

**Motion by Supervisor Mark Ridley-Thomas  
& Councilmember Pam O'Connor  
Metro Operations Committee  
February 17, 2011**

## **Metro Renewable Energy Policy**

Measure R will add approximately 70 miles of light rail and heavy rail lines to Los Angeles County's existing public transportation network, more than doubling the existing system. Metro is working to accelerate the construction of Measure R projects through the 30/10 Plan and is seeking Federal assistance in that pursuit.

Metro's construction division has already utilized creative financing strategies to support solar projects at maintenance yards and other support facilities. However, there are additional opportunities to incorporate renewable energy into the actual design of the transit infrastructure itself. In 2009, Metro's light rail and subway lines consumed 184 million kilowatt hours of electricity at a cost of \$22 million. This includes approximately \$9 million for the existing subway and \$13 million for existing light rail lines.

Given the tremendous utility costs associated with this service, and the likelihood that such costs will continue to rise, Metro must continue to identify and utilize alternative sources of energy to power our future transportation systems (possibly offsetting rising energy costs if Metro's current major source of power continues to be local utilities).

Metro has an opportunity to create one of the most environmentally cleanest transit systems in the nation—an iconic statement for others in the country to follow. Incorporating the use of renewable energy technologies into the transit system can help Metro and consequently, local, State and Federal governments, achieve many of their sustainable energy goals, including:

- Reduce our carbon footprint.
- Save money and reduce electricity usage.
- Achieve air quality improvements, greenhouse gas emissions reductions and renewable energy goals.
- Accelerate the development and implementation of all forms of renewable energy technologies in Los Angeles.

**WE THEREFORE MOVE, THAT:**

Staff report back to the Board, no later than 90 days, with:

1. A review and study of renewable energy and energy efficiency options for existing and new transit lines, that should assess the following:
  - Technical feasibility for off-track and on-track renewable power, (e.g. canopies, substations, parking lots and park 'n rides, landscaped areas, utility poles, tunnels, garages, maintenance buildings, etc..) and creative renewable energy solutions—primarily solar, but also other technologies.
  - Life-cycle financial considerations including cost (i.e., initial capital as well as maintenance and replacement costs and life-cycle cost analysis).

- Use of creative financing mechanisms (such as Feed-in Tariff, Power Purchase Agreements, ground leases, Public/Private Partnerships and State and Federal grants).
- Inclusion of life-cycle cost analyses for renewable energy use in awarding construction contracts for new lines.
- Existing industry and government guidelines for evaluating renewable energy and energy efficiency in new transit projects and discussion of their potential application to Metro projects.
- Retrofitting existing light rail, subway and bus rapid transit corridors for solar and other renewable power systems.
- Opportunities to partner with local power utilities.

2. Utilizing the review and study above, present, for Board consideration, a proposed agency Policy, plan of action and identification of specific opportunities for incorporating renewable energy (solar and other renewable power systems) and energy efficiency measures into existing and new transit projects. The Policy and plan should include the installation of a demonstration renewable energy system (preferable but not limited to solar panels) on at least one existing station, as a demonstration project.