

**Washington Metropolitan Area Transit Authority
RFI for Inverter System or Reversible DC Substation
System**

Industry Questions / WMATA Responses

June 9, 2017

Below are responses to questions that WMATA has received regarding the RFI published on May 24, 2017

No.	Question	WMATA Response
1	The RFI calls for a 2MW inverter. Please clarify if this is 2MW peak, or 2MW continuous. For example, a 2MW peak inverter, would have a 1MW continuous rating. A 4MW peak, would have a 2MW continuous rating.	Our analysis was based on the RMS (Root Mean Square) values/analysis and not the peak values.
2	In order to make a recommendation, can you give us the train weight, and at which speed it is going when is start to decelerating coming into this area of Potomac yard station? Perhaps we can recommend the size of the inverter.	The train information can be provided at a later time and is not necessary for the size that we are asking for at this time.
3	In the 13X 13 feet real-estate allocation, does this have to include the additional equipment (such as transformers and switchgear) or is this real-estate only for the inverter system?	The 13 X 13 feet space does not include equipment such as transformer or switchgear, however we can add a protective device or circuit breaker to an existing DC and AC switchgear line ups.
4	As part of the RFI answers, is WMATA also looking for budgetary pricing information on the proposed system?	There is no mention of pricing, so I'm assuming this is purely for technical details. As indicated in the RFI, this is not a procurement, it is a request for information only. Therefore, no pricing information is being requested or desired at this point. Only to determine what products or technologies are available that would meet the requirements stipulated.

No.	Question	WMATA Response
5	Our current traction power system can work without the inverter system. The inverter system is used mainly for capturing the regenerative power from the trains and for energy saving purposes; mainly convert DC (from the third rail) to AC and send this energy to the high voltage grid.	The purpose of the RFI is to determine what inverter systems exist that will meet the requirements outlined in the RFI. WMATA is not seeking to replace the entire traction power system at this time, and therefore needs to determine who has inverter systems that can meet our current needs.
6	As this RFI is related to Traction Power Equipment, please confirm that any future procurements would fall under the Rolling Stock provisions of Buy America (49 U.S.C. 5323(j) and 49 C.F.R. Part 661).	In accordance with Page 3 of the RFI “the provider of the inverter must be able to certify compliance with 49 U.S.C. 5323(j) and 49 C.F.R. Part 661, which provide that Federal funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States, unless a waiver has been granted by FTA or the product is subject to a general waiver. General waivers are listed in 49 C.F.R. 661.7.” This is a requirement that must be met.

If you have other questions or comments, please contact me directly.

Sincerely,

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