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Office of Mayor Karen Bass  
200 N. Spring St.  
Los Angeles, CA 90012

Office of Councilwoman Heather Hutt  
200 N. Spring St, Room 420  
Los Angeles, CA 90012

Office of Councilwoman Katy Yaroslavsky  
6380 Wilshire Boulevard, Suite 800  
Los Angeles, CA 90048

Dear Mayor Bass, Councilwoman Hutt, and Councilwoman Yaroslavsky,

In Fiscal Year 2025-26, the City of Los Angeles will face huge budget challenges. We trust the City will address its most pressing legal and moral obligations. One of these obligations is the voter-approved Measure HLA, which is not only a legal requirement, but one such moral obligation for protecting the approximately 300 people killed and thousands more injured each year in traffic collisions in the City. We, the South Robertson Neighborhoods Council (SORO NC), believe the City can and must act to fulfill these obligations.

HLA requires the City's resurfacing projects to include both curb ramps and mobility improvements to build out the networks included in Mobility Plan 2035 (MP2035). Notably, these are also largely required under the Americans with Disabilities Act (ADA) as well.

The City can begin to address these in a budget-neutral way by:

1. Improving the coordination between the Bureau of Street Services and the Department of Transportation so the pavement preservation program prioritizes MP 2035 projects.
2. Realign the City's pavement preservation and access ramp funding allocations to ensure that the resurfacing program is driven by pavement condition and mobility needs, rather than limited to streets that do not require curb ramp work.
3. Ensure that the Prioritized Critical Hiring process (PCH) does not impede departments from filling and refilling authorized and funded positions that support the resurfacing program, including curb ramps, and MP2035 implementation.

However, additional resources are needed to ensure the City is both fully compliant with these legal and moral obligations.

**LADOT**

LADOT faced significant cuts in the FY25 budget, and in light of fiscal constraints has submitted a modest budget proposal for FY26 that restores critical services and mitigates financial risks. We hope that these requests will be fully funded.

At LADOT, we ask for restoration of \$1.5m to Paint & Sign budget to support both HLA compliant project delivery. Failure to maintain existing striping and signage, or to install long-approved safety improvements, exposes the City to significant liability risks.

**Streets LA**

Although the Proposed FY24-25 Budget included a stated intention to avoid layoffs, it inadvertently omitted funding for more than 100 filled positions in StreetsLA, and did not include funding for ADA-mandated curb cuts. For that reason, the Council's modifications to StreetsLA's budget were almost entirely focused on restoring funding for filled positions and providing limited funding for legally-mandated curb ramp work.

At StreetsLA, we ask for:

1. Increased funding for curb ramps. The FY24-25 budget provides funding for approximately 200 new curb ramps per year, which is far short of the actual need. As a consequence, the City's resurfacing program is increasingly determined by streets that do not need curb ramp work, rather than improving mobility and safety, or even maintaining PCI. The FY24-25 Budget should fund curb ramp work at a level necessary to maintain or increase the number of lane miles resurfaced.
2. Increased funding for implementation of grant-funded projects. StreetsLA has a portfolio of \$330 million in Active Transportation Program projects, which are focused in disadvantaged communities. StreetsLA is not funded or staffed to complete these projects in accordance with grant deadlines, which increases project costs, jeopardizes grant funding, impedes the City's ability to obtain new grants, and – most importantly – delays needed safety and mobility improvements in the communities that need them most.
3. Approval of the Capital and Technology Improvement Expenditure Program (CTIEP) request for Mobility Plan 2035 corridors and HLA implementation. Approving this request now is critical for having the needed first/last mile facilities ready by the Olympics.

We believe these changes are vital to implementing the legal obligations of the City under HLA. As more people are killed and injured every year due to traffic collisions, this is not the time to back off the moral—as well as legal—obligations to protect our citizens.

Sincerely,

Michael Lynn  
President