



**DAVID E. RYU  
COUNCILMEMBER, FOURTH DISTRICT**

February 6, 2018

Councilmember Bob Blumenfield  
Chair, Public Works and Gang Reduction Committee  
200 North Spring Street, Room 415  
Los Angeles, CA. 90012

Dear Councilmember Blumenfield,

The recently issued report from the City Administrative Officer, *Evaluation of the State of Street Related Infrastructure* (CF 17-1311), developed over the better part of a year through the efforts of the Office's FUSE Corps Fellow, provides the City Council with an unprecedented opportunity to re-evaluate the way we as a City conduct business in the public right-of-way.

As noted in the report, nearly “every infrastructure program in the City has assets under, on, or over the street. The street is the binding element for multiple departments: homes would not have water, electricity, or sewer services without connection below ground. Cars, bikes and buses would not know traffic or parking rules without signals, signage, or meters on the surface of the street, and people could not walk safely without sidewalks, crosswalks and street lights.” Given the geography, population and network of existing infrastructure above, on and below our City’s streets, it goes without saying that planning and managing construction in the public right-of-way is complicated. But, I was elected on a platform of transparent, efficient and effective government, and I would be hard pressed to turn a blind eye to the opportunity sitting before us. Far too often my office has been left to quarterback infrastructure projects because our bureaus and departments lack the tools, platforms and protocols to effectively communicate with one another – a sentiment that was born out in the over 400 interviews conducted both inside and outside the city family as part of this report.

The Fourth Council District regularly experiences challenges with the system of prioritization and resource availability for tree trimming, utility upgrades, street resurfacing, concrete streets, street cuts, and full communication with residents for upcoming and ongoing construction.

While I am excited about the opportunity to develop and implement a holistic solution to these challenges, I do have questions on the proposed structure of recommendations 1.1 and 1.2 of the report, any budgetary or personnel impacts associated with this implementation, oversight authority of the proposed Office of Infrastructure Management, and the ability to create a baseline valuation of our



infrastructure. I would like additional information in the form of reports back from relevant departments on the following issues related to tiers one and two:

Tier One

- Instruct the City Administrative Officer, with the assistance of the Chief Legislative Analyst and the City Attorney, to report within 30 days on:
  - 1) The steps necessary, and impacts of placing the Department of Transportation under the purview of the Board of Public Works, dissolving the Transportation and Taxi Commissions and shifting oversight authority currently held by those commissions to the Board of Public Works; and
  - 2) with alternate organizational options, such as, combining the Department of Transportation and Bureau of Street Services to create a Department or Bureau of Transportation and Streets, that may enhance inter-departmental communications and bolster construction coordination in the public right-of-way.

Tier Two

- Instruct the Bureau of Engineering and Bureau of Street Services, with the assistance of the Department of Transportation and City Administrative Officer, to report back on the feasibility and timeline for conducting a full economic analysis of our streets.
- Instruct the Information Technology Agency, with the assistance of the City Administrative Officer, Department of Public Works, Department of Transportation, and any others as necessary, to report back on:
  - 1) All data collection platforms, public notifications platforms, work plan databases, manual processes currently in operation at each of the departments or bureaus responsible for maintaining the public right-of-way, including in the report back the duration of any contracts for these technologies currently in operation; and
  - 2) with recommendations for synthesizing information platforms currently in operation, and the impacts of the purchase of a singular right-of-way management platform.
- Instruct the City Administrative Officer, Information Technology Agency, Bureau of Engineering, Bureau of Street Services and Department of Transportation to report back, based on the options provided in the FUSE Fellow report, with best practices for asset management and a revised methodology for tracking street conditions and prioritizing repairs, including, but not limited to factors such as density, traffic, construction and projected life of the street in addition to PCI.



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Given the complexity and breadth of infrastructure related programs in the City of Los Angeles, I believe it is incumbent on this Committee and the City Council to explore all opportunities and recommendations before this body. Thank you for your consideration and attention to this matter, and please don't hesitate to reach out with any questions.

Sincerely,



David E. Ryu  
Councilmember, 4<sup>th</sup> District





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