Proposal ID:	ITN-DOT-08-09-5001-LOC
Project Number:	41299465302
Description:	Central Florida Commuter Rail Transit (CFCRT) Diesel Electric Passenger Locomotives

Question	Response
Posted: Thursday, 12/18/2008 @ 4:00pm - SSS **1)** Does the fuel tank need to meet S5506 crash-worthy standards? **2)** What are the minimum travel times within the systems operating system? Need time table and track charts. **3)** Is AESS sufficient as a hotstart overlayer protection? **4)** What is driving the 250Ft3 / minute air compressor minimum output? Is there a minimum time to charge air? **5)** The sheet says 16' height max and the drawing shows a 17' height max - can you clarify the discrepency? **6)** What are the performance requirements? **7)** What kind of event recorder is required? **8)** What kind of radio is required? **9)** Do you need HOTD & EOT's? **10)** Does the operator cab need emergency lighting and an escape hatch in the roof? **11)** Is Dynamic Brake an options? What performance is expected for Dynamic Brake (#klbsc what speeds) **12)** Any dummy MU's? **13)** What kind and brand of ATC is required? **14)** Do noise emission compliance regulations only need to meet FRA requirements? **15)** Do you need automatic couplers?	*Posted: Monday, 1/12/2009 @ 11:30am - SSS* **1)** Our interpretation of Subpart D (49CFR229.141) is that 49CFR229.217 requires all locomotives built since 1956 must meet AAR S5506. If this does not answer your question or you still have concern, please provide additional information about your concern with the FRA requirement. **2)** See Table 8, 9 and Appendices A, B, C for Trip Times. The locomotives would have to meet Trip Times for the 2016 Full Build Scenario. Assume mass of Coach is 113,000 + 29,605 passenger load, and Cab Car is 116,500 + 24,800 passenger load. **Attachments:** Table 8 Table 9 Trip Times - Train Schedules **3)** Provide details of the AESS in your proposal. **4)** This is the rating of the Gardner Denver WLNA9AN air compressor at 900 rpm. **5)** Sixteen Feet is the maximum height for carbody, seventeen feet is maximum height for any antennas of roof or other roof mounted equipment. **6)** See Response 2 above and attachments

	7) FRA Compliant 49CFR229. **8)** The Contractor shall propose a radio with features that meet or exceed those of the Motorola Spectra radio or GE Model 12R Series II, with external MIC option, 96 channels. **9)** Cab Cars and Locomotives will have marker lights. If you refer to End of Train brake pressure Telemetry and the Head End Receiver, then these are not required. **10)** Emergency Lighting is not required in locomotives. A roof hatch would not be required, but decals, complying with APTA RP-C&S-001-98 should be applied to the roof of the locomotive cab. **11)** The locomotive ITN states: "Blended air/dynamic brake from automatic brake valve." So yes, dynamic brake is required. And that coordination is required with the carbuilder. It can be assumed that brake rates should be about 1.8 mphps for full service braking. But coordination between the locomotive supplier and the carbuilder are required on numerous design issues. **12)** Means to secure jumper cables for switch moves should be incorporated in the design. These could be dummy MU receptacles, or chains. **13)** CSX will continue to operate freight trains over the commuter rail corridor. CFCRT will have a system compatible with CSX's system. CSX has tested both the WABCO ETMS – Electronic Train Management System and the CBTM - Communications Based Train Management System. CFCRT will likely select the CSX preferred system. At this time, assume the provision for Positive Train Control could be for either of the Wabco systems. We will provide more details, as available. **14)** Yes. **15)** Couplers will be AAR tightlock shelf couplers.
Posted: Thursday, 12/18/2008 @ 4:00pm - SSS	*Posted: Monday, 1/12/2009 @ 11:30am - SSS*

16) In the Exhibit "D" Vehicle Criteria it is requested that the prime mover shall have a minimum power of 3000 hp; the next point also specifies that HEP can be provided by a separate diesel engine whose power output shall be within 300 and 500 kW. Please clarify if the minimum power of the prime mover (3000 hp) is intended as including the power for the HEP or if the required prime engine power (3000 hp) shall be used totally for traction purposes.		**16)** Trip times would dictate. See response to 2) above, and attachments for performing your own analysis. Based upon your locomotive traction motor gearing and tractive effort curves, it may require more than 3000 hp for tractive effort alone.
Posted: Thursday, 12/18/2008 @ 4:00pm - SSS **17)** In the bid package it spec's 3000 HP and four wheel locomotive. Is there any spec as far as the type of carbody configuration? GP-40, F-40 wide body cab		*Posted: Monday, 1/12/2009 @ 11:30am - SSS* **17)** Carbody configuration is open. See response to 16) above.
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **18)** Does CFCRT prefer a new or remanufactured locomotive for this procurement?		18) Proposers can offer new or remanufactured, or both.
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **19)** Please indicate if OEM service limits are acceptable for remanufactured components.		19) Yes, on a case by case basis.
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **20)** CFCRT have a preference for the size of fuel tank, including retention tank?		20) No
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **21)** Will CFCRT allow bidders to provide an alternate locomotive configuration, as well as, the primary locomotive configuration?		21) Yes the bidder may offer alternates.
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **22)** Who will maintain the locomotives after revenue service begins; this information may have a bearing in designing a training		22) CFCRT will contract with an O&M Contractor and a Contract Maintainer.

program?		
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **23)** Please identify the source of funds - State or Federal - for the CFCRT locomotive procurement.		23) 25% Local, 25% State and 50% FTA
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **24)** Please provide a transcript of the pre-reply conference meeting.		24) The Pre-Reply meeting was recorded on tape, Vendors may request a copy of the recording or come in and listen to it by contacting the District Public Records office at 386-943-5459
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **25)** Does CFCRT require all new wire & cable on a remanufactured locomotive?		25) Yes, all new wire and cable and connectors
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **26)** Does the 50 single-sided page limit include the required drawings and the required forms?		26) No, Section 22h excludes the drawings, the ITN is silent on the others. I would recommend not including them. There are six forms and none of them are Required, see Section 27, page 20 if the ITN
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **27)** If bidder has commercial items that it would like to discuss with CFCRT, should bidder itemize them with its proposal submission or will those items be discussed during the negotiation process?		27) Not enough information for response.
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **28)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric Passenger Locomotives, p. D-1: Bullet "The Locomotive shall be new, or meet the CFR requirements ..." - Please provide a definition for the following term: "subcomponent", "reconditioned" and "remanufactured".		28) 20CFR1033.645 identifies components, ie a diesel engine head. The subcomponents would be the head, valves, valve lash adjuster and seals. **Recondition** The term "recondition" shall mean the restoration of an item to have the performance, service life, and appearance of a new item through the replacement of worn parts, adjustments, cleaning, refinishing (i.e. painting, polishing, anodizing, etc.), repair of any damage, and any other rehabilitation

		work required. When an item is beyond reconditioning, it shall be renewed with a new. Remanufacture is defined in Final Rule 40CFRParts 9, 85 Et al. June 30, 2008.
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **29)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric Passenger Locomotives, p. D-1: Bullet "Hotstart layover protection with battery charging" - Please inidcate if CFCRT prefers a complete Hotstart layover protection, which includes layover for prime mover oil & water, HEP oil & water, battery charger and cab HVAC or Hotstart only on the prime mover with battery charger.		29) Hotsart for prime mover with battery charger.
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **30)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric Passenger Locomotives, p. D-1: Bullet: "Hotstart layover protection with battery charging" - Please indicate if the Hotstart layover system is to be powered by the HEP, wayside or both.		30) Hotstart should be powered by either the HEP or wayside.
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **31)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric Passenger Locomotives, p. D-1: Bullet "Horizontal curve design ..." - What is the tightest curve a locomotive must negotiate on the CFCRT system?		31) See the Design Criteria section 4.4.4 Horizontal Curves
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **32)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric Passenger Locomotives, p. D-1: Bullet "Vertical Curve to be identified in the proposal" - Please clarify if the vertical curve is for the locomotive only or is it coupled with another vehicle. If it is to be calculated for the locomotive coupled with another vehicle,		32) Assume coupled to an 85’ bi-level passenger car.

please provide the specifications for the car that is applicable to calculating the curve negotiation.		
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **33)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric Passenger Locomotives, p. D-1: Bullet "Maximum Operating speed of 87 mph" and Bullet "Design Speed minimum of 103 mph" - Please indicate if CFCRT requires the locomotives to be geared for 87 mph or 103 mph. Please indicate the desired overspeed setting. Please confirm the locomotive needs to be tested in conformance with FRA regulations for operation at 103 mph.		33) Gear the locomotives to 87 mph. Maximum design speed to 103 mph, and tested to minimum 87, maximum of 90 mph.
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **34)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric Passenger Locomotives, p. D-1: Bullet "Height 16' maximum" - The provided clearance diagram indicates the maximum height of the locomotive to be 17 feet, the bullet item indicates the maximum height to be 16 feet, please clarify the maximum height requirement of the locomotive.		35) See response No 5).
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **35)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric Passenger Locomotives, p. D-2: Bullet "Tightlock Couplers" - Please indicate which tightlock coupler CFCRT requires F or H.		35) Type H.
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **36)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric Passenger Locomotives, p. D-2: Bullet "Identify how you meet Tier "2" or Tier "1" emissions standards" - Beginning January 1, 2010, the Tier requirements for remanufactured locomotives is Tier 0+ rather than Tier 1. For remanufactured locomotives with less than 50% remanufactured content, Tier 2 is required. Please modify this requirement accordingly.		36) References to Tier I and Tier II will be deleted, and replace with – "Identify how you comply with EPA 40CFR Parts 9, 85 Et Al Control of Emissions of Air Pollution from Locomotive Engines Final Rule, June 30, 2008."

Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **37)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric Passenger Locomotives, p. D-2: Bullet "Toilet" - Does CFCRT have a preference for a retention tank style toliet?		37) No
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **38)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric Passenger Locomotives, p. D-2: Bullet "Railroad Light Marker Lights" - Does CFCRT require railroad marker lights to be installed on both the front and rear of the locomotive?		38) Yes. Marker Lights on both front and rear.
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **39)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric Passenger Locomotives, p. D-2: Bullet "Rear lights" - Please clarify if "rear light" means rear headlight.		38) Yes. Headlights on both front and rear
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **40)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric Passenger Locomotives, p. D-2: Bullet "Ditch Lights" - Please clarify that ditch lights are only required on the front of the locomotives.		40) Ditch Lights on both front and rear
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **41)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric Passenger Locomotives, p. D-2: Bullet "Horn" - Does CFCRT have a preference for horn type?		41) Three Chime, equivalent to CSX.
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **42)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric		42) No preference for pneumatic over electronic bell.

Passenger Locomotives, p. D-2: Bullet "Bell" - Does CFCRT have a preference for an electric or pnuematic bell?		
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **43)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric Passenger Locomotives, p. D-2: Bullet "Directional Horn" - Please clarify "directional horn".		43) Equivalent to Utah Transit Authority Commuter Locomotives, ie through the snow plow, within a box.
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **44)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric Passenger Locomotives, p. D-2: Bullet "Pilot" - Please indicate CFCRT preference for pilot style (i.e. snow plow or scrapper plate). Does CFCRT require installation of the pilot on both the front and rear of the locomotive?		44) Now plow and pilot on the front, pilot on the rear, allowing for switching steps on front and rear.
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **45)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric Passenger Locomotives, p. D-2: Bullet "On-Site Training Program" and Bullet "Training Schedule" - Please indicate CFCRT's anticipated employee level of experience in operating and maintaining locomotives, this will directly impact the type of training tailored for CFCRT's project. Please indicate the anticipated number of students, how many students per class CFCRT prefers and what ratio of classroom to hands-on training CFCRT prefers.		45) Assume train 50 mechanics, classes of 6 – 8 students per class. 25 – 50% hands on, depending upon the topic.
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **46)** Regarding Exhibit "D", Manuals & Traning, p. D-2: Please indicate the number of copies required for 1) electrical & piping schematics, 2) wiring diagram, 3) operator's manual, 4) light and heavy maintenance manuals, 5) illustrated parts catalog and 6) locomotive history books.		46) For the purpose of proposal, assume, I - 25 sets of B size schematics, Elect/Pneumatic (approx 30 sheets) II – 25 sets of Wiring Diagrams III – 75 sets of Operators Manuals IV – 25 sets of Maintenance Manuals V – 12 sets of Illustrated Parts Catalogs VI – 2 sets of Locomotive History Books

Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **47)** Regarding Exhibit "D", Meets all FRA Requirements, pp. D-2 and D-3: Bullet "49 CFR 238 Passenger Equipment Safety" - Who is the 49 CFR 238 Flame & Smoke consultant engaged by CFCRT to analyze CFCRT property?		47) We have a number of engineering firms on the project and one of them will write the systemwide Fire Hazard Analysis, and coordinate with the vehicle providers to complete the document.
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **48)** Regarding Exhibit "D", Meets all FRA Requirements, pp. D-2 and D-3: Bullet "49 CFR 239 Emergency Preparedness Plan" - Please remove the requirement to meet 49 CFR 239, as this is applicable to coach cars or DMUs not locomotives.		48) Delete Reference to 49CFR239.
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **49)** Regarding Exhibit "D", US DOT, p. D-3: Please remove the requirement to meet 49 CFR 38 ADA Accessibility for Transportation Vehicles, as this is not applicable to locomotives.		49) Delete Reference to 49CFR38.
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **50)** Regarding Exhibit "D", APTA and Other System Safety, p. D-3: Bullet "Toxicity of Materials Testing and Report" - Please delete this requirement, toxicity requirements are over and above 49 CFR 238.103 "Smoke Generation & Flame Spread". Please confirm the Contractor is only required to meet 49 CFR 238.103.		50) No. Toxicity of Materials to stay.
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **51)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric Passenger Locomotives, p. D-1: Bullet "Meet Trip times and performance requirements ..." - Please provide the track charts including vertical and horizontal alignments and speed limits and restrictions on the proposed system(s) the locomotives will be operating. Bidder needs three (3) weeks after receiving these documents in		51) See route and aspect charts, which have grades, now posted to the website, and the previously posted trip times.

order to have the simulations produced to be included in the proposale, as required by the ITN instructions.		
Posted: Thursday, 2/05/2009 @ 3:20pm - SSS **52)** Regarding Exhibit "D", Design Criteria for New or Remanufactured Diesel Electric Passenger Locomotives, p. D-1: Bullet "Meets all APTA Recommendations" - In order to provide CFCRT with a locomotive that meets all APTA standards, a new locomotive structure is required. For a remanufactured locomotive with greater than 50% remanufactured content, it will not be possible to meet all APTA standards for crashworthy and rollover protection; because the APTA standards are more extensive than FRA regulations. Please advise CFCRT's intent of this requirement.		52) Comment is noted. See attached sheet listing applicability of APTA Standards (Recommendations) as a reference for bidders. APTA Standards can and should apply to both new and remanufactured locomotives. They can be applied differently for new or remanufactured, and are recommendations and will be part of the negotiation. We understand your concern for application of APTA SS-C&S-034-99 rev 2 that applies to new construction, in that someone may offer an existing carbody built before the standard. The concern can be discussed.