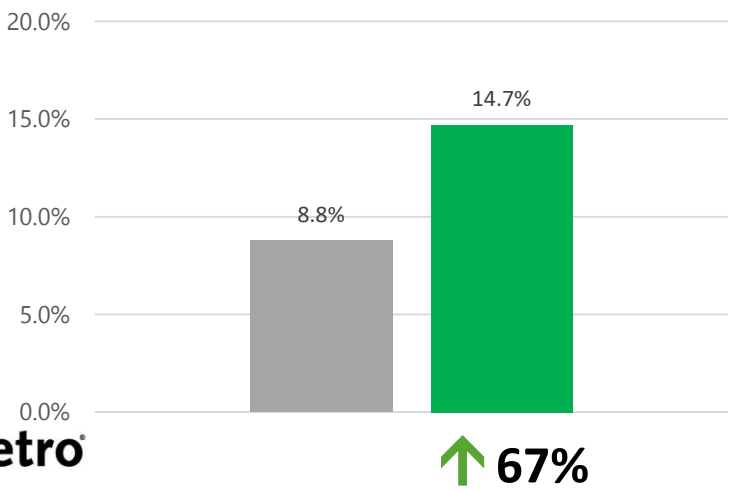
Better Transit - Benefits

Percent of households within 10 min walk or roll of high-quality transit

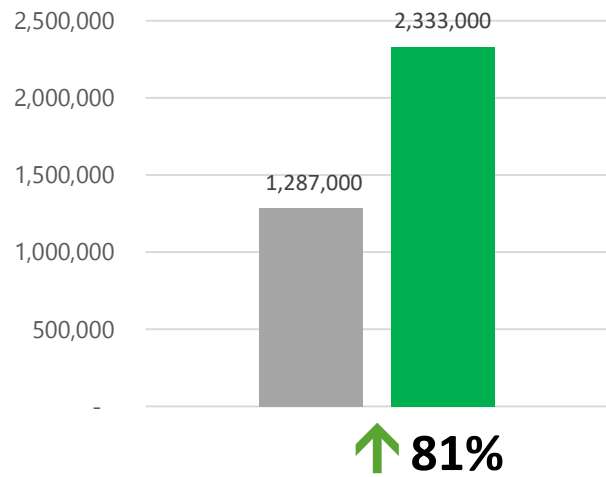
Future Trend
With 2020 L RTP



Transit Commute Mode Share



Daily Transit Trips



Less Congestion - Strategies

Strategies

1. Implement operational improvements with technology
2. Improve traveler information
3. Expand the managed lane network
4. Minimize impact of roadway incidents
5. Support efficient goods movement
6. Enhance regional circulation
7. Enhance the operation of the highway system
8. Improve the resiliency of Metro's transportation system

Example Actions

Implement the I-210
Connected Corridors project

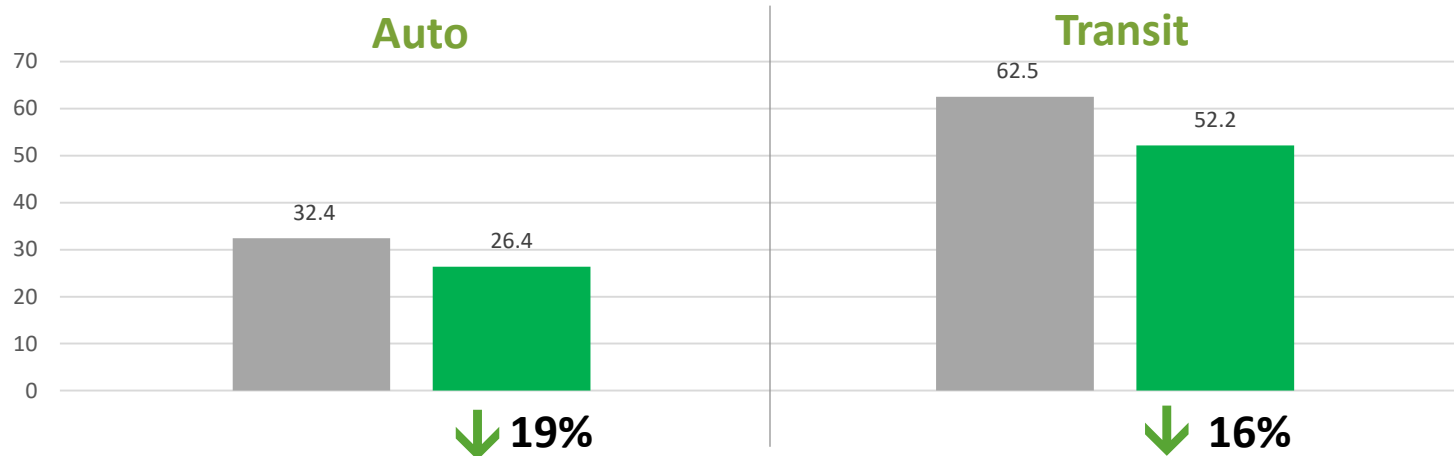
Expand Tier 1 ExpressLanes,
starting with I-105

Complete Traffic Reduction
Study

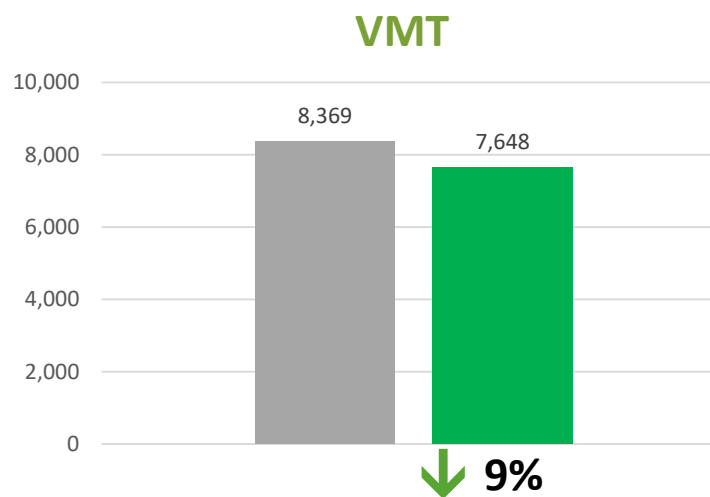
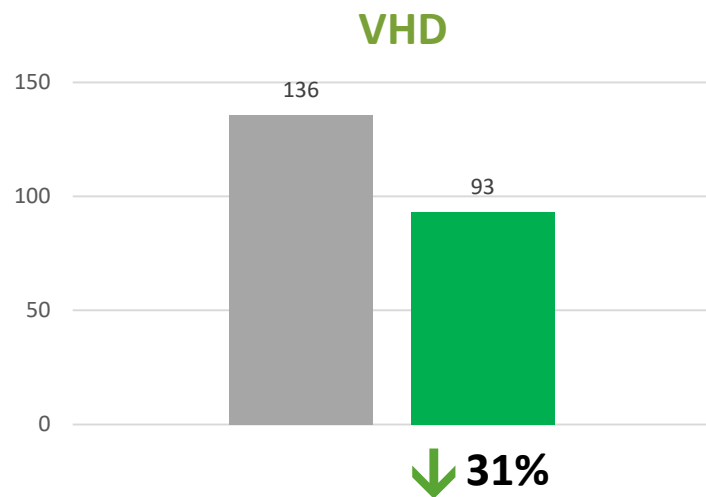
Less Congestion - Benefits

Average auto and transit travel time (minutes, AM period)

Future Trend
With 2020 L RTP



Vehicle hours of delay (VHD) and vehicle miles traveled (VMT) per capita



Complete Streets - Strategies

Strategies

1. Improve safety for all users
2. Enhance access to transit stations
3. Establish active transportation improvements as integral elements of the transportation system
4. Maintain a state of good repair on roadways
5. Demonstrate sustainable design and construction practices
6. Reduce regional GHG and criteria air pollutant emissions

Example Actions

Implement Complete Streets Policy

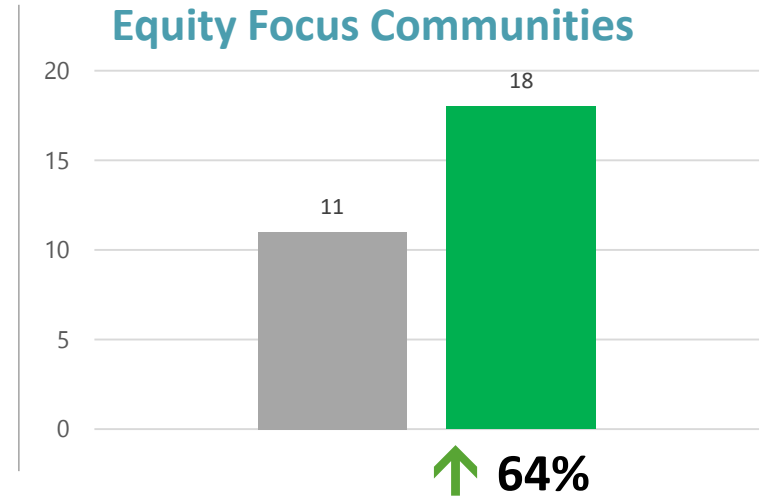
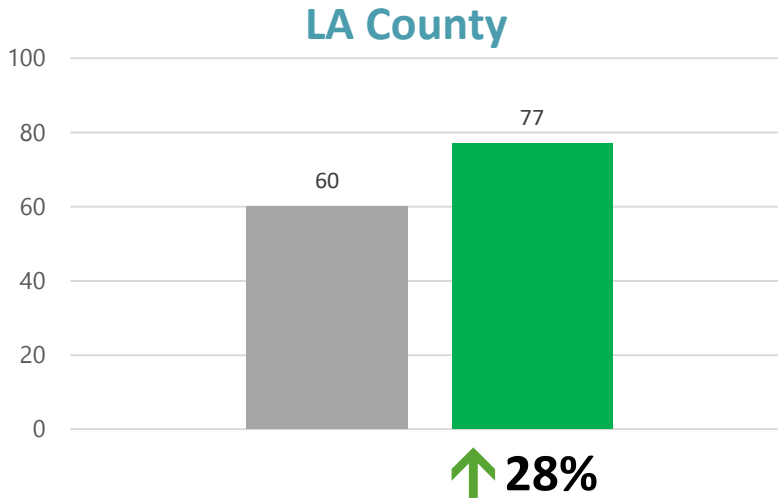
Complete LA River Path Project

Expand Metro's Green Construction Policy (GCP)

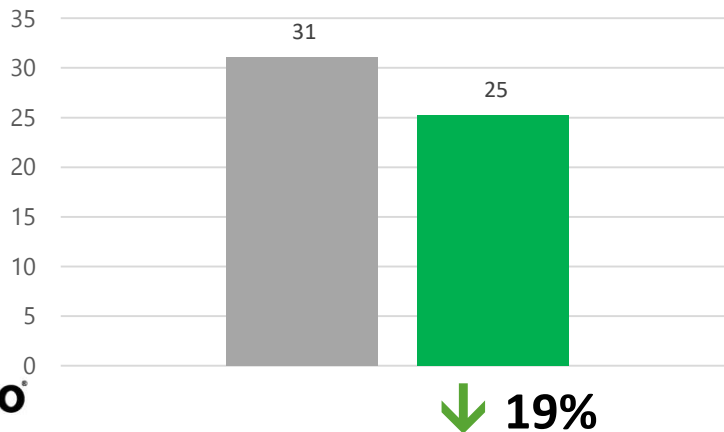
Complete Streets - Benefits

Future Trend
With 2020 L RTP

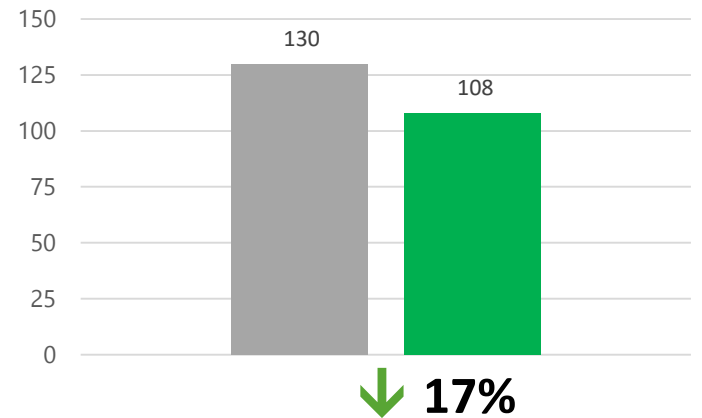
Miles of protected bikeways within 1/2 mile of high-quality transit



Million Metric Tons CO₂e



Tons Particulate Matter (PM 10)



Strategies

1. Advance equity through institutional transformation to eliminate disparities
2. Build affordable housing near transit
3. Reduce household expenses on transportation
4. Invest in the regional workforce
5. Expand opportunities for small businesses
6. Maximize our local investments

Example Actions



Implement Transit Oriented Communities (TOC) Policy

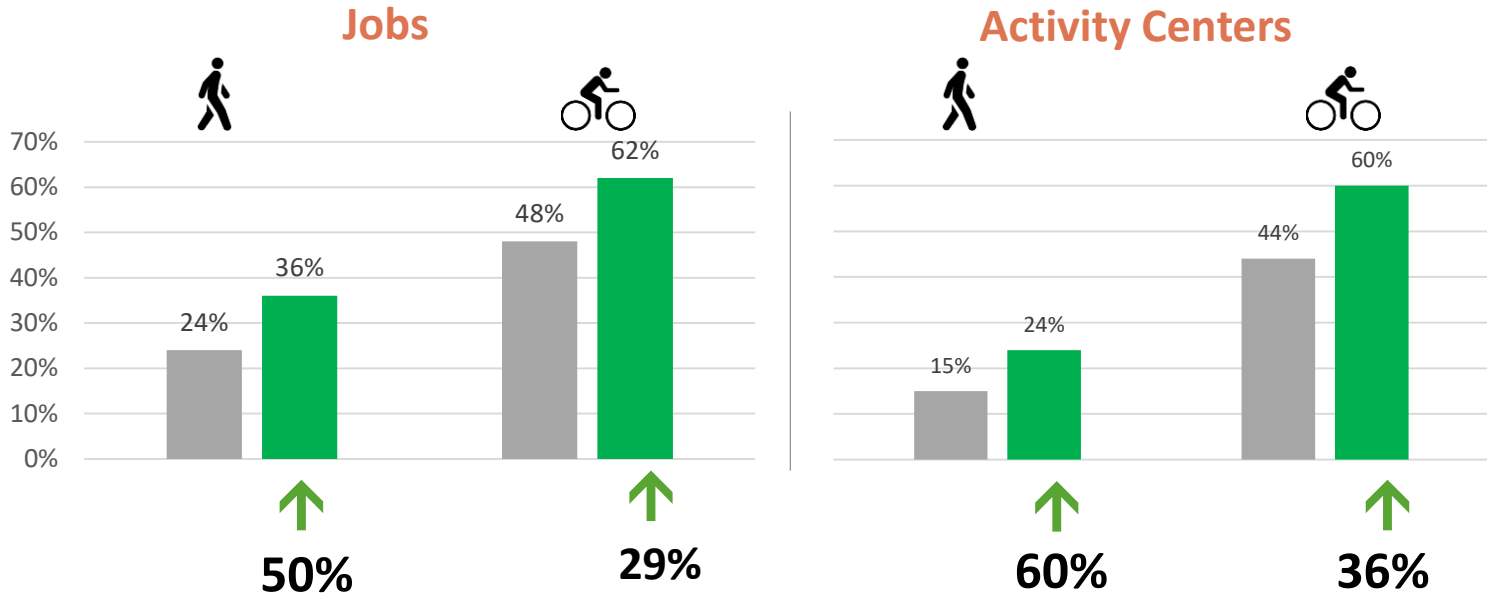
Expand Low-Income Fare is Easy (LIFE) program

Support small businesses throughout construction

Access to Opportunity - Benefits

Future Trend
 With 2020 L RTP

Percent of **jobs** and **activity centers** within 10 min walk or roll of high-quality transit



Net increase in **jobs** and **Gross Regional Product** from Capital Investment



Jobs* **1.84M**



Gross Regional Product **\$196B**

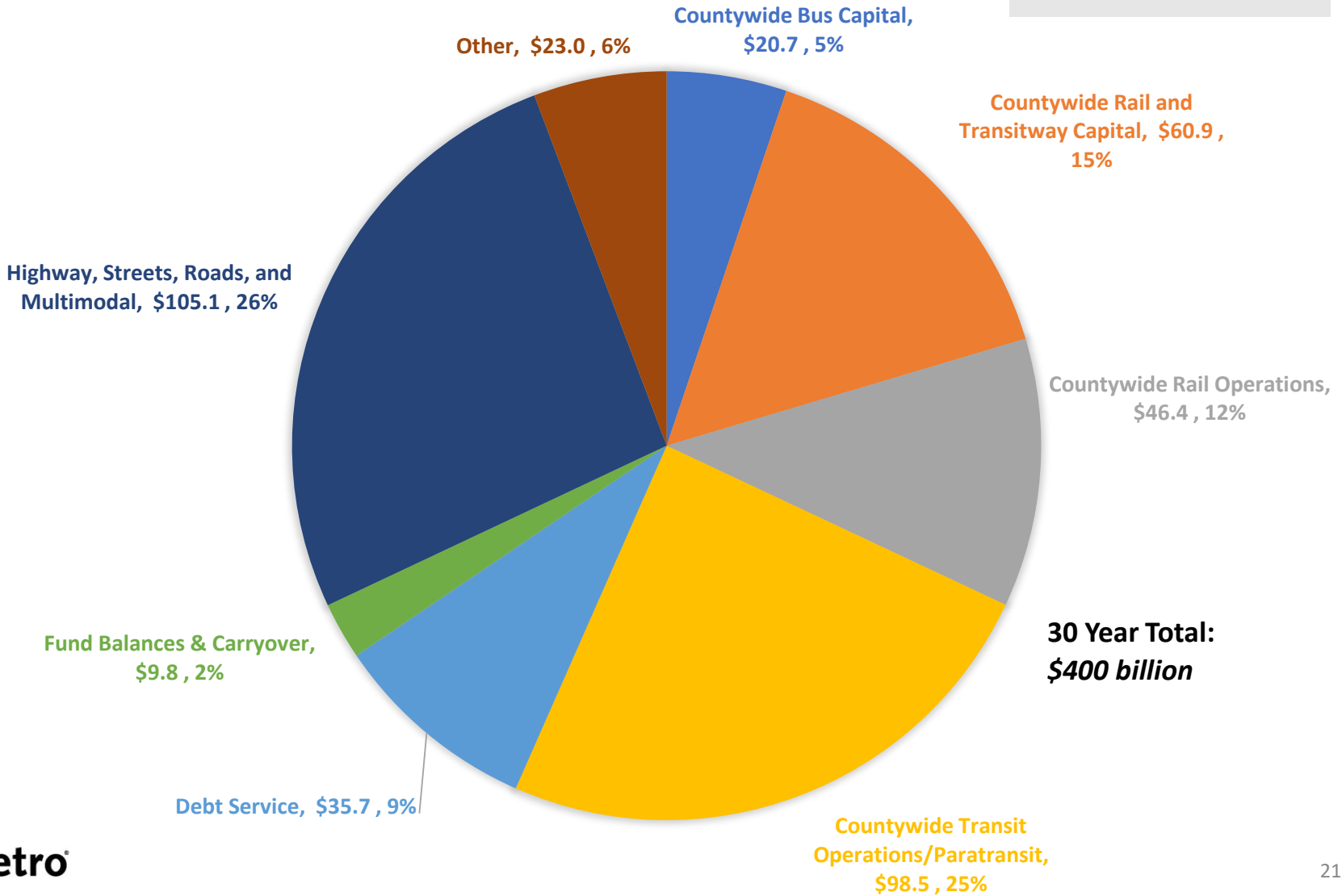
*A single year of employment for one individual

Investment Plan and Bold Policies

LA County Investments

Countywide Investment, FY2021 – FY 2050, in \$billions

Metro controls almost ¾ of all LA County transportation funding

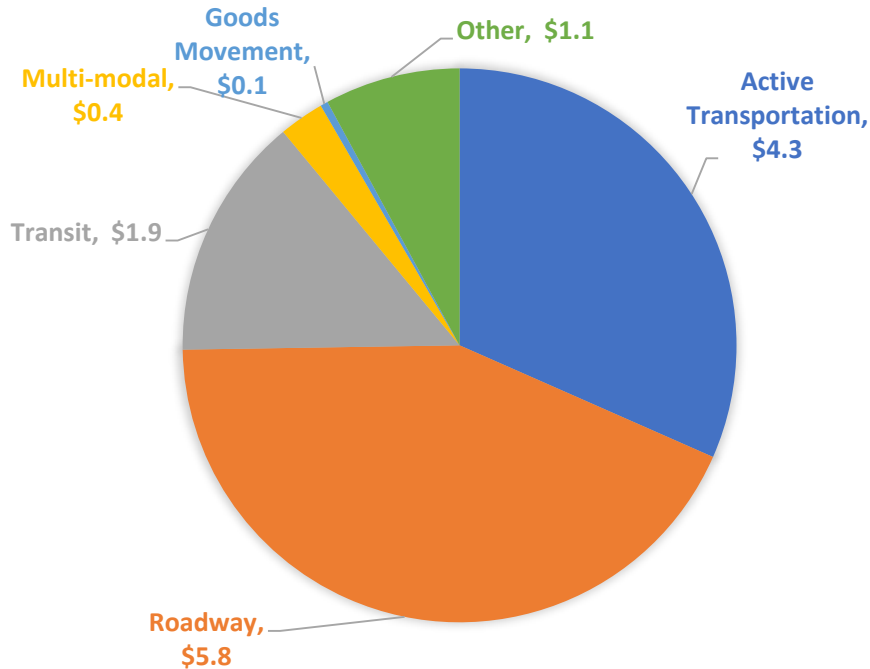


Other: includes safety net program, agency-wide admin and capital, and regulatory oversight.

Support for Local Jurisdictions

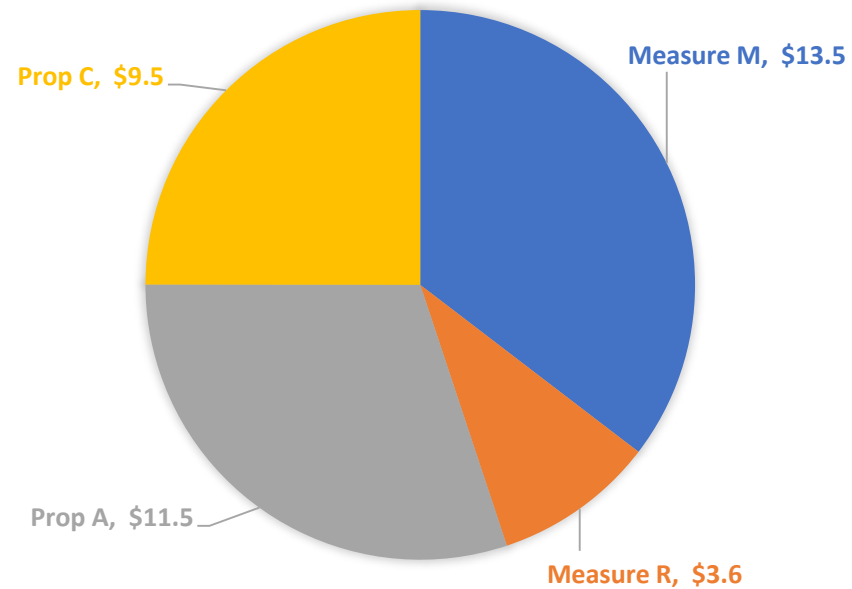
Multiyear Subregional Program (Funding by Type)

30 Year Total: \$13.5 billion



Local Return (Funding by Source)

30 Year Total: \$38 billion



Moving beyond the capital program

The 2020 LRTP will:

> Provide better options

- Bus speed improvements
- Expanded ExpressLanes network
- First/Last Mile Connections
- Transit Oriented Communities

> Incentivize transit and active modes

- Congestion pricing/ VMT fee
- More affordable transit fares



Next Steps

> 2020 LRTP Adoption Schedule

- Public Comment (May 29th – July 13th)
 - Sustainability Council Comments through July 19th
- Request Board Adoption (September)

Implementation

> Short-Range Transportation Plan

- Project Delivery
- Prioritized Actions
- Implementation Roadmap

Questions or Comments?

metroplan@metro.net

OurNext.LA