FORM GEN. 160 (Rev. 8-12)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

DATE: November 5, 2026

TO: The Honorable City Council

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

SUBJECT: **RESOURCES NEEDED TO MEET INDUSTRY STANDARDS OR BEST PRACTICES FOR PUBLIC RIGHT-OF-WAY INFRASTRUCTURE MAINTENANCE (CF 25-1142)**

RECOMMENDATION

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

SUMMARY

Pursuant to the recommendations adopted by the City Council on December 3, 2025 (Council File 25-1142), this report provides information pertaining to the resources needed to maintain and repair the City's public right-of-way infrastructure, up to industry standards or best practices set by the City. For purposes of this report, the public right-of-way infrastructure types under the purview of the Bureau of Street Services (StreetsLA) are pavement preservation, pothole repair, alleyways, street sweeping, sidewalks, curb ramps, and street trees.

Bringing these maintenance programs up to industry standards/best practices requires significant investment, in both on-going costs, as well as capital costs.

DISCUSSION

Pavement Preservation Program (Asphalt Roadways)

StreetsLA manages a street network of approximately 23,000 lane miles (approximately 21,900 lane miles of asphalt streets, 1,100 lane miles of concrete streets, and 1,280 lane miles of alleys) through its Pavement Preservation Program (PPP), aiming to keep the City's streets in a state of good repair. The United States Department of Transportation (USDOT) Federal Highway Administration (FHWA) provides policy, leadership, and research to assist State Departments of Transportation (DOTs) and local agencies in implementing effective pavement preservation. In 2020, FHWA published strategic elements to support the FHWA Pavement Preservation Program, with goals to preserve the nation's roadway infrastructure in good condition using cost-effective pavement preservation. Primary industry technical standards are set by the American Association

of State Highway and Transportation Officials (AASHTO) for the design and rehabilitation of pavement structures.

Individual streets within the City's street network are surveyed and rated once every three years based on a Pavement Condition Index (PCI). In line with industry practice and standards, StreetsLA's Pavement Preservation Program (PPP) includes pavement preservation treatments and corrective maintenance for the City's 23,000 lane miles of streets. Table 1 below provides a snapshot of the PCI / condition of the City's street network:

Table 1 - Pavement Condition (Miles)			
PCI - Asphalt Roadways		**PCI - Concrete Roadways**	
Condition	Lane Miles	Condition	Lane Miles
Good	14,056	Good	174
Fair	4,030	Fair	449
Poor	1,559	Poor	307
Failed	2,284	Failed	206
Total	**21,929**	**Total**	**1,136**

Resurfacing involves the removal of 2 to 3 inches of the top layer of worn asphalt and replacing it with a new layer in order to extend the useful life of the roadway. Resurfacing occurs, on average, every 15 to 20 years for "select streets" (which are major arterial streets and corridors) and 25 to 30 years for "local streets" (which are typically residential streets). Resurfacing is considered an alteration per the United States Department of Transportation (USDOT), and requires ADA-compliant access ramps to be installed prior to resurfacing.

Slurry seal is a "maintenance coat" for qualified corridors, primarily residential streets. This treatment occurs, on average, every 3 to 7 years after a street has been resurfaced in order to prevent water penetration into the asphalt. This maintenance coat is a cost-effective treatment aimed at extending the useful life of roadways that are already in fair to good condition.

Small Asphalt Repairs (Pothole Repairs) and Large Asphalt Repairs ("LAR" or "bituminous patching") are corrective maintenance measures and refers to the localized repair of distressed pavement in which a relatively isolated portion of the street is in poor condition but the rest of the street remains in good condition. LARs are commonly performed on major corridors that receive a high volume of traffic from heavy vehicles. LARs are targeted interventions that remove the distressed areas to prevent further deterioration of the top wearing surface and pavement structure, and help bring the failed street segment back into a state of good condition.

Tables 2 and 3 below identify the annual total funding provided to the Bureau of Street Services in the current and prior five fiscal years for pavement preservation and small asphalt repairs:

Table 2 - Pavement Preservation Budget and Metrics

Fiscal Year	Budget (Millions)	Number of Positions (BSS)	Reconstruction (Lane Miles = LM)	Resurfacing (LM)	Slurry Seal (LM)	Cape Seal (LM)	Large Asphalt Repairs (LM)	Total (LM)
2021-22	$98.3	296	95	472	1318	0	-	1885
2022-23	$113.8	306	87	426	832	113	-	1457
2023-24	$111.2	375	79	234	824	236	-	1372
2024-25	$88.9	299	4	308	761	-	-	1073
2025-26	$62.2	261	-	59	500	-	67	626
2026-27	$66.7	235 + 68 new positions frozen	0 (est)	60 (est)	500 (est)	-	70 (est)	630 (est)

Table 3 - Small Asphalt (Pothole) Repair Budget and Metrics

Fiscal Year	Budget	Avg Days to Repair
2021-22	$18.0 Million	1
2022-23	$16.7 Million	3
2023-24	$16.8 Million	3
2024-25	$15.6 Million	5
2025-26	$11.9 Million	7
2026-27	$14.5 Million	5

Concrete Roadways

The City's concrete street network is approximately 1,136 miles. Historically, the City has not regularly funded repair programs for concrete streets in poor condition. Annually, the Office of the City Administrative Officer allocates $1 million - $2 million as a Special Fund appropriation for concrete panel replacements of damaged sections of concrete roadways. Funds are then transferred to StreetsLA at the beginning of the fiscal year and work is performed on an overtime basis. This funding equates to approximately 100,000 - 120,000 sq. ft. of repairs Citywide. This equates to approximately 0.2% of the City's concrete street network.

Many of the City's concrete streets were constructed in the 1920s and have reached the end of their service life. Current PCI data indicates that 513 (45%) of the City's concrete streets are in poor or failed condition. While the PCI provides a statistical measure of the number and types of surface distresses in a street, a comprehensive field analysis is required to determine the work necessary for large scale repair and/or reconstruction. These repairs may fall into one of two categories: (1) streets requiring the replacement of an entire street segment, curb face to curb face or (2) repairs and/or reconstruction which require engineering and design work. Depending on the condition of the street, work may include curb, gutter, access ramp, and/or driveway repairs. Note that adding a layer of asphalt on top of concrete streets without other improvements and proper grading of the existing street may present new challenges.

Concrete streets that only require minor repairs and smaller panel replacements can be completed with a dedicated concrete streets repair crew, as identified below:

Table 4 - Concrete Streets Repair Crew		
Additional Positions Needed	**Quantity**	**Estimated Cost (FY 26-27 Wages and Count)**
Street Services Supervisor II	1	$132,477
Equipment Operator	1	$125,758
Cement Finisher	4	$413,028
Cement Finisher Worker	2	$142,048
Heavy Duty Truck Operator	1	$88,528
Maintenance and Construction Helper	1	$72,145
Positions Total	**10**	**$973,984**
Additional Equipment	**Quantity**	**Estimated Cost**
Backhoe	1	$400,000
10-Wheeler Dump Truck	1	$600,000
Box Van	1	$140,000
Carpenter Truck	1	$150,000
Equipment Total	**4**	**$1,290,000**
Grand Total		**$2,263,984**

Alleys

The City's alley network is approximately 1,286 lane miles, consisting of 38 lane miles of unpaved alleys (dirt alleys), and 1,248 lane miles of paved alleys. Residents, refuse collection trucks, delivery vehicles, public safety services, and others use these alleys in order to access residences and businesses. Many alleys are in need of reconstruction due to the deteriorating pavement over the years, and are generally not built to withstand the weight of heavy vehicles. Alley repairs have been meagerly funded historically, with no funding having been budgeted the last three fiscal years, contributing to further deterioration of the entire alley network.

StreetsLA lacks the budgeted resources required to survey the alley network, making it difficult to accurately determine the resources needed for good repair. Alley repair costs and scope can vary depending on the thickness and condition of the asphalt, and any required engineering design and installation of drainage infrastructure. Some improved alleys have concrete center gutters, which if damaged beyond repair, would need to be replaced in a specific section or completely removed and replaced, at an additional cost. Alleys without gutters need to be inspected for drainage and runoff and may require a survey. The concrete alley aprons (approaches) also require inspection for damage and often need to be upgraded to meet ADA requirements. Unimproved (dirt alleys) can incur additional costs depending on the drainage conditions, elevations, or impacts to adjacent properties that would likely require engineered plans. Inspection for encroachment in the public right of way would also need to be performed. Similar to paved alleys, dirt alleys may require installation of a concrete gutter and apron.

One dedicated alley repair crew (maintenance of asphalt only) could resurface approximately four lane miles of improved (paved) alleys each fiscal year. One crew consists of 15 positions. The cost of the crew including salaries, material costs, and expenses is approximately $2.56 million per year. An additional requirement with undetermined costs is the required yard space to house the additional crews and vehicles.

Table 5 - Alley Repair Crew			
Additional Positions Needed			
Class Code	**Classification**	**Quantity**	**Estimated Cost (FY 26-27 Wages and Count)**
4152-2	Street Services Supervisor II	1	$132,477
7228-0	Field Engineering Aide	1	$116,175
4150-2	Street Services Worker II	2	$169,526
4150-1	Street Services Worker I	2	$140,784
3583-0	Truck Operator	1	$81,944
3525-0	Equipment Operator	3	$377,274
3115-0	Maintenance and Construction Helper	1	$72,145
3112-0	Maintenance Laborer	1	$66,018
3585-0	Motor Sweeper Operator	1	$97,791
3353-0	Cement Finisher	2	$206,514
Positions Total		***15***	***$1,460,648***
Material and Expense Funding			
Account Code	**Account Name**		**Estimated Cost**
001090	Overtime General		$150,000
002120	Printing & Binding		$3,000
003030	Construction Expense		$750,000
004430	Uniforms		$27,000
006010	Office and Administrative		$22,000
006020	Operating Supplies		$150,000
Material and Expense Funding Total			***$1,102,000***
Grand Total			**$2,562,648**

Sidewalk Maintenance

There is an estimated 9,000 miles of sidewalk in the City of Los Angeles. StreetsLA currently has insufficient funding and personnel budgeted for proactive sidewalk maintenance work. The core operational standards for public right-of-way sidewalks are dictated by the 2010 ADA Standards for Accessible Design and the Public Rights-of-Way Accessibility Guidelines (PROWAG). Additionally, the ADA Section 35.133 Maintenance of Accessible Features requires public entities

to maintain all accessible features and equipment in operable working conditions, though there are no specific requirements for inspection.

As a result of the budgetary constraints associated with the Great Recession, StreetsLA's sidewalk maintenance program was eliminated in FY 2009-10. StreetsLA has one funded Risk & Liability Mitigation crew, responsible for corrective action at locations provided by the City Attorney's office. This crew performs any corrective action dictated by the City Attorney's office, including pavement repairs, curb/gutter repairs, and sidewalk repairs.

Due to the significant demands on the Bureau of Engineering's (BOE) Sidewalk Repair Program (SRP) Access Request Program, the program does not address service requests that are outside of the program's scope. As such, maintenance of sidewalks - uplifts or barriers not included in the BOE SRP Access Request Program - are backlogged.

To address this backlogged maintenance work, StreetsLA included a request for a new Sidewalk Maintenance Program in its FY 2026-27 budget proposal consisting of 133 new positions (10 construction crews and support staff) and $18.21 million in funding to perform an estimated 600 locations annually of sidewalk maintenance work that does not trigger full American Disabilities Act (ADA) compliance. In the FY 2026-27 Adopted Budget, 56 new positions (3 crews and support staff) and $5.9 million in funding was approved for the Bureau, with six months of funding available for all the new positions in this FY. Should onboarding of the new positions be completed by January 2027, it is anticipated that the 3 crews can perform sidewalk maintenance work on approximately 90 to 100 locations.

Street Sweeping

StreetsLA is responsible for maintaining one of the largest municipal street networks in the nation, including 1,384 total street sweeping routes, accounting for 13,891 curb miles of public streets. The purpose of the street sweeping program is to remove pollutants from street surfaces and prevent them from entering our waterways. The program also serves to maintain clean and safe streets for residents and visitors by removing debris that can cause accidents or block storm drains, and helps to improve the overall aesthetics of neighborhoods. Street sweeping effectiveness is determined by environmental regulations under the U.S. Environmental Protection Agency (EPA), and state associations provide guidance and recommendations of a baseline minimum of monthly street sweeping.

The Program is organized into three major types of routes:

- Posted Routes - Comprising 34% of all City streets, posted routes are primarily residential streets with signs detailing parking restrictions on days/times that street sweeping is scheduled to occur. The installation of the parking restriction signage, and enforcement of

those restrictions are the responsibility of LADOT. In the current fiscal year, posted routes are swept bi-weekly.

- Commercial Corridors - Comprising 11% of City streets, these routes are heavily trafficked commercial corridors that are swept before the morning commute. In the current fiscal year, commercial corridors are swept every three weeks. Starting in February 2027, commercial corridors will be swept weekly as part of the approved Clean Corridors Program.

- Open Routes - Comprising 55% of City streets, these streets are not regularly scheduled for sweeping, and do not have posted parking restrictions. Open routes are only swept as resources permit. In the current fiscal year, open routes are swept approximately quarterly.

The posted routes of the Program have been largely unchanged since 1998 (CF 96-0600-S72). The routes were established based on feedback and priorities of the Council Offices. It should also be noted that the Program was reduced significantly during the COVID-19 pandemic due to employees leaving city service via the Separation Incentive Program. As a result of the reduced staffing, the sweeping frequency of posted routes was reduced from a weekly frequency to a bi-weekly frequency in 2021. Due to staffing and resource limitations, the City was not able to update the posted route signage reflecting this change.

In order to meet the best practice of weekly sweeping of every street, StreetsLA would require an additional 57 positions, and 70 pieces of equipment in the program. In the FY 26-27 adopted budget, there are 124 staff assigned to the sweeping program, at a cost of $14.5 million. If weekly sweeping on every street is performed, the staffing and resources needed are broken down in the Table 6 below. Furthermore, additional resources will be required within the Department of Transportation to post new parking restriction signage, and for enforcement of the new parking restrictions. Lastly, an additional requirement with undetermined costs is the required yard space to house the additional crews and vehicles.

Table 6 - Weekly Street Sweeping of Every Street		
Additional Positions Needed	**Quantity**	**Estimated Cost (FY 26-27 Wages and Count)**
Street Services Superintendent I	1	$147,018
Motor Sweeper Operator	36	$3,520,476
Street Services Supervisor I	5	$609,185
Truck Operator	15	$1,229,160
Positions Total	**57**	**$5,505,839**
Additional Equipment	**Quantity**	**Estimated Cost**
Motor Sweepers	40	$15,360,000
Tractors w/ Trailers	15	$600,000
Front Loaders	15	$5,250,000
Equipment Total	**70**	**$21,210,000**
Grand Total		**$26,715,839**

Street Trees

The Urban Forestry Division (UFD) within StreetsLA is tasked with caring for an urban forest consisting of approximately 661,000 street trees in the City of Los Angeles' public right-of-way. In December 2023, StreetsLA completed a citywide tree inventory through a contract with Davey Resource Group. This inventory provides a comprehensive dataset to strategically manage the urban forest, identifying planting opportunities, calculate tree-related benefits, and keep records current through ongoing updates. The Fiscal Year (FY) 2025-26 budget provides UFD with eight tree trimming crews consisting of 64 positions (8 positions per crew). Each crew can trim an average of 5,000 trees per year. At this capacity, the eight existing crews can trim 40,000 trees annually, which equates to a 16.5-year tree trimming cycle.

On November 6, 2025, StreetsLA transmitted a report in response to Council instructions under Council File 25-0600-S111. The report outlines the resources needed to attain the industry standard of a five-year tree trimming cycle, set by the International Society of Arboriculture (ISA) based on species. In summary, achieving a five-year tree trimming cycle using only City forces would require 16 additional crews, and support staff, consisting of 186 additional positions, and 176 heavy-duty vehicles. These costs equate to approximately $67.67 million ($15.15 million in on-going salary costs; $52.52 million in equipment costs). An additional requirement with undetermined costs is the required yard space to house the additional crews and vehicles. StreetsLA estimates that an additional 480,000 sq. ft. of yard space needs to be identified in order

to accommodate the additional staff, vehicles, as well as potential electric vehicle charging infrastructure for future electric vehicles. Table 7 below provides a detailed breakdown of the costs.

Table 7 - Five Year Tree Trimming Cycle		
Additional Positions Needed	**Quantity**	**Estimated Cost**
Tree Surgeon Supervisor	16	$1,945,744
Tree Surgeon	72	$5,403,960
Tree Surgeon Assistant	56	$3,364,088
Heavy Duty Truck Operator	16	$1,329,328
Equipment Operator	16	$1,930,768
Street Tree Superintendent II	1	$193,034
Street Tree Superintendent I	3	$467,694
Management Analyst	3	$344,916
Administrative Clerk	3	$171,489
Positions Total	**186**	**$15,151,021**
Additional Equipment	**Quantity**	**Estimated Cost**
High Ranger	64	$28,800,000
Pick Up Truck	32	$2,080,000
Stump Cutter	16	$1,040,000
Truck Tractor	16	$6,400,000
Tractor Trailer	16	$3,520,000
End Dump	16	$3,200,000
Tractor Loader	16	$4,480,000
Annual Equipment Expenses	-	$3,000,000
Equipment Total	**176**	**$52,520,000**
Grand Total		**$67,671,021**

Should you require more information about this report, please contact Shirley Lau, Executive Officer, at shirley.lau@lacity.org.

KM/SL/AY