

Transit & Housing

Planning Commission Meeting 24 May 2022

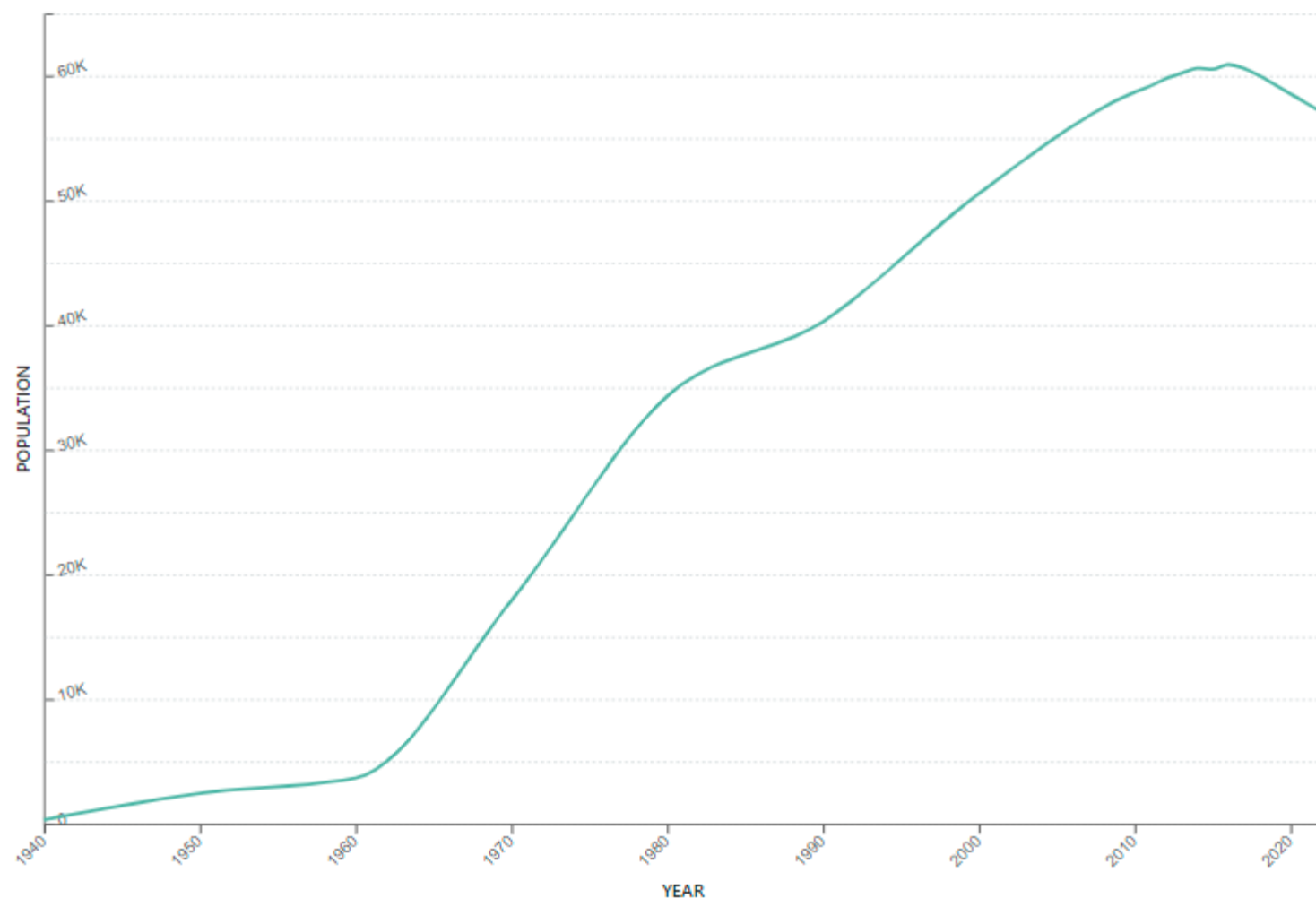
Prepared by Planning Commission Chair Steven Scharf

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 (mi²)	11.3 sq mi
Density (mi²)	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%

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 Gallon¹

Private Vehicle: 39.5 passenger-miles per gallon²

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

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

<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

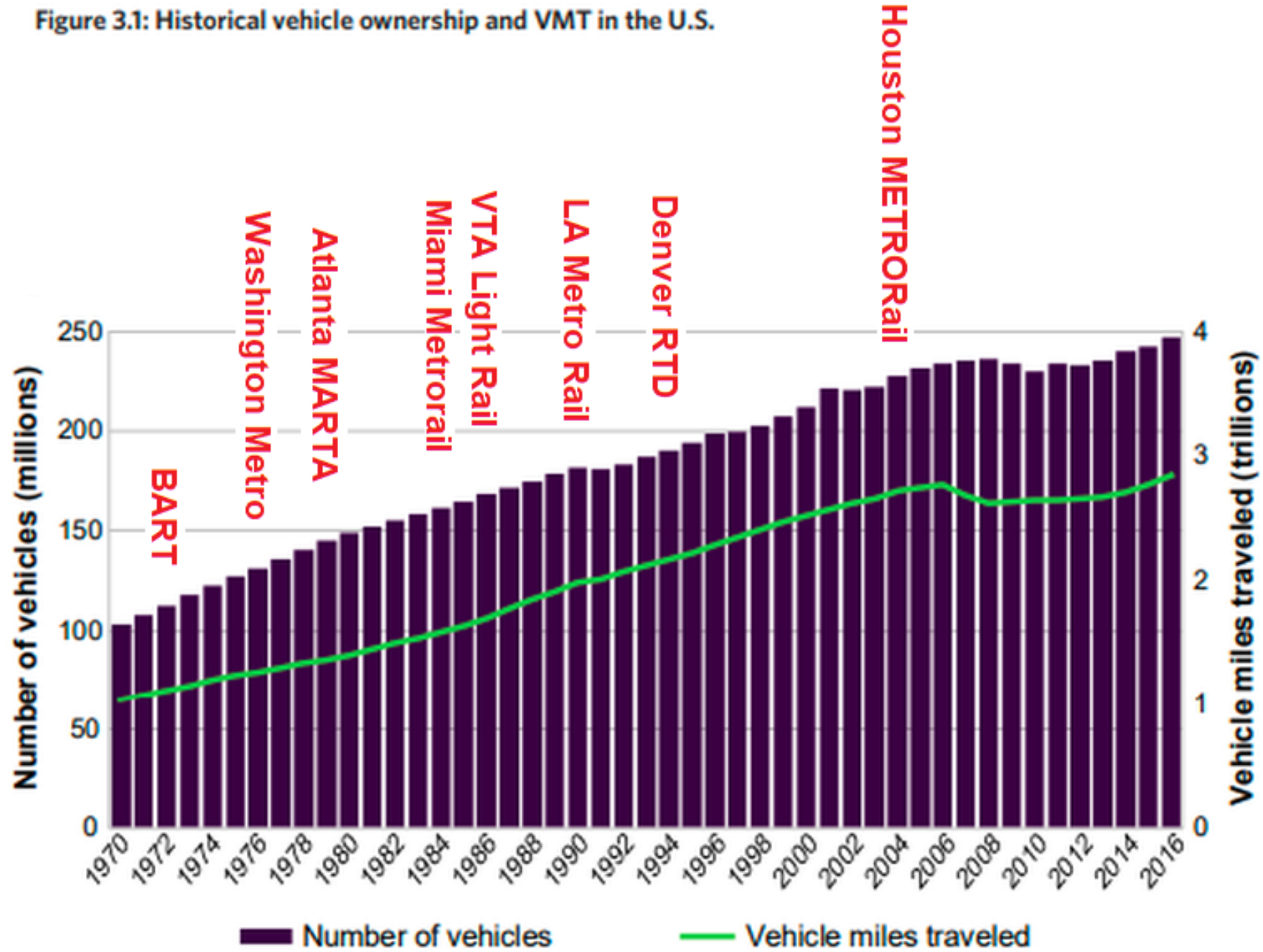
- **Cities are unlikely to rezone parcels for greater height, along transit corridors, if developers won't include adequate parking.**
- **Developers will include adequate parking on market-rate projects; not doing so would make units difficult to rent or sell.**
- **Failure to include adequate parking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