Major Contracts and Funding
## Electrification Infrastructure Contract

<table>
<thead>
<tr>
<th>Year</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>June: Pre-Qualification Process (6 firms)</td>
<td>Feb: RFP Issued</td>
<td>Feb: BAFO Proposal Received</td>
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<td>Aug: Proposals Received (4 firms)</td>
<td>March: Apparent Best Value Proposal</td>
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<td>Oct: Shortlisted (3 firms)</td>
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<td>Dec: Best and Final Offer (BAFO) Issued</td>
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## Electric Train (EMU) Contract

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

Electric Train (EMU)
Policy Discussion
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)

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)
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

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
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

Additional Doors

“Off the shelf” option. Low-level doors only.

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

2013 | 2014 | 2015 | 2016 | Design / Build / Test

Environmental Clearance 2013 - 2014

Electrification Infrastructure Award Contract (July)

Electric Train Award Contract (July)

2013-2021 Service

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

Questions

More information / leave comments:
website: www.caltrain.com/calmod
email: calmod@caltrain.com
phone: 650.508.6499