

## ADDENDUM #1

### **REQUEST FOR QUALIFICATIONS FOR CTrail HARTFORD LINE PASSENGER RAIL SERVICE SERVICE PROVIDER Solicitation # 14DOT7004**

1. By way of this Addendum #1, Section 6(D) of the RFQ is deleted in its entirety and replaced with the following:

D. Written narrative that details the Responder's experience in the last five (5) years with similar rail passenger service within the United States, preferably, or outside the United States in a sovereign state with a comparable rail regulatory scheme to the U.S. Department of Transportation's Federal Railroad Administration (FRA), provided the Responder in its SOQ outlines such state's regulatory scheme and how it is comparable to FRA regulation in terms of legislative rules, non-legislative rules such as interpretive policy and policy statements, and management and procedural rules, highlighting performance on the items identified in Section 3 Scope of Work. Experience working with subcontractors on past projects should also be highlighted. (Maximum 5 pages).

2. The following questions were received:

**Q1:** Section 6.D of the RFP requires "experience with similar rail passenger service in the United States in the last five years". Whilst our extensive rail operations are not currently within the United States, we believe that our international experience is relevant and transferrable. Consequently, would CTDOT please confirm that it will allow the provision of detailed information relative to this experience as "similar rail passenger service", and consider it as part of our Statement of Qualifications in response to Solicitation #14DOT7004?

**A1:** *Please see Section 6(D) revised by way of this Addendum.*

**Q2:** What type of rolling stock will be used on the new service (locomotive hauled, push-pull, DMU)?

**A2:** *Current plans are for push-pull consists, including CTDOT-owned P40 and GP40 locomotives and Mafersa trailers and cab coaches. It is expected that the current fleet of equipment used on CTDOT's Shore Line East service will be used on*

***CTrail Hartford Line Service.***

**Q3:** Will the rolling stock referenced in question [2] be owned by CTDOT and under what contractual arrangement will be new operator be using it?

**A3:** *At this time the rolling stock will be owned by CTDOT. The Service Provider will use the rolling stock pursuant to its agreement with CTDOT.*

**Q4:** Is it anticipated to operate any through services between points off this corridor (for instance, New York Penn Station or New York GCT, or Shore Line East points), and points on the CTrail corridor, in addition to the two extant Amtrak intercity trains?

**A4:** *No. This RFQ addresses the regional service on the CTrail Hartford Line as described in the RFQ and does not encompass any potential "through services" whether or not such may be anticipated in the future.*

**Q5:** If the answer to question [4] is negative, may the proposer consider such service as a possible enhancement (we are mindful of the difficulties with through DMU (SPV) service operated in the past, and believe these were largely artificial and may be overcome)?

**A5:** *It is at the Proposer's discretion to determine what to include in its SOQ pursuant to the requirements set forth in the RFQ.*

**Q6:** Does CTDOT anticipate any additional services during the period of the contract operating from the corridor to points north of Springfield (the "Knowledge Corridor")?

**A6:** *No, not at this time. This RFQ addresses the regional service on the CTrail Hartford Line as described in the RFQ and does not include "additional services...north of Springfield"*

**Q7:** How is the work undertaken in mobilization, between Notice to Proceed and the start of the Agreement to be compensated?

**A7:** *This subject matter will be addressed in the RFP.*

**Q8:** Are the trains defined in Section 3.C of the RFQ in addition to the extant local services (400 series shuttle trains) and the two through intercity trains operated by Amtrak?

**A8:** *CTrail Hartford Line Service trains, as detailed in Section 3.C of the RFQ, will be operating as a separate service from the existing Amtrak trains operating on the line.*

**Q9:** The RFQ indicates that revenue management is within the purview of the operating contractor. Is the setting of the fare structure, fare levels, integration with Amtrak's Arrow system, and other revenue-related determinations likewise within the purview of the operating contractor?

**A9:** *No. Fare structure, fare levels, and revenue-related matters are CTDOT determinations. The Service Provider manages this subject matter in accordance with the CTDOT determinations, as will be detailed in the Service Provider RFP.*

**Q10:** If the answer to question [9] is negative, how will revenue interfaces be developed and administered?

**A10:** *CTDOT is presently conducting a competitive procurement for a Ticket Vending Machine System ("TVMS") with all information available at: [www.biznet.ct.gov/SCP\\_Search/BidDetail.aspx?CID=34395](http://www.biznet.ct.gov/SCP_Search/BidDetail.aspx?CID=34395). The Service Provider-provided CTrail Hartford Line crews will be expected to sell and collect ticket fares onboard trains, as will be detailed in the RFP.*

**Q11:** May the proposer consider through ticketing with Amtrak, Metro-North and/or Shore Line East as a means of inducing ridership and making travel more attractive to prospective customers?

**A11:** *Not at this time.*

**Q12:** May the proposer include in the execution of its marketing and customer service responsibilities such activities as branding, wayfinding reviews, mystery shopping, and on board services (perhaps a trolley service of hot and cold drinks and select food items)? This question is posed with the anticipation that an average journey for some passengers may well extend beyond the CTrail corridor, and thus may be several hours in duration.

**A12:** *Branding has already been determined for CTrail Hartford Line Service. It is at the Proposer's discretion to determine what to include in its SOQ.*

**Q13:** If the option for maintenance of equipment is exercised, will this cover all maintenance, including light and heavy repairs (or, as might be better, progressive maintenance) or simply servicing and inspection?

**A13:** *This subject matter will be addressed in the RFP.*

**Q14:** On what operating rule books will you expect crews on the CTrail service to be qualified (Metro-North, NORAC, [and] CSX)?

***A14: CTrail Hartford Line Service crews must be qualified on the following rule books: Metro North, Amtrak/Pan Am (NORAC), and CSX, as will be described in the RFP, and subject to revision at CTDOT's discretion.***

**Q15:** What are the specific limitations of territorial qualification on which you will expect crews to be qualified for service on CTrail trains? In effect, will you expect crews to operate no further than the westward limits of the New Haven terminal and the eastward limits of Springfield passenger station, or might they be required to be qualified to Stamford, to points east of Springfield, or north along the "Knowledge Corridor"?

***A15: CTrail Hartford Line Service crews must be qualified on the following territories: Metro-North New Haven Terminal; Amtrak's Northeast Corridor Division Post to Mill River and Hartford Line to Springfield; CSX Springfield; and Pan Am to CPRI, as will be described in the Service Provider RFP.***

**Q16:** Would you accept a proposal to consolidate crew qualification requirements into a single rule book and timetable special instructions similar to the Chicago Operating Rules Association Guide?

***A16: It is at the Proposer's discretion to determine what to include in its SOQ. Note that it is not a requirement of the RFQ to consolidate crew qualification requirements and timetable special instructions.***

**Q17:** "Section 6(B) of the Request for Qualification states that the responders shall provide the current corporate, partnership, or company record print-out from Connecticut Secretary of the State's Office (SOTS), while section 9(D) provides that the selected proposer must have a current corporate registration with the SOTS prior to the execution of the agreement.

Question: Please confirm whether CTDOT will accept for the responders to simply commit in their Statements of Qualifications (Step 1) that they will register with the SOTS in the event they are the selected proposer to execute the agreement, rather than for the responders to provide current corporate registration at such an early stage in the process?"

***A17: If a Responder has a current registration with the SOTS, it must include the record print-out with its SOQ, in compliance with Section 6(B). If a Responder does not have a current registration with the SOTS, it should state so in its SOQ. Section 9(D) places Responder on notice of the requirement that it must be registered with the SOTS prior to execution of an agreement with CTDOT.***

**Q18:** Criteria: Please identify the criteria that will be used to determine a short list of Responders that will be invited to participate in the RFP.

**A18:** *Please refer to the RFQ at Sections 6 and 8.*

**Q19:** Massachusetts' Role:

- a. Is the Commonwealth of Massachusetts involved in the coordination and/or funding of the planned CTrail service?
- b. Have arrangements been made for access to the renovated Springfield Union Station (not owned by Amtrak)?

**A19:** *a. The Commonwealth of Massachusetts has not committed any funding to CTrail Hartford Line Service; however, CTDOT has coordinated with Massachusetts on some matters, and CTDOT and Massachusetts will develop appropriate agreements per Passenger Rail Investment and Improvement Act of 2008 (PRIIA). There have been discussions about future partnership on the Hartford Line.*

- b. Any arrangements needed for access to Springfield Union Station, owned by the Springfield Redevelopment Authority (SRA), a corporate and political body established by the City of Springfield, MA, will be made by CTDOT with the SRA prior to the commencement of CTrail Hartford Line Service.*

**Q20:** FTA Role: Do you anticipate using Federal Transit Administration funds to pay for all or some part of the costs of this service, and if so, can you please identify the flow-down requirements associated with such funding that will fall to the selected contract operator?

**A20:** *Not at this time.*

**Q21:** Fare collection and revenue management: Can you please clarify which aspects of fare collection and revenue management the selected contract operator will be expected to deliver. For instance, will the contract operator be responsible for any or all aspects of pricing, fare collection, mail order pass sales, revenue management or ticketing? What ticket vending machine effort will be utilized with this service (see Section 3.C) and what interaction is expected between the ticketing vending machine system and the contract operator?

**A21:** *Fare collection and revenue management obligations of the Service Provider will be set forth in the RFP. See answer to question #10 for information on the TVMS and the associated requirements.*

**Q22:** Maintenance of Rolling Stock: Does CDOT wish to pursue a separate contract with

Amtrak to have Amtrak maintain the Hartford Line rolling stock? If so, does CDOT envision this contract as one that CDOT may cancel at its discretion in order to allow the Provider to take over that function?

*A22: These questions are unrelated to the RFQ and will not be addressed.*

**Q23:** Provision of Safety and Security Services: Please describe the functions the state envisions as constituting the provision of “safety and security” at stations, station facilities and parking facilities, and please describe how those functions will interact with the services provided by Amtrak Police at those same facilities.

*A23: The provision of safety and security will be detailed in the RFP. Cooperation with federal, state and local law enforcement is expected.*

**Additional Questions from the Meeting at CTDOT held on January 15, 2015:**

**Q24:** Will today’s presentation be posted?

*A24: Yes. It will also be available on the [RFQ] website [/www.biznet.ct.gov/SCP\\_Search/BidDetail.aspx?CID=34451/](http://www.biznet.ct.gov/SCP_Search/BidDetail.aspx?CID=34451/).*

**Q25:** If a proposer decides to joint venture, are they still held to the page limitations?

*A25: A joint venture is considered one entity for the purpose of SOQ submission. Pursuant to Section 3.F of the RFP, each joint venture participant must submit a letter with the SOQ stating the participant’s agreement to bid as a joint venture with the other joint venture participant. These letters will not count toward the page limitation. However, all joint venture proposals must comply with all other page limitation requirements.*

**Q26:** If NTP is in the first quarter of 2016, how long will mobilization be?

*A26: This information will be provided to shortlisted firms in the RFP. Service launch is anticipated to be in late 2016.*

**Q27:** Can you comment on the status of the TVM[S] process?

*A27: It is on the street. Bidder questions have been submitted, and answers have been posted on the biznet website.*

**Q28:** Can you elaborate on the scope of [TVMS] procurement?

**A28:** *It will not be included in the scope of this work. [See response for Question #10.]*

**Q29:** How will dispatching be handled? Will the State have someone in an oversight position in the dispatching office?

**A29:** *Dispatching will be done [by] Amtrak [and Metro-North CSX, and Pan Am as required]. CTDOT is currently in negotiations with Amtrak regarding an Access Agreement. The State does not foresee the need for a state oversight position since it will be state sponsored service and the Service Outcomes Agreement provides more control.*

**Q30:** Will scoring for qualification documents carry forward into the RFP or will there be a clean slate once you have shortlisted firms?

**A30:** *It will be a clean slate.*

**Q31:** Will existing Amtrak service be incorporated as one schedule/fare structure? Will Amtrak trains still make the same local stops?

**A31:** *Fare structures will be different. For now, all stations are currently existing Amtrak [station] stops. The new State Street [New Haven] station will come online in 2017, and it is [to be determined] if [Amtrak intercity] service will stop there.*

**Q32:** How are you incorporating bus service?

**A32:** *Bus berths have been incorporated into the station designs. Any ideas for seamless transitions will be entertained.*

Responder acknowledges receipt of Addendum #1 and must sign and return this page with their SOQ.

Responder: \_\_\_\_\_

Authorized Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

If a joint venture, include authorized signature from each joint venture participant.

Joint Venture Responder: \_\_\_\_\_

Participant 1

Authorized Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Participant 2

Authorized Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_