Diridon Station to Airport Connector

Phase 1 Feasibility Validation Report and Phase 2A Recommendation

City Council
March 25, 2025
Item 5.1

City of San José Department of Transportation
San José Mineta International Airport

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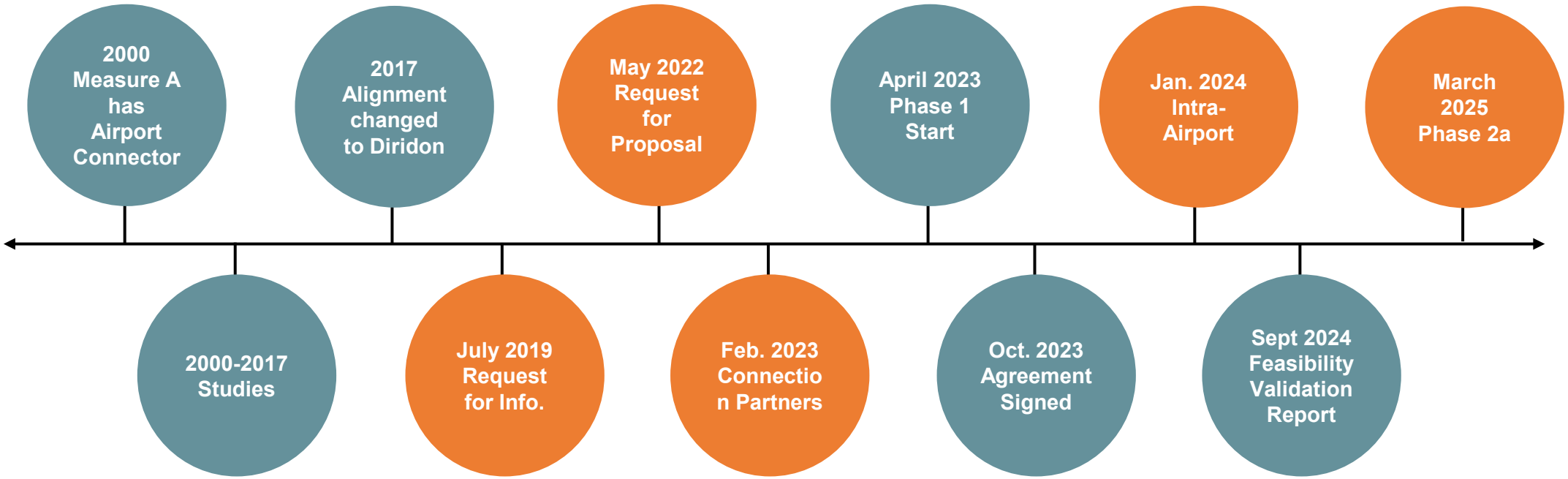
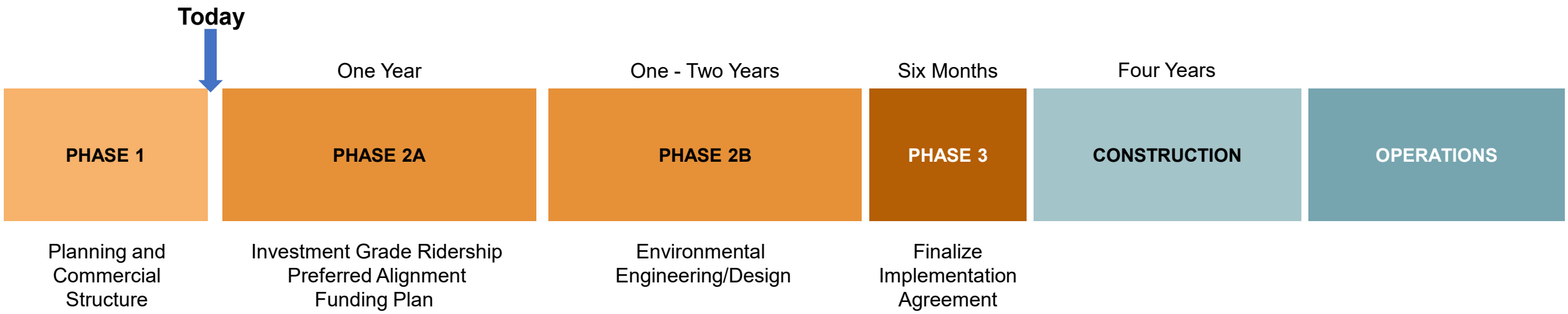
Project History



Project Timeline

Pre-Development Agreement
A PDA is a highly structured, exclusive, City-committed co-development process.

Implementation Agreement
Final project terms, costs, roles, and scopes are contractually agreed to.



The Connector's Value for San José*

- Make San José Mineta International Airport more connected to the regional transit hub
- Provide a new, reliable, travel option that avoids traffic congestion
- Prove out scalable technology for future transit expansions across San José
- Make development around Diridon Station more attractive
- Build flexible infrastructure to evolve with technology
- Increase the ridership of existing transit services at Diridon Station

*From City Council Directed RFP

Project Definition

Base Project

Connects Diridon Station and San José Mineta International Airport terminal B.

Extension Project

Adds an intra Airport Loop connecting terminal A and the long-term parking lot the to the base project.

Phase 1 Feasibility Report

Technical Feasibility

- Technology development progress and roadmap
- Study Alignment

Financial Viability

- Construction and operating cost estimates
- Range of ridership and revenue estimates
- Range of operating results which determine the amount of potential private investment

Commercial Structure

- Partnership structure and proposed risk allocation

Benefit – Cost Analysis

- Range of Benefit - Cost results
- MTC's regional analysis

Technical Feasibility

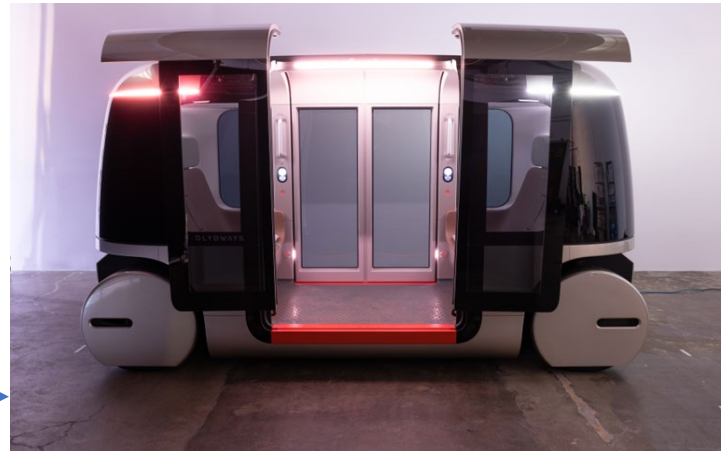
Major Findings:

- Vehicle and systems development has made significant strides. 2nd generation prototypes now testing
- Roadmap towards commercial readiness looks feasible
- Conceptual design for feasibility alignment enabled initial estimates of capital cost, operating costs, and travel times

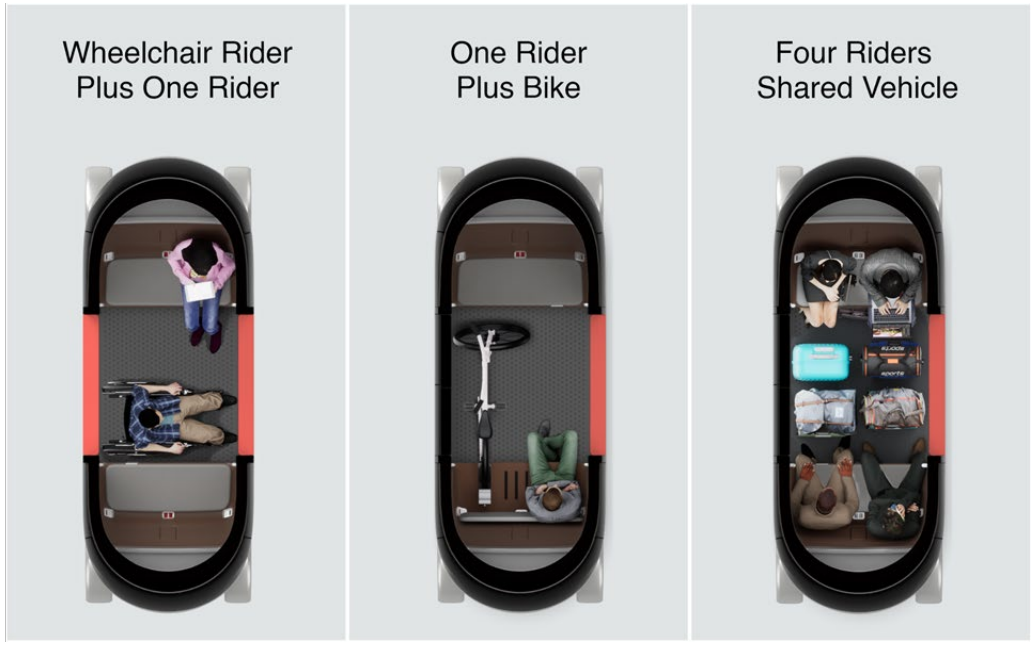
Key areas for next phase:

- Development of beta vehicles
- Public agency and emergency services coordination
- Design in the ability to utilize alternate transit vehicles
- Create contingency plans for continuous circulation
- Refine alignment to avoid or mitigate conflicts and to reduce costs

Alpha prototype



Beta prototype



Financial Feasibility

Major Findings:

- Connector construction costs estimates, based on conceptual design of a representative alignment, range between
  - $489 to $592 million for Base Project
  - $707 to $821 million including the optional Extension
  - 90% or more of construction costs would be paid by public funds, 10% or less likely paid by private investment
- Operating subsidies may be required for the base project based on Airport's historical growth rates.
- Fare revenues cover operating and maintenance expenses for all growth rates if optional intra-airport extension is constructed.

Key areas for next phase:

- Updating and refining ridership and revenue forecasts
- Develop funding strategy for obtaining Federal, State, and regional grants to build the Connector
- Incorporate value engineering into preferred alignment selection to lower both construction and operating costs

Staff Recommendation

Adopt a resolution authorizing the City Manager or her designee to:

1) Negotiate and execute an amendment to the pre-development agreement, task orders, and change orders with San José Connection Partners to refine ridership and revenue forecasting, develop a funding strategy, and develop a preferred alignment for the Base Project and the Optional Intra-airport Extension Project in an amount not to exceed $14.7 million, subject to the appropriation of funds;

2) Secure funding for the project, including the negotiation of a new funding agreement with the Valley Transportation Authority for Phase 2a project planning, subject to the appropriation of funds by the Valley Transportation Authority.

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