

**APPENDIX #16 – PUBLIC WORKS, Bureau of Street Services (BOSS)**  
**Meetings and Materials**

**NEIGHBORHOOD COUNCIL BUDGET ADVOCATES (NCBA)**

**DRAFT REPORT of the MEETINGS with the  
Department of Public Works, BUREAU of STREET SERVICES  
(BOSS)**

**October 16, 2013**

**ATTENDANCE**

The following people participated in the activity

1. Nazario Saucedo – General Manager of the Bureau of Street Services
2. Joseph Cruze – Assistant General Manager of the Bureau of Street Services
3. Joanne Yvanek-Garb - NCBA
4. Daniel Wiseman – NCBA

**DESCRIPTION OF DEPARTMENT, its PRODUCTS and its GOALS**

The Bureau of Street Services (BOSS) is one of five bureaus in the Department of Public Works (DPW). Although there is not as much “guidance”, this year (?yet), as there was during the Mayor Villaraigosa years, the Department is aware of Mayor Garcetti’s wishes to “return to basics.”

According to the Blue Book (proposals), Green Book (approved FY2013-2014 Budget) and BOSS’s document (“The State of our Streets”), BOSS designs, manages, maintains, repairs, and cleans (improved and unimproved) roadways, bridges, tunnels, sidewalks and 40,000 trees.

1. **ROADWAYS**: The City has 6,500 center-line miles of streets and 800 miles of alleys. BOSS systematically inspects and records the conditions of all of our streets:
  - a. 21% (1,365 miles) are in “A” (Excellent) condition
  - b. 23% (1,495 miles) are in “B” (Satisfactory) condition
  - c. 18% (1,170 miles) are in “C” (Just Passing) condition
  - d. 13% ( 845 miles) are in “D” (Poor) condition
  - e. 25% (1,625 miles) are in “F” (Failing) condition

Two goals are set: The first (and “best”) is to restore the 3,640 miles (56%) of our C” & “D” & “F” streets to “A” or “B” condition at an estimated cost of over \$ 3 Billion.

...Or...

The second is to restore all 2,470 miles (38%) of our “D” or “F” streets to “A” or “B” or “C” condition at an estimated cost of \$ 2,63 Billion.

About half of these streets are in Metropolitan L.A. and half in the San Fernando Valley.

In 2005, BOSS estimated that 59% of our streets were below standard and proposed a \$ 285 million per year, ten-year Maintenance and Rehabilitation Program (total \$ 2.85 billion) to correct this condition. A recent bond proposal, estimates a cost of over \$ 3.0 billion to do the job, now. Every year since 2005, the Department has been proposing a 10-year schedule to bring our streets up to “B” (Satisfactory) or “C” (Just Passing) condition.

BOSS has a website ([bss.lacity.org](http://bss.lacity.org)) where you can find the very informative document (“[The State of the Streets](#)”). The website also contains maps of each Council District and each Neighborhood Council Area showing its defective streets and much more.

Many Departments have activities and responsibilities for our streets and sidewalks. DWP has 70,000 Power Poles and hundreds of thousands of miles of water distribution pipes and electric power lines. The (DPW) Bureau of Sanitation has hundreds of thousands of miles of sewers. Each of them may tear up a street to maintain and repair their infrastructure. The DPW Bureau of Street Lights is responsible for our traffic signals. DOT also provides engineering plans and is responsible for painting the stripes on the street after they are resurfaced. They are required, by law, to restore the street and sidewalk surfaces, promptly. Often, they do not.

We have all seen examples of a street being torn up and restored by one Department only to be torn up, again, for another Department. BOSS relies on the DPW Bureau of Engineers to produce plans for street revisions. BOSS relies on the General Services Department (GSD) to maintain sweepers, heavy equipment, and regular equipment. Without this equipment, street cleaning and repair jobs can be delayed. DWP uses BOSS road repair services for emergency work (water main blow outs). Several years ago the CAO put together Cluster meetings to bring the needs and timing of the various departments together to improve efficiencies.

2. **SIDEWALKS:** The City has 10,750 miles of sidewalks. In 2007, BOSS reported that 4,600 miles (43.8%) of sidewalks are damaged and in need of repair. That figure is still used, today. There are over 1,000 miles of streets that have no sidewalks, at all. That forces pedestrians to walk in the streets, even in heavily trafficked streets. These problems are associated with an excessive number of auto-vs.-pedestrian and slip-and-fall injuries with the costs of claims and court judgments against the City.



Past estimates say that, at the current funding level, it would take over 60 - 80 years for the City to repair any “new” request. The current, estimated cost to fix our broken sidewalks is over \$ 2.5 billion. A “[State of the Sidewalks](#)” document (similar to the “[State of the Streets](#)” document) is needed.

Originally, sidewalks were not part of the city’s responsibility. A 1911 law made sidewalks the property and responsibility of the property owner. During the ‘50s and ‘60s, state supplements to local cities and federal funds were used to replace/repair sidewalks. Since then, property owners began to assume that the City was responsible for maintaining their sidewalks. A recent State law (Fuentes) would give the City clear and definite responsibility for our sidewalks.

3. **TREES:** After years of law suit (“trip and fall”) claims experience, the City gave BOSS the responsibility to repair raised sidewalks where dangerous damage has occurred due to tree roots. This was an effort to decrease slip-and-fall claims judgments and expenses. The successful “50/50 Plan,” in which the property owner pays 50% and the City pays 50% of sidewalk repair costs was in place for several years but it has been terminated for lack of funds, for that past two years. BOSS can perform sidewalk repair and replacement for \$18 per square foot of sidewalk. There are higher costs when there is tree damage or tree removal requirements. With Tree work and for shorter sections of replacement, costs can be \$35 per square foot or more.

The City Council is considering pushing the responsibility for sidewalk repair back on to the homeowners. They propose that the sidewalks need to be in compliance with (be repaired as necessary to meet) city/state standards before the property is sold.

BOSS has a major responsibility for the City’s Urban Forest and for brush clearance on hillsides. Basically, property owners are responsible for the trees on their properties. Mr. Saucedo emphasized that a tree is the only improvement on a property that does not depreciate but starts to increase in value as soon as it is planted. BOSS does not do any tree trimming on private property except for emergency sidewalk and landscaped median repairs. Other departments who do tree trimming are Rec. & Parks, DWP, LAWA (Airports) and Zoo; but each of them trim trees on “their property.” We need a “[State of the Trees](#)” document.

#### **RECENT and PREDICTED BUDGET ALLOCATIONS and TRENDS**

	<b>ALLOCATION</b>	<b>POSITIONS</b>	<b>SALARY EXPENSE</b>
<b><u>FY2008-2009</u></b>	\$ 162.7 million	1,282	
<b><u>FY2009-2010</u></b>	\$ 138.7 million	1,557	
<b><u>FY2010-2011</u></b>	\$ 144.5 million	800	
<b><u>FY2011-2012</u></b>	\$ 146.0 million	762	
<b><u>FY2012-2013</u></b>	\$ 166.8 million	736	

<b><u>FY2013-2014</u></b> (current year, as APPROVED in the "Green Book")	<b>\$ 171.0 million</b>	<b>704</b>	<b>\$ 78.4 million (45.8%)</b>
<b><u>FY2014-2015 expected</u></b> (circle one)	INCREASE NO CHANGE DECREASE	INCREASE NO CHANGE DECREASE	INCREASE NO CHANGE DECREASE

Mr. Saucedo pointed out that, only a few years ago, he had a staff of 1,300. Approximately 80% of current employees are due to retire within the next 7 years. There is a need to hire and trains several hundred employees, each year, just to maintain current levels of productivity and many more to increase sidewalk maintenance and repairs.

One of the biggest problems is that BOSS must work under Budgets which are created from year-to-year, often with unpredictable one-time, one-year increases or decreases. He would prefer sustaining funds and fund trends so he could plan for ongoing workloads and both implement and continue improvements. For instance, he would prefer not to receive the \$ 10 million ear-marked in this year's "Unappropriated Balance" Funds for Sidewalk Repairs but to receive that money at the rate of \$ 2 million per year for 5 years so that he could hire and train staff to increase and sustain activities.

#### **CHANGING CURRENT and FUTURE ACTIVITIES**

	<b>FY2013-2014 (current year) to be entered</b>	<b>FY2014-2015 (next year) to be entered</b>
<b>1. Activities to be discontinued (or transferred to another Department)</b>		
<b>2. Decreases in Existing Programs</b>	<b>to be entered</b>	<b>to be entered</b>
<b>3. New (start-up) Programs</b>	<b>to be entered</b>	<b>to be entered</b>
<b>4. Recently implemented Efficiency Measures</b>	<b>to be entered</b>	<b>to be entered</b>
<b>5. Increases in Existing Programs</b>	<b>to be entered</b>	<b>to be entered</b>
<b>6. Currently Unmet Workloads</b>	<b>to be entered</b>	<b>to be entered</b>

BOSS utilizes MicroPAVER, a (trademark) state-of-the-art Pavement Management System (PMS). BOSS operates an asphalt (recycling) plant and produces product (asphalt) for \$58 per ton; much less than the market price of \$82 per ton. Its goal is to produce 50% of the City's asphalt, rubberized with used tire casings for strength, but budget limitations limit asphalt production. There are questions about the possibility of the City selling "excess" asphalt to other municipalities but there are City laws preventing the City from selling goods or services for a profit. BOSS has two machines that grind (thick) concrete sidewalk surface smooth to eliminate (dangerous) cracks and bumps (preventing many slip & fall injuries while recovering and recycling the concrete for re-use elsewhere ...but... they are not in operation right now (no staff).