

Metro

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



Agenda - Final

Thursday, March 21, 2019

11:30 AM

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

Executive Management Committee

Sheila Kuehl, Chair

James Butts, Vice Chair

John Fasana

Eric Garcetti

Paul Krekorian

Hilda Solis

John Bulinski, non-voting member

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(ALSO APPLIES TO BOARD COMMITTEES)

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

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- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER**ROLL CALL**

28. **SUBJECT: PROJECT LABOR AGREEMENT/CONSTRUCTION CAREERS POLICY (PLA/CCP)** [2019-0032](#)

RECOMMENDATION

RECEIVE AND FILE the:

- A. Status update on the Project Labor Agreement and Construction Careers Policy programs through the quarter ending December 2018; and
- B. Women in the Trades Action Plan.

Attachments: [Attachment A - PLA CCP Completed Projects](#)
[Attachment B - PLA CCP Report Data](#)
[Attachment C - Contractors Action Plan to Increase Female Participation Presentation](#)

(ALSO ON CONSTRUCTION COMMITTEE)

29. **SUBJECT: BUS ONLY INFRASTRUCTURE** [2019-0141](#)

RECOMMENDATION

RECEIVE oral report on Bus Only Infrastructure.

Attachments: [Presentation](#)

30. **SUBJECT: STATE AND FEDERAL REPORT** [2019-0041](#)

RECOMMENDATION

RECEIVE AND FILE State and Federal Legislative Report.

31. **SUBJECT: RAIL STATION NAMES FOR GOLD LINE FOOTHILL EXTENSION PHASE 2B** [2019-0090](#)

RECOMMENDATION

ADOPT the following Official and Operational station names for five stations that make up the Metro Gold Line Foothill Phase 2B Extension:

<u>Official Stations Name:</u>	<u>Operational Station Name:</u>
1. Glendora	Glendora
2. San Dimas	San Dimas
3. La Verne/Fairplex	La Verne/Fairplex

- | | |
|-----------------|--------------|
| 4. Pomona North | Pomona North |
| 5. Claremont | Claremont |

Attachments:[Attachment A - Property Naming Policy](#)[Attachment B - Station Naming Community Outreach Activities](#)[Attachment C - Foothill Gold Line Extension - Glendora to Montclair](#)[Attachment D - Letters of Support](#)[Attachment E - Map of Gold Line LRT Arterial Option](#)**SUBJECT: GENERAL PUBLIC COMMENT**[2019-0135](#)

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



Board Report

File #: 2019-0032, **File Type:** Informational Report

Agenda Number: 28.

**CONSTRUCTION COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE
MARCH 21, 2019**

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

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the:

- A. Status update on the Project Labor Agreement and Construction Careers Policy programs through the quarter ending December 2018; and
- B. Women in the Trades Action Plan.

ISSUE

In January 2012, the Board approved the Project Labor Agreement (PLA) with the Los Angeles/Orange Counties Building and Construction Trades Council and the Construction Careers Policy (CCP), with a subsequent renewal in January 2017. The PLA/CCP encourages 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.

This report provides an update on the PLA/CCP through the quarter ending December 2018.

BACKGROUND

Consistent with the Board approved PLA and CCP (PLA/CCP), prime contractors are required to provide Metro with monthly reports detailing progress towards meeting the targeted worker hiring goals. Additionally, consistent with Metro's Labor Compliance policy and federal Executive Order 11246 (EO 11246), the prime contractors provide Metro with worker utilization data by ethnicity and gender. In accordance with EO 11246, Metro's program-wide goal for female participation on PLA/CCP construction projects is 6.90%.

Metro staff has continued to advance several initiatives with focus on increasing the overall female participation attainment such as: development of an action plan as presented in November 2017, deployment of a performance score card including development and distribution of Women in the

Trades Resource Guide, and continued engagement with Metro's prime contractors and job coordinators with a focus on female worker outreach and retention. As a result of the focused initiatives, Metro's female participation attainment on active projects has steadily increased from October 2017 reporting of 3.34% to 3.62% as of December 2018. The overall increase is attributed to 132 new female workers being employed on Metro's construction projects between November 2017 and December 2018. The quarterly report indicates a total increase of 17 female workers employed between October 2018 and December 2018.

DISCUSSION

This report provides a status update on the construction contracts covered by the PLA/CCP, including an overview of Diversity and Economic Opportunity Department (DEOD) staff's efforts on the female participation action plan, and an update on the construction projects covered under the Pilot Local Hire Initiative. The report also provides an update on outreach activities in support of targeted workforce initiatives.

A. PLA/CCP Status Update

As of December 2018, there are twelve active construction contracts with PLA/CCP program requirements including two contracts subject to the Pilot Local Hire Initiative. Ten of the twelve contractors exceed the 40% Targeted Worker goal, five contractors exceed the 20% Apprentice Worker goal, and six contractors exceed the 10% Disadvantaged Worker goal.

There are seventeen completed construction contracts. The information on the completed construction contracts is provided as Attachment A.

The following table represents the active construction projects as of the December 2018 quarterly reporting period.

Active Construction Projects

Project Name:	Prime Contractor:	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	Female Utilization Goal (6.90%)	Percentage of Disadvantaged Worker Participation that are in the Criminal Justice System Category *
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	60.22%	23.22%	12.23%	3.71%	34.86%
Regional Connector Transit Corridor	Regional Connector Constructors, JV	58.89%	16.09%	9.00%	3.26%	73.20%
Westside Subway Extension Project, Section 1 – D/B	Skanska-Traylor-Shea, JV	64.19%	17.54%	10.40%	4.04%	73.96%
Division 16 Southwestern Yard	Hensel Phelps/Herzog, JV	49.26%	29.25%	10.25%	4.01%	79.60%
Patsaouras Plaza Busway Station	OHL-USA, Inc.	57.36%	12.58%	4.08%	1.22%	58.22%
New Maintenance of Way/Non Revenue Vehicle Building 61S	Clark Construction, Inc.	62.82%	25.28%	11.72%	0.65%	65.12%
Division 1 Maintenance Annex Bldg.	Metro Builders, Inc.	43.70%	19.98%	14.29%	5.49%	1.31%
Division 9 Maintenance Annex Bldg.	Metro Builders, Inc.	43.63%	26.85%	9.43%	1.07%	84.22%
Westside Purple Line Extension Project, Section 3 Advanced Utility Relocations	Bubalo Construction Co.	46.66%	21.15%	11.20%	4.04%	0.00%
Metro Blue Line Signal System Rehabilitation	Mass Electric Construction	14.87%	12.66%	2.50%	0.00%	0.00%
Soundwall #11 Construction	Powell Constructors, Inc.	32.59%	10.66%	0.21%	0.02%	100%
Willowbrooks/Rosa Parks Station Improvements	Icon-West	63.10%	19.00%	0.00%	0.00%	0.00%

Please refer to the attached PLA/CCP Data Report for additional information on each project.

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

criminal record or other involvement with the criminal justice system. The data shown in the table above (last column) is the percentage of Disadvantaged Workers (based on hours worked) that have criminal records or involvement with the criminal justice system and that have worked or, are actively working, on Metro's PLA/CCP projects.

Crenshaw/LAX Transit Corridor
Prime: Walsh/Shea Corridor Constructors

The Crenshaw/LAX Transit Corridor project contractor has completed 91.79% of the estimated construction work hours for this project. The contractor currently exceeds the Targeted Worker goal at 60.22%, Apprentice Worker Goal at 23.22%, Disadvantaged Worker goal at 12.23% and the minority participation percentage goals. The attainment for the 20% Apprentice Worker goal is based on total apprentice hours.

Although the contractor is not meeting the 6.90% Female Participation goal, the overall attainment has increased in direct relation to the efforts that have been initiated by the contractor.

Staff issued an Executive Order 11246 Notice in September 2017 requesting the prime contractor to document efforts related to the recruitment of female workers as part of their efforts to increase female participation. The contractor has increased the female participation from 3.27% in September 2017 to 3.71% as of this reporting cycle, reflecting a total of 170 female workers hired on the project.

Regional Connector Transit Corridor
Prime: Regional Connector Constructors, Joint Venture

The Regional Connector Transit Corridor project contractor has completed 52.61% of the estimated construction work hours for this project. The contractor currently exceeds the Targeted Worker goal at 58.89% and the minority participation percentage goals; however, the contractor is not meeting the 20% Apprentice Worker goal at 16.09%, or the 10% Disadvantaged Worker goal at 9.00%. The attainment for the 20% Apprentice Worker goal is based on total apprentice hours.

The contractor has provided an updated Employment Hiring Plan (EHP) which outlines compliance with meeting the PLA/CCP workforce goals in the latter part of 2019. Staff will continue to monitor the contractor's EHP and work closely with the contractor towards meeting all worker goals for this project.

The contractor is not meeting the 6.90% Female Participation goal at 3.26%. Staff issued an Executive Order 11246 in February 22, 2018 and met with the prime contractor along with the job coordinator. Staff continues to monitor the contractor's performance based on the plan to perform more focused outreach. In addition, the contractor and the job coordinator have supported Metro staff outreach efforts to former female workers on the project, which include conducting an informal exit

interview to gather insights into their experiences while working on the project and understanding their reasons for transitioning from the project, and possibly the construction industry. A total of 74 female workers were hired on the project as of this reporting period.

Westside Subway Extension Project, Section 1 Design-Build
Prime: Skanska-Traylor-Shea, a Joint Venture (STS)

The Westside Subway Extension Project, Section 1 project contractor has completed 46.85% of the estimated construction work hours for this project. The contractor currently exceeds the Targeted Worker goal at 64.19%, Disadvantaged Worker goal at 10.40%, and the minority participation percentage goals; however, the contractor is not meeting the 20% Apprentice Worker goal at 17.54%. The attainment for the 20% Apprentice Worker is based on total apprentice hours.

The contractor has provided an updated EHP, which outlines compliance with meeting the PLA/CCP workforce goals in the latter part of 2022. Staff will continue to monitor the contractor's EHP and work closely with the contractor towards meeting all worker goals for this project.

The contract is not meeting the 6.90% Female Participation goal at 4.04%. Staff issued an Executive Order 11246 Notice on February 20, 2018 and met with the prime contractor along with their job coordinator on February 28, 2018 to discuss the female participation on this project. The contractor committed to perform more outreach activities focusing on female recruitment as part of their effort to increase female participation. As of this reporting period, the contractor conducted a meeting with all their sub-contractors to encourage hiring of female workers. A total of 73 female workers were hired on the project as of this reporting period.

Division 16 - Southwestern Yard
Prime: Hensel Phelps/Herzog, J.V.

The Division 16 Southwestern Yard project contractor has completed 97.07% of the estimated construction work hours on this project. The contractor currently exceeds the Local Targeted Worker goal at 49.26%, Apprentice Worker goal at 29.25%, Disadvantaged Worker goal at 10.25%, and the minority participation percentage goals. The attainment for the 20% Apprentice Worker is based on total apprentice hours.

This contract falls under the United States Department of Transportation's (U.S. DOT) Local Hire Pilot Program.

Although the contractor is not meeting the 6.9% Female Participation goal at 4.01%, the female worker attainment for this project is one of the highest as of this reporting period. Staff issued an Executive Order 11246 Notice in February 2018 requesting the prime contractor to document efforts related to the recruitment of female workers as part of their effort to increase female participation. The contractor, along with their job coordinator, committed to increase the female participation by performing targeted outreach and collaborating with community-based organizations in recruiting female workers. A total of 43 female workers have been hired on the project as of this reporting period.

Patsaouras Plaza Busway Station

Prime: OHL-USA, Inc.

The Patsaouras Plaza Busway Station project contractor has completed 83.35% of the estimated construction work hours on this project. The contractor currently exceeds the Targeted Worker goal at 57.36% and the minority participation percentage goals; however, the contractor is not meeting the 20% Apprentice Worker goal at 12.58% or the 10% Disadvantaged Worker goal at 4.08%. The attainment for the 20% Apprentice Worker is based on total apprentice hours.

Metro staff issued a Notice of Non-Compliance in November 2017 for the low attainment of the Apprentice and Disadvantaged Worker goals. The contractor submitted a revised EHP with an action plan for meeting all PLA/CCP workforce provisions by the end of the project. As of this reporting cycle, the contractor continues to show progress in the Apprentice Worker attainment and has committed in hiring more disadvantaged workers. Staff will continue to monitor the contractor's EHP and will work closely with the contractor towards meeting all worker goals for this project.

The contractor is not meeting the 6.90% Female Participation goal at 1.22%. Staff issued an Executive Order 11246 Notice in February 2018 requesting the contractor to document efforts related to the recruitment of female workers as part of their effort to increase female participation. The contractor and their job coordinator committed to increase female participation by performing targeted outreach and collaborating with community-based organizations in recruiting female workers.

New Maintenance of Way/Non Revenue Vehicle Building 61S

Prime: Clark Construction, Inc.

The New Maintenance of Way/Non-Revenue Vehicle Building 61S project contractor has completed 92.98% of the estimated construction work hours for this project. The contractor currently exceeds the Targeted Worker goal at 62.82%, Apprentice Worker goal at 25.28%, Disadvantaged Worker goal at 11.72% and the minority participation percentage goals. The attainment for the 20% Apprentice Worker is based on total apprentice hours.

The contractor is not meeting the 6.90% Female Participation goal at 0.65%. Staff issued an Executive Order 11246 Notice in May 2018 and met with the prime contractor along with their job coordinator to discuss the low female participation on this project. The contractor committed to perform more outreach activities focusing on female recruitment as part of their effort to increase female participation. The contractor hired a total of 9 female workers into the project as of this reporting period.

Division 1 Maintenance Annex Building

Prime: Metro Builders, Inc.

The Division 1 Maintenance Annex Building project contractor has completed 84.64% of the estimated construction work hours on this project. The contractor currently exceeds the Targeted Worker goal at 43.70%, Disadvantaged Worker goal at 14.29% and the minority participation goals;

however, the contractor is not meeting the 20% Apprentice Worker goal at 19.98%. The attainment for the 20% Apprentice Worker is based on total apprentice hours.

Staff will continue to monitor the contractor's EHP and work closely with the contractor to meet all worker goals for this project.

Although the female participation attainment is the highest as of this reporting period, the contract is not meeting the 6.90% Female Participation goal at 5.49%. Staff issued a Female Participation Notice on December 2018 reminding the contractor of the 6.9% female participation goal.

Division 9 Maintenance Annex Building
Prime: Metro Builders, Inc.

The Division 9 Maintenance Annex Building project contractor has completed 98.91% of the estimated construction work hours on this project. The contractor currently exceeds the Targeted Worker goal at 43.63%, Apprentice Worker goal at 26.85% and the minority participation goals; however, the contractor is not meeting the 10% Disadvantaged Worker goal at 9.43%. The attainment for the 20% Apprentice Worker is based on total apprentice hours.

The contractor is not meeting the 6.90% Female Participation goal at 1.07%. Staff issued a Female Participation Notice on December 2018 reminding the contractor of the 6.90% female participation goal. The contractor responded indicating that female workers currently working for the Division 1 Maintenance Annex Building project, which is near completion, will be transitioned to the Division 9 Maintenance Annex Building project in support of female worker retention.

Westside Purple Line Ext. Section 3 - Advanced Utility Relocations
Prime: Bubalo Construction Co.

The Westside Purple Line Ext. Section 3 - Advanced Utility Relocations project contractor has completed 86.43% of the estimated construction work hours on this project. The contractor currently exceeds the Local Targeted Worker goal at 46.66%, Apprentice Worker goal at 21.15%, Disadvantaged Worker goal at 11.20% and the minority participation percentage goals. The attainment for the 20% Apprentice Worker is based on total apprentice hours.

This contract falls under the U.S. DOT Local Hire Pilot Program. The contractor is not meeting the 6.9% Female Participation goal at 4.04%. Staff issued an Executive Order 11246 Notice in July 27, 2018 and met with the prime contractor along with their job coordinator on August 7, 2018 to discuss the low female participation on this project. The contractor committed to perform more outreach activities focusing on female recruitment as part of their effort to increase female participation.

Metro Blue Line Signal System (Rehabilitation)
Prime: Mass Electric Construction Co.

The Metro Blue Line Signal System (Rehabilitation) project contractor has completed 14.21% of the estimated construction work hours on this project. The contractor is meeting the minority participation

goals; however, the contractor is not meeting the 40% Targeted Worker goal at 14.87%, the 20% Apprentice Worker goal at 12.66% or the 10% Disadvantaged Worker goal at 2.50%. The attainment for the 20% Apprentice Worker is based on total apprentice hours.

The contractor has submitted an EHP which outlines compliance with meeting the PLA/CCP workforce goals at the latter part of 2019. Staff will continue monitoring the contractor's EHP and work closely with the contractor in meeting all worker goals for this project.

There is currently no female participation on this project. The project is at the early stage of construction with 14.21% project completion. Staff will issue a Female Participation Notice to the contractor.

Soundwall #11 Construction
Prime: Powell Constructors, Inc.

The Soundwall #11 Construction project contractor has completed 12.85% of the estimated construction work hours on this project. The contractor is meeting the minority participation goals; however, the contractor is not meeting the 40% Targeted Worker goal at 32.59%, the 20% Apprentice Worker goal at 10.66% or the 10% Disadvantaged Worker goal at 0.21%. The attainment for the 20% Apprentice Worker is based on total apprentice hours.

The contractor has submitted an EHP which outlines compliance with meeting the PLA/CCP workforce goals at 65% project completion. Staff will continue monitoring the contractor's EHP and work closely with the contractor in meeting all worker goals for this project.

The contractor is not meeting the 6.90% Female Participation goal at 0.02%. The project is at the early stage of construction with 12.85% project completion. Staff will issue a Female Participation Notice to the contractor.

Willowbrooks/Rosa Parks Station Improvements
Prime: Icon-West Inc.

The Willowbrooks/Rosa Parks Station Improvements project contractor has completed 9.85% of the estimated construction work hours on this project. The contractor currently exceeds the Targeted Worker goal at 63.10% and the minority participation goals; however, the contractor is not meeting the 20% Apprentice Worker goal at 19.00% or the 10% Disadvantaged Worker goal at 0.00%. The attainment for the 20% Apprentice Worker is based on total apprentice hours.

The contractor has submitted an EHP which outlines compliance with meeting the PLA/CCP workforce goals at 40% project completion. Staff will continue to monitor the contractor's EHP and work closely with the contractor in meeting all worker goals for this project.

There is currently no female participation on this project. The project is at the early stage of construction with 9.85% project completion. Staff will issue a Female Participation Notice to the contractor.

Female Workers on Active Construction Projects

In consideration of ongoing efforts to review and report on Metro's female participation attainment, the following table highlights the number of cumulative female workers on active PLA/CCP projects within the last three months.

Project Name:	Prime Contractor:	No. of Female Workers October 2018	No. of Female Workers November 2018	No. of Female Workers December 2018
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	166	167	170
Regional Connector Transit Corridor	Regional Connector Constructors, JV	71	72	74
Westside Subway Extension Project, Section 1	Skanska-Traylor-Shea, JV	73	73	73
Division 16 - Southwestern Yard	Hensel Phelps/Herzog, JV	41	43	46
Patsaouras Plaza Busway Station	OHL, USA, Inc.	2	3	3
New Maintenance of Way/Non Revenue Vehicle Bldg. 615	Clark Construction, Inc.	9	9	9
Division 1 Maintenance Annex Bldg.	Metro Builders, Inc.	2	3	3
Division 9 Maintenance Annex Bldg.	Metro Builders, Inc.	1	2	2
Westside Purple Line Extension Section 3 Advanced Utility Relocations	Bubalo Construction Inc.	2	2	2
Metro Blue Line Signal System Rehabilitation	Mass Electric Company	0	0	0
Soundwall #11 Construction	Powell Constructors	0	0	1
Willowbrooks/Rosa Parks Stations Improvements	Icon-West	0	0	0

B. Women in the Trades Action Plan

Following is an update on efforts that are underway as of this reporting period.

- Women in the Trades Resource Guide: Staff developed a resource guide to provide contractors and job coordinators the industry best practices for outreach, recruitment, training and retention of workers with special focus on the outreach and recruitment of women. The resource guide contains support services, best practices and other areas of focus that have been identified by female workers and organizations such as Women In Non-Traditional Employment Roles (WINTER), all identified as vital to achieve a sustained career in the

construction industry. The Women in the Trades Resource Guide is published on Metro's PLA/CCP website and has been distributed to Metro's prime contractors, job coordinators and the LA/OC Building and Construction Trades Council. The guide will also be released via wide circulation to community based organizations and various industry sector publications.

Status: Completed

Milestone: Initiated development in early 2018; published in Oct 2018

- Job Coordinators Consulting Engagement Review: Staff has initiated efforts for the formal assessment of the active job coordinators' outreach and recruitment practices including overall processes in support of identifying best practices and/or areas of enhancement or modification. The effort is being conducted with the support of Metro's Audit Management Services Department. Staff will also leverage the results of the assessment and recommendations in the Request for Qualifications to re-establish the job coordinator panel.

Status: In process

Milestone: MASD has issued a draft report with proposed recommendations.

- Regional Construction Industry Workforce Disparity Study: A solicitation was issued for a comprehensive workforce disparity study to determine the availability of women in the construction trades throughout the Los Angeles County region. The study will identify the demand for construction labor by Metro and other agencies in the region, the available labor supply including labor supply constraints, and other considerations. The Request for Proposal was issued in April 2018 and the contract was awarded to Estalano Lesar Advisors on August 22, 2018. The study was initiated in August 2018 and Metro staff along with the consultant met with the Building Trades Executive Board to provide an introduction to the disparity study and request ongoing support throughout the effort.

Status: In process

Milestone: Initiation of the study in August 2018; and projected completion in March 2019

DEOD staff will continue to focus on strategies to support the outreach, recruitment and retention of women into the trades with specific focus on Metro's PLA/CCP construction projects. Recognizing the need to promote retention, professional development and career advancement, staff has begun to implement strategies to support retention and development of female workers on Metro's construction projects.

Strategies include:

- Quarterly Jobs Coordinator Meetings: Staff continues to host quarterly meetings with the job coordinators to discuss best practices, identify outreach and recruitment opportunities, review the female participation scorecard, and focus on worker retention and transition among Metro projects. The next quarterly meeting is scheduled for April 2019.
- Worker Retention Best Practices: Efforts have been initiated to identify and assess the available pre-apprenticeship training programs with a focus on those with demonstrated

success for candidate retention. Various best practices have been incorporated in the Women in the Trades Resource Guide. Staff is also looking into opportunities to strengthen retention tracking and reporting through the system software application, LCP Tracker.

- Transition Coordination: Staff has developed a formalized process to assist female workers to transition to other active or upcoming Metro projects as projects near the end of construction. The formalized process consists of the following actions:
 - Communicate female worker transition with prime contractors and jobs coordinators nearing 80% project completion;
 - Work with the jobs coordinators to identify female workers preparing for transition and available for work at least 30 days prior to project end date and/or worker assignment end date;
 - Provide female workers with a list of active jobs coordinators; and
 - Follow-up monthly/quarterly on recruitment and placement progress.
 - Provide updates in PLA/CCP quarterly reports.
- Staff performed exit interviews with several female workers at the end of their employment on Metro construction projects. The intent was to identify issues and provide insights in improving female retention on Metro projects. A high-level summary of the results are as follows:
 - Total of 14 female workers were surveyed with a 36% response rate
 - Over 50% of the female workers are still employed and working on non-Metro projects
 - 20% of the female workers have changed careers
 - 20% are unemployed and still interested in working in the construction industry. As of January 2019, Metro has confirmed that these females are working on other non-Metro projects (union dispatched).

The result of exit interviews will be utilized to improve retention and transition coordination to all workers.

Furthermore, staff will continue to provide ongoing assessment of the female participation score card, monitoring of contractor's performance, and recognition of contractors that successfully meet or exceed the 6.9% goal or demonstrate highly commendable efforts in the recruitment, retention and/or professional development of women on Metro's construction projects.

Lastly, a summary of Contractor's Action Plans to increase female workers in response to the issued EO 11246 Notices is provided as Attachment C.

C. Pilot Local Hire Update

On October 6, 2017, the Federal Register published a notice from the USDOT announcing the withdrawal of the Pilot Local Hire program. Metro has three construction projects awarded subject to the USDOT Pilot Local Hire Initiative which include:

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- C0991 Division 16 - Southwestern Yard (contract value of \$172M)
 - C1120 Westside Purple Line Extension Project - Section 2 (contract value of \$1.3B)
 - C1153 Purple Line Extension Section 3 - Advanced Utility Relocations (contract value of \$11M).

In addition, Metro has seven rolling stock contracts that contain the Local Employment Plan (LEP).

- A650-2015 Heavy Rail Vehicle Overhaul
- P2000 Light Rail Vehicle Overhaul
- HR400 Purchase of New Heavy Rail Vehicles
- OP28367-000 Forty Foot (40') Low Floor CNG Buses
- OP28367-001 Sixty Foot (60') Low Floor Zero Emission Buses
- OP28367-002 Forty Foot (40') Low Floor Zero Emission Buses
- OP28367-003 Sixty Foot (60') Low Floor CNG Buses.

These combined seven projects will create new jobs in Los Angeles County totaling over \$62.3 million in wages and benefits over the next seven years. The LEP is projected to create an estimated 217 new jobs for the base and option contract terms for the seven projects.

D. Outreach

DEOD's Outreach team continuously seeks opportunities to keep the community informed and engaged of construction career opportunities available through Metro's PLA/CCP. Staff collaborates with community-based organizations and other partners including the contractors on outreach events, initiatives and activities. Staff hosted the following outreach event as of this reporting period:

- On November 8, 2018, the Metro "Women Build METRO LA" Committee conducted a quarterly Apprenticeship Readiness Fair symposium on the Transportation Industry at Los Angeles County Arboretum (5th District). It focused on the many opportunities for women in the transportation industry with special focus on the construction trades.

The next WBMLA event will be scheduled in May 2019. Metro will host a WBMLA event here at Metro HQ to reach a wider geographic area. In September 2019, the WBMLA Committee will host a symposium, to be conducted at L.A. Southwest College in the southern part of Los Angeles County.

Staff is exploring partnership opportunities between Metro, WINTER and the City and County of Los Angeles for support of an evening training cohort for construction pre-apprenticeship training.

NEXT STEPS

DEOD staff will continue to monitor contractor's efforts and initiate the various strategies and activities as outlined and will continue to use best practices, initiatives and outreach efforts to promote awareness, engagement and participation in construction career opportunities.

ATTACHMENTS

Attachment A - PLA/CCP Completed Contracts

Attachment B - PLA/CCP Update Report Data

Attachment C - Contractors Plan to Increase Female Participation

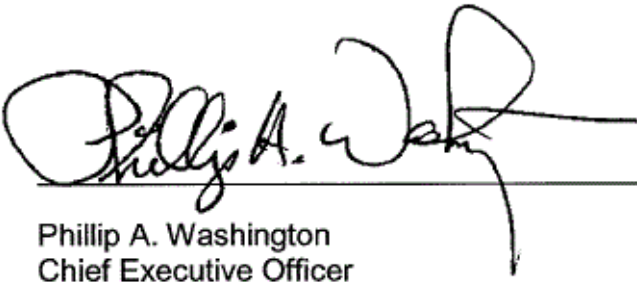
Prepared by: Michael Flores, Manager, Diversity and Economic Opportunity, PLA/CCP
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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Completed Contracts:

Completed Projects:	Prime Contractor:	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	Female Utilization Goal (6.90%)	*Percentage of Disadvantaged Workers that are in the Criminal Justice System Category
Crenshaw Advanced Utility Relocation Project	Metro Builders	61.41%	13.84%	21.08%	0.52%	2.90%
Westside Subway Extension Advanced Utility Relocation	Metro Builders	67.47%	11.12%	11.08%	7.48%	0.00%
Westside Subway Exploratory Shaft	Innovative Construction Solutions	50.88%	75.05%	11.23%	0.42%	96.23%
Regional Connector Transit Corridor Adv. Utility Relocation	Pulice Construction	51.61%	21.37%	22.83%	2.57%	28.39%
CNG Emergency Generator Division 7 & 8	Taft Electric	46.42%	25.51%	39.08%	4.68%	39.48%
Division 13 CNG Fueling Facility, Design/Build/Operate	Clean Energy	67.54%	20.17%	60.72%	1.69%	49.48%
Metro Blue Line Stations Refurbishments	S.J. Amoroso	56.01%	26.10%	13.62%	0.48%	28.03%
Westside Extension Project Advanced Utility Relocation (Fairfax Station)	WA Rasic	63.27%	20.61%	19.90%	2.78%	9.24%
Metro Rail Security Kiosks	Icon-West	45.90%	27.06%	20.17%	0.00%	100.00%
Westside Extension Project Advanced Utility Relocation (La Cienega Station)	Bubalo Construction	65.15%	21.76%	20.96%	0.57%	28.10%
MRL/MOL North Hollywood Station West Entrance	Skanska, USA	57.79%	24.28%	15.78%	7.44%	84.26%

Completed Projects:	Prime Contractor:	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	Female Utilization Goal (6.90%)	*Percentage of Disadvantaged Workers that are in the Criminal Justice System Category
Patsaouras Plaza POV Relocation, Pavers and Storm Drain Repair	AP Construction	76.46%	21.26%	42.56%	3.91%	6.48%
Universal City Pedestrian Bridge	Griffith Company	38.33%	27.49%	12.55%	1.57%	48.51%
MRL Pershing Square Canopy Addition and Escalator Replacements	Clark Construction, LLC	50.62%	33.68%	14.12%	1.46%	86.41%
Bob Hope Airport/ Hollywood Way Station	CA Rasmussen, Inc.	42.77%	22.62%	12.71%	0.80%	69.38%
Non-Revenue Maintenance Bldg. at Vernon Yard	Access Pacific, Inc.	54.16%	20.90%	12.93%	7.64%	5.35%
Metro Blue Line Pedestrian and Swing Gates Installation	Icon-West	65.33%	25.61%	11.56%	1.02%	98.57%

Please refer to the attached PLA/CCP Data Report for additional information on each project.

Crenshaw Advanced Utility Relocation Project Prime: Metro Builders

The Crenshaw Advanced Utility Relocation project is 100% complete as of September 2014. Final reporting shows the Targeted Worker attainment at 61.41%, Disadvantaged Worker attainment at 21.08% and the minority participation percentage goals were attained; however, the Contractor did not meet the 20% Apprentice Worker goal at 13.84% and the 6.90% Female Participation goal at 0.52%. The attainment for the 20% Apprentice worker goal is based on total apprenticeable hours. Metro staff met with the Contractor in January 2015 and executed liquidated damages for not meeting the apprentice goal for this project. The Contractor complied with Metro's liquidated damages and this issue is closed.

Westside Subway Extension Advanced Utility Relocation
Prime: Metro Builders

The Westside Subway Extension Advanced Utility Relocation project is 100% complete as of October 2014. Final reporting shows the Targeted Worker attainment at 67.47%, Disadvantaged Worker attainment at 11.08%, Female Participation attainment at 7.48% and the minority participation percentage goals were attained; however, the Contractor did not meet the 20% Apprentice Worker goal at 11.12%. The attainment for the 20% Apprentice worker goal is based on total apprenticeable hours. Metro staff met with the Contractor in January 2015 and executed liquidated damages for not meeting the apprentice goal for this project. The Contractor complied with Metro's liquidated damages and this issue is closed.

Westside Subway Exploratory Shaft
Prime: Innovative Construction Solutions (ICS)

The Westside Subway Extension Exploratory Shaft project is 100% complete as of October 2014. Final reporting shows the Targeted Worker attainment at 50.88%, Apprentice Worker attainment at 75.05%, Disadvantaged Worker attainment at 11.23% and the minority participation percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 0.42%. The attainment for the 20% Apprentice worker goal is based on total apprenticeable hours. No labor grievances occurred on this project.

Regional Connector Transit Corridor Advanced Utilities Relocation
Prime: Pulice Construction

The Regional Connector Transit Corridor Advanced Utilities Relocation project was terminated for convenience in April 2015 and is now closed. Final reporting shows the Targeted Worker attainment at 51.61%, Apprentice Worker attainment at 21.37%, Disadvantaged Worker attainment at 22.83% and the minority participation percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 2.57%.

CNG Emergency Generator Division 7 and 8
Prime: Taft Electric

The CNG Emergency Generator Division 7 and 8 project is 100% complete as of May 2015. Final reporting shows the Targeted Worker attainment at 46.42%, Apprentice Worker attainment at 25.51%, Disadvantaged Worker attainment at 39.08% and the minority percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 4.68%. The attainment for the 20% Apprentice worker goal is based on total apprenticeable hours. No labor grievances occurred on this project.

Division 13 CNG Fueling Facility, Design/Build/Operate
Prime: Clean Energy

The Division 13 CNG Fueling Facility, Design/Build/Operate project Contractor is 100% complete as of June 2015. Final reporting shows the Targeted Worker attainment at 67.54%, Apprentice Worker attainment at 20.17%, Disadvantaged Worker attainment at 60.72% and the minority percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 1.69%. The attainment for the 20% Apprentice worker goal is based on total apprenticeable hours. No labor grievances occurred on this project.

Metro Blue Line Station Refurbishments
Prime: S.J. Amoroso

The Metro Blue Line Station Refurbishments project Contractor is 100% complete as of August 2015. Final reporting shows the Targeted Worker attainment at 56.01%, Apprentice Worker attainment at 26.10%, Disadvantaged Worker attainment at 13.62% and the minority percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 0.48%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours.

Westside Subway Extension Advanced Utility Relocation (Fairfax Station)
Prime: W.A. Rasic

The Westside Subway Extension Advanced Utility Relocation – Fairfax Station project is 100% complete as of December 2015. Final reporting shows the Targeted Worker attainment at 63.27%, Apprentice Worker attainment at 20.61%, Disadvantaged Worker attainment at 19.90% and the minority percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 2.78%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours.

Metro Rail Security Kiosks
Prime: Icon-West

The Metro Rail Security Kiosks project is 100% complete as of March 2016. Final reporting shows the Targeted Worker attainment at 45.90%, Apprentice Worker attainment at 27.06%, Disadvantaged Worker attainment at 20.17% and the minority percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 0.00%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours. No labor grievances occurred on this project.

Westside Extension Project Advanced Utility Relocation (La Cienega)
Prime: Bubalo Construction

The Westside Extension Project Advanced Utility Relocation project is 100% completed as of October 2016. Final reporting shows the Targeted Worker attainment at 65.15%, Apprentice Worker attainment at 21.76%, Disadvantaged Worker attainment at 20.96% and the minority percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 0.57%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours. No labor grievances occurred on this project.

Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance
Prime: Skanska

The Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance project is 100% completed as of November 2016. Final reporting shows the Targeted Worker attainment at 57.79%, Apprentice Worker attainment at 24.28%, Disadvantaged Worker attainment at 15.78%, Female Participation goal at 7.44% and the minority percentage goals were attained. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours.

Patsaouras Plaza POV Relocation, Pavers and Storm Drain Repairs
Prime: AP Construction

The Patsaouras Plaza Privately-Owned-Vehicle Relocation, Pavers and Storm Drain Repairs project is 100% completed as of April 2017. Final reporting shows the Targeted Worker attainment at 76.46%, Apprentice Worker attainment at 21.26%, Disadvantaged Worker attainment at 42.56% and the minority percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 3.91%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours. No labor grievances occurred on this project.

Universal City Pedestrian Bridge
Prime: Griffith Company

The Universal City Pedestrian Bridge project is 100% completed as of June 2017. Final reporting shows the Apprentice Worker attainment at 27.49%, Disadvantaged Worker goal at 12.55% and the minority participation percentage goals were attained; however, the Contractor did not meet the 40% Targeted Worker goal at 38.33% and the 6.90% Female Participation goal at 1.57%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours. Staff executed liquidated damages for not meeting the Targeted Worker goal for this project. The assessed liquidated damages were utilized during negotiations to offset the contractor's claimed additional costs and this issue is closed.

MRL Pershing Square Canopy Addition and Escalator Replacement
Prime: Clark Construction, LLP

The MRL Pershing Square Canopy Addition and Escalator Replacement project Contractor is 100% completed as of August 2017. Final reporting shows the Targeted Worker attainment at 50.62%, Apprentice Worker attainment at 33.68%, Disadvantaged Worker attainment at 14.12% and the minority percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 1.46%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours. No labor grievances occurred on this project.

Bob Hope Airport/Hollywood Way Station
Prime: CA Rasmussen

The Bob Hope Airport/Hollywood Way Station project is 100% completed as of April 2018. Final reporting shows the Targeted Worker attainment at 42.77%, the Apprentice Worker attainment at 22.62%, Disadvantaged Worker attainment at 12.71% and the minority percentage goals were attained; however, the Contractor did not meet the 6.90% Female Participation goal at 0.80%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours. No labor grievances occurred on this project.

Non-Revenue Maintenance Building at Vernon Yard
Prime: Access Pacific Inc.

The Non-Revenue Maintenance Building at Vernon Yard project is 100% completed as of May 2018. Final reporting shows the Targeted Worker attainment at 54.16%, the Apprentice Worker attainment at 20.90%, Disadvantaged Worker attainment at 12.93%, Female Participation goal at 7.64% and the minority percentage goals were attained. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours.

Metro Blue Line Pedestrian & Swing Gates Installation
Prime: Icon West

The Metro Blue Line Pedestrian & Swing Gates Installation project is 100% completed as of July 2018. Final reporting shows the Targeted Worker attainment at 65.33%, the Apprentice Worker attainment at 25.61%, Disadvantaged Worker attainment at 11.56%, Female Participation goal at 1.02% and the minority percentage goals were attained. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours.

ATTACHMENT B

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

**Report Data Through
December 2018 Reporting Period**

Crenshaw/LAX Transit Corridor Project

PLA Targeted Worker Attainment: Prime: Walsh/Shea

Report Data Through December 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
6,040,427.43	60.22%	23.22% Based on Total Apprenticeable Work Hours	12.23%

Percentage Project Complete Based on Worker Hours: 91.79% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
6,040,427.43	11.85%	1.25%	21.27%	62.65%	1.03%	1.94%	76.78%	3.71%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Regional Connector Transit Corridor Project

PLA Targeted Worker Attainment: Prime: R.C.C., Joint Venture

Report Data Through December 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
1,728,101.85	58.89%	16.09% Based on Total Apprenticeable Work Hours	9.00%

Percentage Project Complete Based on Worker Hours: 52.61% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
1,728,101.85	7.19%	0.66%	25.87%	59.90%	0.82%	5.55%	68.57%	3.26%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Westside Subway Extension Project, Section 1 – D/B

PLA Targeted Worker Attainment: Prime: S.T.S., Joint Venture

Report Data Through December 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
1,519,264.99	64.19%	17.54% Based on Total Apprenticeable Work Hours	10.40%

Percentage Project Complete Based on Worker Hours: 46.65%(rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/ Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
1,519,264.99	11.01%	1.75%	21.39%	61.28%	0.35%	4.22%	74.39%	4.04%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Division 16: Southwestern Yard

PLA Targeted Worker Attainment: Prime: Hensel Phelps/Herzog, JV

Report Data Through December 2018

No. of Work Hours*	Local Targeted Economically Disadvantaged Worker Utilization(%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
582,142.82	49.26%	29.25% Based on Total Apprenticeable Work Hours	10.25%

Percentage Project Complete Based on Worker Hours: 97.07% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
582,142.82	6.29%	1.23%	19.18%	53.24%	0.20%	19.86%	60.96%	4.01%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Patsaouras Plaza Busway Station

PLA Targeted Worker Attainment: Prime: OHL-USA, Inc.

Report Data Through December 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
70,843.75	57.36%	12.58% <small>Based on Total Apprenticeable Work Hours</small>	4.08%

Percentage Project Complete Based on Worker Hours: 83.35% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
70,843.75	1.24%	3.06%	16.84%	74.11%	0.23%	4.52%	78.64%	1.22%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Design Build – Maintenance of Way Bldg. 61S

PLA Targeted Worker Attainment: Prime: Clark Construction, Inc.

Report Data Through December 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
158,068.57	62.82%	25.28% Based on Total Apprenticeable Work Hours	11.72%

Percentage Project Complete Based on Worker Hours: 92.98% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
158,068.57	1.55%	1.32%	17.33%	61.44%	0.09%	18.26%	64.40%	0.65%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Division 1 Maintenance Annex Bldg.

PLA Targeted Worker Attainment: Prime: Metro Builders, Inc.

Report Data Through December 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
17,054.00	43.70%	19.98% <small>Based on Total Apprenticeable Work Hours</small>	14.29%

Percentage Project Complete Based on Worker Hours: 84.64% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
17,054.00	4.88%	0.81%	2.43%	78.62%	0.00%	13.26%	84.31%	5.49%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Division 9 Maintenance Annex Bldg.

PLA Targeted Worker Attainment: Prime: Metro Builders, Inc.

Report Data Through December 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
18,099.99	43.63%	26.85% Based on Total Apprenticeable Work Hours	9.43%

Percentage Project Complete Based on Worker Hours: 98.91% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
18,099.99	4.38%	0.49%	11.97%	66.36%	0.00%	16.81%	71.23%	1.07%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Westside Purple Line Ext. Sec 3 – Advanced Utility Rel

PLA Targeted Worker Attainment: Prime: Bubalo Construction Co.

Report Data Through December 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
23,336.05	46.66%	21.15% <small>Based on Total Apprenticeable Work Hours</small>	11.20%

Percentage Project Complete Based on Worker Hours: 86.43% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
23,336.05	0.27%	1.31%	8.72%	88.87%	0.00%	0.83%	90.45%	4.04%



Metro

*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Metro Blue Line Signal System (Rehabilitation)

PLA Targeted Worker Attainment: Prime: Mass Electric Construction

Report Data Through December 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
6,855.00	14.87%	12.66% Based on Total Apprenticeable Work Hours	2.50%

Percentage Project Complete Based on Worker Hours: 14.21% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
6,855.00	1.49%	1.05%	31.33%	50.87%	2.95%	12.32%	56.36%	0.00%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Soundwall # 11 Construction

PLA Targeted Worker Attainment: Prime: Powell Constructors, Inc.

Report Data Through December 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
39,498.93	32.59%	10.66% <small>Based on Total Apprenticeable Work Hours</small>	0.21%

Percentage Project Complete Based on Worker Hours: 12.85% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
39,498.93	4.84%	0.00%	10.97%	79.42%	0.02%	4.75%	84.28%	0.02%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Willowbrooks/Rosa Parks Station Improvements

PLA Targeted Worker Attainment: Prime: Icon-West, Inc.

Report Data Through December 2018

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
5,527.04	63.10%	19.00% <small>Based on Total Apprenticeable Work Hours</small>	0.00%

Percentage Project Complete Based on Worker Hours: 9.85% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
5,527.04	6.35%	1.28%	23.30%	66.78%	0.00%	2.28%	74.41%	0.00%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Crenshaw/LAX Advanced Utilities Relocations

PLA Targeted Worker Attainment: Prime: Metrobuilders

Report Data Through Oct 31, 2014 **(FINAL)**

No. of Work Hours	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
61,708.26*	61.41%		21.08%
43,277.52**		13.84%	

Percentage Project Complete Based on Worker Hours: 100%

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
61,708.26	11.66%	0.01%	22.02%	66.29%	0.01%	0.00%	77.97%	0.52%



* Total Cumulative Project Hours as Reported by Prime Contractor.

** Total Apprenticeable Cumulative Hours as Reported by Prime Contractor.

Westside Subway Extension Advanced Utilities

PLA Targeted Worker Attainment: Prime: Metrobuilders

Report Data Through November 2014 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
37,731.76	67.47%	11.12%	11.08%

Percentage Project Complete Based on Worker Hours: 100%

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
37,731.76	3.92%	0.00%	12.76%	76.87%	0.00%	6.45%	80.79%	7.48%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Westside Subway Extension Exploratory Shaft

PLA Targeted Worker Attainment: Prime: Innovative Constructive Solutions

Report Data Through October 2014 (FINAL)

No. of Work Hours	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
*18,049.25	50.88%		11.23%
**238.50		75.05%	

Percentage Project Complete Based on Worker Hours: 100%

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
18,049.25	11.40%	0.00%	22.71%	33.18%	1.19%	31.52%	45.77%	0.42%



* Total Cumulative Project Hours as Reported by Prime Contractor.

** Total Apprenticeable Cumulative Hours as Reported by Prime Contractor.

Regional Connector Advanced Utility Relocations

PLA Targeted Worker Attainment: Prime: Pulice

Report Data Through May 2015 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
58,903.00	51.61%	21.37% Contractor Reported Based on Total Work Hours	22.83%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
58,903.00	1.36%	0.41%	17.43%	80.30%	0.00%	0.50%	82.07%	2.57%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

CNG Emergency Generator Division 7 and 8

PLA Targeted Worker Attainment: Prime: Taft Electric Company

Report Data Through May 2015 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
3,289.50	46.42%	25.51% Based on Total Apprenticeable Work Hours	39.08%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
3,289.50	14.47%	1.92%	38.21%	45.40%	0.00%	0.00%	61.79%	4.68%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Division 13 CNG Fueling Facility, Design/Build/Operate

PLA Targeted Worker Attainment: Prime: Clean Energy

Report Data Through June 2015 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
11,496.00	67.54%	20.17% Based on Total Apprenticeable Work Hours	60.72%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
11,496.00	31.21%	3.03%	26.54%	39.23%	0.00%	0.00%	73.47%	1.69%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Metro Blue Line Station Refurbishments

PLA Targeted Worker Attainment: Prime: S.J. Amoroso

Report Data Through June 2015 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
41,274.75	56.01%	26.10% Based on Total Apprenticeable Work Hours	13.62%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
41,274.75	16.59%	1.55%	20.72%	61.14%	0.00%	0.00%	79.28%	0.48%



Metro

*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Westside Subway Extension Project AUR (Fairfax Station)

PLA Targeted Worker Attainment: Prime: W.A. Rasic

Report Data Through December 2015 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
37,510.00	63.27%	20.61% Based on Total Apprenticeable Work Hours	19.90%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
37,510.00	9.44%	0.01%	13.39%	77.08%	0.00%	0.09%	86.53%	2.78%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Metro Rail Security Kiosks

PLA Targeted Worker Attainment: Prime: Icon-West

Report Data Through March 2016 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
7,281.75	45.90%	27.06% <small>Based on Total Apprenticeable Work Hours</small>	20.17%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
7,281.75	48.19%	0.27%	15.16%	34.78%	0.87%	0.72%	84.11%	0.00%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Westside Extension Project AUR (La Cienega Station)

PLA Targeted Worker Attainment: Prime: Bubalo Construction

Report Data Through October 2016 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
52,043.60	65.15%	21.76% <small>Based on Total Apprenticeable Work Hours</small>	20.96%

Percentage Project Complete Based on Worker Hours: 100% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
52,043.60	4.84%	0.00%	7.52%	87.64%	0.00%	0.00%	92.48%	0.57%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

MRL/MOL North Hollywood Station West Entrance

PLA Targeted Worker Attainment: Prime: Skanska

Report Data Through November 2016 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
85,105.00	57.79%	24.28% Based on Total Apprenticeable Work Hours	15.78%

Percentage Project Complete Based on Worker Hours: 100% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
85,105.00	11.06%	0.40%	27.47%	56.58%	1.04%	3.45%	69.08%	7.44%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Patsaouras Plaza POV Relocation, Pavers & Storm Drain

PLA Targeted Worker Attainment: Prime: AP Construction

Report Data Through April 2017 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
18,173.00	76.46%	21.26% Based on Total Apprenticeable Work Hours	42.56%

Percentage Project Complete Based on Worker Hours: 100% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
18,173.00	6.96%	0.35%	3.31%	89.06%	0.00%	0.33%	96.37%	3.91%



Metro

*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Universal City Pedestrian Bridge

PLA Targeted Worker Attainment: Prime: Griffith Company

Report Data Through June 2017 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
109,020.00	38.33%	27.49% <small>Based on total Apprenticeable Work hours</small>	12.55%

Percentage Project Complete Based on Worker Hours: 100% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/ Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
109,020.00	8.50%	4.11%	22.25%	61.79%	0.62%	2.83%	75.02%	1.57%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

MRL Pershing Square Canopy & Escalator Replacement

PLA Targeted Worker Attainment: Prime: Clark Construction, LLP

Report Data Through June 2017 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
22,562.00	50.62%	33.68% <small>Based on Total Apprenticeshipable Work Hours</small>	14.12%

Percentage Project Complete Based on Worker Hours: 100% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
22,562.00	6.13%	1.91%	41.21%	46.93%	1.15%	2.67%	56.12%	1.46%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Bob Hope Airport/Hollywood Way Station

PLA Targeted Worker Attainment: Prime: C.A. Rasmussen, Inc.

Report Data Through April 2018 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
21,378.00	42.77%	22.62% <small>Based on Total Apprenticeable Work Hours</small>	12.71%

Percentage Project Complete Based on Worker Hours: 100% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
21,378.00	2.78%	0.13%	10.20%	73.09%	0.04%	13.75%	76.04%	0.80%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Non-Revenue Maintenance Bldg. at Vernon Yard

PLA Targeted Worker Attainment: Prime: Access Pacific, Inc.

Report Data Through May 2018 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
12,350.00	54.16%	20.90% Based on Total Apprenticeable Work Hours	12.93%

Percentage Project Complete Based on Worker Hours: 100% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
12,350.00	0.39%	0.22%	11.91%	82.01%	0.52%	4.96%	83.14%	7.64%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Metro Blue Line Pedestrian & Swing Gates

PLA Targeted Worker Attainment: Prime: Icon-West

Report Data Through July 2018 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
62,860.00	65.33%	25.61% <small>Based on Total Apprenticeable Work Hours</small>	11.56%

Percentage Project Complete Based on Worker Hours: 100% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
62,860.00	5.09%	0.02%	12.09%	76.59%	0.00%	5.07%	81.70%	1.02%



Metro

*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

EXHIBIT C
CONTRACTORS PLAN TO INCREASE FEMALE PARTICIPATION

Project Name:	Prime Contractor:	Action Plan to Increase Female Participation	Accomplishments
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	<ul style="list-style-type: none"> Continued collaboration with Community Based Organization in outreaching to female workers. Targeted outreach Collaborate with various unions 	Increased female participation attainment from 3.27% in September 2017 to 3.71% as of this reporting period. To date a total of 170 female workers hired on the project.
Regional Connector Transit Corridor	Regional Connector Constructors, JV	<ul style="list-style-type: none"> Continued collaboration with Community Based Organization in outreaching to female workers Targeted Outreach Sponsor female workers into the unions 	Contractor has sponsored several females into the various union trades. To date a total of 74 female workers hired on the project.
Westside Subway Extension Project, Section 1 – D/B	Skanska-Traylor-Shea, JV	<ul style="list-style-type: none"> Continued collaboration with Community Based Organization to outreach to female workers Targeted Outreach Sponsor female workers into the unions 	Contractor has sponsored several females into the various union trades. To date a total of 73 female workers hired on the project.
Division 16 Southwestern Yard	Hensel Phelps/Herzog, JV	<ul style="list-style-type: none"> Targeted outreach to female workers Sponsor female workers into the unions 	Contractor has hired additional 3 female workers as of this reporting period. Attained 4.01% female participation as of this reporting period. To date a total of 46 female workers hired on the project.
Patsaouras Plaza Busway Station	OHL-USA, Inc.	<ul style="list-style-type: none"> Contractor to request female workers from the unions. Targeted outreach to female workers 	Non-reported at this time, project on hold status.
New Maintenance of Way/Non Revenue Vehicle Building 61S	Clark Construction, Inc.	<ul style="list-style-type: none"> Contractor to collaborate with WINTER to recruit female workers Targeted outreach to female workers 	Contractor hired a female worker as of this reporting period, bringing a total of 9 female workers hired on the project.
Westside Purple Line Extension Project, Section 3 Advanced Utility Relocations	Bubalo Construction Co.	<ul style="list-style-type: none"> Targeted Outreach Sponsor female workers to the unions 	Contractor sponsored 2 female workers into the unions. Attained 4.04% female participation as of this reporting period.



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

Construction Committee

March 21, 2019





PLA/CCP Program Achievements

- **Attainment - Program Inception to December 2018**
 - 59.63% Economically Disadvantaged
 - 21.61% Apprentice
 - 11.56% Disadvantaged
- >\$209 Million paid to Targeted Workers *
 - \$40 Million paid to Disadvantaged Workers *
 - \$56 Million paid to Apprentice Workers**
- Exceeded Targeted/Apprentice/Disadvantaged Worker Goals
- No work stoppages or lockouts

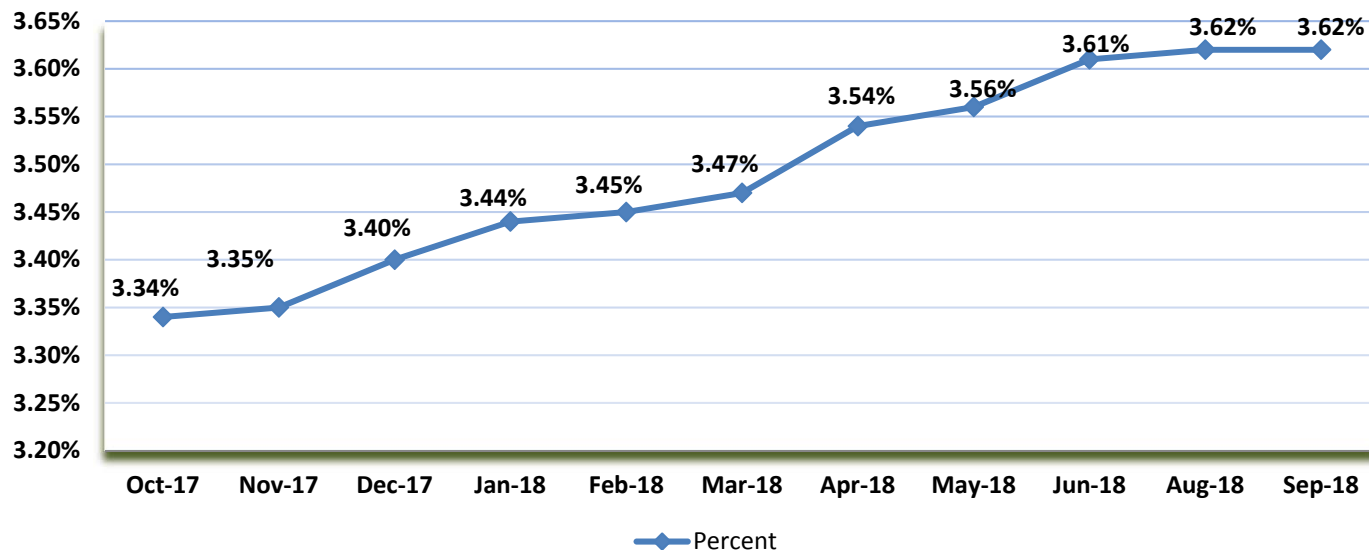
(*Based on the lowest laborers rate as of June 2017)

(**Based on the lowest apprentice rate as of January 2017)

(Workers may fall into multiple categories)

Female Participation Attainment

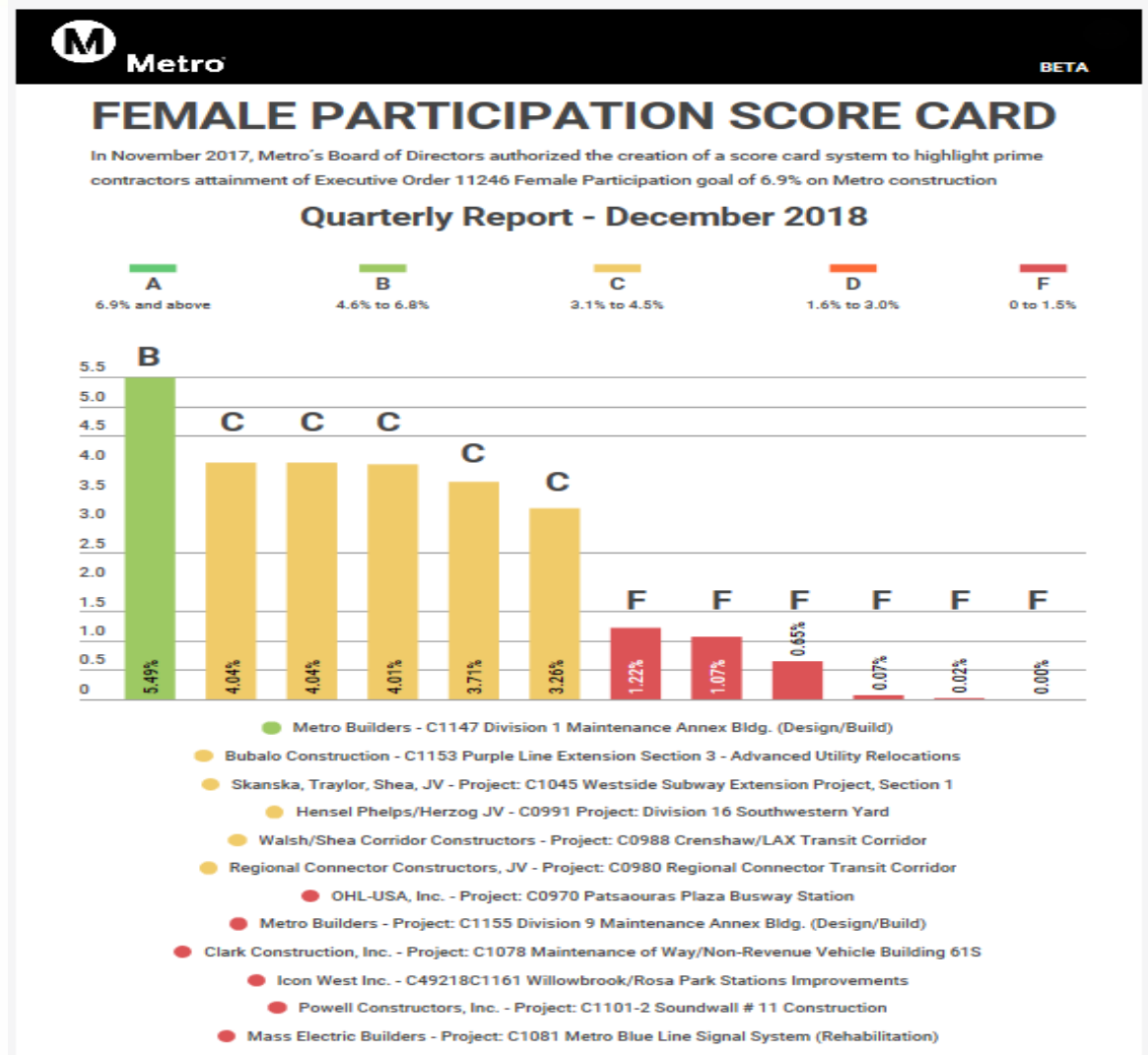
Female Participation Attainment



- Steady measurable increase of overall participation
- 385 female workers were hired on all active construction projects as of reporting period

Female Participation Score Card

- ❖ Overall female participation attainment is 3.62%
- ❖ Highest rating as of FY 19 Q2 reporting is B grade



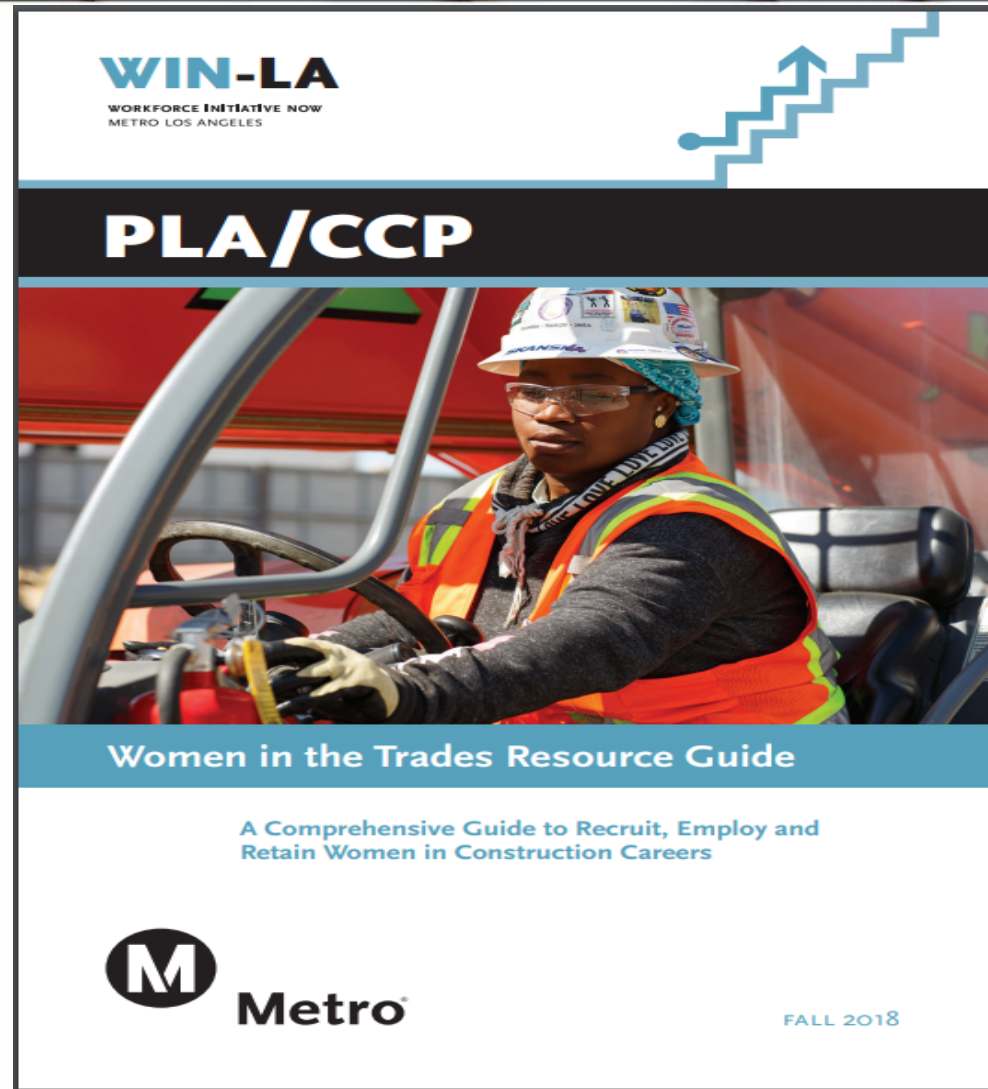


Women in the Trades Action Plan

- Initiated efforts to increase female participation attainment such as: female participation scorecard, quarterly meeting with prime contractor's job coordinators and increased female attainment compliance monitoring; including other initiatives
- Developed an action plan now rebranded as Women in the Trades Action Plan
- Developed Women in Trades Resources Guide
- Commissioned a Regional Construction Workforce Study to assess the current and future capacity of women in the trades

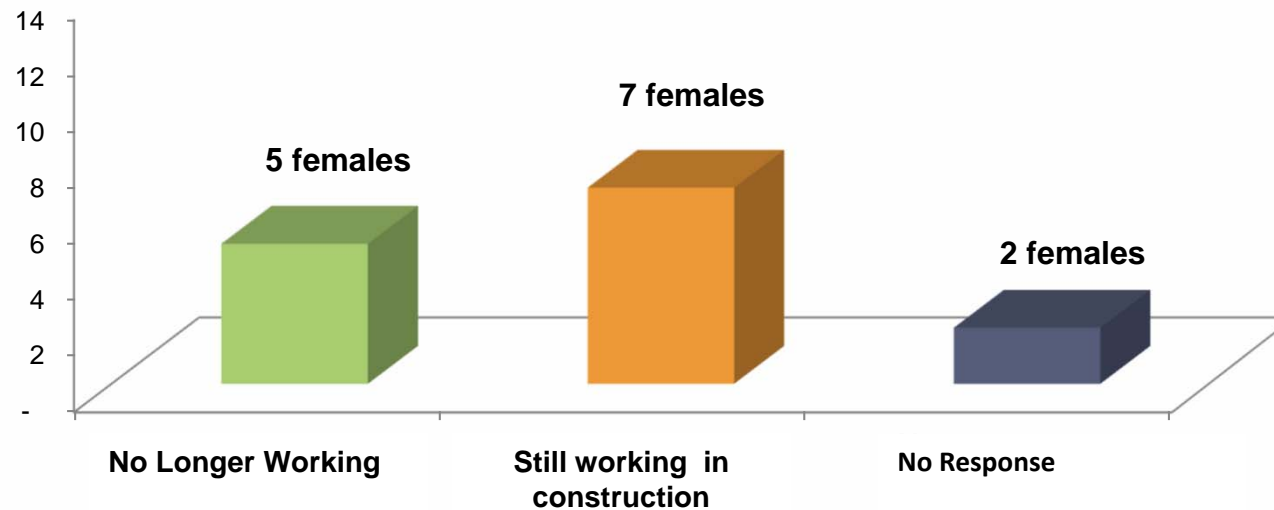
Women in the Trades Resource Guide

- ❖ Provide insights and best practices to contractors, job coordinators and workers
- ❖ Developed in collaboration with partners such as WINTER and others



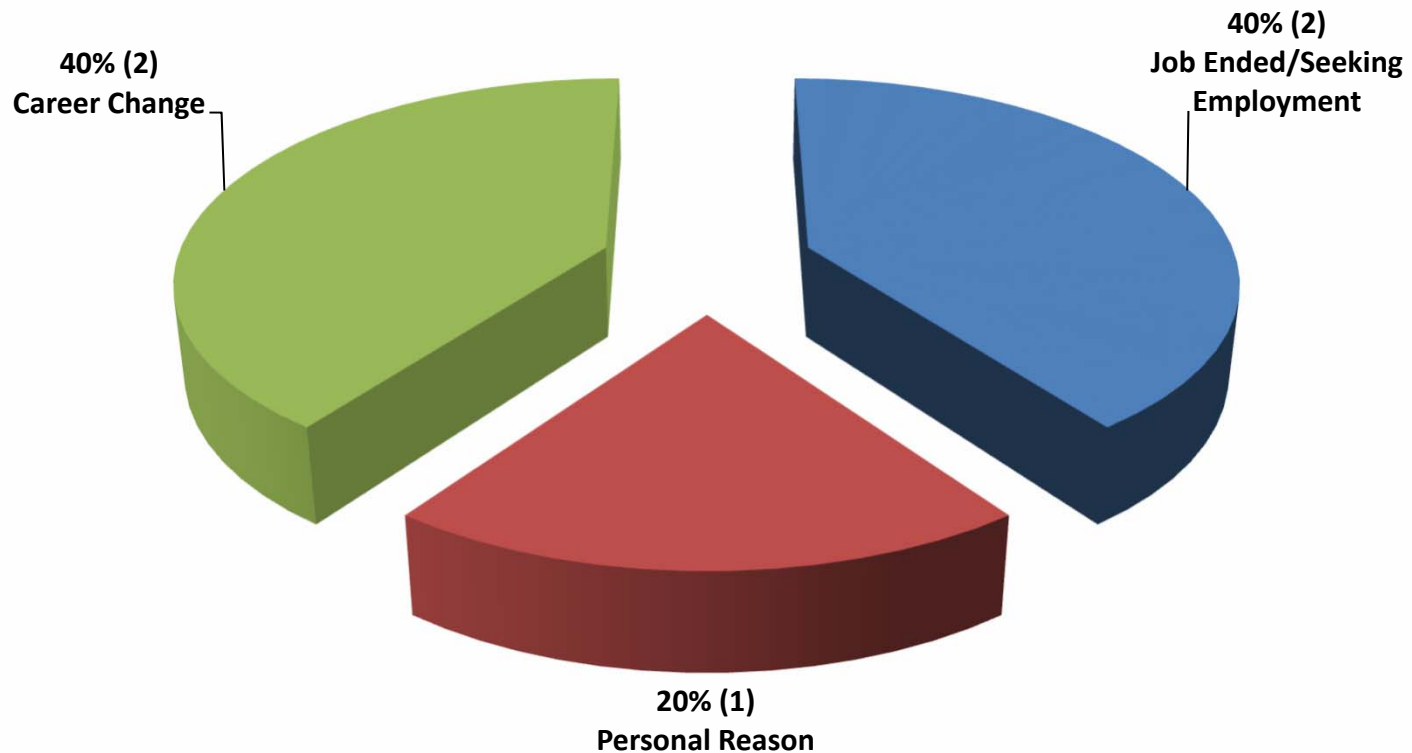
Female Worker Exit Interviews

Population 14 Females From Regional Connector Corridor Project



Female Worker Exit Interviews

5 Female Workers From Regional Connector Project No Longer Working



Outreach and Engagement Activities

- ❖ Ongoing focus on recruitment and retention of women on Metro projects
- ❖ Implement best practices and/or recommendations from Regional Construction Workforce Study
- ❖ Continue outreach and engagement activities
- ❖ “Women Build METRO LA” Apprenticeship Readiness Fair symposium on November 8, 2018 in 5th District
- ❖ “Women Build METRO LA” event May 17, 2019 at LA Metro





Thank you



Metro

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

Board Report

File #: 2019-0141, **File Type:** Oral Report / Presentation

Agenda Number:

**EXECUTIVE MANAGEMENT COMMITTEE
MARCH 21, 2019**

SUBJECT: BUS ONLY INFRASTRUCTURE

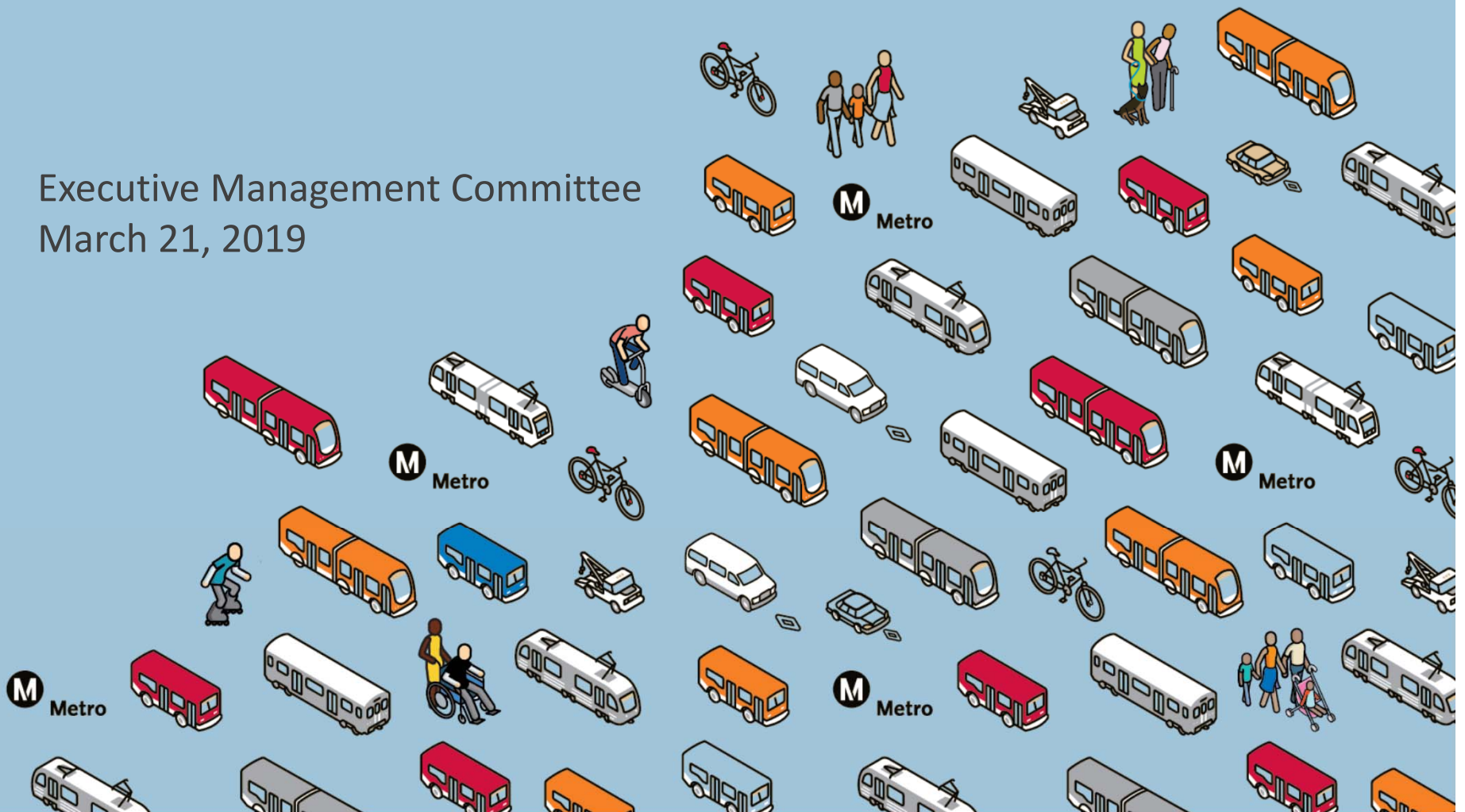
ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Bus Only Infrastructure.

Bus Only Infrastructure

Executive Management Committee
March 21, 2019



Measure M BRT Projects

Vermont BRT Transit Corridor

Measure M and Twenty-Eight by '28 project

- Groundbreaking FY24 to FY26
- Anticipated BRT opening FY28 to FY30
- \$425 million in Measure M funds

March 2019 – Seeking Board approval to start EIR

- End-to-end side-running
- Combination side and center-running



North Hollywood to Pasadena

Measure M and Twenty-Eight by '28 project

- Groundbreaking FY20 to FY22
- Anticipated opening date FY22 to FY24
- \$267 million in Measure M & SB1 Funds

April 2019- Seek Board Approval to start EIR



North San Fernando

Measure M and Twenty-Eight by '28 project

- Groundbreaking FY19 to FY21
- Anticipated opening date FY23 to FY25
- \$180 million in Measure M Funds

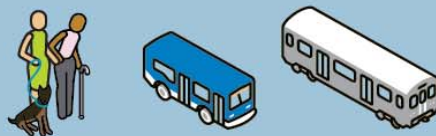
May 2019- Seeking Board Approval to Start EIR



Lincoln Boulevard

Measure M

- Groundbreaking FY43 to FY45
- Anticipated BRT opening FY47 to FY49
- \$102 million in Measure M funds
- Voter Approved, Future Study Initiation



BRT Vision & Principles Study



Study Overview

Develop/Define:

- BRT vision, goals and objectives
- BRT standards
- Corridor evaluation criteria
- Design criteria for BRT

Identify and prioritize BRT corridors



Status

- December 2018 – Awarded contract
- January/February 2019 – Coordinated outreach with NextGen Bus Study

Next Steps

- April 2020 – Complete study
- Spring 2020 – Initiate procurement for advancing promising BRT corridor*

*(Twenty-Eight by '28 Project)



Status of New Blue Flower Street Temporary Bus Lanes

- Metro is working with LADOT to establish a temporary bus lane on Flower St between 7th St and Adams
- Improvement could save between 7 and 9 minutes per trip on New Blue shuttle bus service
- Signage and striping plans have been submitted to LADOT for final review
- Stakeholder outreach is underway including meetings with CD 9, 14 and the Office of Mayor Garcetti
- Overall support for this initiative so far, and a factsheet and map are being prepared for further stakeholder outreach

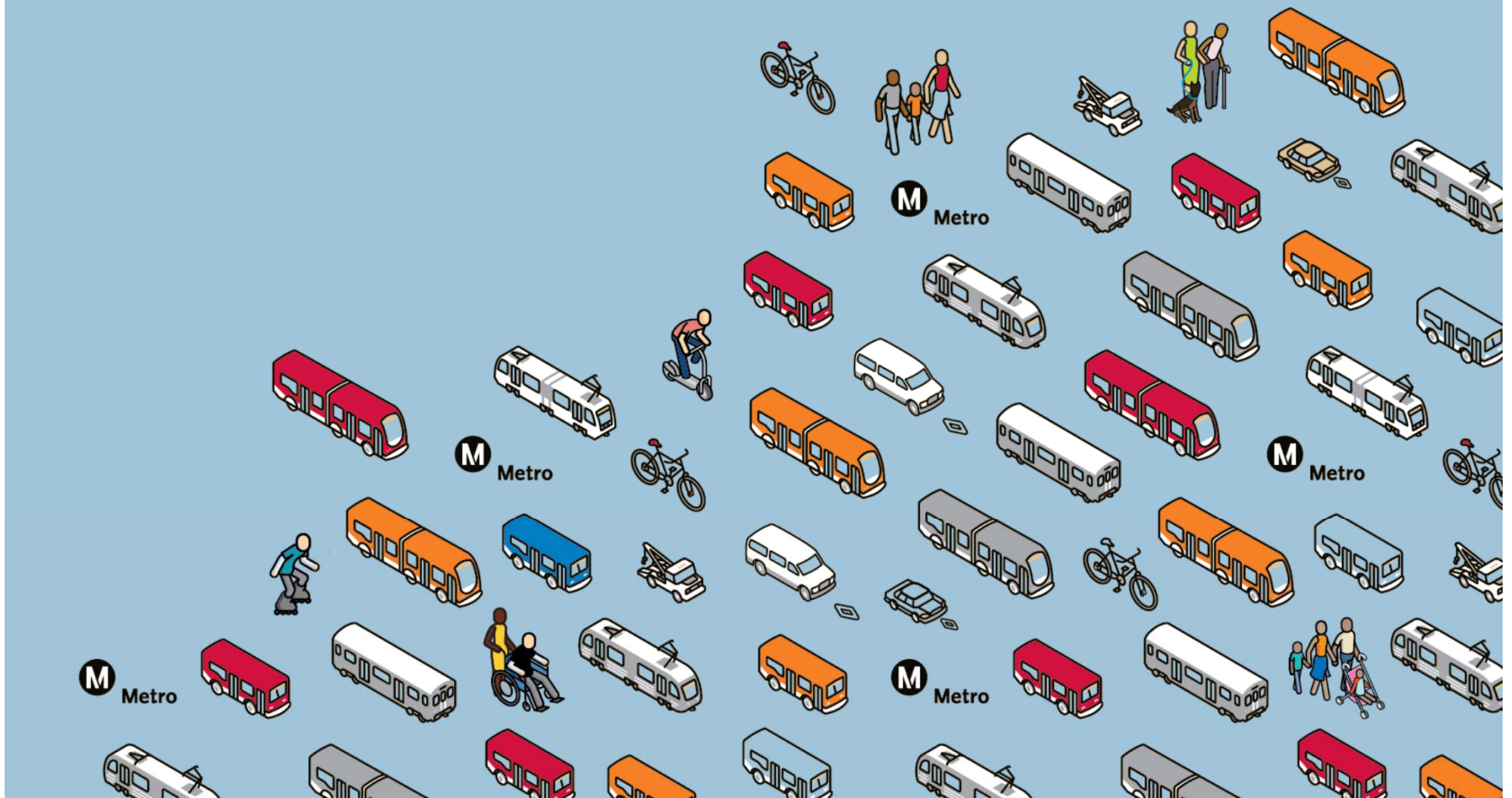


Pilot Bus Lane

- Metro, LADOT and the Office of Mayor Garcetti have initiated a project to implement a pilot bus lane by the end of CY19
- Initial screening criteria have been established, including:
 - Severity of delay
 - Transit ridership along the corridor
 - # buses/hour
 - Constructability
 - Cost vs Customer benefits and Operational savings
 - Proximity of alternative parking if needed



Thank you





Board Report

File #: 2019-0090, File Type: Project

Agenda Number: 31.

EXECUTIVE MANAGEMENT COMMITTEE MARCH 21, 2019

SUBJECT: RAIL STATION NAMES FOR GOLD LINE FOOTHILL EXTENSION PHASE 2B

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

ADOPT the following Official and Operational station names for five stations that make up the Metro Gold Line Foothill Phase 2B Extension:

<u>Official Stations Name:</u>	<u>Operational Station Name:</u>
1. Glendora	Glendora
2. San Dimas	San Dimas
3. La Verne/Fairplex	La Verne/Fairplex
4. Pomona North	Pomona North
5. Claremont	Claremont

ISSUE

Since its inception, stations on the Gold Line Foothill Extension Phase 2B have been identified by placeholder names based on city location. Including station names early in the design process is critical for maintaining continuity. Beginning with the original design through Claremont and Montclair, station names appear on many dozens of the design sheets which are used for signage, integration with the Regional Operations Center (ROC), and design of software packages for communications. Station name changes later in the design will cause revision of multiple plan sheets, including revisions in signage, displays at the ROC, and may require reprogramming of audio and changeable message signs. In addition, station names placed in the design become part of the contract documents and bid package. Once contractors have submitted their bids, revisions will generate a change order that could be expensive and impact schedule. With construction progressing, permanent names need to be adopted by the Board to facilitate station signage design and fabrication for the stations in the Cities of Glendora, San Dimas, La Verne, Pomona and Claremont. The San Bernardino County Transportation Authority (SBCTA) will adopt an official and operational name for the station located within the City of Montclair in San Bernardino County.

DISCUSSION

Property Naming Policy

The recently updated and Metro Board-approved Property Naming (Attachment A) states that rail stations will be named in a simple and straightforward manner to assist customers in navigating the system and the region. The policy indicates that names must be brief enough for quick recognition and retention, and must be based primarily on geographic location, referring to a city name, nearby street or freeway, a well-known destination or landmark, or a community or district 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 is used more commonly on station signage, maps and customer materials. The policy recommends keeping the length of the operational name to a maximum of 24 characters to ensure readability and compliance with ADA type size requirements.

Community Input

Per the policy, Metro staff implemented a public engagement campaign for the station naming efforts that began in September 2018 and continued through January 2019. The engagement efforts were included as part of the outreach for Metro's Gold Line Foothill Extension Phase 2B First/Last Mile Pathway Network planning. The Metro team facilitated dialogue with the local community, business and civic leaders as well as residential stakeholders through a series of walk audits, community meetings, focus groups, key stakeholder interviews, and community events reaching nearly 1200 individuals. Through this process, city staff within the Cities of Glendora and San Dimas preferred a slightly different name as noted below. Please see Attachment B for a listing of community engagement activities.

A map of these stations showing the proposed Operational names is included as Attachment C. Table 1 below lists current placeholder names, recommended official/operational names for each station and alternative names for each station (if different).

Placeholder Name - Original	Official/Operational Name - Proposed	Alternative Name - As Suggested by City Staff
Glendora	Glendora	Glendora Village
San Dimas	San Dimas	Downtown San Dimas
La Verne	La Verne/Fairplex	
Pomona	Pomona North	
Claremont	Claremont	

Glendora

This future station is located within the City of Glendora. Through initial consultation with City of Glendora staff, a suggestion was made that Metro consider an alternate official/operational name of "Glendora Village." In the suggesting the alternate name, city staff wanted to highlight and promote the nearby Village district that is within walking distance from the future station location.

Community feedback, however, indicates that adding Village to the Glendora station name will be confusing to users because “The Village” is a more well-known district within the Claremont station area. Other comments recommended to “keep the name simple.”

The City of Glendora sent Metro a letter in support of the “Glendora” station name. See Attachment D for all letters of support received.

San Dimas

This future station is located within the City of San Dimas. Through meetings and dialogue with city staff, they would like Metro to consider an alternative official/ operational name of “Downtown San Dimas.” In suggesting the name, staff shared that other “San Dimas Stations” already exist within the City: a shopping center, a fire station and police station.

Community feedback, however, indicates that naming the station “San Dimas” for the single station within the city will not cause confusion for Metro users or the general public. Therefore, in keeping with the Station Naming Policy that states that “city name be used - if only one Metro property is located within a city,” Metro staff recommends the shorter name of “San Dimas” to be the official/operational station name.

The City of San Dimas sent Metro a letter in support of naming the station “Downtown San Dimas.”

La Verne/Fairplex

This future station is located within the City of La Verne. However, given that the station will be immediately adjacent to the Fairplex, Metro staff recommends this key destination also be noted in the station name. Additionally, community comments shared that adding “Fairplex” to this station makes sense as many people recognize the Fairplex an important destination within Los Angeles County. Additionally, other comments noted that given the Fairplex property is within the City of Pomona, transit users/general public might board at the Pomona station, rather than at the La Verne station, if the Fairplex is their destination.

The City of La Verne and the Fairplex both sent Metro letters in support of the “La Verne/Fairplex” station name.

Pomona North

This future station is located within the City of Pomona. The official/operational name of “Pomona North” is representative of the current Metrolink Station that will be co-located with the Gold Line Station. Naming the station “Pomona North” will avoid any confusion between the Metrolink and Gold Line services at the joint location.

Further, in October 2018, the Southern California Association of Governments (SCAG), in partnership with Metro and SBCTA, completed a study titled *“Los Angeles and San Bernardino Inter-County*

Transit and Rail Connectivity Study” that identifies two (2) Gold Line Light Rail Transit alternatives (that scored best out of eight alternatives studied) to potentially extend the line to Ontario International Airport. While the Final Report notes the financial constraints of these projects and concedes that neither Metro nor SBCTA can afford the capital costs of these transit projects at this time or in the near-future, it does identify the potential for a future station within the City of Pomona (around the Indian Hill/Holt area). Long-term, should the agencies pursue this feasibility study further, naming the station in Pomona as “Pomona North” allows for other future station names within the City. Please see Attachment E for a map of the proposed LRT Arterial Option.

The City of Pomona sent Metro a letter in support of the “Pomona North” Station name.

Claremont

This future station is located within the City of Claremont. The official/operational name also matches the current Metrolink Station name within the City. No alternate names have been suggested for this station. Therefore, Metro staff recommends “Claremont” as the official/operational name within the City.

The City of Claremont has mailed in a letter in support of the station name.

DETERMINATION OF SAFETY IMPACT

Adoption of these names does not affect the incidence of injuries or healthful conditions for patrons or employees. Therefore, approval will have no impact on safety.

FINANCIAL IMPACT

Approval of this item will result in no financial impact to Metro.

Impact to Budget

Approval of this item will have no impact to Metro’s budget.

ALTERNATIVES CONSIDERED

The proposed names were developed as the result of community input and are consistent both with Metro’s naming policy and the names of other stations in the system. The Board may elect to substitute one or more of the alternate station names, as shown in Table 1, both of which are also consistent with Metro’s naming policy.

NEXT STEPS

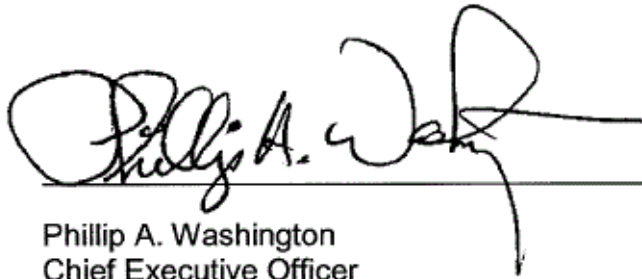
Staff will work with the Gold Line Foothill Construction Authority to ensure that the Board-adopted station names are implemented.

ATTACHMENTS

Attachment A - Property Naming Policy
Attachment B - Station Naming Community Outreach Activities
Attachment C - Foothill Gold Line Extension - Glendora to Montclair
Attachment D - Letters of Support
Attachment E - Map of Gold Line LRT Arterial Option

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Phillip A. Washington
Chief Executive Officer

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.

ATTACHMENT B

Station Naming Community Outreach Activities

Community Meetings

September 10, 2018:	Claremont Station First/Last Mile Walk Audit
September 13, 2018:	Pomona Station First/Last Mile Walk Audit
September 17, 2018:	Glendora Station First/Last Mile Walk Audit
September 18, 2018:	La Verne Station First/Last Mile Walk Audit
September 19, 2018:	San Dimas Station First/Last Mile Walk Audit
November 15, 2018:	Claremont First/Last Mile Public Workshop
November 26, 2018:	Glendora First/Last Mile Public Workshop
November 27, 2018:	Pomona First/Last Mile Public Workshop
December 10, 2018:	San Dimas First/Last Mile Public Workshop

Community Events:

October 27, 2018:	Village Venture in Claremont
November 10, 2018:	Pomona Chalk Festival
November 16, 2018:	Glendora Holiday Stroll
December 1, 2018:	La Verne Holiday Extravaganza
December 1, 2018:	San Dimas Holiday Extravaganza

Community Presentations

December 3, 2018:	Claremont Traffic & Transportation Commission
December 4, 2018:	Glendora Planning and Community Services Commissions
December 5, 2018:	La Verne General Plan Advisory Committee
December 12, 2018:	Claremont Architectural Commission
December 18, 2018:	Claremont Planning Commission

Community Focus Groups

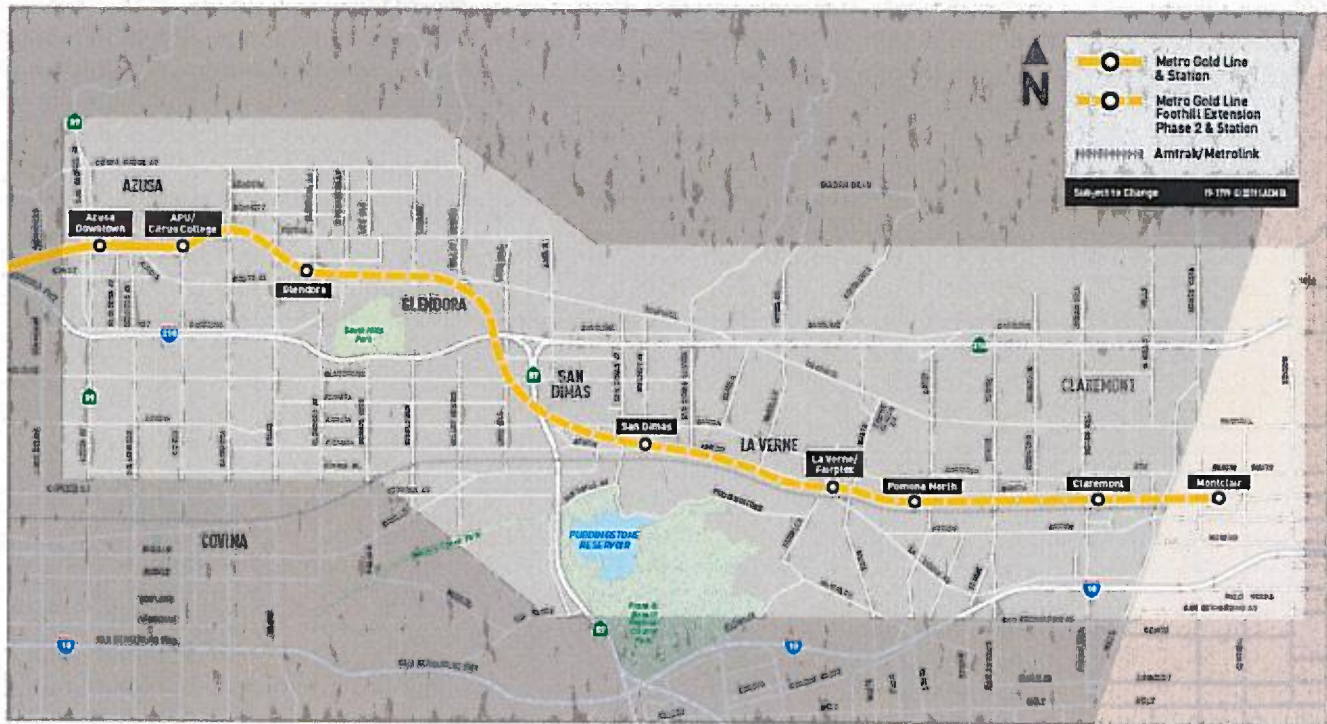
October 31, 2018:	Claremont Bike/Pedestrian Advisory Committee
November 6, 2018:	Pomona Valley Bike Coalition
November 14, 2018:	Cal Poly Pomona
November 14, 2018:	La Verne Bike Coalition
December 5, 2018:	Damien High School Road and Mountain Biking Team

Key Stakeholder Interviews

August 11, 2018:	Casa Colina, Pomona
August 13, 2018:	Gilead Sciences, San Dimas/La Verne
August 14, 2018:	Fuller Theological Seminary, Pomona
August 15, 2018:	University of La Verne, La Verne
August 17, 2018:	Cal Poly Pomona, Pomona
August 24, 2018:	Foothill Presbyterian Hospital, Glendora
September 4, 2018:	Pomona College, Claremont

ATTACHMENT C

Foothill Gold Line Extension - Glendora to Montclair



ATTACHMENT D

LETTERS OF SUPPORT

- 1. Glendora**
- 2. La Verne**
- 3. Fairplex**
- 4. Pomona**
- 5. San Dimas**
- 6. Claremont**

ATTACHMENT E

MAP OF GOLD LINE LRT ARTERIAL OPTION

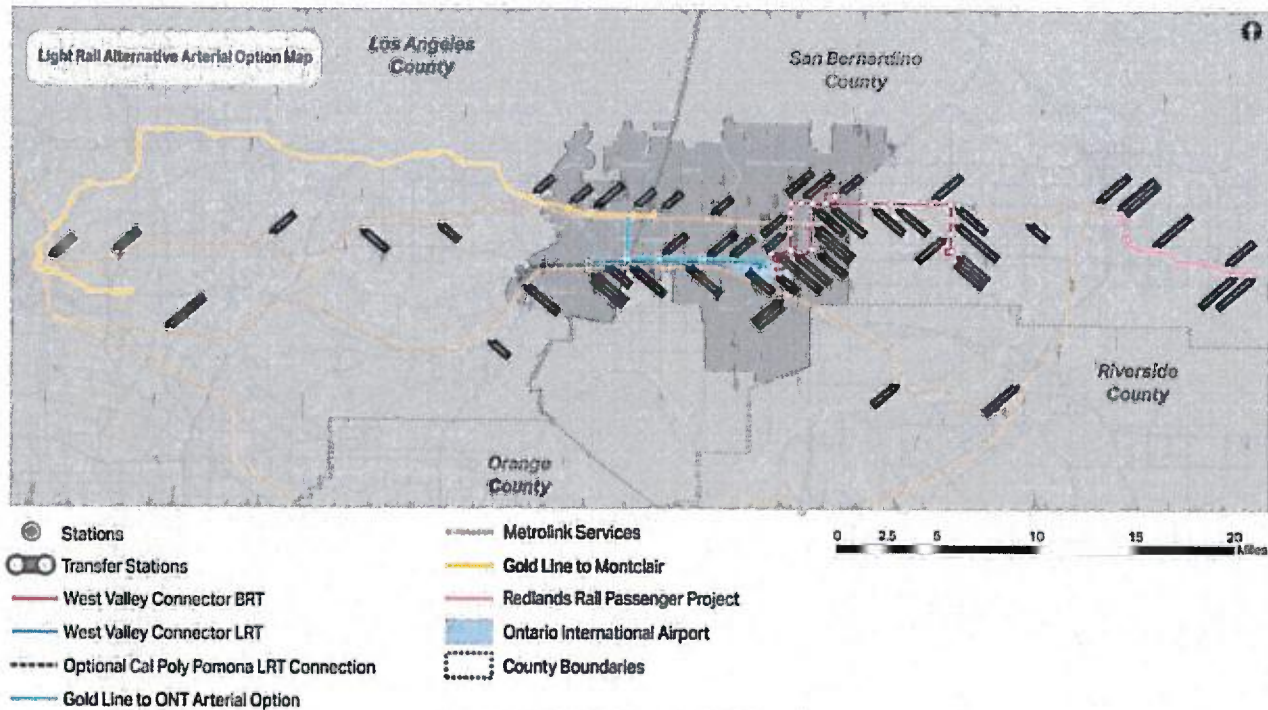


Figure 3 LRT Alternative Arterial Option²

² Indian Hill Boulevard and Holt Boulevard were assumed as example street-running alignments for technical analyses purposes only; the actual alignment selection requires further study.

Source: Southern California Association of Governments – *Los Angeles and San Bernardino Inter-County Transit and Rail Connectivity Study*, October 2018.

http://www.scag.ca.gov/programs/Documents/SCAG_InterCountyStudyReport_Oct2018.pdf