



REGIONAL TRANSPORTATION ISSUES

In October 2018, the Metropolitan Transportation Commission (MTC) released its annual analysis of Bay Area freeway locations with the most weekday traffic congestion. The analysis found weekday congestion leveling off in 2017 after four consecutive years of worsening commute times in the Bay Area. Included in the MTC's Top 10 list of the most congested Bay Area freeways is southbound U.S. 101 from Mountain View to San Jose during the afternoon commute, which remains the third most congested freeway corridor in the Bay Area. Santa Clara residents and businesses alike, have been impacted by this, and other, traffic congestion. Businesses, in particular, have mentioned that traffic congestion in the area was one of their main concerns during retention visits.

Due to the need for a variety of transportation improvements in Santa Clara County, in November 2016 voters approved the Valley Transportation Authority's Measure B half-cent Sales Tax measure, which is projected to generate \$6.3 billion (in 2017 dollars) over a 30-year period. Measure B includes a diverse mix of transportation projects and services such as Local Streets and Roads improvements, BART Phase II, Bicycle and Pedestrian projects, Caltrain grade separations and corridor capacity improvements, highway interchange improvements, County expressway improvements, and transit operations. Sales tax collection began in April 2017 and in early 2019 funding was able to be put to use after lawsuits related to this measure were cleared by the courts. This tax measure will fund much needed transportation projects and services that are projected to improve mobility in Santa Clara County.

Additionally, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, was signed into law by Governor Brown in 2017. The legislative package will invest \$54 billion over the next decade to fix roads, freeways and bridges in communities across California. These funds will be split equally between state and local investments and support road rehabilitation, congestion relief, trade corridor improvements, and improved transit/rail travel. SB 1 was in danger of being repealed by Proposition 6 on the November 2018 ballot but that initiative failed with 57% of voters against the Proposition.

During 2019, a new transportation funding initiative, titled FASTER Bay Area, made headlines due to the magnitude of the funding proposal, the cross-section of supporting organizations, and the initiative's focus on transit improvements. Led by SPUR, the Bay Area Council, the Silicon Valley Leadership Group and other key organizations, the intent is to raise up to \$100 billion over 40 years for transportation projects in the Bay Area, with a focus on transit improvements through a proposed one-cent sales tax. The organizations leading the effort have indicated that Seattle and Los Angeles have passed regional transit measures similar in scale in 2016. The funds generated by the proposal would be dispersed to regional transit districts, including BART and the Metropolitan Transportation Commission, among others. Strategies that will be evaluated for the measure include, but are not limited to:

- Creating transit hubs around the region and connecting major cities by rail for frequent service and travel times of no more than 60 minutes between two points in the Bay Area's inner core
- Creating a modern transportation system that integrates traditional transit, cars and active transportation with the future of automated and connected vehicles
- Connecting rail around the Bay Area by linking and expanding BART, Caltrain, ACE, SMART, Amtrak and Capitol Corridor to make a fully integrated rail network

- Modernizing and repairing our current trains and buses to be faster, cleaner, safer and more reliable
- Building more public transit options in communities that are currently underserved
- Expanding rail, bus and ferry service networks to allow commuters to get out of their cars and connect local cities to regions outside the Bay Area, such as Sacramento and the Central Valley
- Creating safe walking and biking paths to allow easier access to public transit
- Upgrading existing transit networks to reduce emissions and be more environmentally friendly
- Exploring a mandate requiring the region's employers to invest in sustainable commute options for millions of workers.

In addition to these regional efforts, local efforts are underway to promote and provide funding for alternative modes of transportation, such as the 2018 update to the City's Traffic Impact Fee program, the City's Multimodal Improvement Plan, Bicycle Master Plan Update 2018, Pedestrian Master Plan, and Creek Trail Network Expansion Master Plan. Additionally, City staff is working with other transportation agencies to support their significant regional projects, including BART Phase II (VTA), Caltrain Electrification and Caltrain Business Plan, and the High Speed Rail.

City staff will continue to monitor and advocate for legislation and projects that will alleviate traffic congestion and promote alternative modes of transportation that benefit Santa Clara residents and businesses and support the City's commitment to environmental sustainability.