



Your Community Impact Statement Submittal - Council File Number: 22-1566

LA City SNow <cityoflaprod@service-now.com>
Reply-To: LA City SNow <cityoflaprod@service-now.com>
To: philipa474@gmail.com, Clerk.CIS@lacity.org

Wed, May 20, 2026 at 9:54 AM

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enabled by the Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or resolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website. Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Council's rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: Rampart Village

Name: Philip Armstrong

Email: philipa474@gmail.com

The Board approved this CIS by a vote of: Yea(7) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 05/19/2026

Type of NC Board Action: For if Amended

Impact Information

Date: 05/20/2026

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-1566

City Planning Number:

Agenda Date:

Item Number:

Summary: The Rampart Village Neighborhood Council supports Council File 22-1566 and the Mayor's Climate Action Plan for Los Angeles if they are amended to express the immediacy of the unfolding climate crisis and to provide the comprehensive and dynamic response that this moment demands. We support these efforts to outline and codify climate goals and policies and to accelerate the City's climate work as laying the necessary foundation for the City to undertake a more comprehensive and dynamic response to the deepening climate crisis that we find ourselves in today. To summarize our understanding of the needs in terms of what's at stake and the extent to which our response must go further: 1) Carbon dioxide concentrations in the atmosphere and, as a result, global average temperatures have continued to

increase; 2) With the shrinking of sea ice extent, the temperature in the Arctic is warming nearly four times faster than the global average; and 3) The sea ice extent in the Antarctic, after remaining stable or increasing for over three decades, is now decreasing at an alarming rate. Rather than using targets and actions that lack rigor and precision, we propose that the City instead consider using its progress in implementing the recommendations of the April 11, 2025 joint Los Angeles Department of Transportation (LADOT)/CAO report on the Vision Zero Program Independent Evaluation, as adopted by City Council, to measure our progress in meeting Goal 1, Objective 4, in the Mayor's Plan. Furthermore, the City could speed the transition from car trips to alternate forms of transportation by developing and scaling a model approach to fund staff to manage approved grant-funded projects when the City's fiscal crisis does not allow it to do that. 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 projects in a timely manner.

 **Community Impact Statement for CF 22-1566.pdf**
361K



Alberto Veloso, President | Ronnie Reece, Vice President
Lara Morrison, Treasurer | Mohammad Sufian, Secretary
Quazi Huda, Community Interest Rep | Jennifer Quinones, At-Large Rep
Kahlinah Garrett, Resident Tenants Rep | Gaines Newborn, Business Rep
Luna Watanabe, Student Youth Rep | Philip Armstrong, At Large Rep
Shafi Ahmed, Community Based Organization Rep



Community Impact Statement for Council File 22-1566 Climate Action and Adaptation Plan / City General Plan And Climate Action Plan for Los Angeles

May 19, 2026

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

The Rampart Village Neighborhood Council supports Council File 22-1566 and the [Mayor's Climate Action Plan for Los Angeles](#) if they are amended to express the immediacy of the unfolding climate crisis and to provide the comprehensive and dynamic response that this moment demands.

On April 26, 2024, in Council File 22-1566, City Council adopted the Planning and Land Use Management (PLUM) Committee Report relative to the fiscal impact to prepare and adopt a Climate Action and Adaptation Plan (CAAP), and related matters. Based on a report from the City Administrative Officer (CAO), the PLUM Committee's Recommendation for Council action was to INSTRUCT the CAO to identify funding, approximately \$1.5 million, for the creation of a CAAP that relies primarily on outside consultant expertise to develop the CAAP. According to the original motion, dated December 13, 2022, it is imperative that the City's numerous climate goals and policies be codified into legally enforceable actions.

On April 16, 2026, Mayor Karen Bass released her Climate Action Plan that outlines actions the City is taking to meet its climate goals and accelerate the City's current climate work. The plan comprises more than 50 actions that deliver concrete, measurable climate outcomes. It creates a clear path for the City to reach carbon neutrality by 2045, double local solar production, and install 120,000 EV chargers. On page 13, Plan development, the Mayor's Plan states they are working in close alignment with the City Council and the CAO to ensure that these planning efforts are fully integrated and actionable. On page 14, City of LA's climate planning, it states they are building off prior climate and sustainability goals and weaving together several existing and future climate plans for the City.

We support these efforts to outline and codify climate goals and policies and to accelerate the City's climate work as laying the necessary foundation for the City to undertake a more comprehensive and dynamic response to the deepening climate crisis that we find ourselves in today. To summarize our understanding of the needs in terms of what's at stake and the extent to which our response must go further:

- Carbon dioxide concentrations in the atmosphere and, as a result, global average temperatures have continued to increase^{1 2}
- With the shrinking of sea ice extent, the temperature in the Arctic is warming nearly four times faster than the global average,³ and
- The sea ice extent in the Antarctic, after remaining stable or increasing for over three decades, is now decreasing at an alarming rate.^{4 5}

To underline the shortfall 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 examples of targets and actions for active transportation and our recommended alternatives.

Goal 1, Objective 4: Reduce transportation-related emissions by promoting walkable neighborhoods and alternate forms of transportation to reduce car trips. On page 37, Objective 4, the Mayor's Plan states: "Guided by the Mobility Plan 2035 and a Complete Streets approach, the City continues to expand bike lanes, bus-only lanes, and pedestrian safety improvements, particularly along corridors with high ridership and injury rates."

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. On page 20, Sources of Climate Pollution, we are told that 36% of the 2023 Citywide Greenhouse Gas emissions came from transportation, including emissions from on-road vehicles, public transit, and related mobile sources. As evidence of progress in meeting the 5% VMT reduction target, the Mayor's Plan states on page 38: "LADOT launched the Mobility Plan 2035 implementation dashboard to track network implementation and Measure HLA Compliance." This reference to Measure HLA Compliance is notable when we consider that Joe Linton of Streetsblog LA reported that 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.⁶
- 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 on page 39: "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." However, it is not clear to what baseline we should be comparing these quantities of active transportation facilities.

Rather than using targets and actions that lack rigor and precision, we propose that the City instead consider using its progress in implementing the recommendations of the April 11, 2025 joint Los Angeles Department of Transportation (LADOT)/CAO report on the Vision Zero Program Independent Evaluation, as adopted by City Council, to measure our progress in meeting Goal 1, Objective 4. Furthermore, the City could speed the transition from car trips to alternate forms of transportation by developing and scaling a model approach to fund staff to manage approved grant-funded projects when the City's fiscal crisis does not allow it to do that. As an example, in fall 2023, LADOT was awarded \$32 million (California Department of Transportation funds) for the Safe Routes To School Center City Schools Neighborhood Safety & Climate Resilience Project. Estimated construction completion then was 2028. According to the Project Summary in Margot Ocanas' September 26, 2023 presentation, this project would:

- Create Safe Routes for 21 schools (majority public and charter), including 5 of the City's Top 50 Schools with Most Need, within a 1.5 square mile area in the heart of the City.
- Enhance travel to/from school for nearly 16,000 students attending school within the project area, nearly 50 percent are middle/high school students, who generally are independent users.
- Implement the Neighborhood Enhanced Networks (NEN) corridors of the City's Mobility plan 2035.
- Provide a comprehensive, connected (gap-free) network for disadvantaged community members to access a density of light rail/bus lines, libraries, civic entities, essential retail, youth/senior centers, entertainment venues, and local businesses.
- Manifest safer, cooler, and greener Complete Streets to encourage and increase walking, cycling and scootering to address urgent safety, climate and health mandates.⁷

According to the project fact sheet, the Design phase runs from August 2025 to October 2026 and is only 2% complete.⁸

There appear to be many more such projects that the City should consider prioritizing for implementation. On page 22, Plan goals and structure, the Mayor's Plan states that the targets are collectively focused on "staying the course" to reach the City's carbon neutrality and resilience goals. This includes the targets for VMT reduction and increasing the number of people who rely on active transportation. At the same time, 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. In addition, our understanding is that the CAO is preventing the City Departments from using the grant funds to hire staff to manage the implementation of those projects.⁹

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

In service,
Rampart Village Neighborhood Council

PRESENTED BY: Ronnie Reece
SECONDED BY: Alberto Veloso
YES: 7 NO: 0 ABSTAIN: 0 ABSENT: 4 INELIGIBLE: 0
ON THIS DATE: May 19, 2026

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 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 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>

⁴ 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>

⁵ 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>

⁶ 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>

⁷ Ocanas, M. (2023, September 26). Presentation: Central City SRTS Safety & Climate Resilient Neighborhood Network Project. Los Angeles Department of Transportation. (Please refer to slide 5 in the following link:

https://drive.google.com/file/d/1ZDLila5ErA90YgEIVQdMLV_uOQg-Lcl/view)

⁸ 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/Odf3aad2e20a466498196aca056dfd3d.pdf>

⁹ 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.)