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On agenda:	2/18/2016	Final action:	
Title:	APPROVE Motion by Directors Garcetti, Kuehl, Ridley-Thomas, Fasana, Solis and Bonin that the Board of Directors direct the Chief Executive Officer to: A. INCLUDE the following elements in Metro's Annual Energy and Resource Report, related to Air Quality, Emission Reductions and Resiliency efforts: 1. 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. 2. 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. 3. Efforts to reduce vehicle miles traveled ("VMT") per capita in Los Angeles County, including proposed reduction targets. 4. 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 efficien...		
Sponsors:	Board of Directors		

**EXECUTIVE MANAGEMENT COMMITTEE
FEBRUARY 18, 2016**

Preamble

Motion by:

DIRECTORS GARCETTI, KUEHL, RIDLEY-THOMAS, FASANA, SOLIS AND BONIN

February 18, 2016

Environmental & Sustainability Efforts to Further Metro's Goals to Reduce Emissions, Clean the Air & Improve Urban Areas

Metro has been at the forefront of international sustainability efforts and can continue to be a model, sustainably-oriented transportation system.

Every day, Metro provides transit service to over 1.4 million riders - literally taking millions of vehicles and the associated greenhouse emissions off the road. In addition, the Board has adopted a series of policies that demonstrate our commitment to operating in an environmentally sensitive manner. For example, the Board has instituted a Green Construction Policy, a Renewable Energy Policy and multiple Sustainability Policies which have guided both our operations and construction protocols.

However, given Metro's extensive operations and ambitious capital program designed to further expand public transit service, there is an opportunity to strengthen and expand our policies to further benefit the environment.

Specifically, Metro should look for opportunities to further reduce environmental impacts associated with the development and operations of both our current and future system. Metro's investments in future construction projects should reflect the best sustainability practices to meet federal, state, and local objectives in order to develop vibrant neighborhoods, foster economic growth, and enhance social equity. These investments should also be designed in a manner that promotes resiliency by assessing potential extreme weather events and drought-related issues resulting from the continual effects of climate change.

To maximize these goals, greening strategies should also be considered, implemented, and maintained in future Metro investments and capital projects to reduce regional air quality impacts, properly manage/reuse/recycle water resources, increase community connectivity, and advance clean technology, while simultaneously creating jobs to ensure economic vitality.

Metro's Environmental Compliance & Sustainability Department currently oversees the agency's multiple initiatives to reduce environmental impacts and is responsible for assessing Metro's ongoing commitment to sustainability, as reflected in their annual Energy and Resource Report. While this report demonstrates that much progress has been made, there are notable opportunities to expand and better integrate sustainability

efforts into Metro's overall operations and capital program.

Title

APPROVE **Motion by Directors Garcetti, Kuehl, Ridley-Thomas, Fasana, Solis and Bonin** that the Board of Directors direct the Chief Executive Officer to:

- A. INCLUDE the following elements in Metro's Annual Energy and Resource Report, related to **Air Quality, Emission Reductions and Resiliency efforts**:
1. 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.
 2. 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.
 3. Efforts to reduce vehicle miles traveled ("VMT") per capita in Los Angeles County, including proposed reduction targets.
 4. 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.
 5. Efforts and recommendations to reduce emissions on Metro's vanpool program fleet.

FURTHER MOVE that the Board of Directors direct the Chief Executive Officer to report back to the Metro Board with an interim report on the above in May 2016 and a full report in August 2016 on the following:

- B. An expansion of Metro's Green Construction Policy to make the following improvements related to **Water Conservation & Green Infrastructure**:
1. A 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.
 2. A requirement that all future design and construction projects (\$5 million and over) use sustainable building materials which includes, but not limited to, the following, where feasible:
 - a. Storm water & discharge runoff capture and cleaning devices
 - b. Permeable pavement and surfaces
 - c. Low carbon-intensity materials

- d. Recycled & local materials
 - e. Light colored pavement & native shade trees
3. 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.
4. A plan to significantly increase the number, size, and scope of projects in Metro's Urban Greening Implementation Action Plan.
- C. Strategies to improve connectivity & enhance **"First-and-Last Mile" connections to our transit system**, including:
- 1. 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.
 - 2. 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).
 - 3. A requirement, when feasible, that all future Metro-owned transit stations consider, for connectivity and ridership purposes, incorporate the following elements into their designs:
 - a. Walking paths
 - b. Bike routes
 - c. Accessibility to local neighborhoods (i.e. half-mile radius).
 - d. River & bicycle waterways (where applicable)
 - 4. 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.
- D. Report back on the following strategies to better **deploy technology and promote green jobs**:

1. An assessment of any necessary positions focused on technological efficiencies and improvements that would be critical to supporting Metro's sustainability efforts.
 2. Alternative renewable energy generation technology that could be used for future bus, vehicle, rail and maintenance structures.
 3. 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.
- E. An overview of the Environmental Compliance and Sustainability Department's agency-wide effort to ensure coordination in planning and implementing sustainability initiatives, including recommended metrics to measure challenges and successes. This includes partnering and soliciting input from non-profits and other stakeholders to ensure public participation.

[Board Report](#)