

San José Airport Connector Update

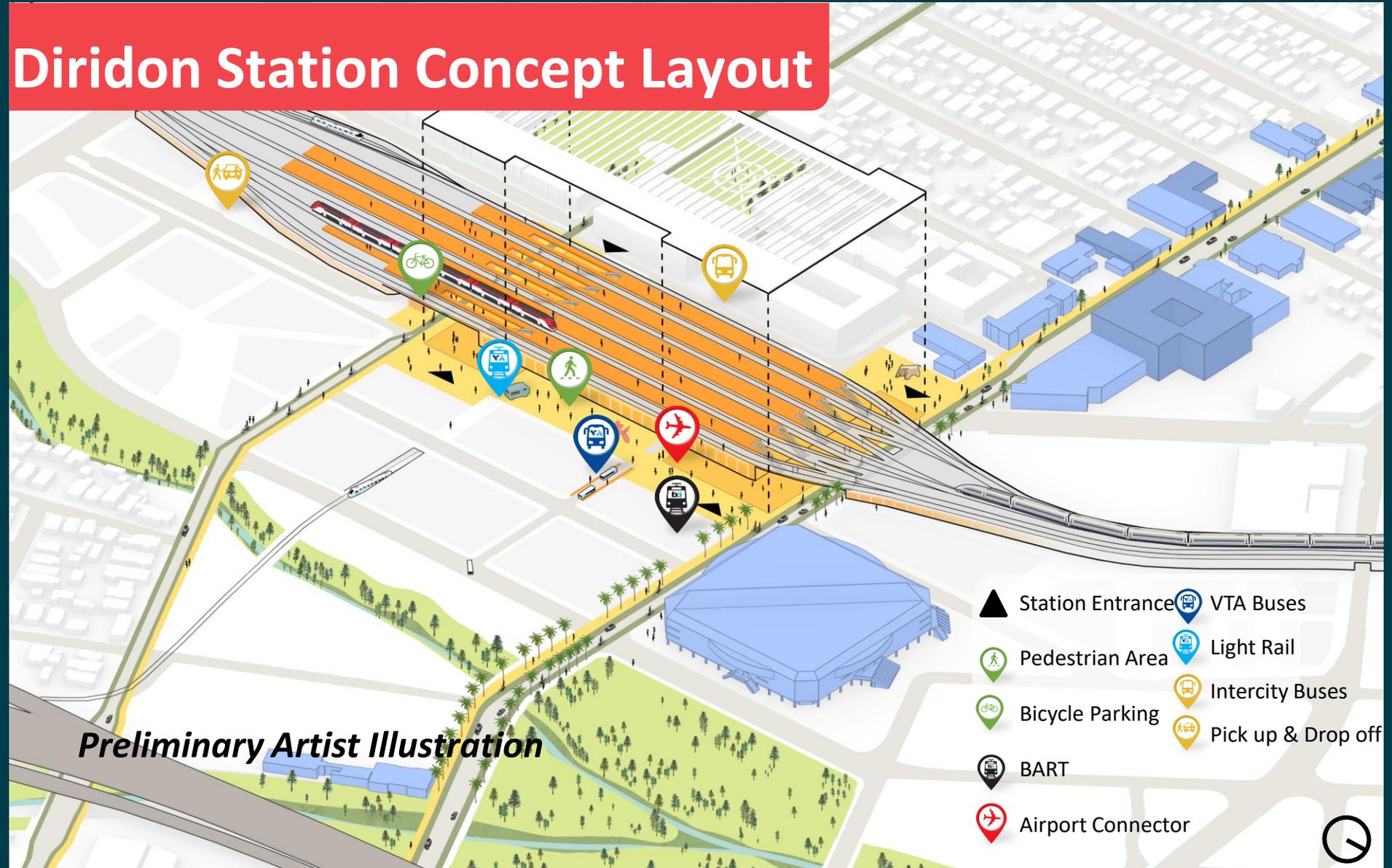
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SAN JOSÉ



San José Airport Connector Project

Diridon Station Concept Layout



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.



Enjoyable Transportation

Make getting around pleasant, easy, reliable and appealing



Plan for the Future

Use the newest ideas to keep the transportation system modern, fair, and effective; and maintain it.



Clean the Air

Reduce pollution from cars and trucks



Less Driving

Have more travel choices so trips can be made without driving



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



Connected Neighborhoods

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



Move the Economy

Provide access to diverse jobs by sustainable modes, support goods to market, and support job growth in San José.



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

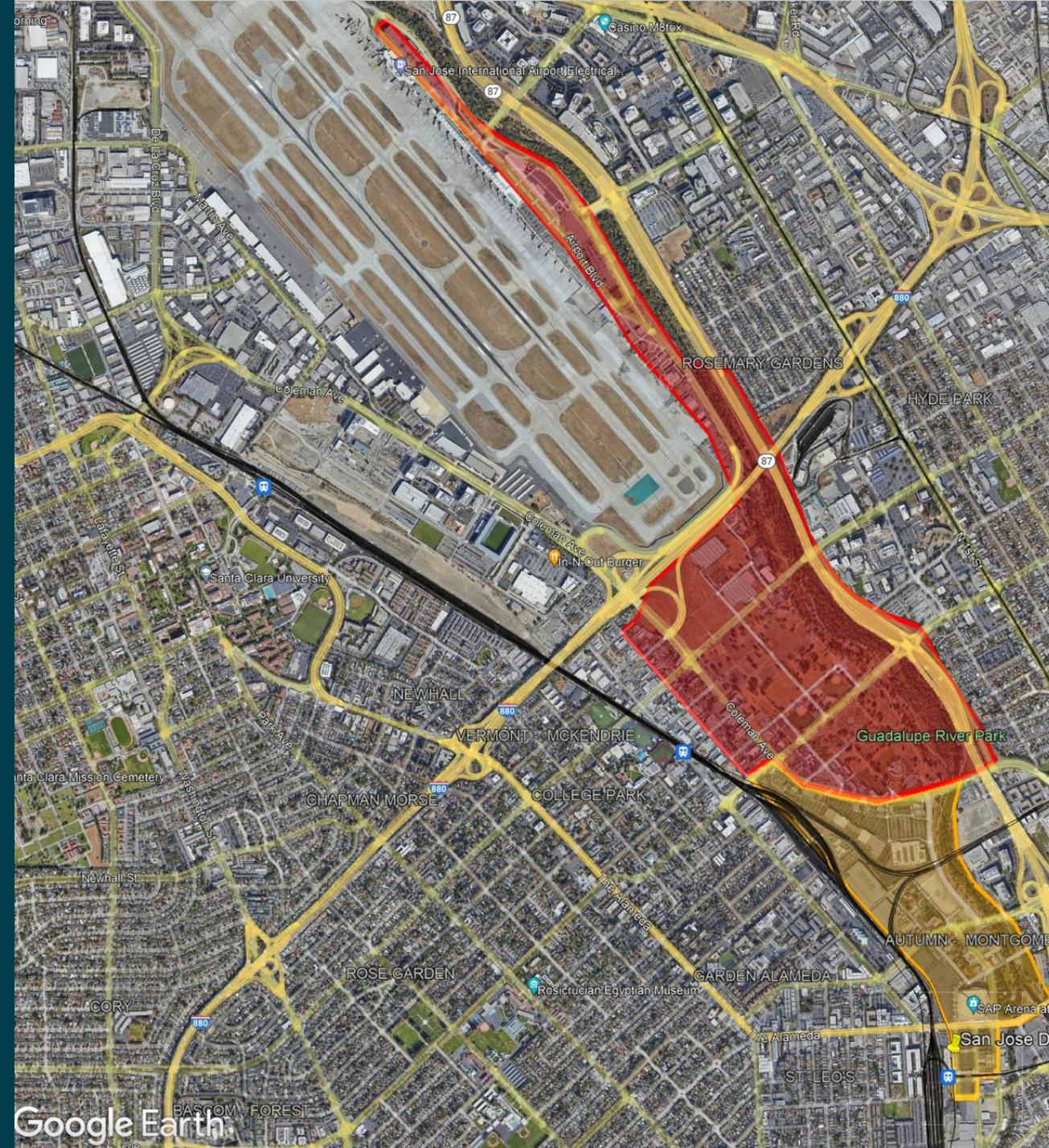
Fall 2021

- Industry Day and market research/review
- Begin public outreach for RFP

The Project Goal

Overarching Goal

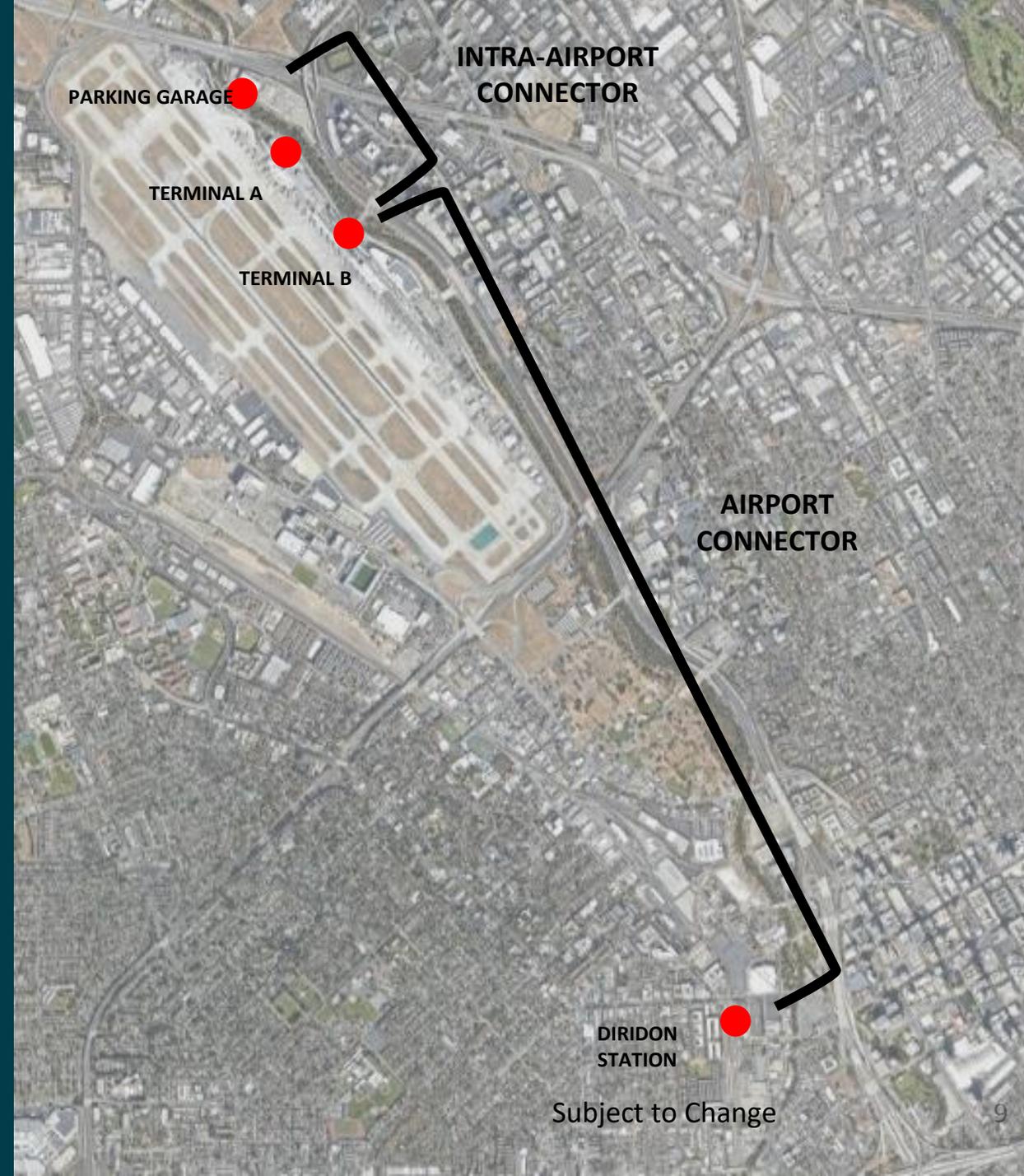
Create a new approach to developing transit in the Silicon Valley that delivers projects that are safe, fast, frequent, and reliable.



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

Preliminary Schedule (Dates are subject to change)

	Activity	Timeframe
Request for Proposal	RFP Release	Q1 2022
	Select Preferred Proposer(s)	Q2 2022
	Award (top 2)	Q2/Q3 2022
Project Development	City to validate proposals	
	Select Final Project Proposal	18-24 months (est. Q2 2025)
	Detailed development of the Project	

Question & Answer

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