

LRC 07-18-2022

Item No. 2

Funding Request Process

Written Communications

# Senator Cortese's District Budget Items

\$5,000,000 for Martial Cottle Park Improvements

\$5,000,000 toward Integrated Data for Student Mental Health Support

\$2,200,000 for the Eastside Education Initiative

\$2,000,000 for the Santa Clara County Youth Climate Initiative

# Budget Process



Governor's Proposed Budget

Budget Bill in Legislature

Budget Subcommittee Review

Governor's May Revise

Budget Conference Committee

Governor Signs Budget

**From:** [Liang Chao](#)  
**To:** [City Clerk](#)  
**Cc:** [Astrid Robles](#)  
**Subject:** Fw: Request Letters  
**Date:** Sunday, July 17, 2022 7:39:39 PM  
**Attachments:** [Cupertino Budget Request 2022 - Improve Fiber Network.pdf](#)  
[Cupertino Budget Request 2022 - McClellan Road Bridge.pdf](#)  
[Assemblymember Evan Low Letter of Support Jollyman Park.pdf](#)

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Please enter this into the written communication for the 7/18 LRC meeting for agenda item #2 funding request process.

See attached for the three budget request letters from the City of Cupertino to Assembly Member Evan Low: \$9M for fiber network, \$7.5M for McClellan Road Bridge, and \$1M for all-inclusive playground at Jollyman Park.



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**From:** Ahrens, Patrick <Patrick.Ahrens@asm.ca.gov>  
**Sent:** Tuesday, June 28, 2022 3:12 PM  
**To:** Liang Chao <LiangChao@cupertino.org>  
**Subject:** Request Letters

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Liang,

Per your request, please see attached!

Thanks,

Patrick

Patrick Ahrens (He/Him/His)

District Director  
Office of Assemblymember Evan Low  
20111 Stevens Creek Blvd., Suite 220  
Cupertino, California 95014  
P: (408) 446-2810 | F: (408) 446-2815



**CITY MANAGER'S OFFICE**

CITY HALL  
10300 TORRE AVENUE • CUPERTINO, CA 95014-3255  
TELEPHONE: (408) 777-3212 • FAX: (408) 777-3366  
CUPERTINO.ORG

March 17, 2022

The Honorable Evan Low  
California State Assemblymember, 28th District  
Member 10th and O Street Offices, Suite 6110  
Sacramento, CA 95814

**RE: Budget Request to Improve the Connectivity and Resiliency of Cupertino's Fiber Network  
- \$9 Million**

Dear Assemblymember Low,

I am writing to respectfully request your assistance in securing a one-time budget allocation of \$9 million to support the City of Cupertino's efforts to improve the connectivity and resiliency of the City's fiber network that was built in 2008.

This funding would allow connection of additional buildings and major traffic signals, enable public Wi-Fi, create necessary redundancy for core paths to critical facilities, and connect additional emergency sites such as the City's ARKs, fire stations, and mass care and shelter sites.

Improving the City's fiber network will help to address communications resiliency for the City and the public especially during emergency events. The vulnerability of commercial communication networks has been highlighted during events such as public safety power shutoffs (PSPS). The COVID-19 pandemic has also underscored the criticality of broadband. While broadband is an option for all residents, the City could expand its fiber network to create an additional safety net of broadband.

In addition, a connected and resilient fiber network provides the underpinning of future Smart City infrastructure. While many of these services require wireless connectivity, fiber will be necessary as the backbone to connect the wireless components, as well as to connect to the cloud and back-office components.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jillson'.

Jim Throop  
City Manager  
City of Cupertino



## CITY MANAGER'S OFFICE

CITY HALL  
10300 TORRE AVENUE • CUPERTINO, CA 95014-3255  
TELEPHONE: (408) 777-3212 • FAX: (408) 777-3366  
CUPERTINO.ORG

March 17, 2022

The Honorable Evan Low  
California State Assemblymember, 28th District  
Member 10th and O Street Offices, Suite 6110  
Sacramento, CA 95814

### **Re: Budget Request to Reconstruct McClellan Road Bridge - \$7.5 Million**

Dear Assemblymember Low:

I am writing to respectfully request your assistance in securing a one-time budget allocation of \$7.5 million to support the City of Cupertino's efforts to reconstruct the McClellan Road Bridge (Bridge) over Stevens Creek, to enhance public safety and resiliency in the event of an emergency.

The Bridge was constructed in 1920 (over 100 years ago), has a very low sufficiency rating (46.5), has numerous deficiencies as stated in the latest Caltrans bridge inspection report, and is nearing the end of its useful life.

The Bridge is situated along one of Cupertino's main collector streets and is one of only three east-west connections over Stevens Creek within the City's jurisdiction. The nearest east-west connection is the Stevens Creek Boulevard bridge, which is situated approximately one mile to the north, was also constructed in 1920's, and is also in need of replacement. The City is currently attempting to acquire funding from the Federal Highway Administration (FHWA) to replace the Stevens Creek Boulevard bridge.

Due to the age of this infrastructure, its importance for connectivity within the City, concerns over recent bridge collapses (notably the bridge collapse in Pittsburgh, PA), and the environmental sensitivity of Stevens Creek due to it hosting population of the federally threatened steelhead, the City would like to acquire funding to replace the bridge before a catastrophe strikes.

The USGS currently predicts a more than 50% chance of a magnitude 7 earthquake in the next 30 years. For comparison, the 1989 Loma Prieta earthquake was measured at magnitude 6.9, and caused widespread damage throughout the Bay Area. Since the Bridge was constructed in 1920, many years prior to the current building codes that govern structures and seismic design, the City is concerned the bridge would not withstand a major event. The loss of the Bridge during a



catastrophe would restrict and limit emergency access within the City, eliminate one potential evacuation route for residents in the area, and would cause significant environmental damage to the sensitive Stevens Creek habitat.

As mentioned above, the replacement of this bridge is a high priority to ensure public safety, emergency access, environmental conservation, and community resiliency in the face of a catastrophic event. The City of Cupertino appreciates your consideration of a one-time budget appropriation of \$7.5 million to facilitate the replacement of the McClellan Road Bridge. Thank you for your time and attention to this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Throop". The signature is fluid and cursive, with a large initial "J" and a long, sweeping underline.

Jim Throop  
City Manager  
City of Cupertino



**PUBLIC WORKS DEPARTMENT**

CITY HALL  
10300 TORRE AVENUE • CUPERTINO, CA 95014-3255  
TELEPHONE: (408) 777-3354 • FAX: (408) 777-3333  
CUPERTINO.ORG

April 20, 2022

The Honorable Evan Low  
Assemblymember, 28th District  
State Capitol, Room 4126  
Sacramento, CA 95814

Re: Support for All-Inclusive Playground at Jollyman Park, Cupertino, CA

Dear Assemblymember Low:

I am writing to respectfully request your assistance in securing a one-time budget allocation of \$1 million to support the City of Cupertino's efforts to construct an all-inclusive playground at Jollyman Public Park, to enhance inclusivity for individuals of all ages and abilities. The playground will support recreation and social interaction for people with autism, sensory challenges, cognitive, developmental, and physical disabilities, as well as those without special needs.

Cupertino is a community committed to inclusivity yet lacks playground resources for those with disabilities. Jollyman Park is situated in an ideal location to provide access in direct proximity to residents in Cupertino, San Jose, Sunnyvale, and Saratoga. Additionally, inclusive playgrounds are often destinations for those who use and need them, and Jollyman Park has convenient access from Highway 85 and Interstate 280 that can make it a regional destination. The City of Cupertino has allocated \$1.2 M to the project, and the project is also partially funded through a grant from Santa Clara County, demonstrating solid multi-jurisdictional support. The addition of State funding will guarantee full construction of the project and demonstrate a collaborative partnership of success by local, County, and State governments.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Chad Mosley  
Assistant Director of Public Works/City Engineer

cc: Jim Throop, Cupertino City Manager  
Evelyn Moran, CIP Project Manager

**From:** [Liang Chao](#)  
**To:** [City Clerk](#)  
**Cc:** [Astrid Robles](#)  
**Subject:** Written Communication for the 7/18 LRC meeting - memos about district budget requests  
**Date:** Sunday, July 17, 2022 7:34:31 PM  
**Attachments:** [Ltr to Senators 2022-23 Budget Requests.pdf](#)  
[Asm Memo on Budget Letters 2022 \(1\).pdf](#)

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See attached for memos about district budget requests for both the Senator and the Assembly.

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**Liang Chao**  
Vice Mayor  
City Council  
[LiangChao@cupertino.org](mailto:LiangChao@cupertino.org)  
408-777-3192

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**From:** Sreekrishnan, Tara <[Tara.Sreekrishnan@sen.ca.gov](mailto:Tara.Sreekrishnan@sen.ca.gov)>  
**Sent:** Thursday, June 30, 2022 12:03 PM  
**To:** Liang Chao  
**Subject:** Re: Request Letters

Hello!

We actually haven't been sending out a notice to different agencies/cities that there is a funding opportunity. But agencies, of course, do reach out to us.

Also, we aren't allowed to submit District Budget Requests each year; it is only when the budget allows, like this year and last year with the surplus. The process changes each year. I am happy to chat with you further over the phone about this in case you are interested?

I thought you would find interesting the attached two memos with more information about the District Budget Requests for the Senate and Assembly.

Here is more information about Senator Cortese's approved District Budget Requests for this year's budget: <https://sd15.senate.ca.gov/news/senator-cortese-secures-local-investments-state-budget-14-million>

Thank you,  
Tara

COMMITTEE MEMBERS  
JIM NIELSEN, VICE CHAIR  
ANNA M. CABALLERO  
DAVE CORTESE  
BRIAN DAHLE  
MARIA ELENA DURAZO  
SUSAN TALAMANTES EGGMAN  
SHANNON GROVE  
SYDNEY KAMLAGER  
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JOSH NEWMAN  
ROSILICIE OCHOA BOGH  
DR. RICHARD PAN  
RICHARD D. ROTH  
HENRY I. STERN  
BOB WIECKOWSKI

## CALIFORNIA STATE SENATE

COMMITTEE ON BUDGET AND FISCAL REVIEW

LEGISLATIVE OFFICE BUILDING – ROOM 502  
SACRAMENTO, CA 95814



*Nancy Skinner, Chair*

STAFF DIRECTOR  
JOE STEPHENSHAW  
  
DEPUTY STAFF DIRECTOR  
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CONSULTANTS  
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RENITA POLK  
JOANNE ROY  
YONG SALAS  
  
COMMITTEE SECRETARY  
SANDY PEREZ  
  
COMMITTEE ASSISTANT  
SAMUEL LANCHESTER  
  
(916) 651-4103  
FAX (916) 668-7004

February 11, 2022

Dear Senate Offices:

As we begin our review of the Governor's 2022-23 Budget proposal and identifying Senate budget priorities, I write now to alert your office to the process we will follow for members to submit district specific budget requests, as well as input on statewide priorities.

This year, we anticipate constraints on budget hearings and other processes, so we are asking Senators with district specific budget requests to submit a letter to the Committee by April 15, 2022.

We ask that, for these district specific priorities, Senators prepare a single letter (as described below) describing no more than four district requests, and listing those requests in priority order. Additionally, the Committee asks that Member letters be submitted in electronic format.

Committee staff will summarize all letters received and brief the Chair, Subcommittee Chairs and Pro Tem. Only letters on letterhead from a current Senator will be considered. No "California Legislature" sign-on letters or letters from external parties will be included in the summary. While the Committee will accept letters after April 15, any letter received after that date cannot be assured to be included in the summary provided to the Chairs and Pro Tem.

In preparing the single letter that includes no more than four district requests listed in priority order you should also include background that provides the specific information outlined in Attachment I. Additionally, keep in mind that district specific priorities should be one-time in nature and should not require any statutory changes.

Lastly, Senators and official caucuses may submit letters on statewide priorities. While these requests are not limited to four, keep in mind that the ability to include costly, ongoing statewide requests is limited.

Please note limitations on Subcommittee hearing logistics means that Member and advocate presentations in Subcommittee may not be possible this year.

To submit a letter and accompanying documents, please send electronic copies to Sandy Perez (Sandy.Perez@sen.ca.gov), Joe Stephenshaw (Joe.Stephenshaw@sen.ca.gov), Chris Woods (Christopher.Woods@sen.ca.gov), and the appropriate Budget Committee Consultant.

If you have any questions about Member letters, please contact Joe Stephenshaw by email or at (916) 651-4103.

Thank you for your attention.

**Nancy Skinner**

Chair, Senate Budget & Fiscal Review Committee

**Attachment I**

For the district specific budget requests that you submit, please include a separate attachment for each containing the following information:

- Name (Senator, Senate Committee, or official Caucus)
- Staff contact
- Title of the proposal
- Dollar amount of the proposal for the 2022-23 fiscal year
- Dollar amount ongoing (if any)
- Source of funds (General Fund, Proposition 98, Special Fund)
- Related policy bill(s)
- Entity to receive the funds (e.g.: city, county, school district, non-profit, state agency)
- Name and contact information of a representative for the entity to receive the funds
- No more than a 250-word proposal summary

ASSEMBLY COMMITTEE ON BUDGET

PHILIP Y. TING, CHAIR  
ASSEMBLYMEMBER, NINETEENTH DISTRICT

CHIEF CONSULTANT  
CHRISTIAN GRIFFITH  
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CONSULTANTS  
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ERIN GABEL  
JENNIFER KIM  
ANDREA MARGOLIS  
MARK MARTIN  
GENEVIEVE MORELOS

To: Members of the Assembly  
From: Phil Ting, Chair  
Date: January 27, 2022  
Re: 2022 Budget Letters

Last year, the Assembly Budget Committee received over 1,000 priority letters from Members for various budget priorities, which shaped the over 350 items that were included in the 2021 budget. Learning from that experience, the committee plans a more structured approach this year for both statewide budget policy letters and district budget requests.

### Statewide Budget Policy Letters

Budget subcommittees discuss statewide policy proposals, as well as oversight of the executive departments' administration of statewide programs. Letters from Assemblymembers, caucuses, and other Assembly committees on these topics shape the discussion and priorities of the budget subcommittees. Such letters typically should be addressed to the appropriate subcommittee chair. The committee also tracks these letters for the Speaker and the Chair of the Budget Committee.

The Budget Committee does not track, forward, or process letters that are not on an Assemblymember's letterhead, including letters on generic "California Legislature" or Senate office letterhead, even if signed by an Assemblymember. The committee, however, does accept letters on the letterhead of an established legislative caucus.

Statewide budget policy letters are welcomed by subcommittees **prior to April 1, 2022.**

### District Budget Requests

**The Budget Committee will ask each Assemblymember to submit a letter by April 29, 2022 to articulate their district priorities.** In this April letter, Members will be asked to identify and prioritize a limited number of one-time requests, typically district-specific projects. These requests do not necessarily need to be in the district but should have no ongoing expectation of state support. Any request to provide funding to a non-governmental entity will need to have a financial intermediary, typically a local government, to oversee the expenditure. Requests in the district-specific process cannot include trailer bills or funding for a bill in the policy process.

In February, the committee will provide offices with more specific instructions and a template for this purpose. These instructions will be informed by revenue and expenditures trends over the next two months, which will help shape expectations for the scope of district requests.

### Logistics and Questions

Marco Rodriguez at [Marco.Rodriguez@asm.ca.gov](mailto:Marco.Rodriguez@asm.ca.gov) will be tracking letters for the Committee. Please ensure he is copied on any letter you send to make sure your request is not misplaced and that your letter includes a contact for your office. If you have any questions regarding letters or this process, please contact Christian Griffith at [Christian.Griffith@asm.ca.gov](mailto:Christian.Griffith@asm.ca.gov).

**From:** [Liang Chao](#)  
**To:** [City Clerk](#)  
**Cc:** [Astrid Robles](#)  
**Subject:** Written Communication for 7/18 LRC meeting - City's request letter to Cortese's office  
**Date:** Sunday, July 17, 2022 7:29:32 PM  
**Attachments:** [Cortese letter 5-11-22 encrypted .pdf](#)

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Please enter this as written communication to the 7/18 LRC meeting.

Thanks.

	<b>Liang Chao</b>
	Vice Mayor City Council <a href="mailto:LiangChao@cupertino.org">LiangChao@cupertino.org</a> 408-777-3192
	

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**From:** Sreekrishnan, Tara <[Tara.Sreekrishnan@sen.ca.gov](mailto:Tara.Sreekrishnan@sen.ca.gov)>  
**Sent:** Tuesday, July 5, 2022 12:34 PM  
**To:** Liang Chao <[LiangChao@cupertino.org](mailto:LiangChao@cupertino.org)>  
**Subject:** Re: Request Letters

Hello Vice Mayor Chao,

I have confirmed that the attached is the only budget request letter we have received from the City of Cupertino (we had a meeting with City staff and explained that this came in after our deadline).

Thank you,  
Tara

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Liang

	<b>Liang Chao</b>
	Vice Mayor City Council <a href="mailto:LiangChao@cupertino.org">LiangChao@cupertino.org</a> 408-777-3192
	

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**From:** Sreekrishnan, Tara <Tara.Sreekrishnan@sen.ca.gov>

**Sent:** Thursday, June 30, 2022 12:03 PM

**To:** Liang Chao

**Subject:** Re: Request Letters

Hello!

We actually haven't been sending out a notice to different agencies/cities that there is a funding opportunity. But agencies, of course, do reach out to us.

Also, we aren't allowed to submit District Budget Requests each year; it is only when the budget allows, like this year and last year with the surplus. The process changes each year. I am happy to chat with you further over the phone about this in case you are interested?

I thought you would find interesting the attached two memos with more information about the District Budget Requests for the Senate and Assembly.

Here is more information about Senator Cortese's approved District Budget Requests for this year's budget: <https://sd15.senate.ca.gov/news/senator-cortese-secures-local-investments-state-budget-14-million>

Thank you,  
Tara

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**From:** Liang Chao <LiangChao@cupertino.org>

**Sent:** Thursday, June 30, 2022 9:50:02 AM

**To:** Sreekrishnan, Tara

**Subject:** Re: Request Letters

Thanks, much!

For my understanding of the process, your office will normally send a letter to each city for funding requests with a deadline, right?

Could you send me the letter from your office too so I know what such a letter says?

Thanks.

Liang





**Liang Chao**

Vice Mayor  
City Council  
LiangChao@cupertino.org  
408-777-3192



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**From:** Sreekrishnan, Tara <Tara.Sreekrishnan@sen.ca.gov>

**Sent:** Wednesday, June 29, 2022 11:59 PM

**To:** Liang Chao

**Subject:** Re: Request Letters

Hello Councilmember Chao,

How are you?

I am out of the office tomorrow and Friday, so I will get back to you next week after doing a full review, but here is one letter attached. I believe this may be the only request our Office received, but let me check further. I will note that the attached request was submitted after our District Budget Request deadline and thus we could not submit it as one of our District Budget Requests.

Thank you,

Tara

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**From:** Liang Chao <LiangChao@cupertino.org>

**Sent:** Wednesday, June 29, 2022 11:11 PM

**To:** Sreekrishnan, Tara

**Subject:** Fwd: Request Letters

Tara,

We are trying to find out what funding requests the City of Cupertino has sent to our legislators this year and in the past three years.

Enclosed is three funding requests from Cupertino to the Assembly Member Evan Low, for your reference.

Thanks,

Liang



**Liang Chao**

Vice Mayor  
City Council  
LiangChao@cupertino.org  
408-777-3192





## PUBLIC WORKS DEPARTMENT

CITY HALL  
10300 TORRE AVENUE • CUPERTINO, CA 95014-3255  
TELEPHONE: (408) 777-3354 • FAX: (408) 777-3333  
CUPERTINO.ORG

May 11, 2022

The Honorable Dave Cortese  
1021 O Street  
Suite 6640  
Sacramento, CA 95814

RE: Funding request for Via-Cupertino micro-transit service expansion to serve the cities of Cupertino, Santa Clara, and San José

Dear Senator Cortese,

Thank you for your tireless service for our community, and your continued commitment to social justice and climate change leadership. On April 28, 2022, the Senate unveiled the second phase of the Senate Budget Plan: Putting Wealth to Work, with a proposed budget for Fiscal Year 2022-2023 that includes an updated surplus of \$68 billion. With this surplus, California seeks to support those who need it most, in large part by improving transportation options and reducing greenhouse gas emissions, and by prioritizing important projects that can be implemented with one-time investments, rather than ongoing state spending.

The City of Cupertino seeks to expand transit options for the South Bay community in a safe, affordable, and efficient manner and simultaneously reduce greenhouse gas emissions and congestion within the region.

The Via-Cupertino ([www.cupertino.org/shuttle](http://www.cupertino.org/shuttle)) service is an on-demand transit program that launched in 2019 and provides shared rides anywhere in Cupertino and beyond. The service also serves the Sunnyvale Caltrain station, Rancho San Antonio Open Space preserve, and Kaiser Permanente in Santa Clara. The program is funded entirely by the City of Cupertino and riders pay a low fare of \$4, with a \$2 discounted fare available for seniors, students, low-income and disabled riders. This service has helped to move over 18,000 individuals, most of whom were traveling to Sunnyvale Caltrain. The majority responded in surveys that they would have driven alone if not for Via-Cupertino's service. The survey also showed that most passengers were not using public transit before riding Via-Cupertino.

There is an opportunity now to expand the service into San José and Santa Clara. This larger zone will bring even more connections for commuters, disadvantaged populations, and new rail connections such as Amtrak, and ACE (Altamont Corridor Express) train. Mountain View Caltrain will be added to the network as well. On behalf of the City of Cupertino, I am writing to request a \$2.6 million state budget appropriation to enable the expansion and electrification of Via-Cupertino. **This one-time \$2.6M investment would increase the Via-Cupertino service boundary from 12 square miles to a regional service of 29 square miles and, as a result, would make the Via-Cupertino service available to an additional 100,000 residents**, helping to ensure that California's priority populations have access to affordable public transit, while progressing towards a zero emissions future and improving safety. If the appropriation is granted, the funds would enable the replacement of all existing vehicles with electric vehicles, it would support the continued operation in Cupertino and allow for targeted expansions into areas currently unserved with a focus on expanding in disadvantaged communities.

As Cupertino's local State Assemblymember, we respectfully request your support for the City's request to receive one-time funding from the budget to help make it feasible for the City of Cupertino to expand equitable transit access and economic resilience for our communities, all whilst reducing Vehicle Miles Traveled (VMT) and reducing mobile emissions.

We would welcome the opportunity to meet directly with you or your staff to discuss the project and its funding in more detail. Please contact me at [chrisc@cupertino.org](mailto:chrisc@cupertino.org) or (408) 777-3174. Thank you for your consideration and we look forward to hearing back from you.

Sincerely,

*Chris Corrao*

Chris Corrao  
*Senior Transit & Transportation Planner*  
City of Cupertino  
[chrisc@cupertino.org](mailto:chrisc@cupertino.org), (323) 208-1131

LRC 07-18-2022

Item No. 6

Property Tax Allocation in  
Cupertino

Written Communications

## Lauren Sapudar

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**From:** Astrid Robles  
**Sent:** Monday, July 18, 2022 10:30 AM  
**To:** Lauren Sapudar  
**Subject:** FW: LRC Item 6 Written Communications  
**Attachments:** 1 - Presentation.pdf



### Astrid Robles

Assistant to the City Manager  
City Manager's Office  
AstridR@cupertino.org  
(408)777-3314



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**From:** Kitty Moore <ckittymoore@gmail.com>  
**Sent:** Monday, July 18, 2022 10:28 AM  
**To:** Astrid Robles <AstridR@cupertino.org>  
**Subject:** LRC Item 6 Written Communications

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Astrid,

Please include the following presentation for Item 6 today:

<https://cupertino.legistar.com/View.ashx?M=F&ID=10909847&GUID=7250D6FD-5826-4CA5-B6AA-6CF56D43E214>

Thank you!

Kitty Moore

# Transit & Housing

Planning Commission Meeting 24 May 2022

Prepared by Planning Commission Chair Steven Scharf

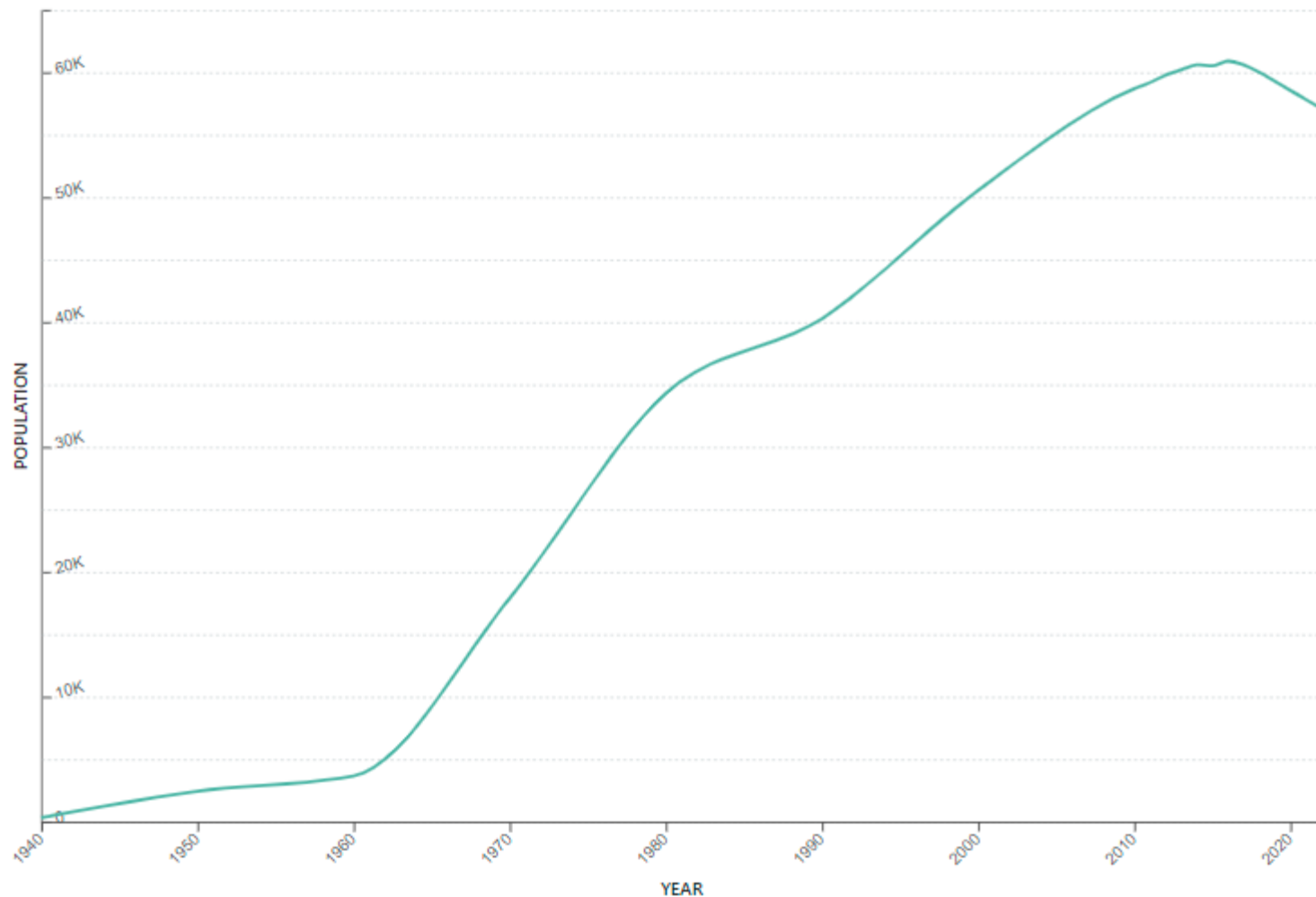
While crafting our Housing Element, and Selecting Sites, We Should Consider the Reality of Current and Future Mass Transit in Silicon Valley, GHG, Equity, and Fairness for Families of All Income Levels.



- **Set clear sustainable transportation goals and align resources to meet them.**
- **Develop mobility solutions beyond transit**

## Cupertino, California Population 2022

57,092



State	California
County	Santa Clara County
Land Area (mi <sup>2</sup> )	11.3 sq mi
Density (mi <sup>2</sup> )	5,047.40/sq mi
2020 Growth Rate	-1.26% (-728)
Growth Since 2010	-2.72% (-1,597)

The current population of Cupertino, California is 57,092 based on our projections of the latest US Census estimates. The US Census estimates the 2018 population at 57,092. The last official US Census in 2010 recorded the population at 58,689.

# 2022 Cities Commuting: Cupertino, CA

## Cupertino, CA

Population	58,598
Median Income	\$134,872
Median Age	40.2
Avg. Home Price	\$2,556,000
Unemployment Rate	4.2%
Avg. Commute Time	28.08

Source: <https://www.bestplaces.net/>

# 2022 Cities Commuting: Cupertino, CA

Commute Mode	Cupertino, CA
Auto (alone)	77.4%
Carpool	9.2%
Mass Transit	4.0%
Bicycle	0.8%
Walk	1.4%
Work at Home	6.2%

Source: <https://www.bestplaces.net/>

# 2022 Cities Commuting: Cupertino, CA

Commute Time To Work	Cupertino, CA		
Commute Less Than 5 min.	0.8%	Commute 30 to 34 min.	21.1%
Commute 6 to 9 min.	5.9%	Commute 35 to 39 min.	4.8%
Commute 10 to 14 min.	7.5%	Commute 40 to 44 min.	6.2%
Commute 15 to 19 min.	10.5%	Commute 45 to 59 min.	7.6%
Commute 20 to 24 min.	20.4%	Commute 60 to 89 min.	4.2%
Commute 25 to 29 min.	8.8%	Commute greater than 90 min.	2.3%

Source: <https://www.bestplaces.net/>

# The 23/523 Does Not Constitute High-Quality Transit Despite the 15 Minute Headways



**443 Weekday Boardings (excluding De Anza College Stop)  
Combined 23 & 523**

Source: VTA

# What About GHG and Fossil Fuel Use?

**Buses: 21.4 Passenger Miles Per Gallon<sup>1</sup>**

**Private Vehicle: 39.5 passenger-miles per gallon<sup>2</sup>**

1. Based on 2.33 MPG, 9.22 Average Passenger Load (nationwide, VTA is likely lower)

2. Based on 25 MPG at 1.58 passengers/vehicle

Source: <https://reason.org/commentary/does-bus-transit-reduce-greenhouse/>

# What About Electric Buses?

**Electric Buses: 25.1 MPGe (231 Passenger MPGe)**

**Tesla Model 3: 138 MPGe (218 Passenger MPGe)**

Source: <https://www.truecar.com/best-cars-trucks/cars/fuel-electric/mpge-over-100/>  
and <https://www.proterra.com/products/transit-buses/>



VTA's latest financial audit showed a farebox recovery ratio of only 9.1% in the 2019 fiscal year, with a further decline amidst the COVID-19 pandemic. This farebox recovery number is less than half the average agency light rail farebox recovery rate of 22.2%.

Source: <https://reason.org/>

Commute times to Cupertino may have reached a point at which no further job growth is possible. It will become increasingly difficult to hire employees as potential employees won't apply because of the commute times. Increasing housing density would increase housing costs making it harder for many workers to live in Cupertino, but since most residents (new or old) commute out, increased housing would have little or no impact on commute times to Cupertino.

Source: <http://meetingthetwain.blogspot.com/2017/07/cupertino-work-live-commute.html>

# Non-Stop VTA Bus Service from Cupertino to Major Employers

<b>Company</b>	<b>Employees</b>	<b>City</b>	<b>Non-Stop VTA Service from Cupertino?</b>	<b>Private Transportation Service?</b>
<b>Google</b>	<b>36,600</b>	<b>Mountain View</b>	<b>No</b>	<b>Yes</b>
<b>Apple</b>	<b>25,000</b>	<b>Cupertino</b>	<b>No</b>	<b>Yes</b>
<b>Facebook</b>	<b>17,000</b>	<b>Menlo Park</b>	<b>No</b>	<b>Yes</b>
<b>Stanford</b>	<b>15,300</b>	<b>Stanford</b>	<b>No</b>	
<b>Stanford Health</b>	<b>14,600</b>	<b>Stanford</b>	<b>No</b>	
<b>Tesla</b>	<b>13,000</b>	<b>Palo Alto</b>	<b>No</b>	
<b>Cisco</b>	<b>12,700</b>	<b>N. San Jose</b>	<b>No</b>	
<b>Intel</b>	<b>7,100</b>	<b>Santa Clara</b>	<b>No</b>	
<b>Nvidia</b>	<b>6,500</b>	<b>Santa Clara</b>	<b>No</b>	
<b>Applied Materials</b>	<b>6,400</b>	<b>Santa Clara</b>	<b>No</b>	
<b>VMWare</b>	<b>5,900</b>	<b>Palo Alto</b>	<b>No</b>	
<b>LinkedIn</b>	<b>5,500</b>	<b>Sunnyvale</b>	<b>No</b>	
<b>SAP</b>	<b>4,300</b>	<b>Palo Alto</b>	<b>No</b>	
<b>Lockheed Martin</b>	<b>4,100</b>	<b>Sunnyvale</b>	<b>No</b>	
<b>Adobe</b>	<b>3,700</b>	<b>San Jose</b>	<b>Yes</b>	

<https://www.bizjournals.com/sanjose/subscriber-only/2021/07/09/largest-silicon-valley-employers.html>

# **Car Access and Economic and Social Mobility**

“When poor households have or gain a car household members are more likely to be or become employed, keep their jobs, increase their earnings, work more hours, and leave welfare programs”

<https://journals.sagepub.com/doi/full/10.1177/0739456X20950428>

# **Car Access and Economic and Social Mobility**

Underlying the economic benefits of car ownership is the simple fact that one can more quickly and easily access more jobs and other opportunities by car than by other transportation modes in almost all neighborhoods in the United States

Source: <https://journals.sagepub.com/doi/full/10.1177/0739456X20950428>

# **Car Access and Economic and Social Mobility**

These geographic challenges are compounded by the growth of poor and minority populations in the suburbs where access to jobs is limited without a car and by increasing gentrification in urban neighborhoods with good transit service.

Source: <https://journals.sagepub.com/doi/full/10.1177/0739456X20950428>

# **Car Access and Economic and Social Mobility**

Vehicle ownership is directly associated with improved neighborhood satisfaction and better employment outcomes. This is especially the case in Silicon Valley because of very poor public transit and because of the lack of a nine to five work environment.

**Source: eMail to Committee from Affordable Housing Advocate**

# **Car Access and Economic and Social Mobility**

Carless households are more likely to miss and delay medical care. Having a car increases school choice and children in households without cars are less likely to participate in school activities, leading to lower educational attainment, less likelihood of being employed, and lower earnings later in life.

Source: <https://journals.sagepub.com/doi/full/10.1177/0739456X20950428>



# Car Access and Economic and Social Mobility

Studies using data from the U.S. Department of Housing and Urban Development's Moving to Opportunity experiment found that access to a car enabled low-income households to move to low-poverty neighborhoods

Source: <https://journals.sagepub.com/doi/full/10.1177/0739456X20950428>

There is a limit to what government can do to reduce gas prices or increase private sector wages, at least in the short term. But it can do something to give middle-class families some relief and low-income workers a leg up—by recognizing that the cost of commuting is a business expense, and changing tax policy to reflect that fact. The federal government should offer tax credits that would lower the cost of commuting to work for low and middle-income employees, and would allow low-income workers who can't afford a reliable car to get one.

<https://www.brookings.edu/articles/auto-mobility-subsidizing-americas-commute/>

Employers, welfare administrators, and the unemployed have long asserted that transportation barriers are a key obstacle to success on the job, so these commuting credits may be the most promising next step for welfare reform. They would help transform the lives of many low-income Americans, giving them a previously unimaginable level of convenience, security, and freedom.

<https://www.brookings.edu/articles/auto-mobility-subsidizing-americas-commute/>

## **State Legislation that Eliminates Minimum Parking Requirements Hurts the Production of Affordable Housing Near Transit**

- **State Law allows developers to ignore cities' parking requirements and build new housing projects with little or no parking if the project is close to a bus line even if the bus line does not serve major employment areas.**
- **Economically-challenged families have a need for reliable transportation. In Silicon Valley that means cars.**

## **State Legislation that Eliminates Minimum Parking Requirements Hurts the Production of Affordable Housing Near Transit**

- Cities are unlikely to rezone parcels for greater height, along transit corridors, if developers won't include adequate parking.**
- Developers will include adequate parking on market-rate projects; not doing so would make units difficult to rent or sell.**
- Failure to include adequate parking exports residents' vehicles to surrounding neighborhoods necessitating permit parking.**

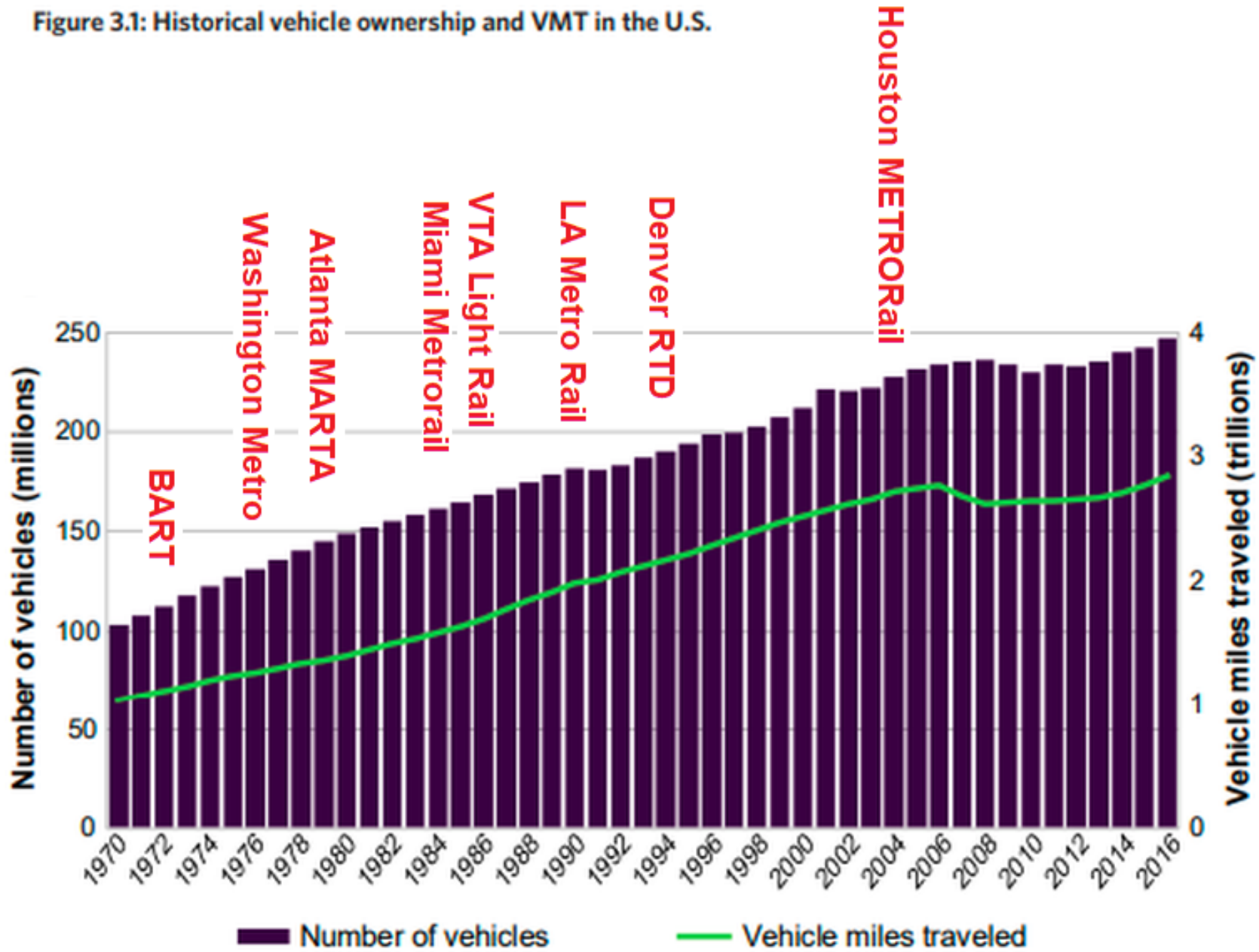
**“There are a variety of ways to provide personal mobility while reducing societal costs/”**



Source: <https://energy.mit.edu/wp-content/uploads/2019/11/Insights-into-Future-Mobility.pdf>



Figure 3.1: Historical vehicle ownership and VMT in the U.S.





# The Impact of Mass Transit on Public Security - A Study of Bay Area Rapid Transit in San Francisco

CALIFORNIA TODAY

## *Why Public Transit's Pandemic Recovery Is Complicated*

As ridership plunged during the pandemic, worries about crime made it difficult to coax passengers back.

<https://www.nytimes.com/2022/04/26/us/ca-public-transit-safety.html>

<https://www.sciencedirect.com/science/article/pii/S2352146517304362>



# Covid's Transportation Tsunami

To allocate new infrastructure spending wisely, legislators need to understand how Americans' habits have changed.

- **Amtrak, airlines, public transit, and intercity buses have seen drop-offs in excess of 60 percent.**
- **Only air travel will return to its pre-pandemic level.**
- **Cars will remain about 5 percent to 10 percent lower.**
- **Remote work will have an especially pronounced effect.**

# The Future is EVs Powered by Renewables

**US: All-Electric Car Sales Increased 60% To Almost 160,000 In Q1 2022**



## **Conclusion**

- **The Planning Commission and the City Council need to carefully consider the issues of equity, transit availability, and fairness when selection Housing Element Sites, ensuring that the sites provide the necessary amenities for residents of all income levels.**