

**Agency Name:** Joint submission by the cities of Cupertino, Santa Clara, San Jose and VTA

**Project Name:** Stevens Creek Transit Line

**Project Mode:** Transit

**Submission Category:** (select from a menu of options) Capacity-increasing project

**What is the project purpose – i.e., what challenge are you trying to solve?: (1 paragraph)**

The multi-jurisdictional San Carlos-Stevens Creek Corridor is a major health, education, tech industry, shopping and housing spine in the South Bay. Major existing sites along the corridor include De Anza College, Main Street Cupertino, Vallco, Apple and three San Jose Urban Villages, one of which includes the Santana Row/Valley Fair shopping district. Furthermore, the corridor is experiencing significant growth in commercial and residential land use and we anticipate this trend to continue in the area. It is imperative that we proactively address and accommodate this growth with a fast, reliable, frequent grade-separated transit system with dedicated right of way for it to be economically, socially, and environmentally sustainable. The Stevens Creek Line will enable the growth along this vital corridor while ensuring it contributes to the mode change and lifestyle change the Bay Area needs to reach its economic, housing, livability, and climate action plan goals.

**Describe the project scope based on the modal requirements listed below; attachments and maps can be provided on the following page. \* (2 paragraphs)**

The Stevens Creek Transit Line route will be from Downtown San Jose, along West San Carlos St. and Stevens Creek Blvd., to Highway 85 and be mostly either underground or in a viaduct. Transit stops will serve the major health, shopping, housing, education and employment nodes along the corridor; major stops are anticipated at Diridon station, Santana Row/Valley Fair, Vallco shopping center, and De Anza College with other stops based on careful land use analysis. The exact vehicle type needs further study to be properly decided but options being looked at are HyperLoop, LRT, BART and Boring Company systems. Parking facilities at stations would be kept to a minimum; stations will be built where dense land use or major employment centers are existing or planned and serve as urban connective nodes.

The service provided would be fast, frequent, predictable, cost competitive, and reliable. Peak AM and PM service would run at least every ten minutes and daytime service at least every 15 minutes. The service would respond to the strong demand for commute trips while enabling a car-free lifestyle along the corridor with links to nearby shopping, health, employment and housing opportunities as well as into the whole region with connections to regional transit like BART, Amtrak, High Speed Rail, Light Rail, and CalTrain. Fares would be in line with what the market will bare, similar to BART fares.