Electrification RFP Milestones

• Completed
  - Released RFP on Feb. 27
  - Funding partners / proposers input
  - Provided to six prequalified proposers
  - Public posting [www.caltrain.com/calmod](http://www.caltrain.com/calmod)
  - Pre-proposal conference and DBE outreach
  - Amendment #1 issued

• To be completed
  - Additional amendments
  - Evaluation / selection
  - Board approval / award contract (fall 2015)

Pre-proposal Conference

• March 17 (full day)
• 70 individuals attended
• Staff presentations
• Corridor video
• Tours
  - CEMOF
  - San Jose, San Carlos, Belmont, San Francisco stations
  - Work facilities
DBE Outreach

- March 18 (half day)
- 36 Disadvantage Business Enterprises (DBE) attended
- DBE staff presentation
- Pre-qualified team presentations
- Opportunity for pre-qualified teams and DBEs to network and Q&A

Project Delivery Efforts

- Completed
  - Wetlands delineation
  - Real estate need (3 of 4 segments)
- In Progress
  - Project Labor Agreement
  - 4 TPF locations – option selection
  - Inventory tree tagging
  - Real estate need (1 remaining segment)
Vehicle Procurement

EMU Milestones

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<tr>
<td>Request for Information (RFI)</td>
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<td>Public Survey (Seats/Bikes/Bathrooms)</td>
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<td>Compatible Boarding Height Assessment</td>
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<td>Policy Discussion/ HSR additional funding</td>
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<td>RFP Release</td>
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Note: Award target winter 2016
Compatible Boarding Height Assessment

• Dec 2014 to March 2015
  - CHSRA / Caltrain meetings
  - Discussion with car builders
  - Feasibility assessment

• April to May 2015
  - Operational assessment
  - Policy discussion / decisions
  - CHSRA funding commitment

Car Builders Discussion

• Six car builders produced bi-level EMUs that may be modified
• Degree of modification varies amongst car builders
• Delivery schedule
  - First vehicle (36 months from NTP)
  - 96 vehicles (60 months)
• Additional costs TBD
• No fatal flaws
Summary Findings

<table>
<thead>
<tr>
<th>Benefits</th>
<th>Neutral</th>
<th>Challenges</th>
<th>Funding</th>
<th>Additional Review</th>
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<tbody>
<tr>
<td>System flexibility</td>
<td>Timeframe (2020 revenue service)</td>
<td>Capacity loss / train</td>
<td>CHSRA TBD</td>
<td>Caltrain operations</td>
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<td>Competition</td>
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<td>o 100% fleet conversion</td>
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<td>o 78-188 seats (double set doors)</td>
<td>o 8-car consists</td>
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<td></td>
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<td>o 0 seats (trap door)</td>
<td>o Station modifications</td>
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<td>o Additional o/m costs</td>
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Note: seven vehicle builders interviewed / four qualified and engaged

Caltrain Operations Review

- Compatibility with existing diesel fleet
- Operational impact with platform modifications
- Capability to be convert to high-level boarding
- Community sensitivity to raised platforms
- System and HSR station benefits
- Utilization of traps
- Onboard lifts and/or mini high at 24" and/or 48" level
Next Steps

• March to April
  - Complete operations review (compatible boarding heights)

• April to June
  - Public discussion
  - Bikes/seats/bathrooms and compatible boarding heights

• July Board Action / Release RFP
• Winter 2015/16 award contract

Questions