February 2018

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

Contract #75A0362, AD 11/3/2017

Sumitomo Corporation of Americas/

Siemens Industry, Inc.

Next Generation Equipment Committee NGEC

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

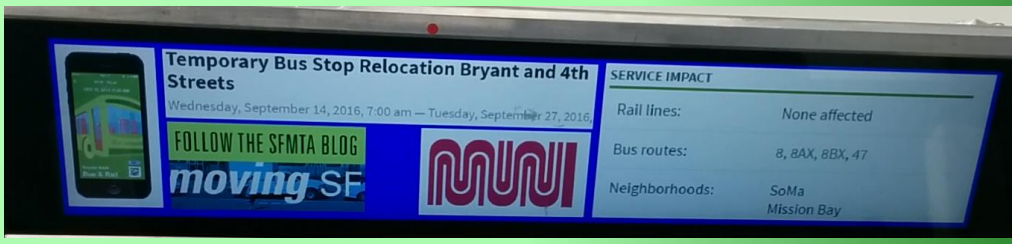
Speakers:
Momoko Tamaoki, Caltrans
Ray Ginnell, Siemens

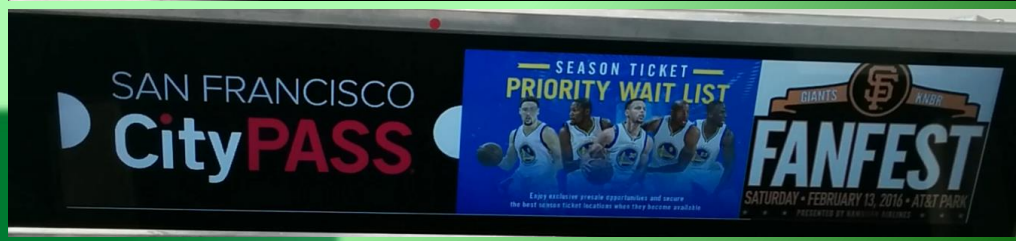
A New Approach for the PRIIA Railcar Procurement

- Caltrans and Sumitomo Corporation of Americas amended the contract on 11/3/2017 with Siemens as the new car builder
- Single-level cars chosen over bi-level cars for various reasons, including:
  - proven and validated product,
  - shortest delivery schedule,
  - maximized ADA accessibility onboard,
  - modern, state-of-the-art cars incl. fabricated trucks

Artist rendering – final design, colors and detailed features may vary

Content Example (Images)





Content Examples (SF MUNI)

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Nationwide Standardization

- New single-level cars for Caltrans and IDOT are based on Siemens' PRIIA cars for Florida:
  - Fully tested, validated and accepted by the FRA and built to PRIIA standard
  - Key Engineering effort complete, design matured
  - Modular design allows low and high level boarding without changing the carbody
  - SCOA/ Siemens team building upon success of AAF/ Brightline cars
  - Lessons learned from Multi-State Tier 4 locomotive and Amtrak locomotive projects

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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:
  - DCRs in preparation, to support standardization and utilization of modern, service proven equipment
  - NGEC review planned into schedule
  - Approvals required to ensure acceptance of the planned and standardized systems and components, e.g. HVAC system

Key Schedule Milestones

11/2017
Amendment Date

Start of Production
May 2018

First Carshell Complete
Jan. 2019

Mar. 2020
First Delivery Caltrans

Jul. 2020
First Delivery IDOT

Mar. 2023
Last Delivery IDOT

Sep. 2023
Last Delivery Caltrans

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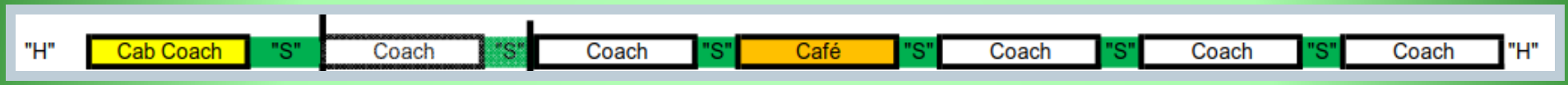
Project Status, Feb. 2018

- Kick-off held in November 2017, followed by first wave of design meetings in December
- Completed Design Familiarization presentations for platform designs, e.g. carbody, trucks, etc.
- Design Reviews ongoing for adapted and new systems
- Master Schedule approved, all activities according to plan
- Amtrak informed and involved

Car / Train Configurations

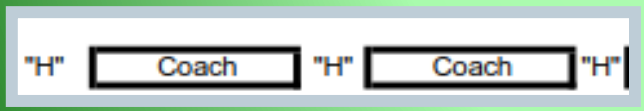
Caltrans
CALIFORNIA DEPARTMENT OF TRANSPORTATION

Semi-permanently Coupled Consist



Illinois Department of Transportation

Independent and Semi-permanently Coupled Cars



A) Individual Coach Cars
("H" type couplers)

B) Café Married Pair
(semi-permanently coupled)

C) Business Married Pair
(semi-permanently coupled)

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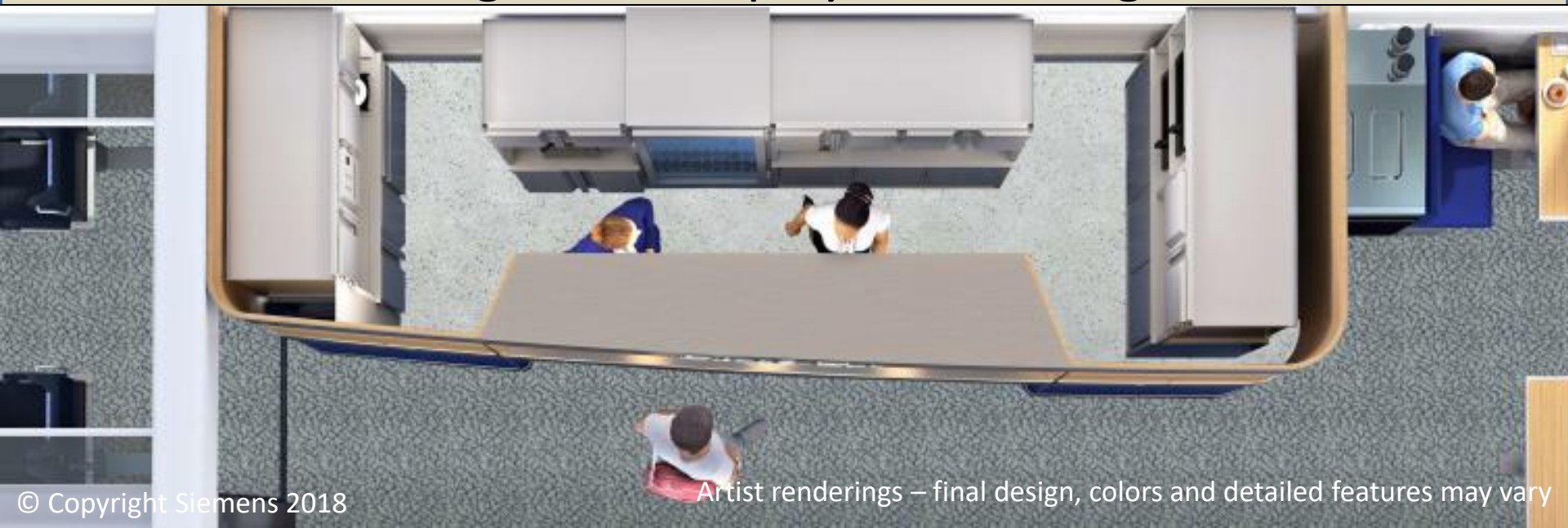
Overview of Cars - Scope

	Customer	Car Type	Quantity	Description	# Doors	Coupler Configuration
49	Caltrans	CT-1A	21	Mid coach car	2	S-S
	Caltrans	CT-1B	7	End coach car coupled to locomotive	4	H-S
	Caltrans	CT-1C	7	Mid coach car with wheelchair lifts	4	S-S
	Caltrans	CT-4A	7	Cab Car	2	S-H
	Caltrans	CT-5A	7	Café Car	4	S-S
88	IDOT	ID-1A	20	Individual coach car	2	H-H
	IDOT	ID-1B	34	Coach car for business or café married pair	2	S-H
	IDOT	ID-3A	17	Business/ economy car	4	S-H
	IDOT	ID-5A	17	Café Car	4	S-H

Food Service: Galley with chiller and refrigerated display for beverages



Artist renderings – final design, colors and detailed features may vary

Next Steps

- Continue and finalize design phase Coach Cars
- DCRs to NGEC (e.g. HVAC) for approval - all Coach Car related items will be submitted by May 2018 (Café & Cab Car following 2019)
- Carshell production to start in May 2018
- Begin Final Assembly in January 2019
- TTCI testing early 2020

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If you have any questions – contact:

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