Metro

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room

Agenda - Final

Thursday, July 19, 2018

11:30 AM

One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room

Executive Management Committee

Sheila Kuehl, Chair
James Butts, Vice Chair
John Fasana
Eric Garcetti
Paul Krekorian
Hilda Solis
Shirley Choate, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES
(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
d. Any other unlawful interference with the due and orderly course of said meeting.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded on CD's and as MP3's and can be made available for a nominal charge.

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The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than $250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars ($10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item(s): 45, 46

Consent Calendar items are approved with one motion unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

45. SUBJECT: REGIONAL ADVANCE MITIGATION PROGRAM FEASIBILITY 2018-0359

RECOMMENDATION

RECEIVE AND FILE report on Regional Advance Mitigation Program Feasibility (Attachment A).

Attachments: Attachment A - RAM Feasibility
Attachment B - Board Report Item 52 1-26-2017

46. SUBJECT: REGIONAL PLANNING AND COORDINATION AGREEMENTS 2018-0453

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Memorandums of Understanding with the Riverside County Transportation Commission (RCTC) and the Orange County Transportation Authority (OCTA) for its regional multi-modal planning efforts.

Attachments: Attachment A - Staff Analysis
Attachment B - MTA.RCTC MOU (2018-06-29)
Attachment C - MTA.OCTA Signed MOU (2017-11-2)

NON-CONSENT

47. SUBJECT: 2018 ENERGY AND RESOURCE REPORT 2018-0422

RECOMMENDATION

RECEIVE AND FILE status report on 2018 Energy and Resource Report (Attachment A).

Attachments: Attachment A - 2018 Energy & Resource Report
Presentation

48. SUBJECT: STATE AND FEDERAL REPORT 2018-0434

RECOMMENDATION

RECEIVE AND FILE State and Federal Legislative Report.

49. SUBJECT: FEDERAL LEGISLATION 2018-0433

RECOMMENDATION

ADOPT staff recommended positions:

A. House Resolution 6016 (Napolitano) - Bus Operator and Pedestrian Protection Act **SUPPORT WORK WITH AUTHOR**

B. House Resolution 3305 (Blumenauer) - The Bikeshare Transit Act of 2017 **SUPPORT**

Attachments: Attachment A - HR 6016 (Napolitano)
Attachment B - HR 3305 (Blumenauer).

SUBJECT: GENERAL PUBLIC COMMENT 2018-0449

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2018-0359, **File Type:** Informational Report **Agenda Number:** 45.

EXECUTIVE MANAGEMENT COMMITTEE
JULY 19, 2018

SUBJECT: REGIONAL ADVANCE MITIGATION PROGRAM FEASIBILITY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on Regional Advance Mitigation Program Feasibility (Attachment A).

ISSUE

At its January 2017 meeting, the Metro Board approved Motion #52 by Director Kuehl directing consideration of a Regional Advance Mitigation Program (RAMP) (Attachment B). As a result, staff has met with environmental stakeholders and representatives of regional and State agencies to discuss the interest in a multijurisdictional RAMP approach, and convened a working group to develop an early screening process.

Metro staff has spent the past year assessing its future mitigation needs and the wider feasibility of an advance mitigation program in Los Angeles County. This Receive and File presents the results of the Needs and Feasibility Assessment for Advanced Mitigation. The conclusion of the Needs and Feasibility Assessment recognizes the benefits from a multiagency partnership in developing an advance mitigation program.

DISCUSSION

The Environmental Compliance and Sustainability Department prepared a Needs and Feasibility Assessment for Advance Mitigation (Attachment A) to understand previous advance mitigation efforts, the baseline conditions in Los Angeles County, costs, timing, and the tangible and intangible benefits of a County-wide consolidated advance mitigation program.

Between February 2018 and April 2018, comments were solicited on the report from stakeholders identified in the original motion (i.e., Caltrans District 7, the County of Los Angeles, the Regional Water Quality Control Board, State and federal fish and wildlife agencies), as well as participants in Metro's Sustainability Council. The Sustainability Council includes members from non-governmental organizations, public agencies, and subject matter experts related to the Council's mission.

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NEXT STEPS

Staff will proceed with a continuation of work on two paths: (1) developing a more robust screening process to be used by agencies to evaluate level of effort and costs for participation; and (2) to additionally assess the feasibility of integrating greenhouse gas mitigation through habitat restoration in urban areas.

Staff will continue the Metro Internal RAMP Working Group meetings that consist of the Planning, Highways, Regional Rail, Program Management, Real Estate, and Environmental Compliance and Sustainability staff. Outreach to regional partners will commence including those that were originally engaged in the development of the RAMP approach. Staff will periodically report back to the Board on the progress of these efforts.

ATTACHMENTS

Attachment A - Metro Regional Advance Mitigation Needs and Feasibility Assessment, ICF, June 2018.
Attachment B - January 2017 Motion #52 (Kuehl)

Prepared by: Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability, (213) 922-2471, LibanE@metro.net

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557

Phillip A. Washington
Chief Executive Officer

Attachment A

http://libraryarchives.metro.net/DB_Attachments/07032018_attachment_a_regional_advance_mitigation.pdf

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #:2017-0030, **File Type:**Motion / Motion Response

Agenda Number:52

EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 19, 2017

Motion by:

Director Kuehl

January 19, 2017

Consideration of Regional Advance Mitigation Programs

WHEREAS transportation projects in Los Angeles County may result in biological impacts to plant and/or animal habitat, or biological systems;

WHEREAS some counties and transportation agencies have seen benefit and cost savings in developing a Regional Advance Mitigation Program (RAMP) to effectively and efficiently deliver comprehensive mitigations for a combination of projects whose biological impacts have been evaluated programmatically;

WHEREAS some counties and transportation agencies have seen the benefit of community engagement in the RAMP process, which has led to greater understanding and public support for transportation projects;

WHEREAS Metro's capital program now and into the future includes projects that may be located in sensitive habitat areas or within wildlife movement corridors and may require mitigation that might best be undertaken as part of a Los Angeles County RAMP;

WHEREAS Metro's future and proposed expanded pipeline of highway, transit and active transportation capital projects include infrastructure to be developed over an extended period of time that will have an impact on plant and/or animal species, habitats, or biological systems. However, these projects may be so far in the future as to lack sufficient detail to allow evaluation and determination of potential conditions and mitigations which may be found as well as the specific mitigations and costs thereof;

WHEREAS it is important that the applicability of a RAMP approach be determined at the earliest practicable time so as to allow a coordinated effort with other Los Angeles County agencies or neighboring counties that may pursue or may already have a RAMP program.

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File #:2017-0030, **File Type:**Motion / Motion Response

Agenda Number:52

CONSIDER **Motion by Director Kuehl** that the Board direct the CEO to:

A. Meet with environmental stakeholders and representatives of Caltrans District 7, the County of Los Angeles, the Los Angeles County Flood Control District, the Regional Water Quality Control Board, state and federal fish and wildlife agencies, and other potentially interested parties to discuss any interest in a RAMP approach for multijurisdictional cooperation in biological mitigations, and explore the development of a conservation greenprint that identifies and helps prioritize areas of high ecological value, water resources, and wildlife movement corridors;

B. Convene a working group of environmental stakeholders and Metro/Caltrans project managers for Transit, Highway and Active Transportation projects to develop an early screening process for biological evaluation to be applied to the review of projects scheduled for planning and/or construction over the next thirty years. Screening shall not only include any likelihood of direct and indirect impacts to plant and/or animal species, habitats, biological systems, and wildlife corridors, but also an evaluation of multiple Metro projects with regard to commonalities in ecosystems, animal and plant type, habitat, watershed, and scheduled timing of implementation. Project evaluation should also determine whether current review and implementation status renders the project inappropriate for inclusion in a RAMP; and

C. Prepare a report back to the Board within 120 days on the preliminary results of the consultations and a proposed early screening process to be considered for all major Metro transportation projects, as well as an approach to identifying high value conservation lands, water resources, and wildlife movement corridors.

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Board Report

File #: 2018-0453, **File Type:** Agreement **Agenda Number:** 46.

EXECUTIVE MANAGEMENT COMMITTEE
JULY 19, 2018

SUBJECT: REGIONAL PLANNING AND COORDINATION AGREEMENTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

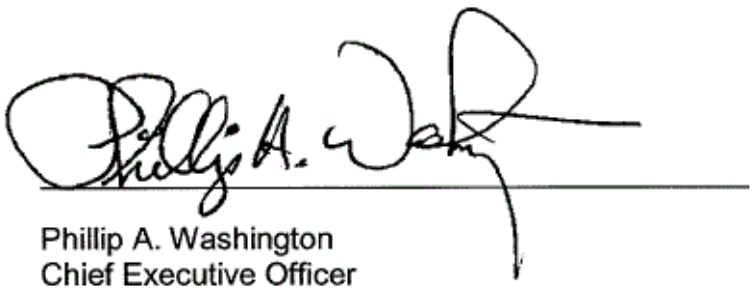
AUTHORIZE the Chief Executive Officer to execute Memorandums of Understanding with the Riverside County Transportation Commission (RCTC) and the Orange County Transportation Authority (OCTA) for its regional multi-modal planning efforts.

ATTACHMENTS

Attachment A - Staff Analysis - Metro, RCTC and OCTA Regional Planning and Coordination Efforts
Attachment B - MOU with Riverside County Transportation Commission
Attachment C - MOU with Orange County Transportation Authority

Prepared by: Michael Turner, Deputy Executive Officer, Government Relations, 213-922-2122

Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777



Phillip A. Washington
Chief Executive Officer

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ATTACHMENT A

SUBJECT: REGIONAL PLANNING AND COORDINATION AGREEMENTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Memorandums of Understanding with the Riverside County Transportation Commission (RCTC) and the Orange County Transportation Authority (OCTA) for its regional multi-modal planning efforts.

ISSUE

As Metro's projects and programs continue to expand due to the investment of local funds by county taxpayers and with the passage of SB 1, it is more incumbent upon Metro to work at the regional level to ensure that transportation planning for the region as a whole maximizes our investments in the transportation system and ensures connectivity across county lines.

DISCUSSION

Many of the projects pursued by Metro and our neighboring counties provide regional benefit and they rely on the counties working collaboratively. These partnerships are important and should be expanded to include planning activities for the various projects and services provided by Metro and other counties in Southern California.

The connections between Los Angeles County, and, our neighboring counties are indivisible and should be seamless for the commuting public. Our partner and neighbor agencies also share planning responsibilities similar to those of Metro. The connections between our counties help facilitate the ability of people to get to work, help businesses get to markets and help tourists access the world class tourist experiences in Southern California.

For example, Metro's Express Lanes program has proven to be of benefit to not just Los Angeles County's residents but to those of our neighboring counties. As this system grows it will be more proximate to our neighboring counties. The toll operators in Southern California have established cooperative working relationships to ensure ease of use for commuters.

Under the leadership of our immediate past Chair Eric Garcetti, Metro has engaged in discussions with the RCTC and OCTA to identify opportunities to collaborate and coordinate the collective efforts of our transportation agencies. As a result of those discussions it was identified that these cooperative relationships should be memorialized in Memoranda of Understanding (MOU) between the Los Angeles and Orange and Riverside County transportation agencies. These MOUs establish the agreement of the respective agencies to collaborate on projects and programs between our counties. The MOUs further provide that each agency will coordinate with Caltrans and SCAG on regional intercounty transportation efforts as well as partnering with each

other on possible joint Federal and State funding opportunities for multi-county projects and efforts. These efforts could include freight projects and projects associated with the Los Angeles/Long Beach Port Complex.

The attached MOUs are the result of our collaborative discussions and identify the general areas of cooperation between all three agencies.

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed MOUs.

ALTERNATIVES CONSIDERED

The Board could decide not to execute the MOUs, however, staff does not recommend this approach since the MOUs provide a basis for increased collaboration among the agencies.

FINANCIAL IMPACT

There is no financial impact to executing the MOUs.

MEMORANDUM OF UNDERSTANDING BETWEEN
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA)
AND
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)

WHEREAS, LACMTA is the transportation coordinator, designer, builder and operator in Los Angeles County, California;

WHEREAS, RCTC is the transportation coordinator, funding agency, designer and builder of regional transportation infrastructure, and operator of express lanes and commuter rail stations in Riverside County, California;

WHEREAS, Los Angeles and Riverside Counties are indivisibly connected by a multi-modal transportation system that connects people to employment, businesses to markets, and tourists to world class experiences;

NOW, THEREFORE, the parties hereby agree as follows:

1. Provide annual reports to each board that highlights planning and coordination efforts between both agencies for the following transportation efforts:

   a. Daily intercity rail service between Los Angeles and the Coachella Valley;
   b. Commuter rail connectivity coordination and planning efforts;
   c. Olympics and special events transportation coordination efforts;
   d. Infrastructure and community mitigations in both counties related to goods movement to and from the Ports of L.A. and Long Beach;

2. Coordinate with the California Department of Transportation (Caltrans) and Southern California Association of Governments (SCAG) on regional intercounty transportation planning efforts, including the express lanes network.

3. Partnering on possible joint Federal and State grant and funding opportunities for multi-county transportation projects, such as a goods movement joint agreement and planning efforts, including but not limited to Ports of L.A./Long Beach, LACMTA, RCTC.

IN WITNESS THEREOF, THIS MEMORANDUM OF UNDERSTANDING has been executed on this 29 day of June, 2018, and shall remain in effect for a period of five years, unless this Memorandum of Understanding is earlier terminated or extended by a further writing executed by the undersigned parties.

RECOMMENDED FOR APPROVAL

By: _____

Eric Garcetti

LACMTA Chair

By: _____

Dana Reed

RCTC Chair

MEMORANDUM OF UNDERSTANDING BETWEEN
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
(LACMTA)
AND
ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

WHEREAS, LACMTA is the transportation coordinator, designer, builder and operator in Los Angeles County, California

WHEREAS, OCTA is the transportation coordinator, designer, builder and operator in Orange County, California.

NOW, THEREFORE, the parties hereby agree as follows:

1. Provide annual reports to each board that highlights planning and coordination efforts between both agencies for the following transportation efforts:

a. ExpressLanes/Manage Lanes coordination and planning efforts
b. Transit connectivity coordination and planning efforts
c. Olympics and Stadium special events transportation coordination efforts

2. Coordinate with Caltrans and Southern California Association of Governments (SCAG) on regional intercounty transportation planning efforts.

3. Partnering on possible joint Federal and State grant and funding opportunities for multi-county transportation projects.

IN WITNESS THEREOF, THIS MEMORANDUM OF UNDERSTANDING has been executed on this 2nd day of December 2017, and shall remain in effect for a period of years, unless this Memorandum of Understanding is earlier terminated or extended by a further writing executed by the undersigned parties.

RECOMMENDED FOR APPROVAL

By: _____

Eric Garcetti

LACMTA Chair

By: _____

Mike Hennessy

OCTA CHair

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2018-0422, **File Type:** Informational Report **Agenda Number:**

EXECUTIVE MANAGEMENT COMMITTEE
JULY 19, 2018

SUBJECT: 2018 ENERGY AND RESOURCE REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on 2018 Energy and Resource Report (Attachment A).

ISSUE

Metro reports its sustainability performance on an annual basis through the Energy and Resource (E&R) Report which updates agency progress on predefined performance metrics and identifies trends. The 2018 E&R Report provides an update to the 2017 E&R Report by presenting sustainability performance data for calendar year 2017. The Report has been reviewed by the Metro Sustainability Council.

BACKGROUND

In 2009, Metro became a founding member of the American Public Transportation Association (APTA) Sustainability Commitment, which “recognizes members who commit to becoming more sustainable in their operations and practices.” Signatories to the APTA Sustainability Commitment are required to quantify and report annually on a series of key performance metrics and to track performance against each metric over time. The commitment establishes the following sustainability metrics:

(1) Unlinked Passenger Trips

(2) Vehicle Miles Traveled

(3) Operating Expenses

(4) Criteria Air Pollutant Emissions

(5) Greenhouse Gas Emissions

(6) Greenhouse Gas Displacement

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(7) Energy Use

(8) Water Use

(9) Total Solid Waste

(10) Diversion from Landfill

DISCUSSION

The 2018 E&R Report marks Metro's ninth annual report since 2010 when the agency began reporting its environmental compliance and sustainability performance. The report is intended to communicate two things:

1. The performance metrics serve to quantify Metro's sustainability performance across ten key indicator areas (Table 1). Since 2012, many of the indicator areas are trending positively, largely due to institutional best practices, such as the now agency-wide Environmental Management System first piloted in 2007. Metro continues to operate one of the cleanest fleets in the nation with emissions nearly cut in half since 2012. Overall water use and greenhouse gas emissions are down since 2012, and Metro continues to displace more emissions than it produces by encouraging and enabling use of public transit. However, evaluating year-over-year performance reveals areas where additional focus is needed as the agency continues to retool, reenergize, and prepare for the next phase of transit expansion.
2. The Highlight sections in this report provide insight into how sustainability is adopted as a core value at Metro. This is key as the next generation of transit expansion is planned, built, operated and maintained in a way that does not just avoid negative impacts to the environment, but encourages positive and restorative changes to communities and the economy. For example, features like Green Procurement and Sustaining Creativity (pages 24 and 42 in the report) illuminate how principles of sustainability have become embedded into decision making and are reinforced through training and cross-departmental collaboration. Another feature on Environmental Justice (page 18) highlights how Metro's construction pollution reduction policies and transit planning address long-term environmental equity.

Additional highlights in this year's report include:

- Electric vehicle pilot - purchase of 10 Chevy Bolts as part of a pilot to reduce emissions from non-revenue vehicle fleet. By 2019 over 15% of Metro's non-revenue sedan fleet will be battery electric vehicles (BEVs).
- Growing a Greener Workforce - cross-departments and community partnership to raise awareness on principles and best practices in sustainability. Over 480 Metro and community members received certifications for G-PRO and Envision rating systems.

Table 1 - Performance Metrics Summary

Performance Metrics	2012	2013	2014	2015	2016	2017	Trends	
							Since 2016	Since 2012
OPERATIONAL EFFICIENCY								
Unlinked Passenger Trips *(per Capita x 100)*	4,752	4,757	4,649	4,377	4,111	3,904	-5.0%	-17.8%
Vehicle Miles Traveled *(per Capita x 100)*	78.7	78.7	78.8	79.4	79.3	78.8	-0.6%	0.1%
Operating Expenses *(Dollars per Vehicle Revenue Mile)*	$10.91	$10.97	$10.88	$11.08	$12.22	$13.64	11.6%	25.0%
AIR QUALITY								
Criteria Air Pollutant Emissions *(Short Tons per 100,000 Vehicle Revenue Miles)*	70.2	60.1	56.9	50.8	34.7	40.9	17.9%	-41.7%
CLIMATE								
Greenhouse Gas Emissions *(Pounds CO_2e per Vehicle Revenue Mile)*	8.61	8.37	6.85	6.72	6.68	6.74	0.8%	-21.7%
Greenhouse Gas Displacement *(Net Emissions, MT CO_2e)*	-4,069	-3,933	-86,433	-73,827	-57,461	-40,758	-29.1%	901.6%
ENERGY								
Energy Use *(MJ per Vehicle Revenue Mile)*	55.7	57.6	57.2	56.6	55.3	55.6	0.6%	-0.2%
WATER								
Water Use *(Gallons per Vehicle Revenue Mile)*	2.96	3.33	2.48	2.15	1.74	2.11	21.3%	-28.7%
WASTE								
Total Solid Waste *(Tons per 100,000 Vehicle Revenue Miles)*	7.52	7.83	7.44	7.73	7.68	9.57	24.6%	27.3%
Diversion from Landfill *(% Diverted)*	48%	26%	25%	21%	21%	28%	34.6%	-41.7%

FINANCIAL IMPACT

This report does not have any financial or budget impacts.

NEXT STEPS

In addition to the 2018 E&R Report, staff is developing a Technical Appendix that will be made available online. The purpose of the Technical Appendix is to increase transparency by providing current and historical data used to develop performance metrics used in the report.

Staff will take the information from the 2018 E&R report and will refine the workplans developed to implement environmental and sustainability programs and initiatives for Metro.

ATTACHMENTS

Attachment A - 2018 Energy and Resource Report

Prepared by: Cris Liban, Executive Officer, Environmental Compliance and Sustainability (213) 922-2471

Reviewed by: Richard Clarke, Chief Program Management Officer (213) 922-7557

Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Metro 2018 Energy and Resource Report

Document Available Online at:
http://libraryarchives.metro.net/DB_Attachments/180622_Metro_2018_Energy_Resources_Report.pdf

2018 ENERGY & RESOURCE REPORT

Presentation to the Metro Executive Management Committee
July 2018

Metro

APTA PROTOCOL

Sustainability Commitment - Annual report on ten metrics across six indicator areas for CY2017

OPERATIONAL EFFICIENCY

AIR QUALITY

CLIMATE

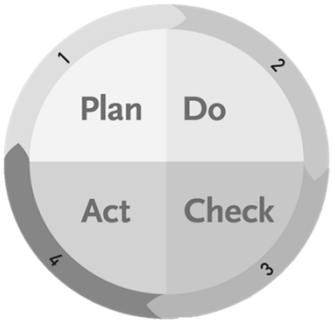
ENERGY

WATER

WASTE

Why do we do it?

1) Monitor performance – continual improvement
2) Identify trends to inform current and future initiatives
3) Celebrate successes across the agency
4) Increase transparency, share data and best practices



Metro

KEY ACCOMPLISHMENTS

AIR QUALITY

- Bus Fleet: **40%** reduction in NOx emissions since 2012 (**82%** since 2008)
- Non-Revenue Fleet: **26%** reduction in NOx from 2016 through hybrid fleet conversions and lower mileage

CLIMATE

- **22%** reduction in greenhouse gas emissions (GHG) since 2012 from cleaner electricity grid
- Metro reduces more GHG emissions through VMT reduction (than it produces from its operations) by a factor of **1.1x**

WASTE

- Landfill diversion rate improved **35%** from 2016
- Not just recycling – waste reduction and material reuse best practices

PROGRAM HIGHLIGHTS

ENVIRONMENTAL JUSTICE

Metro's transit planning process and construction policies address long-term environmental equity by reducing air pollution and improving quality of life.

GROWING A GREENER WORKFORCE

Over 480 Metro employees and community members had been trained and certified as sustainability professionals.

ENVISION™

G|PRO

SUSTAINABILITY COUNCIL

Advisory council of 26 sustainability sector representatives and stakeholder groups.

GREEN CONSTRUCTION POLICY

Metro's Green Construction Policy (GCP) program has significantly reduced criteria air pollutants in densely populated areas of our region.

Los Angeles County
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Los Angeles, CA

Metro

Board Report

File #: 2018-0433, **File Type:** Federal Legislation / State Legislation (Position) **Agenda Number:** 49.

EXECUTIVE MANAGEMENT COMMITTEE
JULY 19, 2018

SUBJECT: FEDERAL LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

ADOPT staff recommended positions:

A. House Resolution 6016 (Napolitano) - Bus Operator and Pedestrian Protection Act **SUPPORT WORK WITH AUTHOR**

B. House Resolution 3305 (Blumenauer) - The Bikeshare Transit Act of 2017 **SUPPORT**

ATTACHMENTS

Attachment A - H.R. 6016 (Napolitano) Legislative Analysis
Attachment B - H.R. 3305 (Blumenauer) Legislative Analysis

Prepared by: Marisa Yeager, Senior Manager, Government Relations (213) 922-2262
Michael Davies, Senior Manager, Government Relations (202) 248-5426

Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777

Phillip A. Washington
Chief Executive Officer

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ATTACHMENT A

BILL: **HOUSE RESOLUTION 6016**

AUTHOR: **REPRESENTATIVE GRACE NAPOLITANO**

SUBJECT: **BUS OPERATOR AND PEDESTRIAN PROTECTION ACT**

STATUS: **HOUSE – REFERRED TO THE TRANSPORTATION AND INFRASTRUCTURE SUBCOMMITTEE ON HIGHWAYS AND TRANSIT**

ACTION: **SUPPORT WORK WITH AUTHOR**

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT WORK WITH AUTHOR position on H.R. 6016 – the Bus Operator and Pedestrian Act authored by Representative Grace Napolitano of California.

ISSUE

As a result of Members of Congress hearing major news stories of an increase in nationwide bus operators assaults, a number of members of Congress have expressed their concerns for the safety of bus operators and passengers as these assaults often occur while the bus is moving.

Representative Grace Napolitano has introduced H.R. 6016, The Bus Operator and Pedestrian Protection Act, which gives transit agencies two years to develop Bus Operations Safety Risk Reduction Programs in partnership with their transit workforce, and with oversight from the U.S. Department of Transportation (USDOT). The bill authorizes $25 million per year for 5 years to pay for the implementation of these safety improvements as part of their Bus Operations Safety Risk Reduction Programs:

- Assault mitigation infrastructure and technology, including barriers to prevent assaults on bus operators
- De-escalation training for bus operators
- Modified bus specifications and retrofits to reduce visibility impairments
- Driver assistance technology that reduces accidents
- Installation of enhanced bus driver seating to reduce ergonomic injuries

This legislation will also require transit agencies to report all assaults on bus drivers to the USDOT's National Transit Database (NTD).

DISCUSSION

Last year, Metro sponsored AB 468 (Santiago), signed by Governor Jerry Brown, which authorizes Metro to issue prohibition orders. This legislation was a direct result of Metro board actions as well as strategies with our Systems Safety, Security, Operations and Law enforcement staff to combat assaults on bus operators

Metro has undertaken steps to install barriers on all Metro buses including retrofitting older coaches with a reasonable useful life remaining and on all new buses. We have also installed closed circuit monitors above the operator's compartment and behind the operator. The placement of these monitors has provided a demonstrable deterrent to diminish assaults against bus operators. The first buses that were installed with monitors were placed on bus lines with high fare evasion rates.

In addition to measures taken by Metro to mitigate assaults on bus operators, we continue to work on the following safety-related items:

- Implemented de-escalation training for all bus operators both on an annual basis and intensively after an incident occurs;
- Currently conducting a demonstration pilot project at Divisions 10 and 13 to evaluate competing collision avoidance and mitigation technologies to prevent bus-pedestrian accidents, particularly when buses are making right or left hand turns. The technologies that will be tested are designed to emit an audible alert through external speakers on the buses to warn pedestrians waiting at the intersections that the bus is turning, and,
- We are also in the planning stages of performing a mandatory barrier usage pilot program at one bus division, when all of the buses have been fully retrofitted with barriers. This pilot program is intended to determine whether required usage of barriers materially reduces the incidence of assaults against bus operators.

While Metro strongly supports the goals of this legislation to protect bus operators, Metro would like to work with the Congresswoman to ensure the language in the bill provides a reasonable regulatory path.

H.R.6019 is supported by the Almalgamated Transportation Union (ATU), International Association of Sheet Metal, Air, Rail, and Transportation Workers (SMART), Transport Workers Union of America (TWU), AFL-CIO Transportation Trades Department, and Teamsters.

For these reasons, staff recommends that the Board of Directors adopt a SUPPORT WORK WITH AUTHOR position on H.R. 6016.

DETERMINATION OF SAFETY IMPACT

Staff has reviewed this proposal and has determined that the legislation would assist in improving bus operator safety in Los Angeles County and nationwide.

FINANCIAL IMPACT

Staff has not determined the financial impact of the bill, but anticipates that some impacts will be minor, since Metro has already implemented seat improvements, de-escalation training and operator barriers. The capital cost of driver assistance technology and changes to bus specifications have not been determined.

ALTERNATIVES CONSIDERED

Staff has considered adopting either an oppose or neutral position on the bill. An oppose or neutral position would be inconsistent with Metro's Board approved 2018 Federal Legislative Program.

NEXT STEPS

Should the Board approve a SUPPORT WORK WITH AUTHOR position for H.R.6019, staff will prepare a position letter for the bill and work with Representative Grace Napolitano and other members of Congress as this bill continues to be considered by the appropriate congressional committees.

ATTACHMENT B

BILL: HOUSE RESOLUTION 3305

AUTHOR: REPRESENTATIVE EARL BLUMENAUER

SUBJECT: THE BIKESHARE TRANSIT ACT OF 2017

STATUS: HOUSE – REFERRED TO THE TRANSPORTATION AND INFRASTRUCTURE COMMITTEE, SUBCOMMITTEE ON HIGHWAYS AND TRANSIT

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on H.R. 3305 –The Bikeshare Transit Act of 2017 (115th Congress) authored by Representative Earl Blumenauer of Oregon.

ISSUE

U.S. Representative Earl Blumenauer has introduced H.R. 3305 (Blumenauer) – The Bikeshare Transit Act of 2017 which would, if enacted into federal law, clarify the definition of bikeshare projects that qualify as an "associated transit improvement" under Title 49 of U.S. Code, add bikeshare projects to the definition of "capital project" under Title 49 of U.S. Code, and make bikeshare projects eligible for funding under the Congestion Mitigation and Air Quality Improvement Program (CMAQ) under Title 23 of U.S. Code. The legislation seeks to add bikeshare projects to the formal definitions of transit projects as well as make clear to states that administer FHWA funding that bikeshare is eligible to receive federal funding.

While some bikeshare systems throughout the nation have received federal support through the CMAQ program, there is no established federal program that currently funds the ongoing needs of bikeshare systems. States such as California recognize that bikeshare projects are eligible for CMAQ funding, but the interpretation of eligibility is not uniform across the nation. To best support the development of successful bikeshare projects as well as be supportive of federal funding for bikeshare projects, it is important to clarify current law and support the uniform implementation of federal involvement in bikeshare projects nationwide.

DISCUSSION

Nationally, bikeshare systems are opening in large and small communities and represent an important mode of transit that can improve air quality, reduce congestion and enhance the quality of life for individuals. Currently, there are well over 100 bikeshare systems throughout the nation with more than 35 million trips taken last year. To help provide federal resources to bikeshare projects, Congressman Blumenauer's

legislation, H.R. 3305, would define “bikeshare” in U.S. Code as well as make bikeshare projects eligible for federal funding. The Bikeshare Transit Act will allow federal funding to be used for acquiring or replacing bikeshare related equipment and the construction of bikeshare facilities. The Bikeshare Transit Act will remove significant barriers facing new bikeshare projects as well as those for existing bikeshare programs applying for federal funding.

Staff believes that by supporting bikeshare systems throughout the nation, our region could directly benefit by learning best practices. Additionally, by solidifying the eligibility of bikeshare projects under federal law, Metro staff believes that support from the FHWA and FTA to implement and work through issues related to bikeshare projects would be improved and would directly benefit bikeshare programs across Los Angeles County.

Determination of Safety Impact

Staff has reviewed this legislation and determined that the legislation does not have a negative impact on safety.

FINANCIAL IMPACT

Staff has determined that the legislation could have a positive financial impact on our agency if the USDOT were to direct federal funds for our agency’s bikeshare program.

ALTERNATIVES CONSIDERED

The Board of Directors could consider adopting an Oppose position on this legislation, however, this would be inconsistent with our Board-approved 2018 Federal Legislative program and the Najarian-Barger Motion adopted by the Board on May 24, 2018 related to bikeshare.

NEXT STEPS

Should the Board decide to SUPPORT H.R.3305, staff will draft a support letter and work with the Los Angeles County Congressional Delegation to advocate for the passage of The Bikeshare Transit Act of 2017.