



APRIL 11, 2003

Metropolitan
Transportation
Authority

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TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE
CHIEF EXECUTIVE OFFICER

FROM: JAMES L. de la LOZA
EXECUTIVE OFFICER
COUNTYWIDE PLANNING AND DEVELOPMENT

SUBJECT: SYSTEM PRESERVATION

ISSUE

At the September 26, 2002 meeting, the MTA Board received the Capacity Enhancement/System Preservation Needs Assessment Study Report and approved staff's recommendations to address the significant needs for System Preservation. The Board further directed staff that should additional federal Surface Transportation Program (STP) funding become available through TEA-21 Reauthorization, that MTA specify a percentage for funding System Preservation work (rehabilitation, resurfacing, reconstruction - 3R) along with other potential uses for these funds and create an incentive program to encourage cities to participate. Staff was directed to report back to the Board with a recommendation on an increased percentage of funds to be made available for 3R work to local jurisdictions.

Given the uncertainty with regard to the State budget, MTA staff is postponing a recommendation on increased funding for 3R work. Further, staff is providing a status report on the remaining recommendations approved by the Board for addressing the significant needs for System Preservation funding.

DISCUSSION

Staff met with the Needs Assessment Steering Committee to discuss a course of action on the MTA Board approved recommendations: (1) to continue working with local jurisdictions to determine ways to assist cities with using STP-L funds including potentially developing a brokering program; (2) identify the feasibility and cost of developing a standard countywide Pavement Management System to provide a regional Pavement Condition Index; and, (3) continue working with local jurisdictions to gain a better understanding of the relationship of deferred system preservation on backlog project costs.

With regard to brokering STP-L funds, the Steering Committee suggested that guidelines and a standard master agreement be developed to govern trading. Staff will continue working with the Needs Assessment consultant and Steering Committee on developing program parameters and options for brokering STP-L funds. Staff will also continue working with the Steering Committee on analyzing the impacts of deferred system preservation work on backlog cost. Before proceeding with development of a countywide Pavement Management System to provide for a regional Pavement Condition Index, the Steering Committee recommended waiting for the completion of a study sponsored by the Gateway Cities Council of Governments (COG) to normalize pavement conditions among the cities in that subregion. Based on informal discussions with the Gateway Cities COG representatives and Steering Committee members, staff believes that it may not be realistic to use the same Pavement Management System for all jurisdictions. Staff believes that correlating the pavement condition rating indices generated by the over 20 Pavement Management Systems in use countywide may be more appropriate. This would provide a standardized interpretation of the County's needs.

NEXT STEPS

Staff will work with members of the Steering Committee to investigate potential methods to correlate the various pavement condition rating indices used by local jurisdictions. This will allow a comparison of pavement repair and maintenance needs and provide MTA with the data to better advocate for additional funding for System Preservation. Staff will continue working with the Steering Committee on determining the impacts of deferred system preservation on project costs and on developing the STP-L Brokering program. Staff will report back to the Board as appropriate.