

## RESPONSE TO COUNCIL QUESTIONS RE: 3/26/2024 CITY COUNCIL AGENDA

Agenda Item #: 2

Title: Receive Information Regarding Potential Shuttle Options and Authorize City Manager to Apply for Micro Transit Grants With 50% Maximum Local Match

### **2.1 Council Question: SV Hopper operated 68 hours/week (M-F 12 hours, S – 8 hours), why is Sunnyvale is designing to operate 84 hours?**

Staff Response: A Sunnyvale shuttle program has not been designed. Hours of operation for a citywide shuttle program could be finalized prior to implementation. The hours of operation would impact the total program cost. Staff would propose a Citywide shuttle with hours matching those of nearby cities to provide the best service to residents and visitors.

### **2.2 Council Question: Page 3/6 FUHSD bullet says, “FUHSD staff also said that they may not have enough demand to justify a student-only shuttle”, we heard from public that how a shuttle would benefit the after-school program.**

Staff Response: According to FUHSD staff, the VTA Bus Program works well for transporting students to and from school. FUHSD currently provides about 600 free VTA Month Passes each month (free to students but FUHSD pays for them). They also stated that the need for shuttle transportation is probably centered on three extra or co-curricular activities:

1. Rides home from after school practices. The amount would vary by sport and season.
2. Rides to and from school for weekend events (i.e. band practice or robotics which may occur on Saturdays).
3. Rides home from dances or games but these tend to happen later at night and may not be addressed by existing SV Hopper hours.

### **2.3 Council Question: In the same bullet, is FUHSD preparing for “needs assessment”?**

Staff Response: Based on the response above from FUHSD, staff agrees that a “needs assessment” should be completed prior to designing a student-only shuttle. The scope of approved Study Issue DPW 23-06 is to evaluate various transportation options including but not limited to expanding Valley Transportation Authority (VTA) bus service and working with FUHSD on transportation options. The study, if staff were directed to continue it, would survey students and parents on transportation needs, evaluate estimated costs, funding sources, populations served, and other factors.

### **2.4 Council Question: Page 3/6 last line, it says 2,250 rides/week (117,000 rides/year) this is substantially (~ 2 times that annual rides of Cupertino + South Santa Clara). How this is estimated?**

Staff Response: This was an estimate provide by VIA based on Sunnyvale’s expected potential of 165,000 users for a Citywide shuttle program. The number of rides in Cupertino and Santa Clara are increasing and will continue to increase as Santa Clara expands service to North Santa Clara. The current program and budget only serve the southern portion of Santa Clara.

**2.5 Council Question: Page 4/6, The EPA grant, even if awarded, will it be shared amongst VTA and other cities (Gilroy, Morgan Hill, Milpitas, San Jose and San Benito)?**

Staff Response: VTA is taking the lead to submit and administer the EPA grant if awarded, but the grant amounts for each jurisdiction are dedicated to that jurisdiction and not shared with other jurisdictions. In our case, we have asked for a fully funded 5-year citywide shuttle program.

**2.6 Council Question: Do you have additional information about the EPA Climate Pollution Reduction Grant? Are there requirements about City-wide and specific goals of the grant?**

Staff Response: The main requirement is that applications must project a reduction in greenhouse gas emissions and micro transit programs have been shown to reduce greenhouse house emissions.

**2.7 Council Question: Can you remind Council of the parameters of the Peery Park Rides program? Does it require EVs? Does it require a cellphone App?**

Staff Response: The on-demand Peery Park Rides Shuttle requires the operator to provide an app to request a ride. The grant did not require EVs but Zero Emission Vehicles/Hybrid Vehicles were added as a desirable service vehicle. Service hours will be Monday thru Friday 7am-7pm, operating in an area bounded by El Camino Real to the south, Mountain View city limit/SR85 to the west, Fair Oaks Avenue to the east and US101 to the north including the triangular Peery Park area west of Mathilda Avenue by Ross Drive. This program is fully funded through Fall 2026. See Attachment 1.

**2.8 Council Question: What was the number of rides for the Cupertino / Santa Clara shuttle in 2023? Is there a projected number of rides using a similar service projected for the city wide shuttle in Sunnyvale?**

Staff Response: VIA reported that the SV Hopper had 53,888 rides in 2023. Based on information provided by VIA to VTA for the EPA grant application, they anticipate Sunnyvale having 12 shuttles operating citywide each day providing about 250 rides per day per shuttle. This equates to about 3,000 rides per day.

**2.9 Council Question: Given the one of six Council Strategic Priorities - Accelerating Climate Action, the Active Transportation Plan and Vision Zero Plan, how might this type of shuttle program relate to the reduction of congestion and reduction of Greenhouse Gas Emission pollution? For example, from a project the number of rides on the electric shuttle for a city wide Sunnyvale shuttle, can it be estimated the amount of Greenhouse Gases saved versus if these rides were done with a fossil fuel single occupancy vehicle? What is the percentage and amount of Greenhouse Gases that transportation contributes to the total amount of greenhouse gas pollution in Sunnyvale?**

Staff Response: A shuttle program may reduce congestion and greenhouse gas emissions, but it would have to be carefully thought-out and managed. California is moving towards all zero-emissions vehicles by 2035 and many cars on the road today are zero-emission vehicles. There is potential for reduced use of VTA transit service due to the on-demand and point to point service. Also, all shuttle programs, similar to public transit, require a large public subsidy. According to the City's annual greenhouse gas inventory, 47% of greenhouse gas pollution in Sunnyvale comes from transportation uses.

**2.10 Council Question:** Given examples of private business associations partnering with other cities to invest in shuttle funding “...a business park hosting many of the largest employers in the city — committed to invest \$31,000 monthly in Palo Alto Link..” [Palo Alto Link \(PAL\) Evaluation and Report](#), how could this type of shuttle program funding be explored for Sunnyvale? How could this type of shuttle that relate to supporting these policies and goals: (1) POLICY LT-3.4 Require large employers to develop and maintain transportation demand management programs to reduce the number of vehicle trips generated by their employees and the climate action game plan (2) Move 3C. Enhance City Transportation Demand Management (TDM) program implementation and monitoring to facilitate further reductions in single-occupant automobile trips, citywide?

**Staff Response:** The City has very aggressive TDM requirements for new developments. In some cases, new projects are required to reduce their trips by up to 35%. Also, the City required the developers to create Transportation Management Associations (TMA) in the Peery Park and Moffett Park areas to work closely with the City on transportation matters. The City will work closely with the developers on the formation and services of the TMAs. Also, Sunnyvale is different than Palo Alto in that some of our major employers such as Google, Apple, Amazon already operate their own private corporate shuttle programs and in Google’s case a local shuttle service also.

**2.11 Council Question:** What is an overview of the requirements for TIRCP (California State Transportation Agency (CalSTA) for a Transit & Intercity Rail Capital Program (TIRCP) grant which is funded each year through Cap-and-Trade auction proceeds) that might make Sunnyvale eligible to apply?

**Staff Response:** CalSTA has funded micro transit programs in the past. CalSTA also listed micro transit programs as eligible grant projects in this recent grant announcement. Based in this information, the City would be eligible to apply for a grant to fund a citywide shuttle program.

**2.12 Council Question:** What is an overview of the requirements for the Environmental Protection Agency (EPA) Climate Pollution Reduction Grant in support of the shuttle program that might make Sunnyvale eligible to apply?

**Staff Response:** The main requirement is to show a projected reduction in greenhouse gas emissions and micro transit program have been shown to reduce greenhouse house emissions.

**2.13 Council Question:** How might the SV Hopper program relate to one of six Council Strategic Priorities of Equity, Access and Inclusion as comparison this was feedback for the Palo Alto shuttle program that is similar to SV Hopper “...Vulnerable and transit dependent riders were impacted the most by Link: 46% of respondents do not have access to a personal vehicle and 43% qualify for discounted fares (50% of discounted fares were for seniors and low-income riders)...an affordable way to reach jobs and medical appointments and gave riders with mobility limitations...residents reported that the service enables them to reduce or forgo car ownership..”. [Palo Alto Link \(PAL\) Evaluation and Report](#).

Staff Response: The information referenced is specifically regarding the Palo Alto Link. The City does not currently have data on transportation disparities in Sunnyvale. In general, access to reliable transportation disproportionately impacts low-income and historically marginalized communities. To the extent that a new shuttle service improves access for all community members, it could also increase access to education, employment, healthcare, and other essential services.

**2.14 Council Question: What are some options currently for people who can not drive due to disability and need wheelchair accessible vehicles (WAV)? How might these options change with an SV Hopper type of program? For example, are wheelchair accessible vehicles (WAV) available with SV Hopper?**

Staff Response: VTA currently provides ACCESS Paratransit service for eligible individuals with disabilities who cannot use conventional accessible bus and light rail service due to their physical, visual or cognitive disabilities. VTA's paratransit fleet includes cutaways, minivans, sedans and taxis that can accommodate wheelchairs. Customers can expect multiple passenger pickups and drop-offs along their trip, similar to SV Hopper or VTA transit service. Yes, some SV Hopper shuttles can accommodate people on wheelchairs as well as some Uber/Lyft vehicles. The Peery Park Rides Shuttle will also have a percentage of the fleet that will accommodate wheelchair or mobility devices.

**2.15 Council Question: Does the SV hopper shuttle service create efficiencies by grouping multiple riders traveling in the same direction?**

Staff Response: Yes. VIA measures "passengers per vehicle hour" over time to reflect how much grouping occurs and can measure the percentage of time that vehicles are delivering shared rides. Also, any shuttle service and public transit benefit from efficiencies by taking riders from similar geographic areas to similar destinations. Managed on-demand shuttles benefit from using software to dynamically map out routes to pick up riders who may be heading in the same direction or destinations along a similar path of travel. This type of service does have the potential to pull riders away from fixed route as riders may not have to wait or travel to a bus stop and will benefit from point-to-point service.

**2.16 Council Question: For the Cupertino/Santa Clara shuttle are transit centers popular destinations for the shuttles? In addition, what are other types of popular destinations for the Cupertino/Santa Clara shuttle?**

Staff Response: Yes, according to SV Hopper data, transportation centers are the most popular destinations. Followed by higher ed locations, senior centers, and shopping destinations. For SV Hopper the top destinations include:

- Mountain View Caltrain Station
- Sunnyvale Caltrain Station
- Santa Clara Caltrain Station
- DeAnza College
- Main Street Cupertino

**2.17 Council Question: Could council and the public be provided with ongoing regular information about pilot performance periodically with full evaluation of pilot service with Council following approximately 12 months of operation? Will the shuttle service be evaluated with set metrics?**

Staff Response: It is envisioned that Peery Park Rides Shuttle will be evaluated to identify ridership numbers, trip lengths, occupancy of shuttles, true costs per riders, popular origins/destinations and high service periods, trips that tie in with transit as first/last mile service as this is a true pilot program to help determine if the program should be continued along with identified funding needs. Once a service provider is under contract, metrics can be solidified. Staff envisions that this pilot project will be evaluated with updates to City Council to determine if the City should continue with the program beyond the pilot period. If Council were to authorize another pilot program periodic updates could be provided to Council.

**2.18 Council Question: Cupertino's shuttle program is apparently managed by a quarter-time staff member, as part of a suite of other responsibilities. Why does Staff feel that Sunnyvale would require a full-time staff member to administer the shuttle program?**

Staff Response: The overall population and potential service area of Sunnyvale would be much larger than Cupertino which would require a higher level of staffing.. Existing staff is already fully tasked and does not have the bandwidth to accept additional work without reducing service elsewhere.

**2.19 Council Question: Does Staff believe it is likely that TIRCP grants will be available for shuttle programs next year?**

Staff Response: It is likely that the CalSTA TIRCP grant will be available next year, but we will not know for sure until the State announces another round of funding.

**2.20 Council Question: Please include the latest copy of the BSF projections chart (December 2023's is fine if there is nothing more recent ready).**

Staff Response: Attached is the chart provided on December 19, 2023 to Council. A more recent version is not yet available but will be presented at the FY 2023/24 Recommended Budget Workshop. See Attachment 2.

**2.21 Council Question: When evaluating long-term programs such as the shuttle, what are some of the advantages of having them go through the city's standard budgeting process?**

Staff Response: Council Policy requires that all competing requests for City resources be evaluated within the annual budget process. This is important as there are many moving parts in the budget, as well as a large range of annual requests. The top priority for staff is to ensure that funding is available to continue to provide the current level of service. Then, new requests can be taken in context with all other competing new requests, as well as within context of the overall budget. This also allows for the full development of ongoing revenue and expenditures to ensure that major decisions with significant financial impacts are taken within the context of the twenty-year financial plan, per council policy. Taking items out of this context can result in unintended consequences, such as having to adjust after the fact to accommodate new additions included outside of the budget process. In

addition, the budget process provides a predictable, consistent, and robust means for the community to engage with Council regarding resourcing decisions.

**2.22 Council Question: Could TDM funds be used to help offset the costs of a citywide shuttle service?**

Staff Response: The City does not collect TDM funds from each developer to implement a citywide shuttle for the City. The responsibility of selecting measures to fund is up to each developer when designing their own TDM plan. In areas of the City where there is a Transportation Management Association (TMA), the TMA can collect dues from each member and decide what services can best benefit their members. The City does collect TDM fines from developers/properties that do not meet their annual TDM goals but that is not a sustaining and consistent funding. Each developer/redeveloped property in Peery Park and Moffett Park areas is required to participate in a Transportation Management Association which could fund a shuttle service as a method to help encourage alternative travel modes. Currently, most of the larger technology companies in the City operate their own regional corporate employee shuttle services. The Peery Park Rides Shuttle will assist property owners and TMA members in determining if the shuttle meets their needs when compared to costs to providing such service.

**2.23 Council Question: Could the City combine the TIRCP grant with the EPA grant?**

Staff Response: As prepared, the City is applying for EPA grant funds to provide a 5-year fully funded citywide shuttle program with no local match required. The CalSTA TIRCP grant would not be necessary during initial 5-year period if the EPA grant is awarded. The two grants could not be stacked to extend the funding period for a longtime as they both have implementation time periods of 5 years from award. If the City receives the EPA grant, we would not be eligible for the CalSTA TIRCP grant after the initial 5-year EPA funding period unless we expanded service in some shape or fashion.

Agenda Item #: 3
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Title: Approve the 2023 Draft Housing Element Annual Progress Report
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**3.1 Council Question: For ADUs, do we keep track of the size of ADUs being created and in what part of the city as we are looking at trends? (Or is this only a deep dive of every permit?). Are we seeing more JADUs or SADUs, and in what parts of our single family neighborhoods in the city?**

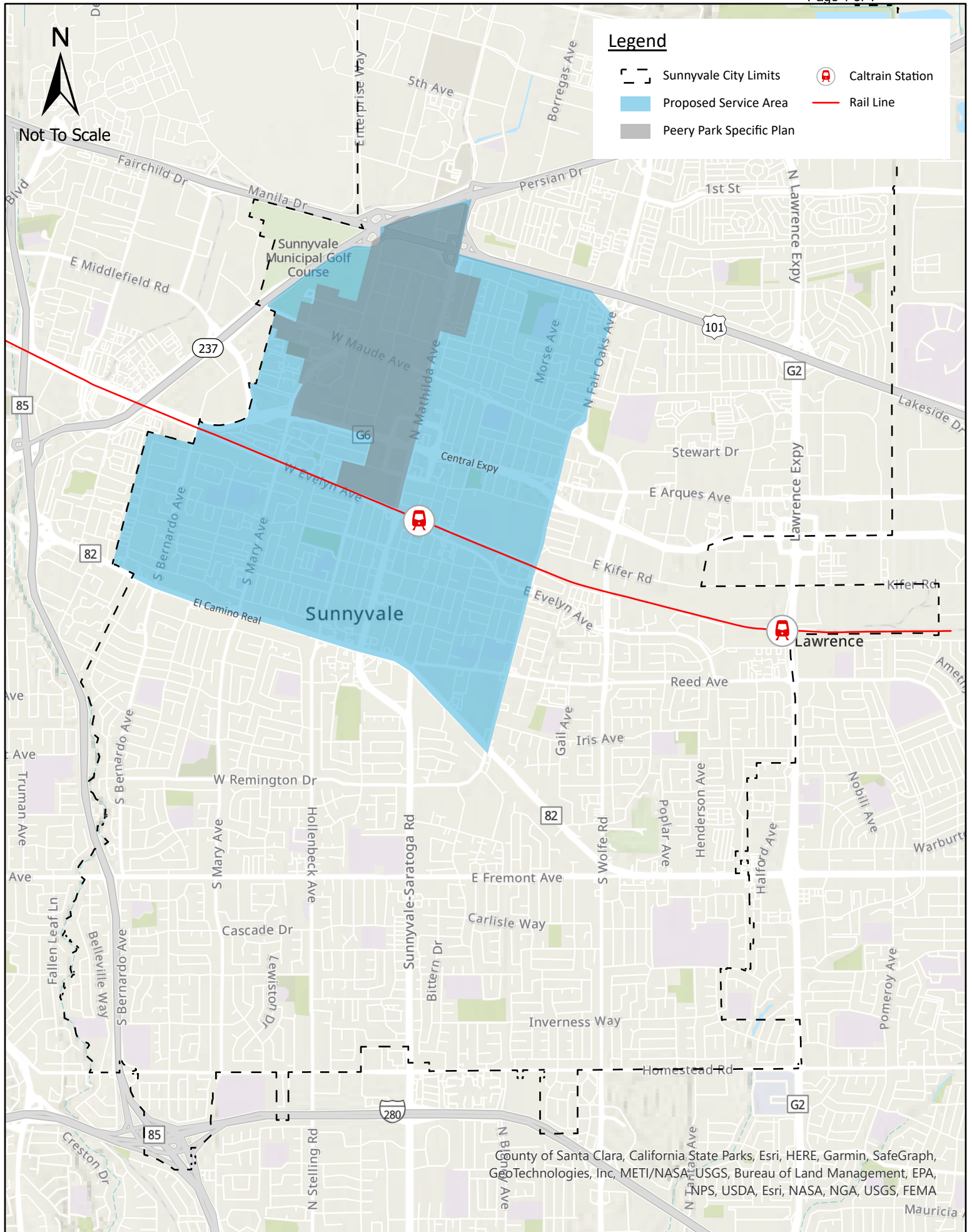
Staff Response: In terms of reporting for the Annual Progress Report (APR), staff does not look at size or location of the ADU for reporting purposes. Only the number of ADU permits are tracked along with use affordability metrics outlined by ABAG to report on affordability levels.

**3.2 Council Question: Even though we are already getting a lot more applications than previously, the City has plans to expand the ADU program for this RHNA cycle. What are the plans to promote ADU construction and AduSCC.org?**

Staff Response: As part of the Santa Clara County Collaborative, the City has launched the new ADUSCC.org platform last year which includes a variety of tools for homeowners and ADU developers, this is linked on the City's website. In addition to this, staff is actively working on a Sunnyvale specific ADU Toolkit which will focus on ways to promote ADU development specifically within Sunnyvale and can be used to help guide homeowners through the process. In accordance with SB 434, CDD staff is also working on identifying pre-approved plans for ADUs that will be available to the public by the January 1, 2025 deadline. Staff continuously tracks legislation and updates the City's ADU ordinance as needed, seeks out potential funding opportunities to support the ADU construction and learns from neighboring jurisdictions on best practices for new or improved ADU programs.

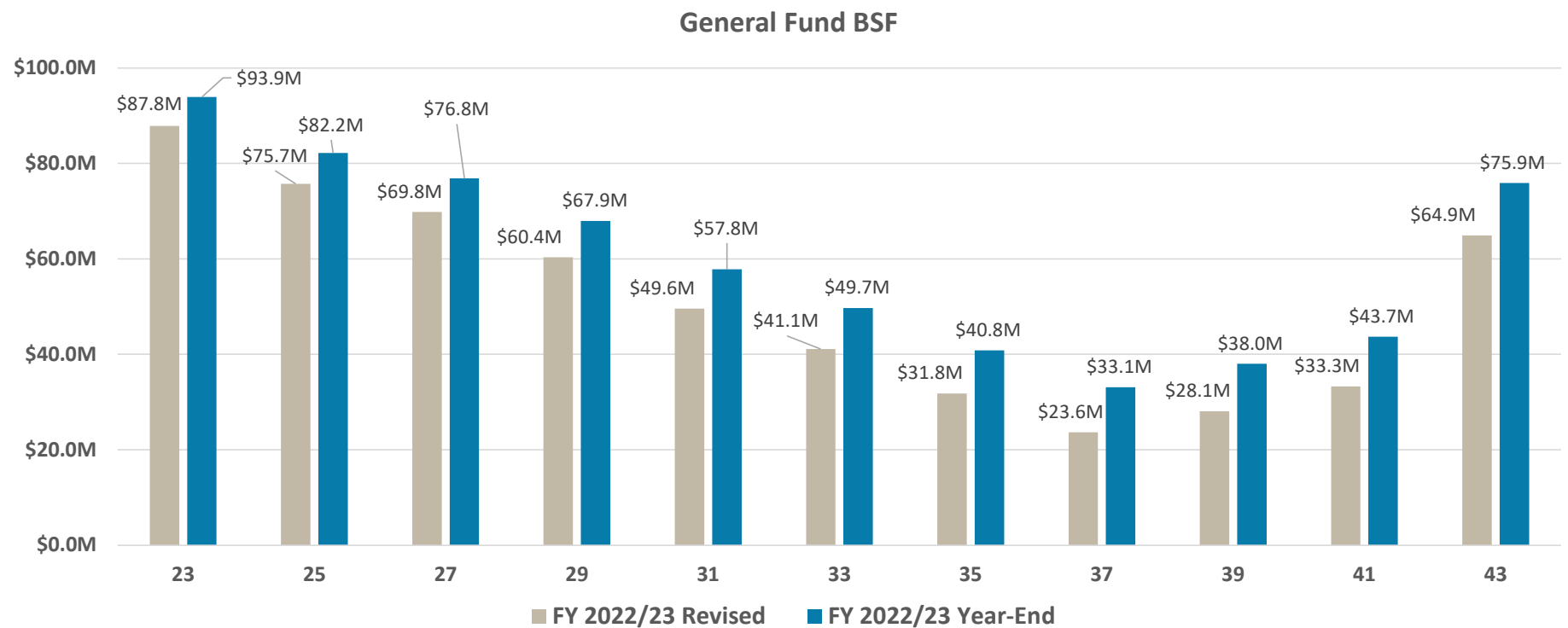
# Proposed Peery Park Rides Service Area

Attachment 1  
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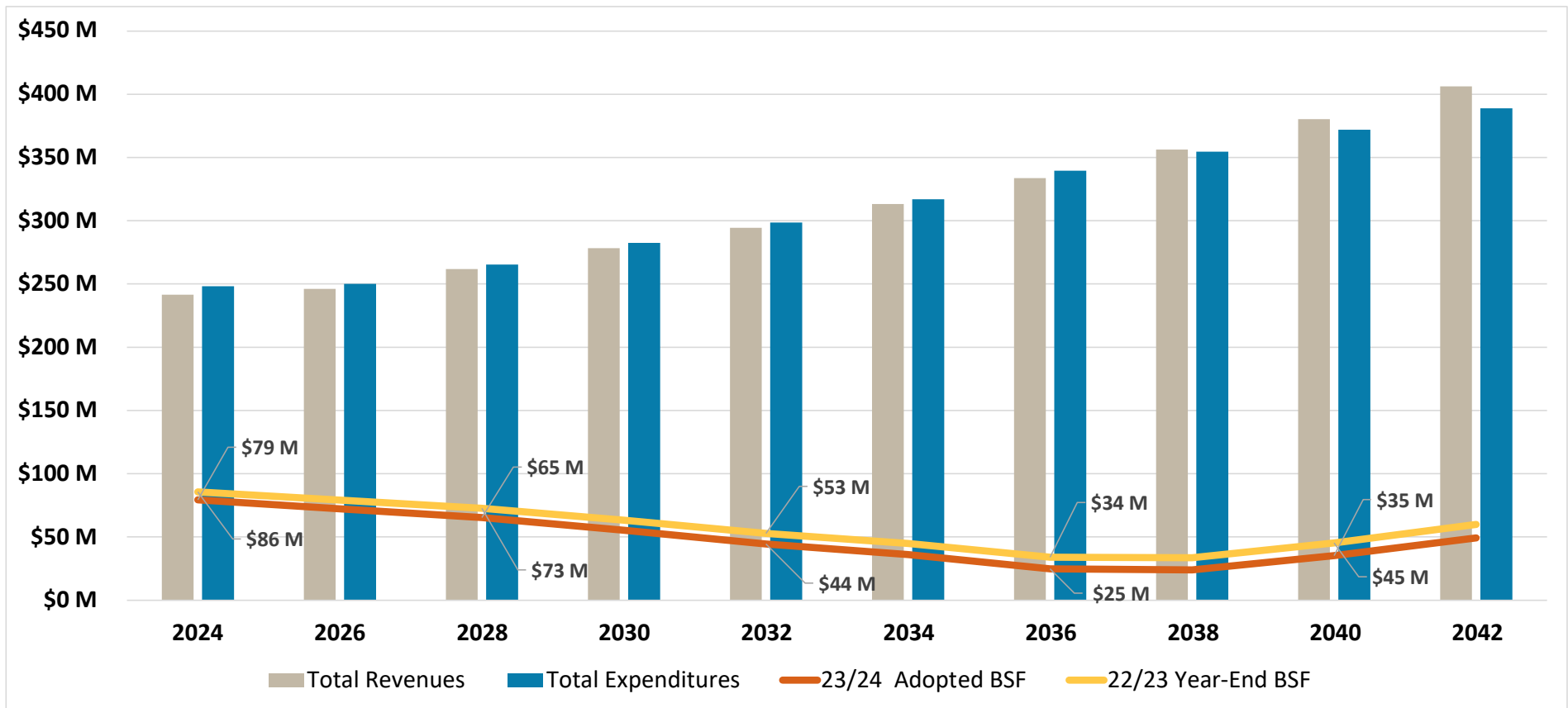


## FY 2022/23 General Fund BSF Revised vs Year-End



*Note: FY 2022/23 BSF adopted with FY 2023/24 budget; preliminary FY 2022/23 year-end results to be updated with GF Financial as part of FY 2024/25 Recommended Budget*

## 23/24 Adopted General Fund BSF vs. 22/23 Year-End BSF\*



*FY 2023/24 Adopted Budget and preliminary 22/23 year-end BSF; to be updated with FY 2024/25 Recommended Budget*