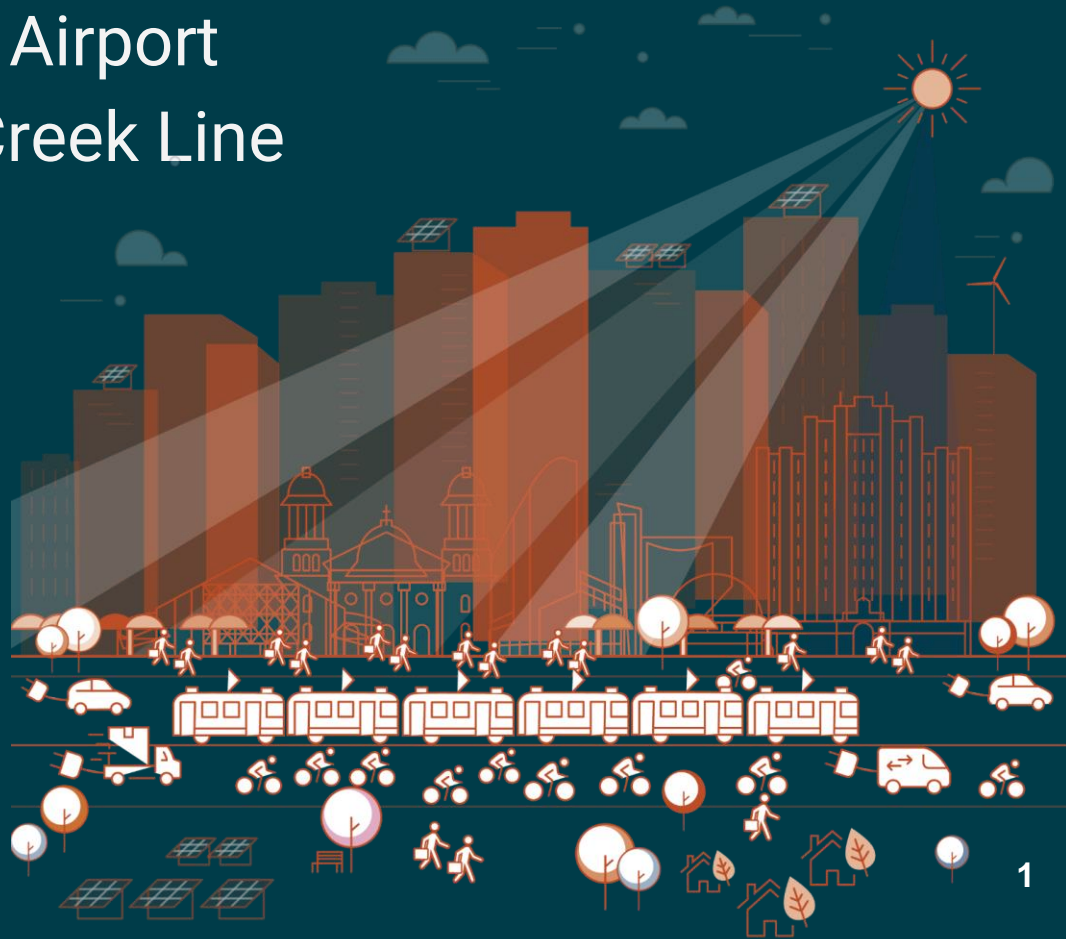


New Transit Options RFI: Airport Connector and Stevens Creek Line

San Jose City Council
August 25, 2020
John Ristow, Director of Transportation
Ramses Madou, Division Manager



Why we want this

Current transportation system is strained and new options are needed

63% of San Jose GHG emissions come from transportation


Faster development of transit like options are needed

Diridon is going to be the Transit hub of the South Bay - needs connection to SJC

Rapid development along Stevens Creek corridor

Gensler

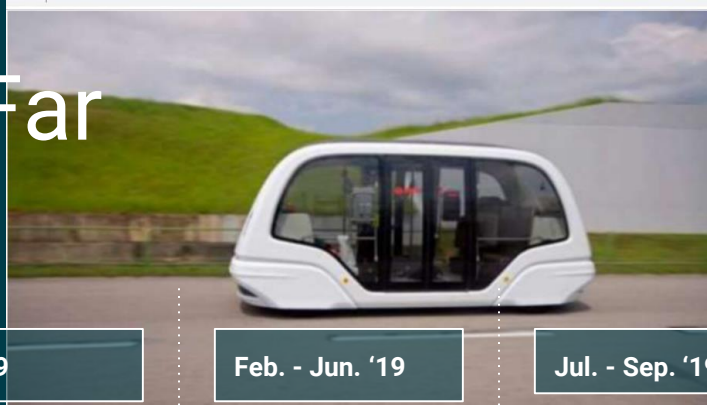
What we want to learn

- 
1. Are there new technologies that can provide high-capacity, high-speed transit?
 2. Do these systems have lower construction, operations, and/or maintenance costs?
 3. Can these systems be deployed faster than traditional projects?
 4. Do these systems have viable financial outlooks?
 5. How will these systems be constructed and deliver service on the specified corridors?

The Corridor



The Process So Far



2000 - 2016

2018 - 2019

Feb. '19

Feb. - Jun. '19

Jul. - Sep. '19

Nov '19-Jun '20

Measure A and prior studies

Measure A - Airport connector to BART, Caltrain, and LRT

3 prior studies have been produced.

Stevens Creek transportation planning coordination

Resolutions of support for transit study - Cities of Cupertino, Santa Clara and San Jose, and County of Santa Clara

San Jose Council direction

Direction to explore new transit options

Drafted RFI

San Jose organized the drafting of the RFI

RFI Response Period

23 responses received

RFI Evaluation

Consultant and partners evaluated responses

Evaluation Overview

Technology

Viability & maturity of

- Infrastructure
- Transit Vehicle

Value

- System capacity
- Rider experience
- Scalability

Delivery & Cap Finance

- Timeframe
- Cost
- Cap finance model

Operations

- Model
- Financial sustainability

Submissions

23 submissions

Guideway types: Tunnels, viaducts, mixed traffic

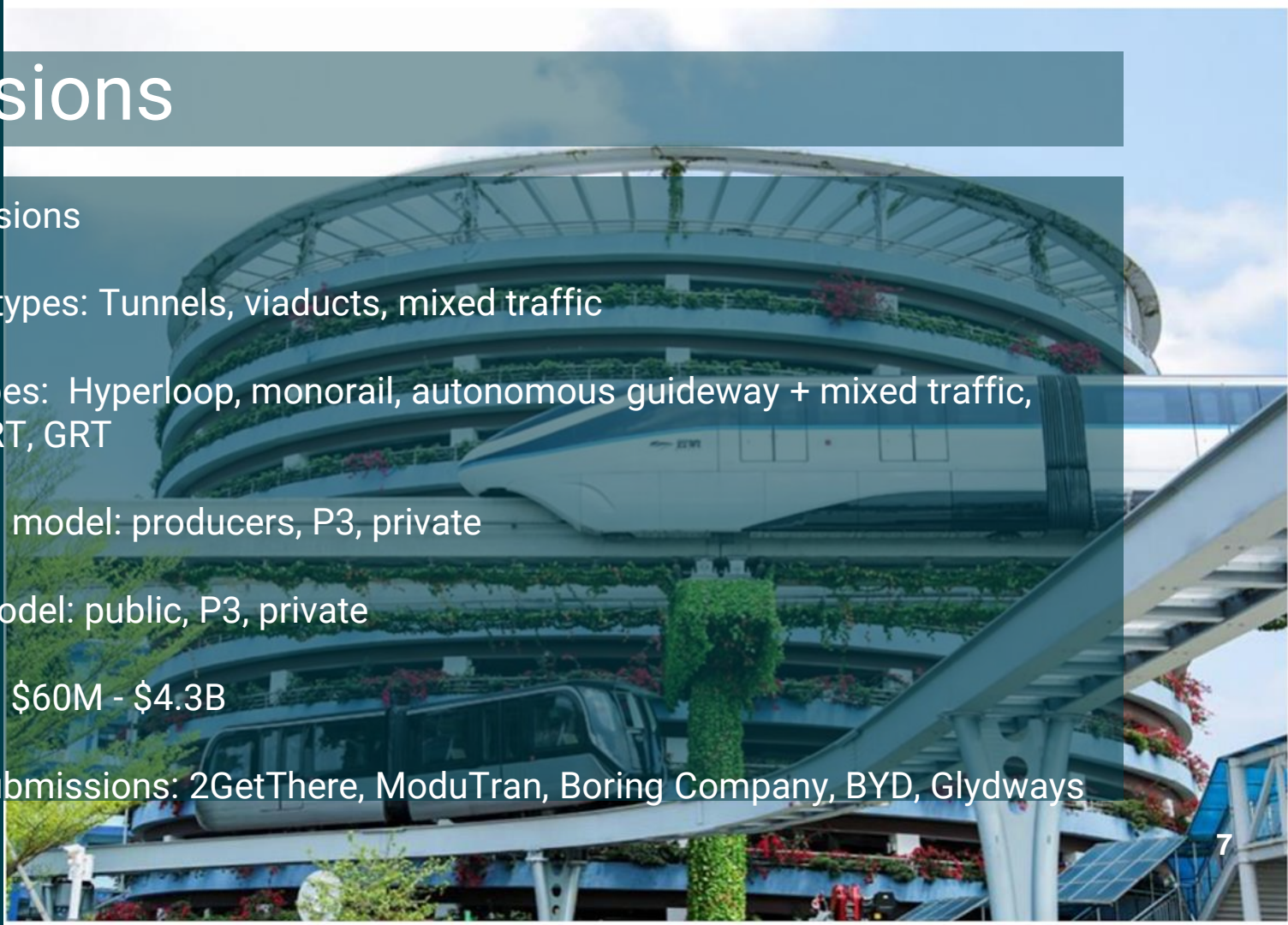
Vehicle types: Hyperloop, monorail, autonomous guideway + mixed traffic, maglev, PRT, GRT

Operations model: producers, P3, private

Funding model: public, P3, private

Cost range \$60M - \$4.3B

Notable Submissions: 2GetThere, ModuTran, Boring Company, BYD, Glydways



Evaluation Highlights

Market is emerging for new transit technologies that offer fast, frequent, and reliable services

New transit technologies have inherent capital and operations cost reduction potential

New business models for transit projects may be possible

*Coronavirus considerations



Proposal

