

**SCOPE OF SERVICES
OFFICE OF HIGH SPEED RAIL – QUESTIONS & ANSWERS**

Locomotive Lease for Commuter Rail Services

Question 1: When you refer to “Tier III Best Value Selections” are you referring to a contract price level of payment or emissions standards for the locomotives being quoted?

Answer 1 : **Contract price level (over \$250,000).**

Question 2 : Do Buy America Requirements apply to this Procurement?

Answer 2 : **Yes.**

Question 3 : Do the locomotives themselves need to be US of US origin or simply FR A compliant?

Answer 3 : **FRA compliant and meet Buy America requirements.**

Question 4 : Who will provide the maintenance on the equipment? Is there an opportunity to propose on maintenance of the leased equipment?

Answer 4 : **A separate RFP will be posted regarding maintenance of the trainsets which include the leased locomotives. You may propose on maintenance of the leased locomotives as long as you realize that MDOT’s intent is to post a separate maintenance RFP.**

Question 5 : Is there a plan to procure new locomotives in the future for this service?

Answer 5 : **No. The plan at this time is to run the demonstration for at least three years while keeping our options open for extending the demonstration period to five years or out to as long as 10 years. New locomotives could be considered after the three year period.**

Question 6 : All relevant aspects of USDOT, Title 49, CFR 238 Please define.

Answer 6 : **The locomotives must meet the requirements that apply to locomotives in CFR 49 Part 238 Subpart C Specific Requirements for Tier I Passenger Equipment as well as CFR 49 Part 229 Railroad Locomotive Standards.**

Question 7 : All relevant American Public Transit Association (APTA) recommended practices for commuter rolling stock. Is Michigan DOT looking for the locomotives to be upgraded to current recommended practices, or will existing configuration be acceptable if existing prior to regulation?

Answer 7 : Existing configurations that are ‘grandfathered’ out of the requirement to meet current APTA recommended practices are likely to be acceptable if none of the differences would affect FRA concurrence to operate the locomotives in the proposed revenue passenger service, but a complete list of the items, functions, and characteristics that differ from the APTA recommended practices shall be supplied. MDOT reserves the right to reject any offered locomotive, once the specifics are known.

Question 8 : All relevant Americans with Disabilities Act (ADA) requirements. Please confirm that these regulations do not apply to locomotives, or to this procurement.

Answer 8 : Americans with Disabilities Act (ADA) requirements do not apply to the locomotives.

Question 9 : Environmental Protection Agency exhaust emissions requirements. Is Michigan DOT looking for upgraded emissions or is compliance acceptable?

Answer 9 : The locomotives must meet the EPA emissions requirements that will be in effect for the projected revenue service start-up date. In addition, the locomotives must be capable of being upgraded to meet EPA emissions requirements over the next six (6) years (at no cost or disruption of service to MDOT), or replacement locomotives will have to be furnished (including MDOT paint scheme and meeting all other requirements) to MDOT at no additional cost and no disruption of service in advance of such more stringent requirements going into effect. To the extent the EPA regulations would permit locomotives already in service to be exempt from such more stringent emissions regulations, no upgrade or replacement would be required by MDOT.

Question 10 : Federal Railroad Administration’s noise regulations (49 CFR Part 210). Does Michigan DOT require an upgrade to meet current standards even if the locomotives were built prior to the effective date of the latest regulation?

Answer 10 : Locomotives built after December 31, 1979 must meet the requirements of 49CFR 210.27 and the table in Appendix A to Part 210 Summary of Noise Standards, 40 CFR part 201. Locomotives built prior to December 31, 1979 must meet the requirements listed in the table Appendix A to Part 210 Summary of Noise Standards, 40 CFR part 201.

Question 11 : 1.0 Minimum 3,000 HP (2.2 MW) capable of achieving and maintaining a speed of 79 mph with full passenger train load. Is the required horsepower related to an unstated performance characteristic? The consist described (two coaches and a cab car) could reach 79 mph with less horsepower.

Answer 11 : While the consist may be able to achieve 79 mph with less horsepower, Michigan DOT is requiring 3000 HP, as longer trains may be operated at some point, depending on ridership demand.

Question 12 : 2.0 Minimum 500 KW Head End Power (HEP); 800 KW preferred. Is a Head End Power with output consistent with the requirements of the three car consist described acceptable, or is Michigan DOT planning for ridership growth during the lease period?

Answer 12 : **MDOT is requesting the minimum of 500 KW Head End Power (HEP) to maintain the option to run longer trains, depending on ridership demand.**

Question 13 : 3.0 480 VAC trainline compatible with Great Lakes Central Railroad (GLCRR) refurbished cab cars and coaches. Please provide trainline schematics for the GLCRR. Please confirm single or dual buss configuration.

Answer 13 : **Schematics will be provided by GLCRR after contract award.**

Question 14 : 4.0 27 pin M/U trainline compatible with GLCRR refurbished cab cars and coaches. Please provide the 27 pin assignments for the GLCRR.

Answer 14 : **Schematics will be provided by GLCRR after contract award.**

Question 15 : 6.0 Minimum 1,500 gallons fuel capacity. Tank interior must be steam cleaned and free of residue accumulations. Does the fuel tank need to meet the latest FRA crashworthy fuel tank requirements consistent with AARS-506?

Answer 15 : **The fuel tank must meet the minimum requirements as identified in CFR 49 Part 238.223.**

Question 16 : New wheels plus reconditioned axles, bearings, and combo assemblies. Wheels must be free of FRA defects, flat spots and irregularities. Please indicate desired wheel size, tread and flange configuration, profile, and taper.

Answer 16: **40” Diameter Wheels AAR Type E-40, Class B with AAR -1B Narrow Flange Contour with a 1:40 Taper. New wheels are to be manufactured to AAR Spec M-107 and conform to APTA SS-M-012 -99 Standards for Manufacture.**

Question 18 : Maximum gross weight including full fuel and other consumables is 254,000 lbs. This is an unusually low weight. Is this a requirement of the infrastructure? May an alternative weight for the locomotive weight configuration be proposed?

Answer 18 : **Item 18.0 on Bid Sheet #1 should read “The gross weight including full fuel and other consumables is 286,000 lbs.”**

Question 19 : Maximum weight per axle is 63,500 lbs. Can an axle load of 70,000 lbs. per axle be considered?

Answer 19 : This is the weight per axle permitted by Amtrak who presently operate intercity passenger rail trains in the corridor. Item 19.0 on Bid Sheet #1 should read “Maximum weight per axle is 71,500.”

Question 20 : Please provide a paint schematic and road numbers if available.

Answer 20 : A paint schematic and road numbers will be provided by MDOT after contract award.