

MOTION

PUBLIC WORKS

The City of Los Angeles has experienced record rainfall over the past several weeks, with precipitation levels approaching or exceeding seasonal averages, placing extraordinary stress on the City's street infrastructure. On January 14, 2026 the *Los Angeles Times* reported that Los Angeles streets are "awash in potholes" following the recent storms, with City crews repairing thousands of potholes, while acknowledging that many additional hazards remain unidentified or unreported, making commutes increasingly treacherous for residents and workers.

These potholes pose significant public safety risks, including vehicle damage, loss of vehicular control, increased collision risk, and hazards to bicyclists, motorcyclists, pedestrians, and emergency responders. Further, equitable delivery of basic City services requires that pothole identification and repair occur fairly across all neighborhoods, including communities that have historically experienced delayed street maintenance response times or underinvestment in roadway conditions.

However, the Bureau of Street Services (StreetsLA) continues to operate under budgetary constraints while facing increased overtime costs, equipment demands, and liability exposure due to storm-related roadway deterioration. As such, a clear, data-driven understanding of the number, location, severity, and repair status of new potholes resulting from the recent storms is necessary to prioritize public safety hazards, allocate resources equitably, and plan for both short-term repairs and long-term street resilience.

I THEREFORE MOVE that StreetsLA report back on:

- A citywide inventory of potholes identified since December 24, 2025, attributable to storm activity, including location and repair status, in a format suitable for mapping and regular updates;
- An analysis of pothole repair response times during the recent storms, disaggregated by Council District, identifying service disparities and strategies to improve equitable response; and
- Identification of potholes presenting elevated public safety risks and recommended prioritization criteria for repair.

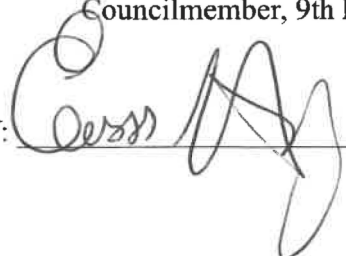
I FURTHER MOVE that the CAO report back with the fiscal impacts and budget constraints associated with storm-related pothole operations; and alternative short- and long-term funding strategies to support pothole repair and street maintenance efforts, including reallocation of existing funds, one-time funding sources, and available state or federal funding opportunities.


JAN 16 2026

PRESENTED BY: 

Curren D. Price, Jr.

Councilmember, 9th District

SECONDED BY: 

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