

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 11, 2012

Item Number 4b

BART Railcar Replacement Project Status Update

Subject: BART staff will provide an update on the status of the BART Railcar Replacement project, including information on schedule, budget, and Buy America provisions.

Background: The BART Car Replacement Project will replace BART's existing 669 cars and is currently projected to cost approximately \$3.2 billion in year-of-expenditure dollars. In December 2010, the Commission approved MTC Resolution 3918, which established an overall funding framework for the project, and a policy-level commitment of approximately \$870 million in regional funding for Phase 1 of the project.

The overall funding framework calls for MTC to fund approximately \$2.4 billion, or 75%, of the total \$3.2 billion project costs, while BART would provide approximately \$800 million, or 25%. The more near-term Phase 1 Funding Plan totals \$1 billion and includes project development and the procurement of the first 200 cars.

The Funding Plan limits the regional commitment for Phase 1 to the specified amounts, and provides that if the assumptions underlying the plan, including the cost of the project, change substantially over time, the terms of the project funding framework will be re-examined and an alternate approach will be agreed to by MTC and BART that could include extending the timing of fund commitments, seeking alternate fund sources, or other actions.

Issues: None.

Recommendation: None – informational item.

Attachments: BART Railcar Replacement Project Status Update Presentation.

BART New Vehicle Procurement Project Status



Agenda



- Schedule/Budget**
- Bid Results**
- Exterior/Interior Concepts**
- Buy America Preference**
- Next Steps**

Schedule – Completed Tasks



- | | |
|--|---------------------|
| <input type="checkbox"/> Industry Review | Apr 2009 |
| <input type="checkbox"/> Release of RFP | Jun 2009 |
| <input type="checkbox"/> Evaluation of Technical Proposals | Jul 2010 - Jan 2011 |
| <input type="checkbox"/> Site Visits | Feb 2011 - Apr 2011 |
| <input type="checkbox"/> Submit Modifications 1-3 | Apr 2011 - Jun 2011 |
| <input type="checkbox"/> Evaluation of Price Proposals | Aug 2011 |
| <input type="checkbox"/> Negotiations with Proposers | Oct 2011 |
| <input type="checkbox"/> Board Adopted AB1097 | Nov 2011 |
| <input type="checkbox"/> Issue Request for BAFO | Dec 2011 |

Schedule – Future Tasks



- Evaluate BAFO Mar 2012
- Anticipated Recommendation to Board Apr 2012
- Anticipated Contract Award May 2012
- Public Outreach May 2012 – Jun 2015

Delivery Schedule



- | | |
|---|----------|
| <input type="checkbox"/> Delivery of 1 st of 10 Pilot Car | Jan 2015 |
| <input type="checkbox"/> Initiate Testing of Pilot Cars | Jan 2015 |
| <input type="checkbox"/> Completion of CPUC Certification | Aug 2015 |
| <input type="checkbox"/> Commence Pilot Train Revenue Service Testing | Aug 2015 |
| <input type="checkbox"/> Delivery of 1 st Production Cars | Sep 2016 |
| <input type="checkbox"/> Option Order Exercise Cut-off (5 yr rule) | May 2017 |
| <input type="checkbox"/> Delivery of Last Production Car | |
| ➤ 260 Cars | Dec 2018 |
| ➤ 775 cars | Apr 2023 |
| <input type="checkbox"/> End of Warranty & Contract Close Out | Apr 2027 |

Budget



<u>Description</u>	<u>Unit Price Per Car</u>	<u>Total Project Cost</u>
New Car Procurement Contract	\$3,790,169	\$758,033,784
BART Project Management	\$306,601	\$61,320,116
Consulting Services	\$296,349	\$59,269,811
Miscellaneous Expenses	\$35,950	\$7,190,053
Escalation	\$136,221	\$124,377,369
Reserve	<u>\$77,044</u>	<u>\$15,408,867</u>
Total New Car Procurement	\$5,128,000	\$1,025,600,000

Initial Bid Results



Contract Quantity	Alstom	Bombardier	Hyundai Rotem
Base Order 260 Vehicles (Cost per Car)	\$3,010,664 (+2%)	\$2,950,397 (Low)	\$3,073,076 (+4.2%)
Base & all Options *775 Vehicles (cost Per Car)	\$2,445,345 (Low)	\$2,558,069 (+4.6%)	\$2,640,266 (+8.0%)

* Evaluation based on 775 vehicles

Ten Key Design Features



- 1. Split train capability**
- 2. 50% more doors to make getting on and off faster and easier**
- 3. Energy efficiency improvements**
- 4. Exterior digital displays showing route color and destination**
- 5. Better passenger information – audio and visual**
- 6. Noise and HVAC improvements**
- 7. Easier to clean seats and floors**
- 8. More handholds**
- 9. More priority seating for seniors and people with disabilities**
- 10. System to transmit BART info to hearing aids and cochlear implants**

Exterior View



General Interior View



End of Car View



Bicycle Area



Public Input



BART Board objective: robust public input process

Complete:

- ✓ *On-line solicitation of feedback*
- ✓ *Seat Labs*
- ✓ *Community meetings*
- ✓ *Station displays*
- ✓ *Surveys*

Nearly 10,000 participants so far

Future:

- Public input on prototypes*
- Full scale mockup*
- Pilot cars*
- bart.gov/cars



AB 1097



- ❑ **AB1097 takes effect January 1, 2012**
- ❑ **This bill allows a state or local agency to give preferences to proposers on Federally funded rolling stock procurements if they provide Domestic content higher than the 60% minimum currently required by FTA Buy America rules**
- ❑ **Risk associated with adding Buy America preference at this stage of the evaluation process is reduced by not changing evaluation factors or their weights**
- ❑ **Proposed Buy America preference will impact price score for evaluation purposes only**

Setting the Buy America Preference



Goal:

Provide an incentive that supports American manufacturing in a manner that does not unduly affect the primary goal of obtaining the best quality rolling stock at a reasonable cost.

Factors:

Carbuilders' ability to achieve domestic content vary according to:

- US Supplier Network
- Engineering/ ability to adapt
- Production flexibility
- Buy America expertise

Increased domestic content may have some impact on:

- Price
- Engineering Risk

Approach:

Price score adjustment (“bid preference”) that rewards increased domestic content without encouraging technical risk management or inflated pricing.

Next Steps



- | | |
|--|---------------------|
| <input type="checkbox"/> Pursue New Revenue Sources | On-going |
| <input type="checkbox"/> MTC/BART Approve Resolution (Phase 1) | Complete |
| <input type="checkbox"/> VTA Board Action Required for 60 Vehicles | Complete |
| <input type="checkbox"/> Amendment to Phase 1 Resolution | Feb 2012 |
| <input type="checkbox"/> Complete Proposal Evaluation | Mar 2012 |
| <input type="checkbox"/> Staff Recommendation of Award to Board | Apr 2012 |
| <input type="checkbox"/> Anticipated Contract Award | May 2012 |
| <input type="checkbox"/> Public Outreach | May 2012 – Dec 2014 |
| <input type="checkbox"/> MTC/BART Adopt Resolution (Phase 2) | 2015 |