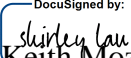


CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

**DATE:** August 26, 2024

**TO:** The Honorable City Council

**FROM:**  for  
Keith Mozee  
Executive Director and General Manager  
Bureau of Street Services

**SUBJECT:** **COUNCIL DISTRICT 1 PAVEMENT PRESERVATION (CF 22-1573)**

**RECOMMENDATION**

That the City Council receive and file this report, as it is provided for informational purposes only.

**SUMMARY**

On February 22, 2023, the City Council adopted recommendations pursuant to Motion (Hernandez - Blumenfield) which instructed the Bureau of Street Services (BSS) to report on: (1) the cumulative distance of lane miles with a Pavement Condition Index (PCI) score of “poor” or “fair” within Council District (CD) 1; (2) the number of streets currently scheduled and funded for repair within CD 1 in the current Fiscal Year (FY), including a breakdown of the funding sources for this work; and (3) an analysis of the resources and funding needed to repair all streets rated as “poor” within CD 1 including a timeline for this work to be completed.

**DISCUSSION**

CD 1 Pavement Condition Index Scores

In 1998, BSS began using a pavement management system called MicroPAVER to create a database of road surface conditions and implement a cost-effective strategy for maintaining the street network. Information collected during road surface evaluations in the MicroPAVER process produces a Pavement Condition Index (PCI) score. The PCI provides a snapshot of the pavement health of a road, and is measured on a scale of 0 to 100. PCI scores from 71-100 are considered to be in “good” condition, 56-70 are considered to be in “fair” condition, and 55-0 are considered to be in “poor” condition. Many factors affect a street’s PCI score including pavement age, climate and precipitation, and traffic loads.

CD 1 has a cumulative total of 959 lane miles of streets. As of August 2024, CD 1 has a total of 552 lane miles in good condition, 194 lane miles in fair condition, and 213 lane miles in poor condition. This equates to approximately 78% of CD 1 streets in good or fair condition.

CD 1 FY 2024-25 Resurfacing Program

In FY 2024-25, BSS plans to resurface a total of 13.02 lane miles of streets in CD 1. BSS works with each individual Council Office at the beginning of the Fiscal Year in order to develop the list of street segments in their district’s planned resurfacing program. The list is subject to change

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based on pending budget allocations, utility clearances/permit holds, Measure HLA/Mobility Plan 2035 requirements, ADA ramp installations, etc.

In the FY 2024-25 Proposed Budget, the Pavement Preservation Program is funded in the amount of \$126,446,315 and consists of various special fund sources as well as the General Fund. Please see the table below from the Blue Book for more detail.

2024-25 Pavement Preservation					
Funding by Source	Public Works			GSD	Total
	Street Services	Engineering	Transportation		
Special Gas Tax	\$ 27,588,377	\$ 398,822	\$ 2,736,669	\$ 1,944,062	\$ 32,667,930
Proposition A	259,709	0	-	-	259,709
Proposition C	-	0	7,238,586	475,653	7,714,239
Street Damage Restoration Fee	29,466,797	400,394	-	7,328,003	37,195,194
Stormwater Pollution Abatement	125,321	0	-	-	125,321
Measure R	17,388,847	0	1,192,559	1,447,065	20,028,471
Measure M	2,209,227	0	950,000	-	3,159,227
SB 1 Road Maintenance and Rehabilitation	-	0	-	272,410	272,410
General Fund	11,325,206	1,330,223	12,368,385	-	25,023,814
<b>Total</b>	<b>\$88,363,484</b>	<b>\$ 2,129,439</b>	<b>\$24,486,199</b>	<b>\$11,467,193</b>	<b>\$126,446,315</b>

Resources and Funding to Repair All Streets in Poor Condition

Cost estimates for resurfacing projects are developed on a project-by-project basis. Each individual project has its own unique requirements that not only involve BSS, but also GSD, BOE and LADOT. Depending on the street segment, the variable elements could include concrete streets, curb ramps, curb and gutter repair, signage, striping, speed hump replacement, BOE street redesign, Measure HLA/Mobility Plan requirements, etc. Given these constraints, it is not feasible to provide cost estimates for the repair of all the streets in CD 1 in "poor" condition. BSS will work with Council Offices to identify potential priority repairs of streets with "poor" PCI scores, depending on funding availability.

If you have any questions concerning this matter, please contact Sherarade Nichols at 213-847-3200.

KM/NL/SN:ay