



FACT SHEET: Transit

Eastridge to BART Regional Connector

Overview

The Eastridge to BART Regional Connector Project (formerly Capitol Expressway Light Rail Project) extends light rail from the existing Alum Rock Light Rail Station to the Eastridge Transit Center, with an elevated guideway primarily in the center of Capitol Expressway. The Eastridge extension will include a light rail station at Story Road that is elevated and accessed by a pedestrian overcrossing, and an at-grade station located at the Eastridge Transit Center. When this project is complete, VTA riders will be able to board light rail at the Eastridge Transit Center and connect directly with BART at the Milpitas Station.

Background

The Eastridge to BART Regional Connector Project has been delivered in phases, and first phase was delivered in two parts. In Phase 1A, VTA addressed pedestrian access, and improved safety measures along the expressway between Quimby Road and Capitol Avenue. This was completed in Fall 2012. It included new sidewalks, street lighting, and a landscaping buffer.

Phase 1B of the project was the reconstruction of the Eastridge Transit Center. The improvements to the transit center included new shelters and amenities and supports BRT. This was completed in 2015.

Phase 2 is the light rail extension. This is the final phase of the larger Capitol Expressway Transit Improvement Project that transforms Capitol Expressway into a multi-modal expressway offering safe connections to the regional transit system.



Project Schedule

Environmental Updates	Completed 2019
Environmental Addendum 1	Completed 2020
Environmental Addendum 2	Completed 2021
Final Design	Completed 2022
Right of Way Acquisition	Complete 2022
Utility Relocation	Begin early 2021 through 2023
Construction	Begin early 2024 through 2027
Revenue service	Expected 2028

How to Reach Us

If you have any questions about the Eastridge to BART Regional Connector Project, please visit www.vta.org/eastridgetobart, or contact VTA's Community Outreach Department at (408) 321-7575, TTY for the hearing-impaired (408) 321-2330. You may also visit us on the web at www.vta.org, or e-mail us at community.outreach@vta.org.

Project Cost

\$652.9 million for design, right of way, utilities, and construction.

2000 Measure A	\$313.6M
SB1	\$25.1M
RM3	\$130.0M
LCTOP*	\$14.8M
TRICP**	\$46.6M
Other funding sources***	\$122.8M

**LCTOP – Low Carbon Emissions Transit Operations Program, managed by Caltrans

**TRICP – Transit and Intercity Rail Capital Program

***To be secured



Eastridge to BART Regional Connector Project



Benefits

The Eastridge to BART Regional Connector (EBRC) Project aligns with VTA's strategic plan, which involves developing and maintaining a highly integrated transportation network, with a focus on transit. The Project will construct a 2.4-mile extension that will include an elevated light rail station at Story Road and an at-grade station located at the Eastridge Transit Center. This is the last phase of a program of major transportation improvements along Capitol Expressway. When completed, VTA riders can board light rail at the Eastridge station and connect with BART at the Milpitas station.

Equity and Community Support

The entire EBRC project lies within East San Jose communities underserved by public transportation connectivity, and is designed to enhance residents' connections to jobs, education and recreation in the greater Silicon Valley and the rest of the region. Transit dependent local residents also need to travel some of the county's most congested roadways to reach Santa Clara County's concentrated employment areas.

With the local bus service and existing light rail service, this additional line will provide service to all income communities, as well as those who visit our County through bus route connections, translating to more equitable transportation. This project is desperately needed to address this inequity and VTA has garnered substantial support from the East San Jose residents who are dependent on public transportation.

Climate Impact

Equally important, increasing transit options improves regional air quality. The project goes a long way toward reducing greenhouse gas emissions and criteria pollutants emitted by the transportation sector by reducing vehicle miles traveled (VMT) and shifting automobile trips to transit. Each trip to transit begins and ends with a walk. Walking is a healthy habit that connects residents with their local community and improves overall health and wellbeing.

Travel Time Savings

Opting for light rail at the Eastridge Transit Center reduces travel time along the Capitol Expressway Corridor. The journey between Eastridge Station and Alum Rock Station is projected to take 4.5 minutes on light rail, while car travel will vary from 5 to 11 minutes, depending on the time of day and direction. During the morning commute,

boarding light rail at Eastridge for a ride to Milpitas BART is projected to take 17.5 minutes, contrasting with up to 26 minutes it will take by car for the same distance.

Urban and Economic Vibrancy

The Eastridge to BART Regional Connector enhances urban vibrancy and economic vitality in East San Jose. It facilitates easier navigation for residents, fostering access to schools, homes, entertainment venues, retail, restaurants and outdoor activities. In addition, the project improves bicycling conditions on Capitol Expressway by constructing 8-foot-wide shoulders and improving pedestrian safety at five intersections. A pedestrian overcrossing will be built over Capitol Expressway at Story Road (integrated into the station).

Increased Property Values

It is well-known that homes with a reasonable distance to transit have a higher value. The proximity to the Eastridge to BART Regional Connector makes homes in the neighboring area more attractive because of the additional transportation option.

Employment and Workforce Development

The EBRC Project drives employment and workforce development through a Project Labor Agreement with unions. This agreement aims to ensure construction efficiency, quality outcomes, skills development for future VTA projects and the peaceful resolution of labor disputes without strikes or lockouts.

Enhancing Benefits

The EBRC light rail extension was always envisioned as a multimodal corridor improvement project. The first phase was pedestrian and bus improvements, including sidewalk, landscaping and lighting along Capitol Expressway between Capitol Avenue and Quimby Road. Even without light rail, these improvements began transforming the corridor by planting trees, improving safety and creating a more attractive and hospitable environment. The combined improvements have totaled more than \$80 million, approximately \$40 million of which was provided by the State through the State Transportation Improvement Program.