Metro Board Motion Item 57

- February 18, 2016
- What have we done, what are we doing, what are we planning to do?
- Air Quality, Emission Reductions and Resiliency Efforts
- Water Conservation and Green Infrastructure
- First and Last Mile Connections to Our Transit Systems
- Technology and Green Jobs
Greenhouse Gas Emissions and Resiliency

- Submitted to the Board on May 31, 2016
- Efforts to reduce nitrogen oxide (NOx) emissions since the approval of Measure R, with a goal of 80% NOx emissions reduction by 2025, using 2008 as a base year.
- An update on the progress of the Metro June 2012 Climate Action and Adaptation Plan and recommendations on how to achieve carbon emission reductions by 2025, 2035 and 2050.
- Efforts to reduce vehicle miles traveled ("VMT") per capita in Los Angeles County, including proposed reduction targets.
- Methods and recommendations to increase agency infrastructure resiliency and reduce environmental liabilities, especially those related to hazardous waste, as well as increase fuel efficiency, and use of energy efficient lighting, propulsion and auxiliary systems.
- Efforts and recommendations to reduce emissions on Metro’s vanpool program fleet.
State of Metro’s Sustainability Strategies

- October 20, 2016 Board Report
- Implementing since at least 2003 in all Projects
- Formalized process since 2007
- Metro Board Ad Hoc Sustainability Committee
- Various Policies, Plans, and Initiatives
- Triple Bottom Line
- FTA Environmental Management System
- Operations and Planning Tracks
- Coordination with other agencies and organizations
- Awards and Recognitions: Metro has set standard in the Transportation Industry
State of Metro’s Sustainability Strategies

- We can do more
- **Bench** – Research & Development stage
- **Pilot** – Advanced from Bench stage and Metro is in the process of scaling up
- **Fully Implemented** – Policy is applied to all eligible assets and projects
- **Process Improvement** – Continual improvement and innovation to meet targets
Water Conservation and Green Infrastructure

- Requirement that all Metro future construction projects (that are currently not out to bid) implement methods to **capture and treat storm water and apply reclaimed water best practices**.
- A requirement that all future design and construction projects ($5 million and over) **use sustainable building materials**.
- A requirement that **all future highway and transit projects include a project-specific Sustainability Coordinator** to oversee all resiliency and long-term sustainability-related requirements for the project realizing that proper maintenance is essential to realizing the full life-cycle benefit of sustainable infrastructure and **to assist the agency’s Sustainability Officer in achieving Metro's sustainability metrics**.
- A plan to significantly **increase the number, size, and scope of projects in Metro’s Urban Greening Implementation Action Plan**.
First and Last Mile Connections to Our Transit Systems

- A schedule for expanding the existing car-share pilot program to at least ten additional park and ride Metro-owned lots and/or major transit hubs in the system.
- An inventory of potential Metro-owned parcels that could be used to expand opportunities for active transportation links and/or “First-and-Last Mile” applications (e.g. Mobility Hubs).
- A requirement, when feasible, that all future Metro-owned transit stations consider, for connectivity and ridership purposes, and incorporate into the designs.
- As part of Metro’s Active Transportation Strategic Plan, strive to create a Regional Active Transportation Network, in coordination with local municipalities. As an initial step, Metro should coordinate with local agencies to assess opportunities to include right of ways (utility corridors, flood channels and other corridors) in this Regional Active Transportation Network to allow for preservation and best use and outline next steps towards implementing this network. Metro should also make recommendations on establishing a matching funding program to support the delivery of local first-last mile capital projects that support countywide transit ridership, and regional Active Transportation network connections.
Technology and Green Jobs

- An assessment of any necessary positions focused on technological efficiencies and improvements that would be critical to supporting Metro’s sustainability efforts.

- Provide alternative renewable energy generation technology that could be used for future bus, vehicle, rail and maintenance structures.

- Partnership and funding opportunities, including an incentive program, to maximize the use of zero or near zero emission technologies in future transit and goods movement corridors.
Commitments

- Collaboration: Interagency Sustainability Coordination Group
- Leadership: Metro Sustainability Advisory Council
- Strengthening Relationships and Coordination
- Technical Assistance
- Resiliency Policy
- Life Cycle Analysis
- End User Collaboration
- Financial Strategies
  - Blended Return on Investment of Past Projects
  - Costs of New Regulatory Impacts
  - Feasible Numerical Sustainability Goals and Their Costs
Next Steps

- Formation of the Metro Sustainability Advisory Council
  - By-Laws
  - Membership and Nominations
  - February, March and April 2017 Meetings
  - Patterned after the Metro Technical Advisory Committee
- Outreach to other government agencies
- Support to train small cities and small businesses on Envision training
  - Roll-out April 2017
  - Level the playing field
  - Common language for implementation
  - Use of framework vs. project certification
  - Achieve optimum triple bottom-line benefits
Questions/Discussion

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