Locomotive RFP Q&A

Q. **What is the total number of rail cars proposed for procurement?**
A. 35

Q. **What is the value of the order?**
A. The FRA has allocated $808 million to manufacture the next generation of passenger rail equipment including the 35 new locomotives and 130 bi-level rail cars.

Q. **Where is the money coming from?**
A. The Request for Proposals (RFP) to manufacture approximately 35 new diesel-electric locomotives in America comes from a groundbreaking multi-state effort to jointly purchase standardized rail equipment. Participating states include: Illinois, Michigan, Missouri and Iowa in the Midwest and Washington and California on the West Coast. The Illinois Department of Transportation (IDOT) is leading the multi-state locomotive procurement, with first deliveries expected in 2016. The FRA has allocated $808 million to manufacture the next generation of passenger rail equipment including the 35 new locomotives and 130 bi-level rail cars.

Q. **What is the Passenger Rail Investment and Improvement Act?**
A. The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) is legislation that established a Next Generation Corridor Equipment Pool Committee, comprised of the Federal Railroad Administration, Amtrak, host freight railroad companies, passenger rail equipment manufacturers and suppliers, interested states and other passenger rail operators. The committee's purpose is to develop specifications and review options to finance, administer and procure standardized next generation corridor equipment.

Q. **What are the Program Goals?**

- Re-establish competitive passenger rail industry manufacturing base and supply chain in the United States
- Create high-quality domestic jobs in rail manufacturing and operations
- Procure intercity passenger rail equipment better matched to state corridor needs
- Minimize lifecycle costs consistent with maintaining equipment in good repair
- Provide for equipment renewal and enhancement throughout the commercial life
- Manage and deploy equipment in a flexible manner within regions based on demand

Q. **Will the cars be built in America with American components?**
A. One hundred percent of the components and final assembly are required to be American made. To help ensure this, the Department of Transportation has partnered with the Department of Commerce's Manufacturing Extension Partnership (MEP) to connect manufacturers with more than 34,000 suppliers, and help them retool their production capabilities to meet demand. MEP matches suppliers up with viable business opportunities that may have otherwise gone to foreign suppliers, ensuring maximum economic benefit for taxpayer-funded transportation investments. This process ensures the highest American-made content and will secure existing jobs, as well as create new ones.

Q. **What is the advantage of standardized cars?**
A. Standardized procurements save money for taxpayers and reduce lifecycle costs. Standardization will provide manufacturers with consistent specifications for all locomotives in the United States. The previous multi-state procurement resulted in a 36 percent cost savings from the original funding amount, with a per car cost of $2.7 million, saving $200 million from the total grant awards. The new uniform standards for key interfaces and components will drive down lifecycle costs and allow more companies to compete, fostering a healthy competition among suppliers while helping to re-establish the U.S. domestic supply chain for passenger rail equipment and meet Buy America goals. The common design also makes it easier to train personnel, stock parts, and perform maintenance and repairs, which also reduces costs. These standardized locomotives will be able to operate nationwide and are compatible with existing equipment and are designed with improved crashworthiness and other safety features to assure passenger rail travel maintains its excellent safety record as the fleet of the future is expanded.

Q. **Who was involved in creating this standardized design?**
A. The process of developing the specifications for a standardized design was very cooperative and collaborative, including input from several states and stakeholders.

The establishment of technical standards for high-speed rail operations is required by PRIIA and is being developed by the Technical Subcommittee of the Section 305 Next Generation Equipment Committee. Members include the Federal Railroad Administration, Amtrak and state Departments of Transportation, with the support of AASHTO. The subcommittee also received substantial technical support and participation from rail industry manufacturers, freight railroads and transportation associations.

Q **Is there a lead state agency in the joint procurement process?**
A. The Illinois Department of Transportation (IDOT) is leading the multi-state locomotive procurement, with Michigan, Missouri and Iowa in the Midwest and Washington and California on the West Coast also participating.

Q **Why is the new equipment needed?**
A. Equipment is needed to meet current and future ridership demand:

In the Midwest, it is important to understand how the rail system connects the region. Passenger rail connects Chicago with Minneapolis-St. Paul, Detroit, Cincinnati and St. Louis. More than 100 million people call the region home, yet the vast majority of residents live within just 500 miles of the Chicago rail hub. Ridership along the four major Amtrak routes traveling out of Chicago is up as well. In Illinois, alone, ridership along the four main Amtrak routes is up 85% and along the Chicago –St. Louis route, ridership increased 212% over the last five years.

Washington State's Cascades line has also seen record ridership. In 2012, ridership levels reached 845,099, a 30.9 percent increase since 2002.

Currently, California's three state-supported routes carry 5.4 million passengers. By 2018, it is estimated that the ridership demand will increase to 7.5 million passengers. By 2050, California's population is expected to increase by 60 percent.

Q. How will these new locomotives be deployed?
A. The RFP calls for 35 new locomotives, including 21 for the Midwest coalition states, six for California, and eight Washington State's Cascades line.

Q. **What is the timeline for these cars to go into service?**
A. First deliveries are expected in 2016.

Q. **How does this order differ from past orders Amtrak has announced?**
A. Locomotives from this order will be owned by the states. In recently announced rail orders, Amtrak was designated owner. Recent Amtrak procurements included 70 high performance locomotives from Siemens Industry USA in Sacramento, CA. financed through a $562.9 million Railroad Rehabilitation and Improvement Financing (RRIF) loan from FRA. These locomotives will improve frequency, performance and reliability for regional and intercity routes along the Northeast and Keystone Corridors. Additionally, Amtrak ordered 130 new single level passenger cars ($291 million value) for use on its long distance services. These cars are being manufactured by CAF USA in Elmira, NY.

Q. **Who will operate these locomotives?**
A. Amtrak will operate these locomotives on its intercity routes in California and the Midwest.

Q. **Is there a Small Business and Disadvantaged Business Enterprise component to the RFP?**
A. The RFP contains a 7% mandatory goal for small business participation, a measure that will strongly encourages bidders to provide maximum opportunities for small and disadvantaged businesses including veteran-owned, women-owned, and service disabled veteran-owned businesses.

Q. **Where can I get a copy of the RFP or get technical information.**
A. The RFP is available at www.dot.il.gov/desenv/transprocbulletin.html