San José Airport Connector Update

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The Access and Mobility Plan builds upon the city’s general plan and climate plan and defined specific Goals and associated Key Performance Indicators (KPIs) for transportation. These goals and their descriptions were co-created with our CBO partners and through other outreach and engagement. Click the personas to see how this feedback was incorporated.

**ACCESS AND MOBILITY PLAN GOALS**

- **Access for All**
  Increase transportation education, affordability, options and use of driving alternatives, especially in historically underserved communities and for people with limited mobility.

- **Clean the Air**
  Reduce pollution from cars and trucks

- **Connected Neighborhoods**
  Make it easy to get between neighborhoods and to major destinations by foot, bike, bus, rail, and other shared options

- **Enjoyable Transportation**
  Make getting around pleasant, easy, reliable and appealing

- **Less Driving**
  Have more travel choices so trips can be made without driving

- **Move the Economy**
  Provide access to diverse jobs by sustainable modes, support goods to market, and support job growth in San José.

- **Plan for the Future**
  Use the newest ideas to keep the transportation system modern, fair, and effective; and maintain it.

- **Transportation Safety**
  Maintain and make improvements to the bike, walk, roll, and transit system to support Vision Zero, prioritizing the personal security of the most vulnerable populations first

- **20-Minute Neighborhoods**
  Create great places so it easy to run errands and get to schools and parks without a car
STRATEGIES

TRANSIT

- Improve and expand transit facilities to create a network of accessible, reliable, and appealing transit service.

- **Strategy 11**
  - **Transit Expansion**
  - Expand the transit system by developing new transit lines above or below street-level traffic.

- **Strategy 12**
  - **Improving Existing Transit Service**
  - Make it easier to get around on public transit and paratransit by supporting increases in frequencies of service, adding routes, adding bus lanes and signal priority, and having transit run more hours of the day.

- **Strategy 13**
  - **Means-Based Transit Fares**
  - Make sustainable public transportation and paratransit transportation more affordable by offering reduced-fare transit for those in need.

- **Strategy 14**
  - **Better Transit Stops**
  - Improve accessibility, comfort, and safety at transit stations and stops by having shelters, benches, better lighting, an emergency button, and real-time information, and incorporating universal design.
The Project: Process So Far

2000
- Measure A
  - Airport Connector Adopted

2000 – 2017
- Alignment and Tech Studies

2019
- Request for Information
  - Council Direction: Explore new transit technology and business options

2020-2021
- Request for Proposal
The Project: Recent Outreach & Communications

- **July 2019**
  - RFI released
  - Press release, website, and social media

- **Feb 2020**
  - Presented to BARTSV Community Working Groups

- **June 2020**
  - RFI responses shared on DOT website

- **Aug 2020**
  - Presentation to Council

- **Summer 2021**
  - Blog post on DOT website: Analysis of submissions published & Arup chosen as RFP consultant

- **Fall 2021**
  - Industry Day and market research/review
  - Begin public outreach for RFP
The Project Goal

Overarching Goal

Create a new approach to developing transit in the Silicon Valley that delivers projects that are safe, fast, frequent, and reliable.
The Project

Transit connection from Diridon Station to SJC Mineta Airport that would integrate the Station and SJC as a single facility from the passenger’s perspective.

1. **Airport Connector** – Connecting Diridon Station with SJC Terminal B.
2. **Intra-Airport Connector** – Optional segment connecting SJC Terminal B with other airport facilities.
3. **Future Expansion** – Technical solution should be scalable. Agreement will allow for future extension routes.
Project Approach

- Find the right long-term private sector partner
- Be the right public sector partner
- Leverage favorable conditions
Anticipated Delivery Model

RFP for an at-risk, phased Predevelopment Agreement (PDA), to collaboratively develop the Project with the private sector partner(s) before entering into a long-term agreement:

• Leverage market know-how and innovation, remaining open to the technology solution

• Risk transfer:
  ➢ Project delivery
  ➢ Project revenue
  ➢ Financing

• Minimize public funding for procurement and delivery

Subject to Change
### Preliminary Schedule (Dates are subject to change)

<table>
<thead>
<tr>
<th>Activity</th>
<th>Timeframe</th>
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<tbody>
<tr>
<td><strong>Request for Proposal</strong></td>
<td></td>
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<tr>
<td>RFP Release</td>
<td>Q1 2022</td>
</tr>
<tr>
<td>Select Preferred Proposer(s)</td>
<td>Q2 2022</td>
</tr>
<tr>
<td>Award (top 2)</td>
<td>Q2/Q3 2022</td>
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<tr>
<td><strong>Project Development</strong></td>
<td></td>
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<tr>
<td>City to validate proposals</td>
<td>18-24 months (est. Q2 2025)</td>
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<tr>
<td>Select Final Project Proposal</td>
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<tr>
<td>Detailed development of the Project</td>
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Question & Answer

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