



Illinois Department of Transportation

Office of Finance and Administration
2300 South Dirksen Parkway / Springfield, Illinois / 62764

REQUEST FOR PROPOSALS (RFP) 14-1-DPIT ADDENDUM No. #3 Multi-State Locomotive Procurement

The purpose of this addendum is to transmit “Questions and Answers Set #2”. All other terms and conditions of the original RFP Notice and any addenda are unchanged. IDOT will continue to publish addenda to provide responses to vendor questions as required. Please check the Illinois Transportation Bulletin daily. Email Solicitation Contact Dante Watson at Dante.Watson@Illinois.gov for questions concerning this addendum and the RFP.

September 6, 2013



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Questions and Answers Set #2

63	Please clarify the definition of Milestone Q as it is not listed on the Milestone Payment Schedule.	Milestone "Q" will be replaced with "N/A" in the CDRL table.
64	Please clarify how the Proposed Final Invoice correlates with the Milestone Payment Schedule and its associated invoices.	The Proposed Final Invoice will be prepared and presented to the IDOT Project Manager within 30 days after the date of Notice of Completion issued by IDOT/Caltrans. As such, it will be prepared after the completion of the Milestone Payment Schedule.
65	Will proposals for contractor's standard documentation set be considered for review to identify the intended scope, depth and format for the Running Maintenance Manual, Heavy Maintenance Manual, Illustrated Parts Catalog and Operator's Manual?	Contractor's standard format may be considered, so long as the documents comply with the Technical Specification including but not limited to sections 2, 3, 18, 20, 22 and all related RFP documents associated with this procurement.
66	When confidential discussions are held, are they held separately with all remaining compliant offerors?	Yes, Confidential Discussions are held separately with each remaining responsive Offeror.



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67	<p>Bullet referring to Section 4.1: Should this section reference be changed to 4.10?</p> <p>Bullet referring to Section 7.5: Should the section referenced at the end of this bullet be 2.2.2.7?</p>	<p>Yes, the references need to be changed. The noted corrections will be made to Appendix E.</p>
68	<p>Specification requires “key plan shall be provided on all drawings to aid in identification, location and orientation of the items depicted”. Please confirm an isometric drawing view satisfies this requirement.</p>	<p>A key plan is not an isometric drawing.</p>
69	<p>Specification requires “For all drawings, manuals, specifications and inspection documents, all dimensions shall be shown in inch-standard units of inches and decimals, with a metric equivalent shown in parentheses adjacent to the inch-standard dimension”. Please confirm this is for drawings which are submitted to the customer only, not internal production documents used by the Offeror for manufacturing.</p>	<p>Please refer to sections 3.5, 18.4 and 22.3 of the Technical Specification.</p>



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70	Please clarify the requirement "Software shall be considered capable of failing in an unsafe mode unless it is safety verified while operating in the proposed hardware".	The Technical Specification is clear and no additional information will be provided at this time.
71	Please confirm the "APTA Manual for the Development of System Safety Program Plans" to be used for this contract is Revision 2.4 issued May 15, 2006.	It is the Offeror's responsibility to verify the latest revision of all reference documents.
72	Specification requires "Carbody air lines 1/2 inch nominal and smaller, and in protected locations, shall be of seamless copper tubing". For carbody air lines which are in protected locations and not exposed to high temperature is Nylon tubing an acceptable alternate material?	No, please follow Technical Specification 18.18.1.



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73	<p>Specification lists Standard AAR S-4200 "ECP Cable-based Brake Systems - Performance Specifications". This standard is not mentioned elsewhere in the specification and applies to ECP brake systems for freight applications. Please explain how this standard is applicable to the PRIIA locomotive.</p>	<p>No change to the Technical Specification is needed. However, for reference: AAR S-4200 standard is the base performance standard for the ECP cable based brake equipment and is basis for the passenger ECP cable based brake equipment. AAR will be adapting this document for the passenger application. The AAR S-4200 standard defines the system components for the locomotive, car and data messages. Offeror's are encouraged to contact AAR for details.</p>
74	<p>Specification requires three fire extinguishers to be supplied and states "Other fire extinguishing systems may be required by the Customer". This is an open ended requirement which could have significant impact on cost and design time. Please confirm only three fire extinguishers will be required for the PRIIA locomotive.</p>	<p>Three fire extinguishers are required as stated in Attachment EE, Appendix E.</p>
75	<p>Specification requires "The sequence of operation of the CEM functions shall be as follows for the condition of a locomotive, cab car, freight car and highway vehicle colliding with a locomotive". Please provide the geometry of the locomotive, cab car, freight car and highway vehicle to be evaluated.</p>	<p>Technical Specification 6.5.1 contains the necessary information. The specification is considerate of PRIIA Bi-Level cars and the Vendor will be required to analyze this for design review. No further information will be provided.</p>



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76	<p>Specification refers to “standard FRA collision-simulation locomotive” in Section 6.5.2 and “standing locomotive” in Section 6.5.3. Please provide additional information on these collision scenarios including:</p> <ul style="list-style-type: none"> -Number of cars and weight of each car in consist with FRA collision-simulation locomotive -Number of cars and weight of each car in consist with PRIIA locomotive -Collision speed for each consist -Force-crush characteristics of the cars in consist with the PRIIA locomotive 	<p>Technical Specifications 6.5.2 and 6.5.3 contains the necessary information. The specification is considerate of PRIIA Bi-Level cars and the Vendor will be required to analyze this for design review. No further information will be provided.</p>
77	<p>Specification requires “The locomotive front end shall be analyzed to show that during a collision with the standard FRA collision-simulation locomotive...all requirements within this chapter shall be met, including the protected Engineer's space, energy absorption of the cab end and the acceptance criteria”. Please provide additional guidance on the acceptance criteria for protected Engineer’s space and energy absorption.</p>	<p>Technical Specifications 6.5.2 contains the necessary information. No further information will be provided.</p>
78	<p>Specification Section 16.2 includes a table with a line item for “Control Levers”. The Master Controller is described as “Single-handle controller with eight notches of power, idle, eight notches of dynamic braking”. The rest of the specification seems to require blended braking. Please confirm that independently controlled dynamic braking is not required in addition to the requirement for blended braking.</p>	<p>Confirmed.</p>
79	<p>Will the Project Kick-Off Meeting be held at an IDOT location, or the Vendor’s location?</p>	<p>This will be determined by IDOT, Caltrans, and the selected Vendor following Notice of Award.</p>



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80	Bidder requests that the \$1,000 per locomotive per day damages be reduced to \$500 per locomotive per day.	The Liquidated Damages of \$1,000 per locomotive per day will not be changed.
81	Please confirm that the required Vendor's Representative may be the vendor's Program Manager.	Yes, the required Vendor's Representative may be the Vendor's Program Manager.
82	Will the Project Meetings be held at an IDOT location, or the Vendor's location?	This will be determined after Notice to Proceed. Please note that conference calls might also be used in place of in-person meetings if agreed by the IDOT/Caltrans and the Vendor.
83	Please confirm that warranty repairs will be performed on the customer's property.	The contractor's warranty obligations are described in Attachment EE, Appendix A, Sections 21.1.3 to 21.1.6, pages 38-40, indicating that the Vendor is responsible for all personnel and equipment/tools and for making arrangements for warranty work at maintenance sites or other locations approved by IDOT/JPE. Offerors are encouraged to consider cooperative arrangements with the rolling stock maintainer for warranty coverage.
84	Please confirm that the vendor's field service office may be a portable office located on customer property.	Vendor's field service office may be a portable office located on customer property although these arrangements will have to be negotiated with each JPE at each location.



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85	Bidder requests that the ten percent (10%) Fleet Defect be changed to twenty five percent (25%), in keeping with industry standard practices.	The 10% fleet defect percentage will be retained.
24	What is the projected 2014 hourly rate including fringe benefits and overhead for an IDOT/JPE mechanic?	
86	Please provide Attachment EE, Appendix K.	Attached to this Addendum (#3).
87	The heading for the Option Contract Pricing states that all prices are to be Ex-Works. Items 4 (Training), and 9 (Post Warranty Technical Support) involve travel, shipping, and other costs that are based on customer locations. What location should be used for Items 4 and 9 for the pricing evaluation?	There is no specific location for Options for these items.
88	Please confirm that the requirement for hard copy drawings or electronic files for the life of the equipment is covered by Specification 22.3.3 Compact Disks (CDs).	Yes
89	Subcontractor and Supplier – Please confirm the difference between a subcontractor and supplier is that a supplier provides material yet does not provide labor to install it on the locomotive; whereas a subcontractor may install material on the locomotive.	Please refer to the definitions of Subcontractor and Supplier in the RFP Definitions and Acronyms.



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90	<p>Under Section I of Appendix B, Passenger Rail Investment and Improvement Act of 2008, please advise with regards to the following:</p> <ol style="list-style-type: none"> 1. Given the nature of the RFP, please confirm that Section 2 (Labor Provisions) is applicable to this bid. 2. Given the nature of the RFP, please confirm that Section 3 (Labor Protective Agreement) is applicable to this bid. 3. Given the nature of the RFP, please confirm that Section 4 (Davis-Bacon Act) is applicable to this bid. 4. Does the Service Contract Act apply to this procurement? And if so, will winning bidder be obligated to follow the Railroad Union’s collective bargaining agreement? 	<ol style="list-style-type: none"> 1) The Section 2 Labor Provisions only apply to “persons conducting rail operations over rail infrastructure constructed or improved in whole or in part with funds provided through this Agreement [the grant].” see 49 U.S.C. §24405(b). Those entities would be considered a “rail carrier,” as defined by 49 U.S.C. 10102(5). It does not appear that this locomotive purchase will fall into this category. So Section 2 does not apply to this bid. 2) The Section 3 Labor Protective Agreements apply in instances where the Secretary of Transportation provides a grant for an intercity or high speed passenger rail project that uses rights-of-way owned by a railroad. See 49 U.S.C. §24405(c). It does not appear that this locomotive purchase will fall into this category. So Section 3 does not apply to this bid. 3) Yes, the Section 4 Davis-Bacon Act provisions are generally applicable to this bid because the procurement is funded through the American Recovery and Reinvestment Act of 2009 (see section 1606 of the Recovery Act) and the Passenger Rail Investment and Improvement Act of 2008 (see 49 U.S.C. §24405(c)(2)), however, the Davis-Bacon Act only applies to construction, alteration, or repair contracts. So the Davis-Bacon Act will only apply to the extent that any portions of the contract involve construction, alteration, or repair. <p>The definition of “construction,</p>
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		<p>alteration, or repair” in 48 C.F.R § 22.401 means all types of work done by laborers and mechanics employed by the construction contractor or construction subcontractor on a particular building or work at the site thereof, including without limitations—</p> <ol style="list-style-type: none">(1) Altering, remodeling, installation (if appropriate) on the site of the work of items fabricated off-site;(2) Painting and decorating;(3) Manufacturing or furnishing of materials, articles, supplies, or equipment on the site of the building or work;(4) Transportation of materials and supplies between the site of the work and a facility which is dedicated to the construction of the building or work and is deemed part of the site of the work; and(5) Transportation of portions of the building or work between a secondary site where a significant portion of the building or work is constructed, which is part of the “site of the work” and the physical place or places where the building or work will remain. <p>4) No, the Service Contract Act (SCA) does not apply to this procurement. The SCA only applies to the provision of services by contract service employees to the federal government.</p>
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91	<p>Please specify which forms shall be used by the surety to provide the performance bonds to IDoT, WSDoT and Caltrans. Alternatively, please confirm industry standard forms (i.e. American Institute of Architects) shall be used.</p>	<p>Please see the Bond forms provided with this Addendum, including:</p> <ul style="list-style-type: none"> • STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION PERFORMANCE BOND ADM-2008 (REV. 4/2003) • WSDOT “Contract Bond” as shown in “Appendix K WSDOT Ordering Contract TC” pages 22 and 23. • IDOT Performance Bond, form BC 1241
92	<p>According to PRIIA 305-005 Technical Specification, Chapter 5.5 and 18.7.4 the axle material shall be AAR M-101 Grade F, double normalized and tempered steel.</p> <p>In order for the offeror to minimize unsuspended mass of the wheel set, would it be acceptable to use quenched and tempered axle steel material as an alternative (e.g. AISI 4130), which is comparable to axle steel grade EA4T according to EN 13261 standard?</p>	<p>The PRIIA specification 305-005 shall be followed.</p>
93	<p>Regarding: “Track dynamic (P2) forces shall not exceed 82,000 lbs for a 0.5 degree dip angle and all speeds up to the locomotive operating speed limit.”</p> <p>Please confirm that for the rail joint dip angle to be used in the formula for calculating the P2 forces the offeror can assume 0.003 radians, which represents track in nominal FRA Class 6 condition.</p>	<p>Offeror’s must follow the mathematic relationships in section 5.7.3 of the technical specification for a 0.5 degree dip angle. A dip angle of 0.003 radians is not 0.5 degrees.</p>



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94	<p>What is the “make-up” of the evaluation committee? For instance, will each state have representation? Will other entities, such as Amtrak and FRA be represented? Please provide the evaluators’ names and positions?</p>	<p>Please see Addendum #1, Question and Answer #9.</p>
95	<p>Is there a required trip time to be met on a specific route(s)? And if a trip time of “X” is required, and each Offeror meets that trip time but one Offeror is significantly faster how would that be scored?</p>	<p>All Offerors’ simulations will be evaluated for optimum trip time, consistent with Attachment EE – Appendix G</p>
96	<p>In Spec Clause 1.3 the following line is found: “Traction power sufficient for eight multi-level car train (two locomotives) 125 mph.”, and section 9.2 clearly identifies the resistance data to be used for both the locomotive and coaches. However, in order to allow for a clean comparison between Offerors, the Offeror suggests that IDOT specify the following additional parameters to be used in the evaluation of top speed and for general performance quotation purposes:</p> <ul style="list-style-type: none"> - Ambient conditions (suggest 60F / 1000 ft above sea level, as per AAR) - Loaded weight of each car in the train. - Typical level of HEP draw on a per-car basis (suggest ~50 kW / coach). - Miscellaneous: Recommend quoting with HVAC off, compressor off and battery fully charged. 	<p>Please see Addendum #1, Question and Answer #13, and also, see Section 9.2 of the Technical Specification and Attachment EE -Appendix G, that specifies that the route for the simulations will be the RTT Loop at TTCl, Pueblo, Colorado. The RTT loop at TTCl allows simulations that can be verified when the locomotives are tested at TTCl. Appendix G of Attachment EE will be amended to reflect two (2 ea) simulations are required for each consist specified in section 9.2 of the Technical Specification:</p> <ul style="list-style-type: none"> A1) 1 Locomotive + 680,000 lbs. of trailing load (1 cab & 3 cars - Ready to Run at AW1) A2) 1 Locomotive + 850,000 lbs. of trailing load (1 cab & 4 cars – Ready to Run at AW1) A3) 2 Locomotives + 1,360,000 lbs of trailing load (8 cars – Ready to Run at



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		<p>AW1) Simulations A1 – A3 will be conducted at AAR Standard Conditions. And to allow correlation for actual conditions for verification tests at TTCI; B1) 1 Locomotive + 614,500 lbs. of trailing load (1 cab & 3 cars – Ready to Run at AW0) B2) 1 Locomotive + 766,200 lbs. of trailing load (1 cab & 4 cars – Ready to Run at AW0) B3) 2 Locomotives + 1,220,000 lbs of trailing load (8 cars – Ready to Run at AW0) Simulations B1 – B3 will be conducted at AAR Standard Conditions, except elevation at TTCI Pueblo, Colorado. Note - When the contractor plans the test schedule for the verification tests, if the scheduling of the test will occur at low ambient or high ambient conditions at TTCI, the contractor may be required to re-run simulations adjusting the ambient temperature to better correlate simulation results with actual test results.</p>
97	<p>Can IDOT provide the route and train consist make-up that will be used to validate trip times? Is that route (including stops, dwell time and frequency) expected to be a proxy for a typical locomotive duty cycle?</p>	<p>See section 9.2 of the Technical Specification and Appendix G of Attachment EE.</p>
98	<p>Is there a layover capability requirement? Please provide the specification.</p>	<p>A layover protection system shall be included. Please refer to Sections 8.10, 9.2 and 13.2 of the Technical Specification.</p>



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99	<p>Please extend the 'Offer Due Date and Time' by 45 days, or to November 18, 2013 at 5:00 pm Central Time.</p>	<p>No extension of the offer submission date will be granted at this time.</p>
100	<p>The Offeror understands that five (5) references for its design and manufacturing experience and expertise in providing intercity and/or commuter diesel electric locomotives since 1995 have been requested and total points allocated to this section are Two (2). Question is on how the section will be evaluated.</p> <p>If an Offeror has five (5) references for providing intercity and/or commuter diesel electric locomotives since 1995, does that Offeror score the full two points? Alternatively, if an Offeror only has three (3) references do they score 1.2 points (2 - Max points) X (3- Reference Provided/5- Reference Requested)=1.2 points)?</p> <p>Please advise/clarify.</p>	<p>No additional information will be provided regarding the scoring of evaluations as requested in this question.</p>



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101	<p>Attachment EE – Appendix A 13. Schedule 13.1 Period of Performance and Delivery Schedule 13.1.1 Period of Performance AND IDOT RFP 1.4 Schedule and Narrative Offeror understands that schedule is of high importance in this procurement. Question is on how the section will be scored. If one or more Offerors meet all the delivery dates specified in section 13.1 Sub Section 13.1.1 of the Attachment EE – Appendix A AND provides satisfactory evidence that it can meet the requirements as outlined in IDOT RFP Section 1.4 “Schedule and Narrative”, do those Offerors score full points in the section? Alternatively: Is scoring relative to other bid submissions? For instance, If Offeror A meets that schedule and another Offeror B is two months better, will points be allocated differently under such a scenario?</p>	<p>No additional information will be provided regarding the scoring of evaluations as requested in this question.</p>
102	<p>Question is on how simulation/performance section will be evaluated/scored (Total points 3) a) Currently there is no target or minimum trip time specified in the RFP that the Offeror has to meet for the simulation route. In absence of this data, should we assume the Offeror that has minimum run time in the simulation per Technical Specification 9.2 and Attachment EE – Appendix G will be awarded full points for this section? b) In scenario where the Offerors have the following Mean Run Times in the simulation, how will the scoring be done? • Offeror A = 2 hours* • Offeror B = 1 hour 55 minutes • Offeror C= 1 hour 50 minutes</p>	<p>No additional information will be provided regarding the scoring of evaluations as requested in this question.</p>



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	<p>For Example, would the scoring for above scenario work as shown below:</p> <ul style="list-style-type: none">• Offeror C: Full points 3 points• Offeror B: 3 points X (110 min/115 min) = 2.869 points out of 3 points Max• Offeror A: 3 Points X (110 min/120 min) = 2.75 points out of 3 points Max <p>Please advise/clarify.</p>	
103	<p>Section B.4.; Sub Section B.4.2 AND Section B.10.</p> <p>In the RFP Section B.10. it states “Offer scores will be developed according to the extent to which the Offer exceeds, meets, or does not meet the RFP requirements. A total of seventy (70) Responsiveness points are available from the Responsiveness Elements evaluation as shown in the table above in Section B.4.2”</p> <p>Question is on how the “Technical Element” section, which accounts for 38 points will be evaluated?</p> <p>a) How much score is assigned to each of the 15 subsections under the “Technical Element” section? Do all 15 subsections have same weight? Please clarify or provide the weights. For each of 15 subsections of the “Technical Element”, how would the scoring work for each subsection? For example as mentioned in section B.10. of the RFP document “Offer scores will be developed according to the extent to which the Offer exceeds, meets, or does not meet the RFP requirement”. Does that mean that if a section has 5 maximum points, an Offeror who “exceeds” even marginally gets five (5) points, the Offeror who</p>	<p>Please see Addendum #1, Question and Answer #6, #7, and #8.</p>



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	<p>“meets” gets 2.5 points and the Offeror who “does not meet” gets 0 points? Or are the total technical scores determined by each evaluator?</p>	
104	<p>Reference to the “Locomotive Procurement Schedule and Mandatory Completion Dates” mentioned in section 13.1.1 of Attachment EE – Appendix A. If the Offeror provides satisfactory evidence of meeting the final delivery schedule for all 32 locomotives no later than forty-two (42) months after NTP, or June 30, 2017 (for IDOT and Caltrans), or May 31, 2017 (for WSDOT), can intermediate delivery dates be adjusted or negotiated and offer still considered compliant?</p>	<p>Please see Addendum #1, Question and Answer #10 and #11.</p>
105	<p>Regarding Number 3 – Truck Attachment and its steel and Number 50 – Truck mounts for propulsion, are these the same components listed twice? Or are they discrete components? If they are discrete components, please provide a more detailed description of each.</p>	<p>Item #3 on the Buy America list requires that attachment devices/brackets that are part of the carbody, and its’ steel be domestic. Item #50 on the Buy-America list requires that fabricated or cast components on the truck that attach the truck to the carbody and propulsion equipment to the truck, and the steel, must be domestic.</p>
106	<p>Regarding Number 18 – HVAC System – Controller/Sensor – this item is typically included within Number 17 – Air Conditioning Units. If that is the case in the offeror’s configuration, should Number 18 be completed as “Yes” or “N/A”?</p>	<p>Item #18 on the Buy America list requires that controls and sensors for the HVAC unit must be domestic. If item #18 is included in item #17, the answer can be yes.</p>
107	<p>Regarding Number 34 – Communication Equipment – Radios, customers typically specify the manufacturer and model of this component. Can IDOT provide the relevant information for this procurement?</p>	<p>Technical Specification section 12.2 describes the requirements for the radio. The Offeror shall describe the proposed radio in its offer. The radio must be domestic.</p>
108	<p>Regarding Number 35 – Communication Equipment – Public Address system, customers typically specify the manufacturer and model of this component.</p>	<p>Technical Specification sections 2.2.3, 2.3.1 and 12.1 describe the requirements for the Public Address system. The</p>



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	Can IDOT provide the relevant information for this procurement?	Offeror shall describe the proposed system in its offer. The system must be domestic.
109	Regarding Number 78 – Cab Equipment – Overhead indicator panel, does this line item represent the structure, the equipment, or both?	Item #78 on the Buy America list might be the equipped panel, if the enclosure is part of the carbody structure, or it might include the panel equipped and enclosure, if separate. In either case this item must be domestic.
110	Regarding Number 79 – Cab Equipment – All instrument panels, does this line item represent the structure, the equipment, or both?	Item #79 on the Buy America list might be the equipped panel, if the enclosure is part of the carbody structure, or it might include the panel equipped and enclosure, if separate. In either case this item must be domestic
111	Regarding Number 85 – Locomotive Prime Mover and Head End Power – Air Reservoirs, is this is a duplication of Number 21 – Air Brake System – Air reservoirs and their steel?	Item #85 on the Buy America list was intended to address an air-start reservoir for either the prime mover or HEP, if separate from item #21. If included in the function of item #21, or not applicable, the answer can be yes. In either case this item or item #21 must be domestic.
112	Regarding Number 96 – Propulsion – Dynamic Brake Module Assembly, how does this relate to Number 11 – Traction Power Equipment – Dynamic Brake Power Assembly and Number 62 – Metal Fabrication – Dynamic Brake & Blower Structure Module fabrication and their steel?	Item #11 on the Buy America list intends that the Dynamic Brake (DB) equipment associated with propulsion (choppers, blowers, etc.) must be domestic. Item #62 on the Buy America list intends the fabricated steel module (enclosure, rack, or other structures) must be domestic and item #96 intends that the DB grid package must be domestic.
113	Regarding Number 103 – Train Control Systems – Enclosure, is this anticipated to be an enclosure distinct from Number 76 – Cab Equipment –	Item #76 on the Buy America list might be the equipped console, if the console is an integral part of the carbody structure, or



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	Engineer console?	it might include the console equipped and the console structure, if separate. In either case this item must be complete and domestic. Item #103 on the Buy America list might be the equipped enclosure, if the enclosure is an integral part of the carbody structure, or it might include the enclosure equipped and the enclosure structure, if separate. In either case this item must be complete and domestic.
114	Section 1.3.4 describes “Maximum length: Fifteen (15) total pages on letter sized paper and including one (1) Work Flow Diagram”. Is the Work Flow Diagram considered one of the 15 pages or is the Work Flow Diagram a separate page (15 pages of narrative plus a Work Flow Diagram).	The Work Flow Diagram is considered one of the fifteen (15) total pages.
115	The RFP states: “During the warranty period, the Vendor shall maintain qualified warranty repair representatives at each designated warranty field-site to be available to perform corrective work under the warranty. The Vendor’s Representative shall be qualified and knowledgeable in the repair and maintenance of the locomotives. The warranty repair staff shall be available to perform repairs at any time, including but not limited to nights and weekends.” Will the designated warranty field-sites allow Vendor employees to perform corrective work? Will IDOT/JPE provide manpower to perform repairs?	The designated warranty field-sites may allow Vendor employees to perform corrective work dependent upon labor agreements/work rules. IDOT/JPE will not provide manpower to perform repairs.
116	The RFP states: “The Vendor shall provide for all necessary tools, cranes, pits, jacks, gauges, rerailling equipment, motor vehicles, office equipment and furnishings, and supplies. IDOT/JPE shall cooperate in making available yard space to carry out the	The contractor’s warranty obligations are described in Attachment EE, Appendix A, Sections 21.1.3 to 21.1.6, pages 38-40, indicating that the Vendor is responsible for all personnel and equipment/tools



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	Vendor's acceptance work, and shall provide (through its Vendor) switching within yard limits as motive power and crews are otherwise available. Will IDOT/JPE provide facilities equipped with cranes, pits, jacks and other standard locomotive related repair equipment as needed to perform field and warranty repair work?	and for making arrangements for warranty work at maintenance sites or other locations approved by IDOT/JPE. Offerors are encouraged to consider cooperative arrangements with the rolling stock maintainer for warranty coverage.
117	Can Milestone payments be invoiced and paid per the terms of the RFP out of alphabetical sequence as listed in Sub Section 13.4 of Attachment EE – Appendix A? For example, can Milestone F be invoiced and paid before Milestone D?	Yes, Milestone payments can be invoiced and paid per the terms of the RFP out of alphabetical sequence. Please see RFP Section A.19 "Invoicing."
118	This section requires the Vendor to submit this form for its Parent Entity(ies). Company A owns Company B. Company B owns Company C. Company C is the Vendor to IDOT. Does Company C need to submit forms for Company A and Company B or just for Company B?	All three companies in the example provided, need to submit forms. It is possible that some fields in the Disclosures will not apply to Company B for example. In that case, any such fields should be marked N/A. However, Company A should be able to complete all fields.
119	Base Contract Pricing are to be FOB point of delivery whereas Option Contract Pricing are to be Ex-Works. Are these two intentionally different? If not, which is correct?	These two are intentionally different because the point of delivery of all potential future options is not known at this time.