

San Francisco Chronicle

Chronicle recommends: Yes on Santa Clara Measure B

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For more than three decades, Santa Clara County has maintained a commitment to its ever-mutating traffic challenges by passing sales taxes for transportation improvements.

That self-help approach should continue this November with passage of Measure B, a half-cent sales tax projected to raise more than \$6 billion over the next 30 years.

There is no doubt about the pressing need for these dollars in the South Bay, from addressing current quagmires such as the State Route 85 corridor to providing future mass transit options such as the four-station extension of BART through downtown San Jose to Santa Clara University. Other major elements of the funding package include Caltrain grade separations, upgrades to highway interchanges (a huge factor in slowdowns), bus-service improvements, local road maintenance and bicycle and pedestrian programs.

“There’s no silver bullet in a county as big as Santa Clara County,” Carl Guardino, CEO of the Silicon Valley Leadership Group, said of the wide array of projects in Measure B.

One of the appealing elements of the measure is the incentive it creates for local governments to keep their roads in good repair. Those that score well would be allowed more flexibility on how they could spend Measure B revenue. Those that don’t will be required to spend their dollars on getting their streets up to standard.

It’s a sound and needed plan, and it deserves to pass.