**California Department of Transportation**

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

November 17, 2026

Betty Barberena
Department of City Planning
City of Los Angeles
6262 Van Nuys Blvd., Room 351
Van Nuys, CA 91401

RE: Southwest Valley Community Plans Update
Case #: ENV-2019-1743-EIR
SCH # 2019039154
Vic. LA-405, LA-101, LA-27
GTS #07-LA-2019-05156-DEIR

Dear Betty Barberena:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced DEIR. The Proposed Project is an update of the following three Community Plans: (1) Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan; (2) Encino-Tarzana Community Plan; and (3) Reseda-West Van Nuys Community Plan. The Proposed Plans amends the Community Plan text and General Plan Land Use Maps, and would also adopt several zoning ordinances to implement the updates to the Community Plans, including rezoning all parcels in the CPAs to regulate specific uses and apply development standards using the new zoning code, and the adoption of necessary revisions and any other amendments to implement the above, including amendments to other General Plan elements (such as, Mobility and Framework), and other ordinances to implement those updates. The Proposed Plans direct future growth to already urbanized and transit-oriented areas of each Plan Area.

Under Senate Bill 743, CEQA uses Vehicle Miles Traveled (VMT) as the primary metric for evaluating transportation impacts. When preparing environmental document for a specific project, please refer to the Governor's Office of Land Use and Climate Innovation (LCI).

https://lci.ca.gov/ceqa/#guidelines-updates

**VMT Threshold 1:** The Southwest Valley CPAs VMT per service Population in the Proposed Project Citywide 2050 scenario is 21.5, which is 24% below the 2024 SCAG Region VMT of 28.3. To constitute an impact, the VMT would need to be within 15% of or great than, SCAG Region VMT (24.1 or higher). As such, an impact does not occur under this threshold.

**VMT Threshold 2:** The Southwest Valley CPAs VMT per Service Population in the Proposed Project 2050 scenario is 21.8, which does not exceed the 2024 Baseline (26.0). To constitute an impact, the VMT would need to be 26.0 or higher. As such, an impact does not occur under this threshold.

Between 2024 and 2050, the Proposed Plans are projected to add approximately 241,659 residents and 85,165 jobs. This projected growth supports broader planning efforts to expand both housing and employment opportunities and achieve a stronger jobs-to-housing balance. Specifically, job growth within the Community Plan Areas (CPAs) is expected to better match existing populations and housing availability, placing homes and workplaces closer together. Co-locating jobs and households to shorten commute distances is a primary goal of both the City and the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

On page 4.15-62 (page 1098/1374 of the Draft Environmental Impact Report for the Southwest Valley Community Plans Update prepare in October 2026), the document claims that the Proposed Plan are programmatic in nature, they do not include specific development projects or details about the size, nature, or location of individual developments. In addition, future traffic levels and speeds at individual off-ramps in and near the Southwest Velley CPAs cannot be predicted with any degree of certainty at this time because it is not known how conditions may change over an approximately 20-year period and what measures the City and Caltrans may implement to address any off-ramp queuing issues that arise. Therefore, any detailed analysis of potential future impacts related to off-ramp queuing would be speculative. As such, safety impacts related to off-ramp queuing as growth occurs pursuant to the Proposed Plans are potentially significant.

Growth under the Proposed Plans may cause significant and unavoidable project-specific ramp queuing impacts. Potential mitigation includes Transportation Demand Management (TDM), active transportation and transit investments, and ramp terminal upgrades like lane reassignment or signal modifications. Future development projects under the Proposed Plans will be required to conduct detailed freeway queuing and safety analyses per the Local Development Review (LDR) Safety Review Practitioner's Guidance.

The City may enhance its efforts by adopting additional TDM strategies from Caltrans' Local Development Review Transportation Demand Management Toolbox. These measures include dynamic congestion pricing, advanced traffic signal systems, and promoting telecommuting and flexible work hours. Implementing these strategies will further reduce Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions, contributing to a healthier, more resilient community.

https://dot.ca.gov/-/media/dot-media/district-4/documents/d4-transportation-planning-local-assistance/ldr/final-draft-2023-ldr-tdm-toolbox-071923-a11y.pdf

Caltrans promotes a safe, sustainable transportation network and has used Vehicle Miles Traveled (VMT) as the standard CEQA transportation analysis metric since July 1, 2020. Supporting complete streets and traffic-calming strategies, Caltrans recommends that the future environmental document serve all travel modes to improve safety and accessibility while reducing single-occupancy trips, VMT, and greenhouse gas emissions. For further details, please consult the Caltrans Transportation Impact Study Guide (May 2020), the Local Development Review (LDR) Safety Review Practitioner's Guidance (February 2024), and the SB 743 Implementation Resources at:

https://dot.ca.gov/programs/sustainability/sb-743/resources

Any future project proposing work within State right-of-way will be required to obtain a Caltrans encroachment permit before construction. All proposed work affecting State facilities shall comply with applicable Caltrans design standards, specifications, policies, and encroachment permit requirements.

If you have any questions regarding program-level or project-specific transportation analyses involving State facilities, please contact Mr. Alan Lin, the project coordinator, at (213) 269-1124 and reference GTS #07-LA-2019-05156-DEIR.

Sincerely,

*Frances Duong*

FRANCES DUONG
LDR Branch Chief

cc: Governor's Office of Land Use and Climate Innovation (LCI)