Caltrans/ IDOT New Single-Level Passenger Railcars “CALIDOT”

Contract #75A0362
Sumitomo Corporation of Americas/
Siemens Mobility, Inc.

Presenters:
Momoko Tamaoki, Caltrans
Ray Ginnell, Siemens
Approach to PRIIA Compliance
305-003 Rev. A

- Design is PRIIA 305-003 & FRA compliant
- FRA involvement in both AAF/ Brightline and CALIDOT projects
- Collaborative approach across stakeholders
- Updating and improving PRIIA:
  - Several DCRs for Coach cars and Cab car accepted and approved
  - Great collaboration and exchange with NGEC
  - Next: Food Service (Chapter 14) – coffee maker, ADA compliant counter height and other topics flagged for review as RFCs and possible future DCRs.
Mock-up Phase Completed – Brightline and Virtual Reality

Artist renderings, final colors will differ slightly

The NGEC will provide national leadership in standardization, acquisition, financing and management of passenger rail equipment.

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Interior Updates

- Wide, wheelchair accessible aisles throughout the car; roller shades in lieu of curtains
- First Article Inspections ongoing through March/ April 2019
- Currently finalizing Change order for improved seat covers with Synthetic leather and Trevira CS fabric combination for superior wear characteristics
- New Buy America compliant source for Rubber Flooring identified and approved

Artist rendering – final design, colors and detailed features vary
Production and Expansion Update

- Siemens facility expansion ongoing with new passivation building, final assembly building and warehouse
- Increased carshell production capacity by installing a second spot weld gantry to support CALIDOT and other projects
Sub Assembly and Final Assembly Started and on Track

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Key Schedule Milestones 2019

Production status as of 1/31/2019:
- 7 Carshells completed
- 2 CT-1B cars in Final Assembly
- First Truck completed, second truck in process
- Majority of coach supplier FAIs completed
- Multiple Systems and Sub Assemblies in production and en route to Sacramento
## Overview of Cars – Updated Scope

<table>
<thead>
<tr>
<th>Customer</th>
<th>Car Type</th>
<th>Qty</th>
<th>Description</th>
<th># Doors</th>
<th>Coupler Configuration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caltrans</td>
<td>CT-1A</td>
<td>14</td>
<td>Mid coach car</td>
<td>2</td>
<td>S-S</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CT-1B</td>
<td>7</td>
<td>End coach car coupled to locomotive, w/ gap filler, level boarding</td>
<td>4</td>
<td>H-S</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CT-1C</td>
<td>7</td>
<td>Mid coach car with wheelchair lifts</td>
<td>4</td>
<td>S-S</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CT-1D</td>
<td>7</td>
<td>Mid coach car w/ gap filler, level boarding</td>
<td>4</td>
<td>S-S</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CT-4A</td>
<td>7</td>
<td>Cab Car</td>
<td>2</td>
<td>S-H</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CT-5A</td>
<td>7</td>
<td>Lounge Car</td>
<td>4</td>
<td>S-S</td>
</tr>
<tr>
<td>IDOT</td>
<td>ID-1A</td>
<td>20</td>
<td>Individual coach car</td>
<td>2</td>
<td>H-H</td>
</tr>
<tr>
<td>IDOT</td>
<td>ID-1B</td>
<td>34</td>
<td>Coach car for business or café married pair</td>
<td>2</td>
<td>S-H</td>
</tr>
<tr>
<td>IDOT</td>
<td>ID-3A</td>
<td>17</td>
<td>Business/ economy car</td>
<td>4</td>
<td>S-H</td>
</tr>
<tr>
<td>IDOT</td>
<td>ID-5A</td>
<td>17</td>
<td>Lounge Car</td>
<td>4</td>
<td>S-H</td>
</tr>
</tbody>
</table>
Next Steps

• Continue and finalize alignment with ADA community and FRA
• Design exterior decals Caltrans/ SJJPA and IDOT/ Amtrak Midwest
• Develop standardized interior and exterior signage concept
• Start Café & Cab Car Design Review phase
• Implement ramp-up plan in production
• Conduct first car complete FAI and FRA sample car inspection
If you have any questions – contact:

Momoko Tamaoki
Office Chief, Assets and Equipment
Div. of Rail and Mass Transportation
California Department of Transportation
Phone: (916) 657-4727
Email: momoko.tamaoki@dot.ca.gov

Ray Ginnell
Vice President Commuter, Regional and Passenger Coaches
Siemens Industry Inc., Mobility Rolling Stock
Phone: (916) 690-9739
Email: raymond.ginnell@siemens.com