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

Agenda - Final

Thursday, May 15, 2025

11:30 AM

Watch online: https://boardagendas.metro.net
Listen by phone: Dial 888-978-8818 and enter Access Code:
5647249# (English) or 7292892# (Español)

To give written or live public comment, please see the top of page 4

Executive Management Committee

Janice Hahn, Chair
Fernando Dutra, Vice Chair
Kathryn Barger
Karen Bass
Hilda Solis
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA 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 must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and /or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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.

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 Clerk 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 and is available at https://www.metro.net or on CD's and as MP3's for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding coming before an agency involving a license, permit, or other entitlement for use including all contracts (other than competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process , labor contracts, personal employment contracts, contracts valued under $50,000, contracts where no party receives financial compensation, contracts between two or more agencies, the periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement, the periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than 10 percent of the value of the contract or fifty thousand dollars ($50,000), whichever is less, and modifications of or amendments to any of the foregoing contracts, other than competitively bid contracts), shall disclose on the record of the proceeding any contributions in an amount of more than $500 made within the preceding 12 months by the party, or the party's agent, to any officer of the agency. When a closed corporation is party to, or participant in, such a proceeding, the majority shareholder must make the same disclosure. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 working hours) in advance of the scheduled meeting date. Please telephone (213) 364-2837 or (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.
Requests can also be sent to boardclerk@metro.net.

LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.

323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

HELPFUL PHONE NUMBERS AND EMAIL

Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department) - https://records.metro.net
General Information/Rules of the Board - (213) 922-4600
Internet Access to Agendas - https://www.metro.net
TDD line (800) 252-9040
Board Clerk Email - boardclerk@metro.net

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

Live Public Comment Instructions:

Live public comment can be given by telephone or in-person.

The Meeting begins at 11:30 AM Pacific Time on May 15, 2025; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
English Access Code: 5647249#
Spanish Access Code: 7292892#

Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 11:30 AM, hora del Pacifico, el 15 de Mayo de 2025. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-978-8818 y ingrese el codigo
Codigo de acceso en ingles: 5647249#
Codigo de acceso en espanol: 7292892#

Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of “FOR,” “AGAINST,” "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
Post Office Mail:
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

21. SUBJECT: RAIL STATION NAME FOR WESTSIDE PURPLE (D LINE) EXTENSION, SECTION 2 (CITY OF BEVERLY HILLS) 2025-0175

RECOMMENDATION

ADOPT the staff recommendation for the official and operational station name for the City of Beverly Hills station on Metro Rail's Purple (D Line) Extension Section 2:

- Official Station Name - Beverly Dr
- Operational Station Name - Beverly Dr

Attachments: Attachment A - Property Naming Policy

22. SUBJECT: DEPARTMENT OF JUSTICE RESOLUTION 2025-0276

RECOMMENDATION

AUTHORIZE the resolution with the Department of Justice (DOJ) required for Metro to receive federal criminal history and subsequent arrest reports for designated personnel hired for the Transit Community Public Safety Department (TCPSD).

Attachments: Attachment A - Dept of Justice Reso. for Transit Community Public Safety Dept

Presentation

10. SUBJECT: RAIL TO RIVER ACTIVE TRANSPORTATION CORRIDOR SEGMENT B 2025-0141

RECOMMENDATION

CONSIDER:

A. APPROVING the proposed Metro Rail to River Active Transportation Corridor Segment B Project (Segment B) to be implemented in coordination with the Randolph Corridor Active Transportation (AT) Project being led by the City of Commerce;

B. APPROVING the programming of $3.15 million from the Measure R Program for Segment B as an Initial Investment Priority identified in the Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP) to local jurisdiction(s), including the City of Commerce and/or Bell;

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to enter into the necessary funding agreement and/or amend an existing funding agreement with local jurisdiction(s) to implement Segment B; and

D. AUTHORIZING the CEO to file a Notice of Exemption (NOE) with the Los Angeles County Clerk and the Governor's Office of Planning and Research to fulfill the California Environmental Quality Act (CEQA) requirements for a Categorical Exemption (CE).

Attachments: Attachment A - Map of Segment B
Presentation

(ALSO ON PLANNING AND PROGRAMMING COMMITTEE)

23. SUBJECT: ANNUAL STATUS REPORT OF 48 BY '28 PLAN 2025-0077

RECOMMENDATION

RECEIVE AND FILE annual status report on the 48 by '28 Plan.

Attachments: Attachment A - Motion 43
Attachment B - Motion 24
Presentation

24. SUBJECT: HOME QUARTERLY REPORT 2025-0219

RECOMMENDATION

RECEIVE AND FILE the HOME Quarterly Report.

Attachments: Presentation

25. SUBJECT: FEDERAL AND STATE REPORT 2025-0301

RECOMMENDATION

RECEIVE AND FILE May 2025 Federal and State Legislative Report.

Attachments: Presentation

26. SUBJECT: PROJECT LABOR AGREEMENT/CONSTRUCTION CAREERS POLICY (PLA/CCP) 2025-0268

RECOMMENDATION

RECEIVE AND FILE the status update on the Project Labor Agreement and Construction Careers Policy programs through the quarter ending March 2025.

Attachments: Attachment A - PLA/CCP Quarterly Brochure
Attachment B - Women in the Trades Resource Guide
Attachment C - DEOD Outreach Activities
Attachment D - Board Motion 13.1

16. SUBJECT: SOUTHEAST GATEWAY LINE SLAUSON / A LINE TO LOS ANGELES UNION STATION STUDY UPDATE 2025-0106

RECOMMENDATION

RECEIVE AND FILE status report on the Southeast Gateway Line Slauson/A Line to Los Angeles Union Station (LAUS) Study.

Attachments: Attachment A - SGL Slauson/A Line to LA Union Station Study Executive Sum.

Attachment B - Motion 10

(ALSO ON PLANNING AND PROGRAMMING COMMITTEE)

SUBJECT: GENERAL PUBLIC COMMENT 2025-0361

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 #: 2025-0175, **File Type:** Plan **Agenda Number:** 21.

EXECUTIVE MANAGEMENT COMMITTEE
MAY 15, 2025

SUBJECT: RAIL STATION NAME FOR WESTSIDE PURPLE (D LINE) EXTENSION, SECTION 2 (CITY OF BEVERLY HILLS)

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the staff recommendation for the official and operational station name for the City of Beverly Hills station on Metro Rail's Purple (D Line) Extension Section 2:

- Official Station Name - Beverly Dr
- Operational Station Name - Beverly Dr

ISSUE

Metro is procuring signage and other permanent station identification materials for the Westside Purple (D Line) Extension Project, Section 2 station. As construction is fully underway, an official and operational station name that is consistent with Metro's Property Naming Policy needs to be adopted by the Board to enable Metro's contractor to produce wayfinding and station signage for the new station.

BACKGROUND

The Board-approved Property Naming Policy revised in 2017 states that rail stations will be named in a simple and straightforward way to assist customers in navigating the system and the region. The policy states that names must be brief enough for quick recognition and retention, and must be based primarily on geographic location, referring to a nearby street or freeway, a well-known destination or landmark, a community or district name, or a city name. The policy also states that single names for stations are preferable, and that if multiple names are used, they are to be separated by a slash.

The policy further indicates that properties may have a Board-adopted official name and a shorter operational name; the official name is used in Board documents and legal notices, while the operational name may be used more commonly in signage and customer materials.

In 2018, Metro and the City of Beverly Hills reached a settlement agreement on several outstanding issues related to Purple (D) Line Extension Project Section 2 construction. The settlement Memorandum of Agreement states, "In recognition of the City's interest in neighborhood identity, the

LACMTA agrees that it will not name a rail/subway station in the City without the City Council's Consent."

DISCUSSION

During the planning phase, a provisional name for the station was developed using the neighborhood geography (Wilshire/Rodeo), which continued through the construction phase. In accordance with Metro's Property Naming Policy, in late 2022, Metro Community Relations began soliciting suggestions for permanent station names from community stakeholders, including the City of Beverly Hills, residents, and commercial stakeholders, such as the business improvement district and the chamber of commerce. This outreach effort was to create a permanent station name to be used during the operation of this extension of the Purple Line.

Fourteen stakeholder briefings were hosted, during which staff reviewed the Board's Property Naming Policy and obtained feedback. In addition to these briefings, stakeholders were invited to submit station name recommendations. Staff reviewed the publicly submitted station names to ensure consistency with Metro's Property Naming Policy, and a survey of Metro riders was conducted for further input.

On October 3, 2023, Metro presented the proposed station name, "Wilshire/Beverly Dr." to the Beverly Hills City Council. At the meeting, the Beverly Hills City Council received public comment and a presentation from representatives of the Beverly Wilshire Hotel, who strongly opposed the proposed "Wilshire/Beverly Dr" station name. Ultimately, the Beverly Hills City Council did not consent to the "Wilshire/Beverly Dr." station name, as recommended by Metro staff, and instead conveyed their support for the name "Beverly Drive."

The "Beverly Dr" name is consistent with Metro's Property Naming Policy in that it: a) reflects the station's general location relative to the entire transit system without duplication, b) provides specific information about the property's location relative to the surrounding area, c) acknowledges the communities and neighborhoods serviced by the stations and stops, and d) is simple, short, easily recognizable, and appropriate for system signage and mapping. The recommended station name is also consistent with the Metro and City of Beverly Hills Memorandum of Agreement. Should the board adopt the recommended station name, new and existing transit users will find the new station easy to locate and use.

DETERMINATION OF SAFETY IMPACT

Adoption of this name does not affect the incidence of injuries or healthful conditions for riders or employees. Therefore, approval will have no impact on safety.

FINANCIAL IMPACT

Approval of the station name incurs no additional financial impact to Purple (D Line) Extension Project Section 2.

Impact to Budget

The proposed funding source is the Purple (D Line) Extension Section 2 project budget. Purple (D Line) Extension Section 2 project budget is funded by Measure R 35% Bond, which is not eligible for bus and rail operating expenses but is eligible for bus and rail capital expenses.

ALTERNATIVES CONSIDERED

The Board may direct staff to select a different name for the station. This is not recommended because the recommended name is consistent with the Metro/City of Beverly Hills settlement agreement and is consistent with Metro's station naming policy.

EQUITY PLATFORM

The recommended board action will benefit all Metro riders utilizing the new station and navigating the Metro system by improving customer experience. Outreach was conducted through community meetings, briefings with key stakeholder organizations and two public surveys of potential riders and existing riders.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it provides transparency and information related to the naming of one of Metro's new transit stations. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports Metro's goal of providing high-quality mobility options that enable people to spend less time traveling. This recommendation also supports Metro's goal of enhancing communities and lives through mobility and access to opportunity.

Both goals are supported because, when completed, the Purple (D Line) Extension subway will make travel between downtown Los Angeles and the Westside easier and more convenient for riders, especially riders in underserved communities, who do not have access to a vehicle or cannot carpool

or afford rideshare services.

Adding seven new stations to Metro's ever-expanding transit network, the Westside Purple (D Line) Extension subway will provide all Metro transit riders a reliable connection between downtown LA and Westside communities, including West LA and Westwood.

Adoption of the permanent station names will make navigating the stations of the Purple (D Line) Extension simpler by using names that are easily recognizable and that reflect the stations' locations relative to known communities and familiar neighborhoods.

NEXT STEPS

Staff will work with the Westside Purple (D Line) Extension, Section 2 project manager and contractor to implement the station name as adopted by the Board.

ATTACHMENT

Attachment A - Property Naming Policy

Prepared by: Anthony Crump, Executive Officer, Community Relations, (213) 418-3292
Yvette Rapose, Deputy Chief, Customer Experience, (213) 418-3154

Reviewed by: Jennifer Vides, Chief Customer Experience Officer, (213) 922-4060

Stephanie N. Wiggins
Chief Executive Officer

powered by Legistar™

PROPERTY NAMING POLICY

PURPOSE

Through implementation of this policy, Metro seeks to establish guidelines regarding the naming of Metro properties frequented by the public that will provide clear transit information to our customers – both frequent patrons as well as visitors and infrequent users. In addition, the policy is intended to ensure timely, cost-effective and rider-friendly property naming efforts.

Properties will be named with the maximum benefit and convenience of the transit system user in mind. Naming will provide customers with travel information in a simple, straightforward and unified way in order to assist patrons in successfully navigating the transit system and correspondingly the region. Property names will reflect the following principles:

- ***Transit system context*** – Names will provide information as to where a property is located within the context of the entire transit system; property names will be clearly distinguishable with no duplication.

- ***Property area context*** – Names will provide specific information as to the location of the property within the context of the surrounding street system, so that users can find their way around after their arrival and to support system access via automobile drop-off and parking.

- ***Neighborhood identity*** – Where appropriate, property naming will acknowledge that system stations and stops serve as entry points to the region's communities and neighborhoods.

- ***Simplicity*** – Names will be brief enough for quick recognition and retention by a passenger in a moving vehicle, and to fit within signage and mapping technical parameters.

NAMING POLICY POINTS

1. Property naming will identify transit facilities so as to provide immediate recognition and identification for daily riders as well as periodic users and visitors. Transit facilities include rail stations, bus stations, transit centers, bus stops and other properties frequented by the public. Property names will be identified based on the following:

    - Adjacent or nearby street or freeway
    - Well-known destination or landmark
    - Community or district name

- City name – if only one Metro property is located within a city

If space permits, property names can be a combination of street system location and well-known destination, particularly when the street system name may not be recognizable to transit riders and visitors. No business, product or personal names shall be used unless that name is part of a street name or well-known destination; or as part of a corporate sponsorship or cooperative advertising revenue contract.

2. The following criteria will ensure simple, succinct property names that are easily understood and retained by transit riders:

   - Minimize the use of multiple names for a property. A single name identifiable by the general public is preferred, with a maximum of two distinct names separated by one slash. For example, Westlake/MacArthur Park Station.

   - Minimize the length of property names to ensure comprehension and retention by system riders. The property name shall have a preferred maximum of 24 characters in order to ensure general public and ADA readability, and fit within Metro's signage system.

   - Minimize the inclusion of unneeded words in property names such as ones that are inherently understood, or added when verbally stating the property's name. Avoid inclusion of unnecessary words that may describe the property's location, but are not part of that location's commonly known name.

3. In consideration of the various applications where the property name will be used and displayed, properties may have a Board-adopted official name as well as a shorter operational name. The official property name would be used for Board documents, contracts and legal documents and notices. The operational name would be used for station/stop announcements by vehicle operators, and on printed materials due to readability and size constraints. In addition, the property name may be further abbreviated for other operational uses such as vehicle headsigns and fare media.

NAMING PROCESS AND PROCEDURE

The property naming process will include the following steps:

1. Initial property names will be identified during the project planning process primarily based on geographic location.

2. When a project is approved by the Board to proceed into the preliminary engineering phase, a formal naming process will be initiated.

3. Staff will solicit input from cities, communities and other stakeholders on preferred property names based on the Board-adopted naming criteria.

4. The resulting property names will be reviewed by a focus group comprised of both transit system users and non-users for general public recognizability.

5. Staff will return to the appropriate Board committee and then to the full Board for adoption of the final set of official property names.

6. The adopted official property names will then be included in any final engineering bid documents and other agency materials.

7. Requests to rename properties after Board action and the release of project construction documents may be considered by the Board. Property name changes must be approved by a vote of two-thirds of the Board members. All costs associated with changing a property name, including any signage revisions and market research to determine if the proposed name is recognizable by the general public, will be paid for by the requestor unless otherwise determined by the Board.

8. If the Board wishes to bestow a special honor to a deceased individual, it may choose to dedicate a site to him/her. The act of dedicating a Metro property to an individual should be rare and reserved as a means to honor those of substantial historical, cultural, or civic significance. The Board may wish to bestow a similar honor upon an individual who demonstrated a unique and extraordinary degree of service yielding a distinguishable contribution to public transportation in Los Angeles County. Such dedications shall be viewed as secondary information with regard to signage and other identification issues. Properties/facilities frequented by the public may not be renamed for individuals.

   Such dedications are made in the form of a motion presented by a Board Member to the appropriate committee of the Board for review and approval, and then forwarded to the full Board for final approval. With Board action, individuals will be honored with plaques where space is available.

Purple (D-Line) Extension Section 2 Station Naming Recommendation

Executive Management Committee
May 15, 2025

Metro

RECOMMENDATION FOR BOARD ACTION

Adopt the staff recommendation for the following official and operational station name for the City of Beverly Hills station that comprises Metro's Purple (D Line) Extension Section 2:

Official Station Name	Operational Station Name
Beverly Dr	**Beverly Dr**

Metro

BACKGROUND/RELEVANT POLICY

Board-approved Property Naming Policy

(Revised 2017)

Purpose of Station Names

- Assist customers in navigating the system

Criteria for Names

- Based primarily on geographic location
- Nearby street or freeway
- Well-known destination or landmark
- Community, district or city name
- Not named for individuals
- Preferred max. of 24 characters for ADA/general readability
- Simple, quick recognition
- Single names preferred; multiple names separated by slash

Station Name Types

- "Official Station Name" board-adopted station name may be used in documents and legal notices
- "Operational Station Name" may be used more commonly and/or when space is limited and on signage, customer materials
- General guidelines, exceptions can be made

Public outreach and engagement

- Required prior to station naming recommendations.
- Includes local/regional stakeholders, current and potential Metro Bus and Rail riders.

Metro

PUBLIC OUTREACH & ENGAGEMENT

- Per naming policy, public outreach and engagement is required
- Six months of outreach and engagement - from late 2022 – early 2023.
- Online survey station name submissions received.
- Outreach included online and in-person presentations, community events, and at Metro hosted events.
- Outreach and engagement included: City of Beverly Hills, The Rodeo Drive Committee, The Rotary Club of Beverly Hills, The Beverly Hills Chamber of Commerce, residents, local businesses and civic leaders in Beverly Hills.

Metro

SURVEY RESEARCH AND MEMORANDUM OF AGREEMENT

City of Beverly Hills/Metro Memorandum of Agreement

- Metro and the City of Beverly Hills have a Memorandum of Agreement (MOA) that covers issues related to the construction of the Purple Line.
- The MOA states, "…LACMTA agrees that it will not name a rail/subway station in the City without the City Council's Consent."
- In October 2023, Metro presented the proposed station name, "Wilshire/Beverly Dr" to the Beverly Hills City Council and they did not consent to the name.
- In a unanimous vote, the Beverly Hills City Council consented to the "Beverly Dr" name.
- Consistent with Metro/City of Beverly Hills 2024 settlement agreement.

Metro

Questions

Metro

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

Metro

Board Report

File #: 2025-0276, **File Type:** Agreement **Agenda Number:** 22.

EXECUTIVE MANAGEMENT COMMITTEE
MAY 15, 2025

SUBJECT: DEPARTMENT OF JUSTICE RESOLUTION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the resolution with the Department of Justice (DOJ) required for Metro to receive federal criminal history and subsequent arrest reports for designated personnel hired for the Transit Community Public Safety Department (TCPSD).

ISSUE

Metro is authorized by the DOJ to receive state and local criminal histories, as well as subsequent arrest notifications, for all personnel hired across the agency. As part of the hiring process for TCPSD designated personnel, federal criminal history information must be obtained and considered as part of background investigations. In order to receive federal criminal history information, the DOJ requires an approved Metro Board resolution.

BACKGROUND

In June 2024, the Metro Board approved the implementation of an in-house Transit Community Public Safety Department. As part of the implementation plan, Metro will transition to hiring TCPSD personnel directly rather than contracting with external agencies, such as the Los Angeles Police Department and the Los Angeles County Sheriff's Department. This shift is in line with Metro's broader strategy to establish a dedicated, self-sufficient public safety workforce that is specifically tailored to the unique needs of a transit system. A key component of this plan is ensuring that all sworn personnel meet the rigorous standards required for law enforcement roles, including Peace Officer Standards and Training (POST) certification. POST certification ensures that officers are fully suitable, trained, and qualified to handle the complex responsibilities of ensuring public safety within the transit environment. Additionally, TCPSD designated personnel are defined as those who are required to be POST certified and/or handle sensitive and confidential information as part of their respective role at Metro.

California state minimum selection standards for peace offers outlined in Government Code (GC) sections 1029, 1031 and 1031.4, require that sworn officer candidates be fingerprinted to disclose any criminal record, must not have any felony convictions and must be legally authorized to work in the United States by federal law. In order to receive access to federal criminal history information,

Metro requires approval from the DOJ through a resolution, which also authorizes the receipt of subsequent arrest reports.

DISCUSSION

An important part of the recruitment and retention process for filling vacant job classifications at Metro is obtaining state and local criminal history information along with subsequent arrest information from the Department of Justice. With the hiring of TCPSD designated personnel, Metro now requires access to information about federal criminal history, including fingerprints, to conduct thorough background investigations, which is a required step of the sworn officer hiring process. Additionally, after hiring and onboarding candidates, Metro will require ongoing federal arrest reports to monitor continued eligibility to serve as TCPSD designated personnel. These reports are a vital part of the background investigation phase of the hiring process and will provide Metro a comprehensive review of TCPSD designated personnel candidate criminal history, ensuring that TCPSD designated personnel meet the highest standards of law enforcement integrity.

It is essential that Metro maintain the ability to process fingerprints through the national database and receive timely reports of any corresponding national criminal history activity. Specifically, federal clearance is required for designated TCPSD personnel, including those who are POST certified and/or handle sensitive and confidential information. By doing this, Metro will be able to ensure that TCPSD designated personnel meet California's minimum peace officer selection standards and are eligible to perform their job duties as part of the TCPSD, enhancing public safety and maintaining community trust. Access to this critical information through the DOJ enables Metro to remain in compliance with all local, state and federal standards as well as make informed recruitment and retention decisions for TCPSD designated personnel.

DETERMINATION OF SAFETY IMPACT

Access to federal candidate criminal history information and subsequent arrest reports will have a positive impact on safety, as it will ensure that TCPSD designated personnel selected to serve in the TCPSD meet the highest standards of safety and are prepared to deliver transit community public safety services. This action will ensure that recruitments are in compliance with required legal standards. By integrating sworn officers with non-law enforcement staff, the TCPSD will create a more visible, accessible, and community-focused presence. This balanced approach prioritizes both security and well-being, supporting a safer, more welcoming environment for Metro customers and employees. It enables Metro to address immediate safety concerns, prepare for long-term security needs, and ensure readiness for major upcoming regional events.

FINANCIAL IMPACT

Adoption of the resolution with the DOJ will allow Metro to complete critical pre and post recruitment activities for designated personnel within the TCPSD.

Impact to Budget

Adoption of the resolution has no impact on the FY25 budget. The Cost Center manager will be

responsible for budgeting recruitment expenses, including DOJ fees, for national background investigations and subsequent arrest reports for TCPSD designated personnel.

EQUITY PLATFORM

This board item is essential to Metro's ability to effectively recruit personnel and support a comprehensive, equitable approach to public safety through the TCPSD. By deploying both sworn and nonsworn personnel, the TCPSD aims to address:

- Community Safety & Well-Being
- Prevention Support
- Risk Intervention
- Response and Enforcement

Approval of this resolution will grant Metro access to federal criminal history information and arrest records, a critical component of the TCPSD personnel recruitment process, as Metro conducts thorough and compliant vetting of sworn officer candidates. This ensures all TCPSD designated personnel meet the highest standards of integrity, professionalism, and readiness to serve.
This resolution enables Metro to complete safe, equitable, and comprehensive recruitment processes aligned with industry and regulatory standards.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it is an important step forward in establishing the TCPSD. By ensuring a more secure and visible transit environment, this action supports Metro's ability to provide a reliable, safe, and attractive alternative to driving. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal 2.1, "Metro is committed to improving security." Approval of the DOJ resolution for Metro to receive federal criminal history information and subsequent arrest reports for TCPSD designated personnel will ensure that Metro will be able to hire the staff needed to establish a Transit Community Public Safety Department. Sworn officers, together

with the TCPSD's non-sworn team, will enhance safety, security, visibility, and provide alternatives to traditional policing through a multi-layered approach.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the DOJ resolution allowing Metro to receive federal criminal history information and subsequent arrest reports for TCPSD designated personnel. However, this resolution is critical for Metro to obtain the necessary information to safely and effectively recruit qualified personnel for the TCPSD. Not approving this resolution is not recommended, as it would delay the recruitment of essential personnel, hindering the TCPSD's multi-layered approach to public safety. Metro has explored alternatives for third-party agencies to conduct national investigations; however, this approach would not be cost-effective given the volume of personnel required for the TCPSD. Additionally, such alternatives would provide Metro limited and/or outdated information, failing to meet the standards necessary for thorough vetting of TCPSD designated personnel candidates, including maintaining Peace Officer Standards and Training (POST) certification for the state of California.

NEXT STEPS

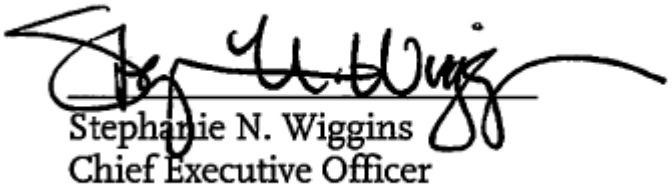
Upon Board approval, Metro will coordinate with the Department of Justice to receive federal criminal history information and subsequent arrest reports for TCPSD designated personnel.

ATTACHMENTS

Attachment A - Department of Justice Resolution for Transit Community Public Safety Department

Prepared by: Nancy Saravia, Deputy Executive Officer, Administration, (213) 922-1217
Don Howey, Executive Officer, Administration, (213) 922-8867
Sandra Blanco-Sanchez, Senior Executive Officer, Special Programs, (213) 418-3102

Reviewed by: Dawn Jackson-Perkins, Chief People Officer, (213) 418-3166



Stephanie N. Wiggins
Chief Executive Officer

DEPARTMENT OF JUSTICE RESOLUTION
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA)
RESOLUTION NO. 2025-01

WHEREAS, Penal Code Sections 11105(b)(11) and 13300(b)(11) authorize cities, counties, districts and joint powers authorities to access state and local summary criminal history information for employment; and

WHEREAS, Penal Code Section 11105(b)(11) authorizes cities, counties, districts and joint powers authorities to access federal level criminal history information by transmitting fingerprint images and related information to the Department of Justice to be transmitted to the Federal Bureau of Investigation; and

WHEREAS, Penal Code Sections 11105(b)(11) and 13300(b)(11) require that there be a requirement or exclusion from employment based on specific criminal conduct on the part of the subject of the record; and

WHEREAS, Penal Code Sections 11105(b)(11) and 13300(b)(11) require the city council, board of supervisors, governing body of a city, county or district or joint powers authority to specifically authorize access to summary criminal history information for employment.

NOW THEREFORE, BE IT RESOLVED, that the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY is hereby authorized to access state and federal level summary criminal history information for employment with the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (including volunteers and contract employees) and may not disseminate the information to a private entity; and

BE IT FURTHER RESOLVED that the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY shall not consider a person who has been convicted of a violent or serious felony or misdemeanor eligible for employment (including volunteers and contract employees, if applicable).

The Clerk of the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY shall certify as to the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED this_____.

_____

COLLETTE LANGSTON
LACMTA Board Clerk

DATED:
(SEAL)

Department of Justice Resolution



Executive Management Committee
May 15, 2025

Metro

Background

- Metro is authorized by the Department of Justice (DOJ) to receive state and local criminal history information for all personnel hired across the agency

- As part of the hiring process for Metro's Transit Community Public Safety Department (TCPSD) designated personnel, federal criminal history information must be obtained and considered as part of Metro's background investigation process

- TCPSD designated personnel are defined as those who are required to be Peace Officer Standards and Training (POST) certified and/or handle sensitive and confidential information as part of their respective role at Metro

- To access federal criminal history information, Metro must obtain Board approval of a DOJ resolution

Metro

Recommendation

Staff recommends approval of the resolution with the Department of Justice required for Metro to receive federal criminal history information for designated personnel hired for the Transit Community Public Safety Department

Metro

Next Steps

- Upon board approval, the resolution will be sent to the Department of Justice for processing

- Metro will be able to receive federal criminal history information to assist in making hiring decisions for Transit Community Public Safety Department (TCPSD) designated personnel

Metro

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

File #: 2025-0141, **File Type:** Project **Agenda Number:** 10.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
MAY 14, 2025
EXECUTIVE MANAGEMENT COMMITTEE
MAY 15, 2025

SUBJECT: RAIL TO RIVER ACTIVE TRANSPORTATION CORRIDOR SEGMENT B

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING the proposed Metro Rail to River Active Transportation Corridor Segment B Project (Segment B) to be implemented in coordination with the Randolph Corridor Active Transportation (AT) Project being led by the City of Commerce;

B. APPROVING the programming of $3.15 million from the Measure R Program for Segment B as an Initial Investment Priority identified in the Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP) to local jurisdiction(s), including the City of Commerce and/or Bell;

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to enter into the necessary funding agreement and/or amend an existing funding agreement with local jurisdiction (s) to implement Segment B; and

D. AUTHORIZING the CEO to file a Notice of Exemption (NOE) with the Los Angeles County Clerk and the Governor's Office of Planning and Research to fulfill the California Environmental Quality Act (CEQA) requirements for a Categorical Exemption (CE).

AMENDMENT BY DUTRA, HAHN, MITCHELL, AND SOLIS:

E. Seamless Transition from Segment A to Metro A Line Slauson Station to Segment B:

1. Coordinate with the project sponsors to evaluate the feasibility of extending Segment A east past Long Beach Ave. to Santa Fe Ave. for a more seamless connection to the Metro Slauson A Line Station and Segment B starting on Randolph Street;

2. Coordinate with the County of Los Angeles to enhance the connection within their jurisdiction between Segment A and Segment B that includes, but is not limited to:

    a. Improved railroad tracks and pavement infrastructure for cyclists to cross safely at the intersection of Randolph and Holmes;

    b. Improved bikeway intersection design at Randolph and Holmes that minimizes potential conflicts with vehicles and increases bicyclist and other vulnerable roadway user visibility and safety, incorporating NACTO-recommended intersection design treatments, like physical barriers, pavement materials, and pavement striping, to enhance safety and comfort for people of all ages and abilities, including the use of protected bike lanes, toucan crossings/“crossbikes,” and any other potential best practice interventions; and

    c. Improved connection from the end of Segment A and start of Segment B based on user experience and feedback.

F. Secure Additional Funding: Coordinate with the project sponsors to identify and evaluate potential local, state, federal, and private funding sources to support the integration of the below enhancements into the current Rail to River Segment B and Randolph Corridor Active Transportation Project scopes. This includes, but is not limited to, programs such as Active Transportation Program (ATP), Safe Streets and Roads for All (SS4A), San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy Proposition 4 funds, and regional discretionary grant opportunities that align with the project delivery schedule.

G. Additional Priority Improvements: Coordinate with project sponsors to evaluate improvements that have community and project sponsor support that may be competitive for additional funding allocations such as:

1. Safe biking and walking infrastructure, including Class II bike lanes and wider sidewalks to better addrss pedestrians, bicyclists, and Metro bus and rail riders needs;

2. Enhanced lighting to improve visibility and public safety;

3. ADA accessibility throughout the corridor;

4. Updated traffic signals with dedicated bicycle and pedestrian improvements;

5. Clear and consistent wayfinding and safety signage for all users; and

6. Greening/landscaping and street trees.

H. City Outreach: Coordinate with the project sponsors to conduct focused outreach and engagement with the cities directly impacted by Segment B, including Huntington Park, Bell, Maywood, and Commerce, and request that the cities of Huntington Park and Bell consider

adopting Class II or Class IV bike lanes to improve bicyclist and pedestrian safety and to improve facility consistency. Summarize key feedback and priorities from these meetings and report back to the Board in September 2025.

I. Coordination with the Southeast Gateway Line: Report back to the Board in September 2025 on how planning for Segment B is being coordinated with the Southeast Gateway Line program management team to ensure alignment in design, land use integration, and multimodal connectivity.

ISSUE

Due to the overlapping project limits and similarities in scope between Metro's Segment B project and the AT project led by the City of Commerce on behalf of the cities of Huntington Park, Bell, and the County of Los Angeles, Metro staff and these jurisdictions have reached a consensus on a partnership to complete environmental clearance and continue with design coordination. The local jurisdictions would construct, operate, and maintain the new facilities.

Additionally, Metro staff have been working on the conceptual design and environmental clearance of the Segment B Project. Board approval of the proposed Segment B project is required for Metro to file a Notice of Exemption (NOE) and satisfy CEQA requirements for environmental clearance. Board approval is also required for Metro to program the funds to the local jurisdictions to implement Segment B, and for the CEO or her designee to execute all necessary agreements and/or amend an existing funding agreement with one or more local jurisdictions to complete the Segment B work.

BACKGROUND

In October 2012, the Board approved a motion directing staff to consider implementing an active transportation corridor as an intermediate use for the Metro-owned Harbor Subdivision rail right-of-way (ROW). In October 2014, after the completion of the Rail to River Intermediate Active Transportation Corridor Feasibility Study (Feasibility Study), the Board directed staff to move forward with the study recommendations, including completing the project in two phases. The first phase, Segment A, is the Rail to Rail component that uses primarily Metro-owned rail ROW along Slauson Avenue to connect the K Line Fairview Heights Station to the A Line Slauson Station (approximately 5.6 miles). This first segment is currently under construction and opening is anticipated in Spring 2025.

The second phase, Segment B, is the Rail to River component extending the project 4.3 miles further east from the A Line Slauson Station to the Los Angeles River, traversing a small segment of unincorporated Los Angeles County and the cities of Huntington Park and Bell (See Attachment A). The Feasibility Study recommended a detailed alternatives analysis for Segment B due to multi-jurisdictional collaboration and coordination needs, current and planned land uses, Los Angeles River master planning, and design constraints.

In April of 2017, Metro staff completed an Alternatives Analysis (AA) and the Board approved staff's recommendation to select Randolph Street for Segment B. The AA examined corridors identified from

the Feasibility Study: Malabar Corridor; Southern California Edison Utility Corridor; Slauson Avenue; and Randolph Street. The Randolph Street alternative ranked high in the technical analysis and was favored by the community and the local agencies. The Cities of Huntington Park, Vernon, Bell, and Maywood submitted letters of support for the Randolph Street alternative. In addition, extensive and comprehensive outreach was conducted to solicit feedback on the alternatives, including three Technical Advisory Committee (TAC) meetings with local agency representatives, three Community Advisory Committee (CAC) meetings with local community-based organizations, and six community meetings with the public.

Segment B was originally envisioned to share a segment (approximately 2.3 miles) of the railroad ROW in the median of Randolph Street with the Union Pacific Railroad and the future Southeast Gateway Line (SGL) light rail project. However, after further design of the SGL project, it became clear that the existing railroad ROW could not accommodate the existing freight tracks, the future SGL project and Segment B. As a result, Metro conducted a Supplemental Alternatives Analysis (SAA) to re-evaluate Randolph Street and identify additional on-street options for Segment B active transportation improvements.

In addition to reconsidering Randolph Street, the SAA evaluated parallel streets such as Gage Avenue and analyzed a mixture of hybrid street alignments (combinations of neighborhood streets with Randolph Street). Over the course of the analysis, coordination with the SGL project team provided additional insight into the ROW constraints of Randolph; after completion of SGL and the Pacific/Randolph station, Randolph's two existing traffic lanes will be reduced to one lane in each direction between Holmes Avenue and State Street. Acknowledging SGL's improvements, the SAA recommended an interim bike lane condition on Randolph Street that would need to be redesigned into a longer-term shared lane bike route condition following the implementation of SGL. Despite these constraints, Randolph Street alternative became the staff recommendation, with high scores for minimal environmental impacts, ability for permitting and coordination streamlining, and alignment with planned projects. Randolph Street continued to have strong support from the cities, with renewed letters of support from the Cities of Huntington Park and Bell, and a new letter of support from the City of Commerce. Similar to the AA phase, robust outreach was conducted during the SAA phase to inform analysis, including five Technical Working Group (TWG) meetings with local agency representatives, three CAC meetings with local community-based organizations, six community meetings with the public, and over fifteen briefings with the local agencies. In August 2022, the Board received the SAA findings and approved maintaining Randolph Street as the preferred alignment for Segment B, with proposed active transportation improvements to be located in the street.

Prior to the Board's continued support of Randolph Street as the preferred alignment for Segment B, the City of Commerce, acting as the lead agency, secured $6,703,891 in Metro Active Transport (MAT) Cycle 1 grant funding for the AT Project. The AT Project includes a wide range of bicycle and pedestrian improvements along Randolph Street, including, but not limited to, bike lanes, ADA curb ramps, signal improvements, high-visibility crosswalks, and lighting. The project limits for the AT Project overlap with Segment B from the Slauson A Line Station to the L.A. River and extends eastward beyond Segment B an additional 2.3 miles into the City of Commerce.

Although this project is distinct from Segment B, both projects share similar goals, objectives,

scopes, and project boundaries for active transportation improvements on Randolph Street. Consequently, Metro staff coordinated with the AT Project team to avoid duplication of efforts and to create a high-quality, regional active transportation corridor along Randolph Street, particularly considering the similarities in goals and objectives for AT improvements.

In April 2024, the Board adopted the LB-ELA CMIP along with its recommendations for programming the $743 million in Measure R and M funds assigned to I-710 South improvements to fund an array of multimodal projects and programs that were identified, developed, and prioritized through an extensive two-and-a-half-year community and stakeholder engagement process guided by the principles of equity and sustainability and shaped by the consensus goals of air quality, community, environment, mobility, opportunity, prosperity, and safety. Segment B was identified in the Board adopted LB-ELA CMIP as an Initial Investment Priority and identified $3.15 million in Measure R funding. Prior to the adoption of the LB-ELA CMIP, Segment B had no designated funding for implementation.

DISCUSSION

As the owners and operators of local streets, the cities and LA County have authority over projects within their jurisdiction. In May and June 2024, during design coordination meetings with the local jurisdictions (including the City of Maywood), the Segment B team presented various dedicated bikeway design concepts along the corridor for their feedback and approval. These design concepts included improvements on both the north and south sides of Randolph Street (Randolph Street is divided by Union Pacific Railroad in the center median).

During the design coordination, the jurisdictions expressed a preference for the bicycle and pedestrian improvements being planned as part of the AT Project. However, the jurisdictions also supported Metro's proposal for a new bicycle and pedestrian ramp connection to the existing L.A. River Bicycle Path in the City of Bell to complement and complete the AT corridor between the Metro A Line Slauson Station and L.A. River. Metro did not propose AT improvements in the City of Commerce since the Segment B limits end at the western bank of the L.A. River. With the addition of the new ramp connection in the City of Bell, Metro staff believe the AT improvements included in the AT Project plans fulfill the goals and objectives of the Segment B project.

The collaboration carried out for these combined AT improvements enables the local jurisdictions to prioritize enhancements that best meet their community's needs, promote efficiency in design and construction, and provide an opportunity for the City of Huntington Park to maximize their 3% local match contribution for the SGL project.

Randolph Corridor Active Transportation (AT) Project

The AT Project is a multi-jurisdictional active transportation improvements project that spans approximately seven miles across the cities of Commerce, Bell, Huntington Park, and unincorporated Los Angeles County. The project aims to improve pedestrian and bicycle safety by creating a network of active transportation facilities that enhance mobility, accessibility, and safety for all road users. The project includes the implementation of various bicycle and pedestrian improvements, ensuring compliance with the Americans with Disabilities Act (ADA), and incorporating sustainable design

elements where possible. The project includes approximately 3.5 miles of dedicated on-street bike lanes, 1.3 miles of bike routes, 1.1 miles of shared use paths, ADA-compliant curb ramps at 20 intersections, high-visibility crosswalks at 22 intersections, and pedestrian-scale lighting improvements.

The future SGL project overlaps with the AT/Segment B Corridor for approximately two miles along Randolph Street from the Slauson A Line station to Bissell Place in the City of Huntington Park and unincorporated Los Angeles County. When construction of the SGL project begins in this segment, Randolph Street and some AT project elements, including the bike lanes planned by the AT Project (between Holmes Avenue and Passaic Street), are expected to be modified to accommodate the light rail tracks. Coordination among the City of Huntington Park, the County of Los Angeles, and the SGL project team will continue on an ongoing basis to determine the final set of improvements within the new roadway configuration along Randolph Street between Holmes Avenue and Passaic Street.

The AT project is currently in the design phase with construction anticipated to begin in late 2025 or early 2026. Project opening is anticipated in 2026 or 2027.

Segment B Pedestrian/Bicycle Ramp

Currently, there are two existing access points to the L.A. River Bicycle Path at Randolph Street. The northern access point in the City of Maywood has a fenced, paved, and gently sloping ramp connection to the river. The southern access point in the City of Bell, however, is unfenced, unpaved, and steep. Users connecting to the L.A. River Bicycle Path from the southern side of Randolph Street (where the AT Project is proposing improvements) would face unsafe conditions as they transition from the roadway to the existing active transportation facilities along the L.A. River Bicycle Path. Segment B's proposed pedestrian/bicycle ramp will meaningfully improve the safety of the southern access point by making a wide, paved, ADA-compliant connection to the L.A. River Bicycle Path.

As part of the joint partnership, the cities will continue designing and constructing the active transportation improvements included in the AT Project. Meanwhile, Metro will focus on the design and environmental clearance for the new ramp connection to the L.A. River Bicycle Path, including coordination with Union Pacific Railroad and the Army Corps of Engineers. For the pedestrian and bicycle ramp connection, coordination between the City of Bell, the AT project, and Metro will determine the appropriate agency to construct the ramp. After construction, the City of Bell will be responsible for maintaining the ramp.

Project Cost Estimates & Funding

The total cost estimate for the active transportation improvements planned to-date along Randolph Street is approximately $10.2 million (in 2024 dollars) with approximately $8.7 million attributed to the AT Project and approximately $1.5 million for Segment B. Combined, Metro and the local jurisdictions have identified approximately $11.85 million in funding for these improvements, including the following sources: Metro has identified $3.15 million for Segment B through the LB-ELA CMIP; the City of Commerce (serving as the lead agency for the AT Project) has received $6.7 million from the MAT Cycle 1 grant program for active transportation improvements along Randolph Street; and the cities and County are collectively contributing an additional $2 million in local funds.

Based on preliminary cost estimates and identified funding, staff does not anticipate the need for additional grant funding but will continue to work with the grant awardees of the MAT Cycle 1 grant program and the ELA-LB CMIP, in providing grant oversight and support as design and cost estimates continue to advance.

Board approval of the proposed project for Segment B and the programming of the LB-ELA CMIP funds will accelerate the overall project schedule, including implementation before the 2028 Olympic and Paralympic Games. It also will allow for the cities' qualifying active transportation improvements included in the First/Last Mile plan for the SGL project to be considered as potential eligible contributions towards the City of Huntington Park's Measure M 3% Local Contribution for the SGL project. NOTE: Metro is not responsible for any operations and maintenance costs.

Stakeholder and Community Outreach

The current design of the AT improvements along Randolph Street are consistent with the plans shared with the communities during the Alternatives Analysis and SAA phases. Multiple rounds of community meetings were conducted during these prior studies to receive community feedback on the preferred alignment and types of improvements to be included.

As part of this phase of the project, an outreach plan was developed to engage residents and stakeholders from the unincorporated community of Florence/Firestone in Los Angeles County and the cities of Huntington Park, Bell, Maywood, and Commerce. As part of this effort, three community meetings (two in-person and one virtual) were held in February and March 2025 to provide a project update to the public and solicit their feedback. Over 30,000 notices were distributed to promote the community meetings with a digital campaign via Metro's Gateway Cities regional newsletter, monthly Community Relations newsletter, website and helpline recording updates. The meetings were held jointly with the AT team in partnership with the County of Los Angeles and the Cities of Huntington Park, Bell, and Commerce. All meetings and meeting materials were provided in both English and Spanish. Through these efforts, more than 160 people joined the meetings and provided meaningful engagement and feedback.

The project also partnered with nine local Community-Based Organizations (CBOs) to promote the meetings and raise awareness of the active transportation improvements planned for Randolph Street as a result of both projects. These partnerships allow Metro to reach a wider audience and gain valuable insights and inclusive feedback from these equity-focused communities. Meeting notices were distributed: door-to-door to those with limited digital access, and using direct mail to property owners/landlords who may not physically reside at the address.

Additionally, fact sheets and meeting notices were made available at 134 local businesses and public facilities, including city halls, libraries, schools and other highly visited public spaces. Additional engagement activities included sharing information at seven pop-up events and conducting transit intercept surveys at seven locations. A toolkit with copy-ready content including social media, was also distributed to key stakeholders and CBO partners. The goal of these collective outreach efforts help Metro ensure that we are reaching all interested community groups and stakeholders, businesses, property owners, and tenants/residents.

powered by Legistar™

DETERMINATION OF SAFETY IMPACT

The recommended actions will not have any impact on the safety of Metro customers and/or employees because this project is in the planning phase and no capital or operational impacts result from this Board action.

FINANCIAL IMPACT

The Rail to River Segment B receives $3.15 million funding from LB-ELA CMIP project, which is funded from the Measure R Highway Capital sub fund for the I-710 Early Action Project in Cost Center 0441.

Since the LB-ELA CMIP is a multiyear program that contains various projects, Countywide Planning and Development will be responsible for budgeting the costs in current and future years.

Impact to Budget
$500,000 for Rail to River Segment B is included in the FY26 Proposed Budget under the new project (NewLBELACMIP) that will be established for the LB-ELA CMIP effort. The fund source of fund for this action is Measure R 20% Highway Funds, which is not eligible for transit capital or operations expenses.

EQUITY PLATFORM

The Segment B project is anticipated to benefit marginalized communities by investing in and advancing active transportation improvements in historically underserved, low-income communities of color. Based on the 2022 Equity Focus Community (EFC) criteria, the entire (100%) project corridor is located in EFCs. The project area has a low-income population of 28.3%, as defined by the 2019 Metro Title VI Update, which considers individuals with incomes below $41,500 (the median income for a three-person household). The area is predominantly Hispanic, comprising 94.6% of the population, with 2.2% of the population identifying as Black. Additionally, due to all of the outreach efforts conducted to date, the key stakeholders and communities along the corridor have consistently expressed their preference for active transportation improvements along Randolph Street. Overall, the project furthers needed investment and advancement of transportation solutions, particularly for communities of color and low-income population areas.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This

item supports Metro's systemwide strategy to reduce VMT through planning activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Specifically, this item will extend the nearly completed Segment A project, also referred to as Rail to Rail - which provides six miles of a protected active transportation corridor - with an additional four miles of AT improvements that will connect to the Los Angeles River. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Segment B project will achieve bike and pedestrian improvements, connect to transit, and grow and expand active transportation in South LA and Southeast LA County. The project supports the following goals outlined in the Metro Vision 2028 Strategic Plan:

- Strategic Goal #1: Provide high-quality mobility options that enable people to spend less time traveling;
- Strategic Goal #2: Enhance communities and lives through mobility and access to opportunity; and
- Strategic Goal #3: Provide responsive, accountable, and trustworthy governance within the Metro organization

ALTERNATIVES CONSIDERED

The Board could elect not to approve the Segment B project. However, this is not recommended as the coordination with local jurisdictions offers an opportunity to advance the implementation of the Project on schedule with other complementary AT improvements being planned in the corridor. In addition, the approval of Segment B provides the City of Huntington Park additional potential credit towards the Measure M 3% Local Contribution for the SGL project. Secondly, the Board could elect not to approve the programming of the LB-ELA CMIP funds. However, this option is not recommended as the programmed amount has already been approved by the Board with the adoption of the LB-ELA CMIP in April 2024. Furthermore, not approving the item will delay the development of the project and completion may not occur before the 2028 Games.

NEXT STEPS

Upon Board approval, staff will coordinate the necessary environmental approvals and continue to progress the Segment B river ramp design in coordination with the AT Project. Staff will work with the local jurisdiction(s) to program the $3.15 million from the LB-ELA CMIP and to develop or amend the necessary funding agreement.

ATTACHMENTS

Attachment A - Map of Segment B

Prepared by: Matthew Abbott, Transportation Manager, (213) 547-4285
Jacqueline Su, Transportation Manager, (213) 922-2847
Akiko Yamagami, Senior Transportation Manager, (213) 547-4305
Martha Butler, Senior Director, (213) 922-7651
Cory Zelmer, Deputy Executive Officer, (213) 922-1079
Allison Yoh, Executive Officer, (213) 922-7510
Michael Cano, Executive Officer, (213) 418-3010
David Mieger, Senior Executive Officer, (213) 922-3040
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274

Stephanie N. Wiggins
Chief Executive Officer

Map of Rail to River Segment B

ATTACHMENT A



Metro



Rail to River Active Transportation Corridor Segment B

Planning & Programming Committee

Executive Management Committee

File# 2025-0141

May 2025

Metro

Recommendation

CONSIDER:

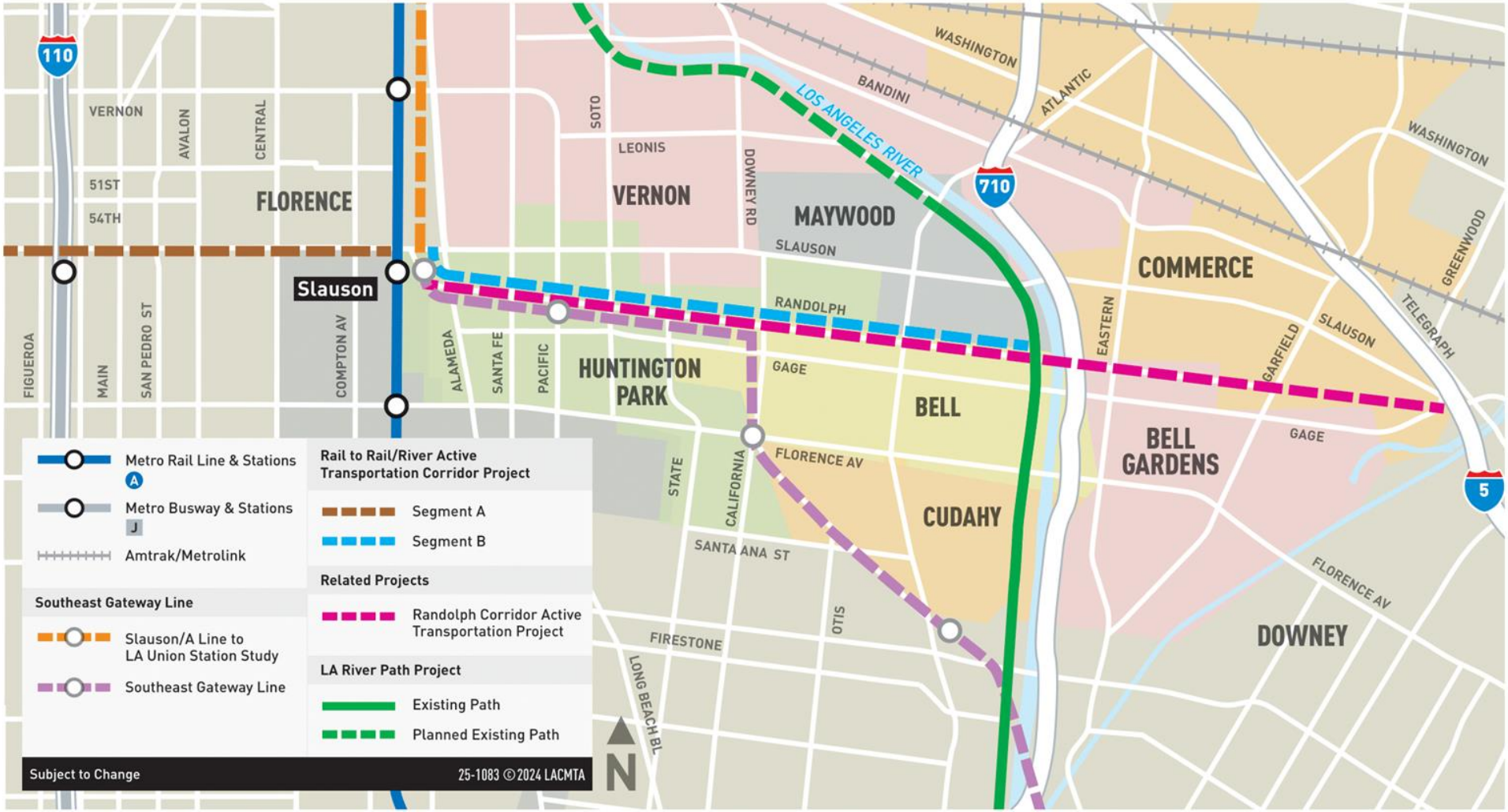
A. APPROVING the proposed Metro Rail to River Active Transportation Corridor Segment B Project to be implemented in coordination with the Randolph Corridor Active Transportation Project being led by the City of Commerce;

B. APPROVING the programming of $3.15 million from the Measure R Program for Segment B as an Initial Investment Priority identified in the Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP) to local jurisdiction(s), including the City of Commerce and/or Bell;

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to enter into the necessary funding agreement and/or amend an existing funding agreement with local jurisdiction(s) to implement Segment B; and

D. AUTHORIZING the CEO to file a Notice of Exemption (NOE) with the Los Angeles County Clerk and the Governor's Office of Planning and Research to fulfill the California Environmental Quality Act (CEQA) requirements for a Categorical Exemption (CE)

Project Map


110
VERNON
AVALON
CENTRAL
51ST
54TH
FLORENCE
Slauson
FIGUEROA
MAIN
SAN PEDRO ST
COMPTON AV
ALAMEDA
SANTA FE
PACIFIC
SOTO
LEONIS
VERNON
DOWNEY RD
MAYWOOD
SLAUSON
LOS ANGELES RIVER
BANDINI
WASHINGTON
ATLANTIC
710
WASHINGTON
GREENWOOD
COMMERCE
TELEGRAPH
EASTERN
GARFIELD
SLAUSON
RANDOLPH
HUNTINGTON PARK
GAGE
BELL
BELL GARDENS
GAGE
FLORENCE AV
STATE
CALIFORNIA
CUDAHY
SANTA ANA ST
FLORENCE AV
DOWNEY
OTIS
FIRESTONE
LONG BEACH BL
5
N
Metro Rail Line & Stations
A
Metro Busway & Stations
J
Amtrak/Metrolink
Southeast Gateway Line
Slauson/A Line to LA Union Station Study
Southeast Gateway Line
Rail to Rail/River Active Transportation Corridor Project
Segment A
Segment B
Related Projects
Randolph Corridor Active Transportation Project
LA River Path Project
Existing Path
Planned Existing Path
Subject to Change
25-1083 © 2024 LACMTA

Randolph Corridor Partnership

- During design development for the Segment B project, staff coordinated with jurisdictions involved with the Randolph Corridor Active Transportation Project*
- Given the similarities in scope and project limits, staff proposed a partnership with jurisdictions to combine planned Active Transportation improvements and:
  - Leverage resources
  - Achieve efficiencies during outreach, design and construction
  - Empower jurisdictions to prioritize improvements best suited for their communities
- Corridor Cities to Build & Maintain Improvements
- Feb/Mar 2025 - Held three (3) joint community meetings to provide project updates and receive community feedback
  - 164 attendees; 86 questions and 9 comments received
  - Topics within the questions/comments included: design options, maintenance, safety/security, parking impacts, and connectivity

Metro

*City of Commerce lead agency on behalf of cities of Huntington Park, Bell, and the County of Los Angeles.

Proposed Active Transportation Improvements

- Key elements include dedicated on-street bike lanes (3.5 miles), bike routes (1.3 miles sharrows), shared-use path (1.1 miles), ADA curb ramps, signal improvements, high-visibility crosswalks, and pedestrian-scale lighting



Slauson Ave to Holmes Ave



State St to LA River



LA River Bike Path Connection



Eastern Ave to Garfield Ave

Cost/Funding, Schedule & Next Steps

Project	Cost Estimate	Funding
Rail to River Segment B	$1.5M	$3.15M from Long Beach – East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP)
Randolph Corridor Active Transportation Project	$8.7M	$8.7M; $6.7M from Metro Active Transport (MAT) Cycle 1 grant + $2M in local funds from cities and County
Total	**$10.2M**	**$11.85M**

> **Schedule**

- Final Design: anticipated to be completed by December 2025
- Construction: anticipated to begin late 2025/early 2026
- Project Opening: anticipated 2026/27

> **Next Steps**

- Staff will coordinate the necessary environmental approvals and continue to progress the Segment B river ramp design in coordination with the Randolph Corridor AT Project.
- Staff will work with the jurisdiction(s) to program the $3.15M from the LB-ELA CMIP and to develop or amend the necessary funding agreement(s).

Board Report

File #: 2025-0077, **File Type:** Motion / Motion Response **Agenda Number:** 23.

EXECUTIVE MANAGEMENT COMMITTEE
MAY 15, 2025

SUBJECT: ANNUAL STATUS REPORT OF 48 BY ’28 PLAN

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE annual status report on the 48 by ’28 Plan.

ISSUE

This update provides a status report on the implementation and launch of ongoing initiatives in the 48 by ’28 Plan which incorporates the status of the recommendations from the 2023 Disparity Study Report, including the development of a three-year pilot Micro Small Business Program and certification designation.

BACKGROUND

Increasing the percentage of transportation dollars that remain in the region and within economically and socially disadvantaged communities is vital to LA County and aligns with the Board-Approved Equity Platform. To support this effort, the Board passed Motion 43 by Directors Solis, Hahn, Dupont-Walker, Sandoval, and Butts in December 2021 requesting staff to develop a policy to ensure Metro’s capital program accelerates the increase of small and disadvantaged business participation by directing as many contract and procurement dollars as possible toward small and disadvantaged businesses (Attachment A).

In May 2022, the Board adopted the 48 by ’28 8-point Plan that contained initiatives aimed at achieving a 48% aspirational target of small business participation on Measure R and Measure M funded expenditures by the 2028 Games. Through partnership with local jurisdictions, Metro seeks to increase the percentage of transportation dollars that remain in the region and within economically and socially disadvantaged communities.

In September 2022, the Board received the Office of the Inspector General’s (OIG) Final Report on the Survey of Small Business Enterprise (SBE) Certification Programs and Exploring Opportunity for Reciprocity. The objective of this survey was to determine whether Metro and selected government agencies could increase reciprocity of SBE certifications, simplify the certification process, and increase SBE participation.

In July 2023, the Board issued Motion 24 by Directors Hahn, Dupont-Walker, Solis, Butts, and Sandoval directing the Chief Executive Officer to provide progress updates on the implementation of the initiatives laid out in the 48 by '28 Plan and the recommendations included in the OIG survey, along with developing an annual, fiscal year-end report on the agency's progress toward reaching the 48% target by 2028 (Attachment B).

In February 2024, staff provided a progress update, in response to Motion 24, that included the fiscal year-end report on Metro's progress towards the 48% aspirational target for small business participation by 2028. This report back also concluded the assessment of the OIG recommendations, with continuing efforts by staff to finalize the BART MOU and SBE certification program changes.

In March 2024, the Board received the 2023 Disparity Study that included the seven recommendations described below, which staff reported would become part of the future progress updates on the 48 by '28 Plan. One recommendation triggered the request and authorization to pilot the Micro Small Business Program.

This report is the annual progress report on all components of the 48 by '28 Plan, inclusive of the additional recommendations stemming from the 2023 Disparity Study.

DISCUSSION

Metro staff continues to implement and advance the eight initiatives outlined in the 48 by '28 Plan, and the seven recommendations contained within the 2023 Disparity Study, in an effort to reduce barriers and increase the utilization and participation of small and disadvantaged businesses in Metro contracting.

Status update for the initiatives within the 48 by '28 Plan:

1. Roll-Out 15-Day Pay Initiative for Small Business Enterprises (SBE) as Prime: Status - Complete

The 15-Day Pay Initiative was launched on January 16, 2024, for Metro certified SBE primes and was expanded to include DBE primes on May 1, 2024. Since inception, 114 SBE firms, and 9 DBE firms have been awarded a contract/purchase order as a prime and were eligible to receive net 15 payment terms.

2. Explore the feasibility of increasing the SBE Certification Personal Net Worth and a potential SBE Certification Reciprocity with the Los Angeles Unified School District: Status - Complete

The U.S. Department of Transportation (USDOT) DBE Final Rule effective May 9, 2024, aimed to improve program implementation, inclusive of updating of the personal net worth (PNW) and size standards for inflation. The final rule also updated certification provisions with less prescriptive rules giving certifiers flexibility when determining eligibility and making corrections to commonly

misinterpreted rules.

- **PNW Increase**: Notably, the personal net worth (PNW) threshold increased from $1.32 million to $2.047 million, reflecting a 55% increase. The new PNW calculation excludes retirement assets and equity in a primary residence. Moving forward, the DOT will adjust the PNW threshold every three years using federal reserve data, eliminating the need for further rulemaking. Since Metro's SBE program mirrors the DBE program, these changes were also incorporated into Metro's SBE Program effective May 9, 2024.

- **Elimination of the 5-Year Review Requirement:** The Final Rule also introduced new restrictions on certifiers' ability to conduct recertifications. To align with federal regulations and reduce the burden on certified firms, the California Unified Certification Program (CUCP) members, including Metro, have eliminated the 5-Year Review requirement for DBE and SBE firms, effective August 1, 2024. Instead of the 5-Year review, all firms will now be required to submit an Annual Declaration of Eligibility (DOE) to maintain their certification.

  Metro anticipates that these changes will benefit the small business community by making it easier for more firms to obtain and retain DBE and/or SBE certification. With firms now being required to only submit an Annual Declaration of Eligibility (DOE) once certified, the burden of gathering additional documentation and undergoing a comprehensive review is reduced, allowing firms to focus more on their business.

  As a result of these adjustments, Metro has seen a decrease in the number of certified firms being removed from the program each month. Overall, 249 new firms have already been granted SBE and/or DBE certification in FY25, surpassing the number of firms certified in FY 24. Currently Metro has 2,302 certified firms.

- **BART SBE Reciprocity:** In a significant development, Metro successfully implemented a Memorandum of Agreement (MOA) with Bay Area Rapid Transit (BART) for SBE Reciprocity with BART. Effective January 1, 2025, approximately 279 firms certified as SBEs with BART are now eligible to participate in Metro's SBE Program. This partnership creates more opportunities for small businesses and reduces the burden on firms by eliminating the need for separate certifications.

  A notice regarding the SBE reciprocity with BART was sent to all certified and non-certified Metro vendors, Metro's Vendor Portal was updated to include a link to BART certification directory, and solicitation language was also updated, informing firms of this development and encouraging those who have not yet applied to pursue SBE certification.

- **Regional Collaboration (Reciprocity):** Metro engaged with the City and County of Los Angeles' Certification units to discuss and assist in developing strong criteria for their SBE programs to align with Metro's SBE standards, with the goal of establishing reciprocity. Due to Metro's personal net worth requirement, the City and County of Los Angeles expressed some concern with modifying their existing SBE program. While SBE reciprocity is not yet feasible, the City and County of Los Angeles have shown openness to discussing criteria and the potential for reciprocity in future Metro certification initiatives.

  In FY25, Metro shifted its focus to collaborating with the CA Equity in Infrastructure Project (EIP) reciprocity committee, which includes local and regional partner agencies, to explore ways to harmonize SBE programs and pursue SBE reciprocity. Additionally, Metro joined a Certification Coalition with the City of Los Angeles and other local certifying and non-certifying agencies to address certification challenges and streamline the process for small businesses.

  Looking ahead, Metro will continue leading conversations with agencies statewide to encourage them to adopt and learn from Metro's SBE program. Metro will also work toward establishing reciprocity with more agencies to further support the small business community.

- **Outreach:** On November 14, 2024, Metro hosted its first ever Thrive Summit: Women in Contracting - Connect, Empower, Elevate. This milestone event was attended by approximately 130 women from diverse backgrounds and emphasized the power of collaboration and action. Key takeaways from the summit included the importance of addressing barriers head-on and fostering dialogue. Metro demonstrated its commitment to empowering women in business through continued effort and intentionality. The ripple effects of these conversations will extend beyond the supply chain and create a lasting community impact.

3. Coordination of Efforts with Los Angeles Area Chamber of Commerce OneLA Collaborative: Status - Complete

Metro will continue its efforts to collaborate with the Chamber and find ways to assist and encourage OneLA participants to apply for certification with Metro. Metro is also partnering with the Chamber on the Get in the Game LA Supplier Resource Hub, whereby a link to Metro's Vendor Portal has been added to the portal.

4. Enhancing the Reach of Metro's Small Business Outreach Efforts by Advertising Metro Events on the City of Los Angeles' RAMP Portal: Status - Complete

Since the last report, Metro has advertised seven Outreach events on the RAMP Portal. Metro will continue to share its outreach and look for additional ways to utilize the platform.

5. Engage Local Return and Transit Operators:

Status - Ongoing Report Annually

In coordination with Local Programming within Countywide Planning & Development, DEOD issued a fourth survey to the local jurisdictions in September 2024. The survey included 21 questions. The questions focused on gathering data specific to the local jurisdiction's use of Local Return funds and how Metro can further assist with outreach to the small business community. The survey received 52 responses. Additionally, staff presented during the February 5, 2025, meeting of the Local Transit Systems Subcommittee (LTSS) to discuss the purpose of the survey and to introduce a new reporting tool that can be used by the local jurisdictions.

Key findings from the 2024 survey are summarized below:

- 93% of survey respondents indicated that the local jurisdiction received Local Return funds during FY24 from July 1, 2023 - June 30, 2024.
- 8% of survey respondents indicated the local jurisdiction awarded contracts to SBE firms with Local Return funds.
- 18% of survey respondents indicated they utilize Metro's certification database as a tool to identify SBE firms for local return contracting opportunities.
- More than 80% of survey respondents lack the tools to track Local Return funds awarded to SBE firms.
- Survey respondents were asked to identify the categories for which Local Return funds were used. In summary, the top three responses among respondents were: Construction (29%), Operations (34%) and Professional Services (8%). The remaining 29% was a combination of all three and also included materials/supplies.

When asked how Metro can provide support to increase regional SBE participation in Local Return funded contracts, top responses included:

- Increase outreach and promote the program more in order to prioritize projects that fund SBEs
- Make the eligible uses of local return funds more flexible
- Provide program information on an annual basis with the ability to streamline the contracts;
- Provide a list of SBE firms that can be utilized;
- Provide training on identifying and tracking to increase participation of SBEs, including how to become an SBE;
- Disseminate information to SBEs to subscribe to bidding portals, such as OpenGov so the SBEs can be notified when a bid is released;
- Allow the Cities to piggyback on the winning bids on the top 5 uses for local return funds;
- Obtain a list of categories that local return funds are expended, and Metro reach out to the SBEs that provide those services.

In FY26, staff will continue efforts to engage and educate the local jurisdictions about its SBE Program. Staff will consider hosting a Small Business Summit for the local jurisdictions before the end of the current fiscal year. Additionally, staff remain available to provide technical assistance, workshops/webinars and assistance with tracking SBE spend.

6. Enhance Capacity Building and Access to Capital:

Status - Complete

The Contract Financing Assistance Program (CFAP) was launched in September 2023 as a resource that will extend contract financing to certified SBE, DBE and Disabled Veteran Business Enterprise (DVBE) firms awarded or currently performing on a Metro construction or construction professional services related contract, either as prime contractor to Metro or as subcontractor. Since its launch, one small business has successfully obtained financing through a CFAP loan. Metro will continue to highlight the program in its outreach efforts as a tool to help alleviate cash flow challenges for small businesses.

7. Encourage Support for Federal Program Changes:

Status - Ongoing Report Annually

Consistent with Board-adopted policies to increase small and disadvantaged business participation, including the Board's adoption of the "48 by '28: Increasing Small and Disadvantaged Business Participation," Metro's federal advocacy in Washington, DC will continue to be supportive of efforts in this regard. Specifically, in 2025 Metro will closely follow the U.S. Department of Transportation actions related to small business enterprises outreach - especially as it relates to highway and transit projects using federal funding. During the 119th Congress, Metro will be collaborating with a variety of stakeholders on Capitol Hill, including but not limited to U.S. Senator Alex Padilla (D-CA), regarding efforts to enable businesses owned by socially and economically disadvantaged individuals to fairly compete for contracts and subcontracts being funded by the U.S. Department of Transportation.

While opportunities to reform federal transportation programs related to small and disadvantaged businesses may continue to be limited because of political stalemates across Capitol Hill, Metro will continue to explore how to advance our policy initiatives related to our Board-adopted position 48 by '28 Plan within the context of congressional efforts to craft a new surface transportation authorization bill that will serve to replace the Bipartisan Infrastructure Law that expires in September of 2026.

8. Increase Small Business Program Regional Attainments:

Status - Ongoing Report Annually

In FY24, Metro awarded contracts totaling $991,180,404, of which $278,239,646, or 28.07%, was awarded to small businesses across all SBE programs. By comparison, in FY23, Metro awarded $160,472,091 in contracts, of which $56,816,702 - 35.41% was awarded to SBE firms, which demonstrates a 7.34% decrease in awards to SBE firms. Additionally, survey data showed that local jurisdictions received a total of $354 million in Local Return funds. Of this amount, they reported awarding only $2.37 million-or 1.98%-to SBE firms in FY24.

While the total dollars awarded to small businesses regionally increased by 294.5% from $71.1M in FY23 to $280M in FY24, the percentage of awards to SBE firms decreased by 5.36% from 35.41% to 30.05% for this same period, as reflected in the tables below.

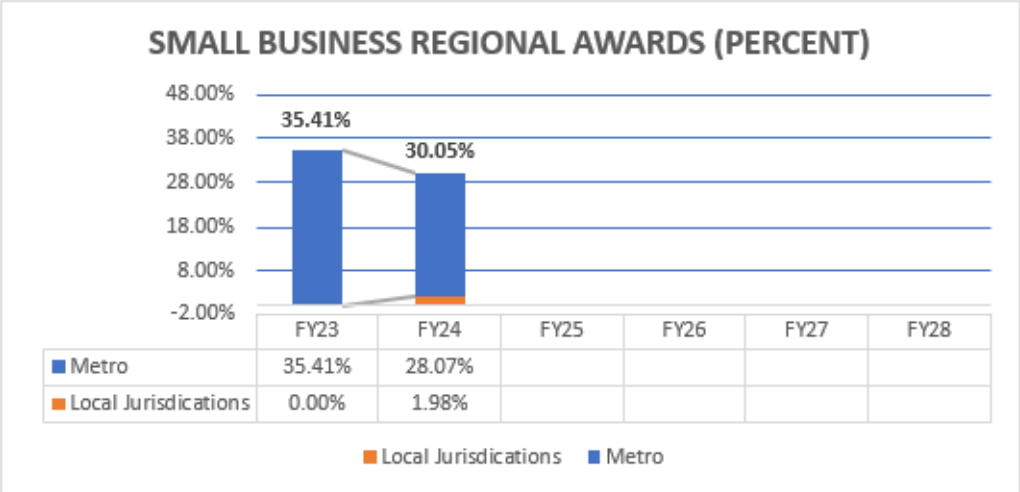
Table 1



	FY23	FY24	FY25	FY26	FY27	FY28
Local Jurisdictions	$14,300,000	$2,373,279				
Metro	$56,816,702	$278,239,646				

powered by Legistar™

Table 2



The data indicates a substantial increase in the total value of contracts awarded by Metro from FY23 to FY24. However, there was a decline in the percentage of contracts awarded to SBEs. Further analysis revealed that seven contracts were awarded in this period without any SBE goals or commitments. These contracts primarily involved specialized professional services, operations, and small material purchases, for which Metro did not set SBE goals due to a lack of certified firms available to perform the required work.

To address this, Metro will continue its targeted outreach recruitment efforts in sectors where certified small businesses are underrepresented or absent. Additionally, staff will continue collaborating with Cabinet Liaisons during the procurement planning process, as part of a shared responsibility, to identify opportunities for unbundling large contracts to increase SBE participation.

Metro will also maintain engagement with local jurisdictions to promote the inclusion of SBEs in contracting opportunities, particularly those funded through Local Return, to help achieve regional aspirational targets. Furthermore, staff is considering hosting a Small Business Summit for local jurisdictions in the first quarter of FY26 to support these goals.

Status update on the recommendations from the 2023 Disparity Study:

Recommendation 1 - Bench contracts: Consider implementing a rotation system for bench contracts to ensure that each business on a bench gets work. Metro could consider developing benches comprised exclusively of small and disadvantaged businesses.

- Metro currently has four bench contracts being implemented on a rotational system, as opposed to the standard bench contract approach, where task orders are awarded based on a competitive acquisition process. Metro also has one bench contract comprised of only small and disadvantaged businesses as primes. Staff will continue to encourage cabinet departments to consider these types of bench options, where appropriate.

Recommendation 2 - Technical assistance support: Metro should provide more detailed information or training on how to bid with the agency.

- Staff is finalizing the Statement of Work and will be seeking a consultant to develop and administer Metro's Small Business Technical Assistance Program (SBTAP). The SBTAP will provide 1:1 technical assistance to small and disadvantaged businesses during the performance of their subcontract. The procurement is currently in the pre-solicitation phase, and staff aims to bring the recommendation for award to the Board in FY26 Q2.

Recommendation 3 - Microbusiness Program - Scheduled to launch in July 2025: Metro could consider adding an additional certification classification for microbusinesses with smaller revenue requirements.

- Anecdotal evidence from the 2023 Disparity Study suggested that, due to the large range of small business size standards, smaller SBEs are often unable to compete with larger SBEs and that Metro could consider adding an additional certification classification for microbusinesses with smaller revenue requirements. As such, Metro developed the three-year Local Micro Small Business Enterprise (LMCSBE) Program that will set aside certain opportunities exclusively for microbusiness competition.

  To determine business size eligibility for the LMCSBE program, a review of best practices for microbusiness size across California and the United States was conducted. That review found that the majority of existing microbusiness and emerging business enterprise programs across the country establish a threshold of 25 or fewer employees for eligible businesses. Revenue threshold requirements also varied across the country and California, ranging from $500,000 to $6 million in average annual gross receipts. Additionally, a review of the business sizes of firms that were available to compete for and participate in Metro contracts and procurements revealed that 50 percent of firms with fewer than 100 employees reported under $1 million revenue annually, while around 70 percent reported revenues of $3 million or less annually. Staff established a business size threshold of $1 million in average gross annual receipts and 25 employees.

  To develop the contract threshold for the LMCSBE program, a review of best practices for microbusiness programs across California and the United States was conducted. Additionally, an analysis of disparity study data found that more than 60 percent of firms with 100 employees or fewer and annual revenues of $1 million or less were able to compete for contracts up to $500,000. Staff established a contract threshold of $3,000 - $50,000 for the three-year pilot.

  The LMCSBE Program will be applied to non-federally funded (State/Local) competitively negotiated and competitive low bid procurements of $3,000 to $50,000 (Informal Acquisitions), based on the availability of local micro small businesses, as a subset of the Small Business

Prime (Set-Aside) Program.

Local Micro Small Business Enterprise Threshold Chart
Non-Federally Funded Acquisitions (IFB/RFP/RFQ)

Bid Type	Micro Business Program Thresholds		
	# of Employees	Business Size	Informal Acquisitions
Competitively negotiated procurements (RFP); Request for Quote (RFQ)	25 or fewer	$1 million average annual gross receipts	$3,000 - $50,000
Competitive low bid procurements (IFB)			$5,000 - $50,000

Since Metro already has a size-based certification standard in place, the addition of a microbusiness designation will not require the development of a new certification program or any significant modifications to its current small business certification program. Currently, as part of SBE certification, Metro gathers information pertaining to business size in terms of both employees and revenue (in terms of average gross annual receipts). As part of the implementation process, Metro will automatically grant currently certified SBEs that meet the size standards, the LMCSBE designation. Additionally, Metro will adapt its current certification practices to ensure that microbusiness status is appropriately captured through the small business certification process moving forward.

In order for firms to qualify for Metro's LMCSBE Program, the firm must first be SBE certified with Metro. In addition to meeting Metro's SBE race and gender-neutral eligibility requirements, the firm must be:

- Headquartered in the County of Los Angeles. Headquartered means that the business physically conducts and manages all of its operations from a location in the County.
- The firm's headquarters must be in Los Angeles County for at least the last six months.

Currently, Metro has 2,302 SBE certified firms, including a total of 1,275 firms certified in the County of LA that may qualify under Metro's LMCSBE Program. Staff analyzed all LSBE certified firms and found that 750 firms, representing 59% of current LSBE certified firms, met Metro's proposed LMCSBE certification criteria. Staff will continue to discuss opportunities for reciprocity with local and regional agencies, where possible.

The proposed framework for the LMCSBE Program was presented at the monthly General Meeting for the Transportation Business Advisory Council (TBAC) in December 2024, and then again during an Ad-hoc Committee meeting on January 19, 2025. TBAC members asked Metro to consider having a local component to the micro program, and staff agreed.

Recommendation 4 - New Business: Consider using bid and contract language to encourage prime contractors to partner with subcontractors and suppliers they have never worked with previously.

- Staff benchmarked four agencies regarding language incorporated into solicitations to encourage prime contractors to partner with small and disadvantaged businesses they have never worked with before: Bay Area Rapid Transit (BART), Washington Metropolitan Area Transit Authority (WMATA), Chicago Transit Authority (CTA), and Los Angeles World Airports (LAWA). Based on discussions with these four agencies, a significant increase in outreach initiatives has been the primary course of action leading primes to partner with small and disadvantaged businesses they had not worked with before. Initiatives such as Project Specific Industry Forums, Meet the Prime Workshops, Meet the Buyers Workshop, Technical Assistance Programs, Certification Workshops, Local Small Business Enterprise Program, Small Business Workshops, and Small Business Roundtables are just a few of the platforms that have been implemented to increase the pool of small and disadvantaged businesses a prime contractor has never worked with before.

Recommendation 5: Unbundling Contracts: Consider expanding the current efforts to unbundle relatively large prime contracts-and even subcontracts-into several smaller, focused contracts.

- Unbundling continues to be encouraged as a component part of the Set Aside Program. Metro DEOD staff will continue to work with the Cabinet Liaisons in the procurement planning process to evaluate the potential opportunities for unbundling large contracts.

Recommendation 6 - Inflation: Consider adjusting contract prices to account for inflation on projects that span a certain number of years to allow for equitable adjustment considerations for DBEs.

- Vendor/Contract Management (V/CM) staff assess this with the Project Manager, during the planning of each procurement for a multi-year contract to determine whether or not it is appropriate, based on current market conditions, to include an escalation clause in the contract for any labor or materials. Any escalation clause will need to be tied to a published market index that is appropriate for the designated labor or materials. Metro has used an escalation clause, that may be exercised at Metro's sole discretion, in multi-year cost reimbursable plus fixed fee contracts for professional A&E services that is tied to a published index (i.e. Bureau of Labor Statistics Employment Cost Index, as documented on <http://www.bls.gov/news.release/eci.t13.htm> for private industry workers, wages and salaries only in the West, Los Angeles-Long Beach-Riverside Region) with a cap on the allowable increase.

Recommendation 7 - Pre-Qualification Requirements: Consider only applying Pre-Qualification requirements to larger contracts to reduce the administrative burden on small and disadvantaged businesses competing for work.

- To streamline and improve the procurement process, effective January 1, 2025, V/CM increased the Pre-Qualification threshold from $100,000 to $500,000. By increasing the

Pre-Qualification threshold, immediate benefit was realized for our vendor community, especially our small businesses. In the past two fiscal years, an average of 35% of all reviews conducted by Pre-Qualification staff fell within the $100,000 to $499,999 range, with 15% of those attributed to small businesses. This would be of benefit to our vendor and small business community since it would eliminate the prequalification review for contracts under $500,000.

- Metro remains deeply committed to advancing the initiatives outlined in the 48 by ’28 Plan and the recommendations of the 2023 Disparity Study. This annual progress report reflects both meaningful achievements and ongoing areas of opportunity in our collective effort to reduce barriers and expand access for small and disadvantaged businesses. As we look toward 2028, Metro will continue to foster inclusive, equitable, and transparent procurement practices, pilot innovative programs like the Local Micro Small Business Enterprise (LMCSBE) initiative and strengthen regional collaboration. Through these sustained efforts, Metro reaffirms its dedication to economic empowerment, local job creation, and ensuring that transportation dollars remain in and benefit the communities we serve. We look forward to continued progress, accountability, and partnership as we work to reach our aspirational goals.

EQUITY PLATFORM

Metro's 48 by '28 Plan is designed to increase the percentage of transportation funds that stay within the region and benefit economically and socially disadvantaged communities. Recognizing the significant financial challenges and barriers that small businesses face, Metro’s small business programs are aimed at reducing these obstacles and ensuring more equitable access to Metro's projects, particularly for businesses owned by minorities, women, veterans, and other underrepresented groups. By fostering fair and competitive contracting processes, Metro empowers historically marginalized communities, supports local economic development, creates jobs, and encourages entrepreneurship. This inclusive approach helps Metro achieve its goals while promoting economic growth and building a more sustainable and equitable business environment across Los Angeles County.

In FY24, of all Metro contracts awarded, 28.07% or $278,239,646 were awarded to small business enterprises (SBEs) through Metro's small business programs. During this period, 233 SBEs received contracts, of which 182 (78.11%) were also disadvantaged business enterprises (DBEs). Currently, Metro has 2,128 certified SBEs, with 1,815 of them also certified as DBEs. As a result, 85% of Metro’s SBE-certified firms are minority and/or women-owned.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro’s significant investment in rail and bus transit.* Metro’s Board-adopted VMT reduction targets align with California’s statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on

VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it supports small, disadvantaged, minority-owned, and women-owned businesses by providing them with access to contracting opportunities and helping them grow their capacity to participate in Metro's large-scale infrastructure projects and day-to-day operations. In addition, supporting local businesses supports job creation in LA County and may increase the percentage of our workforce that is able to commute using LA Metro's transit system and reduce car dependence for these workers. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This report supports strategic plan Goal 5.5, "Expanding opportunities for businesses and external organizations to work with Metro."

NEXT STEPS

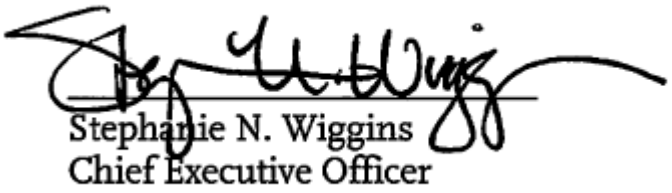
Staff will continue to implement ongoing Initiatives of the 48 by '28 Plan and the disparity study recommendations and provide status updates annually.

ATTACHMENTS

Attachment A - Motion 43
Attachment B - Motion 24

Prepared by: Ramon Ortiz, Certification Director, Diversity Economic Opportunity Department, (213) 922-7591
Raffi Hamparian, Deputy Executive Officer, Federal Affairs/Government Relations, (213) 922-3769
Elke Campbell, Deputy Executive Officer, Diversity Economic Opportunity Department, (213) 418-3081
Tashai R. Smith, Executive Officer, Diversity Economic Opportunity Department, (213) 922-2128

Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie N. Wiggins
Chief Executive Officer

Metro

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

Metro

Board Report

File #: 2021-0766, **File Type:** Motion / Motion Response **Agenda Number:** 43.

REGULAR BOARD MEETING
DECEMBER 2, 2021

Motion by:

DIRECTORS SOLIS, HAHN, DUPONT-WALKER, SANDOVAL, AND BUTTS

48 by ‘28: Increasing Small and Disadvantaged Business Participation

The U.S. Department of Transportation (USDOT) requires state and local transportation agencies to establish goals for participation of disadvantaged business enterprises (DBE) on contracts and procurements supported by the USDOT. This DBE participation goal is determined by the state or local agency based on a variety of factors including the availability of qualified DBE’s. Metro re-evaluates its DBE participation goal every three years and the current goal covering Federal Fiscal Years 2022 through 2024 is 28 percent. Metro also has a Small Business Enterprise (SBE) program for projects without federal funds, which was first established in 1997 with an initial goal of 15 percent SBE utilization. Today, Metro’s overall SBE participation goal is 30 percent, and a participation goal of 3 percent for Disadvantaged Veteran Business Enterprises (DVBE) is also set any time an SBE goal is established for a contract. During any contract solicitation preparation process, Metro staff considers whether or not to establish a DBE, SBE and DVBE participation goal based on various factors such as funding type and availability of subcontracting opportunities. When these participation goals are established, they become a mandatory condition of award and awardees are expected to meet or exceed their participation goals over the duration of the contract. We further understand that firms can meet DBE goals by submitting satisfactory evidence of having conducted Good Faith Efforts. These goals are partly intended to help address the disparities between the number of available small, minority- and women-owned businesses qualified to do certain kinds of work and the actual proportion of Metro contract/procurement dollars that are awarded to them.

Over 90 percent of businesses in Los Angeles County are small businesses with less than 20 employees, and Los Angeles County has more minority- and women-owned businesses than any other county in the nation. Those businesses are truly representative of the County, where over 70 percent of the population is a person of color. More than 15,000 small businesses have reported temporary and/or permanent closure as a result of the pandemic, and communities of color have borne the brunt of COVID-19’s economic and public health impacts. In particular, Latinx individuals, who make up over 48 percent of the County, have seen severe impacts since the onset of the pandemic. In January 2021, daily death rates for Latinx communities in Los Angeles County exploded by 1,000 percent from 3.5 per 100,000 Latinx residents to 40 deaths per 100,000 Latinx residents. Small businesses, especially those in communities of color, have struggled to stay afloat and have been closing at higher levels due to drastically decreased revenues.

Metro is currently in the midst of delivering an ambitious program of capital projects called Twenty-Eight by ’28. This initiative mainly addresses planning, design and construction of projects and does not address where those contract dollars are going. With an $8 billion budget, Metro has the capacity to help accelerate recovery in Los Angeles County by directing as many contract and procurement dollars as possible towards small and disadvantaged businesses. To help accomplish this, Metro can establish a new policy objective to reach 48 percent participation by small and disadvantaged businesses on contracts and procurements.

SUBJECT: 48 BY ’28: INCREASING SMALL AND DISADVANTAGED BUSINESS PARTICIPATION

RECOMMENDATION

APPROVE Motion by Directors Solis, Hahn, Dupont-Walker, Sandoval, and Butts that the Board of Directors direct the Chief Executive Officer to establish an aspirational policy objective for Metro to reach 48% participation by small and disadvantaged businesses on contracts and procurements by 2028, and to report back in March 2022 with recommendations to achieve the goal.

Metro

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

Board Report

File #: 2023-0462, **File Type:** Motion / Motion Response **Agenda Number:** 24.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
JULY 20, 2023

Motion by:

DIRECTORS HAHN, DUPONT-WALKER, SOLIS, BUTTS, AND SANDOVAL

48 by ’28 and Reciprocity Motion

More than 90% of businesses in Los Angeles County are small businesses, with fewer than 20 employees. In fact, LA County has approximately 250,000 small businesses that account for 43% of the local workforce.

With the passages of Measure R and Measure M, Metro is now undertaking a historic infrastructure capital program that provides numerous opportunities for businesses across the region to compete for projects that create thousands of jobs. Increasing the percentage of transportation dollars that remain in the region and within economically and socially disadvantaged communities is vital to LA County’s economic recovery and aligned with the Board-approved Equity Platform.

In December 2021, the Board adopted “48 by ’28: Increasing Small and Disadvantaged Business Participation” (2021-0766) by then-Board Chair Solis, Directors Hahn, Dupont-Walker, Sandoval, and Butts, to create Metro’s aspirational target to reach 48% participation by small and disadvantaged businesses on agency-wide contracts and procurements by 2028. That motion led to Metro’s “48 by ’28 Plan” (2022-0101), presented to and approved by the Board in May 2022. This plan laid out eight new initiatives that the agency intended to significantly increase the level of participation by small and disadvantaged businesses in Metro’s contracts.

Further, in September 2022, the Office of the Inspector General (OIG) provided a report (2022-0525) that offered findings regarding reciprocity for small business certifications across 10 California Unified Certification Program member agencies. That report raised concerns about the State Department of General Services (DGS) small business self-certification program, stating it “does not currently meet or exceed Metro’s SBE certification requirements or verification standards.” The report further provided a set of recommendations for next steps that Metro could undertake to advance reciprocity opportunities with other certifying agencies.

The eight initiatives laid out in the May 2022 “48 by ’28 Plan” include:

1. 15-Day Pay Initiative for SBEs as Primes,
2. Increasing SBE certification Personal Net Worth cap and potential certification

reciprocity with the Los Angeles Unified School District,
3. Coordination with the LA Area Chamber of Commerce's OneLA Collaborative,
4. Advertising Metro events on the City of Los Angeles' Regional Alliance Marketplace for Procurement (RAMP) Portal,
5. Engaging local return and transit operators,
6. Enhancing capacity building and access to capital,
7. Federal program changes, and
8. Increasing regional attainments.

The five recommendations provided for next steps in the September 2022 OIG report include:
1. Review and evaluate the Bay Area Regional Transit (BART) SBE certification process and standards to determine if reciprocity can be developed with them,
2. Work with the City and County of Los Angeles to harmonize their SBE programs and develop SBE certification reciprocity,
3. Consider leading an LA County SBE Certification Summit to discuss program terms, requirements, minimum standards, and reciprocity,
4. Continue to be a lead agency by making Metro's SBE program known to other agencies throughout the State and encourage them to accept Metro's SBE certifications, and,
5. Continue to review and evaluate California DGS small business self-certification program and standards to determine whether Metro can recognize or accept some DGS certifications without compromising Metro's own SBE certification standards.

The "48 by '28 Plan" was approved in May 2022, and the OIG offered its report regarding reciprocity in September 2022. The Board is warranted an update by Metro staff concerning the actions recommended in each of these reports to strengthen Metro's small and disadvantaged business programs while protecting their integrity.

SUBJECT: 48 BY '28 AND RECIPROCITY MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Dupont-Walker, Solis, Butts, and Sandoval that the Board direct the Chief Executive Officer to provide progress updates on the following:

A. Implementing the initiatives laid out in the May 2022 "48 by '28 Plan" to increase small and disadvantaged business participation in Metro contracts;

B. The recommendations included in the September 2022 Office of the Inspector General survey of small business enterprise certification programs; and

C. Developing an annual, fiscal year-end report on the agency's progress toward reaching the 48% target by 2028.

WE FURTHER MOVE that the Board direct the Chief Executive Officer to report back on the above directives in October 2023.

Annual Status Report: 48 X ‘28 PLAN

Executive Management Committee

May 15, 2025

Metro

BACKGROUND/HISTORY

- In December 2021, the Board passed Motion 43, directing staff to develop policies to expand small and disadvantaged business participation in Metro's capital projects.
- This effort was formalized in May 2022 with the "48 by '28 Plan," setting a goal of achieving 48% small business participation in Measure R and M-funded projects by the 2028 Olympics.
- Subsequent actions included a 2022 Inspector General report recommending improvements to SBE certification and reciprocity.
- In July 2023, Motion 24 required ongoing progress updates and an annual fiscal year-end report. By February 2024, Metro reported measurable progress and continued work on implementing certification improvements.
- In March 2024, the Board received the 2023 Disparity Study with additional recommendations, including piloting a Micro Small Business Program, which is now part of the overall effort.

This report is the annual progress report on all components of the 48 by '28 Plan, inclusive of the additional recommendations stemming from the 2023 Disparity Study.

Metro

STATUS UPDATE FOR THE INITIATIVES WITHIN THE 48 BY ’28 PLAN:

	Top 8 Initiatives	Action	Status
1	Roll-Out 15-Day Pay	Implemented for SBE primes on January 16, 2024 and expanded to include DBE primes on May 1, 2024. Since inception, 114 SBE firms, and 9 DBE firms have been awarded a contract/purchase order as a prime and were eligible to receive net 15 payment terms.	**Completed**
2	Explore the feasibility of increasing the SBE Certification Personal Net Worth (PNW) and a potential SBE Certification Reciprocity with the Los Angeles Unified School District:	Effective May 9, 2024, the PNW threshold increased from $1.32 million to $2.047 million Metro entered into a Memorandum of Agreement (MOA) with Bay Area Rapid Transit (BART) for SBE Reciprocity, effective January 1, 2025. Metro will explore opportunities for reciprocity, where feasible.	**Completed**
3	Coordination of Efforts with Los Angeles Area Chamber of Commerce OneLA Collaborative	Metro will continue its efforts to collaborate the Chamber and find ways to assist and encourage OneLA participants to apply for certification with Metro. Metro has partnered with the Chamber on the Get in the Game LA Supplier Resource Hub, whereby a link to Metro’s Vendor Portal has been added to the portal.	**Completed**
4	Enhancing the Reach of Metro’s Small Business Outreach Efforts by Advertising Metro Events on the City of Los Angeles’ RAMP Portal	Metro has advertised seven (7) Outreach events on the RAMP Portal and will continue the partnership and explore additional ways to utilize the platform.	**Completed**
5	Engage Local Return and Transit Operators	Metro staff continues to engage local jurisdictions, through surveys. In coordination with Local Programming within Countywide Planning & Development, DEOD issued a fourth survey to the local jurisdictions in September 2024.	**On-going Report Annually**
6	Enhance Capacity Building and Access to Capital	The Contract Financing Assistance Program (CFAP) was launched in September 2023. One small business has successfully obtained financing through a CFAP loan and will continue to highlight the program in its outreach efforts as a tool to help alleviate cash flow challenges for small businesses.	**Completed**
7	Encourage Support for Federal Program Changes	Metro’s federal advocacy in Washington, DC will continue it support of efforts that enable businesses owned by socially and economically disadvantaged individuals to fairly compete for contracts and subcontracts being funded by the U.S. Department of Transportation. Metro is planning to host a DBE Program Summit in Q4 FY25 that will bring local and regional agencies together to discuss legal updates and potential impacts and/or changes to the DBE Program.	**On-going Report Annually**
8	Increase Small Business Program Regional Attainments - FY24 Fiscal Year-End Report	Total dollars awarded to small businesses regionally increased from $71.1 million in FY23 to $280.6 million in FY24. However, the percentage of awards to SBE firms decreased from 35.41% to 30.05% for this same period.	**On-going Report Annually**

STATUS UPDATE ON THE RECOMMENDATIONS FROM THE 2023 DISPARITY STUDY:

	Recommendations	Action	Status
1	Rotation system for bench contracts and/or developing benches comprised solely of SBE/DBE firms	Metro currently uses the rotational bench system and has one bench contract comprised of only small and disadvantaged businesses as primes. Staff will encourage cabinet departments to consider these types of bench options, where appropriate.	**On-going**
2	Provide technical assistance support on how to bid with Metro	In the pre-solicitation phase to bring on a consultant to implement the Small Business Technical Assistance Program (SBTAP). Staff aims to bring the recommendation for award to the Board in FY26 Q2.	**In Progress**
3	Develop a Microbusiness Program	A three-year pilot Local Micro Small Business Enterprise (LMCSBE) Program is scheduled to launch July 2025.	**In Progress**
4	Consider changing solicitation language to encourage primes to partner with subcontractors with which they have never work	Staff benchmarked four agencies and learned that outreach has been the primary course of action leading primes to partner with small and disadvantaged businesses they had not worked with before.	**Completed**
5	Unbundling large contracts	Unbundling is already encouraged as a component part of the Set-Aside Program. Staff will work with the Cabinet Liaisons in the procurement planning process to evaluate the potential opportunities for unbundling large contracts.	**On-going**
6	Adjust contract value for inflation for projects that span a certain number of years	Metro has used an escalation clause, that may be exercised at Metro's sole discretion, in multi-year cost reimbursable plus fixed fee contracts for professional A&E services.	**Completed**
7	Improvements to prequalification requirements	The Pre-Qualification threshold was increased from $100,000 to $500,000, effective January 1, 2025.	**Completed**

Next Steps:

- Staff will continue to implement Initiatives of the 48 by ’28 Plan and the disparity study recommendations and provide status updates annually.

Metro

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

File #: 2025-0219, **File Type:** Informational Report **Agenda Number:** 24.

EXECUTIVE MANAGEMENT COMMITTEE
MAY 15, 2025

SUBJECT: HOME QUARTERLY REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the HOME Quarterly Report.

ISSUE

Los Angeles is experiencing a homelessness crisis, and many unhoused individuals seek shelter on Metro's rail and busway system. Since 2017, Metro has been funding local social service agencies to deploy multidisciplinary teams who engage and deliver resources and services to unhoused riders. In addition, Metro has partnered with local homeless shelters to provide beds for the outreach teams to utilize. This is a report on the status and outcomes of Metro's homeless engagements for the quarter January-March of 2025.

BACKGROUND

Metro continues to fund multidisciplinary teams (MDTs) who perform outreach to people experiencing homelessness (PEH) on Metro's rail and bus systems. Metro began contracting eight MDTs through the LA County Department of Health Services (DHS) in 2017, expanding contracted outreach services to the current operating total of 24 MDTs. The initial eight teams were employed by the community agency People Assisting the Homeless (PATH); Metro now has five additional community agencies who deploy MDTs: Christ Centered Ministries (CCM), HOPICS, LA Family Housing, Union Station Homeless Services, and Helpline Youth Counseling.

Metro has made notable progress in addressing homelessness on Metro's rail and busway systems since 2017 through the expansion of MDT outreach, increased access to housing resources, and improved partnerships with City, County, and Community partners. Metro MDTs focus on engaging individuals and connecting them to housing and other services and are deployed across the entire rail and bus system seven days a week, with 24-hour coverage Monday through Friday. The six community agencies that deploy the 24 MDTs are based in different areas of LA County and are strategically assigned to segments of the Metro system located in their regions.

In addition to MDT outreach, Metro currently funds a total of 45 interim housing beds through LA

County DHS. These beds, located in Central Los Angeles and the San Fernando Valley, are reserved for MDTs to directly refer the people they serve. Metro MDTs also have access to 25 beds through partnerships with the LA County Chief Executive Office Homeless Initiative (LA CEO-HI) and the Los Angeles Homeless Services Agency (LAHSA). Most recently, the LA CEO-HI agreed to fund an additional ten bed, six month pilot program in Long Beach that will sunset on June 30th.

Since 2023, Metro has increased the number of interim housing resources from 25 to the current total of 80. These beds provide occupants with access to a wide range of resources and programming that address a variety of client needs. All beds are required to provide 24-hour access, offering a vital resource to people experiencing homelessness during the late evening and early morning hours of Metro operation. Through the key partnerships between Metro and external stakeholders, staff plan for continued expansion of Metro-specific interim housing resources.

Since 2018, Metro MDTs have enrolled more than 21,000 individuals into the Homeless Management and Information System (HMIS), allowing them to gain access to homeless resources and services. The teams have successfully connected more than 5,000 people to interim housing and more than 1,500 people to permanent housing.

DISCUSSION

The following quarterly report provides an overview of the homeless response activities from January to March 2025 and the outcomes year to date.

Operational Capacity and Deployment

Of the 24 teams currently funded under the active DHS contract 23 teams have been deployed, with the remaining team in the recruitment process. MDTs perform outreach on the rail and bus system seven days a week, with 24-hour coverage Monday through Friday. Outreach data is collected daily and analyzed to inform strategic deployment planning. Data analysis shows the highest levels of activity on the A, B, D, and E lines, which is where most teams are deployed using three strategic approaches: 1) co-deployment with Metro Ambassadors, Transit Security, and Law Enforcement partners at mutually agreed upon focus stations, 2) rover from station to station along designated lines within their respective deployment zones, and 3) nighttime deployment to End of Line stations Monday through Friday. Contracted agencies do not currently have the ability to provide swing shift coverage on weekends. Staff continues to explore opportunities to supplement weekend and nighttime coverage.

Impact

MDTs use a person-centered approach when performing outreach on the Metro system, focusing on building rapport and trust to meet individuals' needs. The primary goal is to connect people to interim or permanent housing. The multidisciplinary nature of these teams allows them to provide individuals with a variety of resources, from basic food, water, and clothing to substance use and mental health interventions.

During this quarter, the MDTs successfully enrolled 1,861 people into the Homeless Management Information System (HMIS). The total number of individuals enrolled into HMIS during the current fiscal year is 5,015.

The HOME department sets an annual housing connection goal, which includes the total number of individuals placed into either interim or permanent housing. Metro's total housing placement goal for this fiscal year is 1,800, which represents an 86% increase over last year's goal of 966 total placements. During this quarter, the MDTs enrolled 617 individuals into interim housing and connected 93 individuals to permanent housing. This amounts to a total of 710 housing placements in quarter three. The MDTs have connected 2,104 individuals to housing resources this fiscal year, representing 117% of the annual goal. Figure 1 below shows the quarterly outcomes for the current fiscal year.

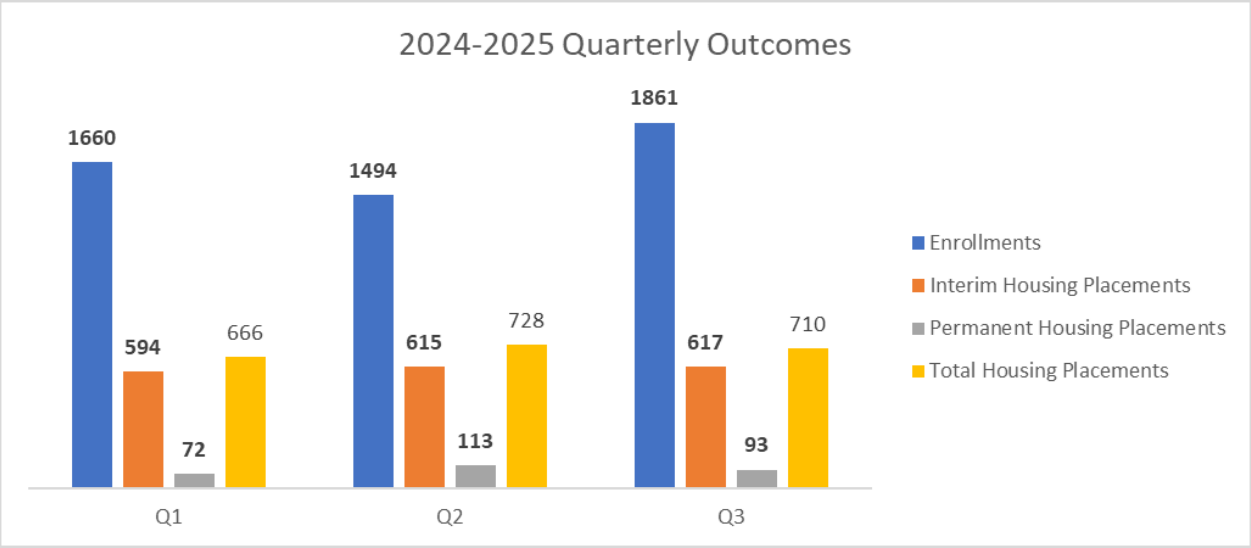


Figure 1: Metro MDT Fiscal Year Quarterly Outcomes

MDT staff have a variety of housing placement options for both interim and permanent housing. When making connections to housing, teams attempt to prioritize the needs and preferences of everyone they engage, while balancing the types of housing resources available for referrals. Successful alignment of these factors can be challenging, but MDTs have made strong impacts toward their housing placement goal. For the current fiscal year, 76% of non-permanent placements were traditional interim housing and crisis housing. For permanent placements, Metro MDTs have successfully reunited individuals with either their family or friends, which collectively account for 58% of the total placements. Figure 2 and Figure 3 below show the breakdown of interim and permanent placements from July 1 through March 2025.

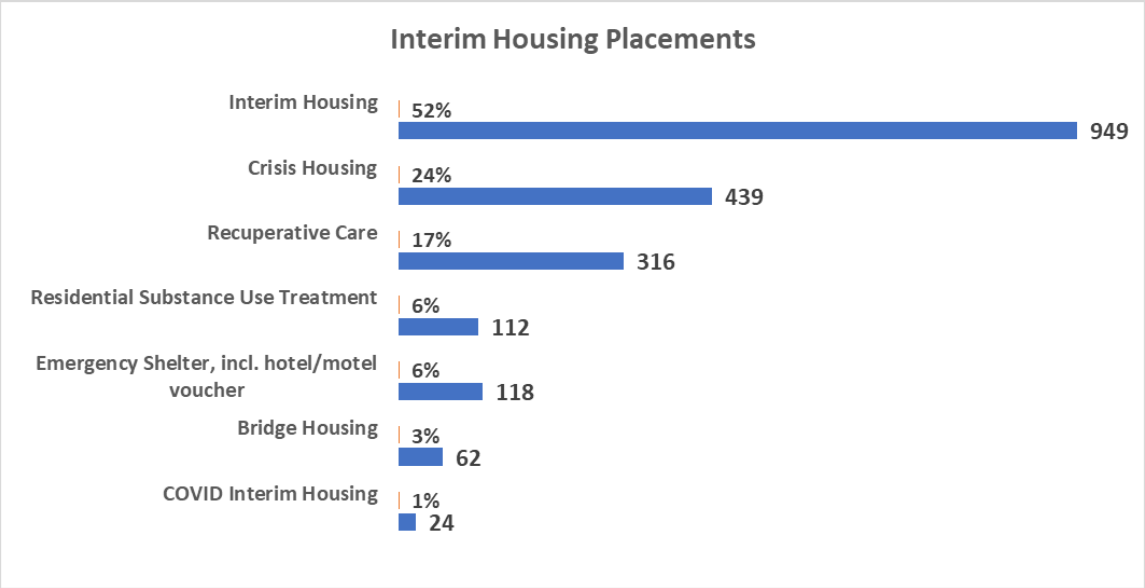


Figure 2: Dispersion of Interim Housing Placements

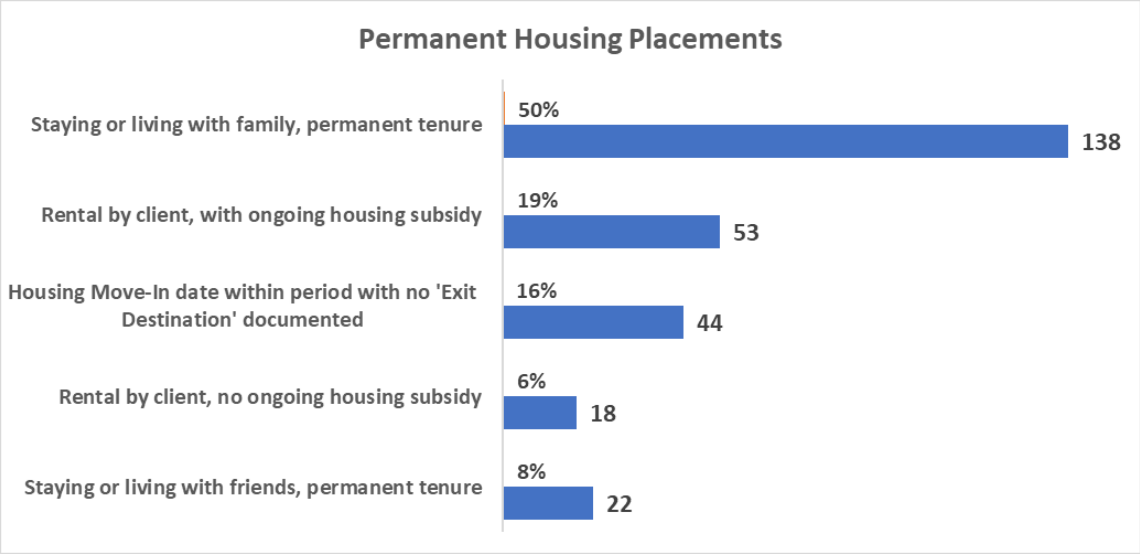


Figure 3: Dispersion of Permanent Housing Placements

End of Line Outreach

Various communities have expressed concerns regarding unhoused riders exiting trains at end of line (EOL) stations located in their neighborhoods. In response to these concerns, the Board requested an EOL assessment be conducted. Beginning in September 2023, a bi-annual count & survey began and continues to take place each March and September. On a single night between the hours of 11:30pm to 2am, 30 volunteers consisting of Metro homeless outreach teams, Metro Staff and County partners deploy to all 11 EOL stations where trains terminate service for nightly maintenance.

Each of the 11 stations deboard between two and three trains after 11:30pm, and passengers are asked to exit the trains and the stations as rail service concludes. Volunteers conduct counts and surveys of unhoused passengers as they vacate, offering gift cards for survey participation. Security and law enforcement partners direct passengers toward surveyors during deboarding to promote engagement and accurate counts.

Five separate counts & surveys have taken place since September 2023. Over the course of these five events, the average total number of PEH counted is 215, with two occasions having a 24% decrease (September 2024) and a 41% increase (March 2025).

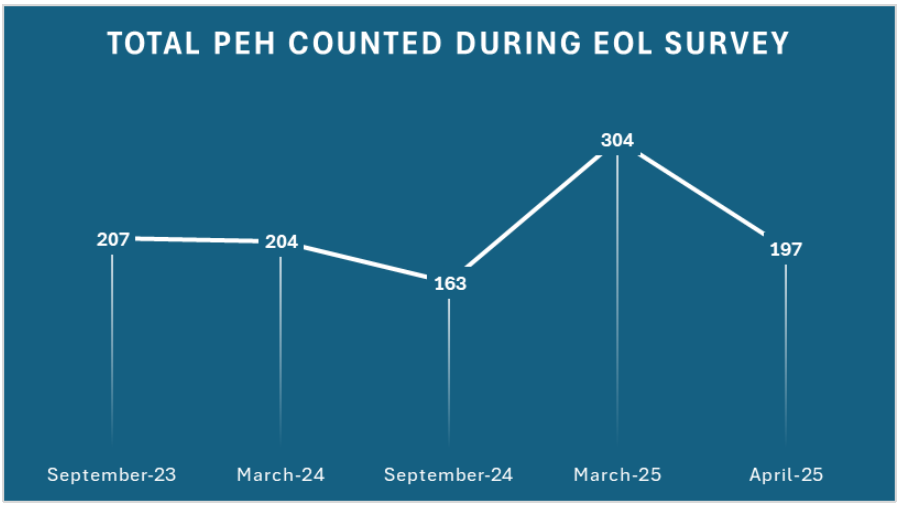


Figure 4: Total number of PEH observed during the last four EOL counts

Due to several stations having abnormally large increases during the March 2025 operation, staff determined it was necessary to perform a recount in April. One suggestion for the increase was that a new cohort of people were experiencing homelessness due to the January wildfires and were seeking shelter on Metro's system. Staff also received feedback from a rail operator who encountered an individual who stated they began experiencing homelessness due to the fires. To explore this further, a survey question was added in April to capture whether the wildfires were indeed the cause of a person's homelessness. Survey results showed that 22% of the 197 people surveyed confirmed that the wildfires were the cause of their homelessness (see Figure 5 below). Staff will perform another count & survey in May that will include additional questions to expand on causes for homelessness to gain a more comprehensive understanding.

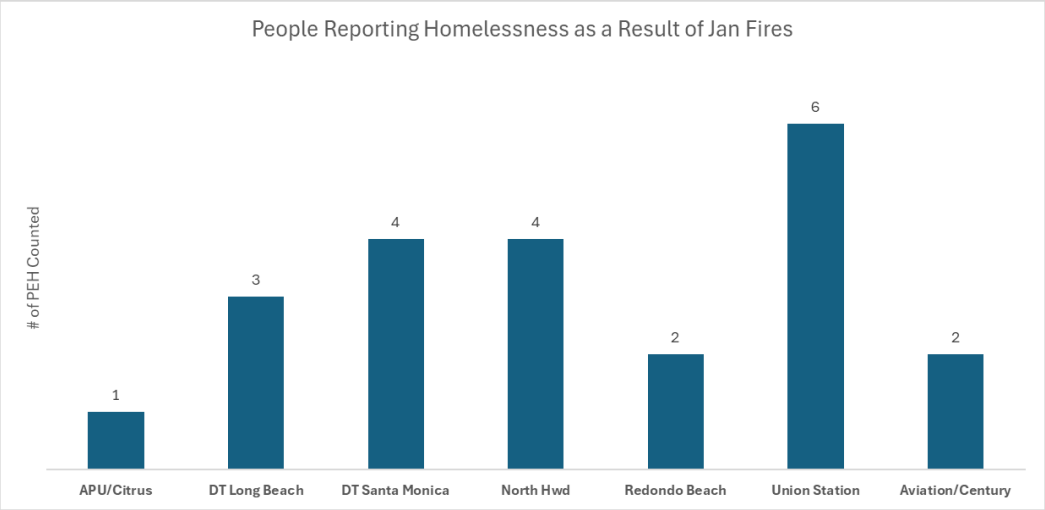


Figure 5: Station locations and total number of people impacted by January Fires

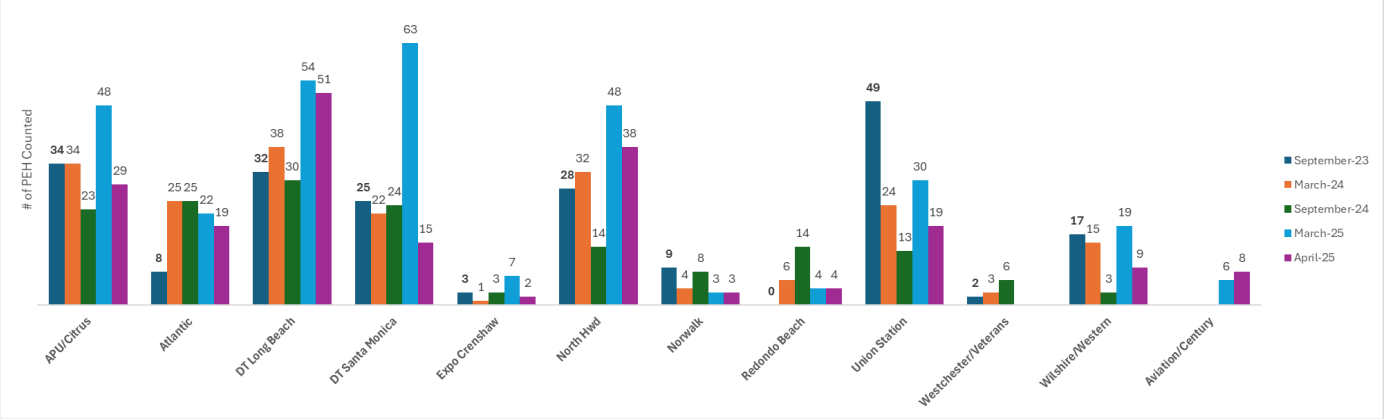


Figure 6 below shows the results of the five observational counts and offers a comparison of all 11 EOL stations over time. Of the eleven EOL stations, five had significant increases in PEH counted during the March 2025 count (APU/Citrus, Downtown Long Beach, Downtown Santa Monica, North Hollywood, and Wilshire/Western) compared to the previous count in September 2024.

Figure 6: Observational counts of people experiencing homelessness at EOL stations

Throughout the five counts, surveys have been conducted to learn more about people who ride to the EOL stations when trains go out of service. By incentivizing participants with a $25 gift card, teams have obtained a 47% survey participation rate. Figure 7 shows the combined results of the survey data collected by volunteers.

Total PEH Counted:	1075
Survey Participation:	47%
Unhoused 1-4 years:	51%
Use Metro for shelter:	70%
Ride to EOL (daily, weekly, monthly):	69%, 19%, 5%
Reboard when service resumes:	76%
Homelessness caused by Jan fires	22%
After deboarding riders exit to:	
Outdoors:	59%
Shelter:	7%
Friends/Family:	6%
Hotel/Motel:	2%
Vehicle:	1%
Other or No Response:	19%

Figure 7: Survey results from all four surveys since September 2023.

The combined survey data provides a few insights into behaviors of unhoused riders who exit trains at the end of service. Of those surveyed, more than half reported becoming unhoused in the past one to four years. 70% of respondents indicated they use Metro for shelter, with 76% reboarding when service resumes in the morning. More than half of the respondents reported exiting to an outdoor location after deboarding; however, when asked if they would accept services such as shelter, food, clothing, etc., almost *all* respondents replied in the affirmative. This speaks to the need for more services to be available during the late evening and early morning hours.

In addition to the bi-annual count & survey, HOME deploys swing shift outreach teams who visit EOL hotspot stations (stations with higher numbers of PEH) between the hours of 6pm and 3am. During these deployments the teams collect data on the number of PEH exiting the last three trains, which is consistent with the data captured in the bi-annual EOL count & survey. Since this data is captured daily and therefore is more representative of unhoused riders exiting at EOL stations, it is important to provide it here (and in subsequent reports) for comparison. Figure 8 shows the average number of PEH exiting EOL hotspot stations for the current fiscal year, July 1, 2024, through March 30, 2025.

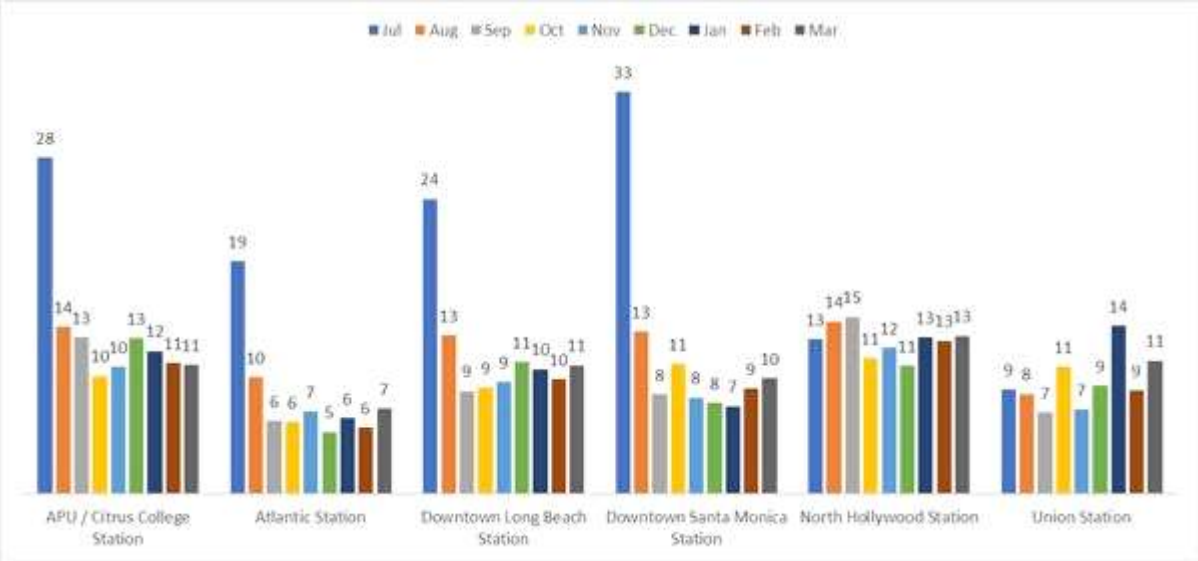


Figure 8: Current FY observational counts from daily outreach at EOL Hotspot stations

A Note on Service Resistance

MDTs are actively outreaching across the rail and bus system seven days a week, with 24-hour coverage Monday through Friday. Despite their years of field experience and acute understanding of the population they serve, our partners continue to engage people who decline services or enrollment into programs. The term “service resistant” implies that people experiencing homelessness would rather remain in the streets than pursue shelter or permanent housing options, but the feedback received from a recent poll challenges this assumption.

Staff asked the six agencies who perform outreach on Metro’s system to ask for the reasons why people might decline services, and to also provide their own first-hand experience with their offers of service being declined. The eight responses collected provide important insight into their perspective and their thoughts about homeless services:

Participant Responses:

1. People had only negative experiences w/ services or providers of services
2. Proximity of available services outside of the person’s community
3. Overly strict rules or structural requirements to access services
4. Opposition to congregate settings, limitations on pets, or unable to cohabitate w/ partner/family, lack of privacy
5. Traumatic experiences
6. Overwhelming paperwork required for permanent housing, with lengthy placement times

Outreach Staff Responses:

7. Active drug use, preventing meaningful engagement
8. Actively experiencing mental illness, preventing meaningful engagement

All six agencies reported answers 1, 2, and 3 as the most common. The results highlight barriers to access and an inability for services to meet the unique needs of individuals. However, it is important to note that the types of shelter that MDTs have to offer are not always rejected; options such as

hotels and motels are widely accepted due to their privacy and non-congregate nature. Additionally, Metro MDTs have been successfully placing individuals into interim and permanent housing year after year, demonstrating that many people's needs are being met with the resources teams have to offer. When selecting partnerships with interim housing providers, Metro focuses on locations and programs that practice low-barrier entry with a focus on safety, autonomy, and privacy.

EQUITY PLATFORM

Metro's efforts to address homelessness on the transit system through its homeless outreach program directly benefit unhoused individuals in LA County. Using a multi-layered deployment strategy that combines several departments, Metro strategically engages the most disenfranchised members of the community. The homeless population in Los Angeles is disproportionately represented by Black and Latino individuals - an effect of historically exclusionary racist policies that impact access to affordable housing.

Teams are deployed across the entire rail and busway system, allowing them to outreach to regions with dense populations of people experiencing homelessness. By connecting people with housing resources, mental health services, and other important interventions, the MDTs not only positively impact the overall goal of reducing homelessness across Los Angeles but also demonstrate Metro's investment in providing access to opportunities for disenfranchised populations.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it provides support for people who seek shelter on Metro. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

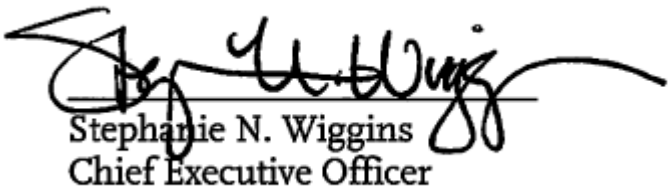
*Based on population Estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

NEXT STEPS

Staff will continue to report quarterly on homeless outreach activity, outcomes and strategic initiatives that address the presence of people experiencing homelessness on Metro's system.

Prepared by: Craig Joyce, Deputy Executive Officer Homeless Outreach & Strategic Initiatives, (213) 418-3008

Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950



Stephanie N. Wiggins
Chief Executive Officer

Metro Homeless Outreach Management & Engagement (HOME)

Quarterly Update

May 2025



HOME Outreach Teams

- Current staffing and deployment
  - 24 total multidisciplinary teams (MDTs)
    - 23 active, 1 in recruitment
  - Deployed across entire rail & busway system seven days/week + 24hr coverage Mon - Fri
- MDTs strategically deployed based on regional knowledge and station data
- 80 Interim beds (all have 24/7 access)



Quarterly Performance

	Q1	Q2	Q3	Total	Last FY Q1+Q2+Q3
Enrollments	1660	1494	1861	**5015**	**4029**
Interim Housing Placements	594	615	617	**1826**	**1207**
Permanent Housing Placements	72	113	93	**278**	**286**
Total Housing Placements	**666**	**728**	**710**	**2104**	**1493**

**Currently achieved 117% of annual housing goal of 1,800*

Interim Housing Placement Types:

- Interim Housing (52%)
- Crisis Housing (24%)
- Recuperative Care (17%)
- Residential Substance Use Treatment (6%)
- Emergency Shelter incl. hotel/motel voucher (6%)

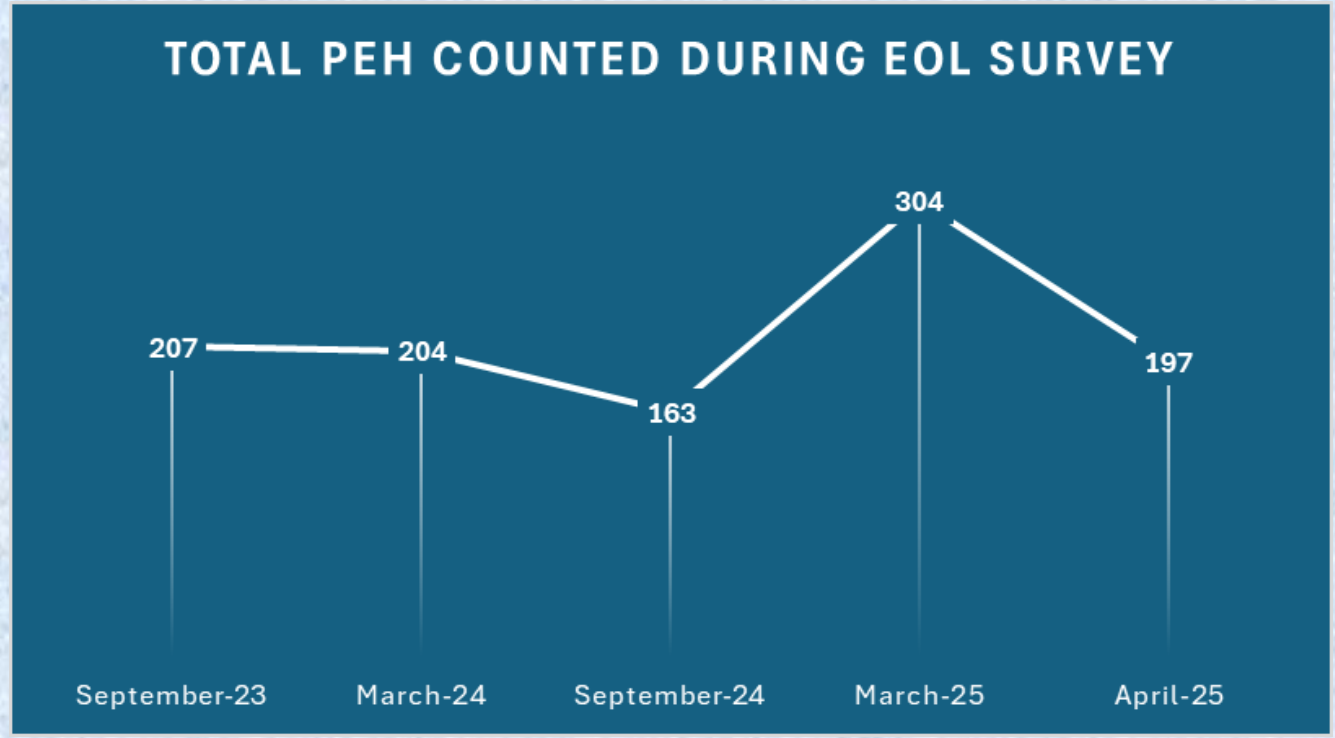
Permanent Housing Placement Types:

- Family Reunification (50%)
- Rental w/ subsidy (19%)
- Permanent placement, unspecified (16%)
- Rental without subsidy (6%)
- Living w/ Friends, perm tenure (8%)

End of Line Count & Survey – Sept 2023 to April 2025

Overall Survey Results

- 51% Survey Participation
- 67% of respondents indicated that this city/jurisdiction is where they most often experience homelessness
- 57% Deboard to Outdoor Locations
- 70% Use Metro as shelter
- 75% Reboard When Service Begins



End of Line Count & Survey – Sept 2023 to April 2025

March EOL count: 304 counted

- Uncharacteristic spikes in 4 of 11 stations
  - *DT Santa Monica (63 PEH), DT Long Beach (54 PEH), N. Hollywood (48 PEH), APU/Citrus (48 PEH)*

Re-count in April: 197 counted

- Results showed counts returned to normal except for DT Long Beach (51) and N. Hollywood (38)
- Of the 102 PEH surveyed, **22% Homeless due to January Fires**.
  - *"Yes" respondent locations: DT Santa Monica (4), DT Long Beach (3), N. Hollywood (4), Union Station (6), Redondo (2), Aviation/Century (2), APU/Citrus (1)*

Comparison data from EOL Swing Shift Teams

- 6 Months daily data
- Average monthly counts lower than bi-annual EOL count/survey
- Data captured during last 3 trains (same time as EOL count/survey)

Station	6mo Average PEH
N. Hollywood	13
APU/Citrus	12
DT Long Beach	11
DT Santa Monica	10
Union Station	10
Atlantic Station	7

Thank You

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

File #: 2025-0301, **File Type:** Informational Report **Agenda Number:** 25.

EXECUTIVE MANAGEMENT COMMITTEE
MAY 15, 2025

SUBJECT: FEDERAL AND STATE REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE May 2025 Federal and State Legislative Report.

DISCUSSION

Executive Management Committee
Remarks Prepared by Raffi Haig Hamparian
Government Relations, Executive Officer: Federal Affairs

Chair Hahn and members of the Executive Management Committee, I am pleased to provide an update on several key federal matters of interest to our agency. This report was prepared on April 30, 2025, and will be updated, as appropriate, at the Executive Management Committee meeting on May 15, 2025. The status of relevant pending legislation is monitored on the Metro Government Relations Legislative Matrix <https://libraryarchives.metro.net/DB_Attachments/5%20-%20May%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf>, which is updated monthly.

Fiscal Year 2026 President's Budget

As was shared with the Board during the Executive Management Committee (EMC) held on April 17, 2025, it is anticipated that the White House will release their Fiscal Year 2026 President's Budget on or around May 20, 2025. On May 2, 2025, the White House did release what is referred to as a skinny budget - the provide broad outlines of the President's spending priorities for Fiscal Year 2026. While this proposal included sharp cuts to may non-defense discretionary programs, the funding levels for the U.S. Department of Transportation (USDOT) - as reflected in the document released by the White House - did not reduce federal transportation funding. The skinny budget would increase funding over the enacted Fiscal Year 2025 level by approximately $2.5 billion, providing additional funding for the Federal Aviation Administration and for Rail Safety programs.

We expect that when the White House releases the President's Budget Fiscal Year 2026 later this

month, that it will include, among many other provisions, specific funding recommendations for the USDOT. Metro is planning to carefully review the President's Budget for Fiscal Year 2026 - along with the Fiscal Year 2026 New Start Report that we expect to be issued concurrently with the budget and that outlines how the FTA will spend Capital Investment Grant Program funds for the coming federal fiscal year.

U.S. Department of Transportation - 2026 FIFA World Cup/2028 Olympic and Paralympic Games

We are working cooperatively with a number of stakeholders, including transit providers across the United States to seek federal funding to provide transit services directly related to the 2026 FIFA World Cup. These efforts include, but are not limited to, supporting letters to Congress and the White House asking for funding to be included in both the President's Fiscal Year 2026 Budget and the Fiscal Year 2026 transportation spending bills that will be crafted by Congress later this year. Most recently, U.S. Senator Alex Padilla is in the process of gathering signatures for a letter that urges USDOT Secretary Duffy to support embedding $500 million for mobility-related funding for the Games in the President's Fiscal Year 2026 Budget. This dollar amount would be a strong downpayment towards the full amount we are seeking from the federal government for mobility-related projects tied to the Games.

We continue to advance our request that President Trump include $3.2 billion for mobility projects related to the 2028 Olympic and Paralympic Games in the President's Fiscal Year 2026 White House Budget. The Board formally made this request in a letter shared with the President-elect on November 21, 2024. We continue to secure strong support from the LA County Congressional Delegation on this front including from U.S. Senator Alex Padilla (D-CA), who recently raised this matter with USDOT Secretary Sean Duffy during a hearing held by the U.S. Senate Committee on Environment and Public Works.

Metro Board Chair Janice Hahn - USDOT Secretary Correspondence - 2028 Olympic and Paralympic Games

Metro is very pleased to share that Chair Hahn conveyed a letter on April 30, 2025, to U.S. Department of Transportation Secretary Sean Duffy. The correspondence reiterated the full Board's request that the Trump Administration include $3.2 billion in federal funding in the President's Fiscal Year 2026 Budget for mobility-related projects critical to the success of the 2028 Olympic and Paralympic Games (the Games). The full Board authored a letter on November 21, 2024, to the President-elect outlining Metro's need for robust federal funding for mobility initiatives tied to the Games. Chair Hahn's letter has been shared with relevant congressional committees and with members of the LA County Congressional Delegation.

House Committee on Transportation & Infrastructure - Reconciliation Bill and Congresswoman Brownley Amendment

On April 30, 2025, the House Committee on Transportation and Infrastructure adopted a measure as

part of congressional efforts to pass a reconciliation measure in the coming months. To meet the panel's deficit reduction goal ($10 billion), a majority on the committee backed a new $250 fee on electric vehicles. The final bill was adopted along partisan lines, with 36 in favor and 30 opposed.

In a welcome development, Congresswoman Julia Brownley offered an amendment to include $3.2 billion in the reconciliation bill for public transportation tied to the 2028 Olympic and Paralympic Games. While the amendment was withdrawn by the author, Congresswoman Brownley expressed a high level of interest in working with committee members on this matter in the coming months.

Please find here an excerpt from Congresswoman Brownley's remarks at the House Committee on Transportation and Infrastructure's markup of their reconciliation bill:

"My amendment would provide 3.2 billion dollars for transportation infrastructure related to the 2028 Olympic and Paralympic Games. With less than 3 and a half years to go before the 2028 Olympic and Paralympic Games, the time for Congress to support what will be "America's Games" is now. The Games, that will be held across southern California and also in Oklahoma, will be the largest sporting event ever held in the United States. As was done for prior Olympic and Paralympic Games hosted in the United States, Atlanta in 1996 and Salt Lake City in2002, I believe Congress and especially this committee - should support the mobility plan for these Games.

I am proud that LA Metro has worked with LA28 -- the organizing committee for the Games --and a number of transportation partners in the region - including the commuter rail provider, Metrolink - to develop a world class mobility experience for the 2028 Olympic and Paralympic Games. This mobility plan is focused on providing a safe, secure, and exceptional transportation experience. The State of California, the City of Los Angeles, Metrolink, and LA Metro have all contributed and will continue to contribute to the capital and operational costs of the Games. However, their size and scale requires an "all in" approach of every level of government to ensure that the US can successfully host the Games in Los Angeles and the subsequent Games in Salt Lake City in 2034."

Federal Transit Administration Capital Investment Grant Program - Congressional Support Letter

Metro is proud that Congressman Robert Garcia (D-CA) is yet again leading an effort among members of the House of Representatives to express support for the FTA's Capital Investment Grant (CIG) Program. The FTA's CIG Program is the federal government's primary means for supporting the construction of new transit lines. Our agency is proud to support Congressman Garcia as he seeks co-authors for his CIG support letter, which will be shared with leading members of the House Committee on Appropriations.

On April 22, 2025, Chair Hahn authored a letter thanking Congressman Garcia for his leadership in supporting the FTA's CIG Program.

Expanding Federal Advocacy Team

Staff is pleased to share that our agency has added to our federal advocacy team K&L Gates. This firm led by Finch Fulton, a former senior U.S. Department of Transportation official, will be charged with advancing Metro's 2025 Board-approved federal legislative program with the Executive Branch. Staff looks forward to integrating K&L Gates into our broader federal advocacy team as staff works to strengthen our work across Capitol Hill and with the Executive Branch, including at the U.S. Department of Transportation.

Los Angeles County Congressional Delegation

As we regularly note before the EMC and consistent with our standard practice, our agency is always actively setting up briefings with Members of Congress and/or their aides to see how our agency can continue to work cooperatively with federal officials representing Los Angeles County residents in Washington, DC.

Metro recently participated in a Transportation Roundtable hosted by Congresswoman Norma Torres (D-CA), where issues related to federal support for the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games were discussed. We have been conferring regularly on a whole host of other matters including on Congressionally Directed Funding requests with members of the LA County Congressional Delegation and their professional staffers.

America's Next Surface Transportation Authorization Bill

Metro's Government Relations team plans to present to the Board, at the next EMC meeting, the agency's surface transportation authorization document. This document will outline certain provisions/reforms we would like to see embedded in the next surface transportation authorization bill. The current surface transportation authorization bill, the Bipartisan Infrastructure Law (P.L. 117-59) expires on September 30, 2026. House and Senate committees with jurisdiction over this measure will begin crafting parts of this bill later this year, with the goal of having a final bill ready by next year.

In the past, Metro has successfully embedded several of our surface transportation authorization priorities in multi-year transportation authorization bills that have been passed by Congress and signed into law. For example, Metro's America Fast Forward reforms related to the TIFIA low interest loan program were included in MAP-21, a surface transportation authorization bill signed into law several years ago. More recently, Metro led the effort, in concert with then-Congresswoman Karen Bass, to include Local Hire reforms in the Bipartisan Infrastructure Law signed into law by President Biden in November of 2021.

Transit Operator Safety

Consistent with our Board-approved 2025 Federal Legislative Program, Metro maintains open lines of communication with the Los Angeles County Congressional Delegation on federal initiatives to enhance transit operator safety. The current surface transportation authorization measure - the Bipartisan Infrastructure Law - will be expiring in late 2026. This will provide our agency with an opportunity to work with a variety of stakeholders to authorize federal programs to further enhance transit operator safety.

Federal Transportation Grants

Metro continues to aggressively pursue federal grant opportunities to fund Metro projects and initiatives. Consistent with our past practice, we will work closely with members of the Los Angeles County Congressional Delegation and other key stakeholders like the LA/Orange County Building and Construction Trades Council, the LA Area Chamber of Commerce, among others to solicit their support for our current and future grant applications.

Conclusion

Chair Hahn and members of the committee, I look forward to expanding on this report at the Executive Management Committee meeting scheduled for May 15, 2025, with any new developments that may occur over the next several weeks.

Executive Management Committee
Remarks Prepared by Madeleine Moore
Government Relations, Deputy Executive Officer: State Affairs

Chair Hahn and members of the Board, I am pleased to provide an update on several state matters of interest to our agency. This report was prepared on April 30, 2025, and will be updated, as appropriate, at the Executive Management Committee on May 15, 2025. The status of relevant pending legislation is monitored monthly on the Metro Government Relations Legislative Matrix <https://libraryarchives.metro.net/DB_Attachments/5%20-%20May%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf>.

Legislative Update

The following is an update on the status of Metro's sponsored and monitored legislation.

Sponsored Legislation

On April 22, AB 1237, by Assemblymember Tina McKinnor (D - Inglewood) passed the Assembly Arts, Entertainment, Sports, and Tourism Committee on a vote of 6-1. This bill, which Metro is the primary sponsor of, would authorize LA Metro to impose a charge of up to $5 on the purchase of a ticket from a ticket vendor to a sporting event in the County of Los Angeles for the 2026 FIFA World Cup or the 2028 Olympic and Paralympic Games. The bill would require Metro to use any revenues collected from that charge to support its transit operations. The bill would require LA Metro, if the agency imposes this charge, to allow any person to use its transit services at no charge on the day of a sporting event in the County of Los Angeles for the 2026 FIFA World Cup or the 2028 Olympic and Paralympic Games if the person presents a ticket to that sporting event. The bill now goes to a vote of the full Assembly.

Metro is a co-sponsor of SB 71 (Wiener), along with the California Transit Association, the Bay Area

Council, and SPUR. SB 71 builds upon previous legislation (SB 288, SB 922) by the Senator that expedites bike, pedestrian, light rail, and bus rapid transit projects by exempting these projects from the California Environmental Quality Act (CEQA). SB 71 removes the SB 922 sunset date and clarifies that transit infrastructure maintenance projects, bus shelters and lighting, and shuttle and ferry service and terminal projects also eligible for the exemption. The bill was heard in and placed on the Senate appropriations suspense file. The bill will be taken up again when all suspense file items are heard in one separate hearing.

AB 939 by Assemblymember Nick Schultz (D - Burbank), the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026, has been referred to the Assembly Committee on Transportation.. This legislation, sponsored by Metro, originated from Board direction during the December 2024 Board meeting, where staff were directed to explore a transportation bond that would provide agencies with ongoing capital funding from the State. AB 939 would, if passed by the Legislature by a 2/3 vote, be placed on the November 2026 ballot, where it would need a simple majority to pass. If approved, the bond would authorize the issuance of $20 billion in State General Obligation Bonds to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, grade separations, and other critical safety improvements. Staff recently learned that the bill will not move forward this calendar year. This bill is now also a “two-year” bill, which may be revisited in the future. Metro staff received feedback on the legislation concerning affordability and the state’s debt capacity at a time of economic uncertainty and other State priorities related to housing and fire recovery.

Additional Relevant Legislation

Metro-supported AB 394 by Assemblymember Lori Wilson (D - Suisun City) passed the Assembly Judiciary Committee on a unanimous vote on April 22. bill would strengthen penalties for assaults against all transit employees that currently exist for bus and rail operators only. The bill would also broaden enforcement against trespassing on transit systems, and empower courts to issue prohibition orders restricting access to individuals convicted of violent offenses against transit workers. Metro has continued to utilize all tools at our disposal to ensure greater safety for all, and AB 394 would be another critical tool in our toolbox. The bill will now go to the Assembly Appropriations Committee.

SB 220 by Senator Ben Allen (D - Santa Monica) was substantially amended on March 26th and then further amended on April 9th. SB 220 would, beginning on January 1, 2029, expand the Metro Board of Directors to 18 members (including 1 nonvoting gubernatorial appointee) by adding the County Executive of the County of Los Angeles and 3 public members appointed by the County Executive. The bill also expands the Metro Board to include each member of the Board of Supervisors. Pursuant to County Measure G approved by voters in 2024, the Board of Supervisors will be expanding to nine members in 2032. Therefore, the final proposed composition of the Board under SB 220 will eventually reach 22 members. Metro’s Board-approved state legislative program states that we will oppose any attempt by the State to change the composition of our Board. Metro contends that any change to the Board should be a locally-driven process. Metro opposes SB 220 and staff were on hand to testify at the April 28 Senate Transportation Committee hearing. At the request of the author, the Committee did not take a vote on the bill. This allows for the bill to be worked on as a “two-year” bill, without advancing or being halted completely at this time. During the Committee hearing, a number of Senators expressed their willingness to work with the author on this issue, citing a need to

examine the structure of the Board in context of LA County's Measure G, but with the understanding that the election of the County Chief Executive and the expansion of the Board of Supervisors are still several years away. Though there was no formal testimony for or against the bill allowed during the presentation, Metro staff thanked Senator Allen, expressing a willingness to have a dialogue going forward about issues regarding Measure G and Board governance.

Metro has an oppose position on AB 1070, by Assemblymember Chris Ward (D - San Diego). This bill would require the governing board of a transit district to include 2 additional nonvoting members and 4 alternate nonvoting members, and prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system. AB 1070 was pulled from the Assembly Local Government Committee hearing on April 23. However, the bill may still be heard in a future committee.

AB 861 by Assemblymember Jose Luis Solache (D - Lynwood) was introduced on February 19. This bill would establish the LA Metro Los Angeles Community College GoPass and Student Ambassador Program to promote the use of public transportation by students enrolled at a campus of the Los Angeles Community College District by (1) providing all students with a free transit pass to access the public transportation services provided by Metro, and (2) establishing a student ambassador program within LA Metro where students assist with security, rider assistance, and facility upkeep on LA Metro rail and bus lines serving campuses of the Los Angeles Community College District. The bill would appropriate $2.5 million from the general fund to the Community College District and Metro to develop and implement the free transit pass program and the student ambassador program. Staff have met with the author and sponsors of this legislation and look forward to working with all parties to ensure that our GoPass program is supported and advanced. The bill passed the Assembly Higher Education Committee on April 23, and will now proceed to the Assembly Transportation Committee.

Budget Update

On April 14th, the "Budget Bill Junior" was signed by the Governor. AB 100 amends the current budget and is known as the early action budget bill for this year. AB 100 was primarily concerned wildfire response appropriations and ensuring that MediCal is properly resourced.

The next budget milestone will be in May with the May Revision to the Governor's budget proposal. Due to the uncertainty surrounding the direct impact of wildfire recovery, along with impacts to tax receipts and deadlines, Metro anticipates that the budget process will extend beyond the June 15 constitutional deadline to pass a budget with subsequent trailer bills through the fall. This delay in receipts, along with significant volatility in the stock market, will require careful monitoring and action by the State.

Metro continues to use our March 12th letter to Legislative leadership, which outlines the agency's budget priorities for this year and beyond, as the cornerstone of our advocacy. The letter emphasizes the need to allocate the remaining SB 125 funds, the support for additional operating funds in the short term, and the need for long-term funding solutions such as the bond proposed in AB 939, and the extension of cap-and-trade.

LA County Legislative Delegation Coordination

Government Relations staff continue to prioritize new member engagement and updating state Senate and Assembly offices on projects and programs relevant to their districts. CEO Wiggins has been meeting with new members in order to introduce them formally to Metro and gauge their legislative priorities for potential partnerships between the State and our agency.

EQUITY PLATFORM

Government Relations will continue to work with the Office of Civil Rights, Racial Equity, and Inclusion in reviewing legislation introduced in Sacramento and Washington, DC, to address any equity issues in proposed bills and the budget process.

VEHICLE MILES TRAVELED OUTCOME

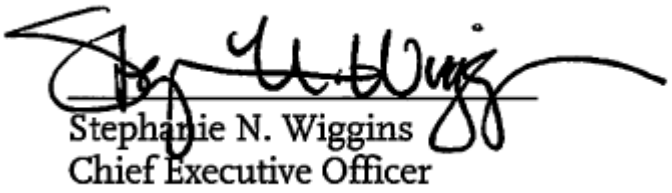
VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through administrative and legislative advocacy activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Increased state and federal funding received benefits Metro's projects and programs to reduce VMT. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

Prepared by: Michael Turner, Senior Executive Officer, Government Relations, (213) 922-2122
Raffi Hamparian, Executive Officer, Government Relations, (213) 922-3769
Madeleine Moore, Deputy Executive Officer, Government Relations, (213) 922-4604

Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950



Stephanie N. Wiggins
Chief Executive Officer

Government Relations
Federal and State Affairs Update

Executive Management Committee
May 15, 2025

Metro

Federal Affairs Update

- **Fiscal Year 2026 President's Budget**
- **U.S. Department of Transportation – 2026 FIFA World Cup/2028 Olympic and Paralympic Games**
- **Metro Board Chair Janice Hahn – USDOT Secretary Correspondence – 2028 Olympic and Paralympic Games**
- **House Committee on Transportation & Infrastructure – Reconciliation Bill and Congresswoman Brownley Amendment**
- **Federal Transit Administration Capital Investment Grant Program – Congressional Support Letter**
- **New Metro Professional Staff in Washington, DC; New Federal Advocacy Team**
- **Los Angeles County Congressional Delegation**
- **America's Next Surface Transportation Authorization Bill**
- **Transit Operator Safety**
- **Federal Transportation Grants**

Metro

State Affairs Update

- **May Budget Revision**
- **Legislative Update:**
  - **Sponsored Bills**
    - **AB 1237 (McKinnor)**
    - **SB 71 (Wiener)**
  - **Other Relevant Legislation**
    - **AB 394 (Wilson)**

Metro

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

File #: 2025-0268, **File Type:** Motion / Motion Response **Agenda Number:** 26.

EXECUTIVE MANAGEMENT COMMITTEE
MAY 15, 2025

SUBJECT: PROJECT LABOR AGREEMENT/CONSTRUCTION CAREERS POLICY (PLA/CCP)

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the status update on the Project Labor Agreement and Construction Careers Policy programs through the quarter ending March 2025.

ISSUE

In January 2012, the Board approved the Project Labor Agreement (PLA) with the Los Angeles/Orange Counties Building and Construction Trades Council (LAOCBCTC) and the Construction Careers Policy (CCP), with subsequent renewal in January 2017. The PLA and CCP encourage construction employment and training opportunities for members of economically disadvantaged areas throughout the United States on Metro's construction projects. An added value of the PLA is that work stoppages are prohibited.

Metro's PLA and CCP provide equitable opportunities for historically underrepresented populations, including women, with high-wage career opportunities in the construction industry.

BACKGROUND

Consistent with the Board approved PLA and CCP (PLA/CCP), prime contractors must provide Metro with monthly reports detailing progress towards meeting the targeted worker hiring goals. Additionally, consistent with Metro's Labor Compliance Policy, the prime contractors provide Metro with worker utilization data by ethnicity and gender. Metro's program-wide goal for female participation in PLA/CCP construction projects is 6.90%.

DISCUSSION

Metro's PLA/CCP provides training and employment opportunities within the construction industry to individuals residing in economically disadvantaged areas and disadvantaged workers. Since Metro's PLA/CCP inception in 2012 and up to this reporting period, over $640 million in wages have been paid to individuals residing in economically disadvantaged areas, an increase of 3% from the last quarter reporting, and over $125 million in wages paid to disadvantaged workers, an increase of

5.58% from the last quarter reporting. Overall wages expended for PLA workers on all active projects was over $30 million through the January - March 2025 quarter.

This report provides a status update on the construction contracts the PLA/CCP covers, including an overview of the Diversity and Economic Opportunity Department (DEOD) efforts on female participation. It also provides an update on the PLA/CCP through the quarter ending March 2025 (Attachment A).

A. PLA/CCP Status Update

As of March 2025 records, a total of 21 projects are under contract that require compliance with PLA/CCP requirements. Among these, 17 are currently active construction projects. Out of these 17 projects, three contracts are subject to the National Targeted Worker Requirements, which focus on workers from economically disadvantaged areas; 14 contracts are subject to the Local Hire Initiative, which aims to hire workers from economically disadvantaged areas of Los Angeles County. The following four of the 21 projects have yet to begin the construction phases.

Figure 1.

Upcoming PLA/CCP applicable projects	Tentative PLA/CCP reporting start date
C1223 Fire Alarm Systems Replacement	**Quarter 2 of 2025**
C1230 Division 8 & CMF Bus Hoist Replacement	**Quarter 2 of 2025**
G-Line Early Work Packages (Phase 2)	**Early Work Package Construction has begun – The July PLA/CCP Quarterly Report will include the workforce numbers.**
North Hollywood to Pasadena Rapid Transit	**TBD**

Construction work timelines are subject to change.

Additionally, five more projects are in the pre-award phase, where staff anticipate the PLA/CCP requirements will apply, subject to award.

Thirteen contractors exceeded the 40% Targeted Worker Goal (from economically disadvantaged areas), 11 contractors exceeded the 20% Apprentice Worker Goal (individuals starting a career in construction), and 11 contractors exceeded the 10% Disadvantaged Worker Goal.

Overall (aggregate), PLA/CCP program-wide attainment of the three workforce goals has been met and exceeded due to a collaborative effort between Metro, the Building Trade Unions, and contractors. Since the program inception in 2012, 38 completed construction contracts have been subject to the PLA/CCP.

The following tables represent the active construction projects as of the March 2025 quarterly reporting period.

Projects Subject to National Targeted Worker Requirement (from economically disadvantaged areas of the US)

Project Name	Prime Contractor	Project Completion Percent	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	Female Utilization Goal (6.9%) & Grade	Percentage of Disadvantaged Worker Participation that are in the Criminal Justice System (*)
Westside Subway Extension Project, Sec 1	Skanska-Taylor-Shea, JV	92.54%	63.71%	19.89%	11.71%	4.11% = C	85.73%
Purple Line Ext. Sec. 3 – Stations Project	Tutor Perini/O&G, JV	65.52%	62.88%	20.55%	10.98%	3.41% = C	65.01%
Rail to Rail Active Transportation Corridor	Griffith Company	94.10%	63.32%	23.46%	11.34%	7.54% = A	38.18%

Please refer to Attachment A (PLA/CCP Brochure) for additional information on each project.
Project Completion Percent is based on estimated work hours as provided by the Prime.

Projects Subject to Local Hire Initiative (from economically disadvantaged areas of Los

Angeles County

Project Name	Prime Contractor	Project Completion Percent	Local Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	Female Utilization Goal (6.9%) & Grade	Percentage of Disadvantaged Worker Participation that are in the Criminal Justice System (*)
Westside PLE Project, Section 2 – D/B	Tutor Perini/O&G, JV	84.73%	43.93%	20.44%	10.50%	2.36% = D	44.78%
Purple Line Ex. Sec 3 – Tunnels Project	Frontier Kemper/Tutor Perini Corp.	97.35%	42.30%	20.61%	11.00%	3.83% = C	46.03%
Div. 20 Portal Widening Turnback Project	Tutor Perini Corp.	75.88%	49.36%	20.20%	13.73%	6.30% = B	36.17%
Airport Metro Connector Transit Station	Tutor Perini Corp.	95.57%	48.23%	21.273	10.04%	4.38% = C	59.93%
Division 20 TPSS (PWT 2)	C3M Power Systems	85.85%	42.41%	32.32%	23.50%	3.90% = C	75.06%
CLAX Construction Punch Out Work	Griffith Company	86.50%	43.59%	20.44%	13.98%	3.70% = C	63.91%
WPLE Section 3 Project VA Parking Structure	Swinerton Builders	32.22%	53.11%	21.49%	13.06%	2.60% = D	0.00%
Division 2 Bus Maintenance Steam Bay Facility Improvements	Simgel Co.	99.16%	65.66%	12.97%	15.46%	2.09% = D	0.00%
Crenshaw/LAX K-Line Paving and Improvement Project	Griffith Company	52.85%	36.36%	15.45%	1.86%	2.93% = D	21.57%
I-605 South Street Off Ramp Improvement	Powell Constructors Inc	67.28%	21.44%	19.15%	3.43%	0.17% = F	0.00%
Division 9 Charging Infrastructure	Icon-West	52.10%	54.24%	14.87%	8.68%	1.52% = F	51.30%
Rail Operations Control (ROC) Chillers	Interior Plus	65.17%	74.88%	29.36%	68.66%	24.18% = A	4.05%
ESFV Progressive Design Build Phase 2	SFTC	0.58%	25.90%	14.46%	7.03%	3.21% = C	52.75%
I-105 Expressway (CMGC)	Flatiron Myers JV	0.85%	15.69%	5.71%	6.56%	2.81% = D	0.00%

Please refer to Attachment A (PLA/CCP Brochure) for additional information on each project.
Project Completion Percent is based on estimated work hours as provided by the Prime.

*Part of Metro's PLA/CCP workforce requirement is the utilization of disadvantaged workers on projects. One of the nine criteria (Attachment A) for a Disadvantaged Worker is having a criminal

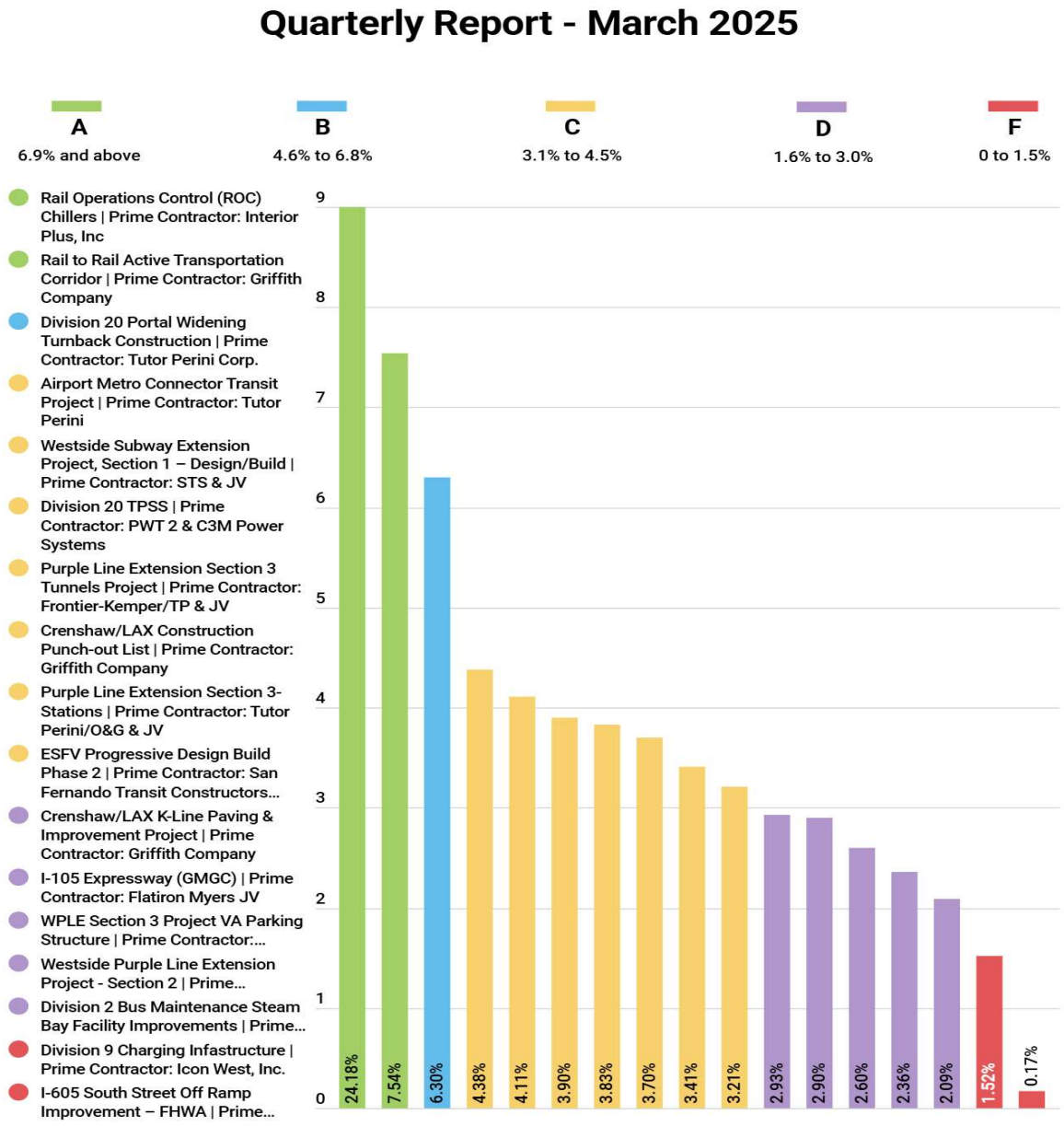
record or former involvement with the criminal justice system, a barrier that has been historically difficult for individuals to overcome. The data shown in the tables above (last column) is the percentage of Disadvantaged Workers (based on hours worked) that have criminal records or involvement with the criminal justice system.

Female Workers on Active Construction Projects

In November 2017, the Board approved a motion to encourage contractors on Metro construction projects to increase the participation of women by meeting or exceeding the female participation goal of 6.9%. The motion directed the creation of a report card/scorecard system reflecting the attainment of the female participation goals for Metro PLA/CCP contractors that was established to encourage contractors to exceed the 6.9% female participation goal.

Female Participation Score Card as of March 2025

Figure 4.



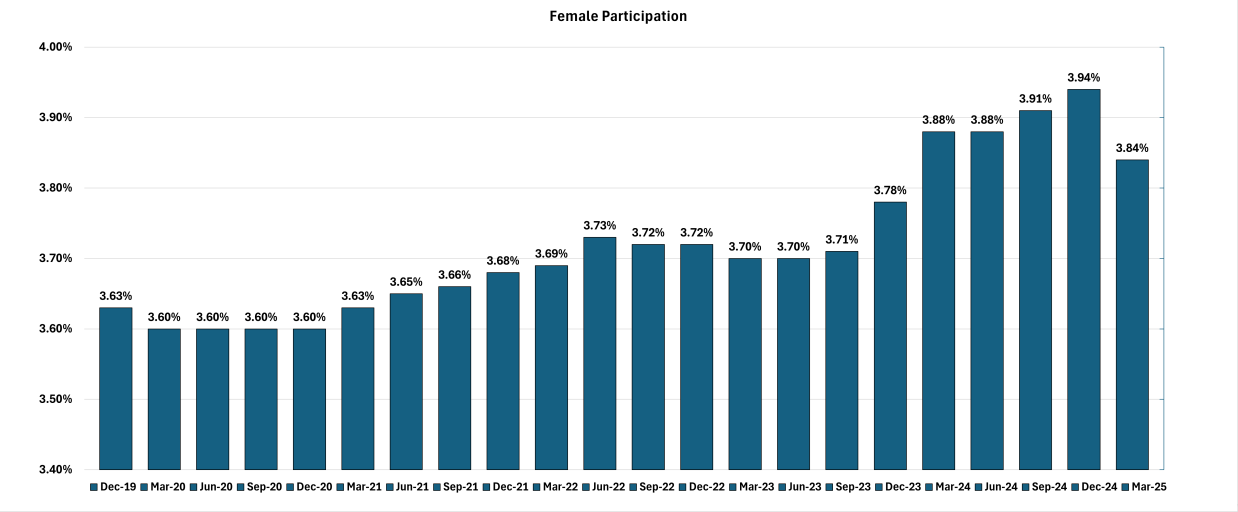
Staff continues to issue notices to prime contractors failing to meet the female participation goal at 25%, 50%, and 75% project completion to encourage and improve female participation on their project. Notices are issued immediately to prime contractors with a score grade of “D” or less, with a recommendation to engage in outreach and other efforts to increase female participation on their projects.

The average female participation on Metro construction projects is currently 3.84% of total work hours compared to less than 2.0% on other non-Metro public works construction projects in the Southern California region. The national average for women in construction is below 3.0%.

Below is a chart of female participation in Metro's PLA/CCP construction projects over the last four years.

Female Participation in Metro's PLA/CCP Projects (Dec 2019 to March 2025)

Figure 5.



Source: As reported by the prime contractors.

During the last quarter reporting period, the Harbor Gateway project concluded and resulted in a decrease in the overall female participation rate. Metro staff understands the importance of increasing the percentage of female workers on Metro's projects for equity and workforce availability reasons. As reflected in the March 2025 board report, staff conducted a workforce disparity study, focused on identifying barriers for women in the construction trades and recommendations on how to increase female representation in the trades. Directors Horvath, Hahn, Dutra, Solis, and Yaroslavsky, issued a subsequent Motion 13.1 (Attachment D) directing staff to advance a regional approach to realize workforce goals.

As described below, staff are actively taking measures to increase female participation and opportunities.

Staff are currently working with the unions and jobs coordinators to refer female workers who have completed their previous work assignments to other active Metro construction projects.

Women Breaking Ground Website (www.womenbreakgound <https://womenbreakground.com/> .com)
Since the launch in March 2024, LA Metro's "Women Breaking Ground" website continues to provide women, who are interested in a career in construction, an avenue for learning about how to join an apprenticeship readiness training program and how to get connected to resources.

Through the websites first year of implementation, over 1,000 individuals have been triaged and given information and resources on starting a career in construction. Over 167 individuals were

referred to a pre-apprenticeship training program sponsored by the LAOCBCTC Apprentice Readiness Fund. Thus far, 27 individuals have enrolled in pre-apprenticeship training, 23 have graduated from the program and 4 have been placed on Union Apprenticeship jobs.

The website includes testimonials of women who have worked in the trades and gives an overview of their experience. The website is also a tool for women who are already in the trades to get connected to the unions, contractors, and more resources to be placed on a construction job. It is made available through physical outreach materials and digital marketing ads and is accessible through the Metro careers website that can be located in the promo box titled “Women”, <https://www.metro.net/about/careers/women/>

Metro continues to advance strategies to support, the outreach, recruitment, and retention of all workers in the disadvantaged workforce categories. These strategies, led by the PLA/CCP staff, are proactive measures that address the regional needs for additional workers. These efforts have spread awareness and sparked interest for women in the region. The increase in outreach strategies has correlated with the positive trend in the female participation rate from the female participation chart (Figure 5.).

In April 2025, Metro blogs **El Pasajero <https://elpasajero.metro.net/2025/04/08/rompiendo-barreras-conoce-a-las-mujeres-en-la-construccion-y-como-puedes-acceder-a-un-programa-de-capacitacion-gratuito/>** and **The Source <https://thesource.metro.net/women-are-paving-the-way-in-construction-heres-how-to-break-barriers-and-access-free-training/>** wrote an article about the Women Breaking Ground website and female construction workers on Metro’s PLE 3 Tunnels project. Shortly after the article launched, Spanish media outlets such as KTNQ, 1020 AM radio, and La Opinion newspaper reported on the articles. As a result, Metro’s Joint Awareness campaign partners from the LA/OC Building Council Trades Apprentice Readiness Fund shared that there has been an influx of interest form submissions. This was confirmed when making call backs to individuals who had submitted interest forms. One woman confirmed she had heard about opportunities for no-cost construction training and career pathways that were offered through the website after reading the article in La Opinion <https://laopinion.com/2025/04/12/rompiendo-barreras-conoce-a-mujeres-que-se-abren-camino-en-la-construccion/>.

Listed below are ongoing strategies being implemented by Metro to increase the overall workforce capacity, with a specific focus on increasing female participation on Metro’s construction projects.

1. Female Participation Score Card - Staff continues to grade each contractor’s performance quarterly by using a score card that reflects percentages of worked hours performed by females hired by Metro’s contractors to encourage meeting the 6.9% goal.

2. Periodic Jobs Coordinator Meetings - Staff conduct periodic meetings with job coordinators to discuss best practices and identify outreach and recruitment opportunities.

3. Transition Coordination - Staff are currently working with the unions and jobs coordinators to refer female workers who have completed their previous work assignments to other active Metro construction projects.

4. Women in the Trades Resource Guide (Attachment B) - Staff has developed a comprehensive guide to recruit, employ, and retain women in construction careers, to assist prime contractors in recruiting female workers.

5. Collaboration with Unions - Staff has established a collaboration with the Laborers Union and Southwest Regional Council of Carpenters to directly refer female workers to the apprenticeship programs. Upon completion, participants are referred to Metro's contractors for employment opportunities.

6. Outreach - Staff continue to reach out to community-based organizations, pre-apprenticeship schools, and building trades to promote career opportunities and to increase female recruitment in the construction industry (Attachment C). During this reporting period, Metro staff participated in eight job fairs which resulted in twelve individuals being referred to job coordinators for pre-apprenticeship programs.

The following are long-term strategies and efforts to support workforce needs and to increase female participation on Metro's projects:

1. Support the Women Build Metro LA (WBMLA) events. The WBMLA events are geared to introduce the construction career path for women throughout Los Angeles County. Staff has invited and encouraged Metro's prime contractors to participate and recruit females interested in starting a career in construction.

2. Collaborate with Women in Non-Traditional Employment Roles (WINTER) to seek grant opportunities to help empower, train, educate, and prepare women for transformative careers in the construction industry. In addition, Metro shall provide continuous employment referrals to female graduates of WINTER on Metro project sites.

3. Continue to collaborate with the LA County Department of Economic Opportunity (DEO) and City of Los Angeles Economic Workforce Development Department (EWDD) in recruiting individuals interested in starting a career in construction and establishing an ongoing referral system of individuals to pre-apprenticeship programs available through the LA County DEO network of services.

    - Metro and DEO have partnered and initiated a cohort of other agencies to plan for the soon-to-be launched Workforce Subcommittee for Infrastructure Los Angeles. The sub-committee focus will be workforce development to support infrastructure projects in the region.

4. Partnerships with the Los Angeles/Orange County Building and Construction Trades Council (LAOCBTC), and its Executive Secretary to focus on increasing the workforce in the construction industry, including prioritizing and dispatching of female workers on Metro construction projects.

- Metro is in collaboration with LAOCBTC, union trades, prime contractors, and community-based organizations to build future workforce capacity with a special focus on females and has embarked on a Joint Awareness Campaign to promote career opportunities in the construction industry.

Outreach to High Schools and Youth of the Community

Metro DEOD staff are dedicated to partnering with industry leaders to significantly enhance apprenticeship programs that will effectively build capacity for present and future projects. Below are impactful activities that the team has implemented to inspire high school and community college students to spark their interest in pursuing rewarding careers in the trades. These efforts aim to inform and empower the next generation of skilled workers.

1. Metro DEOD staff conducted outreach at several high schools and community colleges in the Los Angeles region to promote careers in the construction industry. Participating institutions included Compton School, Sunburst Youth Academy, North Hollywood High School, California High School, Pomona High School, Whittier High School, Sierra Vista High School, Pioneer High School, East Los Angeles College, Rio Hondo College, Youth Engagement at Linx, Construction Industry Education Foundation (CIEF), LA City Youth Source, and Metro's 2025 Women and Girls Summit and Transportation Career Academy Program (TCAP) students. Metro staff will continue to expand engagement with youth to generate interest in the trades and create a pipeline of opportunities. Additionally, the SEED school is also introducing students to a variety of careers, including those in the infrastructure sector.

2. Metro DEOD staff participated in the Pomona Unified School District to Annual Pathway to Career Success event in February 2025.

3. Metro Staff are in partnership with the LAOCBCTC Apprentice Readiness Fund as they work with the Los Angeles Unified School District (LAUSD), to introduce careers in construction through the establishment of a pilot pre-apprenticeship program at the Los Angeles Technology Center on the LAUSD campus with an estimated start date of Summer 2025. An instructor has been identified, and curriculum has been finalized to greenlight the program. Discussions are ongoing between the LAOCBTC Apprentice Readiness Fund and LAUSD to reintroduce MC3 curriculum and certifications on LAUSD High School campuses.

Metro will also continue to collaborate with the LA/OC Building Construction Trades Council and its union affiliates to assist in the recruitment efforts of workers.

Status Update to Board Motion 13.1 (Attachment D)

As referenced earlier, at its March 2025 meeting the Board approved Motion 13.1 by Directors Horvath, Hahn, Dutra, Solis and Yaroslavsky (Attachment D), directing the Chief Executive Officer to:

A) Expand Cultural Competency Plan requirements to integrate Community Benefits and Workforce

Equity Components into RFP procurements. B.) Establish a regional roundtable to activate discussions on goal setting for regional public contracting agencies. C) Conduct a Women in the Trades Regional Summit. D) Establish a female Advisory Group. E) Launch a targeted social media campaign (Built by HER) focused on women, youth, and mentorship opportunities.

The following summarizes steps underway to advance these efforts:

1. Scheduled the first Regional Roundtable meeting for June 2025, with regional workforce contributors to address barriers for women entering the construction workforce.

2. Metro staff will survey contractors that have met or exceeded higher grades in the female scorecard to evaluate their success stories and share best practices. An update on the analysis will be included in subsequent PLA/CCP Quarterly Reports, with the next report scheduled for August 2025.

3. Advanced development of draft plan for a Female Advisory Group that will host its own Women in the Trades Regional Summit. The event will allow the future generation of female construction workers to learn about the benefits of working with the Trade Unions and connect them with resources. This will be done in conjunction with the Regional Roundtable described above.

4. Initiated coordination with the Metro Marketing team to develop the “Built by HER!” social media campaign and timeline for launch. The brief to Marketing has been shared to begin the discussion on our desired target population and goal of the Built by HER! Social media campaign.

5. Continued Metro support to facilitate WINTER, and the LA County Justice Care Opportunities Department (JCOD) collaboration to launch its first all-female Pre-Apprentice Construction Readiness training cohort proposed to begin July 2025.

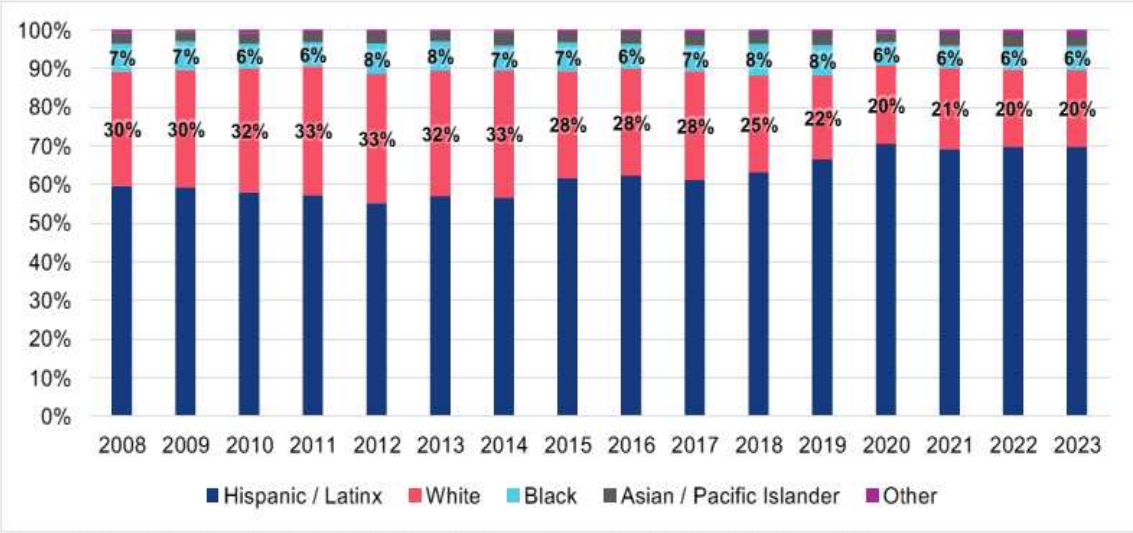
6. Staff are in the process of strategizing with V/CM and PMO to determine the applicability of community benefits and workforce equity components to the current cultural competency requirements.

Additionally, as a component of the approved Motion, an amendment by Director Dupont-Walker requested a report back on the status of efforts to address cultural competency requirements for historically underutilized populations, including other cultural sensitivities and disparities.

In response to Director Dupont-Walker's request in Motion 13.1, DEOD has begun analyzing data related to historically underutilized populations, cultural sensitivities, and disparities. Estolano Advisors reviewed datasets associated with the workforce disparity study, focusing on the representation of these populations in the trades.

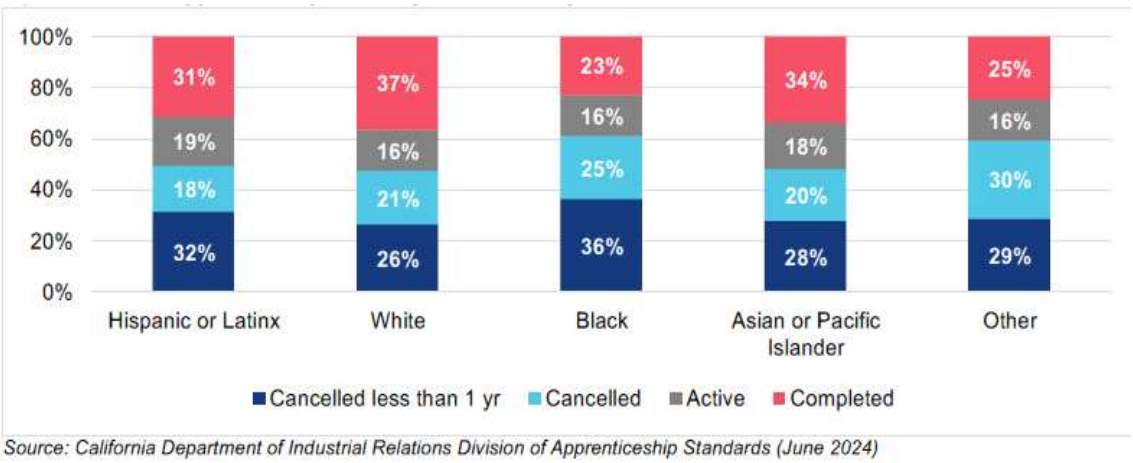
Initial findings from statewide apprenticeship data reveal the following:

- Overall annual enrollment in union apprenticeship programs in Greater Los Angeles has generally increased since 2010. Hispanic/Latinx apprentices represent the majority of new participants, while the proportion of Black apprentices has remained consistent between 6% to 8%.



Source: California Department of Industrial Relations Division of Apprenticeship Standards (June 2024)

- Among all apprentices registered since 2008, Black apprentices in Greater LA have the highest overall cancellation rate, with over 60% of apprenticeships canceled and nearly 40% canceled within one year of program start. Cancellation rates are also high for other apprentices, including a 50% cancellation rate among Hispanic/Latinx apprentices.



Source: California Department of Industrial Relations Division of Apprenticeship Standards (June 2024)

DEOD, in collaboration with the consultant, has requested additional LCPtracker (workforce online monitoring system) datasets that include race and ethnicity as an extra variable/column. This enhancement will allow for a detailed analysis of trends within the racial and ethnic composition of the construction workforce in LA Metro, LA County, and the Greater LA Area. The new datasets will build upon the foundational analyses already conducted on apprenticeship trends and examine trends among journey workers from historically underutilized populations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro's Project Labor Agreement/Construction Careers Policy (PLA/CCP) supports strategic plan goal #3 to enhance communities and lives through mobility and access to opportunity.

EQUITY PLATFORM

Metro's Project Labor Agreement and Construction Careers Policy continue to create employment opportunities for marginalized community members in the construction industry for workers with historical barriers to employment.

Hundreds of disadvantaged workers have benefited in obtaining a meaningful career through Metro's PLA/CCP program which resulted in over $125 million in paid wages to disadvantaged workers, from inception to March 2025. For the January - March 2025 reporting period $6.6 million was paid to disadvantaged workers.

Metro has continued ongoing efforts undertaken by staff to increase female participation, including outreach to women in construction to obtain insight and best practices for contractors and female workers in the construction industry (details in Attachment B). In addition, Metro helps the Construction Building Trades unions to increase their female membership by encouraging contractors to hire/sponsor females into the construction trades and working with Metro's Women and Girls Governing Council (WGGC) to continuously uplift women into the construction industry. During the January - March 2025 reporting period staff presented the Workforce Disparity Report, that provided an assessment of the availability of female tradeswoman in the workforce, and recommendations to increase inclusion. Staff are moving forward with the next steps for the report, as directed by Motion 13.1 (Attachment D).

These strategies have contributed to an average female participation rate in Metro construction projects (3.84%) which is higher than historical participation rates in other non-Metro public works construction projects in the region (less than 2%) and the national average for women in construction (less than 3%). Additionally, staff monitors each project's female attainment monthly and assist contractors in continually increase female participation. Furthermore, the response to Motion 13.1 will help staff introduce collaborative mechanisms to increase female participation and identify additional cultural sensitivities and disparities for historically underserved populations as they seek employment in the trades. Expanding upon this response will assist staff in eliminating barriers for employment from these populations.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit. Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it is the goal of Metro's PLA/CCP program to provide employment opportunities to economically disadvantaged individuals of Los Angeles County. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

NEXT STEPS

Staff will continue to monitor the contractors' efforts and initiate the various strategies and activities as outlined in this report. Staff will continue to provide updates on actions related to Motion 13.1 within future quarterly PLA/CCP reports.

ATTACHMENTS

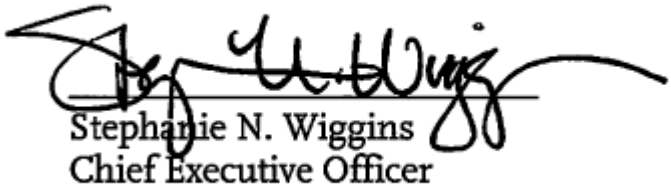
Attachment A - PLA/CCP Quarterly Brochure
Attachment B - Women in the Trades Resource Guide
Attachment C - DEOD Outreach Activities
Attachment D - Board Motion 13.1

Prepared by:

Sidney Urmancheev, Diversity and Economic Opportunity Department Representative (213) 922-5574
Angela Scott, Interim Principal, Diversity and Economic Opportunity Department (213) 922-1028
Wendy White, Deputy Executive Officer, Diversity and Economic Opportunity Department (213) 922-2648
Tashai R. Smith, Executive Officer, Diversity and Economic Opportunity Department (213) 922-2128

Reviewed by:

Sharon Gookin, Deputy Chief Executive Officer (213) 418-3101



Stephanie N. Wiggins
Chief Executive Officer

PLA/CCP



Metro's Project Labor Agreement and Construction Careers Policy

March 2025

Metro



Overview

In January 2012, the Metro Board approved the Project Labor Agreement (PLA) with the Los Angeles/Orange Counties Building and Construction Trades Council and the Construction Careers Policy (CCP). The primary benefit of the PLA is that it encourages construction employment and training opportunities in economically disadvantaged areas throughout the United States on federally-assisted contracts. Another benefit is that it prohibits work stoppages.

The PLA goals are:

> **40% participation of construction workers residing in economically disadvantaged areas**

> **20% apprentice participation**

> **10% participation of disadvantaged workers (meeting two of nine disadvantaged criteria)**

Consistent with the Board-approved PLA/CCP, prime contractors are required to provide monthly reports detailing progress towards meeting the targeted worker hiring goals. Additionally, per Metro's Labor Compliance policy and Federal Executive Order 11246, prime contractors provide Metro with worker utilization data by ethnicity and gender. (See page 6).

Economically Disadvantaged *– Area where the median household income is less than $40K per year.*

Disadvantaged *– Economically disadvantaged; also satisfying at least two of the following nine categories: 1) homeless, 2) single custodial parent, 3) receiving public assistance, 4) lacking GED or high school diploma, 5) criminal record or history with criminal justice system, 6) chronically unemployed, 7) emancipated from foster care, 8) veteran from Iraq or Afghanistan war, or 9) apprentice with less than 15% hours needed to graduate to journeyworker. Criminal justice system percentages are a subset of the 10% Disadvantaged hours category.*

Figures at a Glance

PLA CONTRACTS – INCEPTION TO DATE

60	17	4	39
TOTAL	ACTIVE*	UPCOMING	COMPLETED

CONTRACT AWARD VALUE

$9+ BILLION

**Two projects have been awarded but has not yet started.*

APPRENTICE WORKERS

1950+	1050+	980+	350+
CRENSHAW/LAX TRANSIT CORRIDOR PROJECT (PROJECT COMPLETED 12/2023)	REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT (PROJECT BEGAN 9/2014)	WESTSIDE SUBWAY EXT. PROJECT, SEC 1 – DESIGN BUILD (PROJECT BEGAN 11/2015)	WESTSIDE PURPLE LINE EXTENSION PROJECT, SECTION 2 (PROJECT BEGAN 4/2017)

PLA WORKER HOURS (PROGRAM-WIDE)
ACTIVE AND CLOSED PROJECTS

34,776,384.59 hours
TOTAL CONSTRUCTION HOURS THROUGH MAR 2025

25,637,659.65 hours
TOTAL APPRENTICEABLE HOURS THROUGH MAR 2025

57.46% (19,982,478.37 hours)
ECONOMICALLY DISADVANTAGED

21.63% (5,546,180.20 hours)
APPRENTICE

11.18% (3,886,693.73 hours)
DISADVANTAGED

Fast Facts on Metro's Project Labor Agreement

> Metro is the **first** transit agency in the nation to adopt a PLA that includes a targeted hiring emphasis on apprentices, low income and previously excluded members of society into the trades.

> The U.S. Secretary of Labor visited Metro and the Crenshaw/LAX Transit Corridor Project in August 2014 and highlighted the PLA/CCP as a success and national model.

> **No** work stoppages or lockouts have occurred since the start of the program.



Female Participation in Construction

Through its Project Labor Agreement and Construction Careers Policy, Metro is striving to diversify the workforce on construction projects to improve access to career opportunities and serve as a catalyst for improving socio-economic status for minorities and women. Although the national average for women in the construction trades is below 3%, Metro's goal is to exceed the Executive Order 11246 female utilization goal of 6.9%. Metro's current female participation average is 3.84%.

In November 2017, Metro's board passed a motion authorizing the agency to create and publish a score card system that reflects percentages of women hired by Metro contractors; develop an incentive program to encourage contractors to exceed the national goal; and require contractors to demonstrate how they are promoting a diverse and inclusive work environment.

Women Build Metro LA (WBMLA)

Women Build Metro LA is a culmination of community advocates, stake holders and decision makers, including private and public sectors. Together we are committed to increasing the ranks of qualified women candidates for apprenticeship and placement with all Trades. With our partners and stake holders, including our Woman Build Metro LA Committee, we are passionate about increasing female participation, given that women currently make up less than 3% of the construction trade workforce. We are proud to educate and support women in construction under Metro's Project Labor Agreement and Construction Careers Policy.

Female Participation Score Card

MARCH 2025

The Metro Board voted to create a score card system to highlight those contractors who meet and exceed the Executive Order 11246 female participation goal of 6.9% on Metro construction projects.

Active Projects	Prime Contractor	Grade	%
Rail Operations Control (ROC) Chillers	Interior Plus	A	24.18%
Rail to Rail Active Transportation Corridor	Griffith Company	A	7.54%
Division 20 Portal Widening Turnback	Tutor Perini Corp	B	6.30%
Airport Metro Connector Transit Station	Tutor Perini Corp	C	4.38%
Westside Subway Extension Project,Section 1- Design Build	Skanska, Traylor, Shea, JV	C	4.11%
Division 20 TPSS (PWT 2)	C3M Powersystems	C	3.90%
Purple Line Extension,Section 3-Tunnel Project D/B	Frontier Kemper/Tutor Pernin, JV	C	3.83%
Crenshaw/LAX Construction Punch-out List	Griffith Company	C	3.70%
Purple Line Extension,Section 3-Stations Project D/B	Tutor Perini/ O&G, JV	C	3.41%
ESFV Progressive Design Build Phase 2	SFTC	C	3.21%
Crenshaw/LAX K-Line Paving and Improvement Project	Griffith Company	D	2.93%
I-105 Expressway (CMGC)	Flatiron Myers JV	D	2.81%
WPLE Section 3 Project VA Parking Structure	Swinerton Builders	D	2.60%
Westside Purple Line Extension Project, Section 2- Design Build	Tutor Perini/ O&G, JV	D	2.36%
Division 2 Bus Maintenance Steam Bay Facility Improvements	Simgel Co, Inc.	D	2.09%
Division 9 Charging Infrastructure	Icon West, Inc	F	1.52%
I-605 South Street Off Ramp Improvements	Powell Constructors, Inc	F	0.17%

A 6.9% and above **B** 4.6% to 6.89% **C** 3.1% to 4.59%
D 1.6% to 3.09% **F** 0% to 1.59%

To view the Score Card detail summary, visit *metro.net/pla*.

Current PLA/CCP Project Attainments

TARGETED WORKER ACTIVITY BY ACTIVE PROJECT (CUMULATIVE)	% PROJECT COMPLETE	GOAL 40% ECON DISADV	GOAL 20% APPRENTICE	GOAL 10% DISADV	% OF DISADV WORKERS IN THE CRIMINAL JUSTICE SYSTEM CATEGORY
Westside Subway Extension Project,Section 1- Design Build	92.54%	63.71%	19.89%	11.71%	85.73%
Westside Purple Line Extension Project, Section 2 - Design Build	84.73%	43.93%	20.44%	10.50%	44.78%
Purple Line Extension, Section 3- Tunnel Project D/B	97.35%	42.30%	20.61%	11.00%	46.03%
Purple Line Extension, Section 3- Stations Project D/B	65.52%	62.88%	20.55%	10.98%	65.01%
Purple Line Extension, Section 3- Project VA Parking Structure	32.22%	53.11%	21.49%	13.06%	0.00%
Division 20 Portal Widening Turnback	75.88%	49.36%	20.20%	13.73%	36.17%
Division 20 TPSS (PWT 2)	85.85%	42.41%	32.32%	23.50%	75.06%
Rail to Rail Active Transportation Corridor	94.10%	63.32%	23.46%	11.34%	38.18%
Airport Metro Connector Transit Station	95.57%	48.23%	21.27%	10.04%	63.91%
Crenshaw/LAX Construction Punch Out Work	86.50%	43.59%	20.44%	13.98%	86.94%
Rail Operations Control (ROC) Chillers	65.17%	74.88%	29.36%	66.86%	4.05%
Crenshaw/LAX K-Line Paving and Improvement Project	52.85%	36.36%	15.45%	1.86%	21.57%
Division 2 Bus Maintenance Steam Bay Facility Improvements	99.16%	65.66%	12.97%	15.46%	0.00%
I-605 South Street Off Ramp Improvements	67.28%	21.44%	19.15%	3.43%	0.00%
Division 9 Charging Infrastructure	52.10%	54.24%	14.87%	8.68%	51.30%
ESFV Progressive Design Build Phase 2	0.58%	25.90%	14.46%	7.03%	52.75%
I-105 Expressway (CMGC)	0.85%	15.69%	5.71%	6.56%	0.00%

Project % completion is based on projected work hours as provided by the prime contractors.

Data through March 2025

Current Projects Executive Order 11246 Attainments

ACTIVE PROJECTS SUBJECT TO METRO'S PLA/CCP	AFRICAN AMERICAN	ASIAN	CAUCASIAN	HISPANIC	NATIVE AMERICAN	OTHER/ NOT SPECIFIED	GOAL 28.30% MINORITY	GOAL 6.90% FEMALE
Westside Subway Extension Project,Section 1- Design Build	6.69%	1.55%	18.10%	64.51%	0.70%	8.45%	73.45%	4.11%
Westside Purple Line Extension Project, Section 2 - Design Build	4.66%	1.36%	18.58%	68.20%	1.41%	5.77%	75.63%	2.36%
Purple Line Extension Project, Section 3 - Tunnel Project Design Build	5.85%	1.11%	22.96%	62.11%	0.77%	7.20%	69.84%	3.83%
Purple Line Extension Project, Section 3 - Stations Project Design Build	6.06%	1.45%	18.14%	70.48%	0.22%	3.64%	78.21%	3.41%
Purple Line Extension Project, Section 3 - VA Parking Structure	2.42%	5.01%	3.77%	65.36%	0.09%	23.35%	72.88%	2.60%
Division 20 Portal Widening Turnback	4.61%	2.59%	16.76%	70.16%	1.31%	4.57%	78.67%	6.30%
Division 20 TPSS (PWT 2)	16.86%	0.08%	25.76%	52.84%	0.00%	4.47%	69.78%	3.90%
Rail to Rail Active Transportation Corridor	1.39%	1.96%	9.04%	42.65%	0.24%	44.74%	46.24%	7.54%
Airport Metro Connector Transit Station	2.77%	0.98%	13.78%	69.42%	0.79%	12.27%	73.96%	4.38%
Crenshaw/LAX Construction Punch-out List	0.80%	0.26%	11.55%	52.62%	0.00%	34.76%	53.68%	3.70%
Rail Operations Control (ROC) Chillers	24.18%	0.00%	2.47%	70.01%	0.00%	3.34%	94.19%	24.18%
Crenshaw/LAX K-Line Paving and Improvement Project	3.35%	0.41%	10.91%	34.71%	0.00%	50.63%	38.47%	2.93%
Division 2 Bus Maintenance Steam Bay Facility Improvements	2.80%	8.15%	8.13%	77.68%	0.00%	3.24%	88.63%	2.09%
I-605 South Street Off Ramp Improvements	0.81%	0.36%	11.64%	81.33%	0.00%	5.86%	82.50%	0.17%
Division 9 Charging Infrastructure	2.79%	2.38%	35.24%	23.15%	0.99%	35.44%	29.31%	1.52%
ESFV Progressive Design Build Phase 2	3.73%	2.69%	24.89%	55.84%	0.03%	12.83%	62.29%	3.21%
I-105 Expressway (CMGC)	0.64%	0.00%	24.03%	64.61%	0.00%	10.72%	65.25%	2.81%

Closed project attainments may be found by visiting Metro's PLA/CCP website at *metro.net/pla*.

Based on contractors reported data as of March 2025

Metro is building the workforce of tomorrow.

Metro's PLA/CCP facilitates new training and apprenticeship opportunities for workers across the region. These programs also help those who reside in economically disadvantaged areas to find jobs and training opportunities on Metro projects.

Here's a look at just a few of the workers who have found success working on PLA and Measure R projects:



Frances Macias Aguilar

Frances Macias Aguilar is a mother of eight who has a passion for the construction trades. As a member of Laborers Local 300, Frances is certified in lane closures and works on the team that handles traffic control for the Regional Connector Transit Corridor Project in the heavily congested streets of downtown Los Angeles. Frances' job is to close street lanes to traffic throughout the various active construction sites in the city. Francis says joining the laborers has changed her life dramatically, she looks forward to moving up the ladder and bringing more females into this male-dominated field.



Anna Aguirre

Anna Aguirre was born and raised in Downey, CA. She attended Downey High School and worked toward her higher education degree at Rio Hondo College in the field of Merchandising and Marketing. She continued to work in the retail industry for the next 10 years, until she decided to change her career path. Following this decision she attended an outreach event for women in the trades, where she was able to meet staff from Laborers Local 1309. Anna was so fascinated by the opportunities in trades, that she quit her job in retail and started to seek sponsorship opportunities into the Local 1309. With the sponsorship of the Local 1309 she was dispatched to The Griffith Company as a General Laborer, working on the Rail-to-Rail project. For the past two years, she has been working hard on this project and has rose to the level of a 3rd period apprentice. Besides being a General Laborer at The Griffith Company, Anna is a proud mother of one son, age 6. She credits the Local 1309 and Griffith Company for being able to provide a quality life for herself and her son.



Patricia Allen

As a child, Patricia was determined to be different and reject the gender roles that were expected of her. After making some mistakes within the justice system, Patricia decided that she needed to make a positive change in her life. Fourteen years ago, Patricia found the change she was looking for when a friend suggested that she look into a career in construction and encouraged her to register for the Laborers Union Bootcamp, and that's just want she did. While in training, Patricia earned the respect of her female peers and motivated them to push themselves as she had, to overcome the fear of entering a male dominated field and constantly reminded them to work hard because, "You are only as good as your training." Throughout her career in construction, Patricia has been able to provide a comfortable life for herself and her son. Patricia also has the distinction of being the only female miner on the Westside Purple Line Extension Project and hopes that her work will inspire other women to follow in her footsteps.



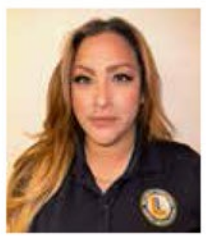
Sophia Burruel

Sophia Burruel was born and raised in San Pedro, CA. and is dedicated single mother of four, with two sons and two daughters. Sophia's career began working in the medical field at Torrance Memorial, and then moved on to working at a refinery. After giving birth to her fourth child, Sophia realized that she needed a new career path to support her family. Introduced to the building trades by her siblings, she joined Local Union 1309 in 2016, and is now a Journeyman working on Metro's Eastside Access Improvement Project in the Crenshaw District of South Los Angeles. Sophia shared that she has enjoyed working with her sisters and brothers in the Union, while creating a special bond with those around her. More importantly, the working in construction has allowed her to earn a more desirable wage, learn new skills, and provide a good life for her family.



Natalie Cervantes

Natalie Cervantes is a 29-year-old Electrical Inside Wireman who represents Local Union IBEW 11. Natalie has been working on the Purple Line Extension 1 project for the past year and a half. Prior to her career in construction, Natalie was self-employed and struggling to make ends meet. She decided that she wanted to go into the construction industry to have a more stable, well-paying job. Compared to her old career path, she finds that a career in construction is more fulfilling, since she can learn something new every day to keep the job interesting. The need for Natalie to find another career path was also necessary to support her family, since she is a single mother of 4. A career in construction provided her with great benefit that she can take advantage of. There are better working hours, which has allowed her to finish work and still have time to take care of her kids. With better pay, she has been able to consistently provide for her family and make ends meet.



Katherine Cruz

Katherine Cruz wanted a career that didn't keep her behind the desk. She wanted to be challenged, so she "traded in her high heels for steel toed boots". Starting off her construction career as a single mother of four, Katherine joined the Local 300 Laborer's Union and began to work on the Purple Line Extension 1 project as an Apprentice. She then worked her way up to Journeyman to helped construct the Regional Connector project. Throughout Katherine's career she has been honored by local, state, and federal officials as she has been groundbreaking in her own right as one of the few women who first began working on these Mega projects. With her determination she was hired as the first female Instructor for Local 300's Laborer's Training School. Today, Katherine is not just a role model to her peers and students, but also to her daughter, Genesis who followed in her footsteps and joined Local 300 Laborer's Union.



Guy Denuccio

Guy is a 1st Period Laborers Apprentice on Metro's Purple Line Extension, Section 1 project. A native of Southern California, Guy enjoys baseball and was a standout athlete in his youth. Before working for Skanska on PLE Section 1, Guy made some regrettable decisions and was incarcerated for nine years. While incarcerated, he vowed to never repeat the same mistakes and promised himself he would get out and begin a life and career his family would be proud of. After being paroled, Guy enrolled in an MC3 training program. After completion, he was given the opportunity to begin working right away. Guy thinks back to his time in the criminal justice system and says, "I'm never going back; this opportunity has given me a chance to change my life and I am proud to be part of building the future of Los Angeles."



Catherine Dillon

Catherine Ann Dillon was born in Lancaster, CA, and was educated through the Saddleback Academy homeschool program. After high school, she worked at a Scout Camp for young adults. While working at the camp, Catherine watched her father welding, and she showed interest. He began to teach her basic welds. From that point, Catherine decided to reach out to Ironworkers Local 433 and register with their Union. Shortly after registering with Local 433, Catherine contacted Skanska, and seeing her potential, they sponsored her into the union. Catherine is now an Eighth Period Apprentice and loves being a part of the team working on Metro's Westside Purple Line Extension Project.



Jenna Dorrough

In 2017, Jenna Dorrough graduated from Women in Non-Traditional Employment Roles' (WINTER) pre-apprenticeship training program as a Carpenter. Since then, Jenna has become certified in OSHA 30, CPR and HAZPOWER training and recounts her story on how she became interested in the building trades. Originally a security guard on a construction project, she was inspired by women on the job site, considering construction is traditionally a male-dominated field. Currently, Jenna is working on Metro's Regional Connector project as a Carpenter where she works every day to gain as much knowledge as possible and ultimately achieve her goal of becoming a crane operator and welder. With her success, Jenna was honored by WINTER this past November 2018 as the Female Craft Worker of the Year.



Darius Douglass

Darius Douglass, a 37-year-old Compton, CA native, began his career in construction after serving in the United States Airforce for 3 years and retiring in rank as an Airman First Class. Through his friends, Darius was introduced to the Helmets to Hardhats Construction Apprentice Readiness Training Program. Due to his training, he was convinced that a career in the building trades would be interesting and exciting, while allowing him to support himself and his family. Five years ago, Darius entered the Pipefitters Local 250 and in 2022, he began to work on Metro's SEED LA School construction project. He shares his love for his work by stating that he built friendships and lifelong connections within his field.



Jermaine Edwards

Jermaine Edwards was born and raised in Southeast Los Angeles. After time in prison, he decided he wanted to turn his life around and begin a career in construction, and found an opportunity to work as a Skill Craft Laborer on the Crenshaw/LAX Transit project. Jermaine remains humble about his current success, and even mentors some of his fellow coworkers who have recently transitioned from the prison system into the workplace.



Eric Falcon

After spending 15 years of incarceration, Eric Falcon vowed to never return to prison. Eric wanted a better life for himself and his family, which led him to attend a pre-apprenticeship training sponsored by Southwest Carpenters Training through the "My Brother's Keeper" program. Upon completion of the program, Eric was hired as a Carpenter (Local 409) on the Westside Purple Line Subway Extension Project, Section 1. A husband and father of three, Eric grew up in the South Los Angeles area, where he continues to reside and raise his family. Eric is grateful for the opportunity that Westside Purple Line team has provided him.



Jessica Flores

Born in East Los Angeles, Jessica attended Eagle Rock High School. Later, Jessica obtained her Welding certificate from Pasadena City College. While working at the Broad Art Museum, Jessica observed the construction work taking place across the street at Metro's Regional Connector project site. Through this interest, Jessica made the courageous decision to begin a career in construction. Jessica registered and completed the Laborers Union Bootcamp construction training program. Upon completion of her rigorous training, she immediately applied for work at the Regional Connector project and was hired by Skanska. Proudly, Jessica is now a Sixth Period Apprentice and loves her new career.



Yurvina Hernandez

Before becoming a Laborer Apprentice, Yurvina Hernandez had never considered going into the field, even though her family owns a construction business and she grew up around the industry. Yurvina's sister-in-law encouraged her to join a construction training program along with her, and Yurvina quickly discovered that she enjoyed the job. She went on to graduate from the boot camp and joined her union, Local 300. Now, Yurvina is a Level 4 Apprentice on the Purple Line Extension Section 3 Tunnels project. Working at the ground level, she inspects segments of the massive tunnel boring machines, and guides crane operators as they lower equipment into the tail track exit shaft, which is the staging area that leads into the underground tunnels. Yurvina would tell anyone considering a career in construction, especially women, "Never be afraid to try something new." After all, that's exactly what she did.



Christina Lara

Christina Lara comes from a construction family; both of her parents retired from Laborers Local 300. Prior to this project, Christina installed industrial water pipelines in Pasadena. In the beginning of 2022, Christina followed in her parents' footsteps and became a Journeyman for Local 300. Shortly afterwards, Christina began to work on her first tunnels project, Metro's Purple Line Extension 3. At this project Christina has learned a lot from her colleagues and was recently promoted to a Miner position, which is an opportunity that few women have. In her position, Christina spends the entirety of her shift working underground as a bottom lander, where it is her responsibility to support the ongoing work in the tunnels by coordinating equipment going back and forth to the surface. So, while her work can be exhausting, it is also rewarding. "At the end of the day, you feel like you've had a purpose" she explains, "You've been successful in achieving something."



Dezdon Lewis

Dezdon Lewis was recently awarded the prestigious "Participant of the Year" award from Playa Vista Jobs (PV Jobs) and a Certificate of Recognition from Congresswoman Lucille Roybal-Allard. After being incarcerated for a number of years, Dezdon knew it was time to make a change and teamed up with PV Jobs, who helped him get a job placement within the building trades on Metro's Crenshaw/LAX Transit Corridor project. For Dezdon, what began as an entry-level ditch digging position has transitioned into a role of leadership and responsibility, where he is now an Inspector in Charge of Segment Eight Health, Safety and Environment on the project. Dezdon recounts his journey from his time in the criminal justice system to his new leadership role, and actively encourages former inmates to "look above" their situations, create life goals and stick to them.



Belia Lopez

Belia has always taken a nontraditional approach to life. Since her youth, she has always enjoyed working with her hands and was always fascinated with figuring out how things work. After working in autobody shops for over five years, Belia decided it was time to make a change. The construction industry seemed like a natural transition and she enrolled in an MC3 training program. Belia is currently a 1st Period Apprentice with IBEW Local 11 and is working as an electrician on Metro's Purple Line Extension, Section 1 project. Belia states that she has enjoyed every aspect of the challenges she has faced in the construction industry and looks forward to continuing her personal growth and development in the trades.



John Mackey

John Mackey works on the Regional Connector project in downtown Los Angeles. Although he struggled with finding a job, he says his new position changed his life dramatically and has allowed him to successfully save money, and he plans to start his own business. Due to this job, he is no longer living at the LA Mission on Skid Row and has moved to a transitional living home. John compared his new job on the Regional Connector project to "winning the lottery."



Marelly Mendoza

Marelly Mendoza is a single mother of four and native of Los Angeles, California. A few years ago, she was introduced to construction by family and found her calling in the building trades. Since then, she has completed the Laborer's Training Academy and began her career in the trades as Laborer with Local 300. Marelly's journey in the trades has led her to work on mega projects, including Metro's Crenshaw/LAX Transit Corridor and most recently, Metro's Purple Line Extension, Section 2.



Samantha Miramontes

Samantha Miramontes started as a "top lander" on the project. That means she helped to organize all of the supplies that needed to be sent to the miners underground. Over the past year-and-a-half, she has been promoted to Lead and now Surface Foreman, overseeing all of the heavy equipment and materials going down to the tunnels. Samantha has been a member of Laborers' Local 300 since 2015 and worked on major infrastructure projects throughout Los Angeles. She credits the strong leadership and communication on her teams for supporting her career. The job requires her to constantly grow and continue asking questions. Working in construction, Samantha believes, has helped to build her character and instill self-respect. She may work on the surface, but the job is much deeper than that.



Ricshawn Moore

Growing up, Ricshawn Moore faced all of the challenges many of our young men face in today's communities. Raised by a hardworking mother in Compton after his father passed away when Ricshawn was just two, he spent too much time on the streets as a teen and ended up struggling with gangs. Ricshawn kept an open mind, worked hard and today is earning a living as a union-scale laborer on the much-anticipated Crenshaw/LAX Transit Corridor Project.



Cynthia Piña

Cynthia Piña grew up in Rosemead, CA, and moved to Watts 10 years ago. During her time in Watts, she became involved with the wrong crowd and moved in and out of the justice system. As a mother of two, she was determined to turn her life around. She enrolled herself in a pre-apprenticeship program and upon completion was hired as a Laborer (Local 300) on the Westside Purple Line Subway Extension Project, Section 1. Through hard work and dedication, Cynthia now is a 4th Period Apprentice, continually learning new skills and progressing in her trade.



Lance Reed

Raised in Whitter, California, Lance Reed began his career in construction when a representative from the Laborers' Union visited the prison where he was incarcerated. The union offered a training program to help prepare individuals to apply for jobs in the industry, and Lance saw this as a chance to set himself up for success after his release. Lance was eventually hired by Valverde Construction, and today he is a General Superintendent. He manages field operations for Valverde Construction on Sections 2 and 3, where he mostly works underground, relocating and installing utility lines. Lance is proud of the work he does and looks forward to the project's completion, when he can visit the finished stations with his children and grandchildren to show them what he helped build. "If you never give up and continue working hard," Lance says, "anything can be done."



Rhonda Rodriguez

When asked why Rhonda Rodriguez chose to being her career in construction, she responded, "well, I had some challenges in my past that did not afford me to find a career that would allow me to feel fulfilled and sustained, so I decided to make a bad situation into a positive one". Now, the only female Foreman on Metro's SEED LA School project, Rhonda is calling the shots. Reigning from the San Gabriel Valley and standing a whopping 4' 113/4", Rhonda attended the construction pre-apprentice training school offered at Cerritos college and then joined the Iron Workers Union Local 433. Completing her apprenticeship, and graduating to Journey level, Rhonda had proven to her superintendent that she may be "small in stature, but big in performance and personality", and was promoted to foreman on the SEED LA School project. At her project site she is a well-respected team member and continues to enjoy and excel in her knowledge of her craft and promotes other women to enter the building trades as their next career path.



Petra Sanchez

Petra Sanchez is a single mother of two and a former Jobs Coordinator for Women in Non-Traditional Employment Roles, (WINTER). When her role with WINTER came to an end, Petra decided that she would pursue the very same path she had been leading other women to pursue in WINTER's pre-apprenticeship training program. Since completing her training, Petra has been working on Metro's Crenshaw/LAX Transit Corridor project as an Operating Engineer. Petra states that this new opportunity has provided the stability and flexibility that she was looking for and she is thrilled to be part of the city's transportation future.



Kimberly Taylor

Kimberly Taylor is a veteran of the construction industry. Seven years ago she decided that she wanted to be part of something more challenging, both mentally and physically; and she decided that construction was the career for her. Today, Kimberly is working on Metro's Westside Purple Line Extension Project as a Gas Detection Technician. Kimberly plays a vital role not only ensuring the safety of her fellow workers on this project but also keeping the project on schedule. She is proud of the work she does and the impact that women like her have made in this industry.



Jason Thomas

After spending some time in prison, Jason Thomas attended a pre-apprenticeship boot camp sponsored by the Los Angeles County Federation of Labor/LAOC Building Trades, Los Angeles Trade Technical College and ARC. The day after his graduation, Jason interviewed with Walsh Shea Corridor Constructors, and now is working on the Crenshaw/LAX Transit Corridor project, as an Operating Engineer (Local 12).



Melinda Thomas

Melinda Thomas is from Los Angeles, California and started her career in construction with the Local 300 Laborers' Union. She is currently a General Laborer for the Purple Line Extension Section 1 Project. For the past 7 years she has worked on the PLE1 construction site, to improve Los Angeles' public transportation infrastructure. Melinda manages a variety of duties, mainly at the entrance of the PLE1 site. There, she works as a traffic control flagger that allows worksite vehicles to enter/exit the construction site in a manner that doesn't create a traffic hazard. In addition, it is her responsibility to keep the construction site secure by monitoring and verifying that only authorized individuals are accessing the construction site. Lastly, she directs where the supplies go within the construction site, to keep the project area safe, and organized for all her fellow laborers.



Angel Valles

Angel Valles is relatively new to the construction industry having only entered the "My Brother's Keeper" program for construction pre-apprentice training last year. Since then, Angel has relished the opportunity to develop the skills necessary to have an impactful and lasting career in the industry as a Carpenter. For the past seven months, she has been working as a 1st Period Apprentice on Metro's Regional Connector Transit Corridor project. When asked what triggered her interest in the trades, Angel responded, "I wanted a physically demanding career that would allow me to use my hands and teach me the skills I need to become a better carpenter."



Lorrie Williams

Lorrie is a 3rd Period Apprentice from the Pile Drivers/Carpenters Union working on the Regional Connector project. Lorrie started her career in the trades later than most, having spent many years working in refineries as fire-watch and performing other related tasks. Lorrie decided that she wanted to know more about the construction industry and work in something more hands on, which led her to join the trades. After completing the Maxine Waters MC3 program, Lorrie attended an event where she met representatives from Skanska, the prime contractor for the Regional Connector project. Lorrie found that safety is a big area of interest for her and hopes to work in safety coordination one day. Currently, she holds eight OSHA certificates and is working on obtaining the Construction Health and Safety Technician (CHST) certificate. Lorrie wakes up happy to go to work and loves that she can be a part of history by shaping the LA landscape for future generations.



Whitney Winans

Whitney Winans, a determined 25-year-old from Compton, CA, who now resides in South Los Angeles, does not let anything stand in the way of her success. As a participant of the Southwest Carpenters Training through the "My Brother's Keeper" program, Whitney is now a 1st Period Apprentice working on the Crenshaw/LAX Transit Corridor Project. Whitney encourages other young women to consider a career in construction.



Marvin Wong

Marvin Wong started his career in construction in 2016, after serving as a United States Marine from 2003 to 2007. Once Marvin left the service and returned home, he fell into trouble and faced some legal issues, resulting in him serving time in prison. After his release, Marvin resided at the VA transitional housing, and wanted to change his life and get back on track. At the VA, Marvin was referred to a construction pre-apprenticeship program with Career Expansions, Inc. After graduating from the program, he was later sent to the Westside Purple Line Project 1 project and was hired as a First Period Apprentice. Through his newfound employment, Marvin has risen through the ranks quickly and will soon be at a Journey level. Marvin's success has afforded him to gain a stable lifestyle and the opportunity to purchase his first home. Today, Marvin speaks to other veterans about the construction industry and how the benefits can change their lives as it has done for him.

Pilot Local Hire Initiatives

The Federal Transit Administration (FTA) has announced an initiative to permit FTA recipients and subrecipients to utilize geographic, economic, or other hiring preferences on FTA-Funded construction projects. This initiative will be carried out as a pilot program for a period of four years (unless extended) under authority provided in the Consolidated Appropriations Act, 2021, the Federal grants management regulation, and a recent Office of Management and Budget Memorandum (March 19, 2021). The new Pilot Local Hire Initiative enables Metro to implement local hiring requirements on United States Department of Transportation (USDOT) contract opportunities advertised during the four-year pilot period of May 21, 2021 through May 21, 2025.

Contact Us

For more information, please contact Metro's Diversity & Economic Opportunity Department:

Tashai Smith, *Executive Officer*
213.922.2128

Wendy White, *Deputy Executive Officer*
213.922.2648

Angela Scott, *Interim DEOD Principal*
213.922.1028

Sidney Urmancheev, *DEOD Representative*
213.922.5574

PLA Hotline
888.887.3674

Metro

PLEASE RECYCLE THIS MATERIAL. 25-1423PS ©2025 LACMTA

PLA/CCP



Women in the Trades Resource Guide

A Comprehensive Guide to Recruit, Employ and Retain Women in Construction Careers

Metro®



Encouraging Contractors to Increase Women's Workforce Participation on Metro Construction Projects

The purpose of this resource guide is to provide insight and best practices to contractors and female workers in the construction industry. This guide should be used as a toolkit for contractors to recruit, employ and retain women in construction careers. Metro encourages contractors to not only use the resources in this guide, but to share this information with their subcontractors, jobs coordinators, site foreman and construction workers. Additionally, contractors are to use the toolkit to promote an inclusive workforce to foster a safe, productive and diverse work environment.

Table of Contents

1. Outreach Strategies 1
2. Recruitment 4
3. Training Resources/Pre-Apprenticeship Recruitment 5
4. Worker Retention 7
5. Worksite Best Practices 8
6. Contractor Dos and Don'ts 9
7. Construction Resource Services 11



1. Outreach Strategies

An effective outreach strategy is critical in reaching women candidates interested in construction careers. Contractors should conduct outreach for each construction project and should participate in events sponsored by community-based organizations. Examples of the most effective outreach strategies include:

a. Conduct outreach job fairs for your construction projects.

> Invite jobs coordinators, Metro staff and the Los Angeles/ Orange County Building and Construction Trades Council (LA/OCBCTC) to attend your outreach event and provide support. Contact the joint labor-management apprenticeship programs of the building trades-affiliated unions: *laocbuildingtrades.org/apprenticeship-building-trades*.

> Conduct job fairs prior to the start of the construction project, periodically, or as needed as appropriate on large projects.

> Properly advertise the job fair to receive maximum participation and highlight the opportunities and benefits that can spark interest for women construction workers in your advertisement.

b. Establish a collaborative workforce network with the job coordinators and workforce partners, such as America's Job Centers of California (AJCC). Participate in their outreach events, which are listed on their websites. A few of the workforce partner organizations are:

1. Women Build Metro Los Angeles outreach events
2. Women in Non-Traditional Employment Roles (W.I.N.T.E.R.)
3. Flintridge Center
4. LAX Pre-Apprentice Construction Training
5. Playa Vista Jobs (PV Jobs)
6. 2nd Call
7. Friends Outside in Los Angeles County
8. Youth Build

c. Utilize Los Angeles WorkSource Centers/AJCCs to sponsor or host on-site recruitments at their locations. Publicize your efforts to attract the candidate pool in which you need to fulfill your specialized hiring requirements. Below is a list of Los Angeles City and County-funded WorkSource/AJCC centers that have construction sector recruiting and/or training initiatives.

1. Goodwill Industries (Northeast Los Angeles WorkSource Center): *info@goodwillsocal.org*
2. Coalition for Responsible Community Development (Vernon – Central/LA Trade Tech College WorkSource Center): *coalitionrcd.org*
3. Arbor ResCare East Los Angeles: *rescare.com/workforceservices/locations/?state=California*
4. Managed Career Solutions (MCS) Pomona Valley: *mcscalifornia.com/locations*
5. El Proyecto del Barrio (Sun Valley WorkSource Center): *elproyecto.us*
6. Harbor Gateway (Harbor/San Pedro WorkSource Center): *pacific-gateway.org/harbor*
7. South Los Angeles (LA Southwest College): *jvsla.org*
8. South Bay/Inglewood One Stop: *sbwib.org/home*
9. Housing Authority of the City of Los Angeles: (HACLA Watts WorkSource) Center: *ewddlacity.com/index.php/employment-services/adults-age-24-and-older/worksource-centers#watts-los-angeles*
10. Asian American Drug Abuse Program (AADAP West Adams WorkSource Center): *aadapinc.org*
11. Veterans AJCC (Bob Hope Patriotic Hall, LA): *jvs-socal.org/programs-and-services/worksource-center-services/overview*

12. United Auto Workers (UAW Crenshaw South Los Angeles WorkSource Center): *letc.com*
13. Watts Labor Community Action Committee (WLCAC Watts WorkSource Center): *wlcac.org*
14. Pacific Asian Consortium in Employment (PACE WorkSource Center): *pacela.org*

d. Coordinate with Metro's Workforce Initiative Now-Los Angeles (WIN-LA) to provide supportive services and career coaching for candidates seeking careers in the construction industry. To learn more about WIN-LA, please visit *winla.metro.net*.

e. Coordinate with local Employment Development Department (EDD) office to track unemployed candidates through their base wage file and statewide database.

f. Coordinate with Metro staff to utilize Metro's social media platforms (i.e. Facebook, Instagram, popular online job banks and event pages to reach potential candidates).

g. E-blast your recruitment event flyers to share outreach efforts with community-based organizations and workforce partners.

h. Attend workforce development meetings focused on providing training and employment opportunities for women in the construction industry.

i. Participate in outreach events within the community, community colleges and vocational training schools.

1. Women Build Metro Los Angeles-Apprenticeship Readiness Fairs
2. LA Metro Community Outreach and Veteran Events
3. Los Angeles Community Job Fairs
4. Los Angeles Trade Technical College Job Fairs
5. Los Angeles Economic Development Department (EDD) Job Fairs
6. California Community Connection Corporation (C4) Construction & Associated Careers Awareness Day (Los Angeles Trade Technical College)

Keep records of all outreach activities as required by your PLA/CCP contractor and jobs coordinator responsibilities. Inform PLA/CCP staff of outreach events to be posted on Metro's PLA/CCP upcoming events page.



2. Recruitment

Best practices for a successful recruitment are the pillars of every great employment hire. By utilizing the suggested best practices below, one can effectively outreach to skilled and qualified construction applicants.

a. **Contractors and jobs coordinators must have an accurate understanding of open and upcoming craft positions that need to be filled.**

b. **The contractor's Employment Hiring Plan (EHP) should also include estimates of which crafts will be needed and when they should be used during the project.**

c. **In the event a contractor's workforce participation has a female percentage below 6.9%, their hiring focus should be on recruiting female workers for the crafts to be used for upcoming scopes of work.**

d. **The contractor should assess their outreach efforts and follow up with workforce partners through the job coordinator to receive possible candidates that are qualified for the upcoming scopes of work.**

e. **Host your recruitment event at a location that is easily accessible for candidates, such as America's Job Center, Union Hall, or a community-based organization facility, such as Inglewood One Stop, LAUSD MC3 Location, Local 300 Bootcamp location.**

f. **Work with Metro staff to advertise your recruitment by posting to LA Metro's social media platforms (i.e. Facebook, Instagram, as well as popular online job banks, or event pages).**

g. **E-blast flyers of recruitment events to reach the maximum number of female candidates as possible.**

h. **Work with your community-based organization partner to assist with prescreening, recruiting and scheduling interviews with candidates prior to the recruitment event.**

i. **Ensure that new candidates entering the construction field have been enrolled in or have completed the MC3 training curriculum. Refer to Section 7.**

j. **Track the status of interviewed candidates and create a list of potential recruits that have not yet been selected. This list should be utilized when future hiring needs arise.**

k. **Utilize the *Request for Craft Employees* form and keep record of your requests. The Request for Craft Employees form is used to request workers that help the contractor meet their Targeted Worker, Apprentice Worker, Disadvantaged Worker, Minority and Female Worker percentage goals.**

3. Training Resources/ Pre-Apprenticeship Recruitment

The following is a list of Pre-Apprenticeship training programs approved by the Building Trades (LA/OCBCTC) that offer the MC3 curriculum. Please see Attachment A for additional information.

1. Anti-Recidivism Coalition
2. Flintridge Center
3. Women in Non-Traditional Employment Roles (WINTER)
4. Antelope Valley College
5. Cerritos College
6. Career Expansion, Inc.
7. Long Beach City College

8. Los Angeles Southwest College
9. Los Angeles Trade Tech College
10. Los Angeles Unified School District Local District North West (High School Programs)
11. YouthBuild Charter School of California (16- to 24-year-olds, 15 locations in LA County)
12. Los Angeles Unified School District Adult Education/ East Los Angeles Occupational
13. Los Angeles Unified School District Adult Education/ Maxine Waters Employment Preparation Center

Contractors must ensure that all new construction candidates have enrolled in an MC3 training course. It is important for contractors to use job coordinators that will refer MC3 graduates to contractors and LA/OCBCTC-recognized apprenticeship training facilities.



4. Worker Retention

Contractors are highly encouraged to focus on retaining female workers. Some best practices for retention are listed below.

a. **Work with Metro staff and job coordinators to transition workers from projects that are 80% complete to lower any lag time from one project to the next. Utilize the *Female Worker Transition Tracking* sheet to support this effort.**

b. **Implement gender-specific portable toilets on the construction site.**

c. **Engage female workers and offer training and support for career advancement.**

d. **Allow new construction workers to job shadow other apprentices and/or journeymen.**

e. **Create a women's supportive network group on the project/worksite during the onboarding process. This will allow new female employees to gain both professional and personal support from their peers.**

f. **Network with other job coordinators to assist with placing women on other regional construction projects.**

g. **Be proactive! Encourage your workers to learn additional skills in their trade that will allow for advancement in their trade.**

h. **Provide supportive resources for workers, such as child care, transportation, gender-specific restrooms, financial literacy, a harassment free workplace, and other services mentioned in Section 7.**



5. Worksite Best Practices

a. Ensure all construction staff are aware that the construction site has a zero tolerance for discrimination and sexual harassment.

b. Post Equal Employment Opportunity, Non-Discrimination and Sexual Harassment policies in inconspicuous locations at the project site.

c. Implement separate male and female restrooms for privacy.

d. Follow up with female construction apprentices to ensure they are learning new skills and preparing for advancement.

e. Consider implementing child care services for construction workers, or build relationships with service providers to foster assistance with child care.

f. Consider joining business networking groups that are specific to the construction industry, or can be a pipeline to recruiting new construction candidates.

6. Contractor Dos and Don'ts

Outreach Dos

1. Conduct outreach events/job fairs for your construction projects.
2. Work with your job coordinators and Metro PLA/CCP staff when implementing outreach events.
3. Maintain an open line of communication with your job coordinator.
4. Work with your local community-based organizations, as well as the city and county WorkSource Centers with outreach efforts.
5. Know your local America's Job Centers of California (AJCC) and Employment Development Department (EDD) office to locate unemployed female construction workers.
6. Advertise and promote outreach efforts on social media outlets.
7. Create a strong community-based e-mail distribution list to e-blast outreach events.
8. Build relationships with local vocational schools for outreach and recruiting events.

Outreach Don'ts

1. Do not forget to stress that Metro strives to increase the representation of females on Metro construction projects.
2. Do not work in silos. Work with your job coordinator for outreach, recruitment, retention and other PLA/CCP requirements.
3. Do not disengage with the community. Inform community-based organizations and partners of your upcoming projects and/or current projects with Metro.
4. Do not solely promote outreach efforts internally. Use social media.
5. Do not hold outreach events during the same time. (Example: always 8-11 am on Fridays). Host events at different times to allow female candidates with various schedules the opportunity to attend.

Recruitment Dos

1. Meet regularly (weekly or monthly) with your job coordinator to understand the project's workforce needs.
2. Review the project's Employment Hiring Plan (EHP) and utilize the Request for Craft Employees form to recruit women and under-represented workers for the project.
3. Find qualified candidates through your job coordinator and their workforce partners.

4. Host recruitments at easily accessible locations to hire female and targeted workers, such as local AJCCs, WorkSource Centers, union halls, and other community-based organizations.
5. Use social media to promote your recruiting efforts (i.e.) Instagram, Facebook, LinkedIn, Indeed.com, Construction Jobs, Inc., (*constructionjobs.com*).
6. Provide support for your job coordinator's recruitment efforts. Supply signage, job availability, access to prime contractor business agents and recruiters, upcoming craft or training openings, marketing materials, etc.
7. Communicate with Metro when hiring issues arise (both positive and negative).
8. Share Best Practices at Metro job coordinator quarterly meetings.
9. Highlight female participation success stories.

Recruitment Don'ts

1. Do not ignore or circumvent your job coordinator's efforts.
2. Do not dismiss your Targeted Worker Summary Report as this identifies where the project's workforce needs exist.
3. Do not implement hiring practices without using the ***Request for Craft Employees*** form. This form can be referenced as proof of your efforts to recruit female workers and comply with PLA/CCP requirements.

Training Resources/Pre-Apprenticeship Recruitment Dos

1. Work closely with your job coordinator to develop relationships with MC3 approved pre-apprentice training facilities to refer candidates interested in construction careers.
2. Closely review the Targeted Worker Summary Reports for your project and tailor your recruitments to address low female participation and other low categories.
3. Use the approved Request for Craft Employees form to recruit workers for the project. Use this form to recruit female and minority workers to document your efforts to promote a diverse workforce.

Training Resources/Pre-Apprenticeship Recruitment Don'ts

1. Do not refer potential construction candidates to non-MC3 pre-apprenticeship training schools. The MC3 Curriculum is proven to assist with training job-ready construction candidates and maintain strong retention on projects.
2. Do not ignore the Targeted Worker Summary Report, or ***Request for Craft Employee*** form. Identify if and when a recruitment will be needed to continue to maintain your efforts of having a diverse workforce.

7. Construction Resource Services

Women's Support Services, FamilySource, WorkSource and YouthSource Services

Bradley/Milken Family Source Center	1773 E Century Bl LA, CA 90002	213.473.3607	*cdd.lacity.org/fam_index.html*
WLCAC (Watts Action Labor Community Action Committee) FamilySource, & WorkSource Center	1212 E 108th St LA, CA 90059	323.563.5639	*wlcac.org*
HACLA (Housing Authority of the City of Los Angeles) Imperial Courts	2220 E 114th St LA, CA 90059	323.249.7751	*ewddlacity.com/index.php/employment-services/adults-age-24-and-older/worksource-centers#watts-los-angeles*
1736 Family Crisis Center (emergency crisis, legal, youth, and mental health services)	2116 Arlington Av LA, CA 90018	323.737.3900	*1736familycrisiscenter.org*
NEW Economics for Women Family Source Center	Los Angeles & Valley Locations	213.483.2060	*neweconomicsforwomen.org*
El Nido Family Source Center	4060 S Figueroa St LA, CA 90037	323.998.0093	*elnidofamilycenters.org*
Brotherhood Crusade YouthSource Center (after-school program/tutoring)	4401 Crenshaw Bl LA, CA 90043	323.545.1130	*brotherhoodcrusade.org/venue/youthsource-center*
Vernon Central WorkSource Center	400 W Washington Bl, LA, CA 90015	213.763.5951	*coalitionrcd.org*
Archdiocesan South LA – Exposition Park YouthSource Center	4060 S Figueroa St, LA, CA 90037	323.731.8596	*ayela.org*
Challengers Boys & Girls Club (before- and after-school pick up & drop off)	5029 S Vermont Av, LA, CA 90037	323.971.6161	*bgcmla.org*

Para Los Niño's Pico Union/Central LA YouthSource Center	234 S Loma Dr LA, CA 90026	213.413.1466	*paralosninos.org/services/student-community-services/youth-workforce-services*
CRCD (Coalition for Responsible Community Development) VCN YouthSource Center	1006 E 28th St LA, CA 90011	323.521.1910 x 210	*coalitionrcd.org*

Child Care & After-School Programs

Crystal Stairs, Inc. (child care services)	5110 Goldleaf Cir LA, CA 90056	323.299.8998	*crystalstairs.org*
Children's Collective, Inc. (child day care, women & family services)	8616 La Tijera Bl Suite 100 LA, CA 90045	310.733.4388	*childrenscollective.org*
After-School All-Stars	5670 Wilshire Bl Suite 620 LA, CA 90036	323.938-3232	*afterschoolallstars.org*
Youth Policy Institute (YPI)	6464 Sunset Bl Suite 650 LA, CA 90028	800.999.6877	*ypiusa.org*
LA's Best Afterschool Enrichment	711 E 14th Pl LA, CA 90021	213.745.1900	*lasbest.org*
arc After School Programs (elementary, middle and high schools)	370 Amapola Av Suite 208 Torrance, CA 90501	310.671.4400	*arc-experience.com/programs/los-angeles*
YMCA (before- and after-school care)		213.380.6448	*ymcala.org/metro/classes/school-age-child-care*
MOMSLA (after-school, summer camps, and more)			*info@MomsLA.com* *https://momsla.com/11-school-programs-los-angeles*
LA County Parks & Recreation Centers (homework clubs, sports)			*http://parks.lacounty.gov/kids-family/?row=1#afterSchoolProgramsColumn*
LA Public Library System (Youth STEAM=Science! Technology! Engineering! Art! Math! academic, homework club & adult literacy tutoring)			*lapl.org/steam/welcome*

Gender Sensitivity & Management Training Resources

Traliant On-Line Sensitivity Training	929.223.4336	*traliant.com/online-anti-harassment-anti-discrimination-sensitivity-training*
Minority Aids Project, (M.A.P.)	323.936.4949	*minorityaidsproject.org*
Southern California Sanitation (Port-O-Potty Rental)	800.850.8871 Construction Sales: 626.786.4479	*southerncaliforniasanitation.com*
A&J Portables Los Angeles, Orange, Riverside & San Bernardino	562.299.8582	*ajportabletoilets.com*
National Construction Rentals	323.838.1800	*rentnational.com/los-angeles*
Eagle Portables, Inc.	310.537.0516	*eagleportables.com*
Associated General Contractors of America (AGC) On-Line Gender Sensitivity Training		*www.agc.org/learn/resource-library/training-video-diversity-rules-harassment-sensitivity-correction-training*
Pro Trade Craft Breaking Down Gender Bias: A Tool Kit for Construction Business Owners		*protradecraft.com/breaking-down-gender-bias-toolkit-construction-business-owners*
Slide Share on LinkedIn		*slideshare.net/MrP26/basic-gender-sensitivity-training*

Ex-Offender/New Contributor Resources

PV Jobs	4112 S Main St LA, CA 90037	323.432.3955	*pvjobs.org*
Shields for Families	11601 S Western Av, LA, CA 90047	213.242.5000	*shieldsforfamilies.org/contact-us*
Friends Outside	1827 E 103rd St LA, CA 90002	323.249.9683	*friendsoutsidela.org*
Volunteers of America Los Angeles	543 Crocker St LA, CA 90013	213.286.0333	*voala.org*
Timelist	3801 Somerset Dr LA, CA 90008	323.389.8664	*timelistgroup.org*
Clean 360	212 W Regent St Inglewood, CA 90301	424.702.5555	*clean360.org*

Homeboy Industries (gang/ex-offender training and employment)	130 W Bruno St LA, CA 90012	323.526.1254	*homeboyindustries.org*
Legal Aid Foundation (various locations within LA County)		800.399.4529	*lafla.org*
California Department of Corrections and Rehabilitation Female Offender Treatment & Employment Program	Various Locations throughout Southern California		*cdcr.ca.gov/rehabilitation/FOTEP.html*
Help For Felons			*helpforfelons.org*
LARRP (The Los Angeles Regional Reentry Partnership)			*lareentry.org*
Jobs for Felons Hub			*jobsforfelonshub.com*

Healthcare/Housing Resources

WIC (Women Infants & Children)		855.942.7867 *WICVendorInfo@cdph.ca.gov*	*cdph.ca.gov/Programs/CFH/DWICSN/Pages/Program-Landing1.aspx*
South LA Health Projects (women & children's health services)	2930 W Imperial Highway, Suite 601, Inglewood, CA 90303	323.757.7244	*slahp.org*
South Central Family Health Center	4425 S Central Av LA, CA 90011	323.908.4200	*scfhc.org*
Watts Health Care	Various locations throughout South LA	323.564.4331	*wattshealth.org*
Village Health	4077 W. Pico Bl LA, CA 90019	323.733.0471	*villagehealthfoundation.org*
California Black Women's Health Project	9800 S La Cienega Bl, Suite 905 Inglewood, CA 90301	310.412.1828	*cabwhp.org*
T.H.E. Clinic, Inc.	Various locations in Los Angeles & South LA	323.730.1920	*tohelpeveryone.org*

Healthcare/Housing Resources (cont.)

Umma Community Clinic	711 W Florence Av LA, CA, 90044	323.789.5610	*ummaclinic.org*
H.O.P.I.C.S. Homeless Outreach Program/Integrated Care System	5715 S Broadway, LA, CA 90037	323.948.0444	*hopics.org*
P.A.T.H. People Assisting the Homeless	Los Angeles, Hollywood, & Ventura locations	323.644.2200	*epath.org*
Union Rescue Mission	545 S San Pedro St, LA, CA 90013	213.347.6300	*urm.org*
The Los Angeles Homeless Services Authority (LAHSA)	811 Wilshire Bl Suite 600 LA, CA 90017	231.683.3333	*lahsa.org*
L.A. Opportunity Youth Collaborative "Ruth's Place"	4775 S Broadway LA, CA 90037	323.432.8440	*laoyc.org/location/ruths-place*
Operation HOPE (home buyers program)	707 Wilshire Bl LA, CA 90017	213.891.2900	*operationhope.org*
Jenesse Center, Inc. (domestic violence shelter)		323.299.9496 800.479.7328	*jenesse.org*
Covered California			*healthofcalifornia.com*
Good Shepherd Shelter (domestic violence shelter)			*goodshepherdshelter.org*
Los Angeles County Housing Resource Center			*housing.lacounty.gov*

Financial Literacy Resources

LA Public Library Financial Literacy Training	630 W 5th St LA, CA 90071	213.228.7700	*lapl.org/money-matters*
U.S. Small Business Administration	330 N Brand Bl Suite 1200 Glendale, CA 91203	818.552.3437	*sba.gov/learning-center.org*
MCS Hollywood BusinessSource Center	4311 Melrose Av LA, CA 90028	323.454.6115	*mcscalifornia.com/hollywood-businesssource*
Vermont Slauson Economic Development Corporation BusinessSource Center	1130 W Slauson Av LA, CA 90044	323.753.2335	*vsedc.org*
West Angeles Community Development Corp.	6028 Crenshaw Bl LA, CA 90043	323.751.3440	*westangelescdc.org/financial-literacy*
PACE Women's Business Center	1055 Wilshire Bl Suite 900B LA, CA 90017	323.353.9400	*pacelabdc.org/programs-and-services/small-business-consulting-services*
Operation HOPE	(Located inside Los Angeles Youth Empowerment) 750 W 7th St LA, CA 90081		*operationhope.org/losangeles*
CalCPA Education Foundation			*www.calcpa.org*

The provided list of services and providers is to be used as a guide, and is not inclusive of all services and providers in the LA region.

Contact Us

For more information, please visit *metro.net/pla* or contact Metro's Diversity & Economic Opportunity Department:

Michael Flores, *Manager*
213.922.6387

Angela Scott, *Senior DEOD Representative*
213.922.1028

Sidney Urmancheev, *DEOD Representative*
213.922.5574

PLA Hotline
888.887.3674

Metro®

23-3229BG ©2023 LACMTA

Metro DEOD PLA/CCP Outreach Activities
(December 2024 to March 2025)

Job Fair Events

- GREENBUILD NE LA Job Fair (December 18, 2024)
- California HS Career Fair (February 07, 2025)
- Pomona HS Pathway to Success Event (February 11, 2025)
- EXP Women in STEM Career Day (March 06, 2025)
- Whittier HS Career Fair (March 10, 2025)
- LINXS STEAM Construction Career Fair (March 11, 2025)
- East Los Angeles Construction Career Fair (March 13, 2025)
- CII Job Fair Readiness (March 25, 2025)

Community Presentation and Outreach Events

- In-person presentation at the South Bay WIB, Inglewood One Stop Construction Careers Orientation (December 6, 2024)
- TCAP 3rd External Partner's Quarterly Meeting (January 8, 2025)
- In-person Metro Meet the Primes (February 10, 2025)
- In-person Metro Girls Empowerment Summit (February 18, 2025)
- In-person PLE 3 Photo shoot and interviews with female construction workers for Metro blog the Source and El Pasajero (March 5, 2025)
- In-person JCOD/Metro site tour at WINTER (March 12, 2025)
- Virtual Construction Careers Presentation with San Fernando High School LAUSD (March 14, 2025)
- In-person WINTER/Griffith Company site tour and photo shoot (March 25, 2025)
- In-person Women in Construction presentation at Metro Connect Salutes Women's History Month T.C.E.W Talk (March 27, 2025)

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

File #: 2025-0237, **File Type:** Motion / Motion Response **Agenda Number:** 13.1

REVISED
REGULAR BOARD MEETING
MARCH 27, 2025

Motion by:

DIRECTORS HORVATH, HAHN, DUTRA, SOLIS AND YAROSLAVSKY

Meeting the Moment:
A Regional Approach to Realizing LA Metro's Workforce Equity Goals Motion

Related to Item 13: Female Participation In Project Labor Agreement/Construction Careers Policy Construction Projects

In February 2023, the Metro Board approved Motion 29 (Horvath, Mitchell, Bass, Solis, Hahn, and Dupont Walker) directing staff to commission a refresh of the Agency's 2019 Construction Workforce Disparity Study. The motion further directed staff to report back on the study's findings and recommendations; the potential application of cultural competency requirements in contractor and staff training and similar qualitative metrics that could be used in Metro's proposal evaluation and contracting processes; and the feasibility of creating bid preference incentives that can be applied to increase the number of women working on Metro funded construction projects.

In April 2024, Metro commissioned the Workforce Disparity Study, which aims to determine the availability and participation of female workers to meet the demand for future infrastructure projects, and address gaps in workforce diversity with a focus on increasing female representation. While Metro's female construction worker utilization (3.6%) exceeds the regional average (1.8%), it still falls short of the goal set by federal guidelines and adopted by LA Metro (6.9%). Women's participation varies significantly across different construction trades, with higher engagement in fields like laborers, electricians, and plumbers, but less in trades such as inspectors and operating engineers.

The study highlights numerous barriers to female participation, including challenges in recruitment, retention, and career advancement in a traditionally male-dominated industry. Women face difficulty accessing training opportunities and support networks, which affect their long-term success in the field, as well as systemic barriers, including childcare accessibility, reliable transportation, supportive work environments, and a workplace culture which continues to hinder women's retention and career advancement in construction. Additionally, over 20% of the region's female construction workers are over the age of 55, signaling an aging workforce that may face a shortage of younger female workers entering the industry.

The study goes on to outline critical strategies to increase female representation in the construction workforce, address barriers, set clear targets, and foster collaboration for long-term systemic change. These recommendations include, investing in services such as childcare and ensuring harassment and discrimination-free workplaces; establishing a regional coalition to address broader challenges facing women in construction; the enforcement of stronger hiring goals for women across all construction trades, ensuring contractors make concerted efforts to meet the 6.9% target; and utilizing procurement levers, such as bid preferences for contractors with strong diversity records, to encourage companies to hire more female workers.

Metro has done significant work toward realizing its female participation goal. Since the initial workforce disparity study, Metro has launched several initiatives, including outreach efforts to high schools that promote careers in construction and launching the Women Breaking Ground website, which serves as an essential one-stop resource for prospective female workers that has successfully supported to over 900 individuals eager to start a career in construction.

Additionally, Metro's ongoing partnership with Women in Non-Traditional Employment Roles (WINTER), a non-profit organization dedicated to workforce development for women, has reinforced the Agency's commitment to these efforts by offering employment assistance to program graduates.

In response to the updated study, Metro has identified a series of next steps intended to bolster female participation outcomes. These next steps include the expansion of Cultural Competency Plan requirements and the integration of workforce commitments like female participation into RFP procurements; the establishment of a regional roundtable with key stakeholders to develop a strategic action plan to enact meaningful, lasting change in the construction industry; hosting a Women in the Trades Regional Summit; establishing a Construction Female Advisory Group intended to provide mentorship, guidance, and best practices in fostering a more inclusive and diverse workforce; and launching a targeted social media campaign (Built By Her) to help build a stronger and more diverse pipeline of talent.

However, in the wake of the rescission of Executive Order 11246 (1965) which established contractor participation goals for minority and female employment and training on federally-funded or federally-assisted construction projects, there is a need to provide the region's contractor community with clarity on Metro's workplace goals and objectives, such as providing for an inclusive workplace culture, supportive work environments, a zero-tolerance policy for workplace harassment and effective reporting mechanisms, reliable transportation, and the provision of childcare resources, among others. As such the Next Steps provided in the associated Board report (2025-0036) should be established as Board policy.

Additionally, the 2025 Construction Workforce Disparity Study offers a series of procurement levers to advance gender diversity in the construction industry, such as instituting new contractor requirements on policies, procedures, and training programs to combat harassment and discrimination in the workplace; making female hiring goals a part of Metro's procurement process for Jobs Coordinators; and revising Cultural Competency Plan requirements to include distinct community benefits and workforce equity components. Ensuring contractor accountability is key to reaching Metro's workforce objectives and the Agency should be evaluating and scoring a contractor's past performance and whether prior commitments to hiring goals were met, along with proposals to provide childcare

resources to their workforce, among other criteria.

SUBJECT: MEETING THE MOMENT: A REGIONAL APPROACH TO REALIZING LA METRO'S WORKFORCE EQUITY GOALS MOTION

RECOMMENDATION

APPROVE Motion by Horvath, Hahn, Dutra, Solis and Yaroslavsky that the Board direct the Chief Executive Officer to:

A. expand the Cultural Competency Plan requirement to integrate Community Benefits and Workforce Equity components into RFP procurements, and identify mechanisms to embed workforce commitments, such as childcare accessibility, reliable transportation, supportive work environments and an inclusive workplace culture, ensuring alignment with Metro's broader workforce initiatives;

B. establish a regional roundtable with the Program Management Office (PMO), general contractors' associations, contractors, the Los Angeles Department of Economic Opportunity (DEO), LA/OCBCTC, union trades, and other key stakeholders to develop a strategic action plan. Discussion should include, but not be limited to consistent goal setting for regional public contracting agencies, the provision and/or subsidization of childcare services similar to that of "TradesFutures" childcare pilots in Milwaukee and New York City, and "Care That Works" in Boston, and apprentice/journeyman ratios on construction sites. The roundtable should provide a unique forum for stakeholders to address the systematic barriers that confront the participation of women in the trades;

C. conduct a Women in the Trades Regional Summit to bring together public agencies, trade unions, workforce development boards, and academic institutions to foster collaboration, share best practices, and drive commitments to increase female participation in the construction workforce;

D. establish a Construction Female Advisory Group composed of experienced women in the Trades, which will provide mentorship, guidance, and best practices to help dismantle barriers for women in construction; and

E. launch a targeted social media campaign (Built By Her) focused on women, youth, and mentorship opportunities. The social media campaign should be complemented with outreach to potential partners in the field of women's sports and the creative arts.

WE FURTHER MOVE that the Chief Executive Officer be directed to report back in June 2025 with a series of workforce equity components that could be embedded in RFP procurements, such as a contractor's previous commitments and attainment of workforce hiring goals, the maintenance of an inclusive and harassment-free workplace, and the provision or subsidization of childcare resources, that would generate more accountability for a contractor meeting proposed hiring goals.

DUPONT-WALKER AMENDMENT: Report back in May on the status of efforts to address cultural

competency requirements for the rest of the historically underutilized, including the other cultural sensitivities and the disparities that continue to exist and what factors to consider, and include best practices of those that took the scorecard seriously.

Project Labor Agreement (PLA)/ Construction Careers Policy (CCP) Report

Executive Management Committee
May 15, 2025
Item #26

Metro

PLA/CCP Program Achievements

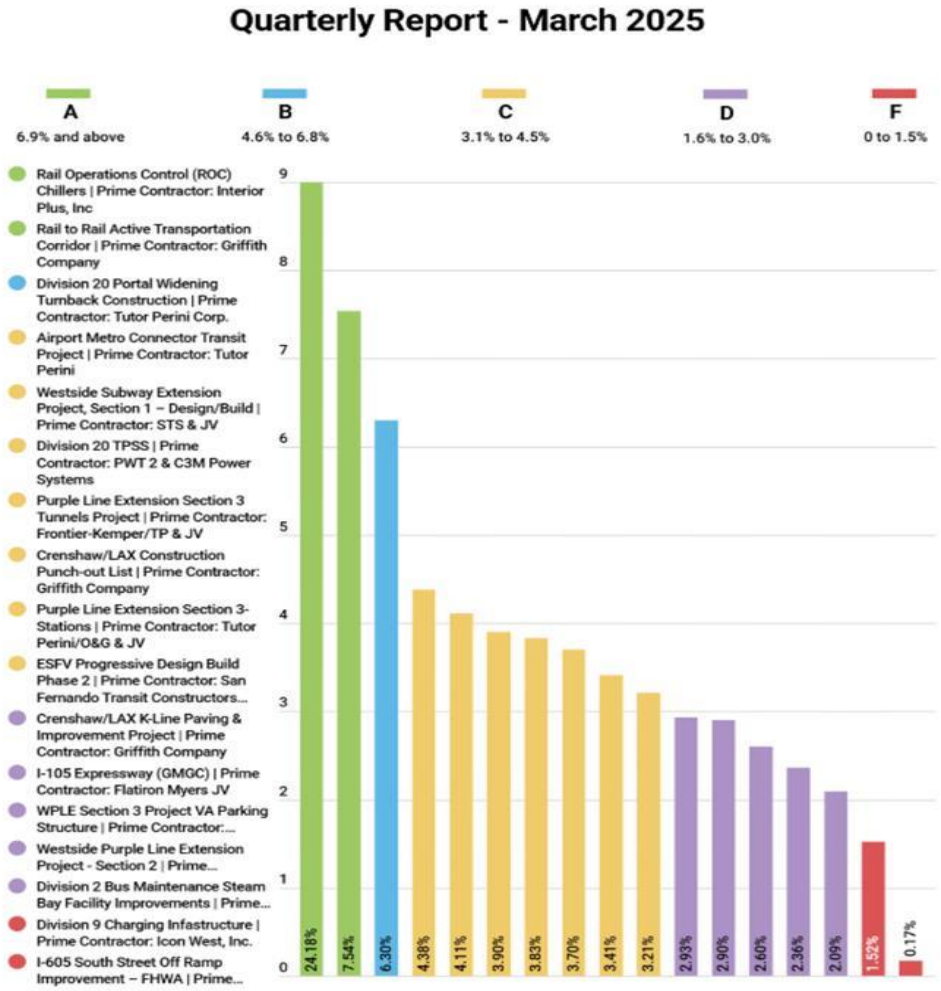
- **21 Construction Projects subject to PLA/CCP**
  - **17 active projects**
  - **4 projects (have yet to begin construction)**
- **Attainment - Program Inception to March 2025**
  - 57.46 % Economically Disadvantaged
  - 21.63% Apprentice
  - 11.18% Disadvantaged
- >$640 Million paid to Targeted Workers *
  - >$125 Million paid to Disadvantaged Workers *
  - >$179 Million paid to Apprentice Workers**
- Exceeded Targeted/Apprentice/Disadvantaged Worker Goals
- No work stoppages or lockouts

Metro

(*Based on the lowest laborers rate as of June 2017)
(Based on the lowest apprentice rate as of January 2017)**
(Workers may fall into multiple categories)

Female Participation Score Card

- Overall female participation attainment is 3.84%
- Highest project grade attainment as of this reporting period is A grade



Metro

Women Breaking Ground website

The Los Angeles/Orange Counties Building and Construction Trades Council, AFL-CIO, in partnership with Metro, has created a joint awareness campaign to build the construction industry's future workforce capacity with a special focus on women.

- LA Metro's "Women Breaking Ground" website gives women that are interested in a career in construction an avenue for learning more about how to join an apprenticeship readiness training program and get connected to resources.
- Through the end of March, over 1,000 individuals have been triaged and given information and resources on starting a career in construction. Over 247 individuals were referred to a pre-apprenticeship training program sponsored by the LAOCBCTC Apprentice Readiness Fund. Thus far, 17 individuals have enrolled in pre-apprenticeship training, and 15 have graduated from the program. 4 of these individuals have been placed in union apprenticeship jobs.
- The Women Breaking Ground website will run through FY26 in partnership with the LA/OCBCTC.



Metro

PLA/CCP Outreach Activities























Status Update to Board Motion 13.1

1. Scheduled the first Regional Roundtable meeting for June 2025, with regional workforce contributors.

2. Advanced development of draft plan for a Female Advisory Group that will host its own Women in the Trades Regional Summit.

3. Initiated coordination with the Metro Marketing team to develop the “Built by HER!” social media campaign and timeline for launch.

4. Continued Metro support to facilitate WINTER, and the LA County JCOD collaboration to launch its first all-female Pre-Apprentice Construction Readiness training cohort proposed to begin July 2025.

5. Staff are in the process of strategizing with V/CM and PMO to determine the applicability of community benefits and workforce equity components to the current cultural competency requirements.

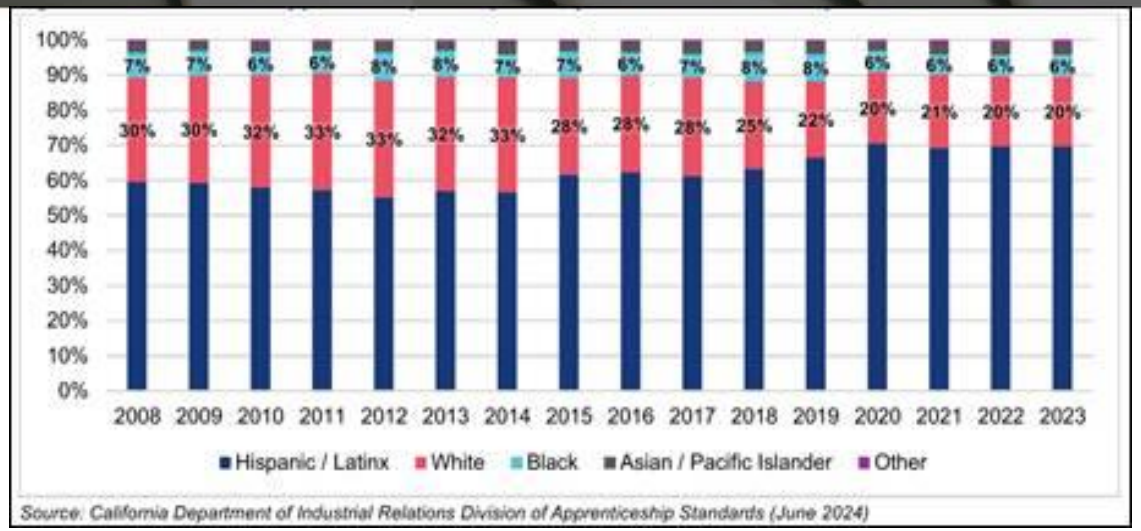
6. Metro staff to survey contractors that have met or exceeded higher grades in the female scorecard to evaluate their success stories and share best practices.

Metro

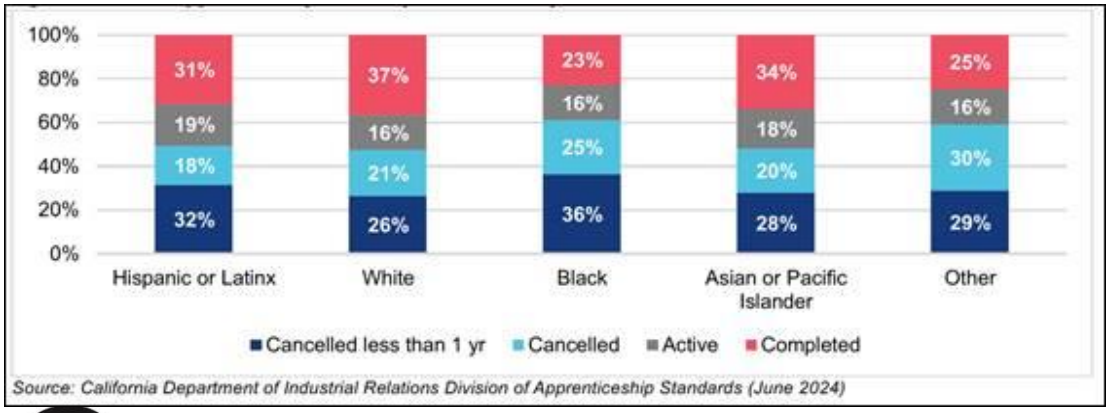
Motion 13.1 - Underutilized Population

Greater LA annual union apprenticeship enrollment from 2008 to 2023:

- Has generally increased since 2010
- Hispanic/Latinx represent the majority of new participants
- Black apprentices has remained consistent between 6% to 8%



Source: California Department of Industrial Relations Division of Apprenticeship Standards (June 2024)



Source: California Department of Industrial Relations Division of Apprenticeship Standards (June 2024)

Among all apprentices registered in Greater LA since 2008:

- Black apprentices have the highest overall cancellation rate
- Over 60% of apprenticeships cancelled and 40% cancelled within one year of program start.
- 50% cancellation rate among Hispanic/Latinx apprentices.

Metro

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

Metro

Board Report

File #: 2025-0106, **File Type:** Informational Report **Agenda Number:** 16.

PLANNING AND PROGRAMMING COMMITTEE
MAY 14, 2025
EXECUTIVE MANAGEMENT COMMITTEE
MAY 15, 2025

SUBJECT: SOUTHEAST GATEWAY LINE SLAUSON / A LINE TO LOS ANGELES UNION STATION STUDY UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on the Southeast Gateway Line Slauson/A Line to Los Angeles Union Station (LAUS) Study.

ISSUE

The Board directed staff to initiate a Slauson/A Line to LAUS Segment Study (the LAUS segment) to identify a cost-effective alignment route and configuration in lieu of the all-grade separated configuration (underground from LAUS to I-10 along Alameda and aerial along A Line to Slauson Station) included in the Draft EIS/EIR . Metro staff has completed the study and this item presents the findings of the LAUS Segment study and discusses next steps.

BACKGROUND

In January 2022, the Board identified the Locally Preferred Alternative (LPA) for the Southeast Gateway Line (SGL). The LPA includes a 14.5-mile light rail transit (LRT) line with nine stations from a northern terminus at the Slauson/A Line Station located in the City of Los Angeles/Florence-Firestone unincorporated area of LA County to a southern terminus at the Pioneer Station located in the City of Artesia, a new C Line infill station at I-105, five parking facilities, and a maintenance and storage facility (MSF) in the City of Bellflower. The LPA was subsequently approved by the Board on April 25, 2024, after certifying the Environmental Impact Report (EIR) per the California Environmental Quality Act and the Environmental Impact Statement (EIS) per the National Environmental Protection Action (NEPA) successfully receiving a Record of Decision (ROD). The Project has initiated implementation of the early works components of the project.

As part of the January 2022 Board Action, the Board also identified LAUS as the ultimate northern terminus for the Project and directed staff to conduct a separate study to identify and evaluate cost-effective options for the approximately 4.8-mile alignment along Alameda Street from the SGL

powered by Legistar™

Slauson/A Line Station to LAUS, inclusive of three proposed stations (LAUS, Little Tokyo, and Arts/Industrial District). The study intended to provide an opportunity to identify concepts that would lower the project capital cost, make it competitive for “New Starts” Grant Funding, and reengage the community to best define a project (including station design and locations) to meet the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area. The study also provided an opportunity to address several comments received from the Little Tokyo community related to the Little Tokyo Station location and design. Attachment A includes the LAUS Segment Study Executive Summary.

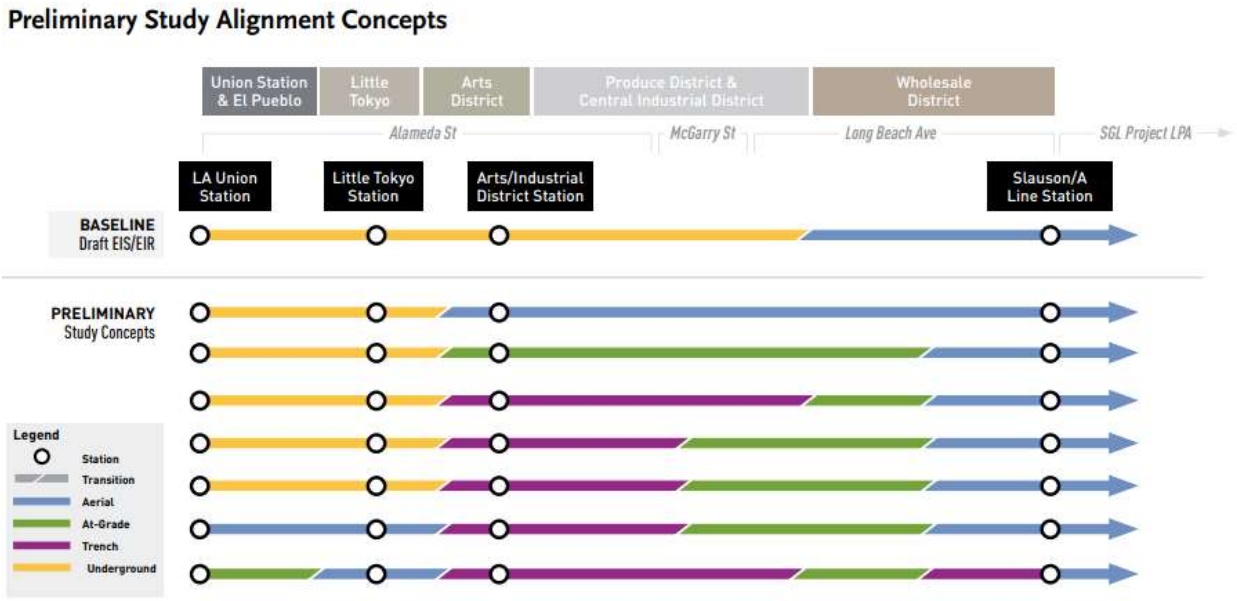
DISCUSSION

At the January 2022 meeting, the Board approved Motion #10 by Directors Hahn, Solis, Garcetti, Mitchell, and Duta to recommended that the Board adopt as policy that the full SGL project will be declared complete once it provides a single-seat ride connecting the City of Artesia (Pioneer Boulevard) to LAUS via rail (Attachment B). As directed by Motion #10, staff worked with downtown stakeholders to explore a cost-effective/competitive alignment for the Slauson/A Line to LAUS segment for “New Starts” Grant Funding. The FTA's New Starts project evaluation uses a weighted, multi-criteria framework. Qualitative and quantitative ratings across various criteria are combined to produce justification, financial, and summary ratings. Notably, cost-effectiveness is a critical factor; projects rated below 'medium' will not receive funding, regardless of performance in other areas.

Study Approach: Lower the LAUS segment cost & make it cost-effective/competitive for “New Starts” grant funding

The LAUS segment includes a 4.5-mile segment along Alameda Street from LAUS to the Slauson/A Line Station, in which three stations are being considered: LAUS, Little Tokyo, and Arts/Industrial District. A range of preliminary concepts were developed based on key considerations, including providing a one-seat ride to LAUS, enhancing regional and local mobility, supporting economic growth and transit connections, potential to transform the Alameda Corridor character, and cost competitiveness for seeking Federal “New Starts” funding. These concepts are shown in Figure 1 below. The concepts were then further narrowed based on stakeholder feedback and technical considerations such as right-of-way constraints and operational constraints.

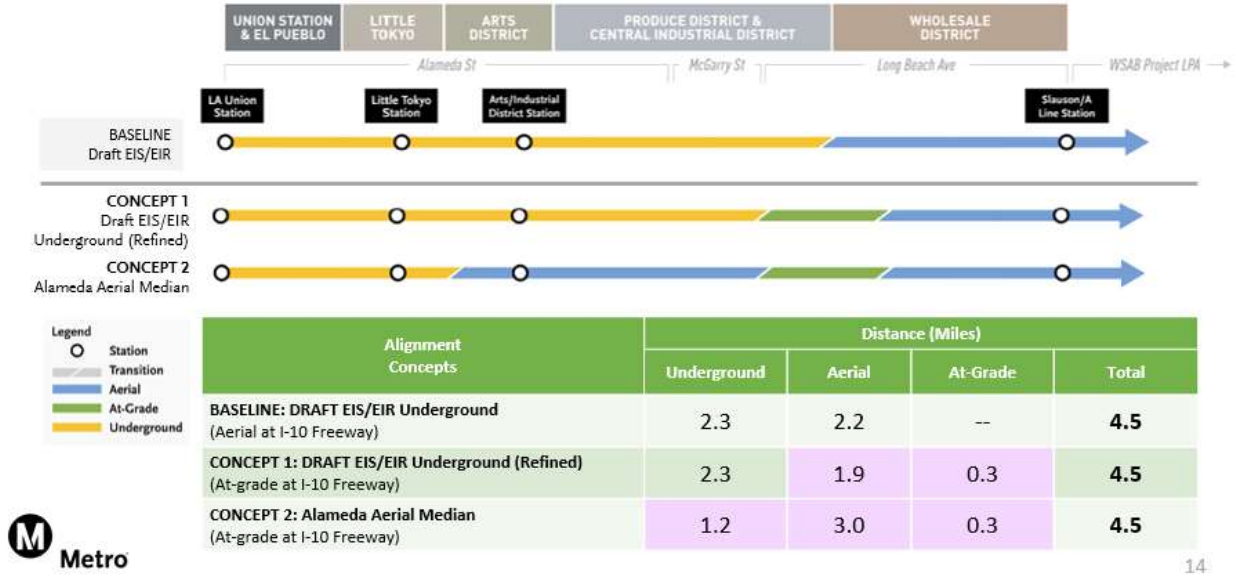
Figure 1: Preliminary Study Alignment Concepts



Two concepts were advanced and evaluated in comparison to the baseline alignment from the Draft EIS/EIR, as shown in Figure 2. The two concepts include:

- Concept 1: Draft EIS/EIR Underground Refined
- Concept 2: Alameda Aerial Median

Figure 2: Slauson/A Line to LAUS Study Baseline and Concepts



Alignment Concepts	Distance (Miles)			
	Underground	Aerial	At-Grade	Total
BASELINE: DRAFT EIS/EIR Underground (Aerial at I-10 Freeway)	2.3	2.2	--	**4.5**
CONCEPT 1: DRAFT EIS/EIR Underground (Refined) (At-grade at I-10 Freeway)	2.3	1.9	0.3	**4.5**
CONCEPT 2: Alameda Aerial Median (At-grade at I-10 Freeway)	1.2	3.0	0.3	**4.5**

Metro

14

Concept 1: Draft EIS/EIR Underground Refined is similar to Alternative 1 from the Draft EIS/EIR with an underground alignment constructed via tunnel boring machine between LAUS and 14th Street. The alignment was revised to an at-grade segment under the I-10 freeway instead of an aerial configuration that was proposed in the Draft EIS/EIR. Consistent with Alternative 1 from the Draft EIS/EIR, the Concept 1 alignment would continue on an aerial structure adjacent to the existing A Line on Long Beach Boulevard until it ties in with the Approved Project at Slauson/A Line Station.

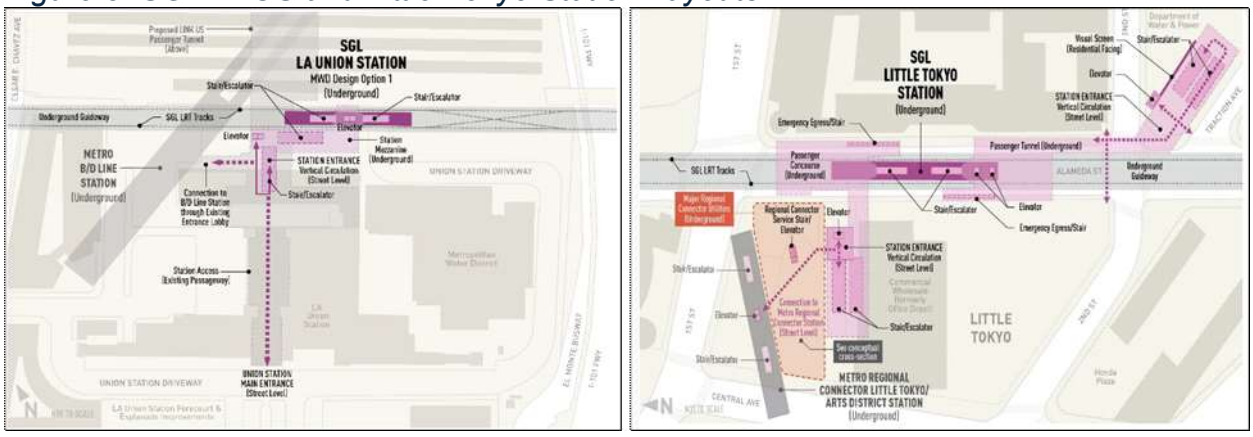
Concept 2: Alameda Aerial Median proposes the same horizontal alignment as Concept 1 but proposes an aerial structure between 4th Street and 14th Street instead of an underground alignment. Similar to Concept 1, Concept 2 proposes an at-grade configuration under the I-10 freeway and continues on an aerial structure adjacent to the existing A Line on Long Beach Boulevard until it ties in with the LPA at Slauson/A Line Station.

Station refinements to address stakeholder comments

This study also re-explored the LAUS and Little Tokyo Station locations considered in the Draft EIS/EIR. Figure 3 shows the station layouts.

- At LAUS, the Metropolitan Water District station option is proposed to be advanced instead of the Forecourt station option due to higher ridership and fewer conflicts with other projects in the LAUS area.
- In Little Tokyo, the Little Tokyo Station is being included for all concepts as requested by the Metro Board. The layout and configuration of the station portals were refined to address stakeholder comments and input. The north entrance portal has been shifted closer to the A and E Line portal entrance, and the southern portal has been rotated to allow for improved visual considerations for adjacent residences.

Figure 3: SGL LAUS and Little Tokyo Station Layouts



Stakeholder and Public Outreach

Metro staff coordinated closely with stakeholders and the public in the study area to ensure the design and study recommendations reflect community input. Outreach efforts included booths at community events, collaborating with community-based organizations (CBOs), and study-specific briefings, including: 13 community stakeholder and public meetings, one in-person community update meeting, 2 virtual stakeholder working group (SWG) meetings, 6 property owner briefings, and 5 CBO partnerships. CBO partners were each sponsored at the $500 level to help reach out to stakeholders, distribute project information and encourage participation at working group sessions and hosted project briefings. Comments and feedback received from stakeholders are considered in the study findings.

Feedback from the stakeholder meetings and property owner briefings indicated that stakeholders overwhelmingly preferred an underground alignment concept. 94% of stakeholders, including

residents, businesses and property owners, preferred an underground alignment, while 6% stated they had no preference. No stakeholders preferred an aerial alignment. Key topics of concern for stakeholders included potential business impacts, noise and vibrational impacts, urban design, and visual effects.

Key Findings

Each concept was evaluated for engineering constraints, environmental considerations, cost savings, and public support. Table 1 summarizes the environmental considerations for the alignment concepts, evaluating factors such as street closures, grade crossings, traffic circulation, freeway access, on-street parking, utility relation, noise and vibration, and planned bicycle facilities.

Table 1: Environmental Considerations Summary

ALIGNMENT CONCEPTS	ENVIORNMENTAL CONSIDERATIONS					
	STREET CLOSURES, GRADE CROSSINGS, TRAFFIC CIRCULATION	FREEWAY ACCESS	ON-STREET PARKING	VISUAL AND AESTHETICS	NOISE/ VIBRATION	PLANNED BIKE FACILITIES
Baseline Draft EIS/EIR Alternative 1 *LA Union Station to Pioneer Station*	●	●	●	●	●	●
Concept 1 Draft EIS/EIR *Underground Refined*	●	●	●	●	●	●
Concept 2 *Alameda Aerial Median*	◐	●	◐	◐	●	○

Potential for Effects: ● None or Low ◐ Moderate ○ High

Updated Cost & Schedule Estimate

At the time of the study, the capital cost year of expenditure (YOE) timeline was based on the Measure M timeline of 2041. The estimated YOE cost was approximately $7.75 billion for Concept 1 and $6.72 billion for Concept 2.

The Metro Measure M Funding Plan (Central City Subregion planning area) includes $400 million (in 2015 dollars) for the LAUS segment, which is equivalent to $928.9 million to $1.076 billion in YOE dollars.

Financial modeling indicates potential schedule acceleration for Concept 2 (Alameda Aerial Median) under current assumptions. However, the earliest possible completion date is 2048 due to existing Board federal funding priorities for the Southeast Gateway Line Approved Project, Eastside Corridor Phase 2, and the Sepulveda Transit Corridor projects. Further funding constraints include the need to issue bonds to accelerate local funding, which could increase debt service costs and potentially impact the agency's ability to fund future projects. Concept 1 has a projected completion date of 2053.

Based on the updated timeline of 2053 and 2048, the cost of Concepts 1 and 2 would be $12.2 B and $8.9 B (YOE $), respectively. The cost per mile for Concepts 1 and 2 is approximately $2.72 billion and $1.98 billion, compared to the Approved Project cost of $480 to $600 million per mile.

The high costs will make this LAUS segment more difficult to fund without significant new sources of revenue that were not envisioned in the original Measure M Expenditure Plan while not affecting the funding of other Board approved projects. Even after accounting for inflation adjustments, the cost estimate far exceeds the currently programmed funding for this Project. In addition, the currently approved SGL project, for which early works projects have been initiated, has yet to secure all funding to complete the funding plan. Staffing to support the continued progression of studies for the LAUS segment is strained against the needs of existing Metro priority projects and the major events planned for the region over the next few years. To address these constraints, if sufficient additional resources are committed, specialized staffing and consultant support can be allocated to complete specific deliverables that advance the environmental clearance and develop a funding plan.

Metro staff are exploring consideration of other potential external funding sources, which could include an Enhanced Infrastructure Financing District (EIFD). An EIFD could use property tax increment generated through increased property value within a defined geographic area to fund projects. Solutions Alameda Coalition (SAC), an advocacy non-profit organization, completed an EIFD analysis that suggests that potential funding could be generated for projects.

Given the funding uncertainties generally, staff recommend proceeding with the LAUS segment after the following key steps are completed:

1. **Secure Full Funding Grant Agreement (FFGA) for the Approved Project (Slauson/A Line to Pioneer)**: Securing funding commitments for the Approved Project segment is critical for the initial operating segment of this corridor, and must be completed before initiating additional studies, environmental clearance, advanced design, etc., for the LAUS segment. The goal is to obtain a FFGA for the Approved Project by **Q1 2027**.

2. **EIFD Formation and Commitment**: Given the completion of the LAUS Segment Study and to develop a viable funding strategy, the City and County of Los Angeles must formally establish the EIFD and make a clear commitment of revenues to the SGL project. Staff will continue to collaborate with the City and County to support EIFD implementation and clarify the funding need and commitments If the City and County demonstrate sufficient commitments to establish an EIFD, and if initial funding agreements are secured for Metro staffing and consultant support, then, with Board approval, additional studies for project development, environmental clearance, and advanced design can be initiated.

EQUITY PLATFORM

The Approved Project and the LAUS Segment will benefit communities by adding a new high-quality reliable transit service which will increase mobility and connectivity for the historically underserved and transit-dependent communities along the corridor. The SGL corridor is comprised largely by Environmental Justice (EJ) communities. The LAUS Segment traverses through, and is adjacent to, established neighborhoods within the City of Los Angeles including but not limited to: Chinatown, El Pueblo de Los Angeles, Little Tokyo, Arts District, Industrial District, and Central-Alameda. In 2017 (the first year of environmental analysis), Black, Indigenous, and People of Color (BIPOC) residents comprised 71.6 percent of the total population in the LAUS Segment affected area. In addition, 46.1 percent of these communities are low-income.

During the environmental clearance phase of the Approved Project and the LAUS Segment study, staff has conducted extensive outreach efforts for corridor communities and has continued to engage project stakeholders through a variety of forums, platforms, languages, and access methods, including special outreach efforts to people of color, low income, and limited English proficiency populations, and persons with disabilities. Stakeholder feedback was received regarding privacy and visual impacts from the design of the Little Tokyo station portal and concerns of the design crossing the I-10 freeway. Project development has been directly influenced by this engagement, as discussed above. Metro staff will continue to engage communities as a part of the LAUS Segment when the environmental phase is initiated.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT.This item supports Metro's systemwide strategy to reduce VMT through planning activities that will improve and further encourage transit ridership through expanding high quality transit service. Metro conducted preliminary analysis as part of the Draft EIS/EIR which shows that the net effect of this project is to decrease VMT. Specifically, the VMT analysis in the Draft EIS/EIR for an alignment from LAUS to Artesia identified a reduction in daily regional VMT of 391,500 miles compared to the Horizon Year (2042) No Build Alternative conditions. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling;
- Goal 3: Enhance communities and lives through mobility and access to opportunity; and
- Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

NEXT STEPS

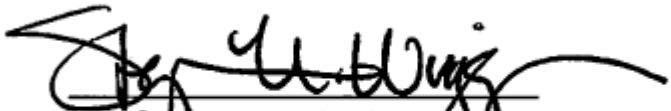
Staff will continue to support and advance the following activities before re-initiating further work on the LAUS Segment: (1) securement of an FFGA for the initial operating segment of the corridor by Q1 2027, (2) Formation of an EIFD by City's and County's with commitment of revenues/funding dedicated to the LAUS Segment, and (3) completion of efforts related to the 2028 Games.

ATTACHMENTS

Attachment A - SGL Slauson/A Line to Los Angeles Union Station Study Executive Summary
Attachment B - Motion #10

Prepared by: Brian Lam, Senior Manager Transportation Planning, Countywide Planning & Development, (213) 922, 3077
Meghna Khanna, Deputy Executive Officer, Countywide Planning & Development, (213) 922-3931
Christina Long, Deputy Executive Officer, Countywide Planning & Development, (213) 922-4652
Allison Yoh, Executive Officer, Countywide Planning & Development, (213) 922-4812
Craig Hoshijima, Executive Officer, Countywide Planning & Development, (213) 547-4290
David Mieger, Senior Executive Officer, Countywide Planning & Development, (213) 922-3040

Reviewed by: Ray Sosa, Chief Planning Officer, Countywide Planning & Development, (213) 547-4274



Stephanie N. Wiggins
Chief Executive Officer

Los Angeles County
Metropolitan Transportation Authority

Slauson/A Line to LA Union Station Study

Southeast Gateway Line



APRIL 2025

Metro®

Document Contributors

Metro Departments
- Countywide Planning
- Community Relations
- Cost Estimating
- Real Estate
- Strategic and Financial Planning
- Operations

Community Based Organization (CBO) Partners
- Arts District Business Improvement District
- Japanese American National Museum (JANM)
- Little Tokyo Business Association
- Little Tokyo Historical Society
- Little Tokyo Towers

Technical Team
- WSP
- Terry A. Hayes Associates Inc.
- Cityworks Design

Acknowledgments

This study was made possible by the contributions and engagement of corridor stakeholders, including but not limited to:

- Arts District Business Improvement District
- Downtown Industrial Business Improvement District
- El Pueblo De Los Angeles Commission
- Japanese American National Museum
- Little Tokyo Business Association
- Little Tokyo Community Council
- Little Tokyo Historical Society
- Little Tokyo Stakeholder Meeting
- Little Tokyo Towers
- Los Angeles River Artists and Business Association
- Stakeholder Working Group
- Solutions Alameda Coalition and Property Owners (Various)

Table of Contents

Executive Summary ES-1

Section 1 Introduction 1

Section 2 Existing Conditions 17

2.1 LA Union Station to 4th Street 19
2.2 4th Street to 8th Street 23
2.3 8th Street to Washington Boulevard 27
2.4 Washington Boulevard to Slauson/A Line 33
2.5 Opportunities for Alignment Refinements 37

Section 3 Alignment and Station Concepts 39

3.1–3.4 Alignment Concepts 41
3.5 Station Refinements 67

Section 4 Study Considerations 73

4.1 ROW Acquisitions 73
4.2 Utility Relocation 74
4.3 Cost Comparison 75
4.4 Schedule 76
4.5 Environmental Considerations 77
4.6 Intermediate Slauson/A Line–LAUS Connection 79

Section 5 Stakeholder and Public Engagement 81

Section 6 Key Findings 93

Tables, Figures, and References 99

Appendices

A Regulatory Framework
B Conceptual Plans
C Environmental and Other Considerations



Acronyms and Abbreviations

ACRONYM	DEFINITION
BRT	Bus Rapid Transit
CBO	Community-Based Organization
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
LA	Los Angeles
LADOT	Los Angeles Department of Transportation
LAUS	Los Angeles Union Station
LA ART	Los Angeles Aerial Rapid Transit
Link US	Link Union Station
LPA	Locally Preferred Alternative
LRT	Light-Rail Transit
Metro	Los Angeles County Metropolitan Transportation Authority
MWD	Metropolitan Water District
NEPA	National Environmental Policy Act
ROW	Right-of-Way
SGL	Southeast Gateway Line
TBM	Tunnel Boring Machine
WSAB	West Santa Ana Branch
YOE	Year of Expenditure

Executive Summary

Background

The Southeast Gateway Line (SGL)[1] (Project) is a proposed light-rail transit (LRT) line that will connect southeast Los Angeles (LA) County with Los Angeles Union Station (LAUS). Once completed, the alignment would extend approximately 19 miles from the southern terminus at Pioneer Station in Artesia to the northern terminus at LAUS in Downtown Los Angeles. In January 2022, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors (Board) identified Alternative 3: Slauson A (Blue) Line to Pioneer Station from the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) as the Locally Preferred Alternative (LPA) for the Project. The Board selected LAUS as the ultimate project terminus and directed Metro staff to identify and evaluate cost-effective options for the alignment north of the SGL Slauson/A Line Station, inclusive of the LAUS Station, the Little Tokyo Station, and the Arts/Industrial District Station. The Final EIS/EIR for the LPA was released to the public on March 29, 2024. The Board approved the LPA and certified the Final EIS/EIR on April 25, 2024. The Federal Transit Administration issued the Record of Decision for the Project on August 23, 2024.

Per the Board's direction, Metro staff have prepared the Slauson/A Line to LA Union Station Study (Study) to evaluate cost-effective options for the approximately 4.8-mile alignment along Alameda Street from LAUS to the Slauson/A Line Station (corridor), inclusive of three proposed stations (LAUS, Little Tokyo, and Arts/Industrial District). Improving the cost-effectiveness of the Slauson/A Line to LAUS corridor would also increase its competitiveness to receive Federal Transit Administration (FTA) New Starts program funding. The baseline alignment evaluated in this Study is shown in Figure ES-1. This is a stand-alone study and does not include the LPA.

[1] The Project was previously referred to as the West Santa Ana Branch Transit Corridor (WSAB). On March 15, 2023, the Metro Board of Directors approved a motion that included a recommendation to rename the Project with more of a local context. Metro launched a renaming campaign in August 2023 to receive community input on names that are representative of the cultural and demographic communities along the alignment. Metro received over 1,200 submissions with over 900 unique name recommendations during the renaming contest. A panel selected the top 12 names for the public voting process, and over 4,500 votes were received. On January 22, 2024, Southeast Gateway Line was unveiled as the new name for the Project. Though WSAB was used throughout the Final Environmental Impact Study/Environmental Impact Report, the Southeast Gateway Line name is being used as the Project advances.

Figure ES-1

SLAUSON/A LINE STATION TO LAUS



Alignment Concepts and Station Refinements

This Study identified two alignment concepts and one design option that include refinements to the vertical profile and cost-effective alignment options from the alternative studied in the Draft EIS/EIR. Refinements to the Slauson/A Line Station to LAUS alignment along Alameda Street considered level of cost-effectiveness, constructability challenges, environmental considerations, and input from directly affected communities and stakeholders.

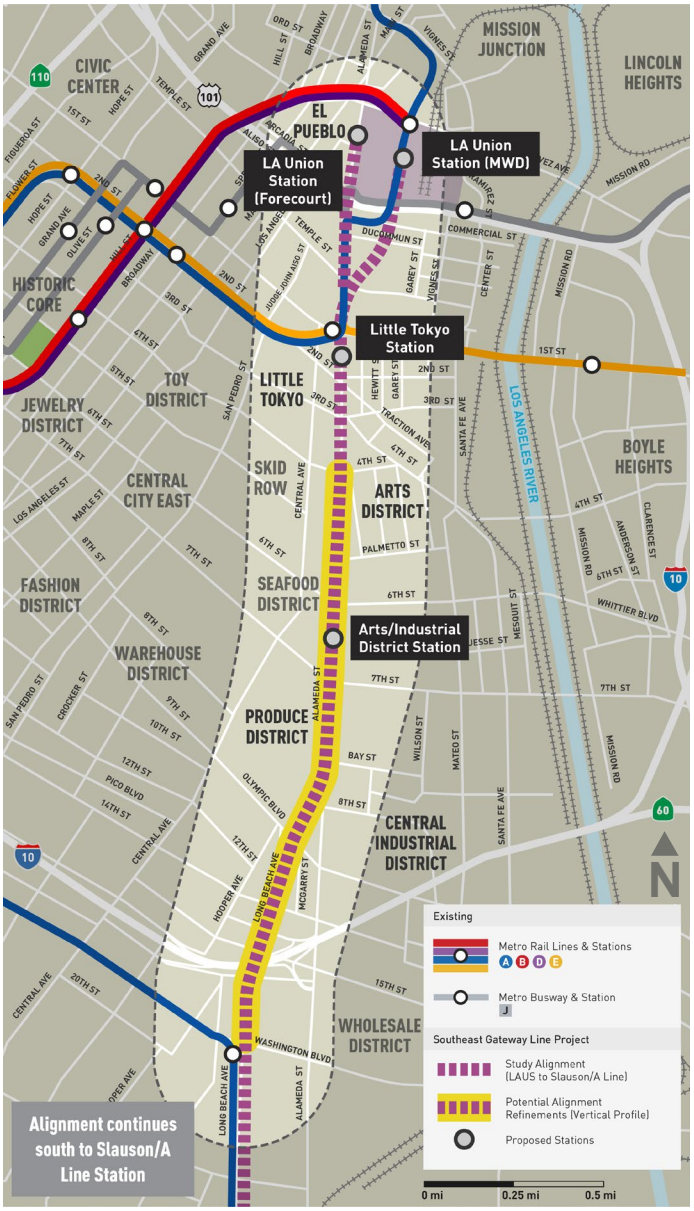
The Draft EIS/EIR Alternative 1: Los Angeles Union Station to Pioneer Station was used as the baseline for this Study. The portion of Alternative 1 from the Slauson/A Line Station to LAUS proposed an aerial configuration between the Slauson/A Line Station and the Interstate 10 (I-10) freeway, and a primarily underground configuration between the I-10 freeway and LAUS.

The corridor between Slauson/A Line and LAUS was divided into four segments, with breakpoints influenced by corridor features such as proposed station locations, right-of-way (ROW), and existing transportation infrastructure. These segments are described in Section 2 and are as follows: from LAUS to 4th Street; 4th Street to 8th Street; 8th Street to Washington Boulevard; and Washington Boulevard to the Slauson/A Line Station. Physical constraints and engineering challenges were evaluated throughout the corridor.

To meet the goals and objectives of the Study, cost-effective alignment refinements to Alternative 1 from the Draft EIS/EIR vertical profile were identified between 4th Street and Washington Boulevard, illustrated in Figure ES-2.

Figure ES-2

OPPORTUNITIES FOR REFINEMENTS FROM SLAUSON/A LINE STATION TO LAUS



The overall Project to LAUS exceeds the Measure M budget of $4 billion and Central City budget allocation of $400 million in 2015 dollars. As noted in the Final EIS/EIR, the 14.5-mile LPA was estimated to cost approximately $7.16 billion in year of expenditure (YOE) dollars (approximately $490 million per mile). The increase in overall cost from previous estimates is largely due to increases in Federal Transit Administration–recommended contingencies, construction cost increases, and higher-than-predicted inflation. In comparison, the potential cost for the 4.8-mile extension from the Slauson/A Line Station to LAUS would be approximately $8 billion in YOE dollars (approximately $1.68 billion per mile). This is reflective of the underground alignment from approximately 14th Street and Long Beach Avenue north to LAUS as described in the Draft EIS/EIR. Opportunities to reduce the length of underground construction via a tunnel boring machine (TBM) between Slauson/A Line and LAUS have the greatest potential to reduce cost. In descending order of cost, underground construction with a TBM has the highest typical cost per mile, followed by trench, aerial structure, and at-grade (street level) construction as shown in Figure Es-3.

Figure ES-3

Preliminary Cost Comparison for Alignment Types*



** Cost ranges are approximate, include stations, and vary by project depending on constraints. Values are based on nationwide examples provided by the National Transit Database and were escalated to 2025 dollars using the Civil Works Construction Cost Index System provided by the United States Army Corps of Engineers.*

At-grade and trench concepts between 4th Street and Washington Boulevard were screened out due to effects of the Project footprint related to ROW acquisition and traffic circulation, as well as low stakeholder support. The Alternative 1 alignment was refined to include two concepts and one design option.

The initial alignment configurations explored are shown in Figure ES-4. These initial configurations studied were screened out due to factors such as ROW constraints, operational constraints, or limited stakeholder support. Configurations were refined through design developed during this Study, in concert with stakeholder input, to result in the alignment concepts advanced and shown in Figure ES-5.

KEY CONSIDERATIONS

> Provide a 1-seat ride sooner between Downtown (LA Union Station) and Southeast LA County

> Enhance regional and local mobility for Downtown residents and workers

> Support economic growth and transit connections envisioned by DTLA 2040

> Potential to transform Alameda Corridor character

> Cost competitive for seeking Federal "New Starts" funds

Figure ES-4

Preliminary Study Alignment Configurations

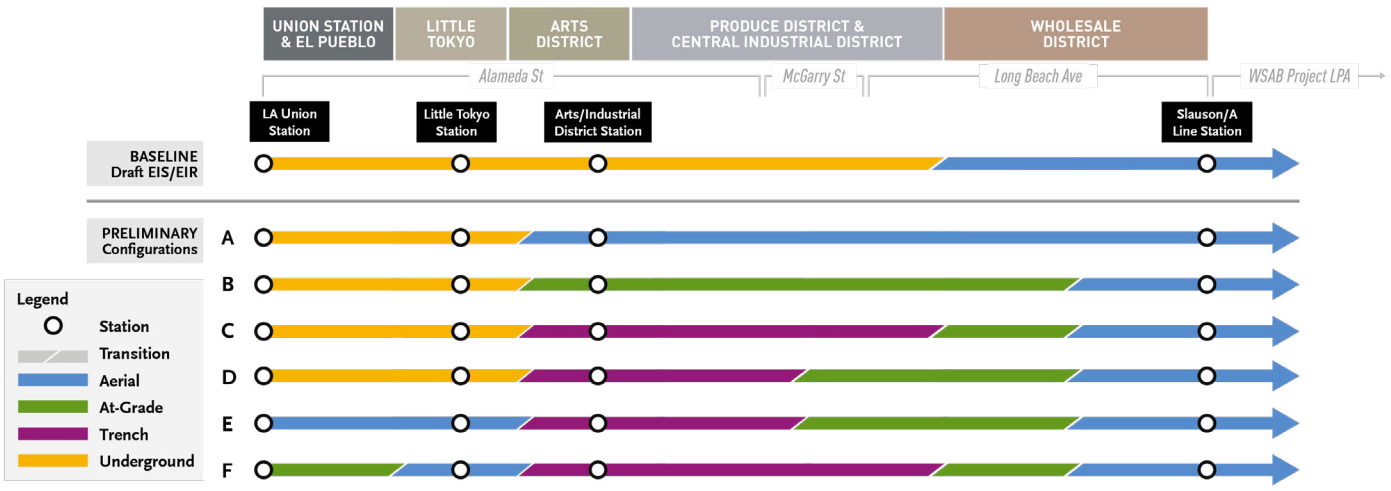


Table ES-1. Concepts and Capital Cost Comparison Summary

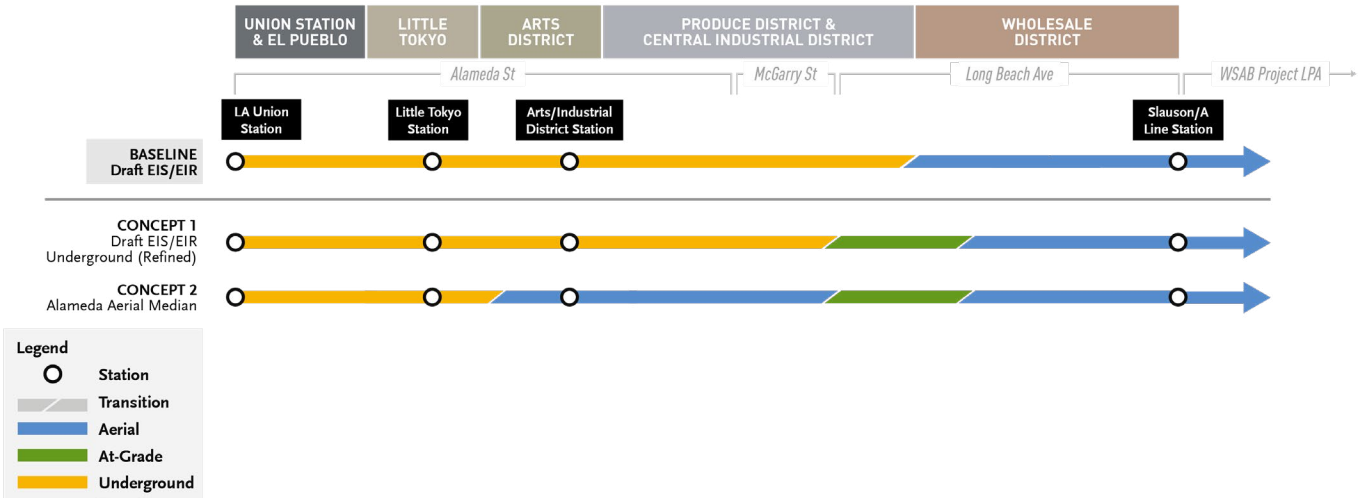
ALIGNMENT CONCEPTS	DISTANCE (MILES)				CAPITAL COST IN YOE (BILLION)*	REDUCTION IN COST COMPARED TO BASELINE (BILLION)	% REDUCTION IN COST COMPARED TO BASELINE
	UNDERGROUND	AERIAL	AT-GRADE	TOTAL			
Baseline Draft EIS/EIR Underground *Aerial at I-10 Freeway*	2.3	2.3	0.2	4.8	$8.04 B	–	–
Concept 1 Draft EIS/EIR Underground (Refined) *At-grade at I-10 Freeway*	2.3	2.1	0.4	4.8	$7.76 B	$0.29 B	– 4%
Concept 2 Alameda Aerial Median *At-grade at I-10 Freeway*	1.2	3.1	0.5	4.8	$6.71 B	$1.33 B	– 17%

* Current capital cost YOE timeline is unconstrained by funding and utilizes Measure M timeline of 2041.

Note: Distance is rounded to the nearest tenth, any difference in sums is due to rounding.

Figure ES-5

Alignment Concepts Advanced



Concept 1
Draft EIS/EIR Underground Refined

Concept 1: Draft EIS/EIR Underground Refined is similar to Alternative 1 from the Draft EIS/EIR with an underground alignment constructed via TBM proposed between LAUS and approximately 14th Street (see Figures ES-6 and ES-7). The alignment was revised between 14th Street and Washington Boulevard to an at-grade segment under the I-10 freeway instead of an aerial configuration as proposed in the Draft EIS/EIR (see Figures ES-6 and ES-8). Consistent with Alternative 1 from the Draft EIS/EIR, the Concept 1 alignment would continue on an aerial structure between Washington Boulevard and the Slauson/A Line Station, where it would tie in with the LPA (see Figures ES-6 and ES-9).

Figure ES-6

Typical Alignment Segments

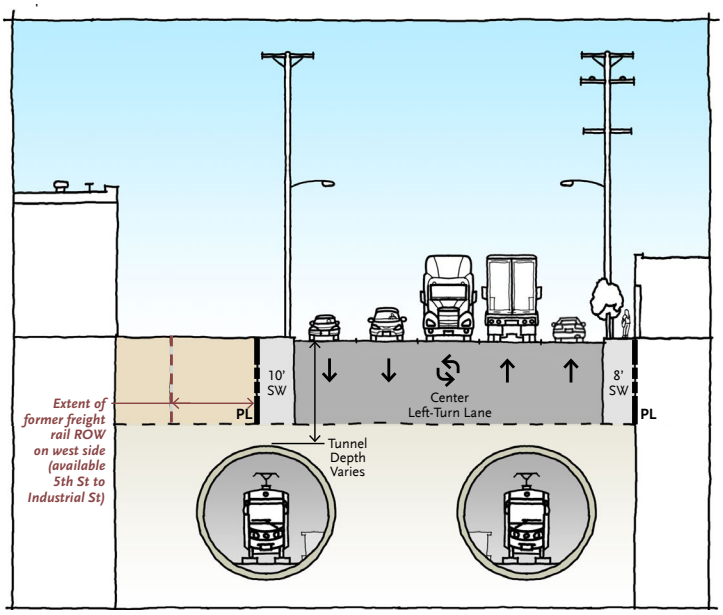
Key Plan



1 *Figure ES-7*

Alameda St - 4th St to 6th St

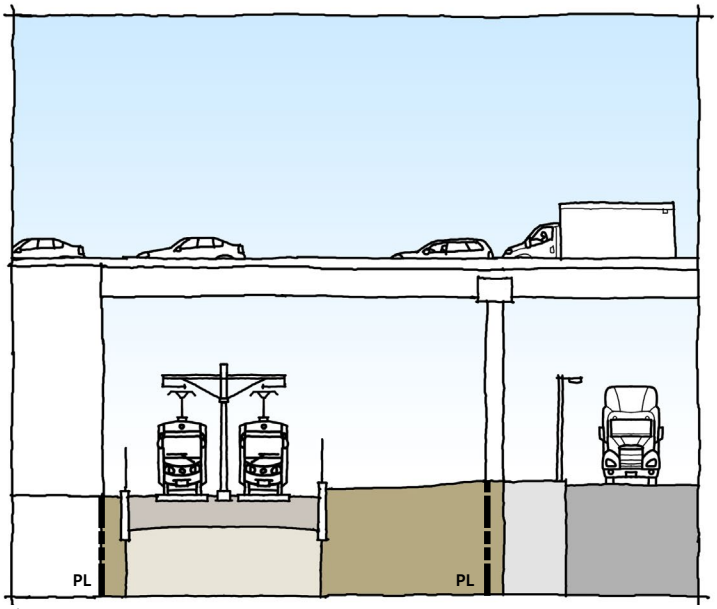
Looking North



2 *Figure ES-8*

Alameda St - 14th St to 16th St

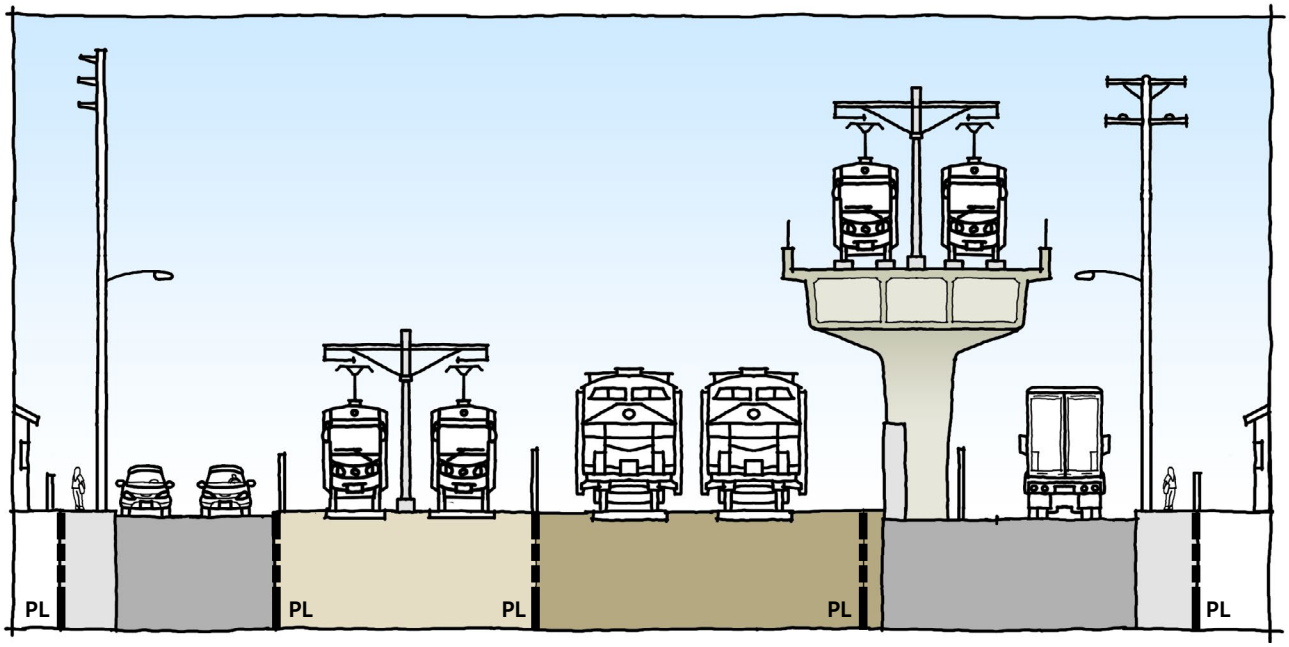
Looking North



3 *Figure ES-9*

Long Beach Av South

Looking North



Concept 2
Alameda Aerial Median

Concept 2: Alameda Aerial Median proposes the same horizontal alignment as Concept 1 but proposes an aerial structure between 4th Street and approximately 14th Street instead of an underground alignment (see Figures ES-10, ES-11, and ES-12). Similar to Concept 1, Concept 2 is refined from the design of Alternative 1 from the Draft EIS/EIR with an at-grade configuration proposed between 14th Street and Washington Boulevard instead of an aerial configuration as proposed in the Draft EIS/EIR. South of 14th Street, Concept 2 is identical to Concept 1 in which Concept 2 would transition to an at-grade configuration to pass underneath the I-10 freeway, then rise to an aerial configuration over Washington Boulevard until it ties in with the LPA at the Slauson/A Line Station.

Figure ES-10

Typical Alignment Segments

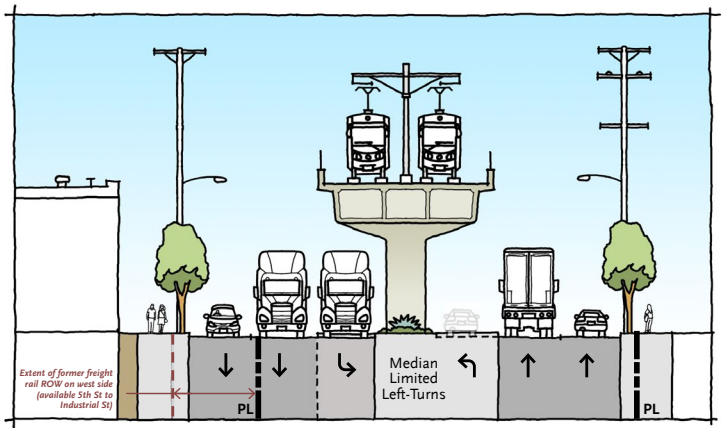
Key Plan



1 *Figure ES-11*

Alameda St - 4th St to Olympic Bl

Looking North



Design Option
Extended Alameda Aerial Median

Design Option: Extended Alameda Aerial Median would have a similar alignment as Concept 2 north of Bay Street and south of 14th Street. However, rather than transitioning From Alameda Street to McGarry Street, the Concept 2 Design Option would remain on Alameda Street south of Bay Street before transitioning west to Long Beach Avenue north of Olympic Boulevard (see Figures ES-13). This configuration was identified to avoid effects to stakeholders with access points along McGarry Street. Similar to Concepts 1 and 2, the Concept 2 Design Option would include an at-grade alignment underneath the I-10 freeway.

KEY DIFFERENCES

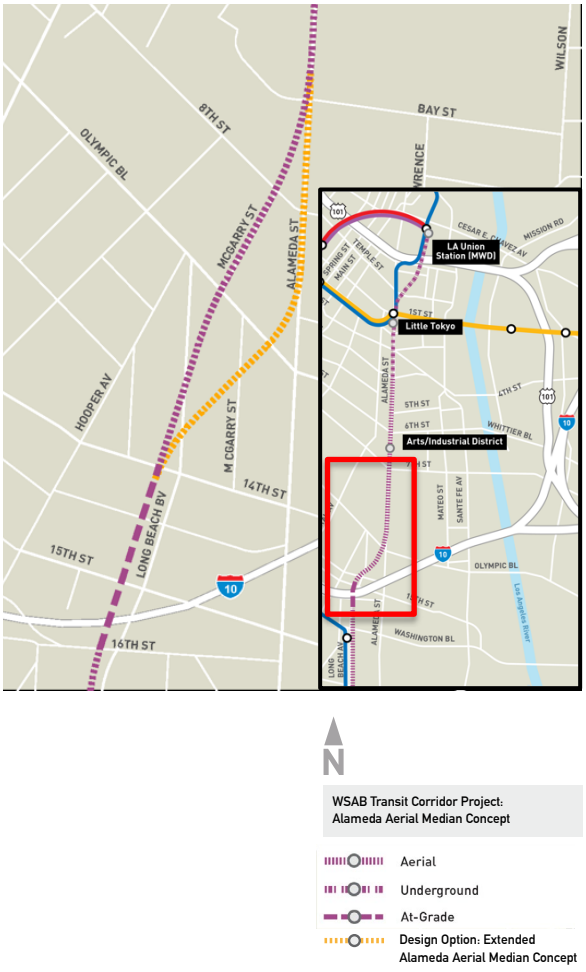
> Aerial alignment curves at Bay St southwest to cross over McGarry St south of Olympic Blvd.

> Alignment descends on retained fill after McGarry St to cross Long Beach Ave, continues south on west side of Long Beach Ave.

> Realignment avoids access and operation impacts to LA Wholesale Produce property.

Figure ES-13

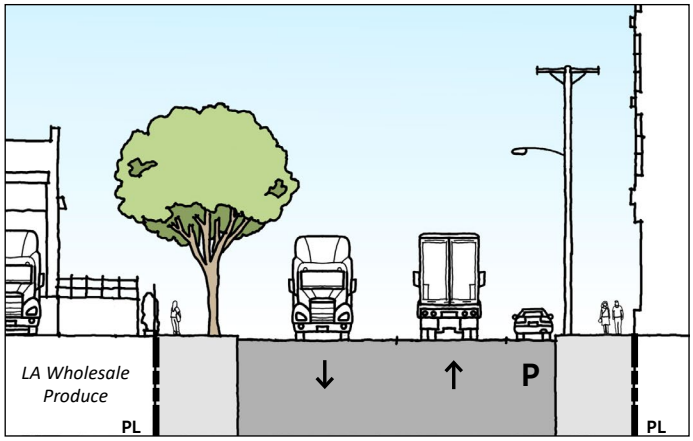
Design Option Alignment Plan



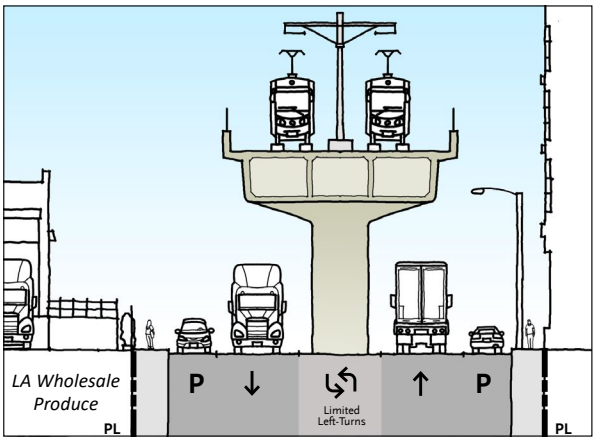
2

Figure ES-12

McGarry St - Existing
Looking North



McGarry St - Proposed Concept
Looking North



Station Refinements

This Study also re-explored the LAUS and Little Tokyo Station locations considered in the Draft EIS/EIR.

> LAUS: The Metropolitan Water District station option is being advanced at LAUS instead of the Forecourt station option due to higher ridership and fewer conflicts with other projects in the LAUS area (see Figures ES-14 and ES-15).

> Little Tokyo: The Little Tokyo Station (referred to as Design Option 2 in the Draft EIS/EIR) is being included for all concepts. The layout/configuration of the Little Tokyo Station portals were refined to provide improved connectivity to the Metro A Line and E Line on the west side of Alameda Street and to improve visual considerations on the east side of Alameda Street (see Figures ES-14 and ES-16).

Figure ES-14

Study Alignment

Key Plan



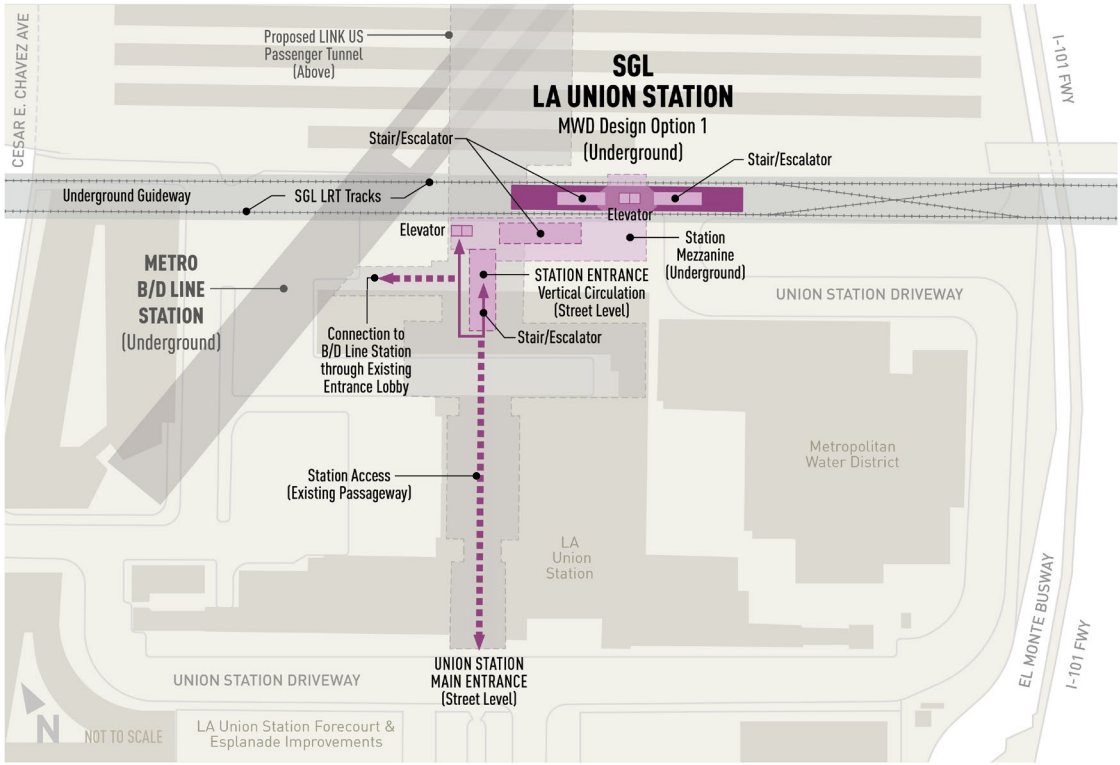
Note: Station locations remain consistent across all concepts (Concept 1 alignment is shown for reference only).

STAKEHOLDER INPUT ON STATION UPDATES

1. North entrance shifted closer to Regional Connector station entrance to improve street-level transfer.
2. South entrance shifted to Traction Avenue for more direct connection to Arts District and away from residences.

Figure ES-15

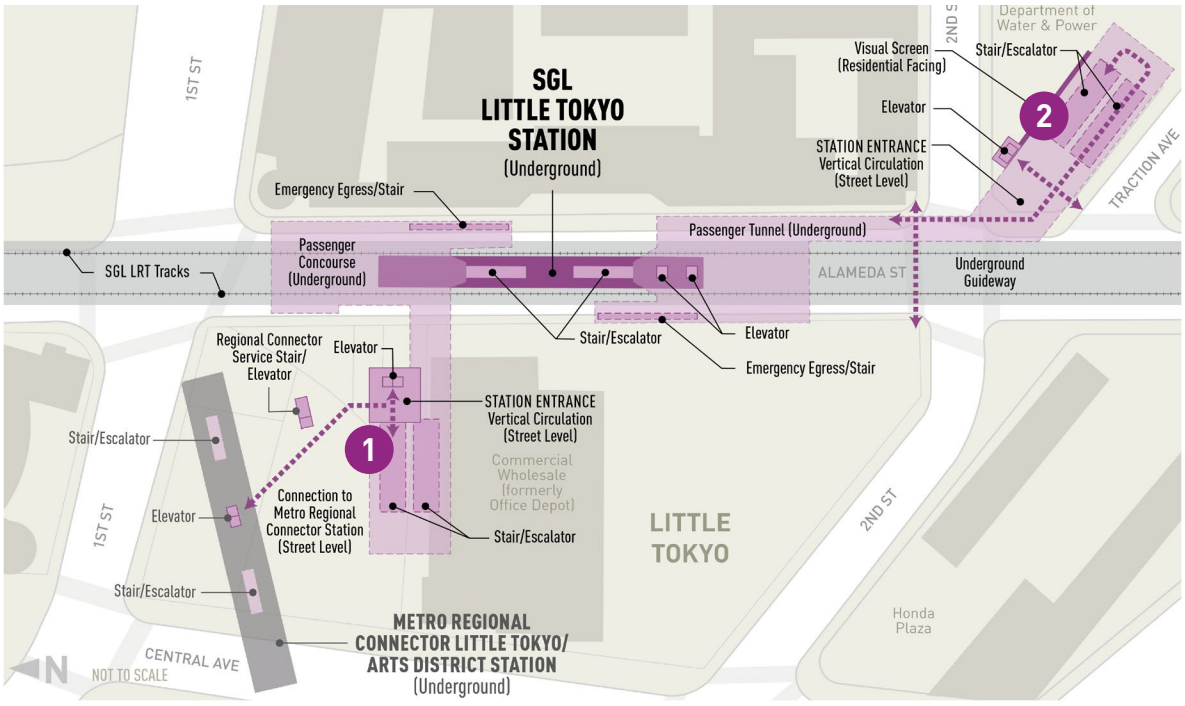
LA Union Station Access Plan Diagram



DEIS/DEIR Option 1 – MWD Station.

Figure ES-16

Little Tokyo Station Access Plan Diagram



Station layout and configuration refined based on stakeholder recommendations.

Stakeholder and Public Engagement

Throughout the development of this study, Metro has coordinated closely with stakeholders and the public to ensure that the design and recommendations reflect community input. This study details the extensive community outreach conducted in support of the study and summarizes feedback received from stakeholders.

In 2022 and 2023, Metro engaged with stakeholder working groups, individual stakeholders, and property owners along Alameda Street. Figure ES-17 summarizes the number of outreach activities conducted. Outreach efforts included setting up booths at community events, collaborating with community-based organizations (CBOs), hosting a study-specific community event, and participating in related SGL meetings supporting the Locally Preferred Alternative (LPA).

The outreach section highlights the key themes and trends identified from community input and preferences shared during stakeholder meetings and property owner briefings regarding underground versus aerial configurations. Some discussions resulted in "No Preference" or no clear consensus; however, the data indicates broad support for an underground alignment. Notably, no stakeholders explicitly favored an aerial configuration over an underground option.

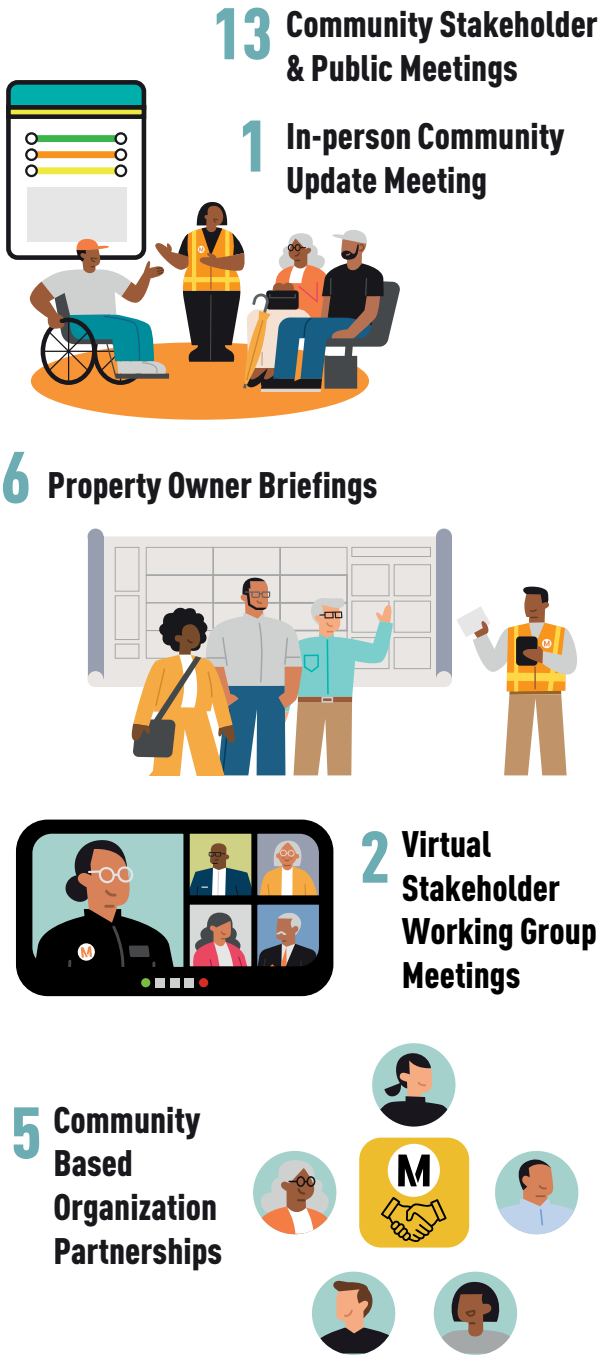
Additional feedback from forums, such as the public community meeting held on July 19, 2023, aligns with these findings. Key topics were raised by stakeholders, property owners, and the public through various channels, including meetings, briefings, letters, and comment cards–common concerns focused on potential business impacts, noise and vibration, urban design, and visual effects (see Figures ES-18 and ES-19).

KEY OUTREACH FINDINGS

Outreach efforts consistently revealed strong community support for an underground light rail configuration. Stakeholders and property owners expressed clear preferences for minimizing visual and noise impacts, preserving urban design aesthetics, and reducing disruptions to businesses. These preferences, combined with the absence of support for an aerial alignment, underscore the community's alignment with Metro's proposed underground alternative.

Figure ES-17

Outreach Activities



Community Stakeholders Engaged

ORGANIZATION NAME
> Arts District Business Improvement District*
> Avalon Bay Communities
> Continuum Partners
> Downtown Industrial Business Improvement District Little Tokyo Community Council
> East End Studios
> El Pueblo De Los Angeles Commission
> Japanese American National Museum (JANM) Board*
> Little Tokyo Business Association*
> Little Tokyo Historical Society*
> Little Tokyo Stakeholder Meeting
> Little Tokyo Towers*
> LA Cold Storage
> LA Wholesale Produce
> Los Angeles River Artists and Business Association and Business Association
> Solutions Alameda Coalition**
> The ROW (Atlas Capital)
> Youngs Holdings

* Included in CBO Partnership

** Organization formed to work with Metro and identify alternative funding sources in support an underground alignment.

Figure ES-18

Alignment Preference

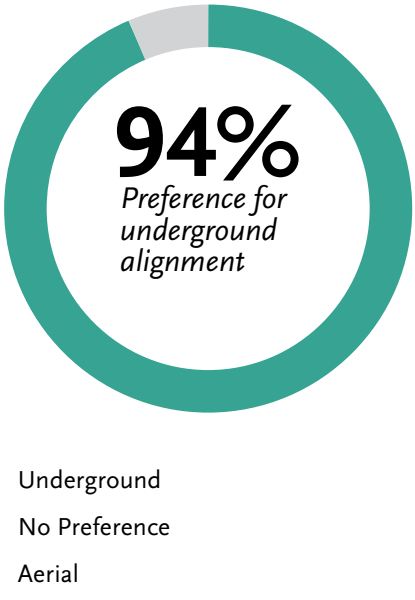
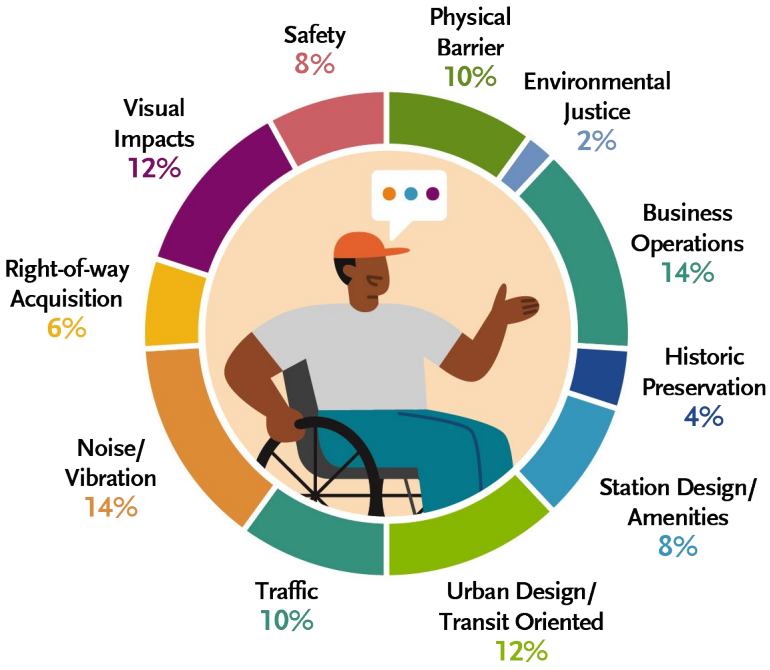


Figure ES-19

Stakeholder Comment and Community Topics



Key Findings

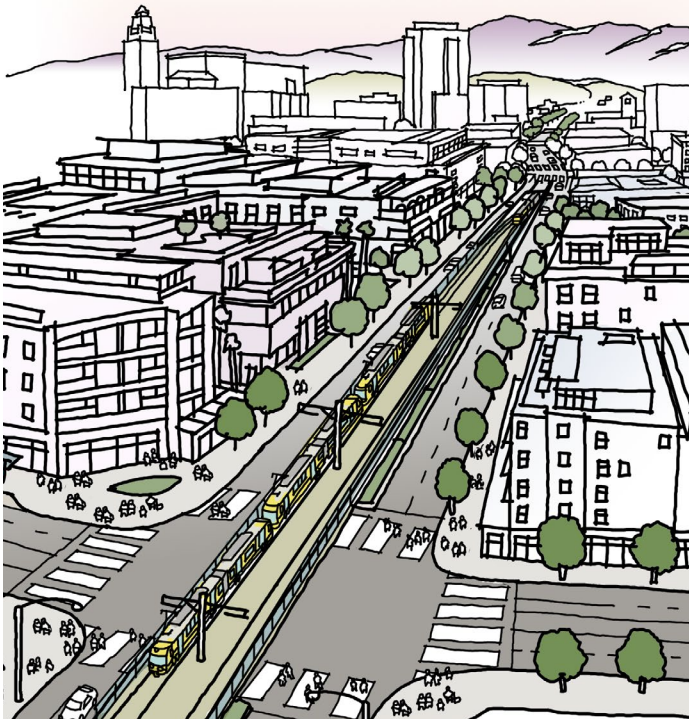
The Study evaluated two alignment concepts, each with varying levels of engineering constraints, environmental considerations, cost savings, and public support; they are summarized as follows.

> **Concept 1: Draft EIS/EIR Underground Refined** would have similar constructability challenges and result in similar potential ROW acquisitions as Alternative 1 from the Draft EIS/EIR because of the similar alignment, including comparable underground construction required for the stations and alignment. Compared to Alternative 1, potential overhead utility conflicts would be reduced near the I-10 freeway due to the at-grade alignment under I-10 instead of an aerial structure over an active freeway. Concept 1 would not affect freeway access and would have a low potential to result in permanent street closures, effects on traffic circulation and on-street parking, operational noise and vibration effects, visual and aesthetics effects, and effects on planned bike facilities. Because Concept 1 would primarily be in an underground alignment, high levels of public support were received during the course of the Study. Based on a review of cost, funding, and schedule, it is anticipated that Concept 1 could open in 2053 and result in a four percent cost reduction compared to Alternative 1.

> **Concept 2: Alameda Aerial Median** would have fewer constructability challenges compared to Alternative 1 from the Draft EIS/EIR, with less underground construction required for the stations and alignment and an at-grade alignment under I-10 instead of an aerial structure over an active freeway, but it would require more potential ROW acquisitions and utility conflicts compared to Alternative 1. Concept 2 would have a greater potential for environmental effects compared to Alternative 1 given the alignment would be in an aerial configuration. Concept 2 would have no potential effects on freeway access and low potential effects from operational noise and vibration compared to Alternative 1. However, the aerial alignment would have a moderate potential for effects on street closures and traffic circulation, on-street parking, and visual and aesthetics; and a high potential for effects on planned bicycle facilities. Concept 2 received lower levels of public support compared to Concept 1 (see Figure ES-20). Based on a review of cost, funding, and schedule, it is anticipated that Concept 2 could open in 2041 and would result in a 17 percent cost reduction compared to Alternative 1.

Figure ES-20

Alameda Corridor Conceptual Birdseye Illustration



Note: This concept was presented to stakeholders and community members but was not supported due to its aerial configuration.

> **Design Option: Extended Alameda Aerial Median** would be similar to Concept 2, in terms of overall potential for effects, public support, and cost, funding, and schedule. However, some potential effects would occur in different locations compared to Concept 2: Alameda Aerial Median, particularly between Olympic Boulevard and 15th Street related to street closures and traffic circulation and on-street parking. The Concept 2 Design Option was developed and introduced through the stakeholder engagement process during this Study. Based on a review of cost, funding, and schedule, it is anticipated that the Design Option could open in 2041 and would result in a 17 percent cost reduction compared to Alternative 1.

Table ES-2. Environmental and Cost Considerations Comparison Summary

ALIGNMENT CONCEPTS	ENVIRONMENTAL CONSIDERATIONS						COST COMPARISON (BILLION)
	STREET CLOSURES, GRADE CROSSINGS, TRAFFIC CIRCULATION	FREEWAY ACCESS	ON-STREET PARKING	VISUAL AND AESTHETICS	NOISE/ VIBRATION	PLANNED BIKE FACILITIES	
Baseline Draft EIS/EIR Alternative 1 LA Union Station to Pioneer Station	●	●	●	●	●	●	> $8.0 B > $1.7 B per mile
Concept 1: Draft EIS/EIR Underground Refined	●	●	●	●	●	●	> $7.8 B > $1.6 B per mile > 4% reduction from Alternative 1
Concept 2: Alameda Aerial Median	◐	●	◐	◐	●	○	> $6.7 B > $1.4 B per mile > 17% reduction from Alternative 1
Concept 2 Design Option: Extended Alameda Aerial Median	◐	●	◐	◐	●	○	> $6.7 B > $1.4 B per mile > 17% reduction from Alternative 1

Potential for Effects: ● None or Low ◐ Moderate ○ High

INTERMEDIATE SLAUSON/A LINE AND LOS ANGELES UNION STATION CONNECTION

This Study includes discussion of potential additional bus connections between the Slauson/A Line Station to LAUS to serve SGL riders along Alameda Street during the time between completion of the LPA and the extension of the LRT alignment to LAUS. An intermediate bus connection between the Slauson/A Line Station and LAUS would likely travel north-south along Alameda Street, serving the potential station areas of the Arts/ Industrial District Station, Little Tokyo Station, and LAUS. In addition to the intermediate bus service between the Slauson/A Line Station and LAUS, SGL riders may transfer at the Slauson/A Line Station to the A Line to reach LAUS via the Regional Connector.

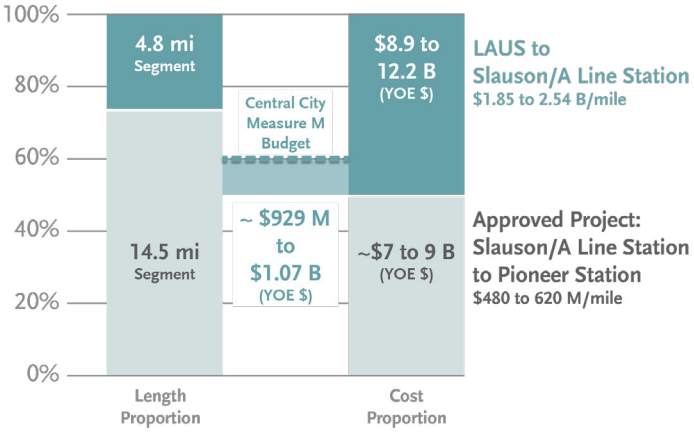
Other Schedule and Cost Considerations

At the time of the Study, the capital cost year of expenditure (YOE) timeline was based on the Measure M timeline of 2041 (see Figure ES-22). Based on the conceptual design and cost estimates developed for Concept 2: Alameda Aerial Median under this Study, a delivery acceleration of the Slauson/A Line to LAUS alignment could be feasible compared to a primarily underground alignment. However, the Project is unlikely to be funded without a federal funding agreement. Given the high volume of competitive Metro projects applying to the FTA New Starts program such as the Southeast Gateway Line LPA, E Line Eastside Extension, and Sepulveda Transit Corridor, the anticipated opening year for Concept 2: Alameda Aerial Median is no sooner than 2048.

The opening year of 2048 assumes successful and timely state and federal grant awards, as well as the availability of anticipated Metro sales tax funding. Concept 1: Draft EIS/EIR Underground Refined has a projected completion date of 2053 (see Figure ES-22). Based on the updated timeline of 2053 and 2048, the cost of Concepts 1 and 2 would be $12.2 B to $8.9 B (YOE $). The cost per mile for Concepts 1 and 2 would be approximately $2.54 billion to $1.85 billion, compared to the Approved Project cost of $480 to $600 million per mile, as shown in Figure ES-21.

Figure ES-21

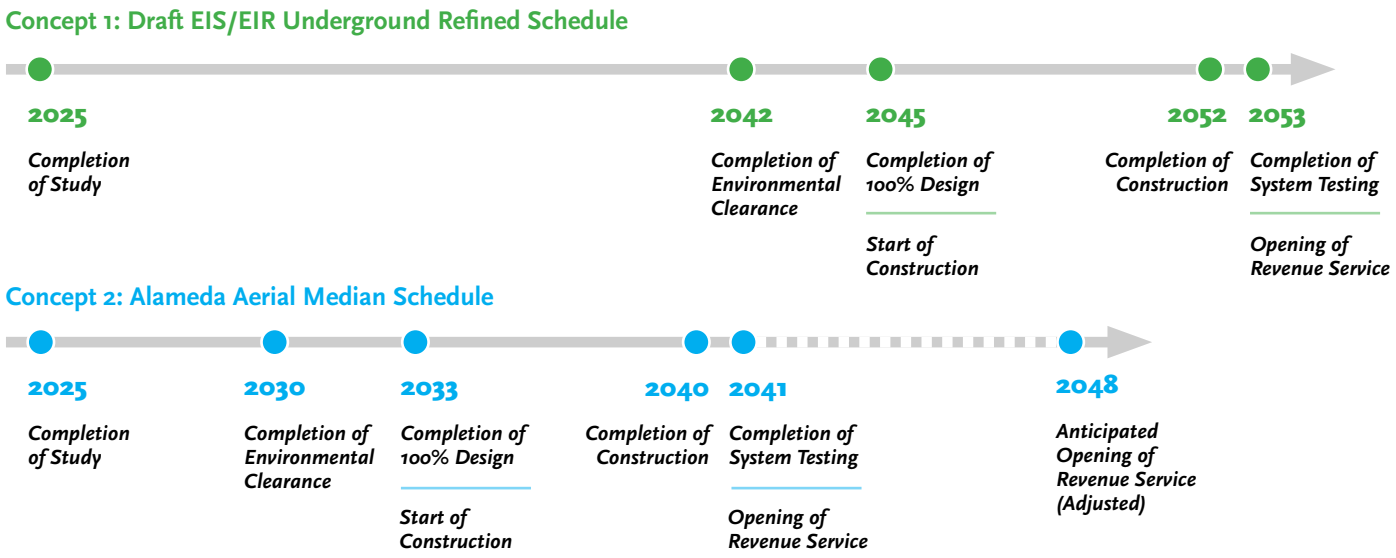
LAUS to Slauson/A Line Station Cost Compared to the Locally Preferred Alternative



Note: The 2016 Measure M Expenditure Plan identified $400 M (2015 $) for the Central City area of SGL.

Figure ES-22

Opening Year Schedule Comparison



Note: Schedule is dependent on identification of funding and is subject to change. Concept 2 Design Option: Extended Alameda Aerial Median is assumed to have a similar schedule as Concept 2: Alameda Aerial Median, due to similar cost and construction complexity. Metro assumes 2 to 2.5 years for CEQA-only clearance and 1 to 1.5 years for NEPA-only clearance after completion of CEQA clearance. Time frames are subject to change depending on the number of alternatives advanced into the environmental process and if the CEQA and NEPA processes are sequential or concurrent.

Page left intentionally blank

Metro

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

Metro

Board Report

File #: 2022-0023, **File Type:** Motion / Motion Response **Agenda Number:** 10.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 19, 2022

Motion by:

DIRECTORS HAHN, SOLIS, GARCETTI, MITCHELL, AND DUTRA

West Santa Ana Branch Transit Corridor Project Motion

The West Santa Ana Branch is the next major Measure M transit construction project set to advance to engineering and construction, with completion of the final environmental document anticipated in early 2023.

Once fully completed, this 19-mile light-rail line will provide a one-seat ride connecting the City of Artesia with Union Station in Downtown Los Angeles, traversing a dozen more cities along the way. Nearly the entire alignment runs through Metro-defined Equity-Focused Communities and the CalEnviroScreen's SB 535-defined "Disadvantaged Communities."

One of the Board of Directors' four "Pillar Projects" (February 2019), the West Santa Ana Branch has had an aspirational completion date no later than the 2028 Olympic and Paralympic Games. With those games set to take place six years from now, that completion date appears unlikely; but of the four pillar projects, the acceleration of this one would benefit the most underserved communities.

Metro staff's recommended approach, while advancing the West Santa Ana Branch toward funding and construction, also commits to a timeline that should be further accelerated. The project needs to do more for future riders of the initial operating segment as well as those on other Metro services that would be affected by this new line.

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Garcetti, Mitchell, and Dutra that the Board adopt as policy that the full West Santa Ana Branch project will be declared complete once it provides a single-seat ride connecting the City of Artesia (Pioneer Boulevard) to Los Angeles Union Station via rail.

In order to ensure this full completion of the West Santa Ana Branch, WE FURTHER MOVE that the Board direct the CEO to:

A. Identify and pursue accelerated construction of individual project components and accelerated funding for the locally preferred alternative including as part of the Transit Intercity Rail Capital Program (TIRCP) Cycle 5, in order to complete it sooner than FY33;

B. Advance Value Capture and Public-Private Partnership work, including a Project Development Agreement opportunity, to accelerate and complete the line into Downtown LA;

C. To mitigate impacts of a Slauson Ave forced transfer on the existing light rail system with the initial operating segment's northern terminus at A Line (Blue) Slauson Station:

a. Coordinate with stakeholder agencies, including the City of Los Angeles Department of Transportation, the County of Los Angeles Department of Public Works, and the City of Vernon Public Works Department to develop and implement bus rapid transit service along the future final project alignment between Slauson Ave and Los Angeles Union Station, consistent with the Metro Board-approved Bus Rapid Transit Vision and Principles Study (March 2021);

b. Advance major capital improvements to the Washington/Flower Wye Junction countywide light rail bottleneck, based on a minimum funding target of $330 million as defined by previous studies (July 2017) to be sought through new or future funding opportunities. As this project will support increased transit usage during major events, including the 2028 Olympic and Paralympic Games, as well as improved service reliability for daily transit users, Metro shall prioritize the project for 2028-related funding opportunities, subject to consideration by the 2028 Olympic and Paralympic Games Mobility Executives group;

D. As part of the additional study of the Slauson to Union Station segment, include the following:

a. Develop the Little Tokyo station and access, in collaboration with the Little Tokyo and surrounding communities;

b. An assessment of above-grade/aerial sections of the locally preferred alternative where cut-and-cover could be constructed at lower cost;

E. Consistent with the LA River / Rio Hondo Confluence Station's ongoing feasibility study, include design elements in the Final EIR for the locally preferred alternative that will reduce impacts to operations associated with future construction of this station;

F. In partnership with community-based organizations, develop a local and targeted hiring policy and project labor agreement (PLA) for construction jobs and for permanent jobs to be created by the West Santa Ana Branch Project;

G. Maintain subregions' funding apportionments as provided under Measure M, with any consideration for borrowing across subregions subject to future Board action. Should it ever become necessary to consider the use of Central City Subregion funding for construction outside the Central City Subregion, the Central City Subregion shall be made whole dollar-for-dollar; and,

H. Report back to the Board in April 2022 with updates on all of the above items.



Slauson/A Line to LA Union Station Study 2025-0106

SOUTHEAST GATEWAY LINE

Metro

January 2022 Board Action

> **1-seat ride:** Project deemed “complete” when 1-seat ride connects Artesia to Union Station

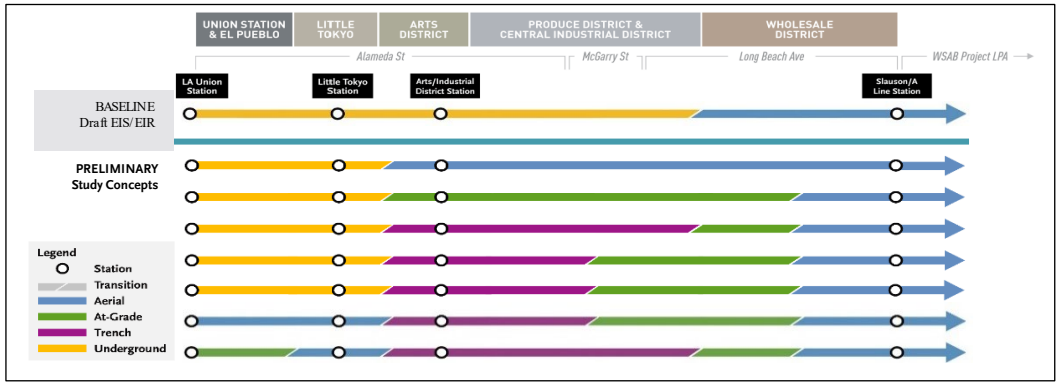
> **Cost-competitive Alignment:** Additional study of ‘LA Union Station (LAUS) to Slauson/A Line Segment’ to be more cost-competitive:

- 4.5-mile segment along Alameda Street to LAUS
- 3 stations: Union Station, Little Tokyo, Arts/Industrial District

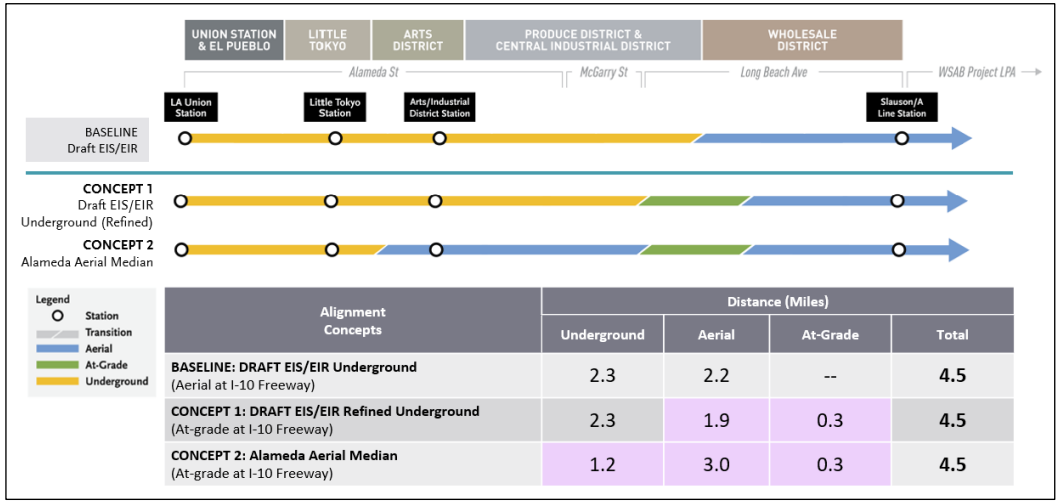


LAUS to Slauson/A Line Study: Concepts

> **Preliminary Concepts Explored:** Included a combination of at-grade, aerial, trench, and underground



> **Narrowed down Concepts:** Based on stakeholder feedback and technical considerations such as right-of-way and operational constraints



Alignment Concepts	Distance (Miles)			
	Underground	Aerial	At-Grade	Total
BASELINE: DRAFT EIS/EIR Underground (Aerial at I-10 Freeway)	2.3	2.2	--	**4.5**
CONCEPT 1: DRAFT EIS/EIR Refined Underground (At-grade at I-10 Freeway)	2.3	1.9	0.3	**4.5**
CONCEPT 2: Alameda Aerial Median (At-grade at I-10 Freeway)	1.2	3.0	0.3	**4.5**

LAUS Segment: Updated Capital Cost & Timeline

LAUS Segment (presented to stakeholders/community)*

> **Capital Cost:**
- Concept 1 (Refined Underground): $7.75 billion (YOE$)
- Concept 2 (Alameda Aerial Median): $6.72 billion (YOE$)

Updated Timeline and Cost

> **Updated Timeline: <u>2053 for Concept 1 and 2048 for Concept 2 Opening</u>** (Long Range Transportation Plan Financial forecast)
- Considering existing New Starts federal grant needs for the SGL Approved Project, Eastside Extension, Sepulveda Pass projects, and
- Includes optimistic assumptions regarding Federal grant awards, State SB-1 and other state grant awards, and Metro's ability to secure eligible sales tax funding for operations

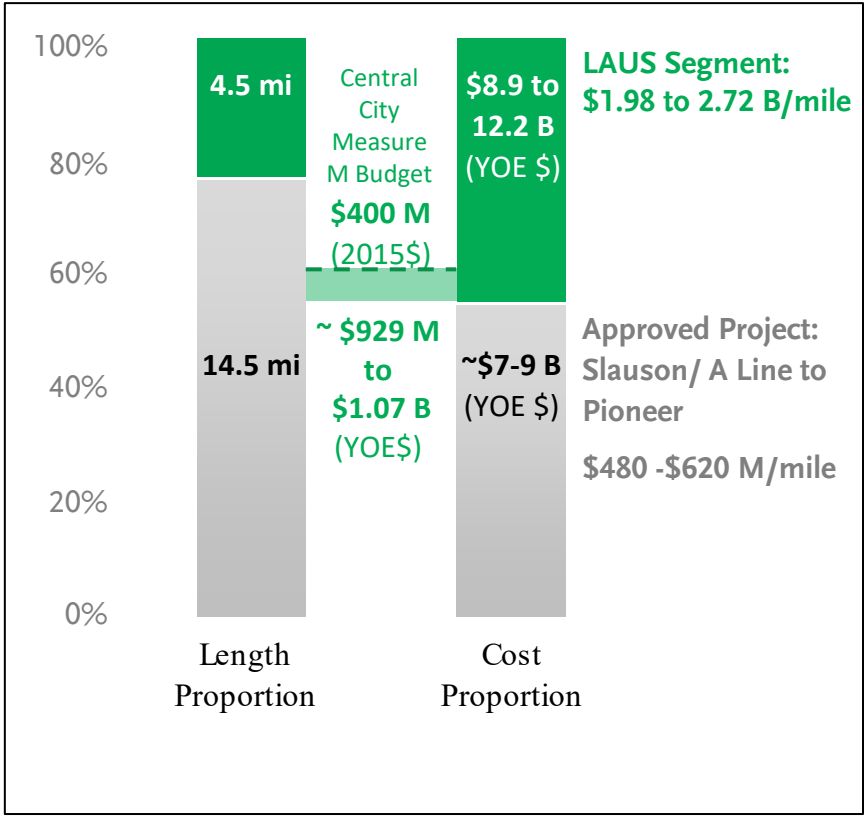
> **Updated Capital Cost**
- Concept 1: $12.2 billion (YOE$)
- Concept 2: $8.9 billion (YOE$)

	Concept 1	Concept 2
Capital Cost* (YOE $)	Timeline 2041* $7.75 B	Timeline 2041* $6.72 B
Updated Capital Cost (YOE $)	Timeline 2053 $12.2 B	Timeline 2048 $8.9 B

*Staff informed community/stakeholders that based on the funding capacity an updated cost & schedule will be prepared before Metro Board consideration of alignment concept(s) to advance into environmental, design, etc.

High-cost and limited funding

- **High-cost and limited funding**
  - High cost per mile is $1.98 to $2.72 B/mile
  - Measure M (Central City subregion)
  - Cost estimate far exceeds the currently programmed funding
- **Other funding sources: Enhanced Infrastructure Financing District (EIFD) Study**
  - Staff will continue to collaborate with City & County,
  - City/County has not yet committed to EIFD formation, nor has a timeline been established for creating the EIFD
- Metro will actively seek opportunities to accelerate the project should favorable changes in revenue or processes arise.



Next Steps

- **Secure Full Funding Grant Agreement (FFGA):**
  - Securing FFGA for the Approved Project remains a top priority, with a target of Q1 2027, enabling the start of LAUS segment work.

- **Establish EIFD and Secure Commitment:**
  - Staff will collaborate with the City and County of Los Angeles to establish the EIFD and secure their funding commitment for SGL.
  - Once the City and County demonstrate sufficient commitments to establish an EIFD, and initial funding agreements are secured for Metro staffing and consultant support, then, with Board approval, additional studies for project development, environmental clearance, and advanced design can be initiated.