



Mayor Karen Bass
Council President Paul Krekorian
Transportation Chair Heather Hutt
Los Angeles City Hall

Governor Gavin Newsom
Secretary Toks Omishakin
Director Tony Tavares
California State Capitol

11/16/2023

Governor Newsom, Secretary Omishakin, Director Tavares, Mayor Bass, Council President Krekorian, Chair Hutt:

The closure of the 1-10 Freeway for several weeks and the declaration of an emergency gives the City and the State broad powers to deploy the necessary resources to ensure that residents and commuters can travel safely and efficiently through and to Downtown Los Angeles (DTLA). We call on the State of California and Caltrans to fund alternatives to driving and not just fix the freeway. At a time when the California Air

Resources Board has said that Californians must drive 25% less by 2030, and when the NRDC found that less than 20% of Caltrans projects reduce vehicle miles traveled, our State must aggressively fund alternatives to prove that we can—because we must—reduce driving. This includes funding service because mode shift cannot happen without abundant, affordable, and equitable public transit. This is particularly important in the areas most impacted, including historically underserved communities in South Park, South LA, Chinatown, and Boyle Heights, which are now subjected to even more congestion than before due to the I-10 freeway closure.

Therefore, we call on Caltrans to:

- Work with the Los Angeles Department of Transportation (LADOT) to rapidly deploy bus lanes on routes adjacent to the I-10 Freeway.
- Work with LADOT and LA Metro to implement full signal preemption and rail signal gates so that the E/A Lines can be given priority to move quicker through Downtown.
- Fund Metrolink to run all-day service with 15/30 minute headways during rush hour on major routes to get people off the I-10 Freeway.
- Immediately identify excess Caltrans lands that can be used for Park & Ride sites with security and subsidize DASH Commuter Express, Metro Micro, and LA Now buses and operators to shuttle people to work with on-demand or fixed route service.
- Provide additional funding to LADOT, Big Blue Bus, Foothill Transit, Montebello Transit, Long Beach Transit, and LA Metro to increase bus and rail service, particularly for commuters, and make public transit fare-free during this time.
- Prioritize opening a lane for bus-only traffic first along the I-10 through Downtown LA, as well as a carpool-only lane with a minimum of 3 passengers.

In addition, we call on the City of Los Angeles Transportation Committee to schedule an emergency meeting to:

- Fulfill the City motion ([CF 19-1236](#)) that would create full signal preemption for E/A trains in Downtown Los Angeles.
- Call on LADOT to rapidly deploy bus-only lanes along the I-10 Corridor Route with temporary cones, traffic personnel, and enforcement.
- Deploy bus operators to the DASH Commuter Express lines to double bus headways to key job destinations. The City should consider re-deploying diminished LAX FlyAway service to assist in moving people across this area.
- Re-deploy the LA Now on-demand service to the Downtown LA area.
- Make all these services fare-free.

Lastly, we call on the Los Angeles County Metropolitan Transportation Authority to:

- Make rail and bus service fare-free during this time.
- Make Metro Bike free and deploy more stations and bikes around the affected area.
- Accelerate planned headway increases on the A/E Line as soon as possible.
- Re-deploy the Metro Micro fleet to downtown and consider using excess land for Park & Ride.
- Prioritize opening bus-only lanes along the I-10 through Downtown LA, focusing on impacted lines.

Given the emergency declaration - with departments and agencies working around the clock - it is clear that the impact is felt deep and wide across our region and in our neighborhoods. To demonstrate leadership and care, we must also fund the alternatives above. We can show that we can both accomplish the objective of fixing the damage on the 10 freeway, and, more importantly, we also confidently show that our investments in the alternatives will minimize congestion and improve air quality for all of us.

Yours,

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Cc:

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