



# Metro™

January 31, 2008

TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE   
CHIEF EXECUTIVE OFFICER

FROM: CAROL INGE   
CHIEF PLANNING OFFICER

SUBJECT: 2007 SYSTEM PRESERVATION UPDATE

## ISSUE

The Los Angeles County Metropolitan Transportation Authority (LACMTA) recently updated its 2002 System Preservation (Rehabilitation, Reconstruction and Resurfacing) Needs Assessment for regionally significant arterials. The purpose of this update was to refresh the data originally collected in 2002, which is over five years old and to account for any changes in the Pavement Management Systems (PMS) each jurisdiction uses to report their pavement conditions and needs. This report provides the Board with the latest information on local jurisdictions' unmet system preservation needs.

## DISCUSSION

### Background

In September 2002, the Board received the Los Angeles County Capacity Enhancement/System Preservation Needs Assessment. At that time, the Board directed that work continue with the Assessment's Steering Committee, composed of a representative from each of the County's subregions and the City and County of Los Angeles, to develop a Pavement Condition Index (PCI) correlating tool that standardizes the indices generated by the various PMSs. This work was completed in 2004.

The Federal Highways Administration (FHWA) recommends that jurisdictions update their inventory of pavement conditions every three years. To keep current, the 2007 survey refreshed the System Preservation data from the 2002 Needs Assessment. The study approach was to re-survey the local jurisdictions to determine their Rehabilitation, Reconstruction and Resurfacing (3R) and maintenance (sealing and pothole repair) backlog, available funding as well as information on their PMSs. Data on maintenance on arterial streets as well as 3R and maintenance on local streets also was collected, but not normalized.

A PMS uses a rating scale for reporting pavement conditions. This rating scale is known as the PCI. The PCI reports conditions by assigning a section of pavement a score between 0 and 100, with 100 being the best condition and 0 the worst. Local Jurisdictions evaluate their pavement needs using either objective criteria or subjective visual inspections. Using either of these methods they then select a threshold value for the pavement conditions they are willing to accept. This value is known as the "threshold PCI".

### **Findings**

The 2007 survey showed that the countywide average of all local jurisdictions' threshold PCIs was 62, with a funding backlog of \$1.18 billion. This represents an increase of \$20 million or 1.7% when adjusted for inflation from the 2002 survey.

### **NEXT STEPS**

The results from this study will be incorporated in the final Long Range Transportation Plan (LRTP) as well as be made available to local jurisdictions and to SCAG for use in their Regional Transportation Plan (RTP). This update has been transmitted to the Los Angeles County Department of Public Works for use in the Statewide System Preservation Study currently being conducted.