



**COUNTY OF LOS ANGELES**  
**DEPARTMENT OF PUBLIC WORKS**

*"To Enrich Lives Through Effective and Caring Service"*

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**GAIL FARBER, Director**

April 30, 2013

The Honorable Board of Supervisors  
County of Los Angeles  
383 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, California 90012

Dear Supervisors:

**ADOPTED**

BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES

**49 April 30, 2013**

*Sachi A. Hamai*  
SACHI A. HAMAI  
EXECUTIVE OFFICER

**ADOPT RESOLUTION SUPPORTING THE FINDINGS OF THE  
CALIFORNIA STATEWIDE LOCAL STREETS AND ROADS NEEDS ASSESSMENT  
(ALL SUPERVISORIAL DISTRICTS)  
(3 VOTES)**

**SUBJECT**

This action is to adopt the Resolution supporting the findings of the California Statewide Local Streets and Roads Needs Assessment sponsored by the League of California Cities; County Engineers Association of California; and other transportation stakeholders, including the County of Los Angeles Department of Public Works, urging the State to identify sufficient and stable funding sources for local street and road maintenance, preservation, and rehabilitation.

**IT IS RECOMMENDED THAT THE BOARD:**

1. Find that the adoption of the Resolution is exempt from the California Environmental Quality Act for the reasons stated in this letter and in the record of the project.
2. Adopt the Resolution supporting the findings of the California Statewide Local Streets and Roads Needs Assessment urging the State to identify sufficient and stable funding sources for local street and road maintenance, preservation, and rehabilitation.

**PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION**

The purpose of the recommended action is to approve the Resolution supporting the findings of the California Statewide Local Streets and Roads Needs Assessment urging the State to identify sufficient and stable funding sources for local street and road maintenance, preservation, and rehabilitation.

The County Engineers Association of California and the League of California Cities in conjunction with our funding partners, the Metropolitan Planning Organizations and Regional Transportation Planning Agencies, conducted a Statewide local streets and roads needs assessment study to determine the condition of the local transportation network and associated funding needs. The study which was performed by Nichols Consulting Engineers and managed by the Metropolitan Transportation Commission was completed in January 2013. An oversight committee consisting of representatives from the League of California Cities, the California State Association of Counties; the County Engineers Association of California; the California Regional Transportation Planning Agencies; the California Rural Counties Task Force; the Metropolitan Planning Organizations in the State, including the Metropolitan Transportation Commission; and the County of Los Angeles Department of Public Works was established to ensure input from all stakeholders. The results of the study show that the condition of California local streets and roads is declining and an additional investment of \$82 billion over the next 10 years is needed to stop the decline and deterioration of local streets and roads and to bring local streets and roads to a sustainable level.

### **Implementation of Strategic Plan Goals**

The Countywide Strategic Plan directs the provision of Operational Effectiveness (Goal 1) and Integrated Services Delivery (Goal 3). The adoption of this Resolution will encourage identification of stable and sufficient funding sources for local street and road maintenance, preservation, and rehabilitation needs, thereby benefitting and improving the quality of life for residents of the County and the public.

### **FISCAL IMPACT/FINANCING**

There will be no impact to the County General Fund.

This action will help preserve existing funding sources for local street and road maintenance, preservation, rehabilitation needs, and urge the State to identify sufficient and stable funding sources to ensure the health, reliability, and sustainability of the local road system.

### **FACTS AND PROVISIONS/LEGAL REQUIREMENTS**

Investment in local streets and roads is an investment in public safety and economic growth. Changing times mandate the need for sustainable communities and multimodal transportation systems. Regardless of transportation choices, automobile, bicycle, transit, or walking, well-maintained streets and roads are necessary. The cities and counties own and operate 81 percent of the State's streets and roads. Prior to 2008, there was no comprehensive and systematic Statewide effort to quantify the needs of the streets and roads. The first comprehensive Statewide study of the State's streets and roads was conducted in 2008 and provided critical analysis and information on the local transportation system's condition and funding needs. The current needs assessment provides an updated look at this vital component of the State's transportation system and finds further deterioration and a growing funding shortfall. The funding shortfall of \$71 billion in the 2008 assessment has now grown to \$82 billion in the current assessment. The County continues to be challenged to sustain acceptable condition of its streets and roadways due to lack of adequate Statewide funding and will be further challenged by escalating repair costs in future years.

The assessment indicates that the pavement condition index that ranks roadway pavement conditions on a scale of zero (failed) to 100 (excellent) for local streets and roads is at a Statewide

average of 66, down from 68 in the 2008 assessment. This rating continues to be in the at-risk category. Even with existing funding levels remaining the same, the Statewide average pavement condition is projected to deteriorate to a pavement condition index of 53 in 10 years, down from 58 in the 2008 assessment. The condition of roads is a safety issue and also an economic one in terms of the thousands of dollars annually per motorist for lost time, extra fuel used, and vehicle wear and tear. Preservation and management of the existing roadway system should be a top priority since the cost of deferred work escalates exponentially.

The enclosed Resolution has been reviewed and approved, as to form, by County Counsel.

**ENVIRONMENTAL DOCUMENTATION**

Adoption of the Resolution is exempt from the provisions of the California Environmental Quality Act pursuant to Sections 15262 and 15306 of the California Environmental Quality Act Guidelines. Adoption of the Resolution will support the findings of the California Statewide local streets and roads needs assessment. These exemptions provide for planning studies and information gathering for possible future actions that have not been approved, adopted, or funded.

**IMPACT ON CURRENT SERVICES (OR PROJECTS)**

This action will further establish stable funding sources for the maintenance and rehabilitation of local streets and roads.

**CONCLUSION**

Please return one adopted copy of this letter and the approved Resolution to the Department of Public Works, Programs Development Division.

Respectfully submitted,



GAIL FARBER

Director

GF:AA:pr

Enclosures

c: Chief Executive Office (Rita Robinson)  
County Counsel  
Executive Office

**RESOLUTION OF THE BOARD OF SUPERVISORS  
OF THE COUNTY OF LOS ANGELES  
SUPPORTING THE FINDINGS OF THE CALIFORNIA STATEWIDE  
LOCAL STREETS AND ROADS NEEDS ASSESSMENT**

WHEREAS, Cities and Counties own and operate over 81 percent of the roads in California, where regardless of whether the transportation mode utilizes automobile, bicycle, transit or walking, the local system is critical for safety and mobility of the traveling public for daily needs and commerce; and

WHEREAS, while Federal and State governments regularly assess their transportation system needs, no such data existed for the local component of the State's transportation network; and

WHEREAS, in 2008 the County of Los Angeles Department of Public Works, in coordination with the County Engineers Association of California and the League of California Cities conducted the first Statewide Local Streets and Roads Needs Assessment study to provide critical analysis and information on the local transportation network's condition and funding needs; and

WHEREAS, the County of Los Angeles Department of Public Works, along with the County Engineers Association of California and the League of California Cities, among others provided oversight for the 2012 Statewide Local Streets and Roads Needs Assessment study; and

WHEREAS, the 2012 California Statewide Local Streets and Roads Needs Assessment indicate the condition of the local transportation network's is deteriorating as predicted in the findings of the 2008 study; and

WHEREAS, the results show that California's local streets and roads are on a path of significant decline. On a scale of zero (failed) to 100 (excellent), the statewide average pavement condition index is 66, placing it in the at risk category; and

WHEREAS, if current funding remains the same, the statewide condition is projected to deteriorate to a pavement condition index of 53 in 10 years; and

WHEREAS, cities and counties need an additional \$1.9 billion just to maintain a status quo pavement condition index of 66; and

WHEREAS, to spend the taxpayer's money cost-effectively, preserving and maintaining the local system at a level industry calls best management practices (good condition) is less costly to maintain in the long term; and

WHEREAS, the results indicate that if additional funding isn't secured now, it will cost taxpayers exponentially more to fix the local system in future years; and

WHEREAS, modernizing the local street and road system provides well-paying construction jobs and boosts local economies; and

WHEREAS, the local street and road system is also critical for farm to market needs, interconnectivity, multimodal needs, and commerce; and

WHEREAS, police, fire, and emergency medical services all need safe reliable roads to react quickly to emergency calls and a few minutes of delay can be a matter of life and death; and

WHEREAS, maintaining and preserving the local street and road system in good condition will reduce drive times and traffic congestion, improve bicycle safety, and make the pedestrian experience safer and more appealing, which leads to reduced vehicle emissions helping the State achieve its air quality and greenhouse gas emissions reductions goals; and

WHEREAS, restoring roads before they fail also reduces construction time which results in less air pollution from heavy equipment and less water pollution from site run-off; and

WHEREAS, in order to bring the local system back into a cost-effective condition, thereby preserving the public's \$271 billion pavement investment and stopping further costly deterioration, at least \$7 billion annually in new money going directly to cities and counties over a period of 10 years is needed to stop the further decline and deterioration of our streets and roads; and

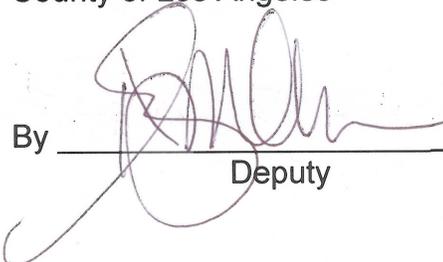
NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors of the County of Los Angeles hereby:

1. Supports the findings of the 2012 California Statewide Local Streets and Roads Needs Assessment; and
2. Strongly urges the State to identify sufficient and stable funding sources for local street and road maintenance and rehabilitation.

The foregoing resolution was adopted on the 30<sup>th</sup> day of April, 2013, the foregoing Resolution was adopted by the Board of Supervisors of the County of Los Angeles and ex officio of the governing body of all other special assessment and taxing districts, agencies, and authorities for which said Board so acts.



SACHI A. HAMAI  
Executive Officer of the  
Board of Supervisors of the  
County of Los Angeles

By   
Deputy

APPROVED AS TO FORM:

JOHN F. KRATTLI  
County Counsel

By   
Deputy

AA:pr