# 2022 Sustainability Performance Summary

## Message from Cris B. Liban, Metro Sustainability Officer

The world has changed since Metro first released our *Moving Beyond Sustainability* (MBS) strategic plan in 2020. Overlapping climate, public health, social, and economic reckonings, in parallel with the COVID-19 pandemic, have further revealed the critical role transportation plays in building an equitable, prosperous Los Angeles. Metro remains committed to championing strategic transportation investments and facilitating regional collaboration towards an equitable, resilient and sustainable future.

We are proud of the sustainability improvements we have made in the past two years. We have reduced our Nitrogen Oxides (NOx) emissions by 54% from 2018 and reduced potable water use by 40.9% from the 2022 business-as-usual scenario. We have initiated 4 additional Leadership in Energy and Environmental Design (LEED) certifications across new facilities and engaged 19 organizations through targeted outreach efforts for our economic and workforce development programs.

Most importantly, we have deepened our regional collaboration efforts throughout greater Los Angeles, leveraging shared knowledge and resources to advance problem solving.

Working together through this regional perspective can accelerate change and deliver the solutions we need to fight climate change, ensure the resilience of our transit services, and advance equity across the Southern California region. We are proud to lead innovative coordination efforts with the Federal and State governments and especially across peer agencies, partner jurisdictions, and community members to achieve this vision.

We believe a sustainable transportation system is a gateway to not only enhancing mobility, but reducing environmental impacts, improving economic conditions for all, and reinforcing an increasingly resilient Los Angeles. We hope you continue to join us in making our region a better place to live, work, and play for current and future generations of Angelinos.

Metro

# Moving Beyond Sustainability ("MBS") 2022 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 second formal report on our progress toward achieving the "MBS" targets, covering our performance in calendar years 2021 and 2022.

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 14th 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 our 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") 2022 Performance Summary

| MBS CATEGORY | TARGET PERFORMANCE |
|---|---|
| **Water Quality and Conservation** | |
| 1. Reduce potable water use by **22%** from the 2030 Business as Usual scenario. | 40.9% Reduction from 2022 BAU |
| 2. Increase runoff infiltration and capture capacity for stormwater by **15%** from 2022 baseline levels.[i] | 2022 Baseline = 36.0 acre feet per year |
| **Solid Waste** | |
| 1. Reduce annual operational solid waste disposal **24%** from 2030 Business as Usual scenario. | 14.8% Reduction from 2022 BAU |
| 2. Achieve **50%** landfill diversion rate for operational waste. | 43.6% Diversion from Landfill |
| 3. Achieve **85%** construction landfill diversion rate. | 67.6% 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. | 13 LEED Silver and Gold certifications achieved and 8 in progress as of 2022 |
| 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 roll-out in development for 2024 |
| **Energy Resource Management** | |
| 1. Reduce energy consumption by **17%** at facilities from the 2030 Business as Usual scenario. | 5.1% Reduction from 2022 BAU |
| 2. Increase onsite renewable energy generation to **7.5 MW** | 2.6 MW Onsite Renewable Capacity |

[i] *Due to COVID, establishing this baseline was delayed from 2020 to 2022.*

# Moving Beyond Sustainability ("MBS") 2022 Performance Summary *continued*

| MBS CATEGORY | TARGET PERFORMANCE |
|---|---|
| **Emissions and Pollution Control** | |
| 1. Displace **903,000 $MTCO_2e$** annually. | 468,135 $MTCO_2e$ Displaced |
| 2. Reduce total GHG emissions by **79%** from 2017 baseline. | 63.3% Reduction from 2017 Baseline |
| 3. Reduce total nitrogen oxides (NOx) emissions **54%**from 2018 baseline. | 89.1% Reduction from 2018 Baseline |
| 4. Reduce total particulate matter (PM) emissions **62%** from 2018 baseline. | 75.5% 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 6 types of climate hazards |
| 2. Implement the flexible adaptation pathways concept to incorporate climate adaptation into planning, procurement, asset management and operations by 2025. | 48 department representatives engaged in All Hazard Mitigation planning and adaptation implementation |
| 3. Prioritize improvements to locations, facilities, infrastructure, equipment and operations to reduce risk. | 53% of evaluated stations received increased appearance scores and 51% received increased functionality scores in Q4 2022 |
| **Economic and Workforce Development** | |
| 1. Review job classifications on a regular basis and eliminate obsolete requirements that create barriers to career advancement. | 86% of Job Classifications reviewed, 14% pending review |
| 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. | Increased veteran hires by 37.5% in 2022 |
| 3. Achieve triennial DEOD contracting goals related to small, disadvantaged and veteran-owned businesses. | 14.9% SBE Participation achieved in 2022<br>8.4.% DBE Participation achieved in 2022<br>0.9% DVBE Participation achieved in 2022 |

# 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 2022, VRM increased by 4.7% due to the continued recovery of service levels following the COVID-19 pandemic. Despite this increase in service, Metro achieved performance improvements (e.g., reduced emissions, energy use, water, etc.) across most performance areas in 2022.

## APTA Sustainability Indicators 2021-2022 Performance Trends

| APTA CATEGORY | 2021 | 2022 | % CHANGE | PROGRESS |
|---|---|---|---|---|
| **Operational Efficiency** | | | | |
| Unlinked Passenger Trips *(per Capita x 100)* | 2,301 | 2,596 | 12.8% | ✓ |
| Vehicle Miles Traveled *(per Capita)* | 7,003 | 7,112 | 1.6% | ✗ |
| Operating Expenses[1] *(Dollars per Vehicle Revenue Mile)* | $18.91 | $17.99 | -4.8% | ✓ |
| Vehicle Revenue Miles *(1,000,000)* | 94 | 99 | 4.7% | ✓ |

**KEY:** ✓ Favorable ✗ Not Favorable

## APTA Sustainability Indicators 2021-2022 Performance Trends *continued*

| APTA CATEGORY | 2021 | 2022 | % CHANGE | PROGRESS |
|---|---|---|---|---|
| **Air Quality** | | | | |
| Criteria Air Pollutant Emissions[2] *(Pounds per 10,000 Vehicle Revenue Miles)* | 10.1 | 7.1 | -29.7% | ✓ |
| **Climate** | | | | |
| Greenhouse Gas Emissions[3] *(Pounds $CO_2e$ per Vehicle Revenue Mile)* | 3.37 | 3.40 | 1.0% | ✗ |
| Greenhouse Gas Displacement *(Metric Tons $CO_2e$)* | -359,674 | -468,135 | 30.2% | ✓ |
| Net Greenhouse Gas Emissions *(Metric Tons $CO_2e$)* | -215,428 | -315,686 | 46.5% | ✓ |
| **Energy** | | | | |
| Energy Use *(1,000 British Thermal Units per Vehicle Revenue Mile)* | 52.1 | 51.6 | -1.0% | ✓ |
| **Water** | | | | |
| Water Use *(Gallons per Vehicle Revenue Mile)* | 2.87 | 1.81 | -36.9% | ✓ |
| **Waste** | | | | |
| Total Solid Waste[4] *(Tons per 100,000 Vehicle Revenue Miles)* | 12.17 | 11.11 | -8.7% | ✓ |
| Diversion from Landfill *(Percent Diverted)* | 46% | 44% | -4.3% | ✗ |

**KEY:** ✓ Favorable ✗ Not Favorable

**Notes:**

[1] United States Dollars (USD) in this table are presented as 2022 USD.

[2] Criteria air pollutant (CAP) emissions are a normalized aggregate of hydrocarbon (HC), nitrogen oxide (NOx) and particulate matter (PM) emissions.

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