APPLICATION

MTC TRANSIT PERFORMANCE INITIATIVE – FY2015-16 INCENTIVE PROGRAM

PART I: GENERAL INFORMATION

a) Project Sponsor *Please provide the contact information of the person submitting this application.*
Name & Title: Todd Morgan, Principal Financial Analyst Organization: BART Mailing Address: P.O. Box 12688, Oakland, CA 94604-2688 Telephone: 510-464-6551 Fax: 510-287-4751 Email: tmorgan@bart.gov
b) Project Manager *Please provide the contact information of the person to answer questions on this application and who will also act as the agency Project Manager. Leave blank if same as above.*
Name & Title: Leon Pica, Concord Shop Manager Organization: BART Mailing Address: 1045 San Miguel Road, Concord, CA 94520 Telephone: 925-603-5356 Fax: 925-603-5354 Email: lpica@bart.gov
c) Project Title *Please provide a descriptive and distinctive name for the project.*
Concord Shop Wheel Truing Facility

PART II: PURPOSE & NEED

a) Project Description
Please describe the project.

Currently BART has the capability to re-true wheels at three different locations. Daly City Shop, Richmond Shop, and the Hayward Shop. These three locations have a wheel-truing machine located on site to resurface flat and worn spots of the existing Revenue Vehicle wheels. Resurfacing allows BART to run axles through their life cycle. The Concord Shop does not have that capability, even though more axles are replaced per capita relative to the other three shops. Wheel truing takes about 2 to 4 hours per axle. Replacing an axle takes about 16 man-hours. Presently the Concord Shop is replacing on average one axle per day that must then be shipped to another facility to be cut. The 16 hours labor per axle as well as transportation costs are wasted, and cars remain out of service for extended periods, reducing car count.

In addition to the BART vehicle demands, the eBART fleet will enter service in 2017. Those cars require wheel cutting capacity, which is not possible at the eBART yard. The eBART truck and wheel design are very different from BART cars, requiring a different Profile (surface) and Gage (wheel to wheel spacing) from the existing Revenue Vehicles. This difference creates the need for a "Dual Gage" truing machine as well as an additional rail at the Truing Facility in Concord.

This proposed project was created during the 2009/2010 timeframe to design and construct a Wheel Truing Facility at the Concord Yard, funded by federal stimulus (ARRA) funds. The project achieved 65% completion when it was postponed for lack of funding. The engineers estimate at the time was approximately $10M. This estimate did not include a Dual Gage Truing Machine.

New Estimates:

Original estimate 2010	$10,000,000
Cost increase for Dual Gage Machine	$1,500,000
Construction cost increase	$2,500,000
New Estimate	$14,000,000

CMAQ eligibility is met under the following activity description:

"Transit investments, including transit vehicle acquisitions and construction of new facilities or improvements to facilities that increase transit capacity."

b) Proposed increase to ridership and/or productivity

The addition of the wheel truing facility at the Concord Shop would greatly affect the car availability by decreasing down time of revenue vehicles requiring this work. Currently, when a vehicle has been identified as requiring wheel truing the vehicle is likely to be out of service from a minimum of three entire revenue days to at times more than a week. This removing a vehicle from availability thereby limiting service to our customers. This would affect both morning and evening commutes at up to fourteen commute periods. The vehicles when being transferred to another facility are sent out of service or non-revenue, again affecting service operations.

The ability of wheel truing locally at Concord Shop would return the vehicles to service on an average of two to three shifts, reducing down time of the vehicle by a minimum of 33% to a high of 70%. This would then affect commute trips of no more than three as opposed to six.

Also to be considered are cost savings that involve the vehicle being handled at each of the maintenance facilities and by transportation being required to move these vehicles. During these times, the vehicles are again, out of service and not available to service our customers' needs.

Additionally, the machine being sought for use at the Concord facility could service the District maintenance equipment that currently must go off property for repair. The machine would also be configured to support the new "eBART" system, which the District currently does not have the capacity or ability to maintain those wheel conditions. Both of these concerns would be addressed with project, again, improving our ability to service our customers' needs.

c) PROJECT READINESS/ SCHEDULE

Phase-Milestone	Month/Year	
	Start Date	Completion Date
Environmental Document: Categorical Exclusion		
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)		
Final Design - Plans, Specs. & Estimates (PS&E)	8/2016	8/2017
Right-of-Way Activities /Acquisition (R/W)	N / A	N / A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	9/2017	12/2019

PART III: BUDGET

a) Budget Summary

Request	$ (Thousands)	% of Total Project Budget
Amount of FY2015-16 funding request:	$3,338,380	24%
Amount of reserve/carryover funding request:	$3,827,070	27%
Amount of local match proposed: **List description of fund source here:** **BART Operating to Capital fund allocation**	$6,834,550	49%
Total Project Budget	$14,000,000	100%

b) Budget by Phase

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	Categorical Exclusion 23 CFR 771.118 (9)
Design - Plans, Specifications and Estimates (PS&E)	$1,156,913
Right-of-Way Activities /Acquisition (R/W)	N / A
Construction / Rolling Stock Acquisition (CON)	$12,843,087
Total Project Budget	$14,000,000

PART IV: ATTACHMENTS

a) VICINITY MAP (if applicable) *Please include, in a separate attachment, a Vicinity Map clearly identifying the nearby jurisdictions, transit centers, highways, etc.*
https://www.google.com/maps/@37.95527,-122.026847,1842m/data=!3m1!1e3?hl=en-US Control-click to see map.