

Resolution No. [Insert Cupertino Resolution Number]

**A RESOLUTION OF THE COUNCIL OF THE CITY OF CUPERTINO REGARDING THE
STEVENS CREEK BOULEVARD CORRIDOR VISION STUDY**

WHEREAS, the City of Cupertino participated in the Stevens Creek Boulevard Corridor Vision Study, a multi-jurisdictional effort to develop a shared vision for mobility along a 9-mile stretch of the road, from Foothill Boulevard in Cupertino to Diridon Station in San José; and

WHEREAS, the Vision Study explored various transportation options including potential high-capacity transit; and

WHEREAS, the City acknowledges the importance of regional transportation planning and supports the exploration of mobility enhancements within the Stevens Creek Boulevard Corridor; and

WHEREAS, the City is committed to prudent fiscal management and the responsible allocation of public resources;

WHEREAS, the BART Silicon Valley Phase 2 Extension Project, a six-mile extension of BART service from Berryessa/North San José Station to the City of Santa Clara, originally estimated to cost around \$4 billion, has seen its estimated project cost increase to \$12.75 billion with an anticipated opening in 2036, a change reflecting updated engineering, risk assessments, and significant market shifts since the initial estimate in 2020;

WHEREAS, the estimated costs for potential high-capacity transit options within the Stevens Creek Boulevard Corridor, including a separate transit line, range from \$1.7 billion to \$2.8 billion, with a timeline of at least 20 years for completion, indicating a substantial future investment;

WHEREAS, California Government Code Section 65088 establishes the framework for Congestion Management Programs and emphasizes the need for VTA to develop and implement transportation investment priorities based on regional needs;

WHEREAS, the City believes that substantial investments in high-capacity transit must be

carefully evaluated within the context of county-wide transportation priorities and documented need, taking into account the factors that have influenced the cost and schedule of similar major infrastructure projects like the BART Phase 2 Extension;

WHEREAS, the City supports strategically investing in expensive transit where it is most needed in the county;

WHEREAS, the City desires to express its conditional support for the Vision Study, recognizing its value as a planning document while advocating for careful prioritization based on demonstrated regional need and documented cost estimates, especially in light of the significant funding requirements of projects like the BART Phase 2 Extension;

WHEREAS, the Cupertino Bicycle Pedestrian Commission has reviewed the Vision Study and recommended safety improvements such as protected bike lanes, recognizing Stevens Creek Boulevard as a top priority in the City's Vision Zero plan;

WHEREAS, the Cupertino Planning Commission has recommended acceptance of the Vision Study, recognizing the need for continued study while acknowledging the aspirational nature of certain elements and the significant funding required;

NOW, THERE BE IT RESOLVED BY THE COUNCIL OF THE CITY OF CUPERTINO THAT:

1. The City of Cupertino accepts the Stevens Creek Boulevard Corridor Vision Study as a valuable planning document.
2. The City Council acknowledges the recommendations of the Bicycle Pedestrian Commission regarding the importance of safe pedestrian and bicycle infrastructure and recognizes Stevens Creek Boulevard as a top priority for safety improvements in the City's Vision Zero plan.
3. The City Council acknowledges the Planning Commission's motion to recommend acceptance of the Vision Study, recognizing the need for further study.
4. The City recognizes the significant financial implications of high-capacity transit projects, as demonstrated by estimated costs within the Stevens Creek Corridor and changes experienced by the BART Phase 2 Extension Project.
5. The City does not endorse or commit to advocating for the immediate funding or implementation of expensive, high-capacity transit options within the 9-mile

Stevens Creek Boulevard Corridor, without a clear demonstration of regional need and documented prioritization by VTA in accordance with California Government Code Section 65088.

6. The City supports the concept of aspirational future high-capacity transit projects within the Stevens Creek Corridor, but only when VTA has clearly demonstrated that this corridor is a top priority for regional transportation investment, based on a comprehensive evaluation and documented in accordance with California Government Code Section 65088.
7. The City urges VTA and MTC to develop a regional prioritized plan for transportation investments that strategically allocates resources to projects demonstrating the greatest need, and to carefully evaluate the costs and benefits of any proposed high-capacity transit project within the Stevens Creek Corridor in light of the experiences with the BART Phase 2 Extension and factors influencing its budget adjustments.
8. The City directs staff to work with the participating agencies, including VTA and MTC, to advocate for a data-driven and prioritized approach to regional transportation planning and investment, ensuring that the allocation of taxpayer dollars is prudent and aligned with regional needs, and to carefully evaluate the costs and benefits of any proposed high-capacity transit project within the Stevens Creek Corridor.

PASSED AND ADOPTED by the Council of the City of Cupertino this [Date of Adoption] day of [Month, Year], by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

[Mayor's Signature]

Mayor of the City of Cupertino