

**DEPARTMENT OF TRANSPORTATION**

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a California Way of Life*



March 28, 2023

Yong Park  
U.S. Air Force  
482 N Aviation Blvd.  
El Segundo, CA 90245

RE: Proposed Phase 2 Parking Structure  
LA Air Force Base  
SCH # 2023020682  
Vic. LA-105/PM R1.53, LA-405/PM 20.22,  
LA-1/PM 24.92  
GTS # LA-2023-04177-EA

Dear Yong Park:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The current parking supply at the Los Angeles Air Force Base is inadequate. While existing telework policies – enacted September 2022 for civilian employees – have limited existing parking demand, with a current workforce exceeding 4,500 personnel and only 2,212 total parking spaces, addressing the existing parking ratio is a top priority prior to a full return to work scenario. Implementation of the Proposed Action would include the expansion of the existing parking structure, utility tie-ins, minor changes to pedestrian and vehicle circulation, and other associated landscape and hardscape improvements. Following the completion of the proposed Phase 2 Parking Structure, a total of 500 parking spaces (including ABA-accessible spaces) would be provided.

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 Planning and Research (OPR) for more information:

<https://opr.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. VMT analysis should be included in this environmental review.

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, all future developments should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

You can also refer to the 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:

<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in

On December 18, 2020. You can review the SB 743 Implementation Resource at the following link:

<https://dot.ca.gov/programs/sustainability/sb-743/sb743-resources>

If there is a plan for returning to work for employees in the buildings, then thousands of vehicle trips could be expected. These trips would exceed the existing parking supply of the buildings. Due to the additional traffic trips and distance to the State facilities, Caltrans requests traffic safety analysis including but not limited to queuing analysis with actual signal timing at the off-ramps on I-105 and I-405 near the project vicinity. The Lead Agency is welcome to consult with Caltrans to identify exact study locations.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water.

As a reminder, any transportation of heavy construction equipment and/or materials that requires the use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large-size truck trips be limited to off-peak commute periods.

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-2023-04177-EA.

Sincerely,



MIYA EDMONSON  
LDR/CEQA Branch Chief

email: State Clearinghouse