

Questions & Answers

Reducing Locomotive Emissions in the District

Q1: We have read the RFA but have not found any reference to the existing equipment. So in order to respond accurately, the locomotive manufacturers / remanufactures / repower companies need to know the type of equipment in which the proposed repower will occur and an equipment specifications detail. Is this information going to be forthcoming prior to the proposed deadline of May 28?

A1: This RFA is to propose coordination with Amtrak and DOEE for one Amtrak switcher locomotive at the Union Station yard during the initial project period. Amtrak indicated that they have six (6) old switcher locomotives at the Union Station yard that are eligible for repower or replacement under the DERA grants and/or VW settlement mitigation actions. In consultation with Amtrak, include information in the application as to which of those six would be repowered /replaced.

Q2: What nonregulated locomotive switcher type(s) [manufacturer / model / build date / bhp rating] will be replaced/modified by the Amtrak repower(s)?

A2: Applicants are required as part of the application process to make a recommendation of which of the candidate switchers is most appropriate to repower first and work with Amtrak to obtain any needed information to make that determination.

Q3: Who are the Amtrak contact(s) [names / titles / phone numbers / e-mails] for the switcher repower Project?

A3: Amtrak staff at DC Union Station would be the most appropriate to contact. No further information can be provided.

Q4: What is the anticipated timeline for this project?

A4: The RFA states "The project period will run from the date of the grant's award through September 30, 2020," however applications are encouraged to include more specific timelines in their application since it will play a role in one of the scoring criteria.

Q5: Will Amtrak be providing matching funds to the VWMTF grant allocation for the repower project?

A5: Amtrak will provide matching funds as mandated cost-share and the amount is determined based on the requirements laid out in the VW Settlement Appendix D DERA Option and is dependent on the type of technology employed in the repowering.

Q6: We would like to request a 30 day extension to the RFA deadline.

A6: Deadline for submitting proposals will remain May 28, 2019.

Q7: So DOEE is sending out the RFA on behalf of Amtrak? Reason I ask is because parts of this read as though it should be Amtrak completing the RFA, not a potential supplier.

A7: DOEE is not sending out the RFA on behalf of Amtrak. It is seeking someone to administer the switcher repowering project on its behalf. The chosen entity would be required to coordinate with Amtrak, find an appropriate vendor through an open process to undertake the repowering, and complete the other tasks outlined in the RFA.

Q8: On the other hand, the RFA assumes a “contractor” or rebuilder of sorts will be doing the work, right? Thus the costs associated with managing a “project” as is indicated in the excel spread sheet cost outline.

A8: See Section 7.1 and 7.2 of the RFA.

Q9: As an applicant are we asking for DOEE to fund/award us the \$550,000? Or is Amtrak being awarded the dollars to engage the selected supplier. I am not seeing how this comes together? If so, then I gather we simply use that as a cost reduction against the sale price of replacing the equipment?

A9: See RFA Section 7.1 Project Period and Available Funding. A portion of that would be used by the grantee to administer the project following all appropriate terms and conditions. The bulk of it would be provided by the selected grantee to the entity that is repowering the locomotive. Amtrak would also provide matching funds that would be directed towards the entity repowering the locomotive based on the cost match formulas found in the DERA program and depending on the technologies being used in the repower.

Q10: Does the applicant need to be registered in the Amtrak supplier registry to be eligible for this opportunity?

A10: No, but the grantee selected by DOEE would need to work with Amtrak to determine whether the entity they select to conduct the repowering needs to be registered in the Amtrak supplier registry.

Q11: If the applicant has no prior work history with Amtrak, how will you ensure fairness in selection for award for the RFP, as Amtrak would likely want to use a preferred vendor?

A11: A prior work history with Amtrak specifically is not required and not included as a scoring criterion in the RFA.

Q12: If the DOEE is contributing \$550,000 what is the expected match from the applicant and from Amtrak? Without knowing what Amtrak intends to contribute it is difficult to give any kind of budget information so please clearly define Amtrak's intended contribution and what match would be considered competitive for this RFA. Please define a project maximum or minimum for in kind contributions or match funding from the applicant.

A12: Amtrak is required to provide a specific share of funds under the terms of the DERA grant, but that amount does depend on the technologies being used and can be found in Table 2 of this document - <https://www.epa.gov/sites/production/files/2017-01/documents/vw-dera-option-factsheet-2017-01.pdf>.

Q13: How will all associated and uploaded material for this application be viewed and how can we ensure proprietary information will remain confidential during a transparent application process?

A13: See #26 General Terms and Conditions Rights in data and other information.

Q14: Why does the RFA include the following language: "The grantee will ensure the required cost-share from Amtrak for each switcher locomotive covered by this grant." Does this imply that the applicant is responsible for Amtrak's cost-share? Why doesn't the RFA say Amtrak will NEED to work with the grantee? The way this is written, even if a grantee was awarded, the onus of financial contribution and work agreements is on the applicant.

A14: The grantee is not responsible for Amtrak's cost-share, but would be responsible for ensuring that Amtrak provides the correct mandatory cost-share.

Q15: What if Amtrak doesn't want to work with the grantee or their equipment? These funds are being issued by your office, so you are obligated to pick the grantee who will reduce the most NOx in keeping with the VW Settlement and DERA funds, however, the most environmentally friendly option may not be Amtrak's preferred vendor.

A15: The goal of this RFA is to improve air quality in the District of Columbia by reducing the emission produced by diesel powered switcher locomotives at Union Station.

Q16: How will you ensure that Amtrak will use the cleanest commercially available technology and not just someone they are comfortable working with?

A16: All scoring criteria listed in Section 7 of the RFA will be used to evaluate each applicant according to the criteria listed. One such criterion is "the proposal will maximize the environmental benefit from repowering," but other factors must be considered as well.

Q17: Why have you not provided a contact from Amtrak, or any information that would help an applicant craft a proposal that could meet the technical specifications necessary to meet the needs and expectations of Amtrak? By not providing this information, new vendors are at an extreme disadvantage when trying to spec out the best available option for Amtrak.

A17: Amtrak staff at DC Union Station would be the most appropriate to contact. Additionally, since a scoring criterion involves demonstrating an "understanding of Amtrak's technical and decision-making structure" DOEE providing additional information would invalidate that criterion.

Q18: Why would you withhold the subject switcher's duty cycles and existing horsepower? Knowing the exact application and replacement unit would allow the applicant to determine models and capacity and give an accurate and fair price and budget model. How else can you expect someone to give you a fair and accurate project proposal budget?

A18: Applicants are required as part of the application process to make a recommendation of which of the candidate switchers is most appropriate to repower first and work with Amtrak to obtain any needed information to make that determination.

Q19: Why does the RFA say the DOEE would LIKE to see the project maximize emissions reductions and not the DOEE will ensure the project maximizes emissions reductions?

A19: All scoring criteria listed in Section 7 of the RFA will be used to evaluate each application, emission reductions are one aspect of said criteria.