



Office of Procurement
RFQ MDOT-RLC-2025
Concession of Services for MDOT-Owned Freight Railroad Lines on Maryland's Eastern
Shore and in Delaware through Public-Private Partnership (P3)
Addendum #1
July 7, 2025

Addendum #1 is being issued to provide Answers to Questions submitted by Firms for the above-named RFQ. All information contained herein is binding on all offerors who respond to this RFQ.

Questions and Answers

Question 1. Could it be possible to extend the RFQ submission deadline for at least 30 business days?

ANSWER 1. The RFQ submission deadline will not be extended at this time.

Question 2. In case of being approved as a shortlisted proposer as an individual entity, could a partnership with third parties be formed after in order to strengthen the proposal?

ANSWER 2. Changes are permissible, however any proposed change will be subject to MDOT's consent and must conform to the requirements of the procurement documents. If a request is made to change any Principal Participant identified in its SOQ, the Proposer shall submit such information as may be required by MDOT to demonstrate that the changed team is just as good or better qualified than the team being replaced, as determined in MDOT's sole judgment. Failure to obtain approval for such changes may result in the disqualification of a Proposer, including any Shortlisted Proposer, by MDOT, so proposers are encouraged to notify MDOT and submit any changes as soon as possible during the procurement.

Question 3. As the freight railroad crosses from Maryland to Delaware. Wouldn't any legal issues be anticipated when crossing states?

ANSWER 3. No legal issues are anticipated. Interstate rail transportation enforcement, regulation, safety, and operations are set and managed by the Federal Rail Administration (FRA) and the Surface Transportation Board (STB); statutes governing FRA and STB are primarily found in U.S. Code, Title 49 – Transportation, Subtitle B, Chapters II and X. At an operations level, interchange and trackage rights agreements will provide additional operational governance.

Question 4. On page 30, in the SOQ requirements, number 10, an organizational structure is requested; however, in order to deliver the best possible structure, we need to know the number of assets to be managed, their condition, as well as the



conditions of the route and the market. In this regard, it is mentioned on page 20 that the information will only be shared through a data room with the short-listed proposers. Could you share this information with us so we can more appropriately meet the requirements?

ANSWER 4. The organizational chart required to be submitted includes Key Personnel, the Proposers and Principal Participants. There is adequate information provided in the RFQ to establish an organization to meet the requirements of the SOQ.

Question 5. The previous question also applies to key personnel requirements, number 11, in order to propose the most suitable personnel according to the requirements we would like to acknowledge the conditions of the assets, market, etc.

ANSWER 5. Please see response to RFC response #4.

Question 6. In the financial requirements section, they say Form I must be completed, but the description mentions Form H.

ANSWER 6. A change will be made in addendum #2.

Question 7. Could you provide us with advance information on the assets to be managed?

ANSWER 7. Access to the Data Room will be provided upon notification of shortlisting to the Shortlisted Proposers.

Question 8. Could you provide us with advance information on the condition of the assets, as well as their main characteristics?

ANSWER 8. Access to the Data Room will be provided upon notification of shortlisting to the Shortlisted Proposers.

Question 9. What would happen if an asset needs to be replaced?

ANSWER 9. The P3 Operator will be responsible for making the necessary capital improvements and maintaining the assets to a state of good repair (SOGR) standard, as further defined in the RFP and Contract Documents.

Question 10. How would the management of the trains be regulated? Through what type of contract?

ANSWER 10. The P3 Operator must provide its own locomotives, cars, vehicles, and related equipment necessary for freight rail operations; and safety, inspection, testing, and quality standards will be set and regulated by 49 CFR Parts 229 and 1033. No additional contract is needed for P3 Operator owned locomotives, cars, vehicles, and related equipment necessary for freight rail operations.



Question 11. When I click on the Technical Questionnaire link (in EMMA) when circled I only get the attached Excel, which doesn't really have any data to fill in. Same thing with Financial Questionnaire

ANSWER 11. Please note that MDOT is not utilizing the questionnaire functions in eMMA for this solicitation. Any links labeled 'Technical Questionnaire' or 'Financial Questionnaire' can be disregarded.

Question 12. Will there be existing trains/locomotives provided to the private developer? Or are they expected to source them?

ANSWER 12. The P3 Operator must provide its own locomotives, cars, vehicles, and related equipment necessary for freight rail operations; and safety, inspection, testing, and quality standards will be set and regulated by 49 CFR Parts 229 and 1033.

Question 13. My question is whether I can submit for BPM051767 (REQUEST FOR QUALIFICATIONS For Concession of Services for MDOT-Owned Freight Railroad Lines on Maryland's Eastern Shore and in Delaware through Public-Private Partnership (P3)) if I currently do not have an active service area in the State of Maryland.

ANSWER 13. The section in eMMA is completely voluntary and doesn't affect the submission requirements for the Request for Qualifications (RFQ) for the MDOT-Owned Freight Railroad Lines P3 project.

End of Addendum #1

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