



DEPARTMENT OF ENVIRONMENTAL PROTECTION

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**MONTGOMERY COUNTY GOVERNMENT
SOLICITATION AMENDMENT 2
DEP-RRM-101121**

December 16, 2021

FOR THE REQUEST FOR INFORMATION (RFI) OF: **Municipal Solid Waste Acceptance,
Processing, Transportation, and Disposal Services**

DESCRIPTION OF AMENDMENT

- I. The due date and time for proposals/bids **HAS NOT CHANGED** and remains as follows.
 - A. The revised due date and time to respond to the RFI is:
January 28, 2022 by 4:30p.m. EST
Responses must be submitted by email only to:
Marilu.Enciso@MontgomeryCountyMD.gov.
- II. Questions and Answers regarding the RFI follow as Attachment A.

THERE ARE NO OTHER CHANGES.

END OF AMENDMENT 2

ATTACHMENT A

QUESTIONS AND ANSWERS

- QUESTION 1.** Can you please provide a list of equipment including manufacture and model number used by Covanta to run the site? Please include the number of intermodal containers, rail cars, loaders, dozers, yard tractors, etc.
- RESPONSE:** The Transfer Station Equipment Inventory is available for download from the RFI page at <https://www.montgomerycountymd.gov/DEP/Procurement/RFI-DEP-RRM-101121.html>.
- QUESTION 2.** What is the build date, ownership make, and model of all equipment currently associated with the rail operation?
- a. Intermodal containers
b. Railcars
c. Container handling equipment (gantries, yard tractors, chassis)
- RESPONSE:** The MSW and Yard Trim Container Inventory is available for download from the RFI page at <https://www.montgomerycountymd.gov/DEP/Procurement/RFI-DEP-RRM-101121.html>.
- QUESTION 3.** Is the remaining equipment owned by the County or Covanta?
- RESPONSE:** Ownership of each piece of equipment is identified on the rail container and Transfer Station Equipment inventories.
- QUESTION 4.** Would all rail equipment used in the existing operation be available to a new operator?
- RESPONSE:** All rail equipment owned by the Project, Authority and/or County can be available.
- QUESTION 5.** Does the County prefer the Contractor to provide and own all railcars and containers, or would the County prefer to control/own those assets?
- RESPONSE:** In their response, the Contractor is encouraged to state their preference for ownership of the current or proposed rail equipment. The Contractor's response should address the type and quantity of rail equipment needed.
- QUESTION 6.** The current operation uses double-stacked single well railcars with 40' containers – other equipment configurations are possible. Does the County have any specific preference as to how the operation is designed and configured, or would the County like to see how alternative rail equipment configurations might impact operational efficiency, cost, and capacity?
- RESPONSE:** The County does not have a specific preference for the design and configuration of the Transfer Station operation. The County is interested in designs and configurations capable of increasing operational efficiency, reducing safety risks, increasing capacity, and reducing costs. Respondents are encouraged to include their concepts for design and configuration changes in their responses.
- QUESTION 7.** Are there any restrictions or requirements that might affect the rail operation that need to be incorporated into planning, such as switching and operating hours, local community restrictions, container design requirements, transfer station equipment or loading equipment compatibility, capacity, tonnage limits, or other restrictions?
- RESPONSE:**
- Using the current railcars, the Transfer Station railyard can accommodate trains with a maximum of 47 cars with a maximum of 94 containers
 - No switching is required on the rail line to the MCRRF

- The CSX line to the MCRRF is a single track, employed by commuter, freight, and the MSW trains to the MCRRF
- The current rail line to the MCRRF can accommodate double-stacked containers.
- The Contractor should determine if the rail line to their proposed final disposal or processing can accommodate the existing railcars with double-stacked containers
- Under the Refuse Disposal Permit, the Transfer Station may receive a maximum of 821,500 tons per year
- Transfer Station operations must comply with Montgomery County Noise Control Regulations.

Maximum Allowable Noise Levels in Montgomery County		
*Measured outside at the property line		
	Daytime: Weekdays: 7am - 9pm; Weekends & Holidays: 9am - 9pm	Nighttime: Weekdays: 9pm - 7am; Weekends & Holidays: 9pm - 9am
Non-Residential	67 dBA	62 dBA
Residential	65 dBA	55 dBA

More information on the County noise control regulations is available here: <https://www.montgomerycountymd.gov/DEP/contact/noise.html>.

- Transfer Station operations must also comply with the State of Maryland noise control regulations.

Maximum Allowable Noise Levels (dBA) for Receiving Land Use Categories			
Day/Night	Industrial	Commercial	Residential
Day	75	67	65
Night	75	62	55

More information is available on Maryland's Noise Control Regulations is available here: <http://mdrules.elaws.us/comar/26.02.03.02>

QUESTION 8. Has the County had any discussions about a potential change in the rail operation with CSX, and how that might impact local rail service?

RESPONSE: The County and the Northeast Maryland Waste Disposal Authority have not discussed potential changes in rail operations or service needs at the Transfer Station with CSX.

QUESTION 9. Does the County have any standards or requirements for extra or backup rail equipment to be incorporated into the planning?

RESPONSE: The County expects respondents to employ their experience and expertise in large scale transportation and disposal of MSW to determine the type and quantity of railcars and MSW containers needed for this application.

QUESTION 10. Can you please provide the number of containers shipped per day to the RRF for the past year?

RESPONSE: The daily CSX Reports for FY 2021 and FYTD 2022 is available for download from the RFI page at <https://www.montgomerycountymd.gov/DEP/Procurement/RFI-DEP-RRM-101121.html>.

QUESTION 11. Who pays for the utilities? If the Contractor has to pay for the utilities, can you please provide the cost for the past year?

RESPONSE: Under the current Service Agreement, the Contractor pays the utilities. The contractor may submit utility bills as a pass-through cost on their monthly invoices up to the cap amount. The FY 21 utility bills are shown in the table below. Respondents are encouraged to include their preference for billing and payment of utilities in their responses.

FY 2021 Transfer Station Utility Costs per Month													
Item	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL
Electric	\$ 23,678.24	\$ 21,055.14	\$ 22,181.19	\$ 21,158.86	\$ 21,988.31	\$ 16,850.45	\$ 23,232.00	\$ 21,621.11	\$ 24,154.40	\$ 26,093.19	\$ 24,047.91	\$ 23,880.55	\$ 269,941.35
Water & Sewer	3,360.05	3,153.58	2,655.49	2,676.97	3,008.84	(6,513.63)	2,556.37	2,593.17	2,072.86	3,077.95	4,295.95	2,196.28	25,133.88
Total	\$ 27,038.29	\$ 24,208.72	\$ 24,836.68	\$ 23,835.83	\$ 24,997.15	\$ 10,336.82	\$ 25,788.37	\$ 24,214.28	\$ 26,227.26	\$ 29,171.14	\$ 28,343.86	\$ 26,076.83	\$ 295,075.23

QUESTION 12. Will Covanta be willing to sell their equipment?

RESPONSE: The current contract with Covanta expires in April 2026. The County has no knowledge of Covanta’s plans for their owned equipment after April 2026.

QUESTION 13. Can you please provide the number of employees used by Covanta to run the site? Can you please break this down by loader operators, jockey truck driver, supervisors, etc.?

RESPONSE: Covanta does not provide specific staffing detail to the Authority or the County. The following staffing levels may vary depending on the time of year and monthly waste volume:

Compactor Operator	3	Jockey Truck Operators	3
Equipment Operators	3	Tipping Floor Traffic Control	1
Scale House Traffic Control	1		

QUESTION 14. What are the receiving days/hours of the transfer station?

RESPONSE: Transfer Station Hours are as follows:
7:00 a.m. to 5:00 p.m. Monday through Saturday (both entrances)
9:00 a.m. to 5:00 p.m. on Sunday (Route 355 entrance only)

QUESTION 15. How many hours per day does the transfer station operate and run trailers to the railyard?

RESPONSE: The Contractor operating day starts at 6:30 a.m. daily and ends 24 hours later. The Contractor is allowed to work onsite to clear the tip floor and pit and move waste to the railyard 24 hours a day. The Refuse Disposal Permit requires the tip floor and pit to be cleared daily by 6:30 a.m. before the beginning of the next workday.

QUESTION 16. Can you please provide drawings and dimensions of the building including the tipping floor and the compactor bay? Can you please provide a scale drawing showing the location of the buildings and railyard?

RESPONSE: Dimensional drawings of the Transfer Station, building, tip floor, and compactor are available for download from the RFI page at <https://www.montgomerycountymd.gov/DEP/Procurement/RFI-DEP-RRM-101121.html>.

QUESTION 17. How much has Covanta spent in the past few years on maintenance of the equipment owned by the County?

RESPONSE: Covanta is not required to share the cost of maintenance performed on equipment unless it is a pass-through cost.

QUESTION 18. Is any of the expense for repairs or rebuilding passed back to the County?

RESPONSE: Qualifying repairs that are not the responsibility of the Contractor are passed on to the County, as are claims from damages from customers for whom the Contractor cannot identify.

QUESTION 19. What is meant by Material Recovery and Biological Treatment Capacity in the landfill table on page 7?

RESPONSE: Material Recovery means additional sorting and processing to capture recyclables and/or organics. Biological Treatment Capacity means Anaerobic Digestion, composting, or similar processes to process organics captured from MSW before disposal.

QUESTION 20. Can you please extend the RFI due date to mid-February 2022? This RFI is requesting a lot of information. The Contractor may have to bring in consultants to address some of the environmental and social justice questions, GHG Emissions, etc.

RESPONSE: The County has extended the deadline for submitting questions to December 15, 2021, and extended submittals to January 28, 2022, through Amendment #1.