



CalMod Local Policy Maker Group (LPMG)

Thursday, May 26, 2016

5:30 PM – 6 PM

SamTrans Offices - Bacciocco Auditorium 2nd Floor
1250 San Carlos Ave., San Carlos

Agenda – SPECIAL MEETING

1. JPB Staff Report
2. Information/Discussion
 - a. PCEP Contract Update and Onboard Restroom Policy
3. Public Comments
4. LPMG Member Comments/Requests
5. Next Meetings
 - a. HSR Meeting - May 26, 2016
 - b. CalMod Meeting - June 23, 2016

Memorandum

Date: May 26, 2016

To: CalMod Local Policy Maker Group (LPMG)

From: Michael Burns, Interim CalMod Chief Officer

Re: Peninsula Corridor Electrification Project Quarterly Update

The attached presentation is the sixth quarterly update on the Peninsula Corridor Electrification Project (PCEP). The quarterly update highlights PCEP activities on the major contracts, funding updates, and key policy issues regarding the new electric trains.

Staff is especially interested in feedback from LPMG members on the policy decision regarding onboard restrooms. At the July 2015 Peninsula Corridor Joint Powers Board meeting, the Board directed staff to obtain vehicle proposals with options for no bathrooms or for one restroom for each six-car electric train. At the June 2, 2016 JPB Meeting, the board will make a final decision on the topic.



Peninsula Corridor Electrification Project Quarterly Update #6

LPMG
May 26, 2016



Major Contracts and Funding Update

Electrification Infrastructure Contract

2014	2015	2016
June: Pre- Qualification Process (6 firms)	Feb: RFP Issued Aug: Proposals Received (4 firms) Oct: Shortlisted (3 firms) Dec: Best and Final Offer (BAFO) Issued	Feb: BAFO Proposal Received March: Apparent Best Value Proposal

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Best and Final Offer Process

- Competition between Three Shortlisted Firms
- Goal to Improve Initial Proposals Received
 - Modified work windows to allow more access
 - Strategic weekend closure in tunnels allowed
 - Utilization of current signal houses w/ existing capacity
- BAFO Proposal Results
 - Seven month reduction in schedule
 - Significant cost savings
 - Best value proposal with highest technical score and lowest cost

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Electric Train (EMU) Contract

2014	2015	2016
May: Request for Information (6 firms)	Jan – June: Compatible Boarding Heights Discussion (2-4 firms) July: RFP Issued based on JPB Direction	Feb: Proposal Received

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Contract Next Steps

- For Both Infrastructure and Electric Vehicles
- Continue Negotiations on Price
- Discuss / Finalize Policy Decisions
- Contract Award
 - Limited Notice to Proceed for six months
 - Full Notice to Proceed in 2017

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Funding Update

- Regional 7-party Supplemental MOU (May)
- State/CHSRA Agreement (June/July)
- Cap and Trade Grant Award (August)
- FTA Core Capacity Award (End of 2016)

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Electric Train (EMU) Policy Discussion

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Bathrooms



Board Action (July 2015)

- RFP for Electric Trains
 - Design vehicle with one bathroom per train
 - Option for no bathrooms
- Consider additional bathrooms at stations

Public Feedback Electric Trains

- Sources
 - Rider Surveys in 2014, 2015, 2016 (~10,000 responses)
 - Public meetings (18)
 - Email, Website, Social Media
- Priority: #1 more seats, #2 more standing space
- Support for bathroom dips when capacity tradeoffs explained
- Majority desire at least one bathroom onboard (especially for special events and unexpected incidents)

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Technical Information

- 1 Bathroom per Train, Cost for Fleet
 - \$2.8m (proposal)
 - Annual Operation and Maintenance Costs
- Capacity
 - One bathroom eliminates approximately 12 seats or 24 standees (proposal)

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ADA Considerations

- Current law
 - Does not require any bathrooms or any specific number per train
 - If one is included, both bathroom and car must be ADA accessible and clearly marked
- Bathrooms would likely be in the second car and all passengers expecting to need it would be encouraged to use this car
- One bathroom per train is acceptable to FTA

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Bathrooms at Stations

- Public bathrooms SF and Diridon
- Private bathrooms at several stations for patrons of a private business
- Costs Standalone Facility
 - \$134,000 capital cost per unit (Portland Loo estimate for installation in Portland)
 - Additional hookup costs
 - Annual Operation and Maintenance costs
- Other considerations such as security

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Information Items

Bicycles

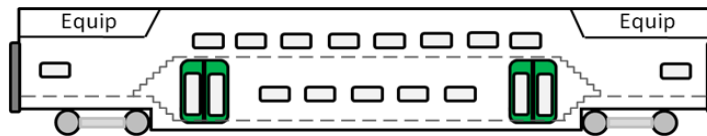


Bicycle Elements

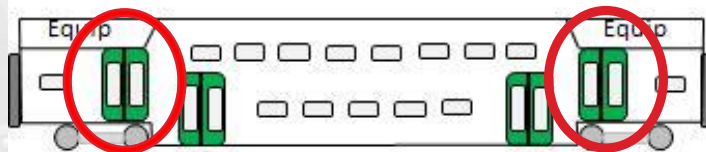
- JPB Action (July 2015)
 - 8:1 ratio seats to bikes (current system is 9:1)
 - \$3m capital commitment to bike parking at stations
- Bike Parking Management Plan
 - Ongoing, kickoff March 2016
 - Will identify needs and implementation approach
- Additional public involvement on onboard bike configuration post-award

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Additional Doors



"Off the shelf" option. Low-level doors only.



Dual doors option. Initially, upper doors to be sealed, with seats in front.

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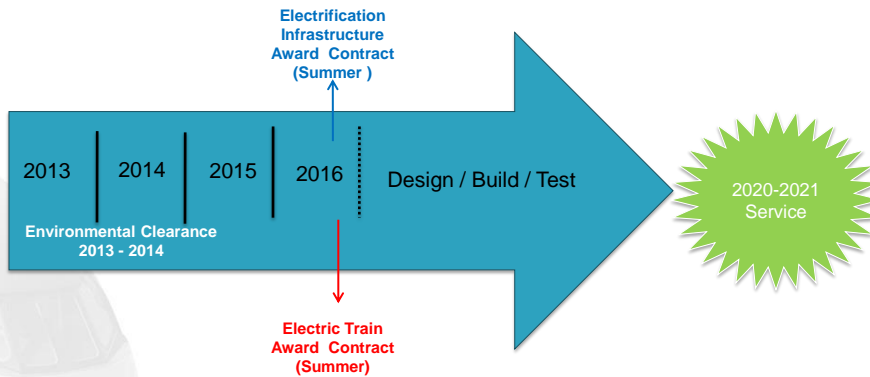
Dual Doors

- Context
 - Requested by stakeholders
 - “Not to preclude” future HSR boarding decisions
 - Customized vehicle
- Technical Information
 - Requires internal lift if upper doors opened
 - Cost of upper doors, plus lift \$30m (proposal)

Interior Lift Example



Schedule Refinement



Note: Initial electric trains sets received in 2020 with final delivery in 2021

Timeline

- May Solicit Public Feedback
 - CAC, BAC, CAAC, CSCG, PCWG, LPMG, C3, partner agencies, advocacy groups and customers
- June JPB Bathroom Policy Decision
- July Award Contract



Questions

More information / leave comments:

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