

TESTIMONY PROVIDED

By PATRICK DeCHELLIS, DEPUTY DIRECTOR,

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

AT THE

INFORMATIONAL HEARING

SENATE TRANSPORTATION AND HOUSING COMMITTEE

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AT LA METRO

Good afternoon, I am Patrick DeChellis, Deputy Director, County of Los Angeles, Department of Public Works. Chairman Beall and members of the Committee, thank you for the opportunity to speak before you today on the condition and needs of the County's local streets and roads and what the County of Los Angeles is doing to stretch the transportation funding that is available.

I am the Business Manager for the County's transportation infrastructure and services serving over 1,000,000 County unincorporated residents. The County maintains 7,400 lane miles of roadways, almost 300 bridges, and 5,100 road culverts. There are over 1,200 local bridges throughout the County and 12,000 local bridges in the entire State.

In 2014, the County Public Works filled over 33,000 potholes, added 700 trees to the 163,000 trees already in the County's urban forest, repaired or replaced almost 7 miles of sidewalks, and treated almost 20 million square feet of roadway pavement using a best management approach to keep the good pavements in a good condition. This approach has saved the County \$25 million over the past 5 years which we have put back into the County's pavements. As already explained by the Executive Director of SCAG in his presentation, it costs up to 20 times as much to fix a failed pavement as it does to keep good pavement in a good condition.

The 20 million square feet of treated pavement encompassed only 3.3% of the total pavements in the County's system. At that rate, it will take 30 years to get to every pavement section in the County's system. And, we all know what will happen to pavements if treated only once every 30 years.

The County of Los Angeles has been a leader in traffic signal synchronization since the early 1990's. As a result of this work and other traffic flow improvements, motorists in Los Angeles County save the following on an annual basis:

- 31.9 million hours of travel time
- 38.6 million gallons of fuel
- 10,100 tons of pollutant emissions

From the 2014 Statewide Local Streets and Roads Needs Assessment which has been referenced several times today by speakers before me, there are \$78 billion of Statewide unfunded street and road needs. In Los Angeles County, it is over \$10 billion. And, in Los Angeles County unincorporated areas, the backlog of local transportation needs is \$1.4 billion which includes ped, bike, and transit access improvements; pavement preservation work; bridge repairs and replacements; and safety and traffic

signal improvements. Even as part of a self-help county with the additional revenue available from voter-approved local sales taxes, we are not able to keep up with the repair and replacement needs of the County's aging transportation infrastructure.

I recently reviewed a report from Federal Highways Administration that states that California should be spending \$1.2 billion per year statewide on local bridge repairs and replacements but current funding is only \$300 million per year.

The cities and counties in California maintain an extensive network of local streets and roads. We struggle to maintain this network in a cost-effective manner due to lack of funding. We know that almost every trip, albeit on foot, bike, or transit, or one in an automobile, begins and ends on a local street or road. This network of local streets and roads is important to get people from their homes to their jobs and products from the farms to the markets. The 2014 Statewide Local Streets and Roads Needs Assessment found that 6% of all local road pavements today are in a failed condition. Without additional funding, 25% of all local road pavements will be in a failed condition by the year 2022. As you heard from others today, we are doing more with less to try to minimize the deterioration of the network. But, you also heard that the condition worsens statewide and the cost to fix only grows exponentially.

Los Angeles County is utilizing new and improved pavement preservation applications that are more cost-effective, generate less greenhouse gas emissions, and take less time to implement thereby reducing the construction impacts to the fronting businesses and homeowners and the traveling public. We have also been partnering with adjacent cities on using these new applications on shared and nearby streets. Since the County has 140 County islands or unincorporated County communities throughout the County, we almost always have at least one shared street with every City in the County. The benefit of these cooperative efforts is that we are passing on what we have learned to others and achieving even more cost savings through joint projects.

Again, thank you very much for the opportunity to speak before you today on a matter that is very, very important to cities and counties throughout the State.