



METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

REQUEST FOR INFORMATION

I38325

PROCUREMENT OF RAIL CARS





2424 Piedmont Road, NE
Atlanta, GA 30324
404-848-5000

August 1, 2016

TO: ALL PROSPECTIVE PROPONENTS

**SUBJECT: REQUEST FOR INFORMATION (RFI) NUMBER I38325
PROCUREMENT OF RAIL CARS**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) is in the process of preparing a solicitation for the Procurement of Rail Cars. MARTA is seeking your input regarding industry standards and recommendations for its rail cars. MARTA intends to thoroughly review your responses for potential incorporation into its Request for Proposals (RFP).

Please provide one (1) original and five (5) USB drives (a.k.a., jump or flash drives) of your information in response to this request to MARTA no later than August 30, 2016 at 2:00 p.m. (local time) at 2400 Piedmont Road N.E., Atlanta, GA 30324-3330, Attention: Contract Control.

Please address all questions in writing to the attention of Nicholas Waters, Contract Specialist II at nwaters@itsmarta.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa DeGrace".

Lisa DeGrace
Chief Contracts Officer

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PROCUREMENT OF RAIL CARS
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PART 1: INSTRUCTIONS TO RESPONDENTS

- 1.1 Definitions:** The following definitions shall apply when used throughout this Request for Information ("RFI"):
- (a) **Firm(s):**
 - (b) **Respondent:** Each Firm submitting a response to this RFI.
 - (c) **Response:** A written response to this RFI prepared by a Respondent and submitted to the Metropolitan Atlanta Rapid Transit Authority's ("MARTA") Office of Contracts, Procurement and Materials ("CPM").
- 1.2 Procurement Questions; Prohibited Contacts:** Any questions regarding this RFI should be submitted in writing to MARTA's contact person, **Mr. Nicholas Waters, Contract Specialist II** by email at nwaters@itsmarta.com, on or before **August 15, 2016 at 2:00 p.m. (local time)**. Questions received after the designated period will not be considered. Any response made by MARTA will be provided in writing to all Respondents by an addendum to this RFI. It is the responsibility of each Respondent to obtain a copy of any addendum issued for this RFI by monitoring MARTA'S website at www.itsmarta.com. No Respondent may rely on any verbal response to any question submitted concerning this RFI. ***All Respondents and representatives of any Respondent are strictly prohibited from contacting any other MARTA employees or any third-party representatives of MARTA on any matter having to do with this RFI. All communications by any Respondent concerning this RFI must be made to MARTA's contact person.*** Respondents are required to conduct the preparation of their submission to MARTA with professional integrity and free of lobbying and similar types of behavior intended to influence MARTA. As used in this RFI, the terms, "Firm(s)," "Respondent" and "MARTA" shall be deemed to include such entities' respective officers, directors, agents, contractors, subcontractors, professional service providers, employees and any other person or entity owned, controlled or affiliated with such entities.
- 1.3 Submission Deadline:** Responses to this RFI must be received by MARTA's Office of Contracts, Procurement and Material at 2400 Piedmont Road N.E., Atlanta, Georgia 30324-3330, on or before **August 30, 2016** at no later than **2:00 p.m. (local time)**.
- 1.4 Representation:** By submitting a Response to MARTA, Respondent acknowledges, represents and warrants that: (a) it has read the entire RFI and acknowledges that Respondent shall be bound by the terms and conditions stated herein; (b) the signatory to the Response is the Respondent (or Respondent's duly authorized agent or employee of the Respondent with the authority to bind Respondent hereto); (c) any information or disclosure provided in response to this RFI is an accurate representation up to and including the date Respondent submitted its Response to MARTA; and (d) it agrees that it will voluntarily notify MARTA immediately if any information or disclosure provided to MARTA during any part of this RFI process changes, is no longer accurate or would be misleading in any way.

Additionally, Respondents are advised that in the subsequent RFP, Respondents will be required to represent and warrant to MARTA that none of the following, during the term of the contract or for one year thereafter, have or will have any interest, direct or indirect, in the contract with MARTA or in any part of the proceeds, hereof: (i) members of the MARTA Board of Directors; (ii) officers or employees or former employees of MARTA, or of any representative of MARTA in the administration of this contract, pursuant to MARTA's Code of Ethics. This Section also applies to members of or delegates to the United States Congress or the Georgia legislature; and members of the governing body, and all other officers and employees, of the City of Atlanta or the Counties of Fulton and DeKalb.

- 1.5 Availability of Electronic Documents.** This RFI is being made available by electronic means. By responding to this RFI, Respondent acknowledges and accepts full responsibility to ensure that it is responding to the correct form of RFI, including any addenda issued by MARTA's Office of Contracts, Procurement and Material (CPM). Respondent acknowledges and agrees that in the event of a conflict between the RFI in the Respondent's possession and the version maintained by CPM, the version maintained by CPM shall govern. The RFI document is available at www.itsmarta.com.
- 1.6 Rejection of Responses; Cancellation of RFI; Waiver of Technicalities:** MARTA reserves the right to reject any Response or all of the Responses, to waive any technical defect in a Response or to cancel this RFI at any time for any reason or no reason.
- 1.7 Georgia Open Records Act:** Information provided to MARTA is subject to disclosure under the Georgia Open Records Act ("GORA"). Pursuant to O.C.G.A. § 50-18-72(a)(34), "[a]n entity submitting records containing trade secrets that wishes to keep such records confidential under this paragraph shall submit and attach to the records an affidavit affirmatively declaring that specific information in the records constitute trade secrets pursuant to Article 27 of Chapter 1 of Title 10 [O.C.G.A. § 10-1-760 et seq.]."
- 1.8 Protests:** Any protest or objection to this RFI or the solicitation process related to this RFI must be submitted, in a timely manner, in accordance with the Protest Procedures set forth on MARTA's website at <http://www.itsmarta.com/Protest-10359.pdf>.

PART 2: BACKGROUND INFORMATION



MARTA's ROUTES

- 48 route miles
- 750 VDC third rail
- Double-track
- 70 mph top speed
- Max grade of 4.5%
- Operates daily:
4:45 am to 1:00 am



MARTA's RAIL STATIONS

- 38 stations
- All with high-level platforms for level boarding
- Fully ADA-compliant
- Cars have load leveling system



MARTA's RAIL SERVICE

- Automatic Train Operation
- Operators control doors
- Direct view of side of train through cab window



DIRECT SERVICE TO WORLD'S BUSIEST AIRPORT

- MARTA has direct service into airport
- This means there's a fair amount of luggage on board



MARTA's RAILS

- **Mainline Track: 104 mi**
 - 46 mi Ballasted
 - 52 mi Concrete/DF
 - 5 mi Resilient Supported
 - 0.1 mi Embedded
- **Track Miles**
 - 21 miles in tunnel
 - 24 miles on overhead structure
 - 58 miles at grade
- **Rail**
 - 115 lb RE, with 1:40 cant



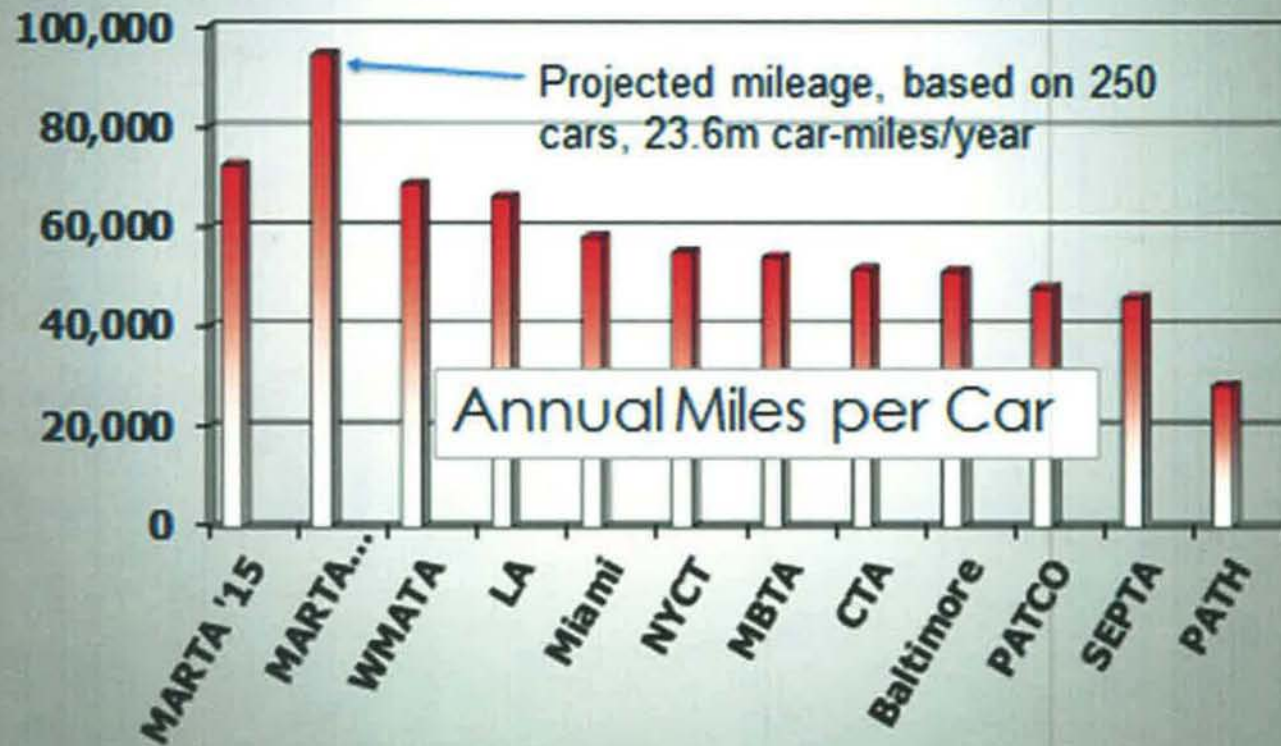
DAILY SERVICE PATTERNS

- North-South: 20 six-car trains
- East-West: 8 six-car trains
- Bankhead Line: 5 two-car trains
- Ready reserve: 5 six-car trains
- Headways:
 - 5 minutes, peak
 - 7.5 minutes, off-peak



WITH 250 CARS, MARTA WILL AVERAGE 90,000+ ANNUAL MILES/CAR

(SOURCE: NATIONAL TRANSIT DATABASE, FY2013)



NEW RAIL CAR PROGRAM PURPOSE

- Replace aging fleet
- Improve reliability
- Enhanced customer features
- Serve MARTA's passengers for next 30+ years



TARGET AREAS FOR IMPROVEMENT

- Reliability
- Interior Layout
- Better communication
 - Signage
 - Maps/Information
 - Public Announcements
- Security
- Luggage space



NEW RAIL CAR PROGRAM SPECIAL EMPHASIS

- Key piece of making MARTA a world class system
- Community involvement in design features
- Industrial designer



NEW RAIL CAR PROGRAM SCHEDULE

- Request for Proposals:
Dec 2016
- Proposals Due: ~Apr
2017
- Award: ~Nov 2017
- New Car Deliveries:
2020 to 2026



NEW RAIL CAR CONTRACT TERMS

- Heavy emphasis on:
 - Schedule performance
 - Reliability



NEW RAIL CAR SCOPE OF WORK

- 250 new cars
- Training
- Manuals
- Spare Parts
- STTE
- Reliability Program
- Warranty
- Scrapping existing cars



SOME DESIRED RAIL CAR FEATURES WITH A FOCUS ON THE CUSTOMER

RAIL CAR CONFIGURATION

- Currently: all married-pairs
- MARTA runs 6-car trains
- Shops are generally configured for married-pairs
- Little capability to turn cars
- MARTA interested in hearing about alternative configurations ...
 - Triplets?
 - Open gangways?
 - Other alternatives, and their benefits

TRI-POD STANCHIONS AND GRAB HANDLES

- Newly added features for consideration:
 - Floor-to-ceiling tri-pod stanchions in door vestibules
 - Grab handles



ADA PROVISIONS

- 2 mobility aid berthing spots per car
- Color-coded priority seating
- Induction loop system for hearing impaired
- Consider the proposed new ADA regulations, especially for communication



INTERIOR LAYOUT CONCEPTS

- Full ADA accessibility end-to-end, and car-to-car
- Slightly reduced seat width
- Separate operator cab door
- Gathering area
- Priority seating in the same place, no matter what door entered



SEATING CONCEPTS

- Community focus groups to help with seating design
- Priority seating ...
 - Color-coded?
 - Always on left as you enter?
- Existing seats have worked well, although backs are 'thick'
- Cantilevered seating
- Easy to maintain
- Eliminate tight knee room



SIGNAGE

- Interior:
 - Ceiling mounted destination
 - Side-mounted destination
 - Large, variable message
 - Speakers
- Exterior
 - Ends of trains
 - Along side of train
 - Color-coded lighting on side of car to indicate route
 - Speakers



PART 3: QUESTIONS

- 3.1 Open Gangway Concept.** MARTA is interested in the open gangway concept between cars, that provides wide passageways between cars to permit the free flow of passengers inside the train. MARTA runs all six-car trains, except for the Bankhead (Green) Line, a short route where two-car trains are run due to the station platform length at Bankhead. MARTA's shops and yards are sized for married-pairs. MARTA would like to maximize the openness between cars, and also have the provision to temporarily and quickly close-off a car while in service, such as, for example, when a mess is created in a car from, say, a sick passenger.

MARTA would like to hear carbuilder concepts/ideas on how this could be accomplished without significant changes to its shop/yard infrastructure, and while still being able to operate two-car trains on the Bankhead (Green) Line.

- 3.2 Carbuilder Capabilities – Locations to Visit.** MARTA intends to visit carbuilder facilities to gain a more complete understanding of their capabilities and capacity to provide rail cars to MARTA, along with the related scope of work normally included in a rail car procurement contract (such as engineering, spare parts, special tools, training and manuals). MARTA therefore requests respondents to indicate what location(s) it recommends MARTA to visit to see capacity and capabilities for carbuilding, engineering, testing, welding, quality, project management, supply chain management, and related capabilities. MARTA requests that such locations be representative of where the carbuilder would perform the work for MARTA if awarded a contract to furnish new rail cars to MARTA. MARTA intends to do an initial, informal visit to US-based carbuilders in advance of the procurement process, and upon receipt of proposals will visit facilities of those that proposed.

- 3.3 American Content.** As MARTA is not intending to utilize Federal funds for its new rail car procurement program, MARTA is not required to enforce Buy America Requirements as set forth in Section 165(a) of the Surface Transportation Assistance Act of 1982, as amended, and 49 USC 5323(j) and 49 CFR 661 regarding steel, iron and manufactured products, and requirements for rolling stock as set forth in Section 164(b)(3) of the Surface Transportation Assistance Act of 1982, as amended, and 49 CFR 661.11, including requirements that rolling stock be assembled in the United States and have a minimum of 60 % domestic content.

MARTA is intending, however, to require certain aspects of Buy America that meet the spirit of the Buy America requirements, but without creating extra cost or risk to MARTA. MARTA is therefore interested in hearing carbuilder suggestions/ideas for what elements of the Buy America requirements can be met, how the carbuilder would meet those elements, and what costs or risks would be minimized. If such costs are readily

quantifiable, MARTA would be interested in knowing what they are, and how they were determined.

- 3.4 Approved Supplier List.** As is generally common knowledge in the transit industry, the success of a rail car procurement program is not only determined by the carbuilder's experience and capabilities, but by the collection of major suppliers that provide subsystems to the carbuilder to integrate into the rail car. Examples of such subsystems include auxiliary power, HVAC, propulsion, automatic train control, doors and door control, seating, cab controls, monitoring and diagnostics system, trucks, carbody, lighting, signage, and communications systems. MARTA also recognizes that carbuilders may want to advance more than one supplier for each subsystem during the proposal process for competitive pricing and offering purposes, and believes, at this point, that it is appropriate to respect that desire. MARTA wants to consider carbuilder input in determining how to efficiently develop an approved supplier list, or how to evaluate proposals from carbuilders that may offer more than one supplier for each subsystem.
- 3.5 Obsolescence Program.** MARTA's rail cars are intended to be in service for at least 30 years. MARTA is aware of the technical sophistication of today's rail cars, and the prevalence of software, networks, processors, and technology built into new rail cars, the software used for monitoring, diagnostics, and adjusting parameters, and troubleshooting, and product life cycles and support services provided by vendors. MARTA wants to avoid the effects of obsolescence, included integration issues, limited functionality, increasingly expensive maintenance, lack of vendor support, and lack of parts availability. MARTA would like to hear from carbuilders on how MARTA can protect itself from obsolescence, including technical specification and/or procurement requirements to (a) provide the newest of technology, early in its product life, but not so new as to be problem-prone, to reduce MARTA's exposure to premature obsolescence issues (b) recognizing that obsolescence is unavoidable, what programs the carbuilder can offer to protect MARTA from the effects of obsolescence, including all of the subsystems on the car, that MARTA recognizes may not necessarily be provided by suppliers that are a direct business affiliates of the carbuilder.
- 3.6 Provisions for Overhead Pantograph.** MARTA is considering several expansion routes, and while the plans on how to serve those routes and the timing of such has not yet been established, MARTA is considering, as one of several options, to equip the MARTA rail cars with provisions for pantographs, to permit taking power from a third rail (as MARTA does now), and having the dual capability to also take power from an overhead contact system via pantograph. MARTA's question of the carbuilders, is twofold: (a) what experience exists in providing a dual mode power collection (third rail and pantograph) rail car, and (2) what considerations should MARTA take into account in its decision as to whether to require provisions for the future conversion to dual mode power collection.

- 3.7** **FRA-Compliant Rail Cars.** Partially related to IR6, MARTA is also considering rail service that would run in the same corridor (but separate track) as freight railroads, and is therefore interested to hear from the carbuilders as to what rolling stock they offer that would be FRA-compliant (either full/traditional compliant or alternatively compliant), and the degree to which such cars would or could be similar to MARTA's heavy rail transit cars.

Please provide comments on the following:

- 3.8** Delivery Schedule
- 3.9** Training
- 3.10** Manuals
- 3.11** Spare Parts
- 3.12** Reliability Program
- 3.13** Warranty
- 3.14** Scrapping Existing Cars
- 3.15** Value Engineering
- 3.16** Haul Routes
- 3.17** Subcontracting
- 3.18** Retainage
- 3.19** Reliability Statistics
- 3.20** DBE Suppliers
- 3.21** Please provide any additional information which should be included in MARTA's RFP.
- 3.26** Additional Comments