



Peninsula Corridor Electrification Project Quarterly Update #6

BAC
May 19, 2016



Major Contracts and Funding



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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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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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



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Board Action (July 2015)

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

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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

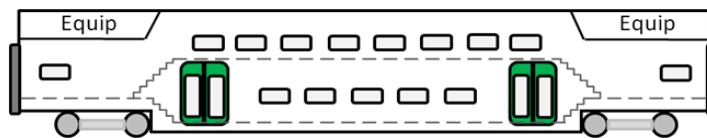


Bicycle Elements

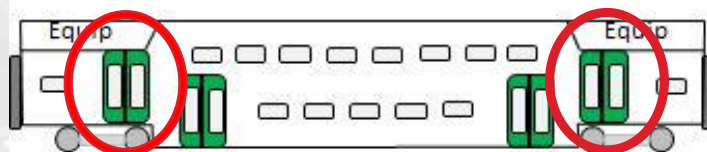
- JPB Action (July 2015)
 - 8:1 ratio seats to bikes (current system is 9:1)
 - \$3m capital commitment to bike parking at stations
- Bike Parking Management Plan
 - Ongoing, kickoff March 2016
 - Will identify needs and implementation approach
- Additional public involvement on onboard bike configuration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

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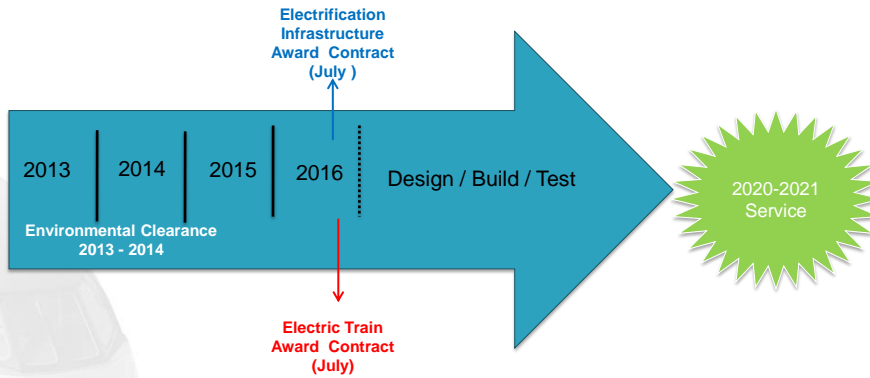
Interior Lift Example



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Schedule Refinement



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



Questions

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