



# EMU Procurement

Board of Directors  
July 2, 2015  
Agenda Item 9



## Agenda

- Board Action Request
  - Release EMU RFP
  - Policy direction on car shell and space
  - Staff direction on associated efforts
- Approximately One-year Process Leading to Today's Action
- Board Action Needed to Meet 2020 Revenue Service

## Background

3

## Challenge for EMU Procurement

- Trains are over capacity
- People have long uncomfortable trips
- Bikes are being bumped
- How do we accommodate the growing ridership?
- How do we accommodate the different needs of our customers?
- How do we accommodate a future blended system?



4

## One-year Process (Key Milestones)

| Milestones   | Summer 2014 | Fall 2014 | Winter 2015 | Spring 2015 | Summer 2015 |
|--|-------------|-----------|-------------|-------------|-------------|
| Request for Information<br><i>(Industry Engagement)</i>    |             |           |             |             |             |
| Public Survey<br><i>(Seats/Standees/Bikes/Bathrooms)</i>   |             |           |             |             |             |
| Common Boarding Height Assessment and Industry Discussions |             |           |             |             |             |
| Draft RFP<br><i>(Industry Comments)</i>                    |             |           |             |             |             |

5

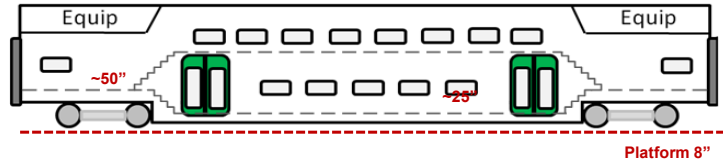
## June JPB Staff Proposal *Car Shell*

- Bi-level EMU cars can be modified to not preclude shared level boarding with HSR in the future
- Modified cars would have low and high doors
- To maximize seats, only low doors used and high doors sealed until activation is warranted
- If both low and high doors activated, there will be loss of seats
- If modified cars cost more, JPB will request that HSR fund

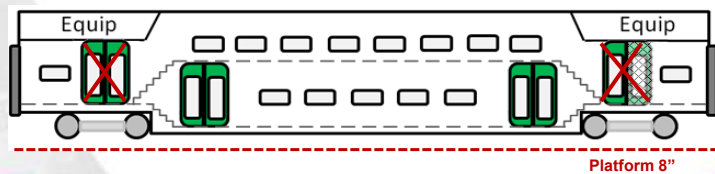
6

## Original and Modified EMUs

### Original



### Modified



7

## June JPB Staff Proposal

### Car Space

- Overriding Consideration
  - Safety
  - Balance different customer needs
- Increase and Maximize Seats/Standees/Bikes
  - Seats to bike ratio 9:1
  - \$3 million commitment to wayside bike facilities
  - No bathroom onboard
  - Pursue station bathrooms with local partners

8

## Feedback Received (May / June)

9

## Feedback Sources

- Elected Officials / Boards
  - JPB (2); Local Policy Maker Group (2); San Mateo County Transportation Authority; SF Land Use Committee; Transbay Joint Powers Authority; Diridon Station Joint Policy Advisory Committee
- Advisory Committees / Groups
  - JPB CAC (2); JPB Bicycle Advisory Committee (2); Caltrain Accessibility Advisory Committee; San Mateo County Transportation Authority CAC; SF County Transportation Authority CAC; City / County Staff Coordinating Group (2); SF Bicycle Advisory Committee
- Public comments at meetings
- Meetings with various advocacy groups
- Email, website, social media

10

## Stakeholder Feedback (Car Shell)

- Most support modified cars not precluding shared level boarding with HSR in future
- Some said modifications should be made to HSR cars or to station platforms
- Most support sealing upper doors and maximizing seats until activation of the upper doors is warranted
- Most support asking HSR for funding if modified Caltrain cars cost more

11

## Stakeholder Feedback (Car Space)

- Many comfortable with 9:1 seats to bike ratio onboard
- Bike advocates not supportive of 9:1 ratio, asking for:
  - 6:1 or 5:1 seats to bike ratio onboard
  - System-wide bike access mode policy of 20%
- Many support wayside bike improvements
- Many said comfortable and safe standee space
- Many said at least one bathroom onboard (especially for special events and unexpected incidents)

12

## Draft RFP Questions

- Draft RFP Issued to Confirm Initial Information from Car Builders
- Focus of Questions
  - Confirm previously designed cars can be modified
  - Confirm 2020 revenue service target date can be met
  - What is the range of seats and bikes onboard when the 9:1 seats to bike ratio is applied?
  - What is the feasibility of adding one bathroom per train?
  - What are the bike storage configuration assumptions, real-time bike storage availability, and concepts to move between middle and lower level?

13

## Industry Response

- Five Car Builders Responded
- Key Findings
  - Two confirmed ability to meet 2020 revenue service
  - Three said delivery of cars could take 6 months longer
  - Three estimated additional cost for modified car of 3% – 5%
- Bike-related Information
  - Access between levels with ramp adjacent to stairs
  - Real time bike storage information R&D effort
- Additional Information Not Known Until Design
  - Number of seats and bikes onboard
  - Bike area configuration
  - Specifics about ADA bathroom internal and external access

14

## Proposed Board Action

15

## Updated Staff Recommendations

- Authorize Issuance of RFP
- Approve Following Policy Direction:
  - Obtain prices for 2 car options (original and modified)
  - For modified car, keep upper doors sealed to maximize seats and activate when warranted and request funding from HSR if additional cost
  - Design EMUs to enhance safety and comfort of standing passengers
  - Maintain onboard ratio of 9 seats to 1 bike
  - Include one bathroom per train

16



## Proposed Board Action continued

- Direct staff to take the following associated but separate actions
  - Modernize wayside bicycle facilities
  - Explore feasibility of station bathrooms

## Questions