

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, Cupertino staff and Councilmembers have participated in discussions with neighboring communities since a multijurisdictional group was established by the San Jose City Council on August 8, 2017, comprised of the cities of Cupertino, Santa Clara, San Jose, Santa Clara County and the Santa Clara Valley Transportation Authority (VTA) to discuss key regional issues affecting the Stevens Creek Boulevard Corridor with a focus on transportation and circulation; and (comment: from draft resolution)

WHEREAS, as part of the Metropolitan Transportation Commission's 2018 Horizon Initiative, San Jose, Santa Clara, Cupertino, and VTA jointly proposed a high-capacity transit line from Diridon Station in San Jose to De Anza College in Cupertino, securing inclusion in Plan Bay Area 2040; and (comment: from draft resolution)

WHEREAS, the Mobility Element of the City of Cupertino General Plan (Community Vision 2015-2040) supports the participation in regional transportation planning processes and working with neighboring cities to develop programs consistent with the goals and policies of Cupertino's General Plan, to minimize adverse impacts on the City's circulation system, and to address regional transportation and land use issues of mutual interest through Policy M-1.1, Regional Transportation Planning; and (comment: from draft resolution)

WHEREAS, on July 26, 2019, the Cupertino City Council adopted Resolution 19-089 supporting the study of transit efficiency and streetscape improvements for the Stevens Creek Boulevard Corridor in partnership with the City of San Jose, City of Santa Clara, the County of Santa Clara, and VTA; and (comment: from draft resolution)

WHEREAS, the process of completing the Stevens Creek Boulevard Corridor Vision Study (Vision Study) was launched in January 2023 and guided by the Stevens Creek Boulevard Corridor Steering Committee, comprised of elected officials from the participating jurisdictions, and with input from a working group of participating agency staff and a community advisory group; and (comment: from draft resolution)

WHEREAS, the Vision Study was completed in December 2024 and is being presented to the governing body of each jurisdiction for acceptance; (comment: from draft resolution)

WHEREAS, the 2016 Cupertino Bicycle Master Plan and the 2018 Pedestrian Master Plan identify separated bike paths along Stevens Creek Boulevard as a top priority. Cupertino has been improving safety along the corridor through annual Capital Improvement Projects. (comment: added)

WHEREAS, Cupertino prioritized safety with the adoption of the Local Road Safety Plan in January 2023 and the Vision Zero Plan in July 2024, both of which identified safety projects along Stevens Creek Boulevard. (comment: added)

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; (comment: from Moore's draft)

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 one of many valuable planning documents for consideration.
2. The City wishes to ensure the following:
 - A. The City reaffirms its commitment to the provisions contained within Resolution 19-089, specifically that “high-capacity transit service along the corridor on City surface streets would not use general purpose travel lanes or adversely impact vehicular capacity”, and that it should “be grade separated, and time- competitive with auto travel”. (comment: part of BPC recommendation)
 - B. The City continues to advocate for a study, as stated in Resolution 19-089, of “an alternate alignment in Cupertino along I-280, continuing to DeAnza College at the junction of SR85 and Stevens Creek Boulevard, ensuring service to areas of high employment density and De Anza College, while connecting the Cities of San Jose, Santa Clara, and Cupertino, supported by, and developed in collaboration with, the Santa Clara Valley Transportation Authority. ” (comment: in line with BPC recommendation)
 - C. The City maintains final decision-making authority regarding any projects or recommendations contained in the Vision Study. (comment: part of BPC recommendation)
 - D. All projects within the City of Cupertino, including any intersection modifications, will conform to the City’s standard processes, plans, and

procedures for public outreach and approval. (comment: from BPC recommendation)

3. The City remains committed to:
 - A. Improving safety along Stevens Creek Boulevard and other corridors throughout the City by implementing the Vision Zero Plan, the Local Roadway Safety Plan, and the Bicycle and Pedestrian Master Plans.
 - B. Prioritizing investments in safety, with a focus on—but not limited to—technology and innovation such as adaptive traffic signalization and active pedestrian detection.
 - C. Considering cost-effective options to maintain prudent fiscal management and responsible allocation of public resources.
4. The City conditionally supports the Vision Study as a planning tool, while emphasizing the need to prioritize projects based on documented regional need and cost estimates—especially given the funding demands of projects like the BART Phase 2 Extension. (comment: from Moore's draft)
5. The City does not support immediate funding or implementation of costly high-capacity transit in the 9-mile Stevens Creek Corridor without clear regional need and VTA prioritization under Government Code §65088. Future support will depend on VTA designating the corridor as a top regional investment priority. (comment: from Moore's draft)
6. The City urges VTA and MTC to develop a regionally prioritized transportation investment plan that allocates funding based on demonstrated need, and to evaluate the costs and benefits of any Stevens Creek high-capacity transit proposal in light of BART Phase 2 budget lessons. (comment: from Moore's draft)
7. The City directs staff to collaborate with VTA, MTC, and other agencies to advocate for a data-driven, needs-based approach to transportation planning, ensuring taxpayer funds are allocated responsibly and with clear benefit. (comment: shortened from Moore's draft)

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