

## **Metro-North Railroad and The Long Island Rail Road Company**

### **REQUEST FOR INFORMATION NO. 081908**

#### **M9 RAIL CAR SPECIFICATIONS**

##### **I. Purpose of Request For Information**

Metro-North Railroad (“MNR”) and The Long Island Rail Road Company (“LIRR”) are developing their new M-9 Rail Car Specification in connection with plans to buy up to 264 Base Cars for LIRR in connection with opening day service to Grand Central Terminal in 2015 and up to 740 Additional Cars, all or some of which may be a different configuration than the Base Cars. The purpose of this Request for Information (“RFI”) is to assist MNR and LIRR (collectively, the “Railroads”) in formulating their Specification for the purchase of M-9 Cars. In addition, this RFI will assist the Railroads in obtaining other relevant information to enable them to gain insight into key areas relating to the M-9 Rail Car specifications.

The Specification for M-9 Base Cars and M-9 Additional Cars is currently being developed and will become the basis for a joint procurement between MNR and LIRR. There are several areas of the Specification described in Section III below where input from car builders is desired to ensure the Specification balances the Railroads’ needs. The M-9 Specification shall draw upon the information provided in response to this RFI as well as proven designs implemented by other railroads, operators and like industries. The Railroads estimate that the M-9 Rail Car specification will be finalized in the second quarter of 2009.

##### **II. Background**

###### **Metro-North Railroad**

MNR is the second largest commuter railroad in North America, covering territory extending over 90 miles outside of Manhattan through seven counties in New York State and two counties in the State of Connecticut. MNR is one of the operating agencies of the Metropolitan Transportation Authority (MTA), along with the following other agencies: MTA Long Island Rail Road; MTA New York City Transit, MTA Bridges and Tunnels, MTA Long Island Bus and MTA Staten Island Rapid Transit.

MNR operates commuter rail service on three lines east of the Hudson River: The Harlem, Hudson and New Haven, which terminate in Manhattan at Grand Central Terminal. The Harlem and Hudson Lines operate solely in New York, while the New Haven Line operates in both New York and Connecticut.

M-9 Cars will operate on the Harlem and Hudson Lines (“H&H”). MNR currently operates commuter service on the H&H using M-7 Married Pair EMU Cars, built by Bombardier, as well locomotive-hauled coaches, also built by Bombardier. A fleet of M-3 EMU Cars is currently being operated but is scheduled for retirement coincident with the receipt of the new M-9 Cars.

## Long Island Rail Road

LIRR is the largest commuter rail system in North America. LIRR serves Long Island, New York and provides service to approximately 81 million passengers each year. There are 124 stations on LIRR and more than 700 miles of track on its two lines to the two forks of Long Island and eight major branches.

LIRR serves its electrified areas with two EMU fleets consisting of 170 M-3 cars built 1984-86 and 836 M-7 cars built 2002-06. These fleets are not interoperable and have virtually no interchangeable parts. Since the M-3's will be nearing the end of their useful life during the upcoming procurement cycle, they are not included in any efforts to attain interoperability or interchangeability with any new equipment.

### **III. Technical Areas Under Consideration**

The specific technical areas where the Railroads wish to obtain information in connection with specification development are the following:

1. Interchangeability: Interchangeability is the ability to have system components, which possess form, fit and functional similarities with other rolling stock vehicles. This may range from partial interchangeability, limited to general sizing considerations such that existing shop equipment may be used with new equipment, to full interchangeability including the ability to source components from multiple vendors and, potentially, to interchange components from one car type to another.

The Railroads are considering both interchangeability between existing car types and the M-9, and future interchangeability between the M-9 and subsequent procurements.

The Railroads wish to include in the Specification the use of component and system interchangeability to achieve the following:

- Ability to obtain form, fit and function information (including physical characteristics and software protocols) free of proprietary limitations, so as to allow multiple sourcing of equipment and "swapping" of units between car types.
- Ways to reduce additional training of operators, mechanics, and technicians.
- Reduction of on hand test equipment and special tools required to operate and maintain multiple fleets of cars.
- Ways to lessen the impact on the Railroads' existing facilities and infrastructure by the use of similar components or separate shop facilities to accommodate different jack spacing, crane lifting hooks, or other unique material handling requirements.

The Railroads request that you provide information, ideas and concerns related to developing a Specification that will achieve interchangeability as described herein.

2. Interoperability: Interoperability between different types of rolling stock vehicles may range from partial interoperability, limited to trainline functions for use in non-revenue service, to full, data network interoperability providing the ability of operating two unique car types in one train consist in revenue service with full functionality. Interoperability is necessary in order for the Railroads to meet the growing demands for service in an increasingly difficult funding environment. The ability to operate mixed consists allows the Railroads to better meet customer needs, by providing maximum flexibility in the use of limited rolling stock resources. Interoperability also reduced stress on shops and yards and in Railroad operational functions, such as switching requirements.

Interoperability (and interchangeability) also will provide benefits to the industry, by increasing competition; removing blocks from entering new markets; and rewarding innovation and excellence.

The Railroads are considering including both backwards-compatible interoperability (between existing car types and the M-9) and future interoperability between the M-9 and subsequent procurements in the Specification.

In particular, the Railroads wish to obtain information, ideas and concerns regarding the use of open source and non-proprietary software in train data networks or any other aspect of interoperability.

Please also note if you support industry-wide standards and protocols that will allow foster both interchangeability and interoperability, and allow multiple vendors to supply data networks, parts and systems.

3. Sustainability: Sustainability is the Railroads' ability to meet its present needs in a manner that is as eco-sensitive and efficient as practical. The Railroads wish to identify areas where the Specification can include sustainability requirements. In particular, the Railroads wish you to provide information, ideas and concerns regarding:

- Regeneration of Energy – using wayside and/or on-board ultra-capacitors
- Weight Reduction
- HVAC Energy Reduction
- Interior Lighting Energy Reduction, such as LEDs

4. Proposed methods to increase seating capacity within the M-9 Rail Car, while staying within the existing maximum car width envelope.

5. Improved customer comfort and amenities.

Respondents should note that the Railroads are committed to achieving significant advancements in all of the above areas in their new car procurements.

## IV. Responses

### How to Respond:

Respondents that wish to provide information in response to this RFI should submit ten (10) copies of the information to the Railroads **by 5:00 p.m. on Friday September 19, 2008**. If possible, Respondents should submit information on CD. Please label all submissions: **RFI No. 081908**.

Copies of information/CDs should be sent to the following addresses:

MTA Metro-North Commuter Railroad  
Procurement and Material Management  
347 Madison Avenue – 14<sup>th</sup> Floor  
New York, NY 10017  
Attention: Al Muir, Deputy Director

MTA Long Island Rail Road  
90-27 Sutphin Blvd  
Mail Code, 0335  
Jamaica, NY 11435  
Attention: Jim Allen, Deputy Chief Procurement Officer

The Railroads will not be able to copy technical brochures and marketing information submitted by Respondents. Accordingly, Respondents should provide ten (10) copies of any technical brochures and marketing information submitted.

Companies that do not wish to provide responses to this RFI should complete and return the No Interest Response Form (Attachment A) to the Railroads. The No Interest Response Form should indicate the Company's reasons for not responding to this RFI. Failure to respond to this RFI will not preclude participation in any subsequent formal Request for Proposal.

Any inquiries regarding this RFI should be forwarded to Al Muir at (212) 340-2348 or [muir@mnr.org](mailto:muir@mnr.org).

The Railroads will review all responses to this RFI and may elect to schedule meeting(s) to discuss the RFI response(s). The Railroads intend to meet with those firms identified through the RFI process as being capable of providing viable solutions, which most closely meet the Railroads' requirements.



**Information Required:**

Written responses to this RFI should be brief (approximately five to ten pages) and may include the following information and submittals:

**A. Company Profile- Submittal A**

Provide the information requested below on a separate page entitled “Submittal A-Company Profile”.

1. Name of Company
2. Point of Contact
3. Headquarters Address
4. Type of Business Organization (Sole Proprietor/Partnership/Corporation)

**B. Technical Recommendations- Submittal B**

Provide the information requested below on a separate page entitled “Submittal B-Technical Recommendations”. This information is required for at least the following five areas.

1. Interchangeability
2. Interoperability
3. Sustainability
4. Increased seating capacity
5. Increased customer comfort and amenities

**C. Additional Recommendations – Submittal C**

Respondents are encouraged to provide additional information and recommendations, consistent with the objectives set forth in this RFI, that will assist the Railroads in developing a M-9 Rail Car specification that best meets their needs. Respondents should provide additional information on a separate page entitled “Submittal C – Additional Recommendations”.

**V. Estimated Schedule**

The Railroads intend to issue a Request for Proposal (“RFP”) following this RFI. The Railroads anticipate that the information they receive in response to this RFI will enable the Railroads to attain improved efficiencies in their future M-9 Rail Car procurement, while also addressing prospective proposers’ ideas and/or concerns prior to issuance of the RFP.

The proposed schedule for the RFI and RFP process is as follows:

- |   |                    |
|---|--------------------|
| • Submission of Information in Response to RFI    | September 19, 2008 |
| • Conduct and Complete Respondent RFI meetings    | September 30, 2008 |
| • Complete Technical specification                | May 2009           |
| • Advertise RFP for the Delivery of M-9 Rail Cars | June 2009          |
| • Contract Award                                  | February 2010      |

## **VI. Confidentiality**

All information submitted by Respondents shall remain confidential. In the event that the information submitted by a Respondent contains data that the Respondent does not want to be disclosed, the Respondent should specifically designate what information is confidential/proprietary. Such information will be treated as confidential, subject to any applicable laws and regulations including but not limited to New York State Freedom of Information Law.

## **VII. Reservation of Rights By the Railroads**

The Railroads, in their sole discretion, reserve the right, without liability, to modify and/or withdraw this RFI at any time without explanation, and/or to modify or waive any requirements contained herein. The Railroads reserve the right to use information, suggestions, and ideas contained in any response without obligation to the Respondent.

## **VIII. Disclaimer**

This RFI is issued solely for information and planning purposes and does not constitute a solicitation. Responses to this RFI are not offers and will not be accepted by the Railroads to form a binding contract. Respondents are solely responsible for all expenses associated with responding to this RFI. Responses to this RFI will not be returned. The Railroads are not obligated to use any of the information received in response to this RFI in developing their M-9 Rail Car specification.

ATTACHMENT A

REQUEST FOR INFORMATION NO. 081908

M9 RAIL CAR SPECIFICATION

**NO INTEREST RESPONSE FORM**

<b>COMPANY NAME:</b>
<b>ADDRESS:</b>
<b>CITY, STATE AND ZIP CODE:</b>
<b>FEDERAL ID NO.(IF AVAILABLE):   PHONE:   FAX:</b>
<b>RFI NO:</b>
<b>TITLE:</b>

**REASONS FOR NOT RESPONDING TO RFI**

(Check all that apply):

- RFI not within the specialty of the Company. (Please state Contractor's area of specialty below).
- Other. (Please explain in comment section below).

<b>COMMENTS – PLEASE USE ADDITIONAL SHEETS IF NECESSARY:</b>

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title