



**Locomotive Idle Reduction Program
Program Opportunity Notice (PON) 2982
Up to \$245,000 Available**

Applications accepted February 26, 2015 through July 15, 2015 by 5:00 PM Eastern Time*

The Locomotive Idle Reduction Program (the Program) seeks applications from short line railroads in New York State to install U.S. Environmental Protection Agency (EPA) SmartWay-verified idle reduction equipment on one or more of their locomotives. Applicants may choose to purchase and install either diesel- or electricity-powered idle reduction equipment, such as auxiliary power units (APUs) or shore connection systems (SCSs). Applicants must operate a short line railroad in New York State and must install the equipment on the locomotives used by their short line railroads.

Up to \$245,000 is currently available on an open-enrollment basis for the Program. Through this Program, funds may be awarded for up to a fixed amount for each type of equipment:

- \$25,000 per installation for EPA SmartWay-verified auxiliary power unit and/or generator set systems that are exclusively diesel-powered
- \$10,000 per installation for EPA SmartWay-verified shore connection system technologies that plug into an electrical outlet

Funds will be committed based on approved applications that meet the criteria described in Sections 2 and 3 of this document. Applications will be considered in the order they are received, beginning February 26, 2015 and ending July 15, 2015 at 5:00 PM Eastern Time.

Application Submission: NYSDERDA will accept applications by mail, hand-delivery, or electronic submission. If mailing or hand-delivering, applicants must submit one (1) paper copy of their application with a completed and signed Proposal Checklist. Mailed or hand-delivered applications must be clearly labeled and submitted to:

**Adam Ruder, PON 2982
NYS Energy Research and Development Authority
17 Columbia Circle
Albany, NY 12203-6399**

If submitting electronically, applicants must submit the application in either PDF or MS Word format with a completed and signed Proposal Checklist and Disclosure of Prior Findings of Non-Responsibility. For ease of identification, all electronic files must be named using the applicant's entity name in the title of the document. Applications may be submitted electronically by following the link for electronic submissions found on this PON's webpage, which is located in the "Current Opportunities" section of NYSDERDA's website (<http://www.nyserda.ny.gov/Funding-Opportunities/Current-Funding-Opportunities.aspx>). Instructions for submitting electronically are located in that section as Attachment E to this PON.

All Program questions should be directed to: Adam Ruder, (518) 862-1090 ext. 3411, adam.ruder@nyserda.ny.gov, or Dave McCabe, (518) 862-1090 ext. 3281, david.mccabe@nyserda.ny.gov. All Contractual questions should be directed to: Nancy Marucci, ext. 3335, nancy.marucci@nyserda.ny.gov.

*Late, incomplete, or unsigned applications will be returned. Faxed or e-mailed applications will not be accepted. Applications will not be accepted at any other NYSDERDA location other than the address above. If changes are made to this solicitation, notification will be posted on NYSDERDA's website at www.nyserda.ny.gov.

1. INTRODUCTION

More than 20 short line railroads operate in New York State, using locomotives of various ages, engine sizes and horsepower (HP) to move freight. These railroads provide a critical link in the transportation system, linking manufacturers with markets and enabling low-emission freight shipments throughout the state.

While shipping goods by railroad is cleaner than many other modes of transportation, such as trucking, railroad locomotives can improve their efficiency, cut their fuel use, and lower emissions by reducing the amount of time they idle. Locomotive engines use water as a coolant and must idle during cold weather months to prevent engine damage due to coolant freezing. Operating these engines at idle uses a larger amount of fuel compared to using idle reduction technologies such as auxiliary power units/generator sets (APUs) and shore connection systems (SCSs) to maintain coolant operating temperatures. The use of idle reduction technologies through the operation of APUs or SCSs also reduces greenhouse gas emissions and emissions of other harmful pollutants.

The Environmental Protection Agency (EPA) manages the SmartWay program to improve the fuel efficiency of freight movement in the United States. It is a partnership between the EPA and freight carriers nationwide. The SmartWay program tests and verifies technologies to improve aerodynamics, lower friction, reduce idling, and reduce emissions. SmartWay has verified multiple models of locomotive APUs and SCSs as technologies that save fuel and reduce emissions.

In addition, NYSERDA supported a demonstration of APUs and SCSs on short line railroads in New York State in 2011 and 2012 to determine the potential energy, emission, and cost savings. Eleven locomotives were retrofitted with idle reduction technologies, preventing freezing during the winter months, saving more than 50,000 gallons of diesel fuel and reducing both air pollution and noise levels around rail yards. The project found an average return on investment of one to three years. The final report from the study can be found at <http://www.nyserda.ny.gov/-/media/Files/Publications/Research/Transportation/Demonstration-Idle-Reduction-Technology.pdf>.

The Locomotive Idle Reduction Program (the Program) will help short line railroads in New York State install idle reduction technologies on their locomotives to help reduce fuel use, emissions, and operating costs.

2. PROGRAM REQUIREMENTS

Applicants must operate a short line railroad in New York State and must install the equipment on the locomotives used by their short line railroads.

Upon installation of a qualified idle reduction technology on a short line railroad locomotive, NYSERDA will reimburse applicants the following amount:

- \$25,000 per installation for EPA SmartWay-verified auxiliary power unit and/or generator set systems that are exclusively diesel-powered
- \$10,000 per installation for EPA SmartWay-verified shore connection system technologies that plug into an electrical outlet

As of February 26, 2015, EPA's SmartWay Technology Program has verified four companies' auxiliary power unit and/or generator set systems for locomotives. Applicants can receive \$25,000 per installation of a verified locomotive auxiliary power unit and/or generator set system from one of the following companies:

- Hotstart, Inc. (Listed on EPA website as Kim Hotstart Manufacturing Company)
- Power Drives, Inc. (model DWS-APU)
- IMPCO Technologies Canada, Inc./IMPCO Ecotrans Technologies (listed on EPA website as Proheat Ecotrans L.P.)
- StarClass Rail, Inc. (Rail-Star 100)

As of February 26, 2015, EPA's SmartWay Technology Program has verified three companies' shore connection system technologies. Applicants can receive \$10,000 per installation of a verified locomotive shore connection system technology from one of the following companies:

- Hotstart, Inc. (Electric Driven Heating Systems) (Listed on EPA website as Kim Hotstart Manufacturing Company)
- Norfolk Southern Hot Start System (NSHSS)
- Power Drives, Inc. (model DWS-120 fuel operated heater)

Check the current EPA SmartWay-verified technology listings at

<http://www.epa.gov/smartway/forpartners/technology.htm>. EPA verifications may be updated any time.

Locomotives retrofitted with idle reduction technologies through the Program must be operated at least 200 hours per year. Each locomotive may only be retrofitted with one (1) idle reduction technology. Applicants may apply for installations of technology from one or more eligible vendors; they are not limited to purchasing from a single vendor.

Recipients must retain ownership of any locomotives retrofitted as part of the Program for at least five (5) years after the idle reduction technology is installed on the locomotive. Once NYSERDA confirms that an application complies with Program rules and procedures and that funding is available, it will issue a Contract Agreement. Installations of idle reduction technologies should be completed within five (5) months of the award date. Applicants may apply for extensions, which may or may not be approved at NYSERDA's sole discretion. Regardless of any other timeframes, all work must be completed, and NYSERDA must receive all invoices, by September 15, 2015.

Caps on the amount of funds awarded to a single applicant may be imposed for this funding, in which case notification will be posted on NYSERDA's website.

Recipients will be required to provide brief annual reports for five years following the installation of the equipment. Reports will include data on the operation of the locomotives including: fuel usage, hours used, hours spent idling before and after installation, maintenance events and costs, and other pertinent information.

3. APPLICATION REQUIREMENTS AND EVALUATION

Applications will be considered in the order they are received starting on **February 26, 2015**. Applicants must complete and submit **one (1)** copy of the completed application to the attention of Adam Ruder at the address on the front of this PON or submit the proposal electronically, following the instructions in Attachment E. The application will consist of:

- **Application Checklist (Attachment A)**, which must be signed by a person authorized to commit the organization;
- **Disclosure of Prior Findings of Non-Responsibility (Attachment B)**; and
- **Locomotive Idle Reduction Program Application Form (Attachment C)**, which requires information and documentation related to the selection criteria.

Applications will be reviewed for compliance with Program rules and procedures, eligibility, and completeness. **If NYSERDA receives an application that does not meet Program requirements or lacks the appropriate completed and signed documents, NYSERDA will either reject the application or contact the applicant for additional information regarding the applicant or the proposed project.** Faxed or e-mailed copies will not be accepted.

In **Attachment C**, applicants must answer the questions about their operations, schedule for retrofitting locomotives, and specific idle reduction technology chosen. Applicants must list the locomotives to be retrofitted and the type of idle reduction technology the locomotives will receive. All applications must include a price quote from at least one vendor of idle reduction technology.

NYSERDA will enter into an agreement with each entity awarded funds. A sample agreement is included with this PON as **Attachment D**.

Applications should not be excessively long or submitted in an elaborate format that includes expensive binders or graphics. Unnecessary attachments beyond those sufficient to present a complete, comprehensive, and effective response will not influence the evaluation of the application. Each page of the application should state the name of the applicant, the PON number, and the page number.

Partial awards are possible if NYSERDA does not have enough money to fully fund an application. NYSERDA will continue funding approved applications until either the funds are exhausted or the Program expiration date, whichever comes first.

4. GENERAL CONDITIONS

Proprietary Information - Careful consideration should be given before confidential information is submitted to NYSERDA as part of your proposal. Review should include whether it is critical for evaluating a proposal, and whether general, non-confidential information may be adequate for review purposes.

The NYS Freedom of Information Law, Public Officers law, Article 6, provides for public access to information NYSERDA possesses. Public Officers Law, Section 87(2)(d) provides for exceptions to disclosure for records or portions thereof that "are trade secrets or are submitted to an agency by a commercial enterprise or derived from information obtained from a commercial enterprise and which if disclosed would cause substantial injury to the competitive position of the subject enterprise." Information submitted to NYSERDA that the proposer wishes to have treated as proprietary, and confidential trade secret information, should be identified and labeled "Confidential" or "Proprietary" on each page at the time of disclosure. This information should include a written request to exempt it from disclosure, including a written statement of the reasons why the information should be exempted. See Public Officers Law, Section 89(5) and the procedures set forth in 21 NYCRR Part 501 <http://www.nyserda.ny.gov/About/-/media/Files/About/Contact/NYSERDA-Regulations.ashx>. However, NYSERDA cannot guarantee the confidentiality of any information submitted.

Omnibus Procurement Act of 1992 - It is the policy of New York State to maximize opportunities for the participation of New York State business enterprises, including minority- and women-owned business enterprises, as bidders, subcontractors, and suppliers on its procurement Agreements.

Information on the availability of New York subcontractors and suppliers is available from:

Empire State Development
Division For Small Business
625 Broadway
Albany, NY 12207

A directory of certified minority- and women-owned business enterprises is available from:

Empire State Development
Minority and Women's Business Development Division
625 Broadway
Albany, NY 12207

State Finance Law sections 139-j and 139-k - NYSERDA is required to comply with State Finance Law sections 139-j and 139-k. These provisions contain new procurement lobbying requirements which can be found at <http://www.ogs.ny.gov/aboutogs/regulations/advisoryCouncil/StatutoryReferences.html>. The attached Proposal Checklist calls for a signature certifying that the proposer will comply with State Finance Law sections 139-j and 139-k and the Disclosure of Prior Findings of Non-responsibility form includes a disclosure statement regarding

whether the proposer has been found non-responsible under section 139-j of the State Finance Law within the previous four years.

Tax Law Section 5-a - NYSEDA is required to comply with the provisions of Tax Law Section 5-a, which requires a prospective contractor, prior to entering an agreement with NYSEDA having a value in excess of \$100,000, to certify to the Department of Taxation and Finance (the "Department") whether the contractor, its affiliates, its subcontractors and the affiliates of its subcontractors have registered with the Department to collect New York State and local sales and compensating use taxes. The Department has created a form to allow a prospective contractor to readily make such certification. See, ST-220-TD (available at http://www.tax.ny.gov/pdf/current_forms/st/st220td_fill_in.pdf). Prior to contracting with NYSEDA, the prospective contractor must also certify to NYSEDA whether it has filed such certification with the Department. The Department has created a second form that must be completed by a prospective contractor prior to contacting and filed with NYSEDA. See, ST-220-CA (available at http://www.tax.ny.gov/pdf/current_forms/st/st220ca_fill_in.pdf). The Department has developed guidance for contractors which is available at <http://www.tax.ny.gov/pdf/publications/sales/pub223.pdf>.

Contract Award - NYSEDA anticipates making multiple awards under this solicitation. It may award a contract based on initial applications without discussion, or following limited discussion or negotiations. Each offer should be submitted using the most favorable cost and technical terms. NYSEDA may request additional data or material to support applications. NYSEDA will use the Sample Agreement to contract successful proposals. NYSEDA expects to notify applicants in approximately one week from the receipt of an application whether your application has been selected to receive an award.

Limitation - This solicitation does not commit NYSEDA to award a contract, pay any costs incurred in preparing a proposal, or to procure or contract for services or supplies. NYSEDA reserves the right to accept or reject any or all proposals received, to negotiate with all qualified sources, or to cancel in part or in its entirety the solicitation when it is in NYSEDA's best interest.

Disclosure Requirement - The proposer shall disclose any indictment for any alleged felony, or any conviction for a felony within the past five years, under the laws of the United States or any state or territory of the United States, and shall describe circumstances for each. When a proposer is an association, partnership, corporation, or other organization, this disclosure requirement includes the organization and its officers, partners, and directors or members of any similarly governing body. If an indictment or conviction should come to the attention of NYSEDA after the award of a contract, NYSEDA may exercise its stop-work right pending further investigation, or terminate the agreement; the contractor may be subject to penalties for violation of any law which may apply in the particular circumstances. Proposers must also disclose if they have ever been debarred or suspended by any agency of the U.S. Government or the New York State Department of Labor.

5. ATTACHMENTS

- Attachment A: Proposal Checklist
- Attachment B: Disclosure of Prior Findings of Non- Responsibility
- Attachment C: Locomotive Idle Reduction Program Application Form
- Attachment D: Sample Agreement
- Attachment E: Instructions for Electronic Proposal Submission