

From: VTA Board Secretary <Board.Secretary@vta.org>

Sent: Thursday, October 17, 2019 3:24 PM

To: VTA Board of Directors <VTABoardofDirectors@vta.org>; VTA Advisory Committee Members <VTAAdvisoryCommitteeMembers@vta.org>

Subject: From VTA: Community Meeting Notice on the Santa Clara Transit Center - Transit-Oriented Development, October 24, 2019 @ 6:00 p.m.

VTA Board of Directors and VTA Advisory Committee Members:

Attached for your information is a community meeting notice on the Santa Clara Transit Center - Transit-Oriented Development. The meeting will be held on **Thursday, October 24, 2019, @ 6:00 p.m.** at the Santa Clara Police Station, Community Room, 601 El Camino Real, Santa Clara, 95050.

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone **408-321-5680**



Community Meeting

Santa Clara Transit Center – Transit Oriented Development

October 24, 2019, 6:00 p.m.

**Santa Clara Police Station, Community Room
601 El Camino Real, Santa Clara, 95050**

Join us for a community meeting and help shape the future development of the Santa Clara Caltrain Station Park & Ride lot. The City of Santa Clara and VTA have partnered with Republic Metropolitan to build a mixed-use-transit oriented development (TOD). The proposed project envisions a combination of student housing, affordable units, and retail at the Santa Clara Caltrain Station Park & Ride lot.

Staff will present on overview of VTA's TOD program and the development opportunity. You will meet the developer and their team who will share their vision, explain the process, and what to expect going forward.

After the presentation we will break into workstations where you can help shape this future development!
Optional pre-registration: <https://scvtasantaclaradevelopment.eventbrite.com>.

Individuals who require language translation at the meeting are requested to contact VTA Community Outreach at (408) 321-7575 / TTY (408) 321-2330, or email community.outreach@vta.org, by October 18, 2019.

Additional information: www.vta.org/santaclaradevelopment.

Parking is limited at the police station. Additional parking is available across the street at the Santa Clara Station.



Reunión Comunitaria

Desarrollo Orientado al Transporte en la Estación Santa Clara

24 de octubre de 2019, 6:00 p.m.

Santa Clara Police Station, Community Room, 601 El Camino Real, Santa Clara, 95050

Acompáñenos en una reunión comunitaria y ayude a estructurar el futuro desarrollo del estacionamiento Park & Ride de la estación Santa Clara de trenes Caltrain. La Ciudad de Santa Clara y VTA se han asociado con Republic Metropolitan para construir un desarrollo de uso mixto orientado al transporte público (TOD). El proyecto propuesto prevé una combinación de viviendas para estudiantes, unidades accesibles y comercios minoristas en el estacionamiento Park & Ride de la estación Santa Clara de trenes Caltrain.

El personal presentará el panorama general del programa TOD de VTA y se referirá a la oportunidad de desarrollo. Usted podrá reunirse con el promotor inmobiliario y su equipo, quienes compartirán su visión, explicarán el proceso y lo que se puede esperar en adelante.

Después de la presentación, nos dividiremos en equipos de trabajo para que usted pueda ayudar a estructurar este futuro desarrollo. Inscripción previa opcional: <https://scvtasantaclaradevelopment.eventbrite.com>.

Les pedimos a las personas que requieran traducción a otro idioma durante la reunión que se comuniquen con Difusión Comunitaria de VTA llamando al (408) 321-7575 / TTY (408) 321-2330, o enviando un mensaje por correo electrónico a community.outreach@vta.org a más tardar el 18 de octubre de 2019. Información adicional: www.vta.org/santaclaradevelopment.

Habrará estacionamiento limitado en la estación de policía. Podrá encontrar lugar de estacionamiento adicional cruzando la calle, en la estación de tren Santa Clara.

Community Meeting Santa Clara Station Transit Oriented Development

Reunión Comunitaria Desarrollo Orientado al Transporte en la Estación Santa Clara

Santa Clara Police Station
Community Room
601 El Camino Real
Santa Clara, 95050

Quý vị có đọc được tài liệu này không?

Nếu không, chúng tôi sẽ có người giúp quý vị hiểu được. Để được trợ giúp miễn phí, xin quý vị gọi Ban Tiếp Ngoại Cộng Đồng của VTA tại số (408) 321-7575.

您能看懂本文件嗎？

如您不能，我們可以請人幫助您。如需幫助，請致電 VTA 社區外展部，電話是：(408) 321-7575。

이 문서를 읽으실 수 있습니까?

그렇지 못하실 경우, 읽으실 수 있도록 도와드릴 사람이 있습니다. 무료로 도움을 받으시려면 VTA 지역봉사부 (408) 321-7575 로 전화 주십시오.

Mababasa mo ba ang dokumentong ito?

Kung hindi, maari kaming kumuha ng taong tutulong sa iyo na basahin ito. Para sa libreng tulong, mangyaring tumawag sa VTA Community Outreach sa (408) 321-7575.

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Thursday, October 17, 2019 5:55 PM
To: VTA Board Secretary <Board.Secretary@vta.org>
Subject: From VTA: Oct 11-17, 2019 Media Clips

VTA Daily News Coverage for Friday October 11 – Thursday, October 17, 2019

1. [Frustrations mount over VTA's no-show buses, lack of communication \(San Jose Spotlight\)](#)
2. [Two Dead Following Separate VTA Train Collisions in San Jose \(NBC Bay Area\)](#)
3. [2 Dead In Separate VTA Light Rail Train Collisions In San Jose \(KPIX Ch. 5\)](#)
4. [APTA announces executive committee members for 2019-20 \(Progressive Railroading\)](#)
5. [Want higher property values and lower transportation costs? Move within half a mile of transit. \(Mass Transit Magazine\)](#)
6. [SHIFTING GEARS \(Politico.com\)](#)
7. [APTA announces 2019-2020 Executive Committee \(RT&S\)](#)
8. [Santa Clara VTA solicits input on Tamien Station accessibility \(Progressive Railroading\)](#)
9. [Passenger rail, bus service boosts real estate values, report finds \(Metro Magazine\)](#)
10. [APTA names Fernandez chair, new executive committee members \(Metro Magazine\)](#)
11. [Property values 'thrive' near transit, study finds \(Smart Cities Dive\)](#)

Frustrations mount over VTA's no-show buses, lack of communication (San Jose Spotlight)

Handfuls of VTA riders have unknowingly waited for buses that were never going to arrive.

Dan Rouse waited for the 181:

[@vtaservice](#) why is route 181 skipping the 8:38 warm springs departure?
8:42 AM - Oct 10, 2019

The same happened to Enrique Camacho and the 323:

[Enrique Camacho@QuiqueCalavera](#)

[@VTA](#) Please post when there will be a no-show (broken down bus, driver shortage). I've missed a few buses this month Westbound 323 simply because it didn't show up.

8:16 AM - Sep 26, 2019

... and Eliza Racine along the 58:

I love when [@VTA](#) real time map says a bus will show up and then it doesn't actually show up

[5:10 PM - Sep 13, 2019](#)

Racine, who has solely relied on transit to get around since moving to Santa Clara last year, has found herself waiting at the bus stop on multiple occasions – to no avail. The bus never arrives. The 23-year-old was told she needed to report the incident to VTA, but she’s tired of complaining.

“I get it, I have to help them so they can provide the best customer service, but also I’m very tired and I have a bunch of other priorities,” Racine said.

“Obviously I don’t want to take out my anger on customer service – they’re just doing their job – but why are the buses just not showing up when they’re saying they’re supposed to? Why is the website wrong?”

Tweeting back, [@vtaservice](#) often replies that a staff shortage is to blame.

“There is the underlying worry that routes get cut if they don’t hire enough drivers,” Racine added. “It’s an underlying issue that’s sort of nagging at the back of my head.”

According to VTA spokesperson Brandi Childress, there are currently 43 vacancies out of the 923 budgeted bus operator positions. To help fill the staffing shortage, she said driver training efforts have been increased. The nine-week course has 20 potential graduates currently nearing completion, while 28 trainees start later this month. Those 28 would be eligible to drive in December.

But Childress said the driver shortage is less about the vacancies themselves, and more about unexpected employee sick days, paid time off, resignations and retirements.

The only recourse right now for buses that don’t show up because a driver called in sick is requiring riders to call VTA’s customer service hotline to report it. But coordinating these reports with three different bus yards and one light rail yard makes communication difficult, VTA officials said.

“We’ve been more retroactively getting the information, and that’s where we don’t want to be,” Childress said. “We might not be able to fix the problem immediately with an operator, but how can we communicate that better? There’s definitely room for improvement. The ideal is to get the real time information pushed from the real time feed that comes from the buses, which attempt to show where and when buses are scheduled to arrive. I don’t think we’re quite there yet.”

VTA has 69 routes running on any given day. Childress said that if a driver’s shift cannot be filled by anyone from their “extra board” of operators, that bus doesn’t run on its assigned trip. She could not provide a cancellation rate.

“Understanding the number of daily missed trips we are experiencing is a more precise metric to use than the number of routes being affected,” she said.

Unclear communication

Eugene Bradley, founder of [Silicon Valley Transit Users](#), said he’s awaiting solutions from VTA to reduce unexpected route cancellations after he raised

the complaint at a Board of Directors meeting earlier this month. He also [sent a letter](#) to address the issue.

The bigger frustration, he added, is the lack of communication when a cancellation happens.

"You have the technology right now to make such notifications public. This is something that Santa Cruz METRO uses right now to inform riders when a route and time will not run due to a staff shortage," Bradley wrote. "These cancelled bus and light rail schedules due to your staff shortage diminish the credibility of your printed schedules. Worse, the cancellations diminish the credibility of your real-time bus and light rail arrival times."

As Bradley mentioned, Santa Cruz METRO sends out system-wide and route-specific text and email alerts to riders who subscribe to their "[GovDelivery](#)" service. VTA does not have such a notification service. METRO spokesperson Jayme Ackemann said that system has been in place for at least five years in Santa Cruz. She said most riders appreciate the service, even if notifications are only minutes before scheduled arrivals. "The communication is only as good as the person who happened to be assigned that day to putting them out in the timely fashion," Ackemann said. "We're literally in our dispatch center trying to cover every shift up until the moment that bus rolls out of the gate."

Santa Cruz METRO is also working on adding tracking technology to buses that allows riders to see where they are in real-time.

While a "Service Alert" tab is available on VTA's website, it only alerts riders of temporary bus stop closures or route detours due to construction. But the "[Real Time](#)" feature does not alert users of last-minute changes to schedules, such as drivers calling in sick.

According to VTA's [customer service representatives](#), the best course of action is calling the hotline for updates. But Childress acknowledges that user-based outreach isn't the best scenario, and her team is actively working to improve the process. She hopes a plan to use technology similar to METRO's happens soon.

"We do not expect customers to have to try and call in and confirm that their trip is coming," Childress said. "That is not the customer service we want to provide. We're absolutely on the same page of wanting to do better and be better by our customer."

[Back to Top](#)

[**Two Dead Following Separate VTA Train Collisions in San Jose**](#) (NBC Bay Area)

Two men were killed in separate collisions with Santa Clara Valley Transportation Authority light-rail trains on Tuesday, according to the Santa Clara County Sheriff's Office.

The first collision was reported early Tuesday morning at 12:55 a.m. near the Virginia Station, which is just south of the Interstate Highway 280 and state Highway 87 junction, sheriff's officials said.

The victim, only described as man in his 20s, was struck and ended up underneath a southbound train headed towards Santa Teresa Station.

According to sheriff's officials, he was extricated and taken to a hospital, where he died. He hasn't been identified.

The second man was struck later in the day, around 3:21 p.m. near the Bascom Station at 2051 Southwest Expressway in San Jose, sheriff's officials said, by a northbound train headed to Mountain View. The victim was transported to a hospital, where he died.

The Santa Clara County medical examiner will be releasing the names of both victims following the notification of the next of kin.

The sheriff's office is investigating both collisions. Anyone with information on the cases is asked to call (408) 808-4500. Those wishing to remain anonymous can call (408) 808-4431.

[Back to Top](#)

[2 Dead In Separate VTA Light Rail Train Collisions In San Jose](#) (KPIX Ch. 5)

Two men were killed in separate collisions with Santa Clara Valley Transportation Authority light-rail trains on Tuesday, according to the Santa Clara County Sheriff's Office.

The first collision was reported early Tuesday morning at 12:55 a.m. near the Virginia Station, which is just south of the Interstate Highway 280 and state Highway 87 junction, sheriff's officials said.

The victim, only described as man in his 20s, was struck and ended up underneath a southbound train headed towards Santa Teresa

Station. According to sheriff's officials, he was extricated and taken to a hospital, where he died. He hasn't been identified.

The second man was struck later in the day, around 3:21 p.m. near the Bascom Station at 2051 Southwest Expressway in San Jose, sheriff's officials said, by a northbound train headed to Mountain View. The victim was transported to a hospital, where he died.

The Santa Clara County medical examiner will be releasing the names of both victims following the notification of the next of kin.

The sheriff's office is investigating both collisions. Anyone with information on the cases is asked to call (408) 808-4500. Those wishing to remain anonymous can call (408) 808-4431.

[Back to Top](#)

[APTA announces executive committee members for 2019-20](#) (Progressive Railroading)

The [American Public Transportation Association](#) (APTA) late last week elected Nuria Fernandez as chair and Jeffrey Nelson as vice chair during the organization's TRANSform Conference being held in New York City.

Fernandez is general manager and chief executive officer of the [Santa Clara Valley Transportation Authority](#) in San Jose, California. Nelson is GM of the Rock Island County Metropolitan Mass Transit District in Moline, Illinois.

"It is an honor to take the reins of the association that represents the industry that has been part of my life throughout my 39-year career," said Fernandez in a press release.

Freddie Fuller II, VP of electronic payment systems at Jacobs, will remain secretary-treasurer of the committee. David Stackrow, board treasurer of the Capital District Transportation Authority in Albany, New York, will serve as immediate past chair.

In addition, the following were named to serve three-year terms on the committee: Thomas Waldron, senior VP, HDR; Michele Wong Krause, secretary, Dallas Area Rapid Transit; Henry Li, GM and CEO, Sacramento Regional Transit District; Richard Leary, CEO, Toronto Transit Commission; and Raymond Melleady, EVP, USSC Group.

[Back to Top](#)

[Want higher property values and lower transportation costs? Move within half a mile of transit.](#) (Mass Transit Magazine)

Neighborhoods located within a half mile of public transit services outperformed those in areas farther from public transit based on a number of factors, according to a report released by APTA and NAR.

A report by the American Public Transportation Association (APTA) and the National Association of Realtors® (NAR) highlights the positive impact public transportation has on real estate values, transportation costs and overall quality of life.

The report, "The Real Estate Mantra – Locate Near Public Transportation," was unveiled at a Monday press conference held during APTA's 2019 TRANSform Conference. The report explored seven metropolitan regions including Boston, Mass.; Eugene, Ore.; Hartford, Conn.; Los Angeles, Calif.; Minneapolis-St. Paul, Minn.; Phoenix, Ariz.; and Seattle, Wash., that provide access to heavy rail, light rail, commuter rail and bus rapid transit. The report found that residential properties within these areas had a higher

median sale price of 4-24 percent between 2012 and 2016. Commercial property values also experienced gains in the studied cities, where four of the regions saw median sales price per square foot increase between five and 42 percentage points in areas close to public transit.

Data also showed that residents of transit-oriented areas experience lower transportation costs, have higher access to jobs and are less likely to own cars. Transportation costs in transit-oriented areas are significantly lower than other regions, with an average annual savings of \$2,500 to \$4,400 for the typical household. One in four households in close proximity to transit do not own a vehicle, according to the study.

The seven sample areas were examined by residential and commercial sales performance, rent, neighborhood characteristics, local government interventions and housing affordability for properties near transit.

"Public transit's benefits go beyond moving people from point A to point B," said APTA President and CEO Paul P. Skoutelas. "Public transportation is a valuable investment in our communities, our businesses, and our country. Public transportation gets people to jobs and educational opportunities and helps businesses attract employees and customers."

"Access to public transportation is a hugely valuable community amenity that increases the functionality and attractiveness of neighborhoods, making nearby communities more desirable places to live, work and raise a family," said NAR 2019 First Vice President Charlie Oppler, who spoke at Monday's press conference. "The results of our report, conducted over multiple years alongside the American Public Transportation Association, should reiterate to policymakers at all levels of government the importance of investing in modern, efficient infrastructure that facilitates growth and helps our nation keep pace in a rapidly evolving world."

Neighborhoods with high-frequency public transportation are in high demand. While property values and rents have risen, contributing to a healthy local economy, the rapidly increasing demand for housing near public transit has resulted in constrained housing supplies.

"As the conversation surrounding housing affordability continues, public transportation agencies are critical allies in working with elected officials and community leaders in the effort to increase housing opportunities and maximize value around stations," said Skoutelas.

The full study can be found at [apta.com/real-estate](https://www.apta.com/real-estate).

[Back to Top](#)

SHIFTING GEARS (Politico.com)

The American Public Transportation Association elected its 2019-2020 executive committee over the weekend, naming Nuria Fernandez, general manager and CEO of the Santa Clara Valley Transportation Authority, as its chairwoman.

[Back to Top](#)

[APTA announces 2019-2020 Executive Committee](#) (RT&S)

The American Public Transportation Association (APTA) elected its 2019-2020 Executive Committee during its TRANSform Conference in New York. The new APTA Chair is Nuria Fernandez, who is general manager and chief executive officer of the Santa Clara Valley Transportation Authority, San Jose, Calif.

"It is an honor to take the reins of the association that represents the industry that has been part of my life throughout my 39-year career," said Fernandez. "This is an exciting and transformational time for public transportation as we continue to make sure tens of millions of Americans get to school, work, or wherever they need to go, while also connecting communities and boosting our nation's economy."

Jeffrey Nelson, general manager of the Rock Island County Metropolitan Mass Transit District (MetroLINK), Moline, Ill., will serve as vice chair. Freddie Fuller II, vice president, electronic payment systems, for Jacobs, will remain secretary-treasurer. David Stackrow Sr., board treasurer of the Capital District Transportation Authority in Albany, N.Y., will serve as immediate past chair.

In addition, the following individuals will serve three-year terms on the APTA Executive Committee:

- Thomas Waldron, senior vice president, HDR;
- Michele Wong Krause, secretary, Dallas Area Rapid Transit;
- Henry Li, general manager and CEO, Sacramento Regional Transit District;
- Richard Leary, CEO, Toronto Transit Commission, Canadian representative; and
- Raymond Melleady, executive vice president, USSC Group.

Those serving new three-year terms on the APTA Board of Directors are:

- Dorval Carter Jr., president, Chicago Transit Authority;
- Kimberly Dunham, executive director, Greater New Haven (Conn.) Transit District;
- Inez Evans, president and CEO, IndyGo, (Ind.);
- Arezou Jolly, vice chair, Jacksonville (Fla.) Transit Authority Board of Directors;
- Bacarra Sanderson Mauldin, executive director, Birmingham (Ala.) Regional Paratransit Consortium dba ClasTran;

- Natalie Cornell, director of business development, LTK Engineering Services;
- Jack Martinson, vice president/customer director, Alstom; and
- Jose Bustamante, vice president, T&I national business development.

[Back to Top](#)

[Santa Clara VTA solicits input on Tamien Station accessibility](#) (Progressive Railroading)

The [Santa Clara Valley Transportation Authority](#) (VTA) is seeking public opinion on accessibility issues related to the Tamien intermodal station in San Jose, California, to help shape the final design of a transit-oriented development (TOD) scheduled for construction near the station in 2020. The [Tamien Station TOD](#) is a project between VTA and developer UrbanCo-Tamien LLC, to develop nearly 7 acres of property near the station, which serves the VTA light-rail and Caltrain commuter-rail systems.

The VTA gathered feedback on the station's accessibility during community meetings held between 2016 and 2018. However, the latest access study seeks to identify recommendations and projects to improve station connections.

An online [survey](#) is available through Nov. 11. VTA also will gather feedback through four local meetings to be held later this month.

[Back to Top](#)

[Passenger rail, bus service boosts real estate values, report finds](#) (Metro Magazine)

Neighborhoods located within one-half mile of public transit services outperformed those in areas farther from public transit based on several factors, according to a report released by the [American Public Transportation Association](#) (APTA) and the National Association of Realtors®.

"The Real Estate Mantra – Locate Near Public Transportation" highlighted the critical role [public transportation](#) plays in determining real estate values, revealing that commercial and residential real estate market sales thrive when residents have mobility options close by.

The report explored seven metropolitan regions, including Boston, [Los Angeles](#), and Seattle, that provide access to heavy rail, light rail, commuter rail, and bus rapid transit. Residential properties within these areas had a higher median sale price of 4% to 24% between 2012 and 2016, the report found. Commercial property values also experienced gains in the studied cities, where four of the regions saw median sales price per square foot

increase between five and 42 percentage points in areas close to public transit.

Data also showed that residents of transit-oriented areas experience lower transportation costs, have higher access to jobs and are less likely to own cars. Transportation costs in transit-oriented areas are significantly lower than other regions, with an average annual savings of \$2,500 to \$4,400 for the typical household. One in four households near transit do not own a vehicle, according to the study.

The seven sample areas were examined by residential and commercial sales performance, rent, neighborhood characteristics, local government interventions, and housing affordability for properties near transit.

“Access to public transportation is a hugely valuable community amenity that increases the functionality and attractiveness of neighborhoods, making nearby communities more desirable places to live, work, and raise a family,” said NAR 2019 First VP Charlie Oppler, who spoke at a press conference held during APTA’s TRANSform Conference in New York. “The results of our report, conducted over multiple years alongside the American Public Transportation Association, should reiterate to policymakers at all levels of government the importance of investing in modern, efficient infrastructure that facilitates growth and helps our nation keep pace in a rapidly evolving world.”

To read the full study, [click here](#).

[Back to Top](#)

[APTA names Fernandez chair, new executive committee members](#) (Metro Magazine)

The [American Public Transportation Association](#) (APTA) elected its 2019-2020 Executive Committee during its TRANSform Conference in New York. The new APTA Chair is [Nuria I. Fernandez](#), who is GM/CEO of the Santa Clara Valley Transportation Authority, San Jose, Calif.

“It is an honor to take the reins of the association that represents the industry that has been part of my life throughout my 39-year career,” said Fernandez. “This is an exciting and transformational time for public transportation as we continue to make sure tens of millions of Americans get to school, work, or wherever they need to go, while also connecting communities and boosting our nation’s economy.”

Jeffrey A. Nelson, GM of the Rock Island County Metropolitan Mass Transit District ([MetroLINK](#)), Moline, Ill., will serve as vice chair.

Freddie C. Fuller II, VP, electronic payment systems, for Jacobs, will remain secretary-treasurer. David M. Stackrow Sr., board treasurer of the Capital District Transportation Authority in Albany, N.Y., will serve as immediate past chair.

In addition, the following will serve three-year terms on the APTA Executive Committee:

- Thomas Waldron, sr. VP, HDR
- Michele Wong Krause, secretary, Dallas Area Rapid Transit
- Henry Li, GM/CEO, Sacramento Regional Transit District
- Richard J. Leary, CEO, Toronto Transit Commission, Canadian representative
- Raymond J. Melleady, executive VP, USSC Group

Those serving new three-year terms on the APTA Board of Directors are:

- Dorval R. Carter Jr., president, Chicago Transit Authority
- Kimberly Dunham, executive director, Greater New Haven (CT) Transit District
- Inez Evans, president/CEO, IndyGo
- Arezou Jolly, vice chair, Jacksonville Transit Authority Board of Directors
- Bacarra Sanderson Mauldin, executive director, Birmingham Regional Paratransit Consortium, dba ClasTran
- Natalie Cornell, director of business development, LTK Engineering Services
- Jack Martinson, VP/customer director, Alstom
- Jose Bustamante, VP, T&I national business development

[Back to Top](#)

[Property values 'thrive' near transit, study finds](#) (Smart Cities Dive)

Dive Brief:

- Property values of residential and commercial buildings increase dramatically when located close to transit, according to [a joint study](#) from the American Public Transportation Association (APTA) and the National Association of Realtors (NAR).
- The associations found that residential properties within a half-mile of public transit options (heavy rail, light rail, commuter rail and bus rapid transit) had a 4%-24% higher median sale price between 2012

and 2016. Meanwhile, in four of the seven regions analyzed, commercial property values saw a median sales price per square foot increase by between 5%-42%. The report analyzed seven metropolitan regions: Boston; Eugene, OR; Hartford, CT; Los Angeles; Minneapolis-St. Paul; Phoenix; and Seattle.

- The report found that those who live near transit have dramatically lower transportation costs compared to those who live further away. In transit-oriented areas, each household on average saves between \$2,500 and \$4,400 each, with one in four households who live close to transit not owning a car.

Dive Insight:

Encouraging development near transit is not [a new phenomenon](#) in cities, but it has picked up steam in recent years as city leaders look to invest in public transit, drive down congestion and fight the effects of climate change. Los Angeles County in August adopted an ambitious [climate and sustainability plan](#) with more than 150 strategies on fighting global warming, including more transit-oriented development.

The report plays up the effects of having developments located close to transit, including the ability for people to access more jobs and destinations, and that it requires less space to be taken up by parking spaces for cars. On a conference call unveiling the report, APTA President and CEO Paul Skoutelas said those areas "thrive when residents have mobility options are close by."

But those behind the report say more must be done to encourage additional transit-oriented development. Charlie Oppler, first vice president of NAR, said during the conference call that cities should look to speed up and streamline permitting processes to encourage more developments close to transit.

"There are so many opportunities for developers to be involved in the cities and to take advantage of these savings on the commute, the jobs, the workforce, the increased prices," Oppler said. He noted that 10 years ago, some property values went up due to the "Starbucks effect" of being located close to favored neighborhood amenities, but now transit is a key factor in driving up value.

Businesses appear to be taking more notice of the importance of locating close to transit. Amazon's decision on where to locate its second headquarters (HQ2) was driven in large part by a desire for access to public transportation, and the rejected cities were forced to have hard conversations about their own transport offerings.

Skoutelas said that "high-level example of just how important public transit is" is spreading, with companies including State Farm putting discussions

around transit "at the heart of their decision-making" when deciding where to locate new offices.

"There's a realization by a lot of the large corporations that you cannot have 30,000 people driving to work and finding a place to park them," Nuria Fernandez, APTA board chair and general manager of the Santa Clara Valley Transportation Authority, said during the call.

[**Back to Top**](#)