California Department of Transportation

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October 14, 2026

Raneika Brooks, AICP, Senior Planner
Development Services Department
City of Inglewood
One Manchester Boulevard, 4th Floor
Inglewood, CA 90301

RE: City of Inglewood General Plan Update
SCH # 2026090516
Vic. LA-405/LA-105 Citywide
GTS # LA-2026-05135-NOP

Dear Raneika Brooks:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The City of Inglewood encompasses approximately 9.1 square miles in the southwestern portion of the County of Los Angeles. The City is served by several major vehicular transportation corridors, including Interstate 405 (I-405), I-105 that provide regional access throughout the Los Angeles metropolitan area. The City is also within the service area for the Los Angeles Metro System (Metro) light rail and busway; specifically, the City is serviced by the light rail Lines K and C and Metro bus lines 40, 11, 102, 110, 115, 117, 120, 211/215, 212, and 312.

The City of Inglewood is proposing a comprehensive Inglewood General Plan Update (IGPU), which expands the planning horizon to 2050. The City's last comprehensive General Plan update was completed in 1987, although individual elements have been amended since that time. The proposed IGPU would address all State requirements and would include the following nine elements: Circulation, Conservation, Economic Development (new element), Environmental Justice, Housing, Land Use, Noise, Open Space, and Safety. The Draft Program Environmental Impact Report will evaluate the reasonably foreseeable environmental effects associated with implementation of the proposed General Plan Update, including development that could occur under the proposed Land Use Plan and implementation of the goals, policies, and programs contained in the updated General Plan elements.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Land Use and Climate Innovation (LCI) for more information:

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

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Local Development Review (LDR) Safety Review Practitioner's Guidance, prepared in February 2024. For your review, please consider the SB 743 Implementation Resource at the following link when preparing the environmental document:

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

Caltrans supports the implementation of complete streets and pedestrian safety measures, including road diets and other traffic-calming strategies. The Federal Highway Administration (FHWA) recognizes road diets as a proven safety countermeasure, and implementation costs may be significantly reduced when these improvements are coordinated with routine street resurfacing. Accordingly, the Draft Program Environmental Impact Report (PEIR) should ensure that the General Plan Update supports the safe and efficient use of the transportation network by all modes. This includes reducing single-occupancy vehicle trips and vehicle miles traveled, improving multimodal safety and accessibility, and supporting reductions in greenhouse gas emissions through appropriate planning and development policies.

The Draft PEIR should evaluate the IGPU's programmatic transportation impacts using VMT-based metrics rather than traditional delay-based Level of Service methodologies. The City should ensure that its VMT modeling, thresholds, and significance determinations are consistent with current State guidance, including the Caltrans VMT-focused Transportation Impact Study Guide, dated May 20, 2020.

Although VMT is the applicable CEQA transportation metric, localized operational and safety conditions, including peak-period event traffic associated with Inglewood's Sports and Entertainment District, remain important considerations.

The City should evaluate proposed land use changes and circulation policies consistent with the Caltrans Local Development Review (LDR) Safety Review Practitioner's Guidance, prepared in February 2024. This evaluation should include a comprehensive analysis of off-ramp queue lengths, available storage, and the potential for queues to extend onto freeway mainlines.

If conditions projected for 2050 indicate that queues could exceed available storage, the Draft PEIR should disclose the resulting safety impacts and identify feasible geometric, operational, or traffic-control measures to address those impacts.

Because the General Plan establishes a cumulative planning framework through 2050, programmatic infrastructure planning and mitigation should be important components of the environmental review. Caltrans encourages the City to consider establishing a comprehensive Safety and VMT Mitigation Fee Program to support regional multimodal improvements and localized transportation safety improvements. The City should consult Caltrans SB 743 Implementation Resources when preparing the PEIR.

If you have any questions, please feel free to contact Mr. Alan Lin, the project coordinator at (213) 269-1124 and refer to GTS # LA-2026-05135-NOP.

Sincerely,

Alan Lin for

FRANCES DUONG
LDR Branch Chief

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