

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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Cort Hitchens, Environmental Project Manager
City of San José
200 East Santa Clara St., 3rd Floor
San Jose, CA 95113

Governor's Office of Planning & Research

Apr 11 2024

STATE CLEARINGHOUSE

Re: Kaiser Permanente San José Medical Center Project— Draft Environmental Impact Report (DEIR)

Dear Cort Hitchens:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Kaiser Permanente San José Medical Center Project. The Local Development Review (LDR) branch 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 February 2024 DEIR.

Please note this correspondence does not indicate an official position by Caltrans on this project and is for informational purpose only.

Project Understanding

The proposed project is to demolish the existing 250,000-square-foot (s.f.) hospital and construct a new 680,000 s.f. hospital, a new central utility plant, and a five-level parking structure at the San José Medical Center campus. This project site is directly adjacent to State Route (SR)-85.

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 Vehicle Miles Traveled (VMT) analysis for land use projects, please review Caltrans' Transportation Impact Study Guide ([link](#)).

The project VMT analysis and significance determination are undertaken in a manner consistent with the City's adopted VMT policy. Per the DEIR, this project is found to

have significant VMT impact. Please consider additional measures listed in the next section to further mitigate the project's VMT impact.

Mitigation Strategies

Location efficiency factors, including community design and regional accessibility, influence a project's impact on the environment. Using Caltrans' Smart Mobility Framework Guide, the proposed project site is identified as a Suburban where community design is weak and regional accessibility is medium.

Given the place, type and size of the project, the DEIR should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions from future development in this area. The measures listed below have been quantified by California Air Pollution Control Officers Association (CAPCOA) and shown to have different efficiencies reducing regional VMT:

- Implement Commute Trip Reduction Program (Voluntary and/or Mandatory)
- Implement Commute Trip Reduction Marketing
- Provide Ridesharing Program
- Implement Subsidized or Discounted Transit Program
- Provide Employer-Sponsored Vanpool
- Implement Employee Parking Cash-Out
- Provide Community Based Travel Planning
- Provide First and Last Mile Transportation Network Company Incentives
- Implement Telecommute and/or Alternative Work Schedule Program
- Provide Electric Vehicle Charging Infrastructure
- Provide Secure Bike Parking
- Implement Shared Vehicle Program (car/bike/E-bike/scooter)
- Provide Local Shuttle (gas or electric) to Increase Transit Outreach
- Provide Real-Time Transit Information
- Provide Bike Parking Near Transit
- Increase Transit Service Frequency

Using a combination of strategies appropriate to the project and the site can reduce VMT, along with related impacts on the environment and State facilities. TDM programs should be documented with annual monitoring reports by a TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take to achieve those targets.

Hydrology

Please ensure that any increase in storm water runoff to State Drainage Systems or Facilities be treated, contained on project site, and metered to preconstruction levels. Any floodplain impacts must be documented and mitigated.

Construction-Related Impacts

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)). Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

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, please contact Marley Mathews, Transportation Planner, via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please contact LDR-D4@dot.ca.gov.

Sincerely,



YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse