City of San José
Department of Transportation

Questions and Answers to the
City of San José Automated Transit Network RFI

Introduction

We are pleased with the strong response we have received to our Automated Transit Network RFI. Below are answers to questions posed by potential respondents.

To address some of the broader questions that were raised, we thought it might be helpful if we outlined more fully the City's intention in issuing this RFI, the role the City might play in helping to realize an automated transit network, and what we are looking for in a potential partner. We also describe the process we will follow after responses are received.

As the Capital of Silicon Valley, the City of San José prides itself on its history of innovation and environmental stewardship. For example, last year the City adopted its *Green Vision*, a bold and comprehensive strategic plan that will cut the city's carbon footprint by more than half in 15 years. To achieve the City's environmental goals, help address the growing climate crisis and address global energy needs, San José is facilitating the growth of Clean Technologies industries in Silicon Valley. The City has set a goal to create 25,000 clean tech jobs by 2022 as it strives to become the world center of Clean Tech innovation.

Towards that end, the City is helping to incubate next generation technologies through partnerships with local universities and its Environmental Business Cluster, providing demonstration opportunities for new, innovative Clean Tech products, advocating for legislative changes that will support the industry's growth, and creating training programs that will enable local residents to fill the jobs created by these new industries. Earlier this year, the Mayor and City Council adopted a policy to facilitate the City's ability to partner with the private sector to demonstrate new technologies, particularly technological solutions that would reduce the City's carbon footprint and/or its operating costs.

The City is also a strong proponent of "smart growth"—concentrating new residential and commercial development in areas of the city that have already been developed and in walking distance to transit and other services. For example, the City has adopted specific plans within its General Plan for areas around the Norman Y. Mineta San José International Airport and in downtown San José that will dramatically increase the number of homes, jobs and services (such as hotels, retail outlets and sports venues) that will be constructed in those areas (see links below). San José is also preparing a comprehensive update to the City's General Plan to accommodate a projected 40% (jobs and housing) growth rate by 2040, increasing San José's population from 1 million to 1.4 million.

To meet the needs of its growing population, the City's *Green Vision* calls for the development of a "Green Mobility" system that would reduce its dependence on single-occupancy vehicles and ensure that alternative transportation is efficient, convenient and environmentally sustainable. To achieve those goals, the city is, among other things, dramatically increasing the number of miles of park trails and on-street bicycle lanes, expanding its public transit system, and encouraging the development of smaller, lighter and alternatively fueled transit vehicles.

It is in this context that the City issued its RFI for an automated transit network. More than the proposed alignment, the specific technology employed, or the price tag for the project, the City is looking for a partner that can articulate a viable plan to prove the feasibility of an automated transit network while meeting the City's specific needs.

We are looking for a firm or team that can clearly define the problems that must be overcome, the strategies that should be pursued to overcome those hurdles, and how the City might partner with the proposer to move this innovative technology forward.

If, as we anticipate, we receive multiple responses to the RFI, we will seek additional information on the strongest proposals and will develop criteria to objectively evaluate and select the finalist.

Process Questions:

Q: Is it possible either to receive the responses to questions one week earlier than the date specified in the RFI, or can the RFI response deadline of November 4th be moved back one week in order to provide time for submitters to consider the answers thoroughly?

A: Yes. We have posted our answers earlier than the published deadline and have extended the deadline for submissions by another two weeks, to Tuesday, November 18, 2008.

Q: Are you planning to schedule a bidders conference?

A: No, in deference to the international and national firms that are considering submitting proposals we are relying on the Internet to disseminate information.

Q: After responding to the RFI, will the teams have the opportunity to make detailed presentations to the City of San José DOT regarding our submittals?

A: Depending upon the response received, the City will likely ask those who submit the strongest proposals to make more detailed presentations.

General Questions:

Q: What solar companies are in the San José area that I might partner with on this proposal?

A: We suggest you search for a potential partner through the Solar Energy Industries Association. Below is a link to the directory. You can search the database by state and type of business. http://www.seia.org/cs/membership/member_directory

Q: Is there anything more definitive you can say beyond "the City could contribute financially"? Can you provide some further clarification?

A: The City currently does not have funds budgeted or appropriated for this project. However, the City can dedicate staff time and may be able to make available land and right of way to help advance the project. It could pursue state, federal, and/or private funds. If the automated transit network fully replaced the existing Airport shuttle service, the City could conceivable shift a portion or all of the approximately $13 million per year (details below) it is currently spending to operate that shuttle system to help operate the transit network. However, long-term the City's would like to reduce if not eliminate this expense.

In sum, the City is interested in understanding the challenges that must be overcome to construct and operate an automated, networked transit system in the U.S. and how the City might partner with the proposer to overcome those challenges, including possibly financial assistance.

Q: Does the City have the funds to pay for a feasibility study for this project?

A: The City does not have any money appropriated for this project. But staff believes that a well conceived project would be a compelling candidate for funding from the new federal transportation authorization bill as well as other sources. The City would be willing to actively advocate for funding for the project from local, regional, state and federal sources.

Q: To give us some sense of scale…could you tell me what the approximate construction value of this future project is? What's the order of magnitude of the project you are pursuing?

A: The ultimate scale and construction value of the project depends upon the proposer. We anticipate the initial demonstration would be small, but if successful would be expanded.

San José wants to help realize the potential of this technology, particularly the possibility for transit cars to skip stations and take patrons directly to their destination. If the system works, and the viability of networking can be demonstrated, we think such a system would have enormous potential, beginning with but not limited to the area around the San José International Airport.

Q: We would like to know if iterative processes for vast deployments are possible?

A: We are certainly open to deploying the system in stages. However, we would like the first leg to demonstrate the switching and off-line stations capability of the system.

Q: It is hard to make a small demonstration model work financially. There's a minimum size below which the costs are disproportionately high. If the technology has been proven elsewhere, would the City be willing to move forward with a somewhat larger, fully functioning system as the initial deployment?

A: The City would be willing to consider a larger initial deployment if the respondent is able to demonstrate the technical capability of the system to the City's satisfaction.

Q: Currently there are no U.S. regulatory standards specific to Personal Rapid Transit (PRT). Would the City be willing to work with the proposer to help advocate for PRT-specific standards? Would the City be willing to allow the selected proposer to install the system as a means of securing governmental certification?

A: If the proposer can make an effective case that these are the steps necessary to successfully demonstrate this technology in San José, then the City would be willing to consider partnering with the proposer on both issues.

Airport-Related Questions:

The area surrounding the airport is slated for significant growth. Given the number of questions posed about the airport and adjacent areas, we thought it would be helpful to post links to several specific and master plans that provide

useful contextual information about projected growth in this portion of the city. The answers that follow include links to maps and data that address specific questions.

http://www.sanjoseca.gov/planning/nsj/ North San José Urban Design Plan: North San José is primarily an industrial area that is home to many of the City's high-tech companies. As such, it is an important employment center for the City. North San José is located north and west of Interstate 880 and south of State Route 237. The plan provides for the construction of an additional 26 million square feet of new research & development/office space (supporting 83,000 jobs) and up to 32,000 high density residential units in this area. More than half of the new office/R&D space would be concentrated along the North First Street Light Rail corridor between Brokaw Road and Montague Expressway.

http://www.sanjoseca.gov/planning/spec_plan/RinconSouth1998PDF.pdf This plan addressed how Rincon South area would be developed. This area, bounded by US 101, Interstate 880 and State Route 87 (Guadalupe Parkway), has experienced tremendous growth pressure over the last decade given its strategic location between North San José and Downtown. The plan promotes the construction of new development, including 1,900 new family dwelling units along the North First Street transit corridor and a minimum of 10,000 sq. feet of commercial development at the corner of North First Street and Skyport Drive. The plan also encourages commercial development along the south side of Skyport to North Fourth Street.

http://www.santaclarasap.com/workingpapers.php The draft BART Santa Clara Station Area Plan addresses the development of approximately 432 acres in the jurisdiction of the cities of San José and Santa Clara within a half a mile radius of the existing Caltrain/Altamont Commuter Express (ACE) station and future BART station as well as adjacent underutilized land. The future station is adjacent to the San José airport, Santa Clara University, and downtown Santa Clara and two miles west of downtown San José. Over the 20 year horizon of the plan, more than 2,250 new homes are expected to be built in the planning area. Non-residential uses, including retail, hotel and mixed use developments, are projected to increase by almost 5 million square feet, to a total of 7.5 million square feet. The new Santa Clara BART station is expected to generate 19,000 average daily boardings by 2035.

Airport – Land Use Questions

Q: What are key destinations surrounding the airport?

A: Here are two maps that identify key destinations around the airport. One map identifies land uses to the west of the airport (North San Jose Area Development Policy Approved Land Uses). The other identifies current and future land uses on the east side of

the airport near the current Santa Clara Caltrain/future BART station (Draft Station Area Plan)

- nsjlandusemap (PDF)
- draft_station_area_plan (PDF)

Q: Per the Background section (page 2), can the "areas of housing, employment, and entertainment" be more specifically identified on a map?

A: In addition to the map above, here are links to three General Plan zone maps that provide more detailed information about the area around the airport.

- TOD housing and mixed uses: http://wwfw.sanjoseca.gov/planning/smartgrowth/Transit_Oriented_Development.pdf
- General Plan Map 66: http://www.sanjoseca.gov/planning/gp_maps/images/maps/GP066.pdf
- General Plan Map "Rincon South": http://www.sanjoseca.gov/planning/gp/PDF/Rincon_south_web.pdf

Q: Would it be possible to provide a "UTM NAD 83 meters" ESRI shape file of the airport master plan? We need to see the new parking structure, terminals, new housing by the airport, and soccer stadium locations. Available aerial imagery does not show this.

A: Here are two maps that illustrate the future airport design. One shows the terminal roadway as it will look by the end of 2010. The second (the Airport Master Site Plan) shows the layout of the entire airport, including parking and terminals. Generally shape files of secure facilities are provided, as needed, once contract and non-disclosure agreements are in effect. For additional information on housing and other current and potential development surrounding the airport, see the links in the previous two answers.

- Airport 2010 Layout (PDF)
- Airport Master Site Plan 2015 (PDF)

Q: Is the city the owner of the vacant land where the Caltrain/BART Station, the FMC Business Center and the Soccer Stadium are identified?

A: The City is in the process of selling all the FMC lands to a private developer with the intent to have the developer build the soccer and business parks. The deal should be completed by the end of 2008. The lands west of this area are owned by VTA and are designated as the BART yards and shops facilities with a portion on the north end reserved for the Santa Clara BART station. The lands further west are owned by the Caltrain Joint Power Board and serve the Caltrain Commuter Train service and the Santa Clara Caltrain Station. Lands even further west are in the City of Santa Clara and San José.

Q: How many jobs are in the vicinity of the airport?

A: As of 2005, there were approximately 6,000 households and 71,000 jobs located within a 1½ mile radius of the airport. By 2020, we anticipate that those numbers will rise to 24,000 households and 122,000 jobs.

Airport Traffic-Related Questions

Q: What is the volume of ground traffic in and out of the San José airport?

A: **Current Average Daily Travel (ADT)**

Roadway	**ADT**
Airport Parkway	8,300
Skyport Drive	16,700
Coleman Avenue	16,700
Total Current ADT	**41,700**

Projected ADT 2025

Roadway	**ADT**
Airport Parkway	13,300
Skyport Drive	20,000
Coleman Avenue	23,300
Total Projected ADT	**56,600**

NOTE: Data is based on 2005 and 2007 traffic counts and includes inbound and outbound vehicles.

Q: How much does the City pay to operate its shuttles to and within the airport?

A: **Airport Shuttle costs for FY 2007-08**

Shuttle	**Cost**
Long Term Busing (Shuttle Bus Operator, Bus Lease)	$ 7,015,436.00
Fuel - Long Term Parking	$ 386,548.36
Rent A Car (RAC)* Busing (Shuttle Bus Operator)	$ 3,993,536.00
Fuel - RAC Buses	$ 38,654.71
VTA (Airport Share of Costs Only)	$ 1,177,429.00
Total Busing Costs (excluding staffing and insurance)	$ 12,611,604.07

In FY 07-08, staffing and overhead was an additional $390,000. Insurance for the airport's 34 buses was approximately $42,000.

NOTE: * RAC is the bus fleet that services the Airport's rental car facility.

Q: Is data available as to what modes airport staff and passengers currently use to travel to the airport?

A: The only data available on travel modes to the airport is for taxi service. We can provide more comprehensive information on departures from the airport.

In calendar year 2007, a total of 152,552 taxi trips were made to the airport, an average of 12,712 trips per month. During the same period, there were 396,000 taxi departures from the airport, an average of 33,000 trips per month. Fifty two percent of the taxi trips departing the airport are destined to Downtown San José, approximately three miles away.

There are 46 hotels in the San José metro area that provide airport shuttle services for their customers. Eleven of the hotels are located in close proximity to the airport (less than 1.5 miles away). Three of the hotels are located in downtown San José.

Below are data on trips originating at the airport in Fiscal Year 2007-08.

Trips Originating at the Airport 2007-'08

Mode	Count
Pre-Arranged* Shuttles	10,435
On Demand** Shuttles	19,735
Limousines	22,936
Charter Buses	14,485
Scheduled Buses	4,023
On Demand Taxis	391,174
Pre-Arranged Taxis	1,228
Couriers	4,049
Hotel/Motel	51,354
Off Airport Parking Shuttles	73,981
Total Trips (pick-up only)	**593,400**

* Pre-Arranged: passengers have reservations for pickup
** On Demand: passengers do not have reservations

Q: Is data available as to what size groupings of airport staff and passengers typically travel together to the airport?

A: We have limited data on passenger groupings. What we can provide is passenger counts for airport bus services for fiscal year 2007-08.

Passenger Counts for Airport Bus Service FY 2007-08

Service	Number of Passengers
VTA San Jose Flyer (Bus Line # 10):	429,293
Long Term Parking, Employee, and	1,967,775

Inter-Terminal Bus Service	
Rental Car Bus Service	2,666,779
Total	**5,063,847**

Q: Have any targets been set for mode shifts with a direct transit network to the airport?

A: No specific targets have been set for mode shifts at the airport. Staff is planning to propose that the City adopt a mode shift goal for the entire city, including the airport, as part of the General Plan update. But a decision on that proposal will not be made until next year.

Airport- Strategic Questions

Q: A high level-of-service (LOS) San José International Airport (SJC) PRT circulation system has the potential to complement VTA, BART, Caltrain, and ACE transit service, to the point where SJC parking revenue is substantially reduced. Such a complimentary impact has many benefits in terms of reducing traffic congestion and GHG. How will SJ/SJC handle a parking revenue reduction?

A: The Airport views transit service as a complement to, rather than competing with, on-Airport parking. The Airport anticipates that long-term it will not be able accommodate all those who would like to park at the Airport. The Airport is actively seeking ways to provide alternative means to access the Airport that will enable it to meet the needs of its patrons and enable the airport to thrive. Any short term reduction in parking lot revenue could conceivably be offset by reductions in shuttle operations and maintenance costs.

Q: Airport ground transit must provide exceptionally high reliability, as the cost of a passenger missing a $1,000 flight because of a fouled $2.50 transit connection is exceptionally high. Will San José / SJC expect the PRT vendor to maintain a backup bus system in case of significant availability gap in the PRT system? Or will San José/ SJC/VTA assist in providing on-call backup buses?

A: Reliability is exceedingly important. We are open to private and/or public proposals for how emergency back up service might be provided.

Q: Would SJC be willing to make SJC staff available for "2x per day" customer service assistance to assist PRT passengers? This sort of event-driven airport staff assistance can help reduce dedicated PRT staffing costs, lowering operating costs.

A: This question would need to be investigated more fully before the City could make a determination. Feel free to include a proposal for service assistance in your response.

Q: A large SJC PRT system serving VTA and BART could be accomplished via tunneling under the runway. PRT requires a much smaller tunnel bore than APM. Could you please discuss the tradeoff of tunneling versus serving stations southwest of the runway, including the soccer stadium?

A: That is an open question that warrants further analysis in the event that the City selects a proposer to proceed with the Project.