2020 Sustainability Performance Summary

Message from Cris Liban, Chief Sustainability Officer

Sustainability is more relevant than ever and continues to be a core value at Metro. It is a steadfast pillar of our transportation system and woven into the fabric of everything we build and do. In addition to offering LA more sustainable transportation choices, Metro has made substantial operational improvements over the last seven years. We have cut water consumption by 46% and increased our landfill diversion rate to 44%. Sustainability is now the expectation, and this moment demands that we proceed with bolder endeavors. We refuse to stop moving.

Moving Beyond Sustainability is our call to action. We are creating sustainable transportation solutions in LA County to advance regional prosperity and equity. This plan does more than set ambitious goals – we are extending our hand to all Angelenos to help us transcend the conventional and the expected. Together, we will do more than what is merely sustainable – we will leverage the transportation system so we can be more innovative, sustainable and increase access to opportunity for everyone.

When Metro first undertook the development of this plan, the world was a different place. Amidst the challenges presented by COVID-19, our commitment to sustainability does not waver. The role of this plan remains paramount as we advance toward recovery and a more resilient future. We hope you will join the movement to make this vision a reality.

Metro

Moving Beyond Sustainability ("MBS") 2020 Performance Summary

Overview

While we plan, grow and manage the fastest-growing transportation system in the nation, sustainability remains at the forefront of our decision-making. Our definition of sustainability is holistic – accounting for environmental, social and economic considerations, while also prioritizing community resilience and equity. Our *Moving Beyond Sustainability* ("MBS") strategic plan is the manifestation of our commitment to sustainability, outlining a comprehensive sustainability strategy for the next 10 years – and beyond.

This summary communicates progress on measurable targets and timebound performance metrics across the seven overarching categories of "MBS". Per the plan, we have committed to formally reporting out our progress on the targets, strategies and actions laid out in "MBS" every two years. This year constitutes the first formal report on our progress toward achieving the "MBS" targets, covering our performance in calendar years 2019 and 2020.

This document also communicates annual performance on a set of industry-standard sustainability metrics required via the American Public Transportation Association (APTA) Sustainability Commitment. As a founding signatory, we report on normalized performance metrics covering the areas of operational efficiency, air quality, climate, energy, waste and water.

Sustainability reporting provides crucial data to inform our decision-making, helping us identify opportunities to implement meaningful programs and projects that increase access to opportunity, reduce disparities, foster vibrant communities, improve public health, drive economic development and improve the quality of life for all. This year marks the 13th year of Metro's annual sustainability reporting, and this Sustainability Performance summary serves as an update to over a decade of reporting through Metro's *Energy and Resource Reports*.

Our reporting data can also be viewed in an interactive online dashboard. This data-forward, highly adaptive and responsive reporting environment provides our patrons, stakeholders and the general public with a clear interactive and accessible view of our performance and progress. We invite you to explore this dashboard and to join us as we work to build a more sustainable, resilient and prosperous LA County.

Explore at *metro.net/sustainability*.

Moving Beyond Sustainability ("MBS") 2020 Performance Summary

"MBS" CATEGORY	TARGET PERFORMANCE
Water Quality and Conservation	
1. Reduce potable water use by **22%** from the 2030 Business as Usual scenario.	22.8% Reduction from 2020 BAU
2. Increase runoff infiltration and capture capacity for stormwater by **15%** from 2020 baseline levels.	Baseline in Development
Solid Waste	
1. Reduce annual operational solid waste disposal **24%** from 2030 Business as Usual scenario.	15.1% Reduction from 2020 BAU
2. Achieve **50%** landfill diversion rate for operational waste.	44.6% Diversion from Landfill
3. Achieve **85%** construction landfill diversion rate.	98.7% Diversion from Landfill
Materials, Construction and Operations	
1. Achieve **LEED Silver** certification for all new facilities over 10,000 square feet, and achieve Envision certification where LEED is not applicable.	12 LEED Silver and Gold certifications achieved and 4 in progress as of 2020
2. Design and build 100% of capital projects to CALGreen Tier 2 standards.	14 projects participating in Engagement Team process in pursuit of CALGreen Tier 2
3. Complete **Sustainable Acquisition Program training implementation** and develop **2030 program targets** for annual sustainable acquisition spend by 2022.	Agency-wide training in development as of 2020
Energy Resource Management	
1. Reduce energy consumption by **17%** at facilities from the 2030 Business as Usual scenario.	12.3% Reduction from 2020 BAU
2. Increase onsite renewable energy generation to **7.5 MW**	2.6 MW Onsite Renewable Capacity (No Change)

Moving Beyond Sustainability ("MBS") 2020 Performance Summary *continued*

"MBS" CATEGORY	TARGET PERFORMANCE
Emissions and Pollution Control	
1. Displace **903,000 $MTCO_2e$** annually.	742,229 $MTCO_2e$ Displaced
2. Reduce total GHG emissions by **79%** from 2017 baseline.	44.4% Reduction from 2017 Baseline
3. Reduce total nitrogen oxides (NOx) emissions **54%** from 2018 baseline.	66.4% Reduction from 2018 Baseline
4. Reduce total particulate matter (PM) emissions **62%** from 2018 baseline.	62.4% Reduction 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.	1,341 assets evaluated for risk level across six types of climate hazards
2. Implement the flexible adaptation pathways concept to incorporate climate adaptation into planning, procurement, asset management and operations by 2025.	47% of Business Units engaged in flexible adaptation pathway implementation
3. Prioritize improvements to locations, facilities, infrastructure, equipment and operations to reduce risk.	71% of evaluated stations received increased performance scores in Q4 2020
Economic and Workforce Development	
1. Review job classifications on a regular basis and eliminate obsolete requirements that create barriers to career advancement.	88% of Job Classifications reviewed
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.	19 organizations engaged through targeted outreach efforts
3. Achieve triennial DEOD contracting goals related to small, disadvantaged and veteran-owned businesses.	34.2% SBE Participation achieved in 2020 24.5% DBE Participation achieved in 2020 3.96% DVBE Participation achieved in 2020

Annual APTA Sustainability Metrics

Overview

As a founding member of the American Public Transportation Association's (APTA) Sustainability Commitment, Metro annually reports on a framework of performance metrics that enable all APTA members to measure and report progress related to sustainability over time. This rigorous reporting also allows Metro to remain transparent with its customers and business partners across LA County, demonstrating alignment and statewide policy and targets on climate and environment. The reporting framework and methodology that govern these metrics conform to APTA's *Recommended Practice* "Quantifying and Reporting Transit Sustainability Metrics."

APTA recommends that transit agencies use normalization factors when reporting performance metrics in order to account for changes in service size and scale. These factors are applied when calculating annual performance to more effectively measure and compare sustainability performance over time, especially during years of service growth or change. Metro applies Vehicle Revenue Miles (VRM) as the normalization factor for all metrics in this table, unless otherwise noted. VRM represents the total number of miles Metro vehicles traveled during revenue service (i.e., the time when a vehicle is available to the public and is expected to carry passengers).

In 2020, VRM declined by nearly 22% due to service reductions resulting from the COVID-19 pandemic. Consequently, while there were improvements in performance (e.g., reduced emissions, energy use, water, etc.) across nearly every performance area in 2020, the normalized figures in this table may not reflect that improvement due to the substantive decrease in VRM.

APTA Sustainability Indicators 2019-2020 Performance Trends

APTA CATEGORY	2019	2020	CHANGE	PROGRESS
Operational Efficiency				
Unlinked Passenger Trips *(per Capita x 100)*	3,642	2,118	-41.8%	⊗
Vehicle Miles Traveled *(per Capita)*	7,803	7,562	-3.1%	✓
Operating Expenses[1] *(Dollars per Vehicle Revenue Mile)*	$15.58	$18.91	21.4%	⊗
Vehicle Revenue Miles *(1,000,000)*	125	97	-21.9%	⊗

KEY: ✓ Favorable ⊗ Not Favorable

APTA Sustainability Indicators 2019-2020 Performance Trends *continued*

APTA CATEGORY	2019	2020	CHANGE	PROGRESS
Air Quality				
Criteria Air Pollutant Emissions[2] *(Pounds per 10,000 Vehicle Revenue Miles)*	36.0	18.5	-48.6%	✓
Climate				
Greenhouse Gas Emissions[3] *(Pounds CO_2e per Vehicle Revenue Mile)*	5.78	5.24	-9.4%	✓
Greenhouse Gas Displacement *(Metric Tons CO_2e)*	-918,076	-742,229	-19.2%	✗
Net Greenhouse Gas Emissions *(Metric Tons CO_2e)*	-591,123	-510,950	-13.6%	✗
Energy				
Energy Use[4] *(1,000 British Thermal Units per Vehicle Revenue Mile)*	49.8	52.3	5.0%	✗
Water				
Water Use *(Gallons per Vehicle Revenue Mile)*	2.02	2.30	13.9%	✗
Waste				
Total Solid Waste[5] *(Tons per 100,000 Vehicle Revenue Miles)*	11.02	11.08	0.5%	✗
Diversion from Landfill *(Percent Diverted)*	44%	45%	1.3%	✓

KEY: ✓ Favorable ✗ Not Favorable

Notes:

[1] United States Dollars (USD) in this table are presented as 2020 USD.

[2] Criteria air pollutant (CAP) emissions are a normalized aggregate of hydrocarbon (HC), nitrogen oxide (NOx) and particulate matter (PM) emissions. In 2020, criteria air pollutant emissions from Metro non-revenue and vanpool vehicles were included for the first time. Consequently, the calculation methodology was adjusted in two ways. First, CAP emissions are now normalized to all vehicle revenue miles, when previously they were only normalized to vehicle revenue miles from Metro bus fleets. Second, the aggregated pounds total of emissions includes HC from the bus fleets, NOx from all fleets and an aggregated PM total including general PM emissions from bus fleets and PM10 emissions from non-revenue and vanpool vehicles. PM10 consists of small particulate matter with an aerodynamic diameter that is less than or equal to 10 micrometers. Consequently, the 2019 and 2020 figures are updated to reflect the new methodology.

[3] In 2020, Metro updated its GHG emissions calculation methodology to calculate Scope 2 emissions using both market-based and location-based emission factors. The former reflects the emissions intensity of purchased electricity from utilities based on the sources from which they procure energy and the latter reflects the average emissions intensity of the regional grid on which our energy consumption occurs. In this table, emissions totals are based on market-based emissions factors.

[4] In 2020, Metro updated its APTA energy use metric calculation methodology to aggregate all energy use in 1,000 British Thermal Units (kBtu), whereas previously it had been aggregated in Megajoules (MJ). The 2019 and 2020 figures in this table reflect corrected normalized figures in kBtu per vehicle revenue mile.

[5] Waste metrics in this table only reflect solid waste generated and diverted from operations, not from construction.

22-0267 © 2021 LACMTA