

MOTION

Congress is poised to pass an unprecedented investment in the nation's physical and social infrastructure. Federal funding is expected to be approved later this year for traditional "hard" infrastructure as well as social infrastructure and climate change investments. Additionally, the 2021 California state budget includes billions of dollars in one-time discretionary funding to support many of the same policy priorities. Together, these funds represent a once-in-a-generation opportunity for Los Angeles, and the City must be organized and strategic in order to maximize the potential benefit.

The approximately \$1.2 trillion federal bipartisan infrastructure bill includes one-time funds for traditional transportation projects, as well as priorities related to water, power, environmental remediation, and broadband infrastructure access. Highlights include:

- \$110 billion to repair deteriorating highways, roads, and bridges
- \$65 billion to expand and strengthen power grids
- \$65 billion to expand broadband infrastructure access, targeted at low-income communities
- \$55 billion for water and wastewater management projects, including \$8 billion for water initiatives in the West such as groundwater storage projects
- \$39 billion for local governments to invest in zero-emissions public transportation systems
- \$25 billion for airport infrastructure
- \$21 billion to decontaminate brownfield sites damaged by oil extraction
- \$15 billion to replace lead pipes
- \$10 billion to clean up contaminated water
- \$7.5 billion for electric vehicle charging stations

Additionally, the \$3.5 trillion FY21-22 budget reconciliation bill is expected to be approved by Congress later this year. The bill would create transformative expansions to the social safety net and investments in climate change mitigation and adaptation. The White House and Democratic majority framework includes:

- \$726 billion for educational programs, including universal pre-K, early childhood education, and workforce development programs
- \$332 billion for new affordable housing programs
- \$198 billion to finance domestic manufacturing of clean energy and climate research
- \$135 billion for climate programs related to droughts, wildfires, and rural development
- \$67 billion for investment in energy efficient buildings, environmental justice initiatives, and clean vehicles

California's budget also includes nearly \$260 billion to repair and expand social and physical infrastructure that promotes economic growth and environmental sustainability. Highlights include:

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- \$7.3 billion to support environmental restoration, resiliency, and expediting renewable energy projects
- \$1.2 billion to promote clean transportation in disadvantaged communities
- \$1.1 billion for a Clean California Initiative to reduce littering on roads
- \$313 million for disaster recovery

Los Angeles has every reason to seize on these opportunities. The City Council has approved dozens of transformative strategic documents and master plans that in many cases include shovel-ready, entitled, or designed projects. Initiatives such as LA100 (100% clean energy by 2035), Operation NEXT (water independence and resilience by 2035), Mobility Plan 2035, and the LA River Master Plan all stand to benefit from catalytic investments that would accelerate these projects and create good paying jobs that support our economic recovery.

Though the final federal bills are still being negotiated, now is the time for the City to strategize and get organized in order to maximize the possible benefits and accelerate our economic recovery.

I THEREFORE MOVE that the City Administrative Officer and the Chief Legislative Analyst report within 15 days of final passage of federal infrastructure and budget reconciliation bills on the available categories and criteria for funding and relay that information to the Council and all City departments, including proprietaries.

I FURTHER MOVE that within 60 days of passage of this motion, the CAO and CLA finalize an internal process to review and prioritize applications for federal and state grant infrastructure funding. All City departments, including proprietary departments, should submit their projects first through this process. Projects should be evaluated based on these metrics: job creation, economic competitiveness, advancing equity, environmental sustainability, availability of required matching funds or other costs, and shovel-readiness. The CAO and CLA should develop a common template for all departments to use for submission of grants for consideration through this evaluation process.

I FURTHER MOVE that all departments report to CAO within 90 days of approval of this motion with a list of projects that they wish to prioritize for federal and state grant funding. Departments should also provide a description and action plan for steps needed to make their projects more competitive or shovel-ready.

I FURTHER MOVE that within 120 days of approval of this motion the CAO should report to the Budget and Finance Committee with the full list of projects that have been prioritized for state and federal funding. Once the list is approved by the Council, departments will apply for grants directly and then regularly update the CAO on the status of applications. The CAO will subsequently report back every 30 days to the Budget and Finance committee with the status of all applications and any relevant eligibility changes or newly available funding sources.

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