Rebuild SoCal Partnership

THE HIGH COST OF UNDERINVESTMENT

Assessing the State of Infrastructure in Southern California

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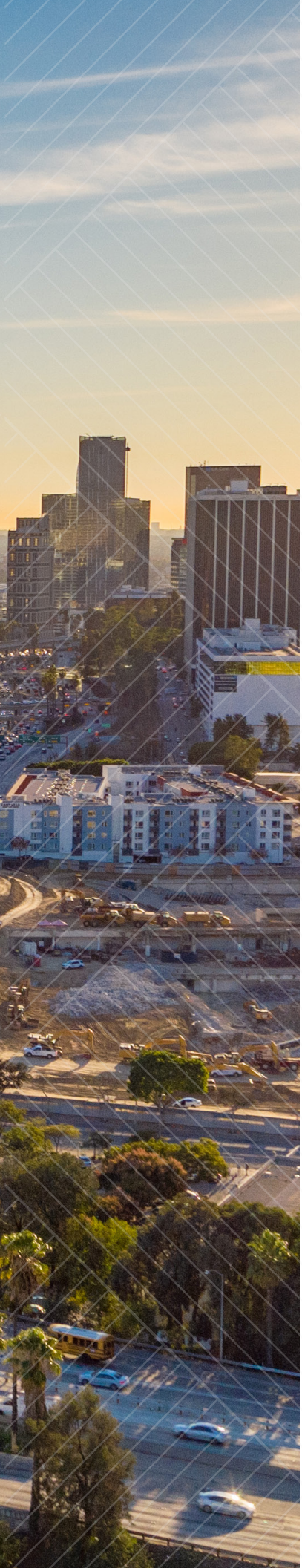

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OVERVIEW OF SOUTHERN CALIFORNIA'S INFRASTRUCTURE

Infrastructure drives economic growth and improves health, safety, and quality of life. However, Southern California's infrastructure faces growing disinvestment, aging, overuse, and extreme climate conditions. Investments trail other competitive economic regions around the country and impacts are felt inequitably across the region. This report explores the benefits of and need for infrastructure in Southern California in three key areas: transportation, goods movement, and water, including wastewater, drinking water, and stormwater management.

Research consistently shows that infrastructure investments have a positive return on our regional economy. ***Each billion dollars of investment is associated with increases in economic activity of between $2.6 and $4.1 billion dollars and the creation of 15,000 jobs.***

While Southern California has made substantial investments in many areas, our aging roads, bridges, transportation, and water management systems aren't ready for a competitive, technologically-enhanced future.

If Southern California were a state, it would rank last compared to other states in terms of highway investment per dollar of personal income.

Infrastructure upgrades will support Southern California's competitiveness, improve capacity and efficiency of goods movement, and mitigate the impacts of climate change on local communities — reducing congestion and delays, improving safety, and expediting goods movement in the process. Voters, policymakers, and taxpayers each play a unique role in meaningfully addressing infrastructure funding: no single player can effectively sway progress on each regional infrastructure challenge without coordinated advocacy.

Working together, stakeholder groups can secure key funding streams, rethink policy and regulations, and advocate for projects that fundamentally, expediently increase the mobility of our region—***strengthening our economy and securing an equitable future for working families.***

KEY REPORT HIGHLIGHTS

1. Infrastructure investment in Southern California has declined by **37 percent** over the last decade.

2. If Southern California were a state, it would rank **22nd in infrastructure investment** and last in highway investments.

   a. Competing states, including Texas, Oregon, Utah, and Nevada, spend more dollars in total infrastructure.

   b. Southern California's roads and bridges have gotten worse, and **only about half of the region's bridges are in good condition.**

   c. Pavement conditions have deteriorated, leaving three counties – Riverside, San Diego, and Imperial – with most roads designated as "at risk."

3. Future infrastructure and investment needs for the region's ports are **estimated at $5.7 billion over 10 years.**

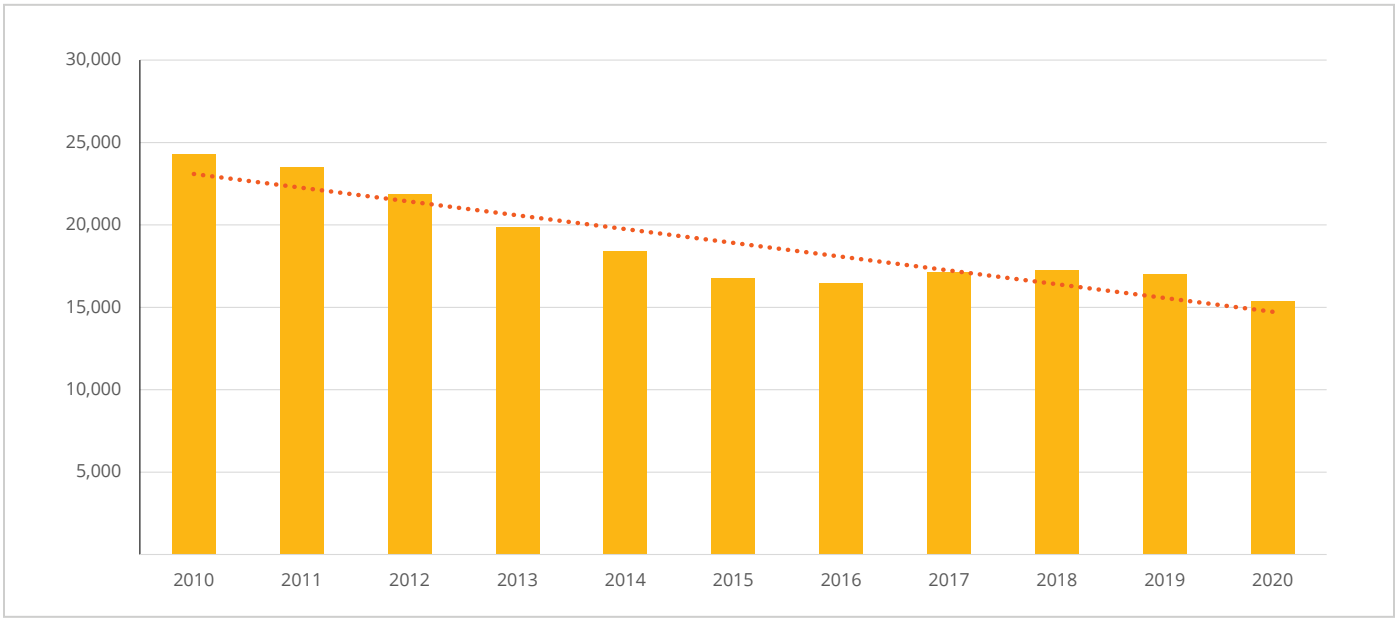
4. Spending on drinking water infrastructure in the region has declined by **38 percent** since 2010, leading to aging and unreliable systems

   a. Just over a third of water systems are failing, at risk, or **potentially at risk of failing** to provide safe and reliable drinking water.

   b. Over half of the water systems are not meeting state standards for limiting water leakage, losing more than **84 million gallons of water per day.**

5. Stormwater systems will also require significant investments to meet tighter environmental standards, with an estimated **$25 billion** funding gap through 2040 for Los Angeles and San Diego counties alone.

OVERALL INFRASTRUCTURE INVESTMENT IN THE SOUTHERN CALIFORNIA REGION HAS DECLINED BY 37% OVER THE PAST DECADE



Note: Data reflects annual expenditures per $M of total personal income. California state government spending is divided among 'Southern CA' and 'Other CA' based on population.

Source: US Census Bureau, Annual Survey of State and Local Government Finances.

THE PROMISE OF INFRASTRUCTURE INVESTMENTS

Infrastructure drives economic growth and improves the quality of life for all residents of Southern California, speeding goods movement and improving health and safety for residents. In a rapidly changing climate, thoughtful considerations for infrastructure planning and investments in sustainable solutions can address multiple interconnected challenges.

Infrastructure investment creates jobs for working families:

- Large-scale projects require a significant amount of labor to be completed, from pipelayers and engineers to architects, carpenters, electricians, and other professional services.
- Infrastructure projects have a multiplier effect on the economy. As workers earn income, they spend it on local goods and services, injecting capital into the region.
- Importantly, workers without a college degree see relatively higher wages in the construction industry, providing integral pathways to the middle class.

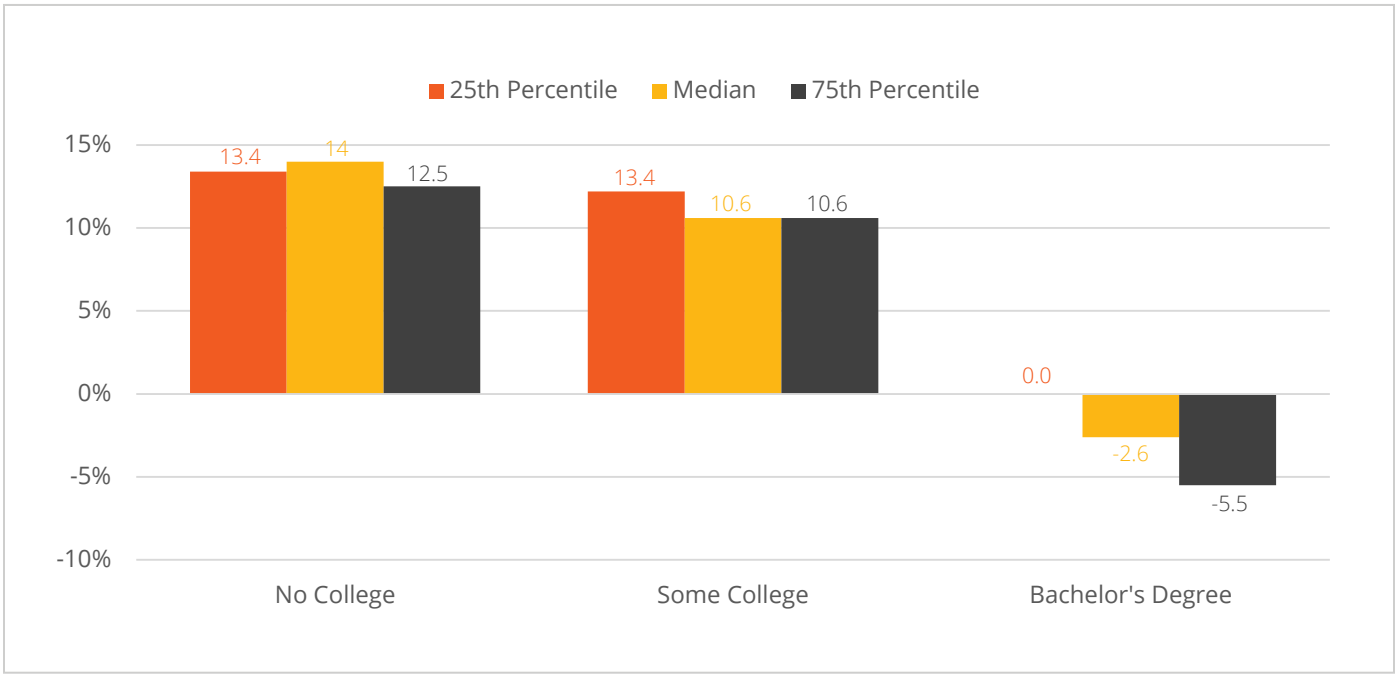
Infrastructure is an essential component of equitable climate change mitigation practices:

- Vulnerable communities, such as low-income neighborhoods, are disproportionately affected by extreme weather events and other climate-related risks. By investing in roads, bridges, and waterways, we will enhance our region's ability to withstand and recover from climate events. Investments will improve evacuation routes, emergency response times, and access to essential services during and after disasters, reducing the disproportionate impacts on historically underrepresented populations.
- Low-income communities also experience the highest levels of air and water pollution due to inefficient, outdated roads and waterways. By improving the flow of traffic, enhancing water storage and management practices, and bolstering systems that protect against air and water pollution, we can minimize the impact of outdated infrastructure on our communities.

Infrastructure investment forms the foundation of a strong, resilient economy:

- Efficient infrastructure enhances productivity and competitiveness: Economists estimate that $1 billion investment in transportation infrastructure investment will generate $4.3 billion in total economic activity.
- Reliable, well-maintained roads, bridges, and transportation reduce economic barriers, lower transportation costs, and improve market access, driving economic growth and competitiveness.

INFRASTRUCTURE JOBS BRING PROPORTIONAL HIGHER WAGES THAN OTHER SECTORS FOR WORKERS WITHOUT A COLLEGE DEGREE



Note: The wage premium to infrastructure work is highest for workers with a high school degree or less and somewhat less pronounced for workers with some college; workers with a bachelor's degree typically earn higher wages in other sectors.

Source: Figure 17 in Council of Economic Advisers, The Economic Benefits and Impacts of Expanded Infrastructure Investment, March 2018, based on analysis of data from the Census Bureau's Current Population Survey.

INFRASTRUCTURE FOR MOVING PEOPLE

High-quality, well-maintained roads, bridges, and highways are crucial for efficient and safe transportation, minimizing travel time, enhancing connectivity, reducing the wear and tear on vehicles, and ultimately, improving the overall mobility experience for people. Road, bridge, and pavement condition also significantly impact the economy, making it crucial to address the current decline.

Well-maintained roadways are vital for fostering economic growth and streamlining the commutes of residents, and inadequate conditions lead to increased maintenance costs, hinder economic development, and reduce public safety.

Moreover, deteriorating conditions disproportionately affect disadvantaged communities, exacerbating existing inequities. Residents in these areas already face numerous challenges, and poor conditions further limit access to employment opportunities, education, healthcare, and essential services. In short, investing in infrastructure is, in effect, investing in people.

Infrastructure investment is critical, and declines make maintenance and new road construction difficult, which is why it is alarming that, according to the U.S. Census Bureau, ***spending in the Southern California region has declined by 37% over the past 10 years***. Recent transit investments have made incremental progress toward strengthening connectivity, including LAX's people mover, the Metro Purple Line Extension, and Metro Transit Connector, but more must be done to expand multi-modal transportation options and address the issues facing residents.

THE INEQUITABLE COST OF ROADWAY CONGESTION

Congestion delays in the Los Angeles-Long Beach-Anaheim Metropolitan Area of Southern California have consistently worsened over the past two decades. In 2000, commuters experienced just over 80 hours of annual delay, but by 2019, that number had surged to nearly 120 hours—***an increase of 50 percent.*** This alarming growth in congestion has a direct impact on the daily lives of residents, forcing them to spend less time at home or with loved ones due to outdated and insufficient infrastructure.

The consequences of prolonged congestion on the quality of life are significant. Clogged highways and poor quality roads also negatively impact local health outcomes, as high vehicle emissions from cars stalled in traffic increase air pollution, impacting drivers and residents alike.

Investments aimed at relieving congestion and improving transportation infrastructure can offer transformative benefits for Southern California residents. By reducing the time wasted in traffic, these investments directly contribute to an improved quality of life.

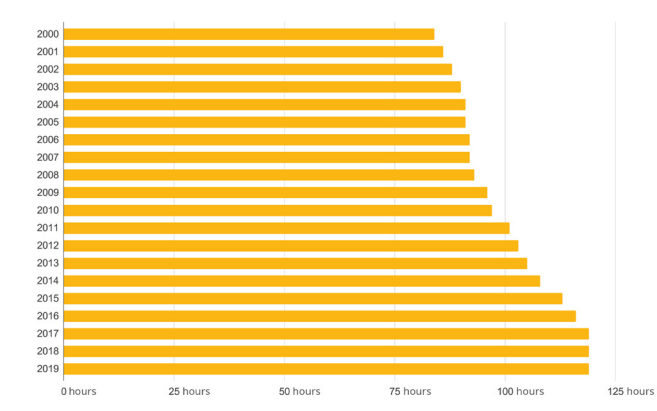
Upgrading and expanding transportation networks, implementing intelligent traffic management systems, and promoting alternative transportation options all play a role in mitigating congestion and creating more efficient commuting experiences.

The impact of reducing congestion extends beyond individual well-being. It also has significant economic implications. Businesses bear the burden of congestion-related costs, including increased transportation expenses, decreased productivity, and disrupted supply chains. By addressing congestion through strategic investments, Southern California can enhance both the personal lives of its residents and the overall economic vitality of the region.

Congestion affects everyone, and it is accompanied by consistent increases in commute times. Since 1990, commute times have risen for all ethnic groups, albeit at different rates. Black, Native American, Asian/Pacific Islander, and Latino commuters have experienced greater increases in their time spent in the car compared to their white counterparts.

Strategic investments in transportation infrastructure can mitigate congestion and reduce commute times for residents across different communities.

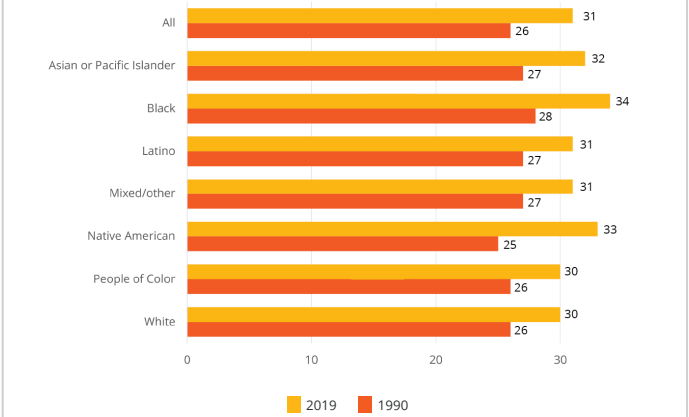
COMMUTERS FACE 40 ADDITIONAL DELAY HOURS ANNUALLY



Note: Annual hours of delay. Blue Sky Consulting Group analysis of data collected by Texas A&M University Transportation Institute.

Source: Texas A&M University Transportation Institute Urban Mobility Report (mobility.tamu.edu)

COMMUTE TIMES HAVE INCREASED SINCE 1990, ESPECIALLY FOR NON-WHITE COMMUTERS



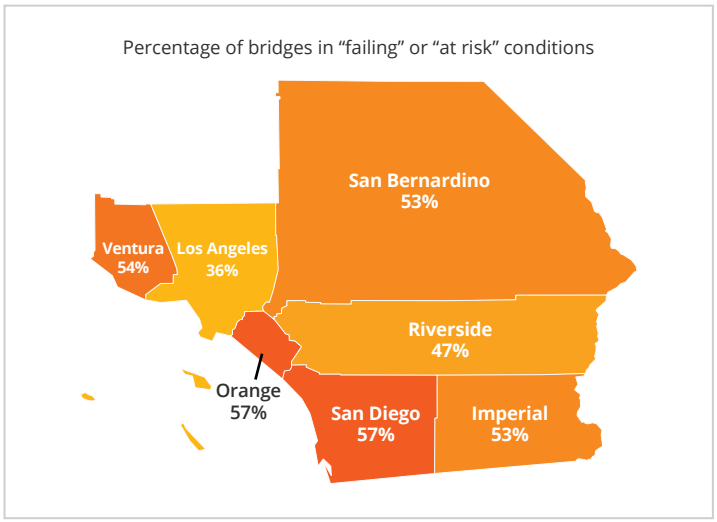
Note: Average Commute Time by Race for Residents of Los Angeles, Long Beach, and Anaheim MSA, 1990 vs. 2019.

Source: National Equity Atlas, based on IPUMS data

BRIDGES AND PAVEMENT REFLECT TRANSPORTATION'S STATE OF DECLINE

Research shows that bridges and pavement conditions have worsened over the past decade: Just over half of the region's bridges are in good condition, *down from 63 percent in 2016*[1].

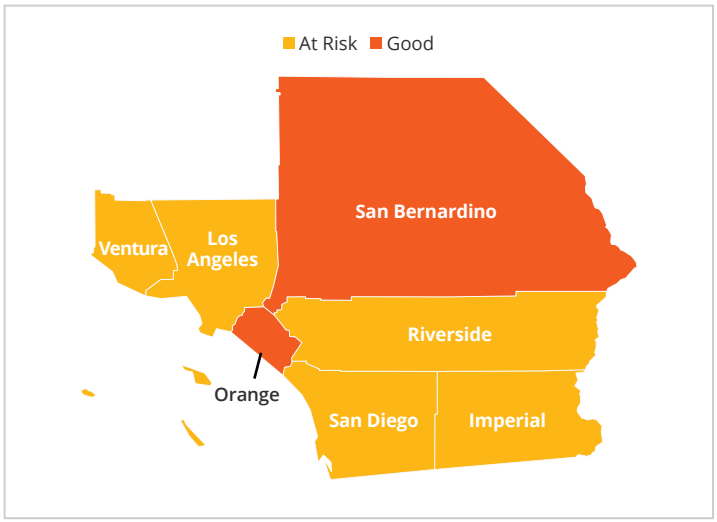
A SIGNIFICANT NUMBER OF SOUTHERN CALIFORNIA BRIDGES ARE "FAILING" OR "AT RISK"



Note: Just 54 percent of the region's bridges are in good condition (measured by bridge deck area).

Source: U.S. Department of Transportation Federal Highway Administration: Bridge Condition by Highway System.

MOST OF THE REGION'S COUNTIES HAVE "AT-RISK" PAVEMENT CONDITIONS



Note: The pavement condition index for Southern California, which measures the quality of local streets and roads, has deteriorated over the past dozen years. The quality of local streets and roads in three counties – Riverside, San Diego, and Imperial – dropped from "good" to "at risk" between 2008 and 2020[2]. In fact, only San Bernardino and Orange have a rating in the "good" range.

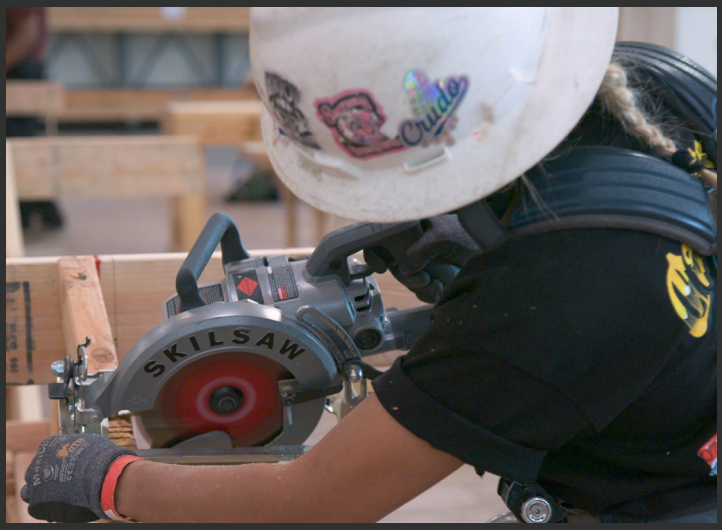
Source: NCE, "California Statewide Local Streets and Roads Needs Assessment Final Report," August 2021.

[1]U.S. Department of Transportation Federal Highway Administration: Bridge Condition by Highway System
[2]CE, "California Statewide Local Streets and Roads Needs Assessment Final Report." August 2021

INTERCONNECTEDNESS MATTERS: THINKING REGIONALLY

The significance of local roads' interconnectedness with highways, public transit, and commerce cannot be overstated. These road networks play a crucial role in facilitating efficient transportation and connectivity, and the seamless integration of roads and highways allows for smooth transitions and improved traffic flow — benefiting commuters and facilitating the movement of goods and services.

Additionally, the accessibility of public transit systems is greatly influenced by the quality and connectivity of local streets and roads, enabling convenient and reliable transportation infrastructure for Southern Californians. Political and infrastructure boundaries aren't the same, and we must ensure investments across jurisdictions work together seamlessly for a well-connected region.



IN FOCUS

Measure M: Looking beyond LA County

In 2016, 70 percent of Los Angeles County voters approved the $860 million a year Measure M to help fund 40 major highway and transit projects. The measure is estimated to create over 465,000 new jobs on variety of projects like: highway improvements and expansion, bus operations and maintenance, transit and rail improvements and upgrades, airport connections, and bike and pedestrian connections.

IN FOCUS

Fair Share of The Federal Bipartisan Infrastructure Law

The Federal Bipartisan Infrastructure Law, the IIJA, is expected to send about $5.7 billion in highway funding to California annually over five years. Formula funding that moves through the state goes to Caltrans for the state highway system and the rest, about 40 percent, is allocated to local transportation agencies. An additional $2.1 billion per year is expected for transit – with a focus on capital improvement. The bipartisan bill is also making available $100 billion in competitive funding opportunities, including dollars for the Infrastructure for Rebuilding America Program that supports multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of people and goods and the Capital Investment Grants Program that supports the construction of new rail, bus rapid transit, and ferry systems as well as the expansion of existing systems. Connecting SoCal projects to these important dollars will continue building and ***strengthening our regions interconnected transit, goods and people movement, and water systems.***

INFRASTRUCTURE FOR TRANSPORTING GOODS

Goods movement in Southern California plays a crucial role in driving the regional economy and generating employment opportunities. Boasting two of the largest ports in the country, the Ports of Los Angeles and Long Beach, Southern California is a major gateway for international trade. The ports facilitate import and export of goods, contributing significantly to the local, national, and global economy. The ports also contribute to a thriving logistics industry, further enhancing goods movement in the region.

Over the last decade, both ports have received significant investments from the federal government and the State of California, but much more is needed to maintain our thriving regional economy.

Currently, estimates suggest investment needs for the region's ports total roughly $5.7 billion over 10 years[3].

Funds will address deterioration from harsh conditions (sea water), as well as critical seismic and security infrastructure improvements. Funding will also address the issues stemming from the ports' vulnerability to climate change-induced sea level rise and will contribute to low carbon emission cargo handling equipment, reducing the environmental impact of the goods movement industry.

Meanwhile, improvements to the surrounding regional infrastructure will streamline on land goods movement: the number of containers passing through the complex has doubled over the past two decades, from just under 10 million containers in 2000 to over 20 million containers in 2021. However, during that same time, the Los Angeles MSA ranked first in the nation among all MSAs in terms of hours of delay for truck drivers, with delays increasing steadily over the past two decades. In fact, the average truck speed hovers under 50 mph – ***only New York City averages slower truck speeds.*** This results in congested roads and causes delays, increasing costs for shippers.

Jobs sustained by ports and the movement of goods employ some of the region's hardest workers, but they are threatened by subpar infrastructure. Over 200,000 workers rely on the Inland Empire employment logistics sector, a hotspot for warehousing and logistics firms near the Port of Los Angeles and Port of Long Beach, which saw only a 0.7% vacancy rate in Q3 according to CBRE.

Although the San Pedro Bay Port Complex is the largest in the country and has increased cargo volumes substantially in recent years, East and Gulf Coast ports have increased market share to over fifty percent while Southern California ports dipped to around 35 percent of market share in mid-2022[4]. The state's economy is impacted by our ability to keep up with demand, while investment to counteract environmental degradation and adequately support this decade's supply of goods demand is critical.

[3]American Society of Civil Engineers, "Report Card for California's Infrastructure." (2019)

[4]Bureau of Transportation Statistics, Container Port Activity Dashboard East and Gulf Coast ports include, Charleston, Houston, New York/New Jersey, Virginia, and Savannah. Reported results are share of total 20 foot equivalent units (TEUs) for included ports.

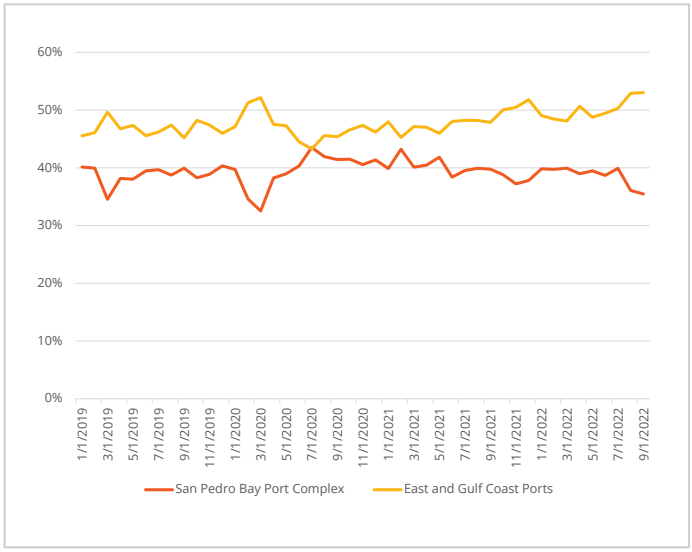
INFRASTRUCTURE FOR TRANSPORTING GOODS

TRUCK SPEEDS IN SOUTHERN CALIFORNIA REMAIN SLOWER THAN OTHER METRO AREAS

Note: The Los Angeles area saw the second slowest average truck speeds on interstates across all regions studied, with only the New York region having slower average speeds.

Source: Bureau of Transportation Statistics, "Freight Transportation System Condition & Performance" (data.bts.gov)

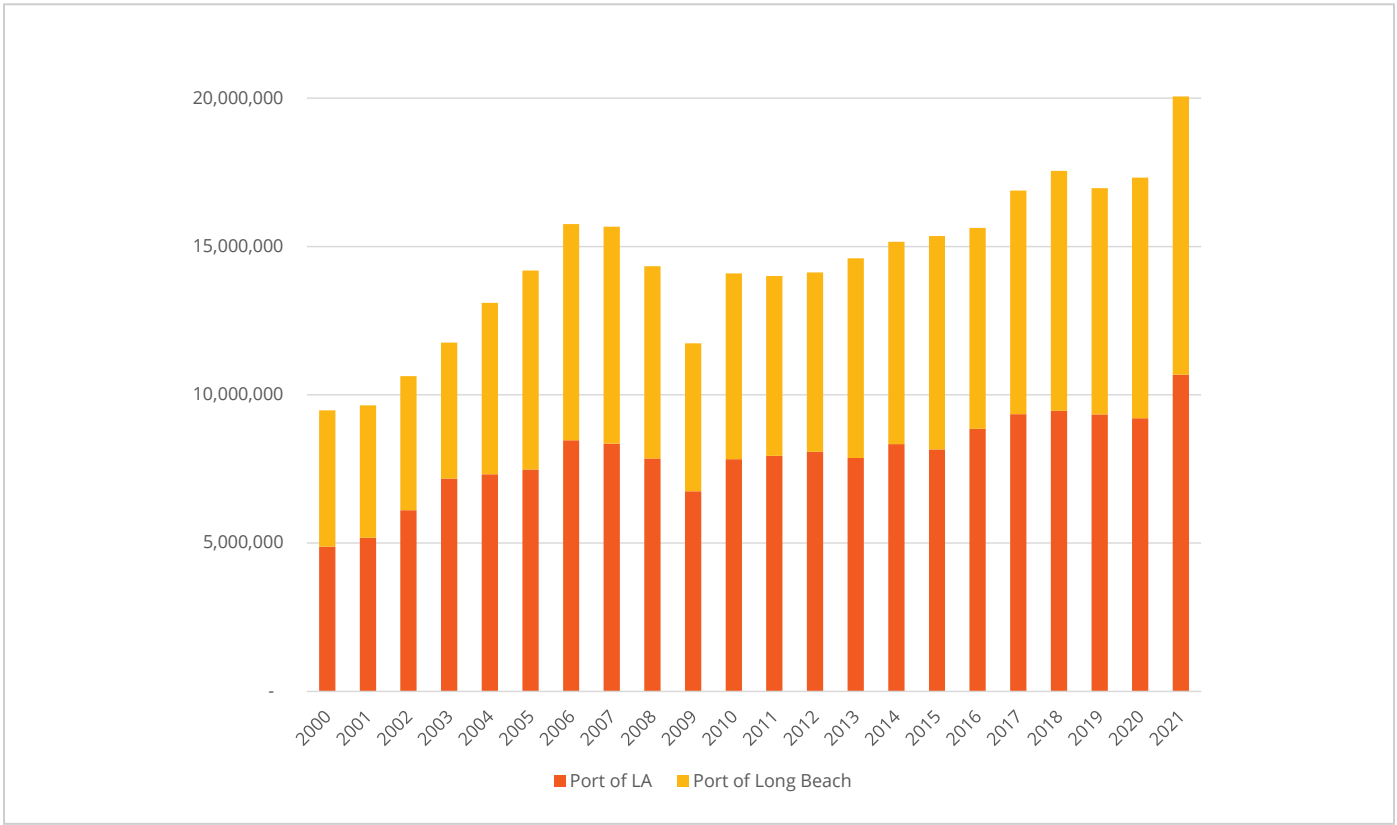
PORTS MARKET SHARE 2019-2022



Note: In recent years, the share or port traffic in these East and Gulf Coast ports has outstripped volume in Southern California, even though the San Pedro Bay Port Complex is the largest in the country.

Source: Bureau of Transportation Statistics, Container Port Activity Dashboard.

THE NUMBER OF CONTAINERS PASSING THROUGH THE COMPLEX HAS DOUBLED OVER THE PAST TWO DECADES



Note: Container Volume in the Region's ports has continued to increase from just under 10 million containers in 2000 to over 20 million containers in 2021.

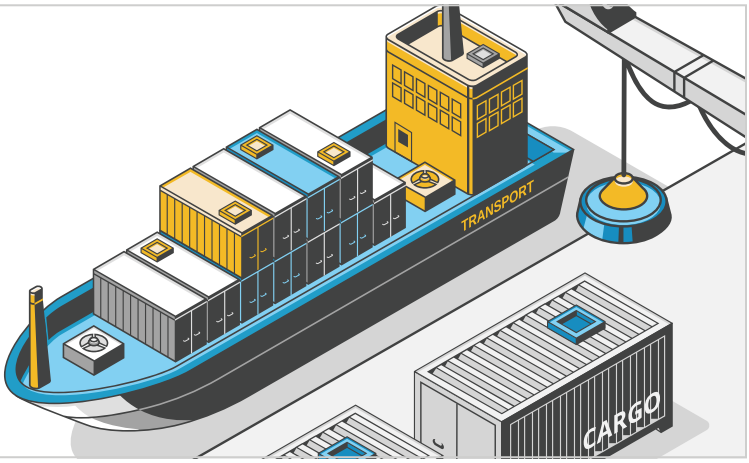
Source: Port of Los Angeles (portoflosangeles.org)

INFRASTRUCTURE FOR TRANSPORTING GOODS

OVER $5.7 BILLION IN PORT INVESTMENTS ARE NECESSARY TO IMPROVE THE REGION'S PORTS OVER THE NEXT DECADE

$5.7 billion

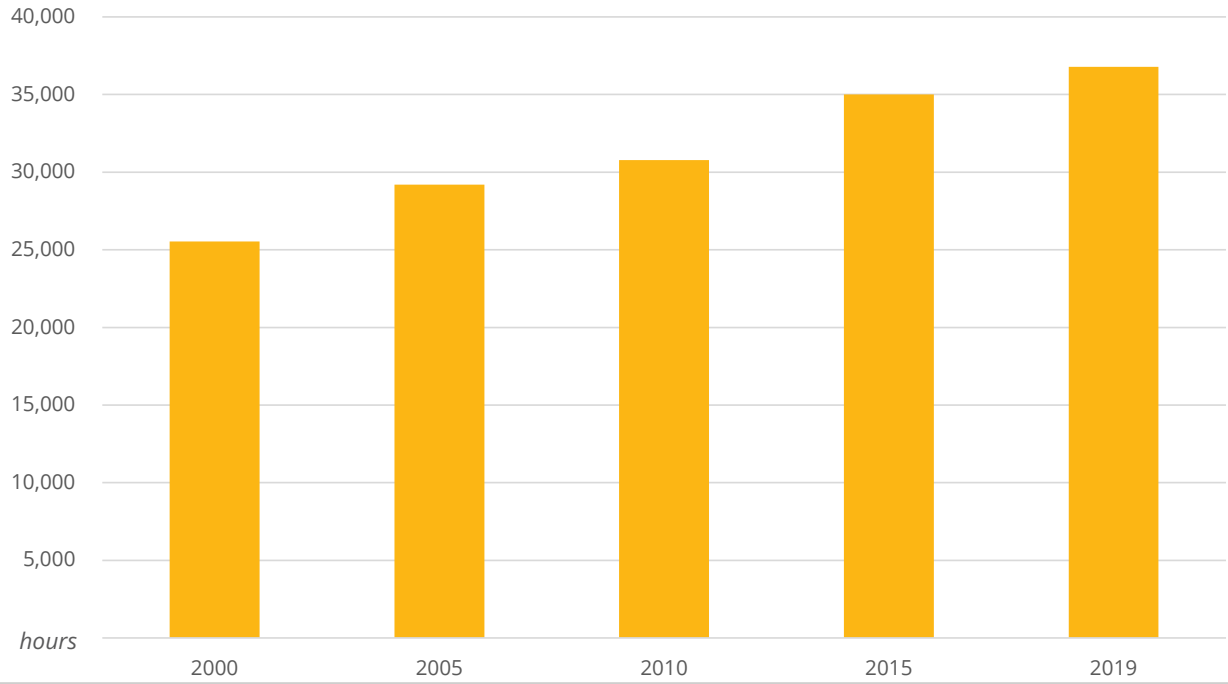
Port Investments



Note: Investment will address deterioration from harsh conditions (sea water), as well as critical seismic and security infrastructure improvements.

Source: American Society of Civil Engineers, "Report Card for California's Infrastructure." (2019).

LOS ANGELES RANKED FIRST IN THE NATION IN TERMS OF DELAY HOURS FOR TRUCK DRIVERS



Note: Los Angeles ranked first in the nation in terms of delay hours for truck drivers, with delays increasing steadily over the past two decades. Blue Sky Consulting Group analysis of data collected by Texas A&M University Transportation Institute.

Source: Texas A&M University Transportation Institute Urban Mobility Report (mobility.tamu.edu)

INFRASTRUCTURE FOR CLEAN WATER

Water infrastructure systems play a vital role in meeting the essential needs of residents and businesses in California, serving as a lifeline for both daily life and commerce. Southern California has nine semiautonomous Regional Water Boards serving Los Angeles, Colorado River Basin, Santa Ana, and San Diego. These boards collectively oversee the delivery of drinking water to approximately ***23 million residents*** through a network of ***1,300 individual water systems.***

The boards also work with the State Water Board to monitor water quality, determine compliance, and take appropriate enforcement actions when necessary. This highlights the immense reliance on robust and well-maintained water infrastructure to ensure a steady and safe water supply for the population and to support various economic activities throughout the state.

Drinking water infrastructure in Southern California includes storage, conveyance, and treatment facilities, many of which are aging and in need of repair or replacement. ***Compounding the problem, since 2010, spending on drinking water infrastructure in the region has declined by 38 percent, leading to aging and unreliable systems.***

The Los Angeles Department of Water and Power (LADWP) Water Infrastructure plan notes that a third of the city's ***6,780 miles*** of water pipes were installed over 80 years ago and will reach the end of their useful life in the next two decades.

CHALLENGES TO CURRENT INFRASTRUCTURE

As water systems age, the need for maintenance and potential challenges increases. One of the most pressing challenges is climate change, especially as California experiences droughts and extreme weather patterns. According to a 2022 drought cost assessment, experts estimate that costs range from ***$1.2 billion to $4.8 billion for Small Water Systems statewide.***

Another challenge to the region's water infrastructure is earthquakes. According to former U.S. Geological Survey seismologist Lucy Jones, water infrastructure represents "the single biggest vulnerability we're facing in Southern California." Large earthquakes, such as the 1994 Northridge quake, cause water main breaks with significant long- and short-term impacts. These challenges can be reduced and prepared for by relying less on transporting water long distances, developing more local sources (groundwater or desalination), or by recycling wastewater. Addressing both of these challenges requires adequate infrastructure funding over several decades.

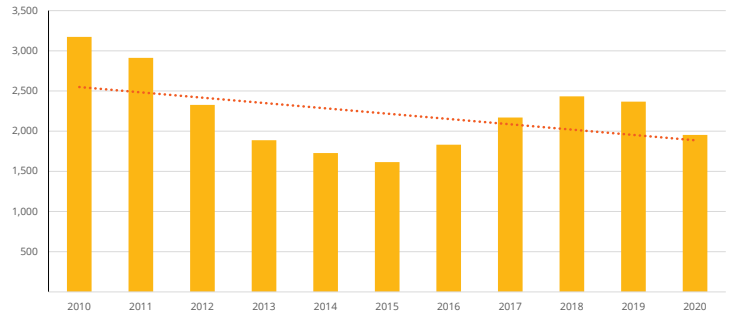
FAILING AND AT-RISK DRINKING WATER SYSTEMS ARE SPREAD THROUGHOUT SOUTHERN CALIFORNIA

COUNTY	FAILING	AT-RISK	POTENTIALLY AT-RISK	TOTAL
Systems				
IMPERIAL	7	5	9	21
LOS ANGELES	11	23	32	66
ORANGE	0	0	1	1
RIVERSIDE	7	14	14	35
SAN BERNARDINO	18	11	14	43
SAN DIEGO	13	11	7	31
VENTURA	3	5	10	18
TOTAL	**59**	**69**	**87**	**215**
Affected Residential Population				
IMPERIAL	53,337	32,246	64,746	150,329
LOS ANGELES	11,082	242,699	526,800	780,581
ORANGE	0	0	115	115
RIVERSIDE	1,615	36,876	37,459	75,950
SAN BERNARDINO	16,218	161,320	58,660	236,198
SAN DIEGO	3,043	2,298	84,670	90,011
VENTURA	370	3,748	59,372	63,490
TOTAL	**85,665**	**479,187**	**831,822**	**1,396,674**

Source: CA State Water Resources Control Board's 2022 Drinking Water Needs Assessment (April 2022).

INFRASTRUCTURE INVESTMENTS DELIVER CLEAN DRINKING WATER

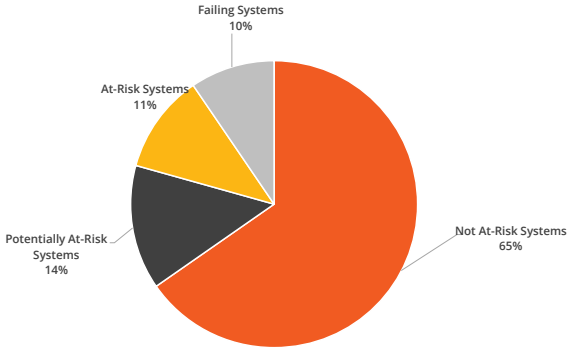
EXPENDITURES ON DRINKING WATER INFRASTRUCTURE VARY FROM YEAR TO YEAR, BUT HAVE DECLINED OVERALL BY 38% SINCE 2010



Note: Annual expenditures, per $M of total personal income ($), 3-year trailing average – drinking water, all capital overlays.

Source: U.S. Census Bureau, Annual Survey of State and Local Government Finances. Note that CA State Government spending is divided among 'Southern CA' and "Other CA' based on population.

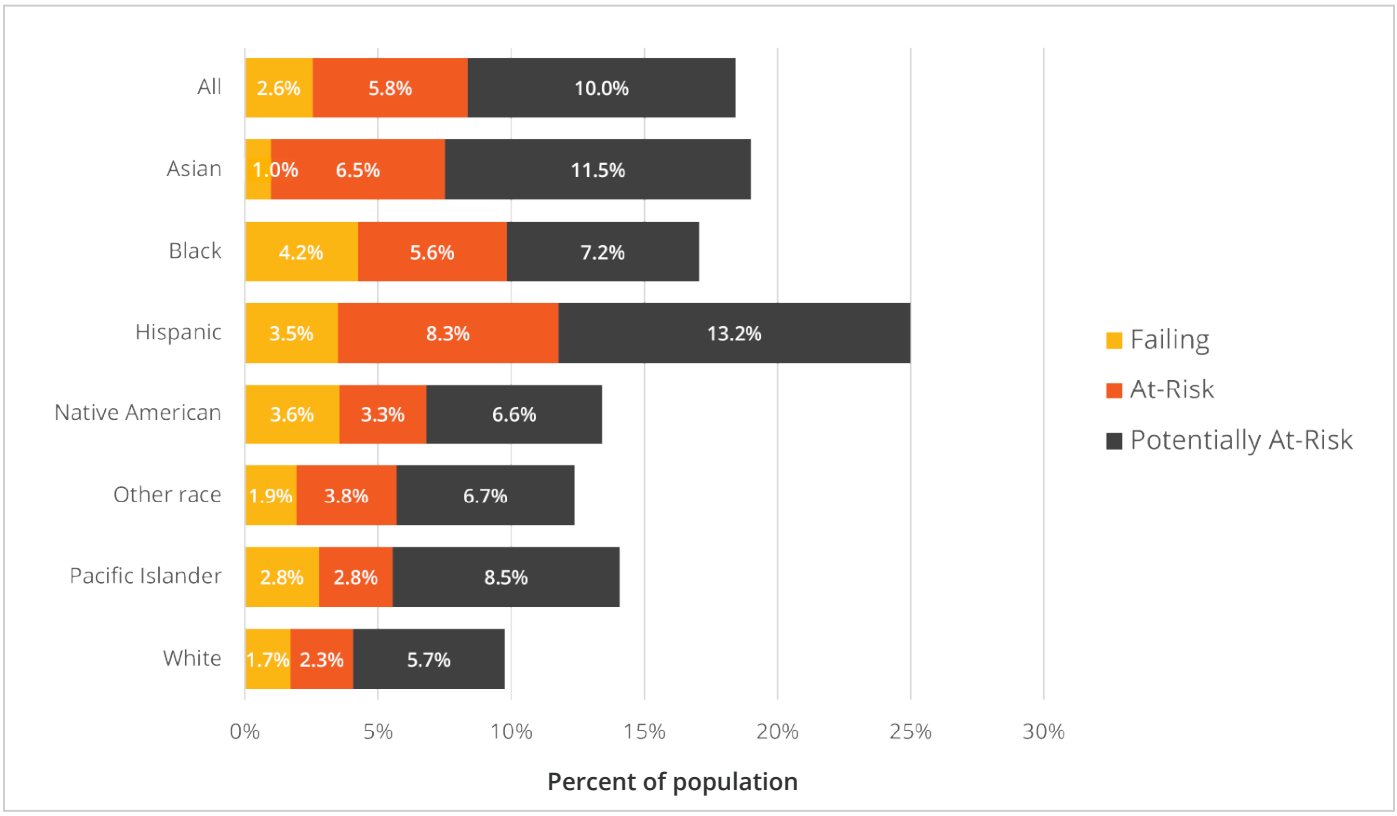
SYSTEMS SERVING 1.4 MILLION RESIDENTS ARE FAILING OR AT RISK OF FAILING TO PROVIDE SAFE, RELIABLE DRINKING WATER



Note: 10% of systems serving over 85,000 residents are classified as "Failing" while 25% of systems serving over 1.3 million residents classified as "At-Risk" or "Potentially At-Risk."

Source: California State Water Resources Control Board's 2022 Drinking Water Needs Assessment (April 2022).

BLACK + HISPANIC AMERICANS MAKE UP A LARGER PERCENTAGE OF PEOPLE WITH AT FAILING OR AT RISK SYSTEMS



Note: Percent of all people living in areas with a given drinking water quality risk score.

Source: Blue Sky Consulting Group analysis of CA State Water Resources Control Board's 2022 Drinking Water Needs Assessment (April 2022) and 2020 Census population data mapped to individual water districts by Census Block.

INFRASTRUCTURE FOR STORMWATER AND WASTEWATER SYSTEMS

The Southern California region is home to 132 wastewater treatment facilities. These facilities catered to a population of 24.3 million residents in 2012, with projections indicating a growth to 29.3 million by 2032. To effectively achieve the water quality standards and address the water-related public health objectives outlined in the Clean Water Act, ***an estimated funding of $13.1 billion*** is required through the year 2032.

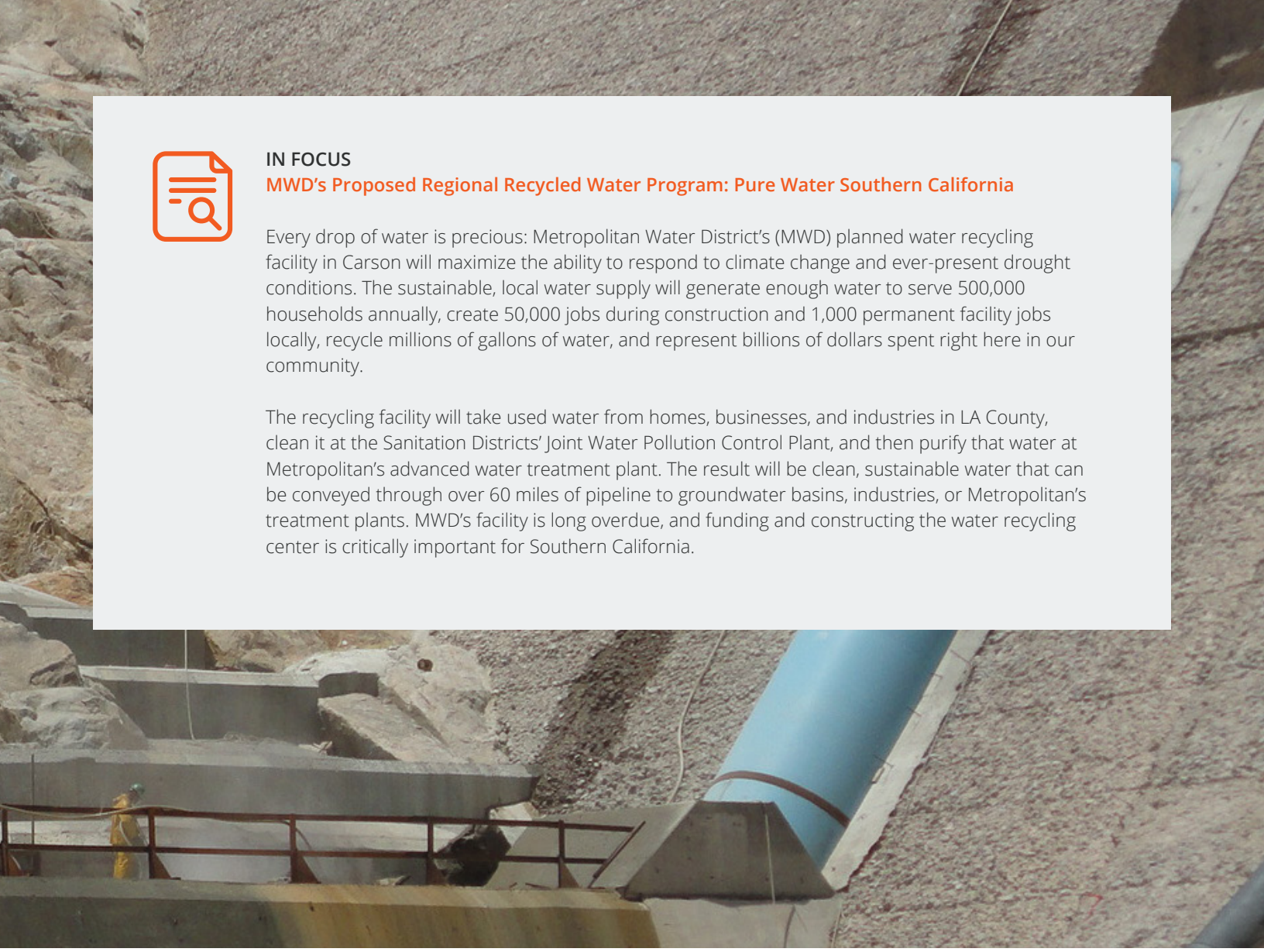
Wastewater recycling plays a crucial role in the state's efforts to mitigate water losses caused by the hotter and drier conditions associated with climate change. Currently, recycled wastewater supplies approximately 728,000 acre-feet (AF) annually, meeting about 9 percent of California's water demand. Over the past five years, the State Water Resources Control Board has invested ***$1.8 billion in recycled water projects,*** which, once completed, will generate an additional 124,000 AF of water supply.

To further advance these efforts, the state's Water Supply Strategy aims to add 800,000 AF of recycled water by 2030 and 1.8 million AF by 2040 through a series of strategic actions. A significant challenge in Southern California lies in the aging stormwater infrastructure, much of which is over 50 years old and requires repair or replacement.

Unlike drinking water and wastewater systems that are primarily funded through ratepayer fees, the costs associated with stormwater infrastructure are typically covered by city or county general funds. This often leads to severe underfunding, hindering necessary maintenance and upgrades.

The implementation of higher water quality standards and the adoption of innovative drainage systems to meet these standards have further widened the funding gaps.

For instance, in Los Angeles County alone, it is estimated that achieving water quality objectives over the next 20 years will cost approximately $20 billion.



IN FOCUS

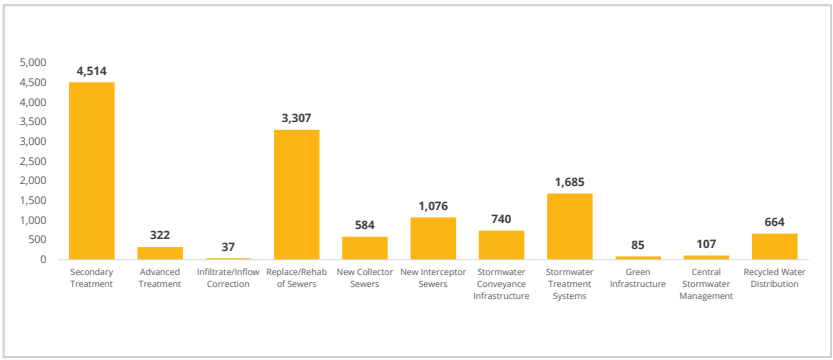
MWD's Proposed Regional Recycled Water Program: Pure Water Southern California

Every drop of water is precious: Metropolitan Water District's (MWD) planned water recycling facility in Carson will maximize the ability to respond to climate change and ever-present drought conditions. The sustainable, local water supply will generate enough water to serve 500,000 households annually, create 50,000 jobs during construction and 1,000 permanent facility jobs locally, recycle millions of gallons of water, and represent billions of dollars spent right here in our community.

The recycling facility will take used water from homes, businesses, and industries in LA County, clean it at the Sanitation Districts' Joint Water Pollution Control Plant, and then purify that water at Metropolitan's advanced water treatment plant. The result will be clean, sustainable water that can be conveyed through over 60 miles of pipeline to groundwater basins, industries, or Metropolitan's treatment plants. MWD's facility is long overdue, and funding and constructing the water recycling center is critically important for Southern California.

INFRASTRUCTURE INVESTMENT STRENGTHENS STORMWATER AND WASTEWATER SYSTEMS

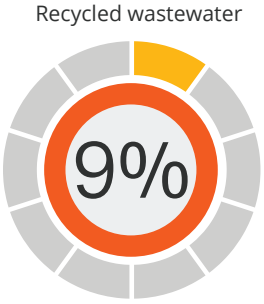
SOUTHERN CALIFORNIA WATER NEEDS BY CATEGORY



Note: The EPA's 2012 Clean Watersheds Needs Survey identified 132 wastewater treatment facilities in the region, with $13.1B needed through 2032 to meet the water quality and water-related public health goals of the Clean Water Act. Facilities serviced 24.3 million residents.

Source: EPA Clean Watersheds Needs Survey (2012), figures represent documented needs for 2012-2032.

RECYCLED WASTEWATER STATEWIDE CURRENTLY SUPPLIES ROUGHLY 9 PERCENT OF CALIFORNIA'S WATER DEMAND



Note: 9 percent equates to approximately 728,000 acre-feet (AF) annually.

Source: California's Water Supply Strategy: Adapting to a Hotter, Drier Future (resources.ca.gov), Published by the Newsom Administration August 11, 2022.

EQUITABLE INFRASTRUCTURE INVESTMENT

Voters, policymakers, and taxpayers each play a unique role in Southern California's infrastructure development: no single player can effectively sway progress on each regional infrastructure challenge without coordinated advocacy efforts. Progress will be predicated on the success of efforts to merge policies, funding programs, and infrastructure projects, led by local and regional planning and engagement efforts. Over time, coordinated efforts will create a strong economy and an equitable future for working families.

To rebuild Southern California and invest in the future infrastructure our region will need to be successful for working families, local and state leaders in California can:

Boost Infrastructure Spending

We should ensure robust funding is dedicated to future infrastructure development and maintenance. This includes funding for repairing existing roadways, fixing bridges, and repaving streets. We should explore dedicated funding solutions in policy at the statewide and local level that ensure important infrastructure projects are aligned with the communities they serve. Investing in infrastructure not only benefits the economy but also creates job opportunities for local residents.

Prioritize Disadvantaged Communities

We should allocate a significant portion of infrastructure spending to address the needs of disadvantaged communities, such as increasing emergency access and evacuation routes, building roads to reduce air pollution, and bolstering waterways to deliver clean water. Elected leaders should identify areas with the greatest need for improved transportation access and prioritize projects that directly benefit these communities.

Create Multimodal Transportation Networks

We should commit to sustained investments crucial for Southern California to expand safe, convenient, efficient, and affordable transit options, support bicycle and pedestrian mobility, and fix roads to relieve congestion and ensure people can safely access their jobs and homes. Prioritizing continued funding will enable the region to enhance public transportation, address road improvements that alleviate traffic congestion, and create smoother, safer commutes for everyone. Comprehensive efforts will result in a more integrated and accessible transportation system, significantly improving the quality of life for millions of individuals across Southern California.

Enhance Water Security and Infrastructure

We know that conservation efforts are essential but aren't enough to provide a reliable and adequate water supply for Southern California. To ensure a sustainable and resilient water future, we have to invest in critical infrastructure that diversifies the region's water sources. Water recycling plants and desalination facilities promote job growth but also build a strong foundation for longterm water reliability and environmental sustainability.

Invest in Workers

We need to continue to invest in the workers who are essential to creating our future infrastructure. For years, the construction industry has faced significant challenges in meeting its workforce demands. According to the BLS, there are over 404,000 unfilled construction positions, and an Associated General Contractors of America survey revealed that approximately 80 percent of construction companies struggle to find the necessary workers. The demand for skilled labor remains as high as ever, especially with a strong focus on "Build Back Better" initiatives, which will create numerous job opportunities. To tackle the skilled workforce shortages in the infrastructure sector, we must expand access to in-demand career training programs and apprenticeship opportunities.

Utilize Data and Technology

We can advance infrastructure by employing data-driven approaches for identifying critical areas requiring improvements. We can utilize technology and analytics to optimize maintenance schedules, anticipate potential issues, and maximize the efficient utilization of resources. These data-driven strategies will enable more informed decision-making, leading to the effective allocation of funds and resources, ultimately fostering more robust and sustainable infrastructure.

Monitor and Measure Progress

We must establish clear metrics that assess the impact of investments on the economy, public safety, and accessibility. Regularly evaluating the effectiveness of policies using these metrics enables data-driven adjustments to be made as necessary, optimizing the outcomes and benefits of transportation initiatives. Through this approach, decisionmakers can make informed and strategic choices, ensuring that resources are efficiently utilized, and the overall development of infrastructure aligns with the needs of the communities it serves.

We should ensure robust funding is dedicated to future infrastructure development and maintenance.

Rebuild SoCal Partnership

RebuildSoCal.org

The Rebuild SoCal Partnership (RSCP), representing 2,750 contractors and over 90,000 union workers, is committed to advocating for essential infrastructure funding. Together, we aim to work with policymakers and the public to address these challenges effectively.