



Sustainability Annual Report FY 2023

TABLE OF CONTENTS

Introduction	3
Sustainability at VTA	3
About this Annual Report	3
Part 1 Sustainability Initiatives and Achievements	4
Climate Action and Adaptation Plan	4
Sustainable Transportation Services	4
Federal Funding for Zero-Emission Bus Technology	6
Low Carbon Fuel Standard Initiative	6
Keep Santa Clara Valley Beautiful Litter Abatement Program	7
Employee Engagement Events	7
Part 2 Environmental Performance	8
Scorecard: Environmental Performance Tracking for FY 2023	8
Greenhouse Gas Emissions	9
Criteria Air Pollutants	11
Building Energy	12
Fleet Energy	14
Water	16
Stormwater Management	18
Waste Diversion	20
Moving Forward	22



INTRODUCTION

Sustainability at VTA

VTA has long valued sustainability as part of its mission. In 2008, the Sustainability Program was approved by VTA's Board of Directors with the goal to "strengthen VTA's commitment to the environment through the conservation of natural resources, the reduction of greenhouse gases (GHGs), the prevention of pollution, and the use of renewable energy and materials." The Environmental Programs Department in VTA's Engineering and Program Delivery Division manages the Sustainability Program with input from Sustainability Team members. The Sustainability Team is comprised of staff from all over the agency who share the vision of a greener VTA.



Sustainability Team members touring habitat on Coyote Ridge in South San Jose

About this Annual Report

This annual report provides an overview of VTA's sustainability initiatives and progress towards our targets during the Fiscal Year (FY) 2023 reporting period occurring between July 1, 2022, through June 30, 2023. The report is broken down into two parts, as follows:

Part 1 highlights the sustainability-related initiatives that VTA focused on during the FY 2023 reporting year. These include climate action planning, sustainable transportation services, federal funding for zero-emission bus transition, revenue generation for sustainability projects through the sale of low carbon fuels credits, litter abatement, and actions to raise environmental awareness amongst our riders and employees.

Part 2 summarizes our progress towards meeting sustainability objectives and targets set by VTA's [Sustainability Plan 2020](#), which established short-term targets for FY 2025 and stretch targets for FY 2040. FY 2009 serves as the baseline year due to available data and establishment of the Sustainability Program in February 2008. Sustainability metrics are used to measure VTA's performance over time. The key performance indicators (KPI) tracked by VTA include GHG emissions, criteria air pollutants, energy use (buildings and fleet), water, stormwater management, and waste. These metrics are applicable to the facilities and fleet under the direct operational control of VTA.

Part 1 Sustainability Initiatives & Achievements

This part focuses on VTA's achievements in FY 2023 pertaining to initiatives that promote sustainability across the organization and Silicon Valley region.

Climate Action and Adaptation Plan

The purpose of the CAAP is to provide a comprehensive plan for VTA to confront the challenges of climate change. It includes actions VTA will implement to both reduce GHG emissions (i.e. climate change mitigation) and address climate change impacts by adapting to and building resilience of VTA's assets and operations (i.e. climate change adaptation). This work was funded by a Sustainable Transportation Planning Grant provided by the State of California Department of Transportation (Caltrans).

In FY 2023, VTA launched the CAAP's project [webpage](#) and participated in 10 community outreach events to introduce the CAAP and gather input from the community in partnership with the Silicon Valley Youth Climate Action, San Jose State University, Mission College, West Valley College, County of Santa Clara, and Caltrans. Additionally, VTA held two virtual public workshops on October 25, 2022, and April 13, 2023, for community members to share their ideas regarding transportation-related climate change impacts in Santa Clara County and ask questions directly to VTA subject matter experts.

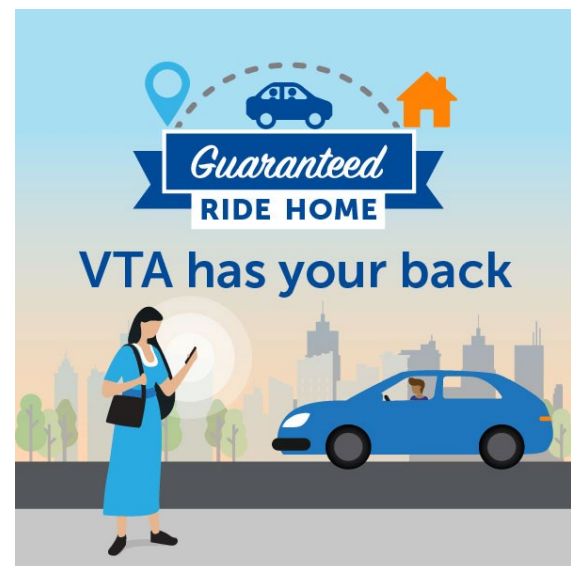


Sustainable Transportation Services

In FY 2023, VTA expanded our participation and funding in smart commute and mobility options for Santa Clara County residents through a guaranteed ride home program, vanpool subsidy, and on-demand transit services.

Guaranteed Ride Home

The VTA [Guaranteed Ride Home \(GRH\) Program](#) launched on June 12, 2023, to encourage commuters to use a sustainable mode of transportation to get to/from work and school in Santa Clara County by providing reimbursement for the cost to get home in the event of an emergency. Sustainable modes of transportation may include public transportation, an employer-provided shuttle, carpool, vanpool, micro-transit, bicycling or walking. Participants may request a GRH reimbursement due to qualifying events such



as: personal injury/illness, home emergency, childcare/eldercare emergency, breakdown of a vanpool vehicle, break down or theft of a bike/scooter, unexpected overtime, or transit trip cancellation at the end of the workday. The program is free to join and participate in.

To date, 956 users are enrolled in the GRH program, and 92 reimbursement requests have been fulfilled.



Vanpool Subsidy Program

The [Vanpool Subsidy Program](#) is a partnership between Metropolitan Transportation Commission (MTC), Enterprise, and VTA to offer up to \$900 a month off the cost of vanpools commuting within Santa Clara County. The program provides an SUV or van with liability protection, connects 5-15 commuters traveling to the same or nearby workplace, and manages their routes. Vanpool participants take turns driving, which reduces wear and tear on personal vehicles, splits the cost of commuting, and frees up time to relax or catch up on work. Most importantly, vanpooling makes a positive impact on the environment by reducing traffic congestion and GHG emissions.



To date, there are 14 active vanpools under this program. So far, the program has taken 593 cars off the road and reduced commuter miles by 535,773 miles, which is equivalent to eliminating 185 metric tons of carbon dioxide equivalent (MT CO₂e) from being released into the atmosphere.

Microtransit in Santa Clara County

In FY 2023, VTA funded two microtransit on-demand services through VTA's [2016 Measure B Program](#)¹ in partnership with the City of Milpitas and the City of Morgan Hill.

- The Milpitas SMART program launched on September 12, 2022, and provides weekday service to four designated "transit hubs" that connect with VTA's light rail system, bus routes, and Bay Area Rapid Transit (BART). Vehicles used are ADA-accessible and equipped to transport wheelchairs, scooters, and bikes.
- The MoGo Morgan Hill Quick Ride program launched on September 19, 2022, offers on-demand service at designated stops with connections to VTA bus routes and the Morgan Hill Caltrain Station. The program serves as a supplement to existing public transit services in the City of Morgan Hill.

These services create first-mile/last-mile connections to the existing transit system and serve the vulnerable, underserved, and transit-dependent population. On-demand service allows travelers to pool with other travelers moving in the same direction, therefore replacing single occupancy vehicle trips, reducing GHG emissions and improving air quality.



¹ A half-cent county wide sales tax measure, approved by Santa Clara County voters in 2016, to enhance transit, highways, expressways and active transportation (bicycles, pedestrians and complete streets).

Zero-Emission Bus Transition

VTA is pursuing multiple efforts in support of zero-emission bus fleet transition. In 2026, 35 new battery-electric buses will join the fleet, replacing older diesel-powered buses. The new buses will complement new charging infrastructure and a microgrid, which provides resiliency. Design work has begun on additional charging infrastructure that will support 55 more battery-electric buses. VTA has received federal funding to test on-route charging, which is a strategy for extending the travel range of battery-electric buses by providing in-the-field fast-charging locations. VTA is also exploring an opportunity to start a hydrogen fuel cell bus pilot. Altogether, these projects, along with the adoption of an implementation plan, pave the way for big strides forward in VTA's fleet transition. VTA envisions a future with a mixed battery-electric and hydrogen fuel cell bus fleet that will allow VTA to limit costs, provide the same level of service as today, increase resiliency and meet agency targets for emissions reduction.



Low Carbon Fuel Standard Initiative

The Low Carbon Fuel Standard (LCFS) Program is designed to decrease the carbon intensity of California's transportation fuels and incentivize the use of low- or no-carbon and renewable alternative fuel sources.

Administered through the California Air Resources Board (CARB), VTA earns LCFS credits through electrical usage applicable to VTA public and non-revenue electric vehicle charging stations, bus charging stations, the light rail system, and BART operations between Warm Springs and Berryessa Stations.

Once earned, LCFS credits can be sold to prospective buyers such as fossil fuel refineries, importers, and producers who purchase the credits for compliance purposes. CARB requires that the proceeds from the sale of LCFS credits be used to promote transportation electrification.

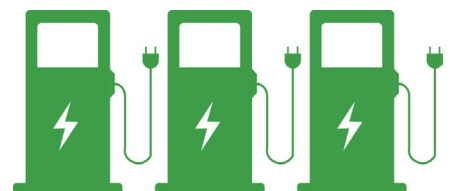
On average, VTA generates upwards of 5,000 LCFS credits per year. However, this amount of annual generation can be expected to increase as VTA increases the number of electric vehicles charging stations and procures more zero-emission buses. In addition, VTA acquires additional LCFS credits each quarter due to the operation of the Silicon Valley BART extension.

In September 2023, VTA sold over \$1 million worth of credits to interested buyers. A majority of these funds were used for the installation of 16 new EV Charging ports at VTA's River Oaks Campus. Unused funds are set aside for future vehicle electrification projects, which can also be supplemented by the sale of additional LCFS credits that VTA earns.

15,400
credits



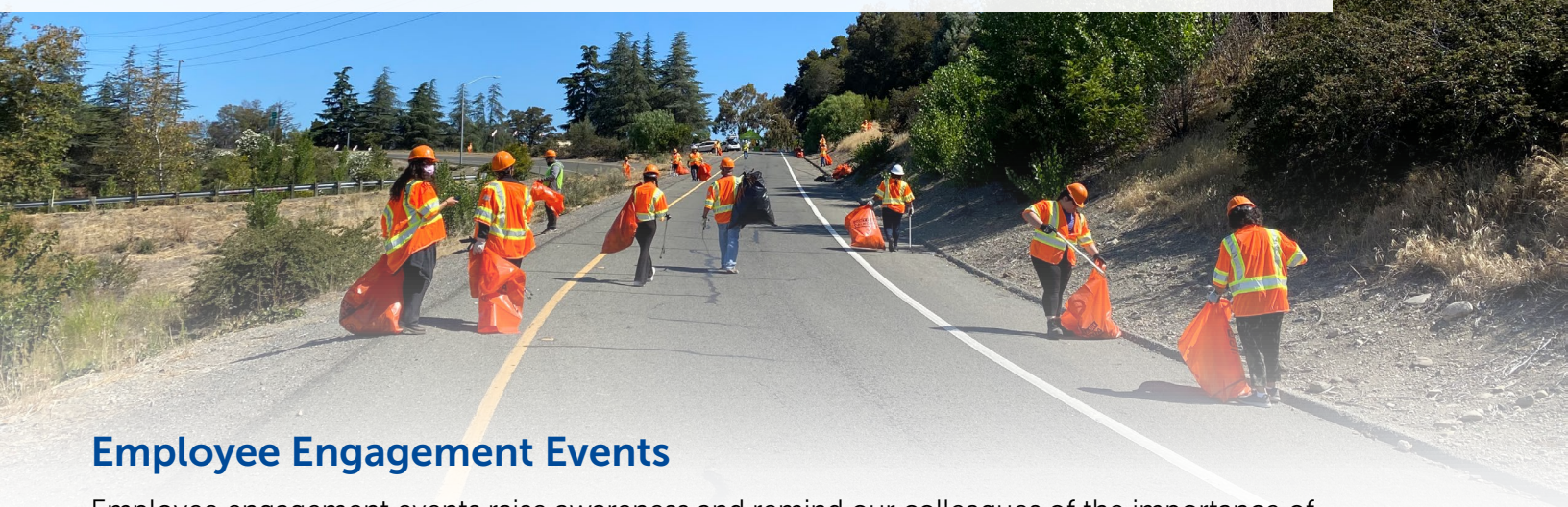
\$1 million



Keep Santa Clara Valley Beautiful Litter Abatement Program

Trash is hazardous to drivers, the environment, and residents. VTA is working together with several partners to change people's attitudes and behaviors towards litter on the highways in Santa Clara County.

In FY 2023, the [Keep Santa Clara Valley Beautiful](#) Program held seven cleanup events in the cities of San Jose, Palo Alto, Mountain View, and Sunnyvale through a partnership with other organizations, such as Caltrans, Clean CA, California Highway Patrol, Valley Water, and San Jose State University. With the help of 94 volunteers, the team picked up nearly 280 thirty-gallon bags of trash, which is approximately 4,200 lbs.



Employee Engagement Events

Employee engagement events raise awareness and remind our colleagues of the importance of environmental conservation and sustainability, encouraging staff to come together and act for a healthier planet and brighter future.

New Employee Orientation

In FY 2023, VTA held six orientations for new employees to learn about the agency's mission, values, and organizational structure. These New Employee Orientations featured presentations on the importance of climate action and tangible ways employees can work together to reduce GHG emissions, conserve water, reduce waste, and prevent stormwater pollution.

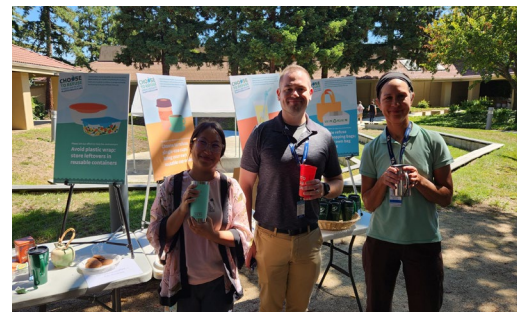
Earth Day 2023

To encourage the use of transit and celebrate Earth Day, VTA offered free rides on Saturday, April 22. In addition, VTA hosted an Earth Day event for employees. Staff received vegetable seedlings to start their own gardens at home and litter pick-up kits to encourage hosting clean-up events in their neighborhoods.



Plastic Free Tea and Coffee Event

VTA's Sustainability Team organized a successful Plastic Free Tea and Coffee event to celebrate the Plastic Free July movement (plasticfreejuly.org) at our administrative campus. The purpose of the event was to encourage employees to bring reusable cups to the office and refuse single use plastics when dining out.























Part 2 Environmental Performance

This part discusses VTA's environmental performance for FY 2023 and our progress towards meeting established targets.

VTA's Sustainability Plan 2020 set agency-wide targets for six key performance indicators (KPIs): GHG emissions, criteria air pollutants, building energy, fleet energy, water, and waste diversion. FY 2025 was selected as a short-term target and FY 2040 was identified as a stretch target for the future. The targets are then compared to FY 2009, which serves as the baseline year. These sustainability metrics are used to measure VTA's performance over time. A scorecard tracking VTA's environmental performance in FY 2023 towards the short-term target (FY 2025) and the stretch-target (FY 2040) is shown in [Figure A](#). In FY 2021, VTA's Board of Directors requested that stormwater management be added as one of the KPIs in subsequent annual sustainability reports. Therefore, the short-term targets are not applicable for this KPI, but a stretch-target is being used to track progress.

Figure A Scorecard: Environmental Performance Tracking for FY 2023

Key Performance Indicator	Objective	Short Term Target	Status to Short Term Target	Stretch-Target	Trending in the right direction?
 Greenhouse Gas Emissions	Reduce greenhouse gas (GHG) emissions generated	Reduce GHG emissions generated by 60% from baseline by FY 2025		Reduce GHG emissions generated by 90% from baseline by FY 2040	
 Criteria Air Pollutants	Reduce criteria air pollutant, emissions generated	Reduce criteria air pollutant emissions generated by 80% from baseline by FY 2025		Reduce criteria air pollutant emissions generated by 95% from baseline by FY 2040	
 Building Energy	Reduce building energy consumption	Reduce building energy consumption by 15% from baseline by FY 2025		Reduce building energy consumption by 40% from baseline by FY 2040	
 Fleet Energy	Reduce revenue fleet energy consumption	Reduce revenue fleet energy consumption by 35% from baseline by FY 2025		Reduce revenue fleet energy consumption by 60% from baseline by FY 2040	
 Water	Reduce potable water use	Reduce potable water use by 45% from baseline by FY 2025		Reduce potable water use by 60% from baseline by FY 2040	
 Stormwater Management	Increase trash Full Capture Systems (FCS) installation	N/A	N/A	Increase trash Full Capture Systems (FCS) installation rate to 100% by FY 2030	
 Waste Diversion	Increase waste diversion rate	Increase waste diversion rate to 50% by FY 2025		Increase waste diversion rate to 80% by FY 2040	

 Target at risk  Target met



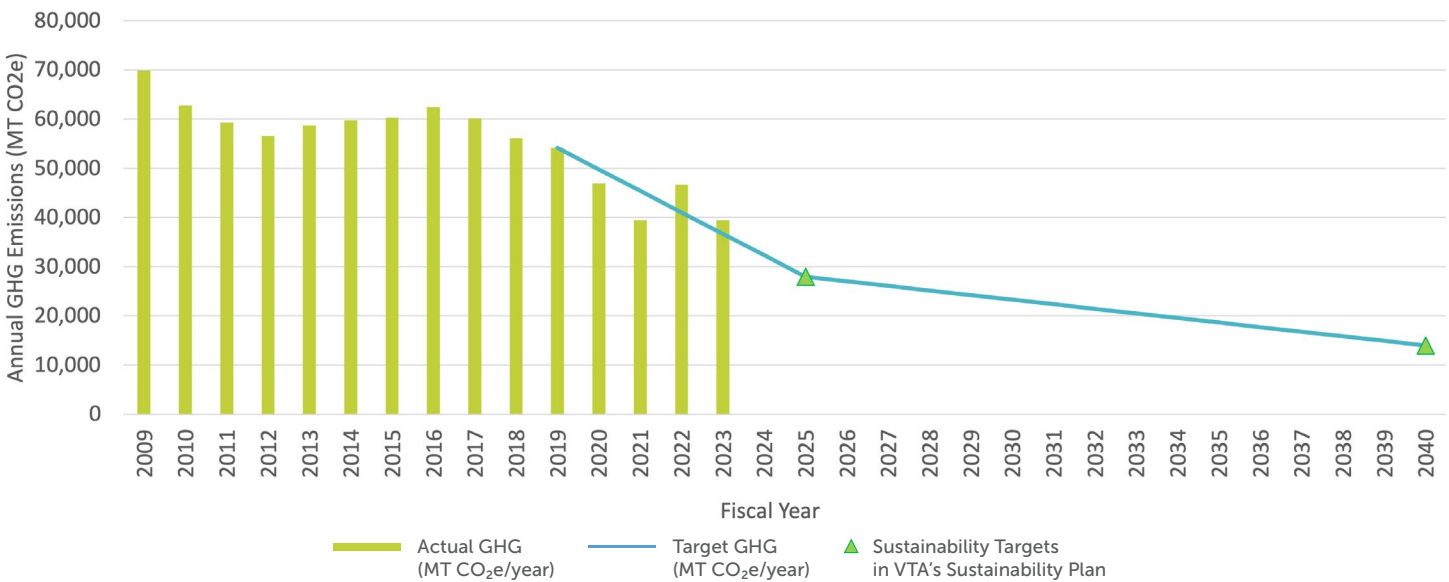
Greenhouse Gas Emissions

Status: **Target at risk**

GHG emissions include carbon dioxide, methane, and nitrous oxide, and are reported as MT CO₂e. Sources of GHG emissions generated by VTA include the operation of revenue and non-revenue fleets, building energy use, waste generation, employee commute, and water distribution.

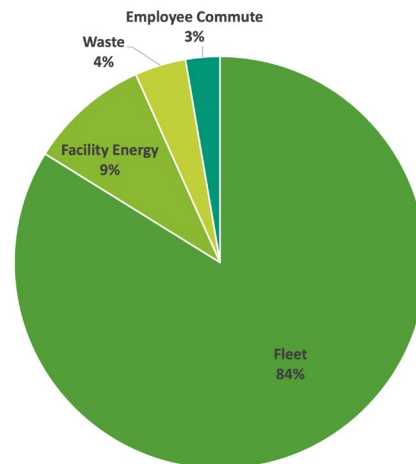
In FY 2023, VTA generated 39,443 MT CO₂e of GHG. This is equivalent to the GHG emissions from roughly 101 million miles driven by an average gasoline-powered passenger vehicle². VTA is currently at risk of not meeting the short-term target for GHG emissions in FY 2025. The agency achieved a 44% reduction from the baseline year in FY 2023; however, a decrease of 48% is needed to stay on track. **Figure B** shows actual GHG emissions compared to the reduction targets set by VTA.

Figure B GHG Emissions Reduction Targets



GHG emissions are dominated by VTA’s bus fleet emissions, accounting for 84% of the total emissions (see **Figure C**). Between FY 2020 and FY 2021, GHG emissions dipped to a historic low as VTA cut service during the COVID-19 pandemic and suspended light rail operations following a tragic mass shooting. Emissions began to increase in FY 2022 and FY 2023 when VTA restored service and resumed standard operating conditions. In this FY 2023 reporting period, VTA is operating bus services at 91% of pre-pandemic levels and light rail services at 75% compared to pre-pandemic levels.

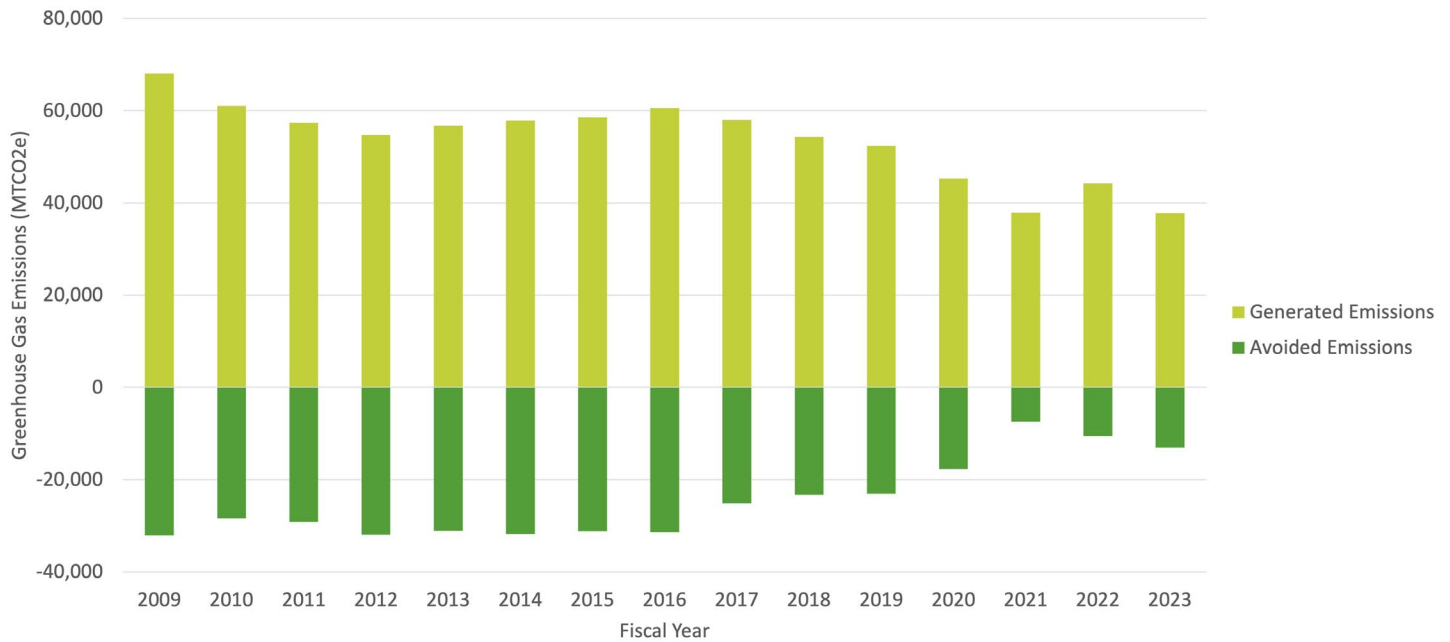
Figure C Percentage of Generated GHG Emissions by Sector in FY 2023



² Source: EPA’s GHG Equivalencies Calculator, <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>

As a provider of public transportation, VTA helps to reduce travel-related GHG emissions in Santa Clara County by providing a low GHG emission alternative to driving alone. This provision of public transit by VTA in FY 2023 prevented almost 13,000 MT CO_{2e} from being emitted into the atmosphere. This is the equivalent of taking 3,094 gasoline-powered vehicles off the road. Not only does every transit trip foster a healthier region, but it also promotes equity, economic prosperity, and social wellbeing. **Figure D** shows the GHG emissions avoided through mode shift from single-occupancy vehicles to transit.

Figure D Annual Avoided vs. Generated GHG Emissions



In the upcoming years, VTA plans to get this KPI closer to its targets by:

- Transitioning our bus, paratransit, and non-revenue fleets to zero-emission vehicles as well as training workers in operating and maintaining vehicles powered by new technologies.
- Increasing transit travel speed and reliability through transit-signal priority and transit-only lanes to increase ridership and reduce GHG emissions by lowering traffic congestion.
- Conducting a new employee commute survey to understand commute patterns and quantify associated trips and its overall contributions to VTA’s operational GHG inventory.



Although the agency is on a path to zero-emission vehicles, there are several challenges that are present such as cost and funding availability, technology uncertainties, and limitations in built infrastructure to accommodate new technologies.



Criteria Air Pollutants

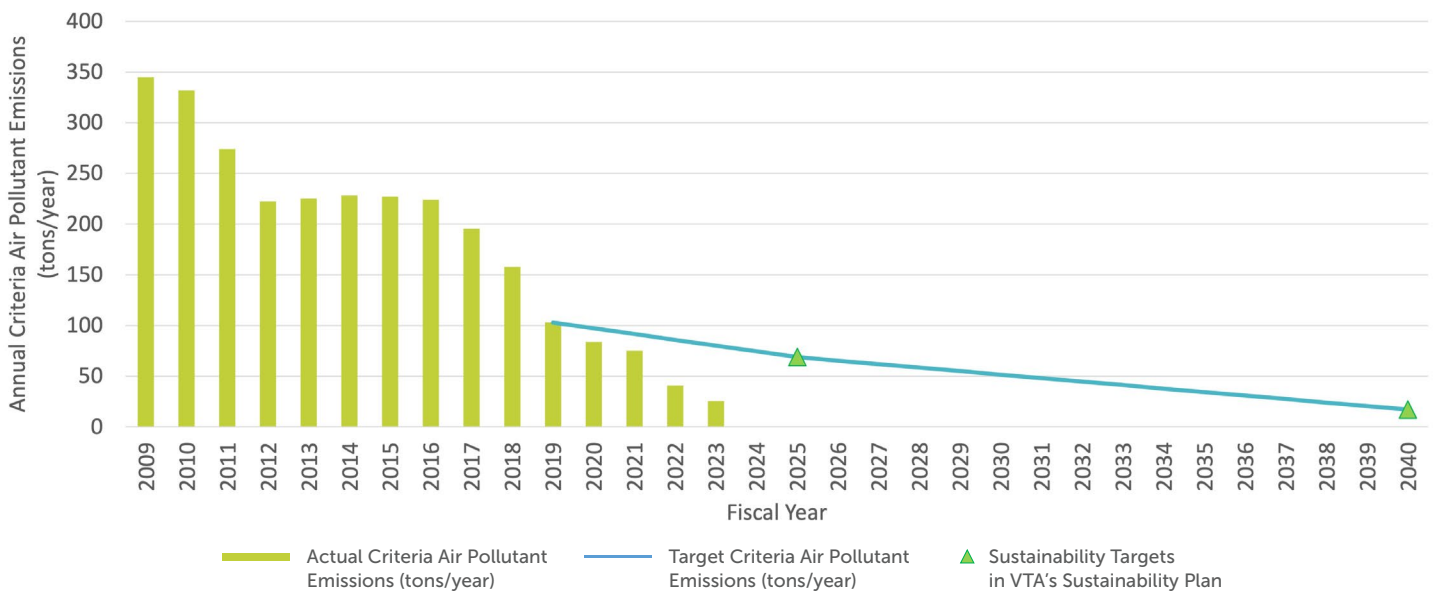
Status: **Target met**

To protect public health and the environment, the U.S. EPA set national standards for six common air pollutants, known as criteria pollutants. These include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, and lead. Criteria air pollutants are linked to public health concerns including increases in respiratory disease, lung damage, and cancer.

In FY 2023, VTA emitted 26 tons of criteria air pollutants through the operation of bus, paratransit and non-revenue fleets as well as employee commute. This represents a 93% reduction from the baseline year and exceeds the short-term target VTA set for FY 2025. This result is consistent with the downward trend of criteria air pollutant emissions reported by Bay Area Air Quality Management District (BAAQMD) for the Bay Area region. According to the BAAQMD, criteria air pollutant emissions have reduced despite regional growth in the local economy, population, and traffic over the past several decades. This is attributed to air quality measures and improvements such as more stringent emission and fuel economy standards. **Figure E** shows actual criteria air pollutant emissions compared to the reduction needed to meet the stretch-target in FY 2040.



Figure E Criteria Air Pollutant Emissions Targets



VTA plans to reach its stretch-target in FY 2040 by implementing the measures noted above under GHG emissions. Since the same fuel combustions that generate GHG emissions also produce criteria air pollutants, measures to reduce GHG also reduce air pollutants.

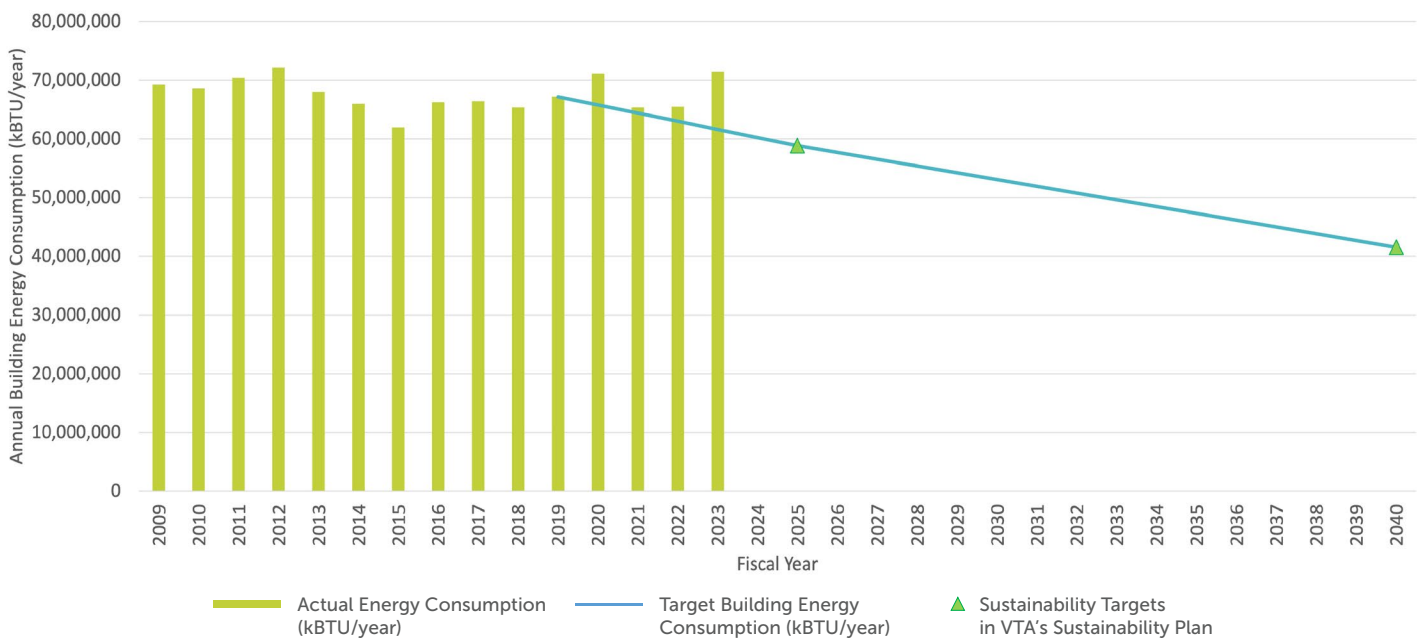


Building Energy

Status: **Target at risk**

Buildings and facilities are powered by electricity (either purchased directly from the utility/grid or from the generation of on-site solar panels), natural gas, and propane. In FY 2023, VTA's total building energy use was approximately 71 thousand British thermal units (kBTU), which represents a 5% increase from the baseline (see **Figure F**). This increase is mostly attributed to the installation of a new 30,000-gallon propane storage tank at one of our bus divisions. It is also attributed to the use of natural gas and propane to heat VTA's older buildings.

Figure F Building Energy Consumption Targets



This target is at risk and attention is needed to get this KPI on track. VTA is focused on retrofitting aging facilities with energy-efficient lighting and new HVAC systems. For example, 120 LEDs were recently installed at Cerone Bus Division as part of a bathroom retrofit project (Buildings E, B, and G) and over 500 outdoor light fixtures will be replaced with LEDs at Cerone by the end of 2024. VTA is also reviewing space needs and utilization across the organization as part of the facility master planning efforts for the Guadalupe Light Rail Yard and master planning efforts at the bus operating and maintenance yards to meet zero-emission bus requirements.

It is important to note that VTA is expanding services and facilities in the coming years through the implementation of the Eastridge to BART Regional Connector Project, which will extend the light rail system in east San Jose, and VTA's BART Silicon Valley Phase II Project, which will extend BART service 6-miles through downtown San Jose to Santa Clara. Despite the inclusion of energy efficient design features in the sustainability plans for these projects (see Moving Forward section below), energy associated with station facilities is likely to increase due to the scale of these mega public infrastructure projects. Building energy consumption is also expected to increase as VTA adds new electric charging equipment to its facilities for buses and other vehicles (e.g., paratransit fleet, non-revenue fleet, e-bikes, EVs.).

As VTA grows, focus will be directed towards opportunities to decarbonize and electrify buildings and install renewable energy, energy storage, microgrids, and other innovative technologies where feasible. For example, the first phase of the Chaboya Division zero-emission bus infrastructure project includes the design and construction of the following:

- Battery electric bus charging equipment consisting of 2 x 1.44 megawatt charging cabinets with 40 overhead inverted pantograph type dispensers,
- Above grade canopy structures with solar panels for bus parking and overhead dispensers,
- New 21 kilovolt electrical service and electrical distribution equipment consisting of primary service metering cabinet, switchgear, transformers and switchboard, and a
- Microgrid system consisting of a battery energy storage system and related electrical and controls equipment to integrate with the solar panels and electric utility service.

This installation of solar panels and the microgrid system will give VTA the operational flexibility to reduce energy use from the utility grid and balance the rise in electricity use as VTA grows over time.



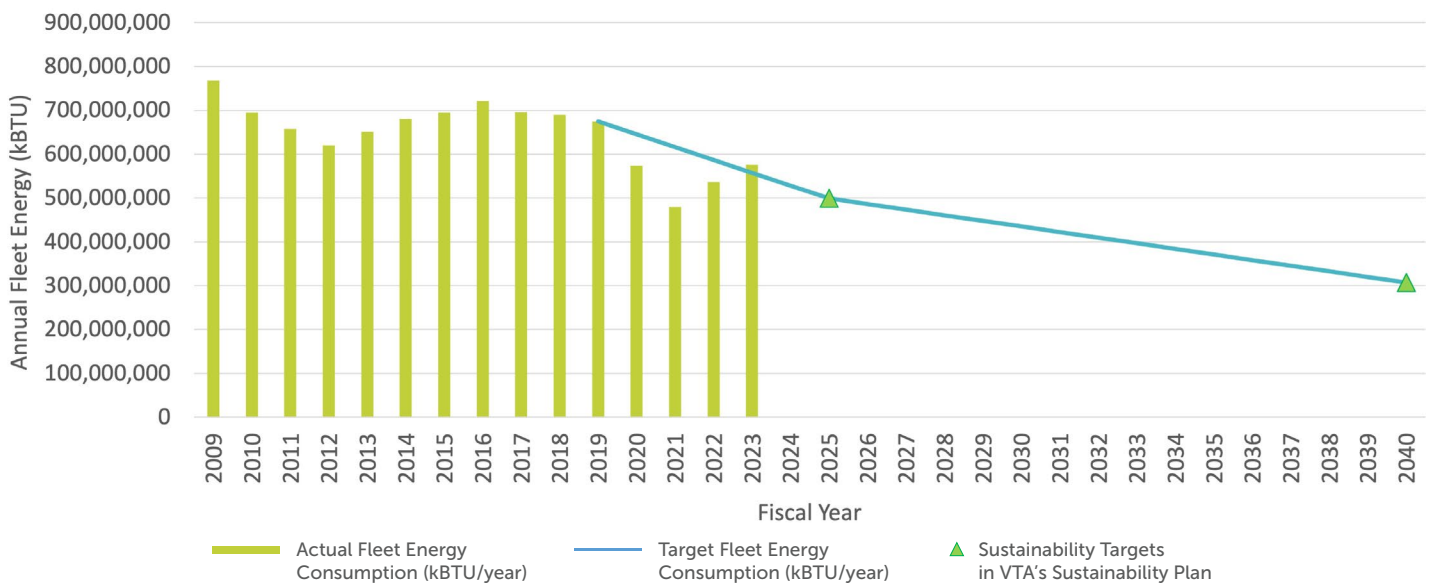


Fleet Energy

Status: **Target at risk**

Fleet energy refers to the total energy consumption of our revenue fleet, which includes the light rail system, bus fleet, and paratransit fleet. It includes fuel (such as diesel and gasoline) and electricity consumed by the vehicles in our fleet, measured in kBTU. In FY 2023, VTA used approximately 576 million kBTU, representing a decrease of 25% from baseline. The agency’s fleet energy is not trending in the right direction and is at risk of not meeting the short-term target by FY 2025 (see **Figure G**).

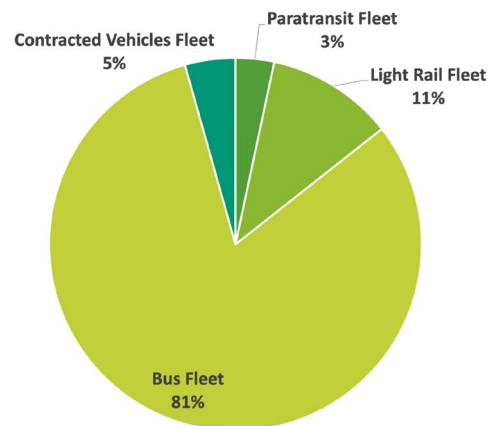
Figure G Fleet Energy Use Targets



Fleet energy consumption is dominated by gasoline and diesel from our bus fleet at 81% of the total energy, followed by the electricity usage by our light rail trains at 11% (see **Figure H**).

Figure H

Fleet Energy Use Mode in FY 23



VTA recognizes that improvements are needed in this area of fleet energy and remains committed to transitioning to a 100% zero-emission bus fleet by 2040 in accordance with the Innovative Clean Transit regulation set by CARB. To get there, VTA is focused on developing a fleet acquisition plan that aligns bus procurements with infrastructure installations and VTA’s budget and fleet replacement needs to the extent possible.

The main challenge for this KPI is the upfront capital investment costs and funding availability. Decisions must align with VTA’s fiscal constraints and availability of competitive grant funds. VTA also recognizes that zero-emission technology is constantly evolving, and we are diligently exploring the technology tradeoffs based on the scale of our operations, travel range, and other factors.



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SPORTWORKS

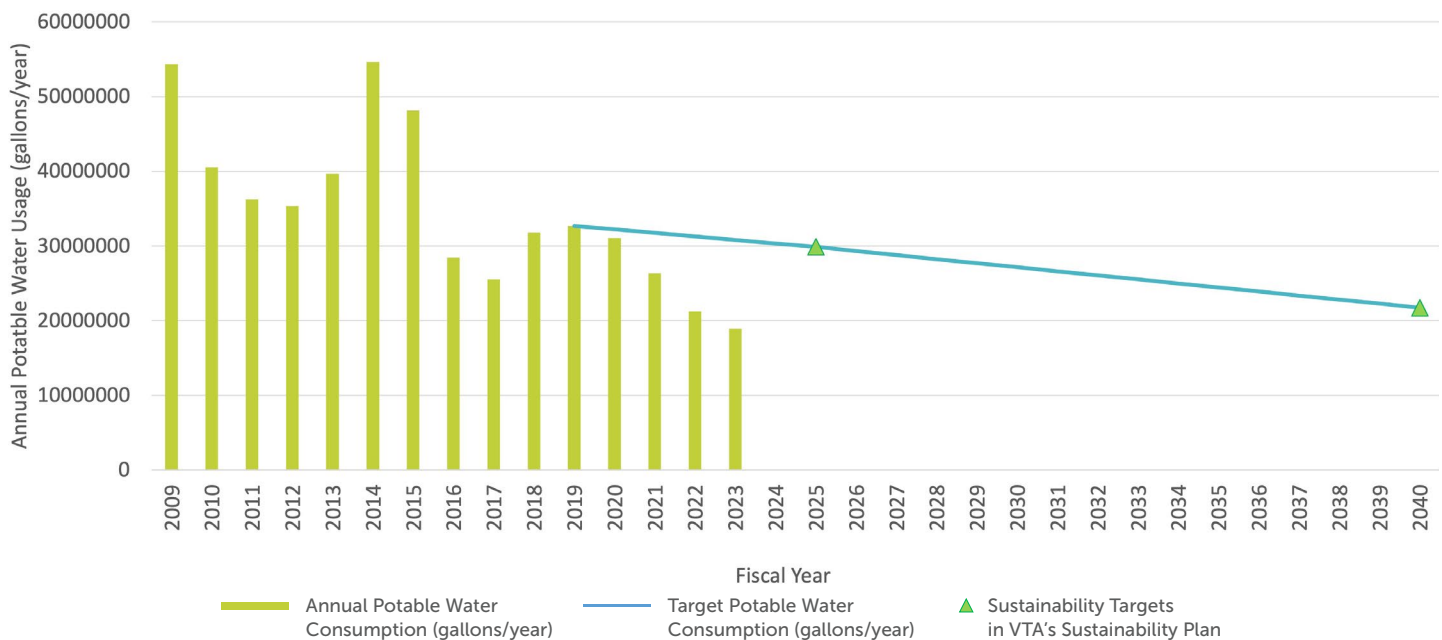


Water

Status: **Target met**

Potable water is defined as water that is treated to levels that meet state and federal standards for human consumption. To encourage the increase in non-potable, or recycled water, in VTA's operations, this target tracks the annual potable water consumption of VTA rather than the overall water usage. In FY 2023, VTA used 18.9 million gallons of potable water for landscaping, washing vehicles, and operating facilities. This is equivalent to filling roughly 29 Olympic-sized swimming pools with water. The potable water consumption in FY 2023 represents a decrease of 65% from the baseline year (see **Figure I**). This reduction exceeds both the short-term target, and the stretch-target set for this KPI³.

Figure I Potable Water Reduction Targets



While the targets for potable water consumption have been achieved earlier than the anticipated years, VTA is dedicated to continuing tracking and reducing our water consumption by:

- Completing upgrades to vehicle washing facilities to increase efficiency in water reclamation process for the train wash at Guadalupe Light Rail Yard and bus washes at our three bus yards.
- Exploring opportunities for connecting stations and facility irrigation systems to recycled water lines where available.
- Exploring feasibility of automated data communications and leak detection systems to provide real-time water consumption information.
- Educating and engaging staff on ideas for water conservation in the workplace, such as making improvements to cleaners, scrubbers, and power washing equipment, and ensuring that leaks are immediately addressed.

³ New targets will be recommended in the next update to VTA's Sustainability Plan. Work on the 2030 Sustainability Plan will commence in FY 27 depending on available resources and in alignment with VTA's Strategic Plan update to the extent possible.

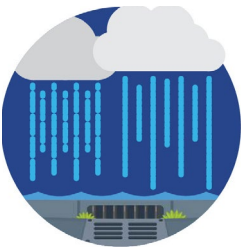
Irrigated With
**RECYCLED
WATER**

Do Not
Drink
No Bebe



**SOUTH
BAY**
WATER RECYCLING

VTA Valley
Transportation
Authority



Stormwater Management

Status: **Target on track**

Stormwater runoff is rain that does not soak into the ground and flows over land and other surfaces, carrying trash and other pollutants directly into local creeks, rivers, and ultimately the San Francisco Bay. The stormwater drainage system, unlike the sewer system, does not include any direct treatment for pollutants. Through our Stormwater Management Program, VTA prevents pollution of stormwater runoff by:

- Designing projects that incorporate green infrastructure and on-site treatment measures,
- Continually educating VTA employees, contractors, and the public on best management practices to reduce runoff,
- Installing devices to capture trash before it enters receiving waters,
- Organizing clean-up events in partnership with other agencies, and
- Participating in regional efforts to collect trash data and reduce litter.

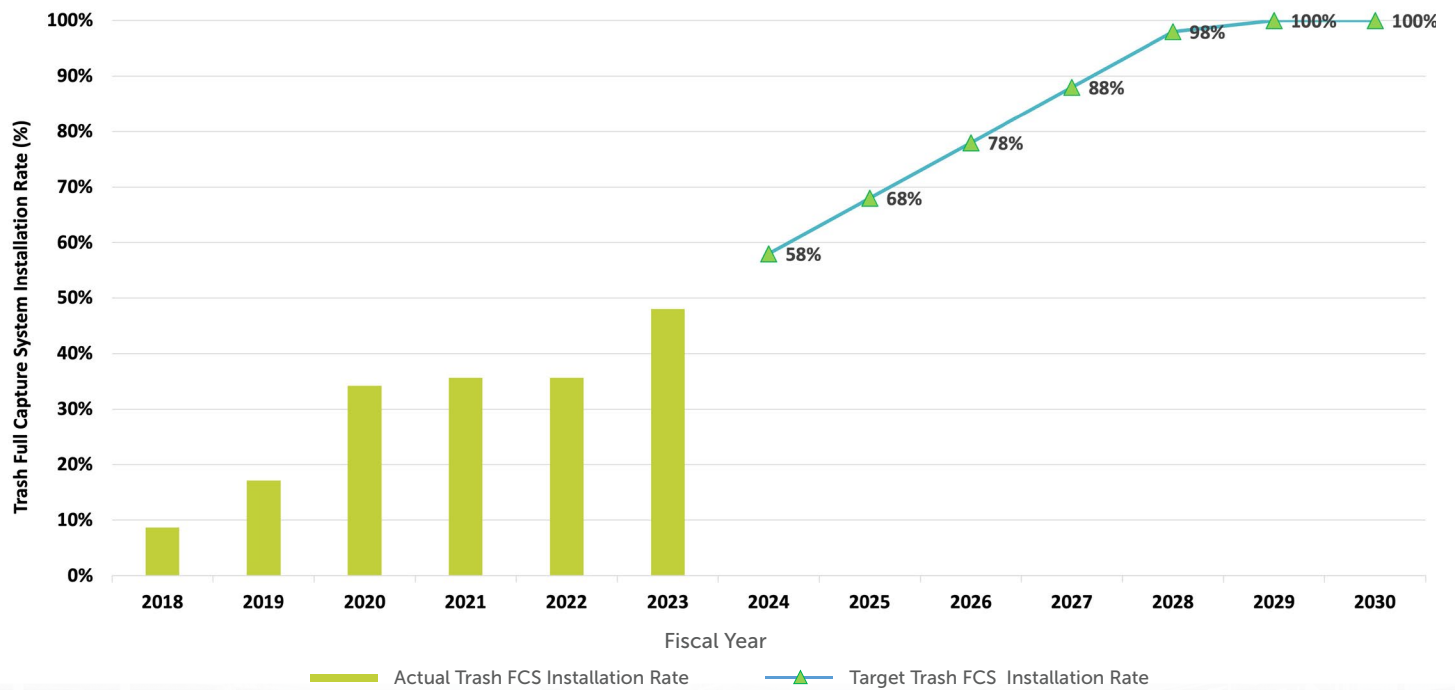
This Program has a goal of achieving 100% trash load reduction, or full trash capture equivalency by FY 2030. This goal will be achieved by installing Trash Full Capture Systems⁴ (FCS) and performing regular operations and maintenance activities at designated “hot spot” locations. Operation and maintenance activities include inspection of facilities and landscaping, litter removal, cleaning out drain inlets, and general housekeeping.



⁴ Trash FCS include storm drain inlet inserts and multi-benefit treatment systems such as bioretention facilities and devices, known as hydrodynamic separators, that are designed as flow-through structures with a settling or separation unit to remove sediment, oil, and other pollutants.

Figure J shows the targeted rate of Trash FCS installation. VTA started installing Trash FCS in FY 2018. To date, VTA has installed 233 storm drain inlet inserts and installed multi-benefit treatment systems at Eastridge Transit Center, Chaboya Bus Division, and Berryessa and Milpitas BART Stations.

Figure J Trash Full Capture System Installation Rate Targets



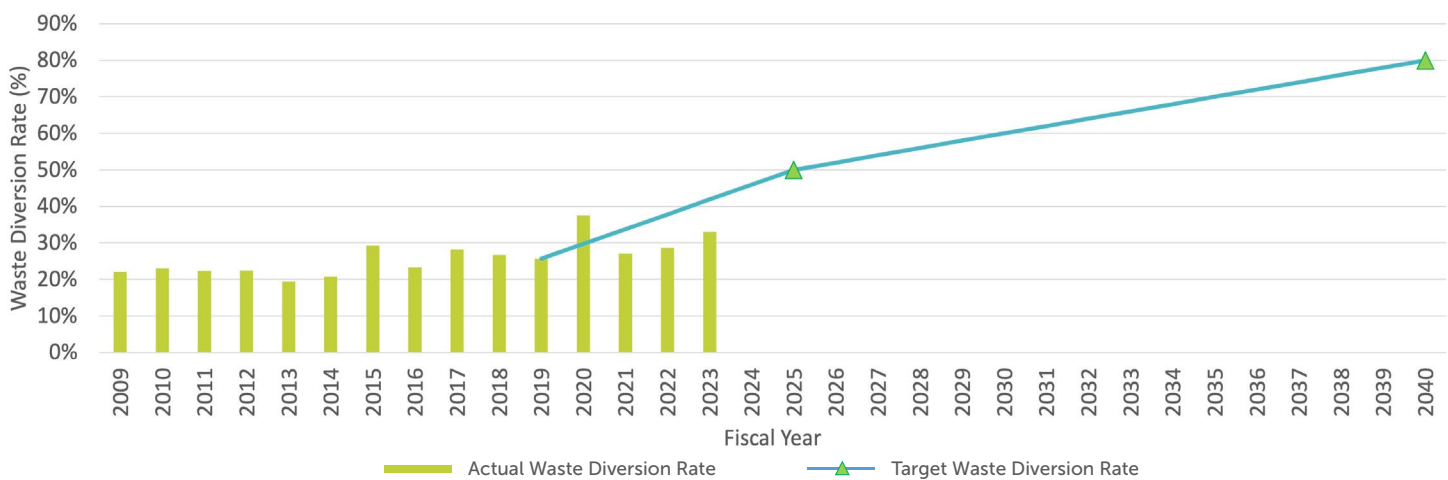


Waste Diversion

Status: **Target at risk**

Waste diversion refers to diverting solid waste from landfills by either recycling or composting materials. In FY 2023, VTA's waste diversion rate was 33% as shown in **Figure K**. This rate is consistent with the waste diversion from pre-pandemic years. It represents a true reflection of VTA's recycling and composting efforts as employees returned to the office, and standard operations along with regular maintenance activities resumed. The increase in the waste diversion rate during the pandemic (FY 2020) was due to fewer passengers utilizing trash bins at our facilities and less waste generated by employees working from home offset by the increase in disposables (e.g., face masks, face shields, gloves, disposable wipes used to disinfect vehicles and facilities, and single-use plastics) in trash bins.

Figure K Waste Diversion Rate Targets



This KPI is at risk of not meeting the short-term target of a 50% waste diversion by FY 2025. Reaching the waste diversion targets has presented the biggest challenge for the Sustainability Program due to the unique operations and layouts of each facility, ongoing need of training staff on what goes where, and the lack of accurate recycling and composting data available. VTA plans to get this KPI closer to its targets by implementing the following initiatives at all operating Divisions:

- Streamlining collection services so that custodial staff service centralized waste stations in lieu of emptying hundreds of deskside bins.
- Adding compost bins in break rooms, kitchens, and restrooms.
- Educating staff through the use of signage, periodic reminders, and presentations on recycling and composting best practices.
- Encouraging staff to use reusable coffee cups, water bottles, and utensils.
- Conducting a waste characterization study and building audits to identify needs and collect data.
- Meet with custodial staff to measure the success of implementation and identify additional improvements.

Discrimination are Prohibited in the Workplace

Success Factors

What is VTA's Success Factors?

RESPECT is Your Responsibility

RESPECT is...

Valley Transportation Authority

QuickSort: Just 3 Easy Steps!

1 **Recycle**
Bottles, Cans, Plastics & Paper

2 **Compost**
Comida y Papeles Mojados - Thien An & Giky Am Uoi
食物和湿的纸屑

3 **Landfill**
Todo lo demás - Tất cả những thứ khác
其他

Everything Else!



RECYCLE
Bottles, Cans, Paper

COMPOST
Food Scraps, Paper Towels, Napkins, Compostable Containers & Other Organics

LANDFILL
Food Packaging, Wrappers, Polystyrene Foam & Other Trash

MOVING FORWARD

VTA's sustainability goals and priorities for the current fiscal year (FY 2025) are as follows:

Zero-emission Transition and Innovation



- Continue to transition our bus, paratransit, and non-revenue fleets to zero-emission vehicles.
- Support the Cerone Microgrid Project and Chaboya Zero-Emission Bus Infrastructure Projects.
- Maintain public EV charging stations at the Berryessa, Milpitas, and Eastridge Transit Centers, as well as the River Oaks Park-and-Ride Lot.

Green Building and Construction



- Implement waste management, energy efficiency, and water conservation measures identified in the sustainability plan for the construction of the [Eastridge to BART Regional Connector Project](#).
- Deliver [VTA's BART Silicon Valley Phase II Project](#) in accordance with the Project's Sustainability Charter and Sustainability Master Plan.

Low Carbon Fuel Standard



- Continue the quarterly and annual reporting of Low Carbon Fuel Standard credits to CARB while generating and selling earned credits to fund future vehicle electrification projects.

Climate Action and Adaptation



- Track the implementation of GHG mitigation measures and adaptation actions identified in the CAAP and continue VTA's participation in local and regional groups to work collaboratively to address the climate emergency.
- Conduct a comprehensive analysis of Guadalupe Light Rail Yard's vulnerability to climate change, such as extreme heat and flooding, and a feasibility study for on-site renewable energy generation, battery storage, and/or microgrids, known as the Guadalupe Adaptation and Resilience Plan.

Report Our Progress



- Prepare the FY 2024 Sustainability and Climate Action Annual Report.



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