

M O T I O N

PUBLIC WORKS

The urban heat island effect will continue to impact vulnerable neighborhoods and environments throughout the City of Los Angeles. The Northeast San Fernando Valley is one of the regions that has experienced this phenomenon and will continue to be under duress as climate change causes more extreme weather. Transportation is a driver of climate change-induced impacts, proliferating significant temperature increases and resulting in the urban heat island effect. In some cases, these hazardous conditions impact the functioning of critical transportation infrastructure, such as catenary or overhead wire for trains as well as electric vehicle (EV) charging accessories.

The current climate crisis necessitates more sustainable transportation modes. This shift can be carried out with EVs, as charging infrastructure will become a commonplace detail blending into the landscape, available in a host of places. EV infrastructure investment and implementation should follow equity-based best practices when integrating and transitioning this technology across land uses and neighborhood networks. It will require balancing the traffic on the grid and managing increased energy demand that stretches beyond power lines and storage itself. Acknowledging the disproportionate health and safety impacts on communities of color related to public infrastructure and private facilities throughout the City can be achieved with intentional equitable infrastructure expansion.

With the passage of the *Bipartisan Infrastructure Investment and Jobs Act* and future investment of billions of dollars into our nation's infrastructure, the City must set a national example of an equity-led infrastructure agenda. The Biden administration recently made a goal for 500,000 charging stations to be installed by 2030 as well as additional energy storage to facilitate the shift to EVs. At the City level, addressing equity issues with this installation could be encouraged through studies on the feasibility of undergrounding utilities in the wake of extreme temperatures that impact transportation infrastructure functionality. Examples of recent malfunctioning of transportation infrastructure, such as in Portland, Oregon during the summer 2021 heatwave, calls for a serious assessment. Future projects, such as Metro's East San Fernando Valley Light Rail Transit Corridor, will be a 9.2-mile above-ground train that will utilize the aforementioned above-ground transportation infrastructure and could be impacted by heat-related operations.

I THEREFORE MOVE that the Council instruct the Department of Transportation, Bureau of Engineering, Bureau of Street Services, Department of Water and Power, in coordination with the City Attorney, to create a digital map of City, County, and Metro projects constructed or managed in the last three years and planned over the next two years in key infrastructure categories (including sidewalks, street lighting, urban canopy, and public broadband). The map should include an overlay with demographic and other equity-based data

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layers and indices. The map should also be accompanied by a report that includes a comparative analysis of the average five-year investment in communities and includes the differences in investments by race, socioeconomic status, and life expectancy.

I FURTHER MOVE that a definition of equity and definition of disadvantaged/impacted communities that all Department of Water & Power sectors apply needs-based prioritization methodologies for all possible funding sources, project lists, and grant application processes. These measures should align with other City and regional-adopted equity frameworks such as the recent County motion "[Addressing Infrastructure Inequity](#)", and incorporate the related findings as policy recommendations in future updates to long-range planning documents, such as the LA Green New Deal, Mobility Plan 2035, Plan for a Healthy Los Angeles, 5-Year Bureau of Street Services Strategic Plan, and the LA100 goals.

I FURTHER MOVE that the Council instruct the Department of Transportation, Bureau of Engineering, Bureau of Street Services, Department of Water and Power, and all relevant departments, to report back in one hundred twenty days on the impact that climate change-related heat impacts have on transportation-related infrastructure and technology and future feasibility and action plan on undergrounding utilities. The report should include the specifics on the plan's party or parties responsible for implementation as well as additional agency coordination.

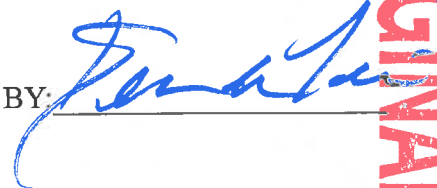
I FURTHER MOVE that Council instruct the Department of Water and Power, in partnership with the City Attorney, the Los Angeles County Assessor, all other relevant City and County departments and agencies to assess the feasibility of establishing an additional source of City directed funds to address infrastructure inequity, including a potential new funding source to be utilized for undergrounding of utilities to replace the California Public Utilities Commission Rule 20A program, which will sunset after December 31, 2021.

I FURTHER MOVE that the Chief Legislative Analyst be authorized to make any technical corrections or clarifications to the above instructions in order to effectuate the intent of this Motion.

PRESENTED BY


MONICA RODRIGUEZ
Councilwoman, 7th District

SECONDED BY



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