



Capital Expressway Light Rail Extension Project Question and Answers

How much would it cost to build the light rail extension to the Eastridge Shopping Mall?

The light rail extension to Eastridge is approximately 2.6 miles. This extension includes three light rail stations, an expanded Eastridge Transit Center, grade separation of major intersections and landscape and sidewalk along the expressway. The project cost estimate included in the current expenditure plan totals \$334 million. This cost was based on a completion date of late 2012.

How many riders would this extension gain?

- 2,124 boardings per day (2025 ridership estimates from the Environmental Impact Report. This number does not consider the proposed Bus Rapid Transit line.)
- 1,719 boardings per day (2030 ridership estimates from the Environmental Impact Report. This number considers the proposed Bus Rapid Transit line.)

How much would constructing BRT cost?

The cost for BRT has yet to be determined, with several factors influencing costs. If BRT is built in addition to CELR, then BRT can use the enhanced transit center at Eastridge. If CELR is not built, then BRT costs would need to include upgrades to the transit center. Either way, a BRT project will also incur costs for bus que jump lanes and enhanced bus stops.

How many riders would use BRT in this corridor?

- 1,880 daily boardings with CELR operating.
- 1,981 daily boardings if CELR is not built.

What is the projected average cost per rider for the BRT option?

The average cost per rider is not yet possible to determine because capitol costs of the BRT project have not been identified independent of the CELR project.

How does the cost per mile of the CELR project compare to other recent VTA Light Rail extensions, including Vasona, Tasman East and Capitol?

The Vasona project opened for passenger service in October 2005, while the Tasman East and Capitol extensions opened in June 2004.

Vasona features 5.3 miles of single and double track, eight stations, two park & ride lots, a tunnel structure and an elevated grade crossing, with a cost of \$314.7 million. Tasman East features 4.5 miles of double track, six stations, three park and ride lots and an elevated, grade separated structure, with a cost of \$272.8 million. Capitol included 3.25 miles of double track, four stations and two park & ride lots, with a cost of \$156.8 million.

The respective cost per mile in year of expenditure dollars for these projects can be summarized as follows:

Vasona:	\$ 59.4M / mile
Tasman East:	\$ 60.6M / mile
Capitol:	\$ 48.2M / mile
Capitol Expressway:	\$128.5M / mile

What is the projected average cost per rider?

Using ridership from fact sheets:

Vasona:	\$ 34,967 / rider (based on 9,000 daily boardings)
Tasman East:	\$106,902 /rider (based on 2,550 daily boardings in 2015)
Capitol:	\$ 39,396 / rider (based on 3,980 daily boardings in 2015)

What advantages does BRT offer other than lower construction and operating costs?

- The projected service frequency for BRT is six minutes between vehicles, while the current service level for light rail is every 15 minutes.
- BRT will offer direct service to downtown San Jose, while light rail passengers must travel through north San Jose and Milpitas before reaching downtown.
- BRT will also provide direct service to the El Camino Real and Steven Creek corridors, both of which are very busy travel corridors for VTA.