



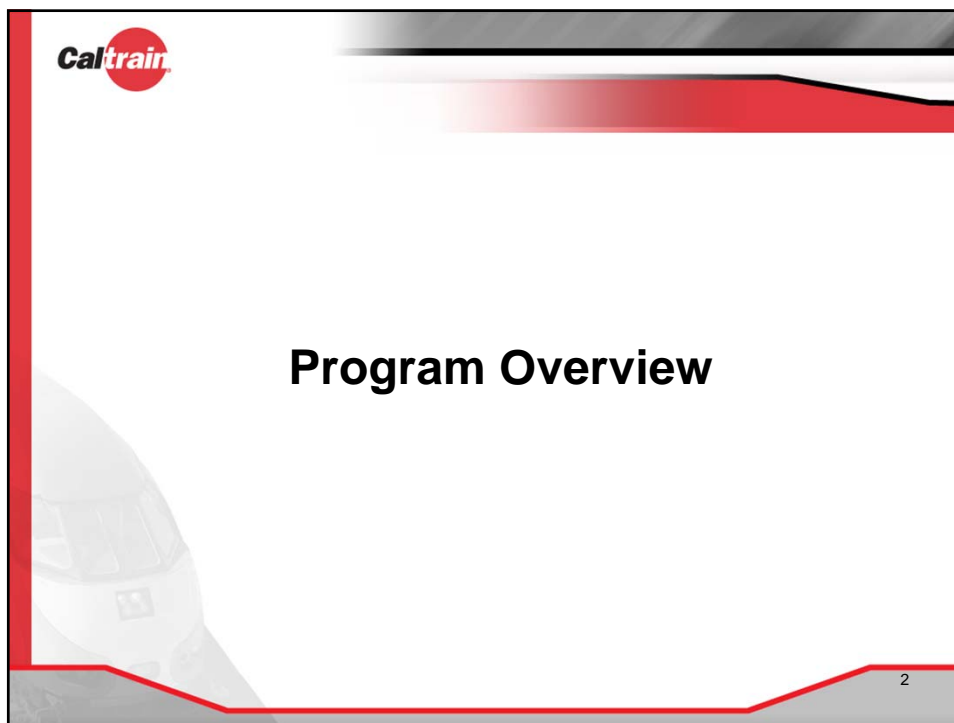
# Peninsula Corridor Electrification Program: Project Delivery Strategy

August 2013



## Program Overview

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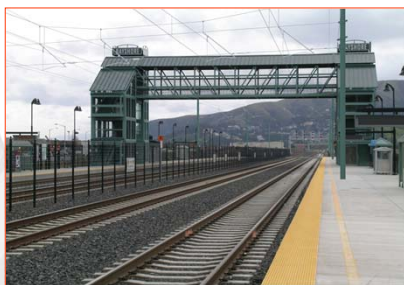
## Program Description

| Area   | Projects  | Service  |
|--|---|--|
| <ul style="list-style-type: none"> <li>- 51+ miles</li> <li>- San Francisco to Tamien</li> </ul> | <ul style="list-style-type: none"> <li>- Electrification</li> <li>- Electric multiple units (EMUs)</li> </ul> | <ul style="list-style-type: none"> <li>- 6 trains/per hour/per direction</li> <li>- Mixed fleet service</li> </ul> |


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## Simulations




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## Systems Project on Active Rail Corridor


|   |   |
|---|---|
| Caltrain<br>State of Good Repair                      | Downtown Extension and<br>Transbay Transit Center |
| 2019<br>Peninsula Corridor<br>Electrification Program |   |
| CBOSS<br>Positive Train Control                       | Caltrain/HSR<br>Blended System                    |

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## Electrification Program Delivery


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## Delivery Milestones

| Activity                       | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|--------------------------------|------|------|------|------|------|------|------|
| Stakeholder Outreach           |      |      |      |      |      |      |      |
| Establish Owner's Team         |      |      |      |      |      |      |      |
| Environmental Clearance        |      |      |      |      |      |      |      |
| Procure/Select Contractor Team |      |      |      |      |      |      |      |
| Design/Manufacture/Build       |      |      |      |      |      |      |      |

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## Peer Workshops

- September 2012 / March 2013
- Caltrain Executive / Senior Management Participation
- Agency Participation
  - San Francisco Municipal Transportation Authority
  - Santa Clara Valley Transportation Authority
  - Regional Transportation District-Denver
  - Dallas Area Rapid Transit
  - Utah Transit Authority

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## Program Objectives

- Ensure system safety
- Complete program within ~\$1.5 billion budget
- Electrified service by 2019
- Build a quality system
- Minimize impacts to rail service / customers
- Minimize impacts to environment
- Support future high speed rail trains
- Sustain effective partnership with stakeholders

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## Recommended Delivery Method

- Contract Scope: Design Build (DB)
- Procurement Method: Best Value
- Best Match with Program Objectives
- Appropriate Level of Owner Control
- Operations and/or Maintenance Options

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## Key Benefits

- Good for large complicated projects
- Good for systems projects
- Transfer design risk to contractor
- Improve project with innovative solutions
- Get best value / Maximize price competition
- Select best qualified team
- Negotiate scope and price
- Upfront understanding of cost-to-complete

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## Focus Areas for Success

- Board support
- Agency management and staff
- Stakeholder relationship
- Build the right team for delivery
  - People
  - Expertise
- Owner's responsibility for system integration

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## Contract Packages

- 2 Procurement Packages
  - Electrification
  - Vehicles
- Key Benefits
  - Direct owner control
  - Enhanced competition
  - Best team selection by expertise area


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## Next Steps

- September JPB Meeting – Project Delivery Approach Approval
- Set up owner's team
- Prepare contractor procurement documents
- Complete EIR
- Fall 2014 - Issue contractor RFPs

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**Discussion**



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The slide features a white background with a red border. In the top-left corner is the Caltrain logo. The word "Discussion" is centered in a large, bold, black font. On the left side, there is a faded, grayscale image of a train's front. In the bottom-right corner, the number "15" is displayed.