

Climate Action Plan for Los Angeles
Council File 22-1566: Climate Action and Adaptation Plan / City General Plan
Request modifications to address climate crisis and response

June 2, 2026

Mayor Karen Bass,
Honorable Members of the Los Angeles City Council,

The [Climate Action Plan for Los Angeles](#) falls short of our expectations for a comprehensive and dynamic response to an unfolding crisis.¹ The Los Angeles Bicycle Advisory Committee (LABAC) strongly urges the City of Los Angeles to formally declare a State of Emergency due to climate change, thus redirecting resources and prioritizing actions to address this emergency. This includes but is not limited to:

1. Host regional mayors in a town hall and field hearing on the current and coming impacts of climate change on our economy and social well-being.
2. Recommit and mobilize to empower mitigation of and adaptation to climate change.
3. Properly resource City Departments to prioritize and implement studies and actions needed to respond to the immediate needs.

To understand what's at stake and why our response must go further, please consider the following risk factors for catastrophic climate change consequences:

- The concentrations of carbon dioxide in the atmosphere continue to increase and, as a result, the global average temperatures also continue to increase.^{2 3}
- The rate of warming in the Arctic has been nearly four times the global average since 1979.⁴
- After remaining stable or increasing from November 1978 to August 2016, the Antarctic sea ice extent has begun to shrink precipitously.^{5 6}

In our role of encouraging and facilitating the use of the bicycle as a regular means of transportation and recreation, the LABAC will focus on Goal 1, Objective 4, which includes the City's active transportation targets and actions. The targets here appear to be modest, and the actions and related data used to demonstrate our progress in meeting them seem confusing rather than illustrative. As described in Objective 4, the City's actions and targets include:

- LADOT launched the Mobility Plan 2035 implementation dashboard to track network implementation and Measure HLA Compliance as evidence of progress in reducing transportation-related emissions, and in meeting the 5% Vehicle Miles Traveled (VMT) reduction target.⁷
- Listing the number of miles of bike lanes, bike paths, and bikeways implemented as evidence of progress in promoting walkable neighborhoods and alternate forms of transportation to reduce car trips, and in increasing the number of people using active transportation or public transit.⁸

The LABAC proposes that the City challenge ourselves and, instead of providing unclear data, use our response to the recommendations of the joint LADOT/City Administrative Officer (CAO) report on the Vision Zero Program Independent Evaluation, and a well-defined dataset, to measure our progress in meeting Goal 1, Objective 4. We believe that, by implementing its Vision Zero Program in a comprehensive way, the City could move the needle in transitioning from relying on a personal car to using active transportation and public transit and, in doing so, reduce the 36% share of 2023 City Greenhouse Gas emissions attributable to transportation.⁹

To jump start this transition to active transportation and public transit, please consider creating a model approach to leverage the available resources and then scaling it up. As reported by Michael Schneider of Streets For All, our communities stand to lose hundreds of millions of dollars in approved grant funding because the City has not funded the positions needed to implement numerous projects in a timely manner. Further, our understanding is that the CAO is preventing the City Departments from using the approved grant funds to hire staff to manage those projects.¹⁰ As just one example of an approved grant-funded project that could benefit a disadvantaged community and that has not been prioritized in the City budget, we would appreciate your consideration of funding a position to implement the Safe Routes To School Center City Schools Neighborhood Safety & Climate Resilience Project.¹¹

Please respond to us in the next thirty (30) days to advise us of the City's plans for using robust data in measuring our progress in meeting our targets in Goal 1, Objective 4, and in assuring that the approved grant funds are used properly.

Thank you for your thoughtful consideration of our concerns relative to the nature of the climate emergency and the City's proposed targets and actions in response to the looming threats to our community.

Sincerely,
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310.699.5509
Committee Chair, Mayoral Appointee,
[City of Los Angeles Bicycle Advisory Committee](#)

CC: Matthew W. Szabo, City Administrative Officer, Office of the City Administrative Officer
Laura Rubio-Cornejo, General Manager, Los Angeles Department of Transportation
Diana Vicente, Field Deputy, CD 1
Alan Antonio, Deputy, CD 10
Emma Howard, Community Development & Planning Director, CD 13

¹ Please refer to page 13, Introduction, Plan Development, which refers to [Council File 22-1566](#), in which City Council instructed the City Administrative Officer (CAO) to develop a technical Climate Action and Adaptation Plan (CAAP), and which states that the Mayor and Council are working in close alignment to ensure these planning efforts are fully integrated and actionable.

² NASA. (2026, April 2). Carbon dioxide - earth indicator - NASA science. NASA.

<https://science.nasa.gov/earth/explore/earth-indicators/carbon-dioxide/>

³ NASA. (2026a, January 15). World of change: Global temperatures - NASA science. NASA.

<https://science.nasa.gov/earth/earth-observatory/world-of-change/global-temperatures/>

⁴ Rantanen, M., Karpechko, A.Y., Lipponen, A. *et al.* The Arctic has warmed nearly four times faster than the globe since 1979. *Commun Earth Environ* **3**, 168 (2022). <https://doi.org/10.1038/s43247-022-00498-3>

⁵ Antarctic sea ice summer minimum ties for second-lowest on record in 2024. (2024, February 28). NOAA Climate.gov. <https://content-drupal.climate.gov/news-features/event-tracker/antarctic-sea-ice-summer-minimum-ties-second-lowest-record-2024>

⁶ Wilson, E. A., Arlen, L., & Campbell, E. C. (2026). Recent extremes in Antarctic sea ice extent modulated by ocean heat ventilation. *Proceedings of the National Academy of Sciences*, 123(14), e2530832123.

<https://doi.org/10.1073/pnas.2530832123>

⁷ Please refer to page 38, Goal 1, Objective 4: Zero-Emission Transportation - Targets & Actions, 4.a. Reduce vehicle miles traveled (VMT) per capita by 5% below the regional average from the 2023 baseline by 2035.

According to Joe Linton of Streetsblog LA, the Mobility Plan 2035 Implementation site, launched in April 2025, lists 78 city projects, 77 of which the city claims are exempt from HLA. The other is Reseda. Since HLA took effect, StreetsLA completed more than 700 resurfacing projects; only five appear on the dashboard. Please refer to: Linton, J. (2026, March 5). Measure HLA at two years: A timeline of how L.A. City has resisted Safer Multimodal Streets. Streetsblog Los Angeles. <https://la.streetsblog.org/2026/03/05/measure-hla-at-two-years-a-timeline-of-how-l-a-city-has-resisted-safer-multimodal-streets>

⁸ Please refer to page 39, Goal 1, Objective 4: Targets & Actions, 4.b. Increase the number of people walking, biking, using micromobility, matched rides, or public transit for their commutes to at least 24% by 2035, prioritizing investments in disadvantaged communities. The Mayor's Plan lists as evidence of progress an estimated 285 miles of the bike lane network, 22 miles of protected bicycle lanes, an enhanced network, 60 miles of the green network (Class I bike paths), and 108 miles of the Neighborhood Enhanced Network (Class III bikeways) and states that these lanes will increase in 2026. However, it is not clear what we should be measuring these quantities of active transportation facilities against.

⁹ Please refer to page 20, Climate Reality in Los Angeles, Sources of Climate Pollution. Transportation includes emissions from on-road vehicles, public transit, and related mobile sources operating within city boundaries.

¹⁰ Minutes of Bicycle Advisory Committee of the City of Los Angeles Planning and Bikeways Engineering Subcommittee meeting - Tuesday, March 17, 2026. City of Los Angeles Bicycle Advisory Committee. (2026, April 1). https://labikecommittee.org/wp-content/uploads/2024/07/Subcom-minutes-7-16-24_V2.pdf

Please refer to the second bullet in Item 10.

¹¹ Los Angeles Department of Transportation. (2026, March 5). Fact Sheet: SRTS Center City Schools Neighborhood Safety & Climate Resilience Project. LADOT Livable Streets: Safe Routes To School.

<https://ladotlivablestreets-cms.org/uploads/0df3aad2e20a466498196aca056dfd3d.pdf>