

ASSEMBLY BILL

No. 378

Introduced by Assembly Member Mullin

February 18, 2015

An act relating to highways.

LEGISLATIVE COUNSEL'S DIGEST

AB 378, as introduced, Mullin. State Highway 101 corridor.

Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law imposes various requirements for the development and implementation of transportation projects.

This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.

Vote: majority. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. The Legislature finds and declares all of the
- 2 following:
- 3 (a) The State Highway 101 corridor, the 48 miles between San
- 4 Francisco and San Jose, is the most economically productive and
- 5 important highway corridor in California, with rapidly growing
- 6 employment and tax receipts that greatly benefit workers, small
- 7 business owners, local government budgets, and the state.

1 (b) Transportation capacity in the corridor is grossly insufficient
2 to serve the growing number of commuters, leading to heavy and
3 growing traffic congestion on State Highway 101 and serious
4 overcrowding on Caltrain. Highway congestion is costly and
5 inconvenient for commuters, local residents, goods movers, buses,
6 and emergency responders.

7 (c) In order to sustain the economic engine of the State Highway
8 101 corridor and the quality of life for local residents, swift and
9 decisive action by transportation agencies is needed to relieve
10 commuter congestion. It is common for transportation improvement
11 projects to take 10 to 15 years to study, fund, design, and construct;
12 however, if commuting conditions are not improved on a much
13 shorter timeline, economic prospects for the corridor will be
14 jeopardized.

15 (d) A coordinated response from county, regional, and state
16 transportation agencies can improve State Highway 101 corridor
17 operations more effectively than is possible by these agencies
18 acting individually. A coordinated agency response that integrates
19 carpool or express lane development and operations, adaptive ramp
20 metering technology and operations, and ridesharing can deliver
21 meaningful commuter relief within a five year period and can serve
22 as a model that other highway corridors in the state can emulate.

23 SEC. 2. It is the intent of the Legislature to enact legislation
24 that will provide such powers, responsibilities, funding and
25 financing mechanisms, innovative project delivery authority, and
26 governance structures as may be necessary, convenient, and
27 beneficial to enable responsible local, regional, and state agencies
28 to substantially improve mobility as soon as possible, but no later
29 than within five years, in the State Highway 101 corridor in the
30 City and County of San Francisco, the County of San Mateo, and
31 the County of Santa Clara.