

## California Department of Transportation

DISTRICT 4  
OFFICE OF REGIONAL AND COMMUNITY PLANNING  
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Governor's Office of Planning & Research

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**STATE CLEARINGHOUSE**

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Bharat Singh, Principal Planner  
County of Santa Clara  
70 West Hedding, 7<sup>th</sup> Floor, East Wing  
San Jose, CA 95110

### **Re: County of Santa Clara 6<sup>th</sup> Cycle Housing Element Update & Stanford Community Plan Update Notice of Preparation (NOP) for Draft Environmental Impact Report (DEIR)**

Dear Bharat Singh:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the County of Santa Clara 6<sup>th</sup> Cycle Housing Element Update and Stanford Community Plan Update Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the August NOP

#### **Project Understanding**

The proposed Project would make updates to the County's General Plan, including updates to the General Plan's Housing Element, the Stanford Community Plan, and other elements as required. The Housing Element Update will address the County's Regional Housing Needs Allocation of 3,125 housing units, plus an appropriate buffer. The DEIR will evaluate the potential environmental impacts of implementing the Housing Element Update and recommend mitigation measures for any significant impact, as required.

#### **Travel Demand Analysis**

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide ([link](#)). Please note that current and future land use projects proposed near and

adjacent to the State Transportation Network (STN) may be assessed, in part, through the TISG.

### **Transportation Impact Fees**

We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT. Caltrans welcomes the opportunity to work with the County and local partners to secure the funding for needed mitigation. Traffic mitigation or cooperative agreements are examples of such measures.

### **Lead Agency**

As the Lead Agency, the County of Santa Clara is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

### **Equitable Access**

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email [LDR-D4@dot.ca.gov](mailto:LDR-D4@dot.ca.gov).

Sincerely,



MARK LEONG  
District Branch Chief  
Local Development Review

c: State Clearinghouse