

14-1571

MOTION PUBLIC WORKS & GANG REDUCTION

It is a fundamental tenet of road repair that excavation cuts into streets lead to water seepage into the roadway, weaken pavement support and exacerbate street deterioration at an accelerated pace. Regardless of the quality of fill used to repair street excavation cuts, they cause the pavement to degrade at a faster rate, resulting in added maintenance and costs to the City.

The Street Damage Restoration Fee (SDRF) was established in 1998 to recover the City's cost of damage from street cuts and to incentivize heightened coordination between utilities, the City and other entities engaged in excavation cuts. The goal of the fee is to protect the structural integrity of City streets. Toward that end, entities making street cuts are required to pay a fee that ostensibly recovers the cost of mitigating the damage and the reduction of street "life". The intent was to recover costs of more frequent resurfacing and reconstruction necessitated by the additional street cuts.

The current SDRF is based on a 1996 study that employed an inaccurate assumption for the number of annual cuts, resulting in significantly less potential collections than necessary to recovering the full cost of street cuts in the City.

In 2006, the SDRF was updated, using Caltrans' Construction Price Index to adjust for inflation. Given that the original collection formula was based on inaccurate assumptions, the adjustment perpetuated the less than complete cost recovery initially established in 1998.

Various City departments provide services in support of BSS' pavement preservation efforts. However, the costs incurred by the General Services Department, Department of Transportation and the Bureau of Engineering are not included in the SDRF fee calculation. This omission further skews the City's ability to fully recover the cost of cuts to our street network.

Finally, in the current SDRF schedule, older streets - including select streets older than 15 years and non-select streets (residential) older than 25 years - are excluded from collection. Moreover, there is no distinction between the costs for asphalt and concrete cuts - despite the fact that concrete cuts are more expensive to ultimately replace.

Given the state of Los Angeles' City streets and the destructive impact of street excavation cuts, the City must ensure that entities responsible for street damage pay in full the short and long term costs of repairing our streets and we must make certain that our fee schedule reflects a comprehensive and accurate cost recovery model.

I THEREFORE MOVE that the City Administrative Officer, with the assistance and cooperation of the Chief Legislative Analyst and Department of Public Works, be instructed to take various actions with respect to the City's Street Damage Restoration Fee, as follows:



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1. Present a cost and fee analysis supporting a Street Damage Restoration Fee based on a full cost recovery model that considers the average actual square feet cut annually and includes all streets regardless of age or material, as reported by the Bureau of Engineering, as well as the actual costs of all affected City departments involved with street repairs such as the Bureau of Street Services, General Services Department, Department of Transportation, and Bureau of Engineering.
  2. Report on the damage to the roadway created by construction activity and heavy load carriers and the amount collected in damages;
  3. Report on a plan for periodic review and update of the SDRF fee, based on updated future analysis and/or consistent use of an accepted inflationary index to fully recover costs associated with street cuts to the public right-of-way.

I FURTHER MOVE that the Department of Public Works be INSTRUCTED to report on best practices for performing street cuts, such as the "T-Cut," that minimize damage to the street.

I FURTHER MOVE that the City Attorney be REQUESTED to prepare and present a an ordinance requiring that the City secure full cost recovery for street excavation cuts, based on a periodic fee analysis by the CAO.

Co-PRESENTED BY:



JOE BUSCAINO

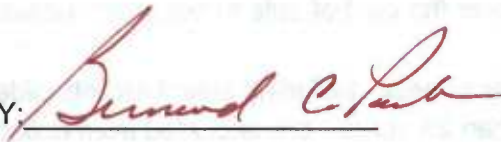
Councilmember, 15th District



MITCHELL ENGLANDER

Councilmember, 12th District

SECONDED BY:



ORIGINAL