

2024 Sustainability Performance Summary

Message from Stephanie Wiggins, Metro Chief Executive Officer

When Metro released our *Moving Beyond Sustainability* (MBS) strategic plan in 2020, we were mere months into the global COVID-19 pandemic. After having introduced our renewed vision for sustainability at Metro and across Los Angeles county, we found ourselves in an unprecedented moment. The pandemic laid bare harsh realities that we needed to confront, and it demanded that we as an agency bolster our efforts to center customer service and safety, and for us to do everything we could to continue providing essential transportation services to Angelenos.

It would have been easy at that moment to sideline our sustainability efforts, but we pushed forward. We strove to meet our newly established goals and targets, not in spite of crises our region faced, but instead with the intent to tackle them head on.

Five years have passed since Metro released MBS, and we find ourselves still in unprecedented times marked by political upheaval, economic disruption and global conflict. The beginning of 2025 was marred by devastating fires that ravaged greater Los Angeles, reminding us still that we remain amidst a global climate crisis that threatens our livelihoods. But these moments are not solely disruptions; they are opportunities. Metro remains steadfastly committed to providing and growing a world class transportation system for Los Angeles county, with its eyes set on a more equitable, resilient and sustainable future.

Our achievements in organizational sustainability are a testament to that commitment. Metro continues to take remarkable strides toward reducing climate and air pollution. Since 2017, we have reduced our greenhouse gas emissions by nearly 68% and are on track to meet our 2030 goal of a 79% reduction. Our Nitrogen Oxides (NOx) emissions are down by over 92% from 2018 despite growth across our fleets. We are on track to meet our energy and water resource goals, and continue to demonstrate leadership in the built environment with over 15 buildings having achieved Leadership in Energy and Environmental Design (LEED) certification as of 2024. We have hit several milestones toward bolstering climate resilience and spurring workforce development at Metro. Our hard work is paying off.

But our work will not stop there. There is still more we can and must do. We face real challenges as the climate crisis continues, and our agency is navigating a volatile financial landscape as it navigates its own approaching fiscal cliff as well as political headwinds that compromises future funding opportunities for this work. This requires us to be innovative, to strengthen our relationships with regional collaborators and to thoughtfully prioritize actions that create value for our agency while still centering equity, mobility and customer experience.

These obstacles will not stop us from being bold and leading the way towards a better more sustainable future for Angelenos. We still believe a sustainable transportation system is a gateway to not only enhancing mobility, but also 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 Angelenos.



Moving Beyond Sustainability 2024 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 through 2030 – 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 third formal report on our progress toward achieving the “MBS” targets, covering our performance in calendar years 2023 and 2024.

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 16th year of Metro's annual sustainability reporting.

As Metro prepares for FIFA World Cup 26™ and the LA 28 Summer Olympics, we are evolving our sustainability strategy to meet the moment. By the end of 2025, we will be releasing our *Five-Year Update* for “MBS,” per our commitment in the original plan. This *Update* will not only provide a retrospective summary of our work over the past five years, but more importantly it will dictate a renewed sustainability strategy through 2030. The *Five-Year Update* will not deviate from our original commitments; it instead will explain how we plan to become more agile and effective as a provider of critical transportation services and a sustainability changemaker in the region.

Our reporting data can be viewed on our interactive online Sustainability Reporting Dashboard. This data-forward, highly adaptive and responsive reporting environment provides our patrons, stakeholders and the general public with an 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 2024 Performance Summary

MBS category	Target performance	Target status
Water Quality and Conservation		
1. Reduce potable water use by 22% from the 2030 Business as Usual scenario.	38.9% Reduction from 2024 BAU	On track for achievement <i>(ahead of schedule)</i>
2. Increase runoff infiltration and capture capacity for stormwater by 15% from 2022 baseline levels.	56.4% Increase from 2022 Baseline	On track for achievement <i>(ahead of schedule)</i>
Solid Waste		
1. Reduce annual operational solid waste disposal 24% from 2030 Business as Usual scenario.	10.7% Reduction from 2024 BAU	Behind schedule and requires additional action
2. Achieve 50% landfill diversion rate for operational waste.	39.9% Diversion from Landfill	In progress, but requires additional action
3. Achieve 85% construction landfill diversion rate.	87.9% Diversion from Landfill	On track for achievement
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.	15 LEED Silver and Gold certifications achieved and 8 in progress as of 2024	On track for achievement <i>(ongoing)</i>
2. Design and build 100% of capital projects to CALGreen Tier 2 standards.	19 projects participating in Engagement Team process in pursuit of CALGreen Tier 2	On track for achievement <i>(ongoing)</i>
3. Complete Sustainable Acquisition Program training implementation and develop 2030 program targets for annual sustainable acquisition spend by 2022.	Agency-wide roll-out by December 2025	On track for achievement <i>(behind schedule)</i>
Energy Resource Management		
1. Reduce energy consumption by 17% at facilities from the 2030 Business as Usual scenario.	23.8% Reduction from 2024 BAU	On track for achievement <i>(ahead of schedule)</i>
2. Increase onsite renewable energy generation to 7.5 MW	2.6 MW Onsite Renewable Capacity	Behind schedule and requires additional action

Moving Beyond Sustainability 2024 Performance Summary *continued*

MBS category	Target performance	Target status
Emissions and Pollution Control		
1. Displace 903,000 MTCO ₂ e annually. ¹	1,134,595 MTCO ₂ e Displaced	On track for achievement
2. Reduce total GHG emissions by 79% from 2017 baseline.	67.9% Reduction from 2017 Baseline	On track for achievement
3. Reduce total nitrogen oxides (NOx) emissions 54% from 2018 baseline.	92.2% Reduction from 2018 Baseline	On track for achievement <i>(ahead of schedule)</i>
4. Reduce total particulate matter (PM) emissions 62% from 2018 baseline.	73.6% Reduction from 2018 Baseline	On track for achievement <i>(ahead of schedule)</i>
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.	Target achieved
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	Target achieved
3. Prioritize improvements to locations, facilities, infrastructure, equipment and operations to reduce risk.	37% of evaluated stations received increased appearance scores and 57% received increased functionality scores in Q4 2024 (from Q3 2024).	On track for achievement <i>(ongoing)</i>

Moving Beyond Sustainability 2024 Performance Summary *continued*

MBS category	Target performance	Target status
Economic and Workforce Development		
1. Review job classifications on a regular basis and eliminate obsolete requirements that create barriers to career advancement.	100% of Job Classifications Reviewed	Target achieved
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.	4.6% of Total Hires Agency-Wide were Veteran Hires between 2023 and 2024	On track for achievement (<i>ongoing</i>)
3. Achieve triennial DEOD contracting goals related to small, disadvantaged and veteran-owned businesses.	12.2% SBE Participation achieved in 2024 8.3.% DBE Participation achieved in 2024 1.2% DVBE Participation achieved in 2024	In progress, but requires additional action

STATUS INDICATOR	STATUS DEFINITION
Target achieved	Metro has achieved the target according to the performance and/or time milestone designated.
On track for achievement	A target is labeled as "on track for achievement" if it meets any of these criteria: <ul style="list-style-type: none"> - if the target pertains to an ongoing activity (e.g., "displace emissions annually") that is being achieved; - if the target has a 2030 milestone (i.e., baseline or BAU reduction) and if Metro's progress indicates that it is ahead or on schedule; or - if the target has an activity that is certain to be completed, even if its achievement falls after its committed time boundary.
In progress but requires additional action	A target is labeled as "in progress but requires additional action" if it refers to an ongoing activity that is not being achieved, or a milestone that has not yet been achieved, but has shown progress since 2020.
Behind schedule and requires additional action	A target is labeled as "behind schedule and requires additional action" if it refers to an ongoing activity that is not being achieved, or a milestone that has not yet been achieved, but has not shown progress since 2020.

Notes:

¹ The methodology for displaced greenhouse gas emissions was updated in 2024 due to updated guidance that better accounts for present-day transportation modes, such as ride-hailing/rideshare services.

Annual APTA Sustainability Metrics

Overview

As a founding member of the American Public Transportation Association’s (APTA) Sustainability Commitment, Metro reports annually on a framework of performance metrics that enable transit agencies to measure and report sustainability performance over time. LA Metro was a founding signatory of the APTA Sustainability Commitment program in 2009 and has since achieved Platinum-level recognition – the highest level of achievement – for significant reductions in areas such as energy, water use, and greenhouse gas emissions. Metro is the first public transportation agency in North America to receive Platinum level recognition.

Under the APTA Sustainability Commitment, Metro reports annually on a framework of twelve sustainability performance metrics. The APTA guidance recommends that transit agencies use normalization factors when reporting these metrics to measure and compare sustainability performance over time, especially during years of service growth or change.

Metro uses Vehicle Revenue Miles (VRM) as its primary normalization factor. VRM represents the total number of miles Metro vehicles travel during revenue service (i.e., the time when a vehicle is available to the public and is expected to carry passengers). Using this factor enables an annual evaluation of the efficiency of Metro’s operations relative to the amount of service being provided.¹ The reporting framework and methodology that govern these metrics conform to APTA’s *Recommended Practice* “Quantifying and Reporting Transit Sustainability Metrics.”

The APTA Sustainability Commitment and associated methodology are currently under review by APTA. Metro will review the applicability of the new methodology once released and will adapt how we report these metrics in all subsequent reports.

¹ Readers may observe percentage changes in the trend tables below that do not match percentage changes noted in other documents. That is because percentage changes noted below refer to the normalized figures (e.g., pounds per vehicle revenue mile), whereas elsewhere they are based on actual numbers (e.g., pounds).

APTA Sustainability Indicators 2023-2024 Performance Trends

APTA category	2023	2024	% change	progress
Operational Efficiency				
Unlinked Passenger Trips (per Capita x 100)	2,765	3,085	11.6%	✓
Vehicle Miles Traveled (per Capita)	7,281	7,347	0.9%	✗
Operating Expenses ¹ (Dollars per Vehicle Revenue Mile)	\$20.07	\$20.66	2.9%	✗
Vehicle Revenue Miles (1,000,000)	109	117	7.3%	✓

KEY: ✓ Favorable ✗ Not Favorable

APTA Sustainability Indicators 2023-2024 Performance Trends *continued*

APTA category	2023	2024	% change	progress
Air Quality				
Criteria Air Pollutant Emissions ² (Pounds per 10,000 Vehicle Revenue Miles)	6.1	4.4	-28.4%	✓
Climate				
Greenhouse Gas Emissions ³ (Pounds CO ₂ e per Vehicle Revenue Mile)	2.89	2.51	-13.3%	✓
Greenhouse Gas Displacement ⁴ (Metric Tons CO ₂ e)	-943,099	-1,134,595	20.3%	✓
Net Greenhouse Gas Emissions ⁴ (Metric Tons CO ₂ e)	-799,562	-1,001,453	25.3%	✓
Energy				
Energy Use (1,000 British Thermal Units per Vehicle Revenue Mile)	51.5	48.5	-5.8%	✓
Water				
Water Use (Gallons per Vehicle Revenue Mile)	1.64	1.40	-14.6%	✓
Waste				
Total Solid Waste ⁵ (Tons per 100,000 Vehicle Revenue Miles)	11.70	12.65	8.1%	✗
Diversion from Landfill (Percent Diverted)	44.6%	39.9%	-10.9%	✗

KEY: ✓ Favorable ✗ Not Favorable

Notes:

¹ United States Dollars (USD) in this table are normalized to be presented in 2024 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 The methodology for displaced greenhouse gas emissions was updated in 2024 due to updated guidance that better accounts for present-day transportation modes, such as ride-hailing/rideshare services. 2023 figures for displaced and net emissions have been updated to align with the new methodology to create a like-for-like comparison.

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