

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 City of Los Angeles has not been serious in confronting the true magnitude of the climate crisis and in commensurately expanding the use and reach of active transportation facilities. The facts speak for themselves.

Climate change is an existential threat, it's here now, and we need to mobilize our resources to address it forcefully in every practical way. The Los Angeles Bicycle Advisory Committee strongly urges the City to address the climate crisis and to improve our active transportation facilities with the immediacy and importance that they deserve. We request that the City of Los Angeles formally declare a State of Emergency due to climate change, thus redirecting resources and prioritizing actions to address this City-wide problem. This includes but is not limited to:

1. Mayor Bass should 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. Properly resource City Departments to prioritize and implement studies and actions needed to describe, explain, and respond to the immediate needs.
3. Recommitting and mobilizing to empower mitigation of and adaptation to climate change at every opportunity.

To summarize our understanding of the needs in terms of what's at stake and the extent to which our response must go further, please consider the following risk factors for catastrophic climate change consequences:

- Greenhouse gas emissions have not been mitigated effectively.¹
- Global average temperatures have increased markedly, particularly in the Arctic.²
- The sea ice has served as a buffer in the Antarctic. However, after remaining stable or increasing for three decades, the Antarctic sea ice extent is now shrinking at an alarming rate.^{3 4}

¹ NASA. (2026, April 2). Carbon dioxide - earth indicator - NASA science. NASA.

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

² NASA. (2026a, January 15). World of change: Global temperatures - NASA science. NASA.

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

³ 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>

⁴ 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>

To underline the shortfalls of the Climate Action Plan for Los Angeles in meeting our expectations for a comprehensive and dynamic response to an unfolding crisis, please consider the following active transportation examples. The City’s targets are modest, and the actions and related data used to demonstrate our progress are confusing rather than illustrative.

1. We 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. As evidence of progress in meeting the 5% VMT reduction target, the Mayor’s Plan states: “LADOT launched the Mobility Plan 2035 implementation dashboard to track network implementation and Measure HLA Compliance.” At the same time, 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.⁵ Rather than reassuring us that we are going in the right direction, by citing the Mobility Plan 2035 Implementation dashboard as evidence of progress, the Mayor’s Plan suggests that we are working at cross purposes with one another and not working to achieve a common goal.
2. We refer next 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. As evidence of progress in meeting the target for increasing biking, the Mayor’s Plan states: “The City of Los Angeles has implemented 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). These lanes will increase in 2026.” It is not clear to us what we should be measuring these quantities of active transportation facilities against.

Clearly, we are lagging in Measure HLA Compliance and in encouraging biking through investing in active transportation improvements. Meanwhile, as reported by Michael Schneider of Streets For All, the City faces the prospect of losing hundreds of millions of dollars in approved grant funding for active transportation improvements because the City has not funded the positions needed to implement its active transportation projects in a timely manner. Further, our understanding is that the City Administrative Officer is preventing the City Departments from using the grant funds to hire staff to manage those projects.⁶ As an example of an approved active transportation project that would benefit a disadvantaged community and that has not been prioritized in the City budget,

⁵ 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>

⁶ 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.

please consider funding a position to implement the Safe Routes To School Center City Schools Neighborhood Safety & Climate Resilience Project.⁷

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

Sincerely,
Rob Kadota
robkadota@gmail.com
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

⁷ 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>