

MOTION BY SUPERVISORS JANICE HAHN AND
MARK RIDLEY-THOMAS

September 5, 2017

With the passage of Measure M, Los Angeles County residents voted to tax themselves to invest in a world-class transportation system and a path to middle-class jobs for those individuals employed on transportation projects. Additionally, the Los Angeles County Metropolitan Transportation Authority (Metro) instituted a Local Hire Initiative (Initiative), aimed at developing a robust, local workforce.

The Initiative requires Metro contractors to hire, at minimum, 40% of their workers from low-income areas within 5 miles of the project, and another 10% from those on public assistance, veterans, ex-offenders, and young people brought up through the foster care system.

The decision to end the U.S. Department of Transportation's (USDOT) Local Hire Pilot Program, which allowed jurisdictions to exercise discretion in local hiring preferences, makes delivering good-paying jobs to the Los Angeles region a harder promise to keep.

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Historically, the intent behind banning local hiring targets was to give workers nationwide a chance to work on projects receiving federal funding, which in the past provided most or all of the funding for highway and rail projects. However, most of the infrastructure projects planned for the Los Angeles region are funded primarily through local and state taxes. Over 80% of Metro's budget for operations and capital projects comes from Los Angeles County residents. Because federal funds have not kept pace with demand, Los Angeles County has led the way to build critically needed transportation infrastructure, which includes developing a local workforce.

Currently, local workers are part of the expansion of several of the region's most significant transit projects. Over \$10 billion of transit investment, including construction of the Crenshaw/LAX transit project, the Regional Connector in Downtown Los Angeles, and the Purple Line Extension are planned with local worker prioritization. The decision by USDOT will essentially result in the discontinuance of our local hire program, regardless of the fact that local revenue is the primary source of funding for these critical projects.

We share the USDOT's desire to create thousands of good-paying jobs for American workers. The Local Hire Pilot Program provides a double-benefit to the Los Angeles region, allowing us to both invest in improving transportation infrastructure and provide opportunities for solid, middle-class jobs.

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I, THEREFORE MOVE that the Board of Supervisors direct the Chief Executive

Office to:

1. Prepare a five-signature letter to the Secretary of the U.S. Department of Transportation in support of continuing the Local Hire Pilot Program.
2. Direct our Washington, D.C. advocates to communicate to the Los Angeles County Congressional Delegation the importance of continuing the program.

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