

Agenda

VIRTUAL MEETING
Metro Sustainability Council

Agenda

- a. Welcome/Remarks: Chair (5 min)
 - b. Approval of Minutes: Chair (2 min)
 - c. Equity Program: KeAndra Cylear Dodds (20 min)
 - d. Traffic Reduction Study: Tham Nguyen (20 min)
 - e. Sustainability Program Update: Cris Liban (10 min)
 - f. Metro's Measure W (Clean Safe Water) Program: Heather Repenning (25 min)
 - g. Energy and Resilience at Metro: Craig Reiter (15 min)
 - h. Action Items Log: Aaron (2 min)
 - i. General Public Comment (5 min)
-



Metro

Los Angeles County
Metropolitan Transportation Authority

Metro Sustainability Council



Sustainability Council
 FY21 **WORKING DRAFT** Meetings Arc
 As of *September 4, 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: Sustainability Program</p> <p>PRESENTATION/UPDATE: Energy Resilience at Metro</p> <p>UPDATE: Metro’s Measure W (Clean Safe Water) Program</p>	<p>Report out the findings of Metro’s 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>PRESENTATION: Equity Program</p> <p>PRESENTATION: Traffic Reduction Study</p>	<p>Provide an overview of Metro's Equity Program.</p> <p>Provide an overview of Metro's Traffic Reduction Study.</p>
November 13, 2020	WORKSHOP: Metro Recovery Task Force and Metro Environmental and Sustainability Program	Identify changes and adjustments in environmental and sustainability efforts relative to Metro Recovery Task Force
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>



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- 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)
-



A. Welcome/Remarks (Chair)

Chair Small: Welcome Luis Rodriguez, Cecilia Jackson, Eli Lipman, Ben Stapleton as new members of the Council. Moment of appreciation for dedicated Council Members.

Brief discussion about Culver City re-imagining public safety and justice, and community engagement has been key. We had a meeting to address the Black Lives Matter movement and the movement to Defund the Police. We are moving certain areas out of police purview to have a different outcome. We are looking to re-imagine how to govern around concepts of justice equity and sustainability.

New Member Introductions:

- **Luis Rodriguez:** Born and raised Angeleno with a background in education. Introduced by his predecessor Miguel Ramos. Currently serving as volunteer and engagement lead for Tree People.
- **Eli Lipman:** Move LA, worked on Measure M and prop 6 campaign. Focused on issues like climate change, air pollution. Serves as chair and president of Board of Neighbors.
- **Ben Stapleton:** USGBC-LA, has long been partnering with Metro for training delivery and other projects

B. Approval of Minutes

No comment. Minutes approved.

C. Recovery Task Force Update

Joshua Schank: presents recommendations provided by task force:

- Equity tool used to evaluate recommendations – key is to discuss and evaluate potential impacts
- We will advance mobility without congestion as the “new normal”
- Issuing monthly reports. Through early July we have:
 - 18 early action items
 - 100+ recommendations identified
- We asses equity-focused communities
- Early Action Items:
 - Rider Led Recovery (customer surveys)- show interest in masks, social distancing, and homelessness
 - Safer Streets for All—approved by board
 - Safe Spaces- addresses cleaning methods, includes publicizing to make people comfortable
 - Masks for Riders
 - New recommendation—Allow mask vending and distribution
 - Contactless Payment (transit app)

- Virtual Connection- public meetings; includes providing more WIFI hotspots, on buses, with a focus on equity to allow everyone to access public meetings
- Fresh Air, Safe Travel—considering windows open on certain days for airflow, and HVAC filtration
- Match Service with Demand
- Better bike share
- More bikes—helps reduce single occupancy trips
- Working from home, including helping others implement telecommuting
- Faster buses- bus lanes and protected bike lanes
- “We’re here for you” campaign to boost brand and ridership, and make equity a focus
- Customer ambassadors- non security staff to encourage safe riding
- New mobility for the way forward—allows private companies to come with ideas for Metro
- Reimaging projects- prioritizing and examining major capital projects
- Homes for all—new service partner helping find housing and assessing how we can use Metro facilities.

Q (Chair Small): request to share presentation. Culver City has challenges coordinating with businesses and this will be helpful

A (Joshua S.): There are reports on Metro.net and we are open to presentation being shared.

(NEXT TOPIC)

Comment (Joel L.): One interesting thing has been renewed interest in biking and I’m pleased to see that on the plan, so I would encourage dedicating even more efforts to that. Protected bike lanes are a huge difference.

Comment (Chair Small): We are opening downtown by closing Main street and part of Culver Blvd to enable large outdoor seating area. We are also working on bike lanes.

Comment (Pavitra R.): Protected corridors are important. Another benefit is new technology can be implemented in protected lanes for green infrastructure solutions.

(NEXT TOPIC)

Q (Pavitra R.): Can you share some data on telecommuting? How many people won’t be returning to working in person? New York has done some data analytics on this.

A (Joshua): We don’t have good data, but we can survey what people want to do.

A (Ben S.): We are working on a white paper on GHG emission reduction with telecommuting with several companies.

A (Eli L.) Works with South LA transit empowerment zone. We are working with LADOT and Caltrans across many zones and can share lessons learned. The rapid-equity questions are helpful. Alternative transit, active transit, and complete streets are quite important, and Metro/Los Angeles should aggressively defund highways.

D. Draft Long-Range Transportation Plan

Mark Yamarone: discusses the draft LRTP:

- 1.2 million riders per day before COVID
- There are also additional municipal and local buses
- Relationship to SCAG
 - They are the Metropolitan Planning Organization, they are preparing their version of their Long-range Plan through Connect SoCal (balancing mobility, economic, and sustainability goals).
 - Metro LRTP plays a role in this because our capital projects become part of their system to meeting air quality and lower emissions goals.
 - LRTP rolls up into SCAG's regional transportation plan.
 - Metro must remain in conformity to maintain federal funding.
 - Both SCAG's and Metro's plans are living documents with long horizons, but can be modified with board actions
- LRTP connects to other Metro plans such as Moving Beyond Sustainability
- Strategies/Actions are built around:
 - Better transit
 - Less Congestion
 - Complete Streets
 - Access to Opportunity
- Public engagement was key in building out the above categories and identify priorities.
- Elements of 2020 LRTP
 - Layering of bold policies
 - Partnerships
 - Expanded programs
 - Measure M
 - This plan is financially constrained, and these elements are all connected to funding
- Benefits:
 - Increase in transit trips by 81%
 - Decrease vehicle hours of delay by 31%
 - Decrease Gas Emissions 19% compared to the trend
- Goal to expand beyond Measure M, including free transit and high-speed transit
- Implementation:
 - Strategies listed in the available plan
 - Under each strategy there are specific actions and explanation of how we will work with our partners.
 - Also discuss benefit of each strategy to community
 - Focus on Equity and communities
- The plan does not have major highways improvements included.
- Complete Streets is one of the broader categories:
 - State of good repair
 - Equity focused communities

- Air quality and emissions
- Access to Opportunity is the section where we pioneer our equity-focused communities.
 - Employment programs
 - Access to education
 - Activity centers
 - Leads to net increase in jobs
- LA County Invests
 - \$400 Billion investment through 2050
 - Rail to Rail, Rail to River, and other projects
 - Measure M and Measure R are one flow of funding to subregions for active transit and better transit options
 - Local Return and Sales Tax gets directed to cities to fund local transit and active transportation
- Public comment is closing on the 13th. Council comments extended through July 19th.

Q (Roy T.): SCAG updated their Environmental Impact Report for meeting CEQA requirements. What role does Metro play in the Environmental Impact Reporting/Review initiative?

A (Mark Y.): The Connect SoCal document is approved by SCAG solely. Metro can comment but also plays a role in development of plan.

Q (Roy T.): The CEQA documentation is complicated, it would be worth for Metro to develop their own peer review document.

(NEXT TOPIC)

Q (Pavitra R.): The funding breakdown chart was interesting. LA County shared their 5-year plan, measure W plans for green streets. Has there been opportunity to see overlap with LA County's Plan? It is helpful to mobilize from different angles.

A (Mark Y.): Metro as programmer tries to give agencies foresight into when funding is available. We did solicit stakeholder group of all other county and city groups working on overlapping plans. There is opportunity to strengthen, but we did do some work on programmatic coordination.

(NEXT TOPIC)

Q (Eli L.): Thank you for extending the deadline. Holistic approach to sustainability is important, we need to address disabilities through Metro system (audio/visual), the LRTP may be too focused on other impairments. Scaling some of smaller programs to pursue affordable housing other equity initiatives.

A (Mark Y.): Those topics are key in the plan, but we are looking forward to seeing your comments and integrating.

Comment (Cris L.) We have been very grateful for Joshua's work and for the opportunity to participate in the Recovery Task Force. Sustainability is an overarching principle in the LRTP, there is no callout to sustainability but rather it is woven throughout. ECSD works closely with our planning department. Working sustainability throughout the LRTP has been a refreshing

tone. The planning department has also played a key role in developing the Moving Beyond Sustainability Master Plan.

E. Sustainability Program for Capital Projects (Cris Liban)

Cris Liban: Overview of sustainability program for capital projects given the financial impacts of COVID-19 to LA Metro sustainability programs. We have been able to generate revenue for Metro in the past, but we need to be conscious of the cash flow situation. Some programmatic activities might be slowing down, we are still on target for our 2030 and 2050 goals. We still have an opportunity to accelerate around capital project programs. We are also pursuing an opportunity to accelerate monetizable benefits to continually self-fund. As part of CAAP plan there is a strategy for flexible adaptation pathways. We will consider retrofits in the future as needed.

- Engagement Team
 - Metro-based group meant to be proactive, coordinated, champion of sustainability throughout other programs, and bench of subject matter experts.
 - Involved in Planning, Engineering, Design, Construction, Operations and Maintenance
 - We have been organically growing the engagement team's influence and involvement. We still prioritize keeping projects on schedule and within budget while providing guidance on sustainability.
- Principles and Goals:
 - Sustainable infrastructure built better lasts longer
 - Collaboration with other metro departments and stakeholders
 - Demonstrate value of sustainable element
 - Climate, water, air quality
- We also have fiscal responsibility for taxpayer money- we look for alternate financing mechanisms, cost savings, and revenue generating activities to self-fund as much as possible.
- Despite fiscal deficit we are hoping to continue to exceed revenue generation (vs. expenditure) related to sustainability programs.
- Example of LID for water runoff on construction site that was worked through by engagement team.
- Another example is EV chargers, responsibilities needed to be defined but engagement team helped mitigate challenges
- Metro Stakeholders
 - Sustainability Council represents majority of interested parties, so we lean on you as an additional resource for feedback throughout different phases of construction and operations.
- Tools for Success:
 - Memo of Authorization
 - Sustainability and Environmental Requirements Package
 - Water, Energy, and Climate Assessments
 - Industry Experts
 - Designer and Construction Contractor specs

- Metro is looking for Council input and collaboration with engagement team. Heather Repenning will be leading this effort.

Comment (Rick C.): Sustainability is a central effort. Cris's team is embedded and they are out in the field ensuring environmental compliance as well as working with capital project teams to go above and beyond. Now we have the environmental group sign off on all sustainability and environmental elements of RFPs.

(NEXT TOPIC)

Q (Chair Small): There is a parallel to the role of this council. Construction has huge impacts on environment, but we are working on mitigating this. How can the Council better help metro, we may need to improve our whole process?

A (Rick C.): Many of you are involved in planning and engineering, but it would be great to have the council members come out and see projects, or if you identify any ideas for improvement, we want to hear about them.

A (Cris L.): We engage with the public during construction and even prior, but additional input for continuous improvement is welcome. We have received and learned from communities during operations phases also. Council Members are more than welcome to reach out openly to Cris at any time. We have many strategic partners for our MBS efforts across different stakeholder groups, and their ideas have been central.

(NEXT TOPIC)

Comment (Ben S.): We provide training in collaboration with Metro (G-PRO Fundamentals, G-PRO O&M, Resilience training). We did sustainability tours riding on Metro and would love to do more of that in the future. Focus has been along the lines of education and engagement. We also have a NetZero accelerator for startups and there is opportunity for collaboration. USGBC has a live Talent Portal for green jobs also.

(NEXT TOPIC)

Q (Joel L.): What is the status of the EV Program? What are next steps?

A (Cris L.): We will include an update toward the end of the fiscal year to the Council Arc, and we will also include recommendations from Recovery Task Force. We need to update EV master plan as well as an Energy Plan. We will be soliciting input from Council. The next steps will include doing some outreach to Council. It will not go to board until end of FY21.

(NEXT TOOPIC)

Comment (Eli L.): Construction projects in the past have leaked chemicals and as the board has passed motions to re-invest, we can consider communities impacted by past pollution can be considered an opportunity to re-invest.

A (Cris L.): This organization has been crucial to mitigating past toxic issues. Invites everyone to look at public record of working through Orange Line and Blue Line.

F. Executive Committee Elections (Bryn Lindblad)

Bryn Lindblad: No requirements on sectors, but only primary members are eligible. Thomas and Bryn have submitted candidate statements via email. Ghina is nominated by the Chair, Mr. Small as well. Provides description and overview of duties (meeting arc, schedule, content of meeting, review of presentations prior to meetings, a\etc.). Highest votes are for the Chair, then First Vice Chair, and for Second Vice Chair. Ghina is nominated for any position based on voting.

Cris Liban: We have three nominees on the floor.

Doug Dietrich: Nominate Patricia Menjivar and Roy Thun.

Roy Thun: Kindly decline.

Patricia Menjivar: Also decline.

Doug Dietrich: Self-Nominate.

Cris Liban: Candidates are Ghina, Doug, Bryn, Thomas

Candidates provide statements if not submitted via email.

Candidates disconnect for MS Teams Calls.

Cris Liban: Floor open for discussion. Provide clarification on positions and voting process. Alternate member will vote when primary is not present. Only primary votes.

Candidates return to MS Teams Calls.

Dilara Rodriguez:

- Thomas-10
- Bryn-10
- Ghina-5
- Doug-4

Cris Liban: First Chair Thomas, Second Bryn, Third Ghina

G. Action Items Log (Aaron Santos)

- Traffic Reduction Study- they will be providing a presentation in September.
- No new actions.

H. General Public Comment


















Jim Shanman: Executive director of rock-n-rollers. Sharing project that is a teen mobility program acquiring discarded bikes and teaching students how to collect/sort/dismantle and repair bikes for sale.

2/3 of LA students are from low income communities, and this will help most vulnerable students get to school by providing opportunities for connecting with transit (expanding range for job search). Will also function as a local bike distribution program. More info:

<https://www.youtube.com/watch?v=s106BJSDEbE>

Robin Blair: Are you currently in touch with Metro? We have 300 bicycle that go out to auction every so often, we can make that connection since this is a transportation related project.

Meeting adjourned.

PB	Backstrom, Paul Outside your organization	
BM	Barbara Marquez (Guest) Guest	
BS	Berwyn Salazar (Guest) Guest	
RB	Blair, Robin Outside your organization	
CS	cecilaj srds-llc.com Outside your organization	
RC	Clarke, Richard Outside your organization	
CC	Coppolo, Carolina G. Outside your organization	
DD	Dietrich, Doug Outside your organization	
HB	Hilda Blanco Guest	
JA	Joe C. Ablay Outside your organization	
JL	Joel Levin (Guest) Guest	
K	Kat (Guest) Guest	
AK	Kusumoto, Alvin Outside your organization	
LA	Leeor Alpern Outside your organization	
LR	Luis Rodriguez (Guest) Guest	
MK	Mark Kempton Outside your organization	
MM	Mary McCormick Outside your organization	

DR	Rodriguez, Dilara Outside your organization	
RT	Roy Thun Outside your organization	
AS	Santos, Aaron Outside your organization Organizer	
JS	Schank, Joshua Outside your organization	
TS	Small, Thomas Outside your organization	
MM	Unknown User Outside your organization	Leaving...
WN	Wendy Nystrom (Guest) Guest	
MY	Yamarone, Mark Outside your organization	
PM	Meng, Peter Outside your organization	
PM	Patty Menjivar Outside your organization	
PR	Pavitra Rammohan Outside your organization	
PV	Preeti Verma Outside your organization	
CR	Reiter, Craig Outside your organization	
HR	Repenning, Heather Outside your organization	



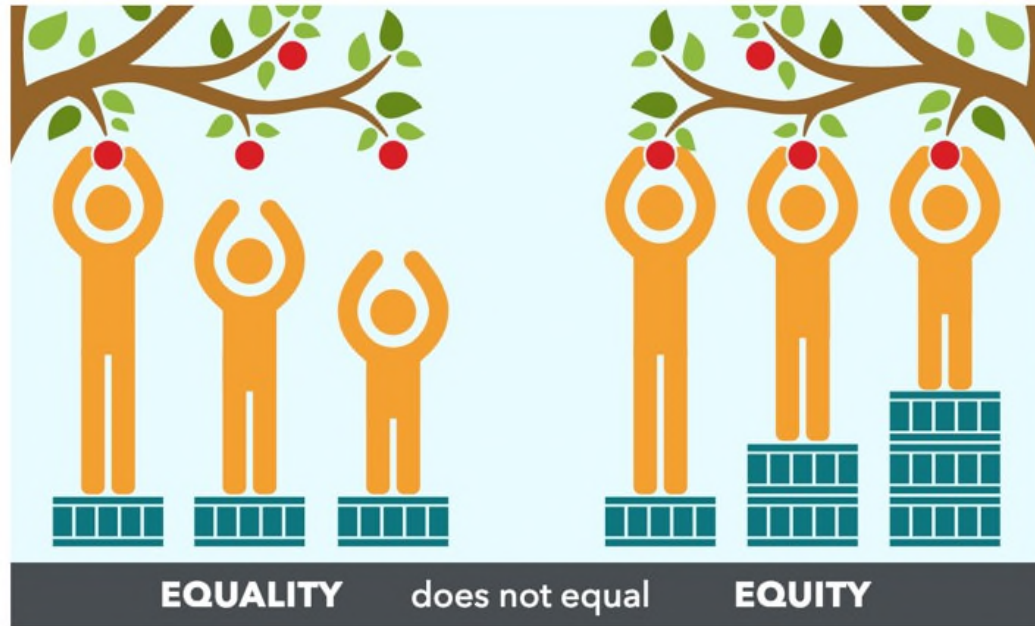
Equity and Race Program Update

Executive Management Committee

METRO EQUITY PLATFORM FRAMEWORK

- Board Approved as of March 2018
- Core Objective:
 - Increase access to opportunity
- Four Pillars
 - Define and Measure
 - Listen and Learn
 - Focus and Deliver
 - Train and Grow

WHY EQUITY?



WHY EQUITY?



Source: Matt Kinshella from Meyer Memorial Trust and Northwest Health Foundation Competition

WHAT IS EQUITY?

Equity is both an outcome and a process to address disparities to ensure fair and just access to opportunities.

ADVANCING EQUITY

❖ Create Equitable Processes

- ❖ Best Practices
- ❖ Equity Tools
- ❖ Community Engagement

❖ Build Capacity

- ❖ Office of Equity and Race
- ❖ Equity Liaisons

WHAT'S NEXT

- ❖ Equity Section in Board Reports
- ❖ Agencywide Assessment and Strategic Plan
- ❖ JEDI Book Club
- ❖ Equity Training for Staff



September 2020

We're studying ways
to reduce traffic.

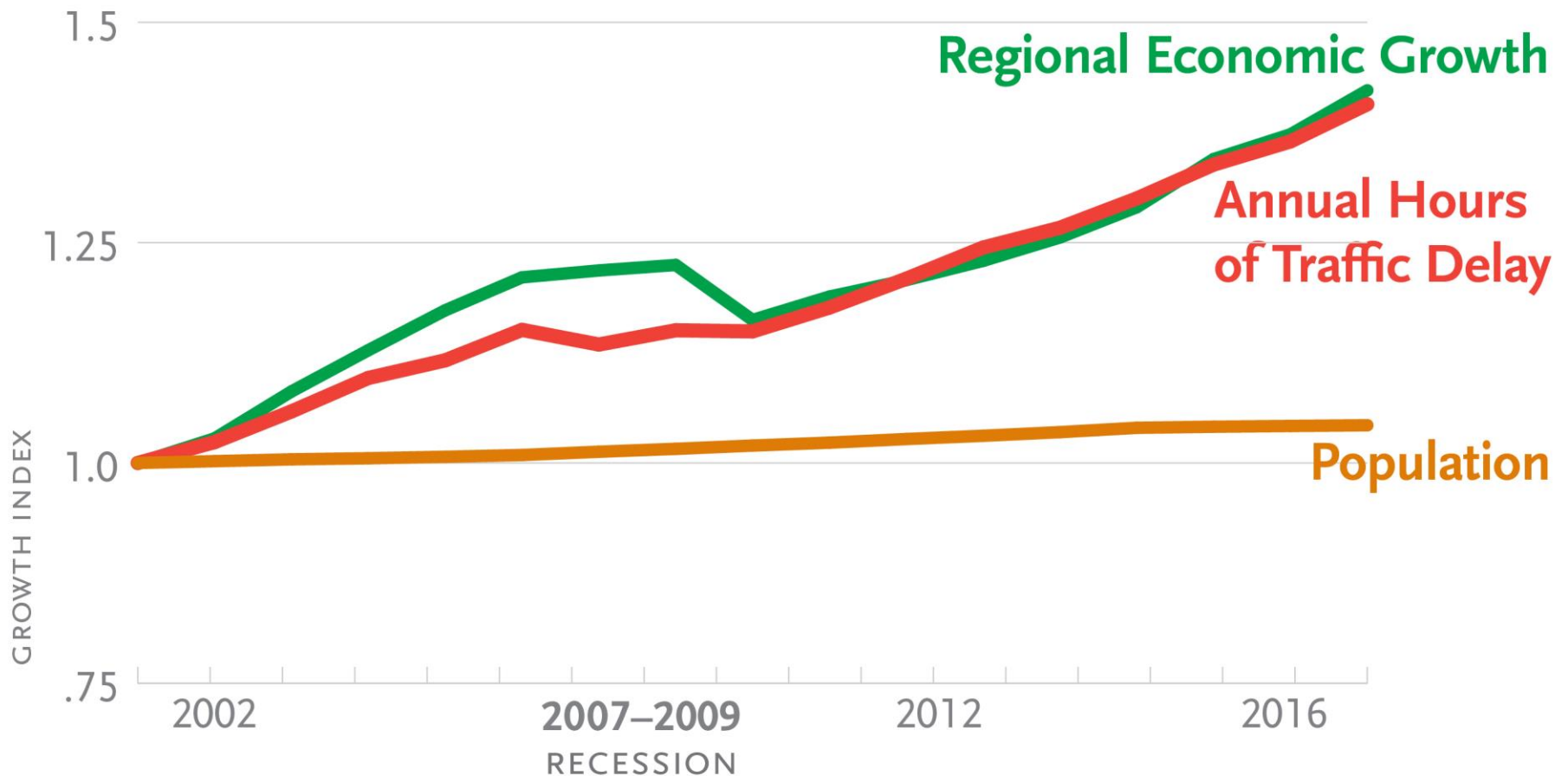


TRAFFIC REDUCTION STUDY



Historically, traffic delays continue to increase.

GREATER LA REGION GROWTH INDEXES



Traffic congestion has serious consequences.

Traffic impacts our:

- > health
- > finances
- > productivity
- > freedom
- > future



Goals and objectives

Goals of pilot program:

- Reduce traffic congestion
- Provide more high-quality options for getting around

Objectives of Traffic Reduction Study

- Determine feasibility of a traffic reduction pilot program in LA County
- Determine where / how a potential pilot with congestion pricing and complementary transportation options could achieve the project goals
- Identify and collaborate with willing local partners for a potential pilot

Process for achieving the TRS goals

How We Work:

- Transparent process
- Inclusive and meaningful stakeholder engagement, including with low-income and disadvantaged communities (equity)
- Decision-making informed by data and engagement

We're Striving for These Additional Positive Outcomes:



Improve public health and safety



Support environmental and economic justice



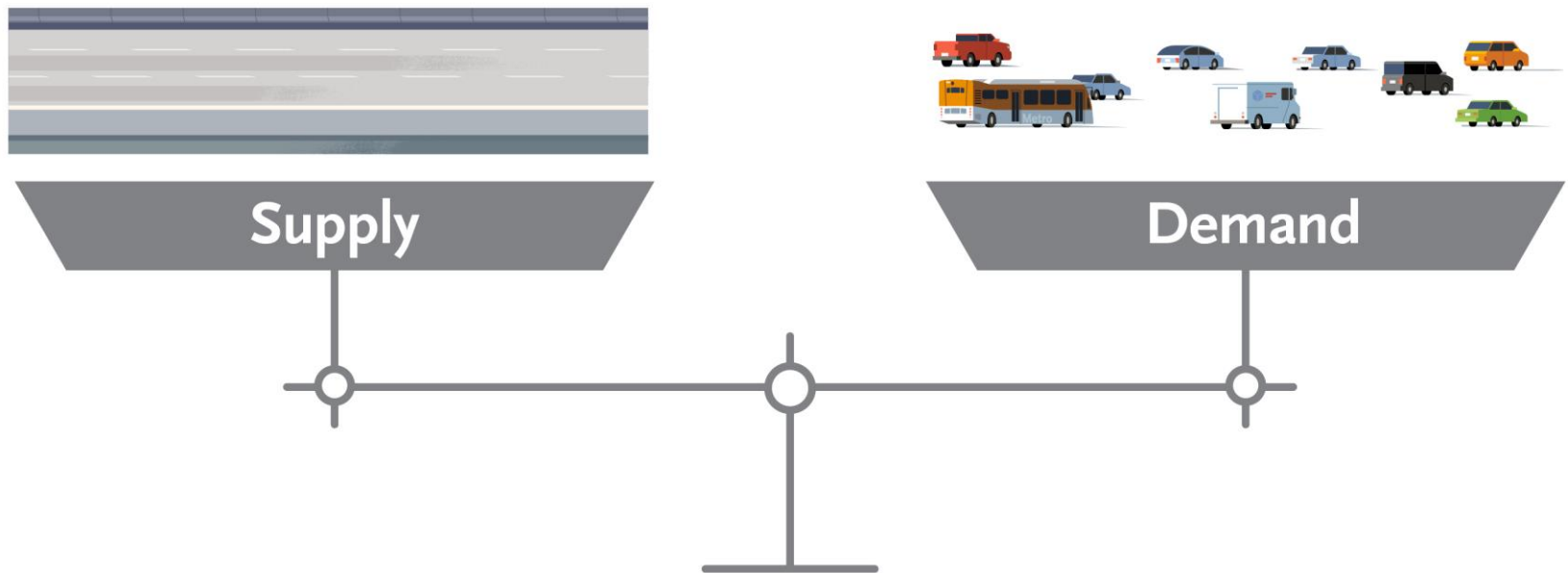
Improve the economy



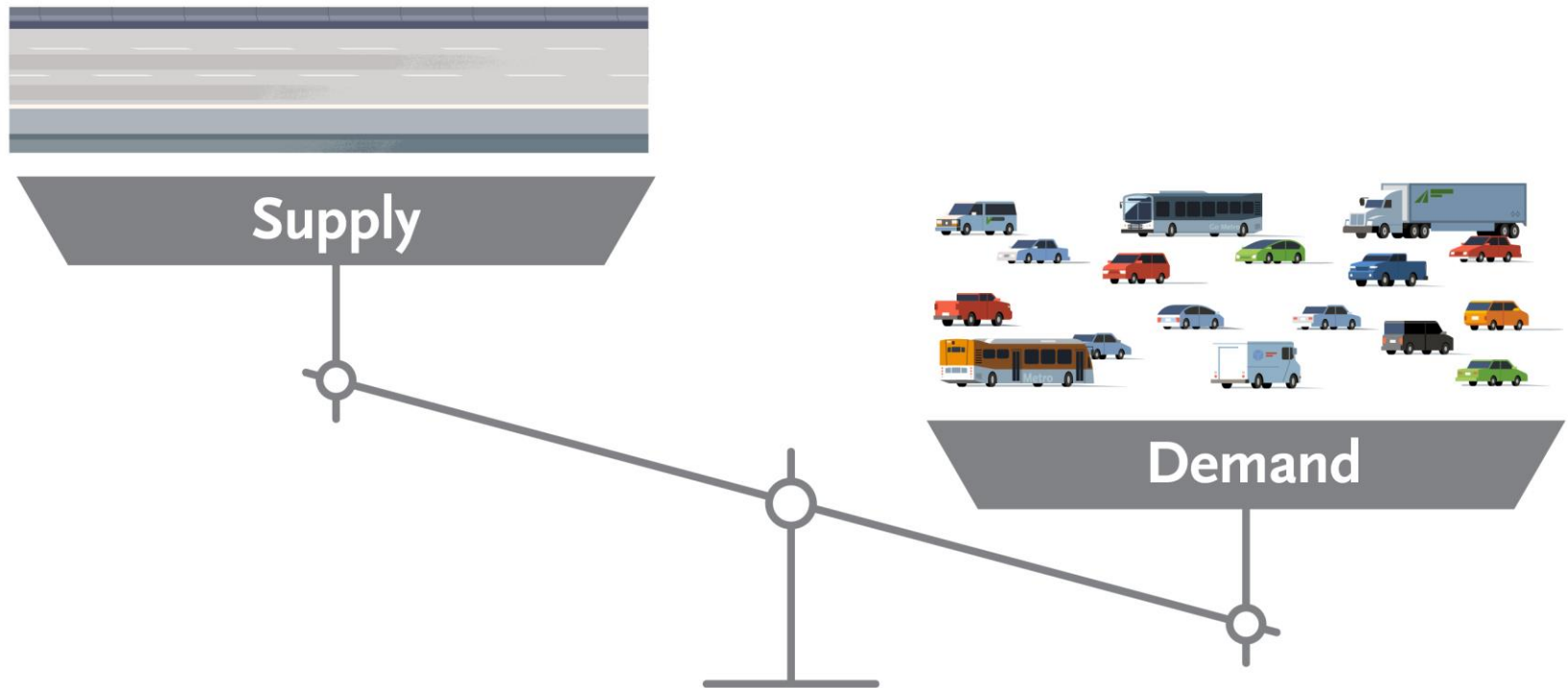
Re-invest net revenues in communities served/affected

Why do we have traffic?

It's an issue of supply and demand



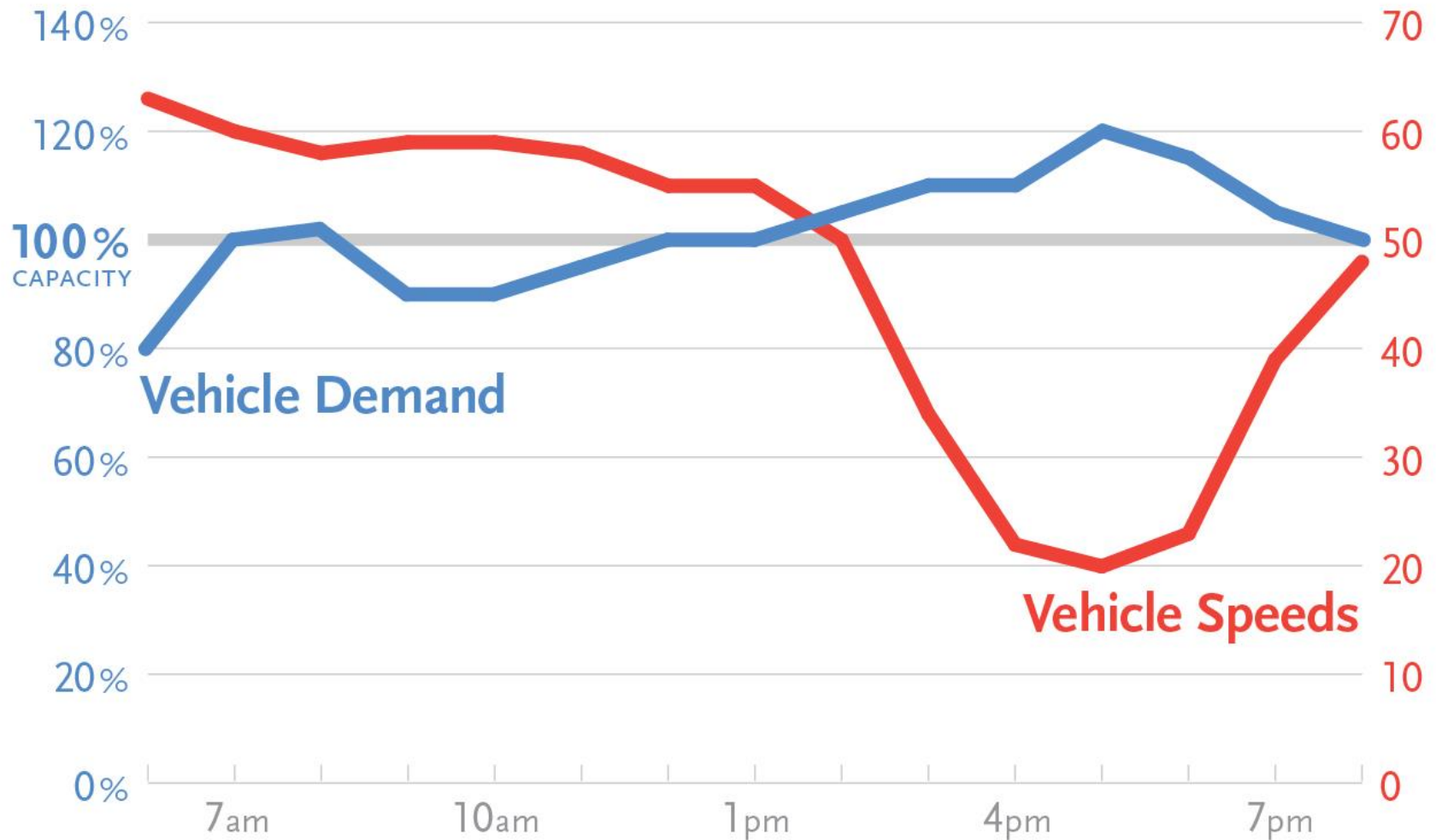
When demand exceeds supply, traffic increases.



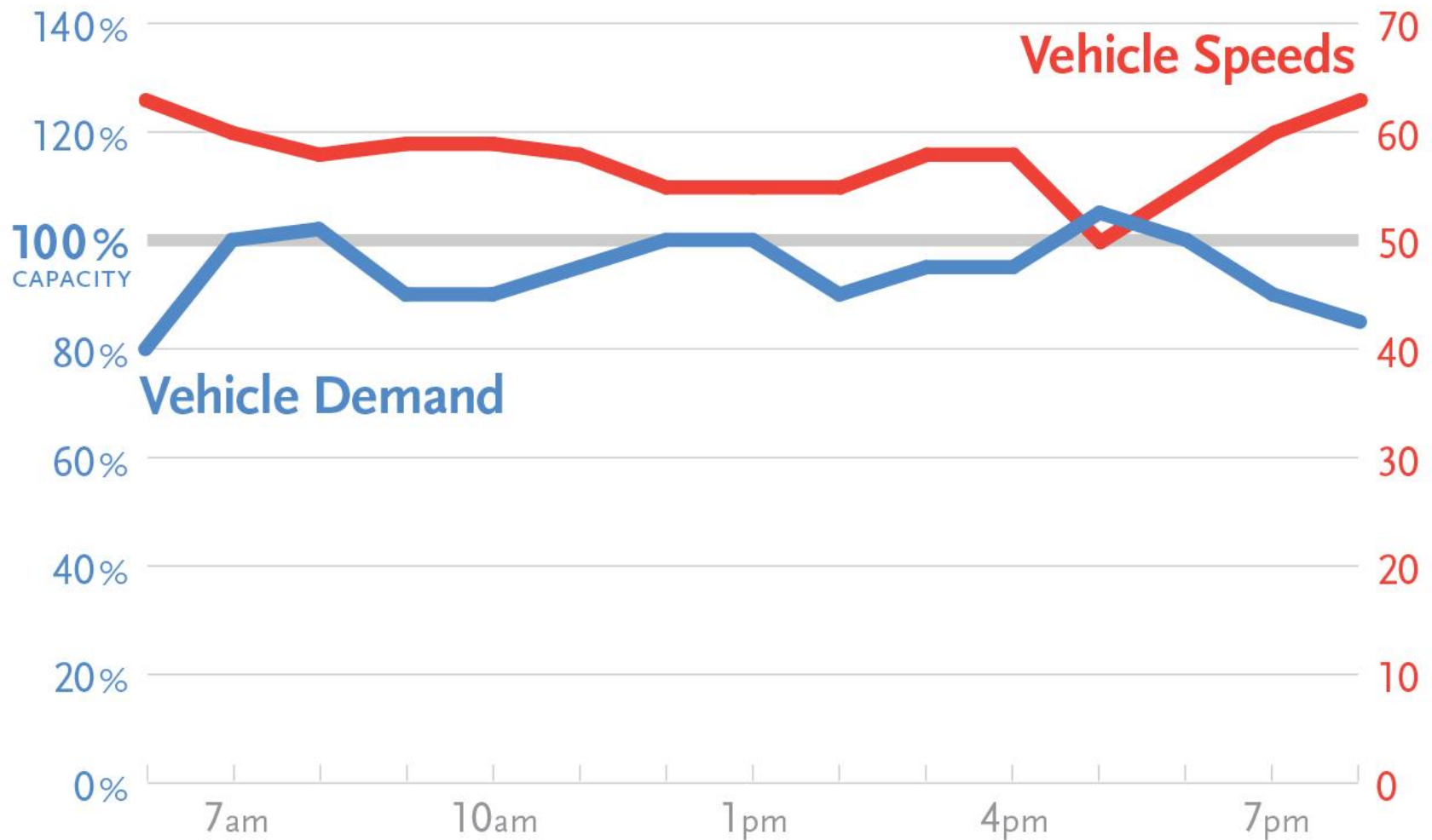
Managing demand keeps everyone moving.



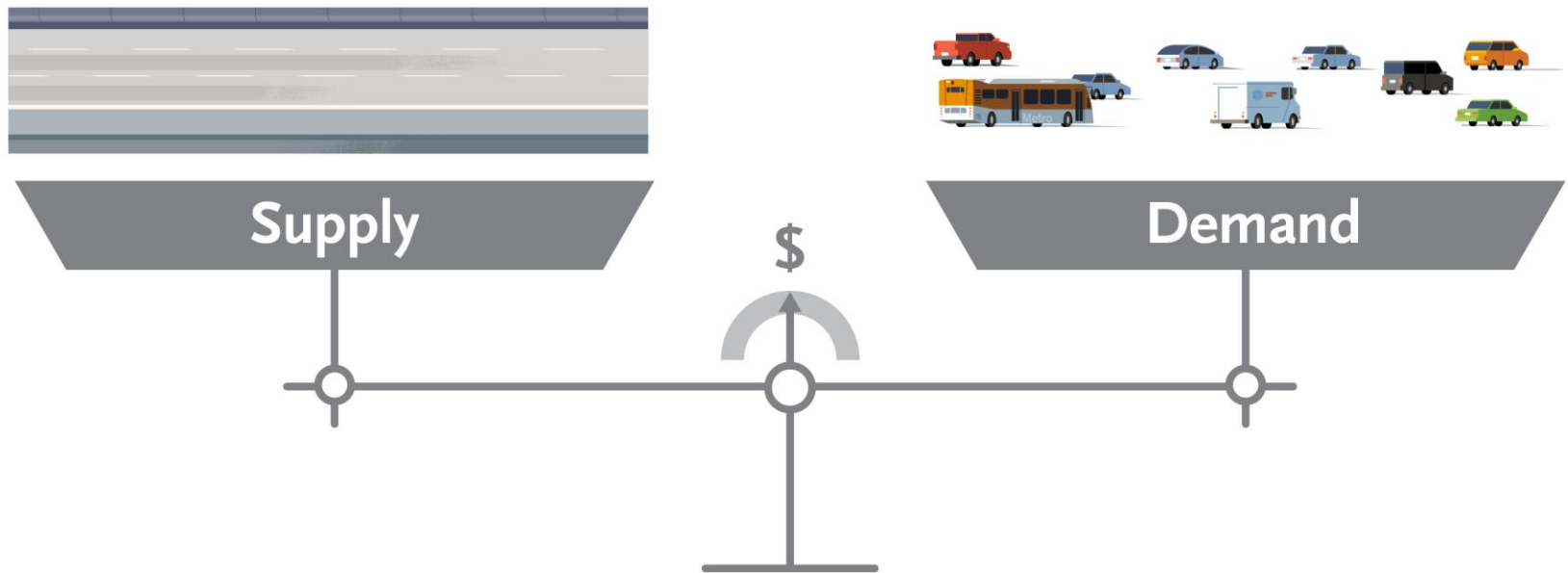
When demand exceeds supply, everyone slows.



A small shift in demand improves speeds.



Pricing is one way to manage demand.



You can pay higher utilities during peak times



or pay a lower rate during off-peak times.



Better options are part of this study.



Pricing to manage demand works.



London

- > Reduced Vehicle Trips 15-20%
- > Reduced Congestion:
 - 30% within zone
 - 20% approaching zone
- > Increased Bus Trips 38%
- > Decreased Bus Waiting 30%
- > Reduced Emissions 12-19%

Stockholm

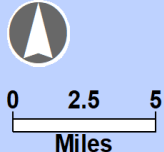
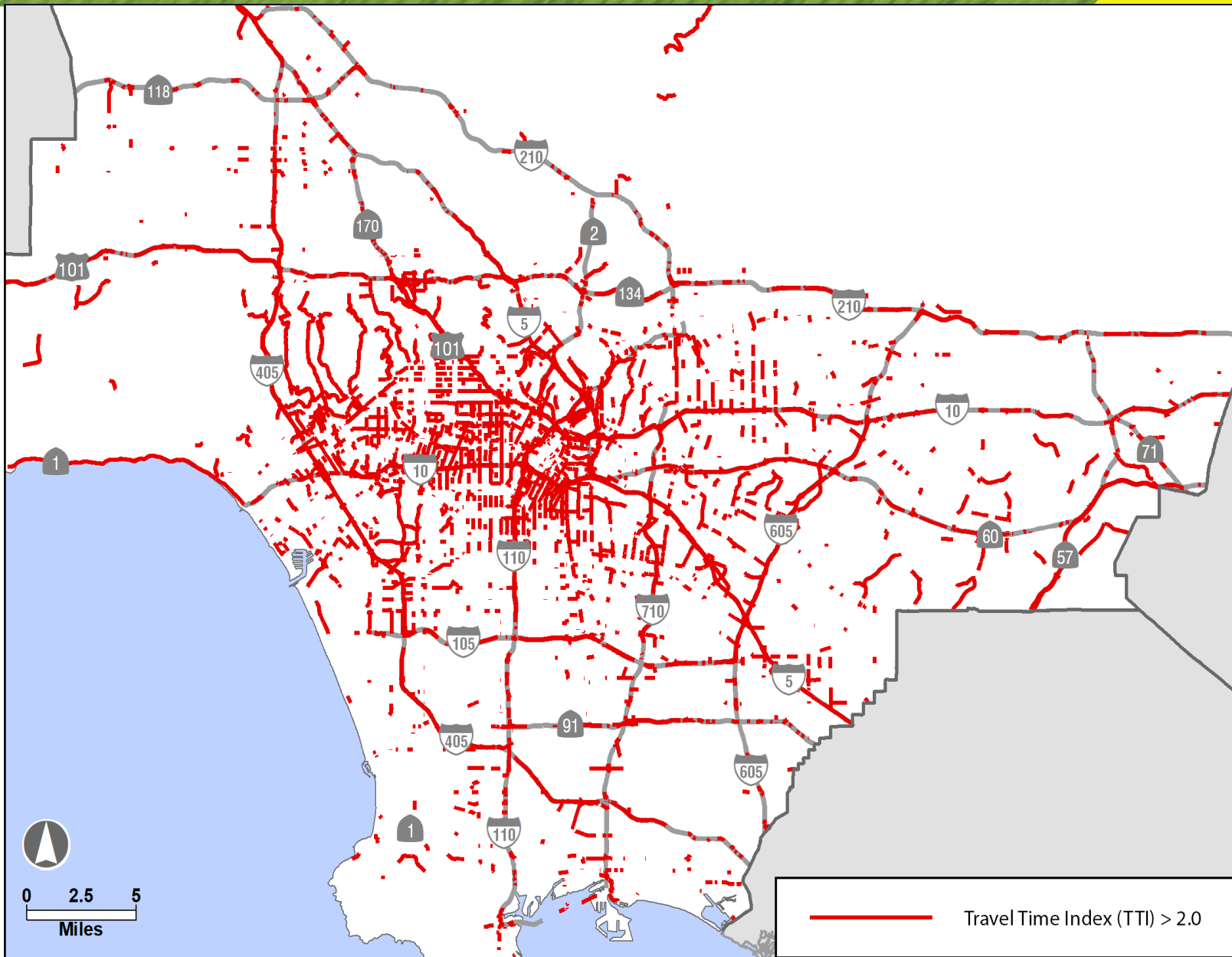
- > Reduced Vehicle Trips 22%
- > Reduced Congestion:
 - 33% in the mornings
 - 50% in the evenings
- > Increased Transit Trips 7%
- > Increased Bicycling Trips 22%
- > Reduced Emissions 7-14%

Milan

- > Reduced Congestion 30%
- > Increased Bus Speed 7%
- > Reduced Emissions 10-22%

So, could it work in LA?

Initial Concepts = Patterns & Concentrations of Congestion + Pricing Model + Potential Willing Partner(s)



— Travel Time Index (TTI) > 2.0

Initial Concepts = Patterns & Concentrations of Congestion + Pricing Model + Potential Willing Partner(s)



Corridor Pricing

- Pricing all lanes on freeway
- Pricing freeway / adjacent roads
- Pricing at exit / entrance ramps



Cordon Pricing

- Single cordon zone
- Multiple cordon zones
- Areawide pricing



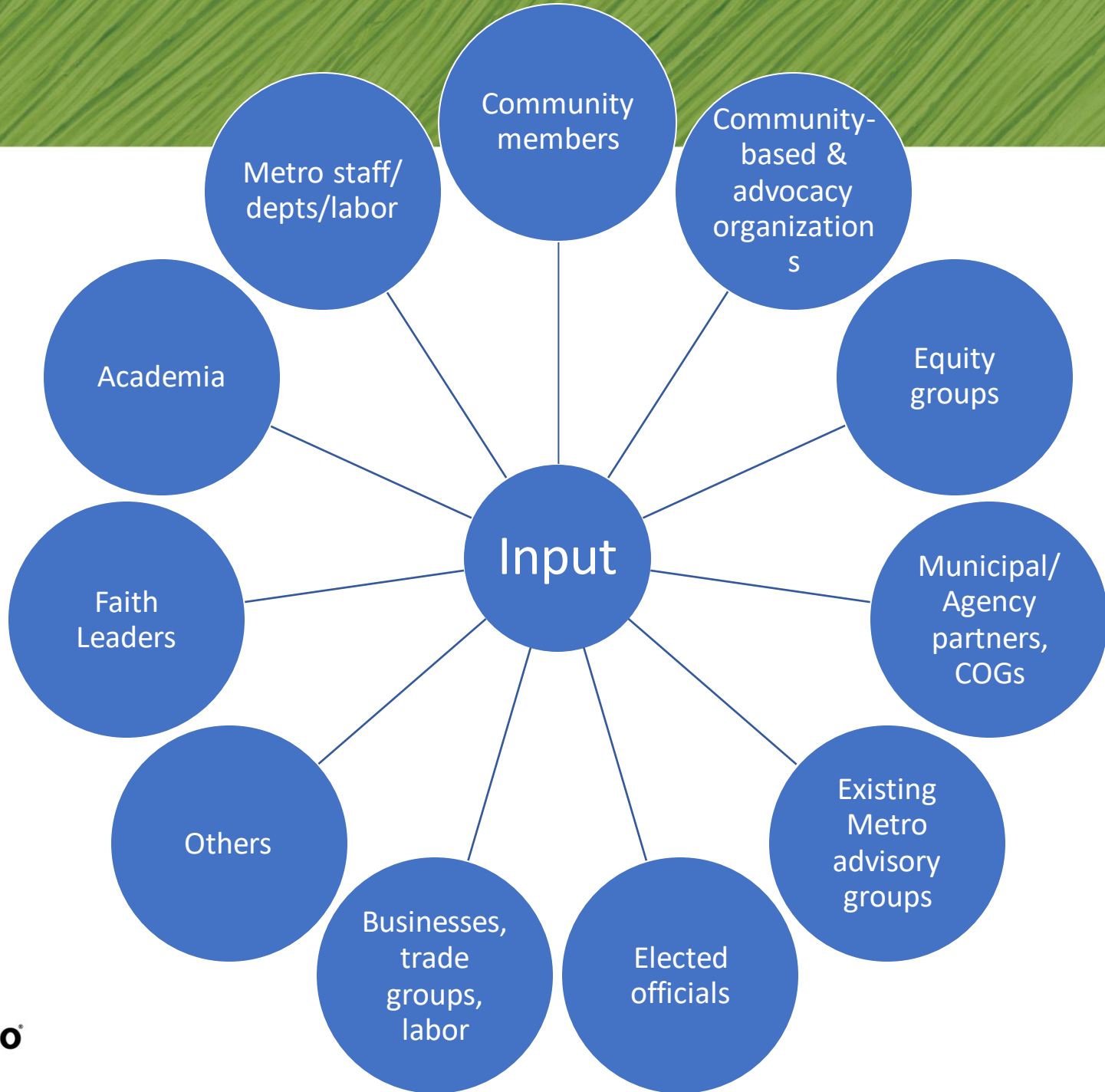
VMT Pricing

- Charging drivers on all roads within an area based on vehicle miles traveled

Stakeholder Engagement: Types of input we're seeking

- Where are the potential geographic location(s) for a pilot program?
- Where is there interest and willingness to pilot a program?
- Where is there a need and we don't yet have other existing or near-term tools/strategies to address traffic congestion?
- What would make people support or oppose a pilot program?
- Tradeoffs: What tradeoffs should we be considering early?

Who



We will prioritize equity as a process

We will seek inclusive, transparent, and meaningful engagement throughout the study

1-on-1 discussions	Equity focused conversations	Small group discussions	Webinars
Teletown halls	Online open house	Mobile friendly website and online events	Survey/Poll
Partnerships with community organizations	Reporting back to stakeholders	Educational materials	Articles/blogs
What are we missing?			

And prioritize equity as an outcome

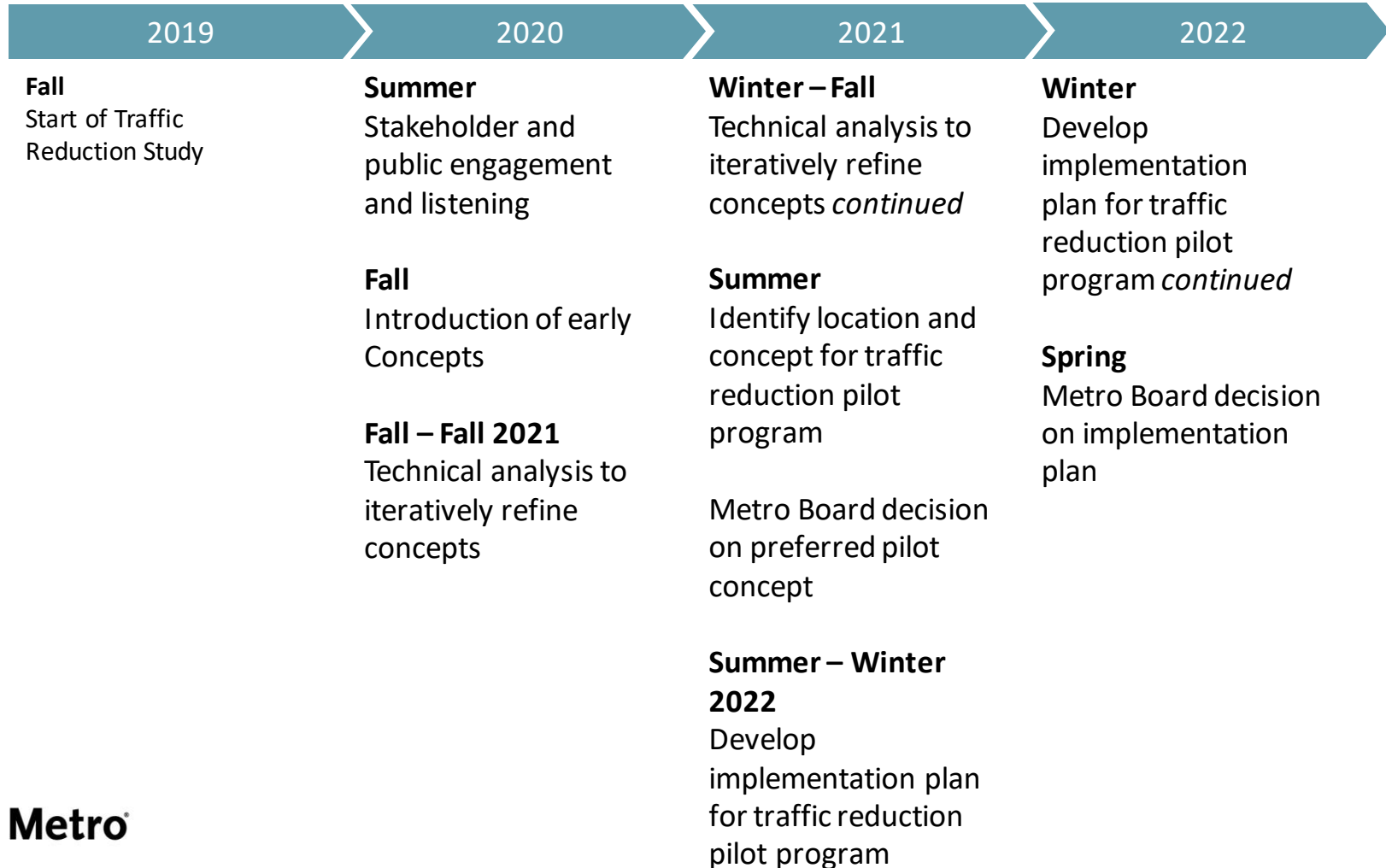
Equity will guide decision making throughout the study

Getting to recommended pilot concept	
Identify	Who could be impacted
	How they could be impacted
Establish	What outcomes we want
	Ways to measure progress
Measure	Potential benefits and burdens
Develop	Strategies and policies to address burdens and increase benefits
	Transportation improvement package
Define, refine, and select	Potential concepts
Developing an implementation plan	
Refine	Strategies and policies to address burdens and increase benefits
	Transportation improvement package
	Pilot concept

Anticipated Schedule & Milestones



ONGOING PUBLIC PARTICIPATION



Anticipated Schedule & Milestones



ONGOING PUBLIC PARTICIPATION

2022

Future

Spring

Metro Board decision
on traffic reduction
pilot program

> Federal and State Approval

> System Design

> System Deployment

> Program Opening

Thank You!

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Senior Director

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Ryan Wiggins, Deputy Project Manager

Senior Manager

Office of Extraordinary Innovation

WigginsR@metro.net or (213) 393-3905



metro.net/TrafficReduction



[@metrolosangeles](https://twitter.com/metrolosangeles)

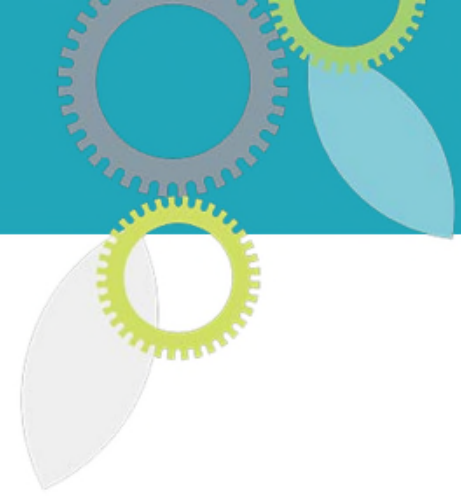


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Discussion



Metro®



Moving Beyond Sustainability: 10-Year Sustainability Strategic Plan

Board Meeting
September 24th, 2020

Overview

- Update and expand upon the 2008 Metro Sustainability Implementation Plan (MSIP) and
- Countywide Sustainability Planning Policy
- Establish 10-year sustainability goals and targets
- Unify agency-wide sustainability efforts and chart strategic direction
 - Environmental Compliance and Sustainability Department
 - Countywide Planning and Development




Sustainability Accomplishments Timeline



Comprehensive Planning

- Numerous reports, plans and Board Motions influence MBS
- Informed by parallel efforts in **LA County + City of LA**
- Metro highlights aggressive, measurable performance metrics across 7 sustainability categories


We're guided by our *Strategic Plan* goals.

 *Vision 2028 Strategic Plan*

We're creating







① Faster Travel Options ② Better Trips ③ Thriving Communities



Better Transit	Less Congestion	Complete Streets	Access to Opportunity
Providing more transit options with improved quality and service	Managing the transportation system to reduce the amount of time people spend in traffic	Making streets and sidewalks safe and convenient for everyone, to support healthy neighborhoods	Investing in communities to expand access to jobs, housing and mobility options
<i>Transit Projects</i>	<i>Roadway Improvements</i>	<i>Bike and Pedestrian Projects</i>	<i>Workforce Initiatives</i>
<i>Bus Improvements</i>	<i>Congestion Management</i>	<i>Local Street Improvements</i>	<i>Support for Local Businesses</i>
<i>New Mobility Options</i>	<i>Goods Movement</i>	<i>Station and Stop Access Enhancements</i>	<i>Transit Oriented Communities</i>

 *Long Range Transportation Plan*



We're committed to



④ Leadership ⑤ Accountability

 Collaboration
  Continuous Improvement
 Customer Focus
  Innovation
  Inspired and Inclusive Workforce
  Safety

 *Customer Experience Plan*
  *COVID-19 Recovery Plan*

We're intentionally focused on
eliminating racial and socioeconomic disparities and
advancing sustainable practices in everything we do.

 Equity
  Sustainability

 *Equity Plan*
  *Moving Beyond Sustainability Plan*

Sustainability Categories and Targets

Water Quality and Conservation



- 1 Reduce potable water use by **22%** from the 2030 Business as Usual scenario.
- 2 Increase runoff infiltration and capture capacity for stormwater by **15%** from 2020 baseline 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.
- 3 Achieve **85%** construction landfill diversion rate.

Materials, Construction and Operations



- 1 Achieve **LEED Silver** certification for all new facilities over 10,000 square feet.
- 2 Design and build **100%** of capital projects to CALGreen Tier 2 standards.
- 3 Complete **Sustainable Acquisition Program training/implementation** and develop **2030 program targets** for annual sustainable acquisition spend by 2022.

Energy Resource Management



- 1 Reduce energy consumption by **17%** at facilities from the 2030 Business as Usual scenario.
- 2 Increase onsite renewable energy generation to **7.5 MW**.

Emissions and Pollution Control



- 1 Displace **903,000 MTCO₂e** annually.
- 2 Reduce total GHG emissions by **79%** from 2017 baseline³.
- 3 Reduce total nitrogen oxides (NO_x) emissions **54%** from 2018 baseline.
- 4 Reduce total particulate matter (PM) emissions **62%** from 2018 baseline.

Resilience and Climate Adaptation



- 1 Identify all acute shocks or stressors for critical and/or vulnerable areas at or near Metro infrastructure by 2025.
- 2 Implement the flexible adaptation pathways concept to incorporate climate adaptation into planning, procurement, asset management and operations by 2025.
- 3 Prioritize improvements to locations, facilities, infrastructure, equipment and operations to reduce risk.

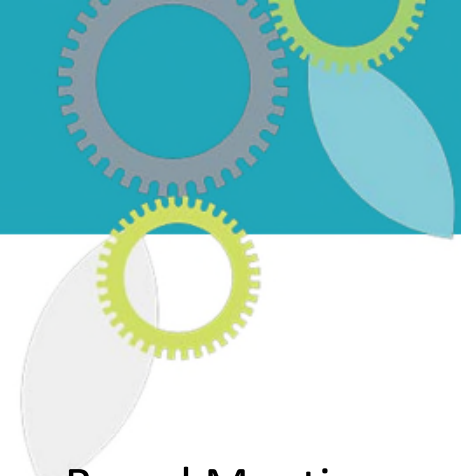
Economic and Workforce Development



- 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 and veteran-owned businesses.

Development Process and Engagement





Next Steps

- Approval of the Sustainability Strategic Plan: September 2020 Metro Board Meeting
- Immediate Steps:
 - Update of any existing related policies and plans
 - Understanding implications of Final Recovery Task Force Recommendations
 - Engagement with other Metro Departments, re: other plans
 - Work to align MBS with Equity Plan
- Work with SC for input and advise
 - Stakeholders and community benefits
 - Identify tactics on emerging issues
- Annual Report in 2021



Safe Clean Water Program (Measure W)

September 11, 2020

Heather Repenning
Melissa Faigeles Levitt

Clean Safe Water Program Overview

- **Measure W passed by voters in 2017 with 71% vote**
- **Helps cities and LA County meet water quality obligations**
- **County Supervisors wanted “resilience” framework to build local water supply**



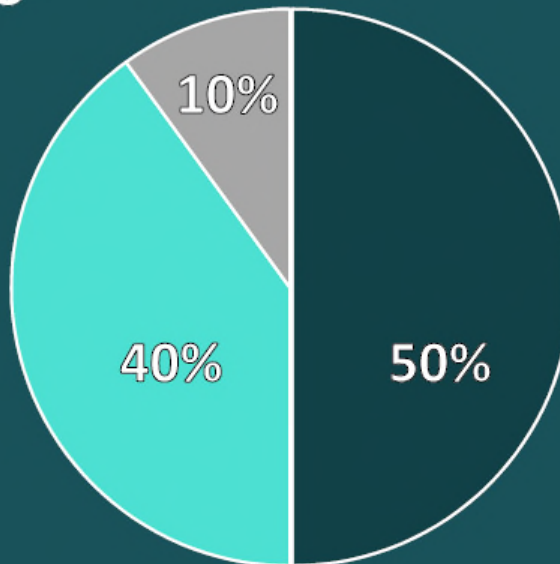
Safe Clean Water Program Introduction

Program to provide dedicated funding to increase water supply, improve water quality, and provide community enhancements.

Program Details

Special Parcel tax

- 2.5 cents per square foot of impermeable area
- Watershed-based projects
- Local & Regional Projects



Regional Program

(50% ~ \$142.5M annually)

Municipal Program

(40% ~ \$114M annually)

District Program

(10% ~ \$28.5M annually)

Total Program: Approx. \$285M annually



Metro

Regional Program Overview

- Applications due by each July 31 (*October 15 2020*).
- Applicants must prepare and submit a project Feasibility Study through SCW's online Project Module.
 - 19 Project elements
 - Significant technical analyses
 - Iterative process
- **Coordination with other agencies is critical**
- **Watershed committees decide on funding allocations**

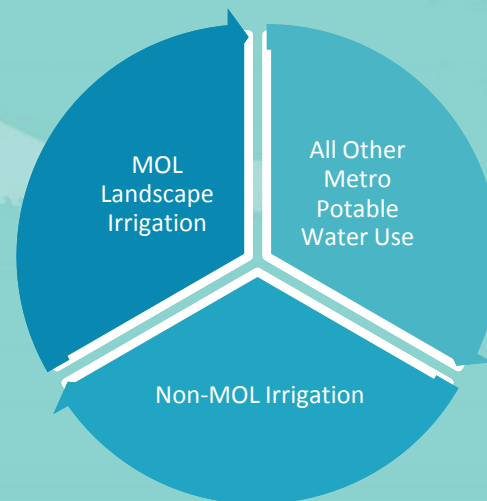
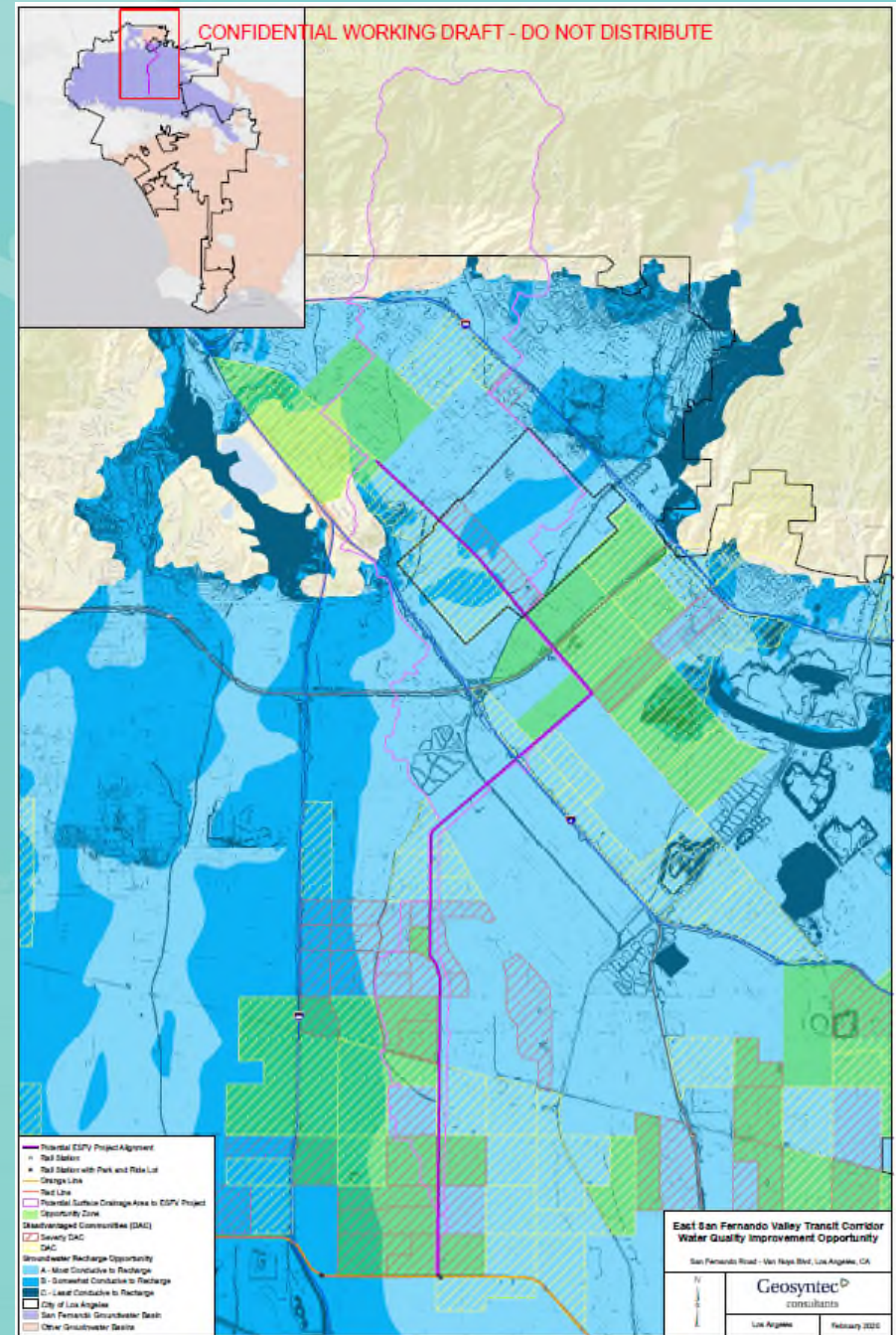
Section	Score
A.1 Wet + Dry Weather WQ Benefits	50
-OR-	
A.2 Dry Weather Only WQ Benefits	40
B. Significant Water Supply Benefits	25
C. Community Investments Benefits	10
D. Nature-Based Solutions	15
E. Funding and Community Support	10
Total	110

Metro Projects with Applications for Measure W

Example of Potential Measure W Metro Projects

Metro Orange Line & East San Fernando Valley Transit Corridor Infiltration Study Area

- Overlies the high priority San Fernando regional groundwater basin.
- Intersects stormwater drainage patterns within the Los Angeles River Watershed.
- Potential for large-scale infiltration and aquifer recharge.
- MOL accounts for 1/3 of all Metro's water usage.
- Area includes high-density neighborhoods and disadvantage communities (DACs).



West Santa Ana Branch Transit Corridor

- Project located in Disadvantaged Communities
- Connection to LA River
- Opportunity for Groundwater Recharge (Central Basin)
- Potential partnership with State



Vermont Bus Rapid Transit Corridor

- Project located in Disadvantaged Communities
- Opportunity for Groundwater Recharge (Central Basin)
- Potential partnership with LASAN



Urban Cooling and Partnerships with Cities



Urban Cooling and Partnerships with Cities



Coming Soon...

Next steps for Sustainability Council:
Virtual Tour of Transit Corridors
to evaluate potential for
stormwater/multibenefit projects



Thank you



