

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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Michael Meehan, Principal Planner
County of Santa Clara
70 W. Hedding Street
San Jose, CA 95112

Re: County of Santa Clara 6th Cycle Housing Element Update & Stanford Community Plan Update – Draft Environment Impact Report (DEIR)

Dear Michael Meehan:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the County of Santa Clara 6th Cycle Housing Element Update & Stanford Community Plan Update. 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 Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the June 2023 DEIR.

Project Understanding

The proposed project would include the adoption of a general plan amendment that would add or modify goals, objectives, policies, and implementation programs related to housing throughout Santa Clara County. This project would also identify sites appropriate for the development of housing for a range of income levels and would involve rezoning areas if necessary.

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](#)).

Due to the significant and unavoidable Vehicle Miles Traveled (VMT) impact identified in the DEIR, Caltrans suggests providing Fair Share Contributions to projects that would help mitigate VMT impacts when feasible. For the housing development projects subject to project-level CEQA analysis, please consider the transportation improvement projects listed below from the Metropolitan Transportation Commission (MTC)'s Regional Transportation Plan (RTP) - Plan Bay Area (PBA). These projects are important to help reduce VMT and support multi-modal transportation improvement.

- PBA 2050 RTP ID 21-T-12-116 I-680 Northbound Express Lane
- PBA 2050 RTP ID 21-T12-122 I-680 Express Bus Service Expansion
- PBA 2050 RTP ID 21-T05-012 Per Mile Tolling Program
- PBA 2050 RTP ID 21-T06-032 Corridor & Interchange Improvements on State Route (SR)-17

Multimodal Transportation Planning

Please review and include the reference to the *Caltrans District 4 Pedestrian Plan* (2021) and the *Caltrans District 4 Bike Plan* (2018) in the DEIR. These two plans studied existing conditions for walking and biking along and across the State Transportation Network (STN) in the nine-county Bay Area and developed a list of location-based and prioritized needs.

Please note that any Complete Streets reference should be updated to reflect Caltrans Director's Policy 37 ([link](#)) that highlights the importance of addressing the needs of non-motorists and prioritizing space-efficient forms of mobility, while also facilitating goods movement in a manner with the least environmental and social impacts. This supersedes Deputy Directive 64-R1, and further builds upon its goals of focusing on the movement of people and goods.

Integrated Transportation and Land Use Planning

Transportation and housing are integrally connected. The Housing Element Update process provides a mechanism to reflect current transportation and land use policy and adopt efficient land-use strategies such as transit-oriented, infill and mixed-use developments that can potentially reduce vehicle miles traveled and address climate change.

Please review and include the reference to the current California Transportation Plan (CTP) in the DEIR. CTP 2050 envisions that the majority of new housing located near existing housing, jobs, and transit, and in close proximity to one another will reduce vehicle travel and GHG emissions, and be accessible and affordable for all Californians, including disadvantaged and low-income communities. The location, density, and affordability of future housing will dictate much of our future travel patterns, and our ability to achieve the vision outlined in CTP 2050. Caltrans

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encourages the County to consider and explore the potential of excess state-owned property for affordable housing development, per Executive Order N-06-19.

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.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Marley Mathews, LDR Coordinator/Transportation Planner, via LDR-D4@dot.ca.gov.

For future early coordination opportunities or project referrals, please contact LDR-D4@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Luo Yunsheng". The signature is fluid and cursive, with the first name "Luo" being more prominent and the last name "Yunsheng" following in a similar style.

YUNSHENG LUO
Acting District Branch Chief
Local Development Review

c: State Clearinghouse