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November 25, 2025

**ADDENDUM NO. 03  
RFP 00002649**

**FOR**

**Streetcar Vehicles, Parts and Tools**

**Responses Due: January 30, 2026  
By: 4:00 pm**

This Addendum provides changes to the specifications for the above-entitled project to be considered by each respondent. Any changes made by this Addendum to said specifications offset only the portion of the words or paragraphs specifically mentioned herein, and the balance of the specifications remain in full force. It is the responsibility of all respondents to conform to this addendum.

This Addendum shall:

1. Delete Attachment F – Pricing Schedules (PDF Version) in its entirety and replace it with Updated Attachment F – Pricing Schedules in Excel format.
2. Add Attachment D – Exhibit E – Federal Requirements in its entirety to this solicitation.
3. Added the following drawings in their entirety to this solicitation.
  - a. Attachment D – Exhibit C.1 Alignment Drawings
  - b. Attachment D – Exhibit C.2 Existing Vehicle Drawings
  - c. Attachment D – Exhibit C.3 Shop Drawings
4. This Addendum shall respond to questions received up to November 20, 2025 for this RFP in the table below.

No.	QUESTION AND ANSWER
1	<b><u>QUESTION:</u></b> Can the City provide the documents requiring vendor input in Word and/or Excel format rather than in PDF?
	<b><u>ANSWER:</u></b> Yes, the following attachments have been updated and/or added in Buyspeed: <b><u>Converted to Word</u></b> Attachment B – Proposer Information Form Attachment C – Redaction Summary Form

	<p>Attachment D – Sample Contract  Attachment D - Exhibit A – Contractors Price  Attachment D - Exhibit B – Statement of Work  Attachment E – Sample Contract Exceptions and Deviations Form  Attachment I – Specification Functional and Technical Requirements Form  Attachment J – Civil Rights Data Collection Form  RFP 00002649 Project Information Packet Streetcar Vehicles Parts and Tools  RFP 00002649 Proposal Response Packet Streetcar Vehicles Parts and Tools</p> <p><b><u>Converted to Excel and Updated</u></b>  Updated Attachment F – Pricing Schedules</p> <p><b><u>Added Sample Contract Exhibits</u></b>  Attachment D - Exhibit E – Federal Requirements</p>
2	<p><b><u>QUESTION:</u></b>  Please provide details of the current and planned track alignment, particularly for the Montgomery Park and Waterfront Loop section, including:  1.Design track speeds for each section  2.Horizontal and vertical curve radii  3.Track gradients  4.Locations of catenary and non-catenary (off-wire) sections</p> <p>(Refer to Attachment D – Exhibit C – Technical Specification Page 4-6; Section 4.2.4; Section Heading: Alignment)</p> <p><b><u>ANSWER:</u></b>  The following Exhibits have been added to Buyspeed to address Question #2 of Addendum 03:</p> <p>Attachment D – Exhibit C.1 Alignment Drawings  Attachment D – Exhibit C.2 Existing Vehicle Drawings  Attachment D – Exhibit C.3 Shop Drawings</p>
3	<p><b><u>QUESTION</u></b>  Confirm the dimensional consistency between the vehicle length and the door positioning requirements.</p> <p>Refer to Attachment D – Exhibit C – Technical Specification Page 4-10; Section 4.4.4; Section Heading: Vehicle Body Dimensions And Section 4.4.5; Section Heading: Doorway and Door Dimensions</p> <p>Section currently states:  Vehicle length: Allowed range, measured over anticlimbers: 20 m to 21.5 m (65.6 ft to 70 ft  -----  21.5 m (70 ft) vehicle  Right hand platform stops: 13,035 mm (513 in) Left hand platform stops: 8,535 mm (336 in)</p> <p>Per Section 4.4.5, the cumulative dimension from the front bumper to the first ADA door on right hand platform (13,035 mm) plus the minimum door width (1,220 mm) and the distance to the first door on left hand platform (8,535 mm) results in a total of 22.79 m., which exceeds the specified maximum vehicle length of 21.5 m.</p> <p>Clarify an adjustment is intended to the overall vehicle length, or to the door spacing parameters, so that dimensional compliance can be achieved.</p>

	<p>Additionally, please provide the tolerance for the door position and between the set of double doors on each side. The calculated distance between the double doors is 4,500 mm (13,035 mm - 8,535 mm = 4,500 mm). Hence, 4,500 (±) 1,000 mm?</p> <p><b><u>ANSWER</u></b> The accessible door position left, and right is specified from the same Cab. Illustrated below for our current vehicle. It is expected that a longer vehicle's doors would fall at the same location as our existing vehicle's based on the centerline of the vehicle. The door labeled BP is an accessible door.</p> <p>Please refer to the drawings separately attached as: Addendum 03 Attachment 1 - Dimensional Consistency Drawing</p>
4	<p><b><u>QUESTION</u></b> Provide detailed information on the anticlimber design of the existing vehicles, including: 1.Height and vertical positioning relative to the coupler and track centerline 2.Length and geometric profile 3.Longitudinal location relative to the carbody reference point</p> <p>Refer to Attachment D – Exhibit C – Technical Specification Page 14-12; Section 14.4.3; Section Heading: Crashworthiness</p> <p>Section currently states: Demonstrate compatibility with existing vehicles under the scenarios specified in this section.</p> <p><b><u>ANSWER</u></b> Drawings of Anticlimber, Vehicle layout and Vehicle Envelope as the following Exhibits in Buyspeed:  Attachment D – Exhibit C.1 Alignment Drawings Attachment D – Exhibit C.2 Existing Vehicle Drawings Attachment D – Exhibit C.3 Shop Drawings</p>
5	<p><b><u>QUESTION</u></b> Refer to Attachment D – Exhibit C – Technical Specification Page 17-13; Section 17.1.4; Section Heading: Compatibility with existing vehicles</p> <p>Section currently states: The coupler must be mechanically compatible with the City's existing vehicle fleet for towing or pushing</p> <p>Question: To verify this compatibility, please provide detailed information regarding the existing fleet's coupler system, including: 1.Coupler type, manufacturer, and model (if possible ) 2.Coupler height and longitudinal positioning 3.Mechanical interface dimensions and engagement geometry 4.Any special adapter or alignment features used during towing/pushing operations</p> <p><b><u>ANSWER</u></b> Drawings of coupler type and location have been added to Buyspeed as Attachment D – Exhibit C.2 Existing Vehicle Drawings</p>
6	<p><b><u>QUESTION</u></b> Based on experience in previous projects in USA, the requirement proposed for the Maximum Conducted Emission of the vehicle in section 4.10.4 may not be necessary. The aim of the</p>

6	<p>Conducted Emissions limit is to protect track circuits in use in the infrastructure. However, it is not practical to use a generic limit to protect track circuits. The right way to do it is to define the appropriate limits for the actual track circuits in use in the infrastructure.</p> <p>With the generic limit as proposed in the technical specification, it is required to limit the conductive emission of the vehicle to 1A in the frequency range between 40Hz and 120Hz. To limit the conductive emissions to 1A in this frequency range, it is necessary to increase the input filter size with respect to the standard solution for this type of vehicles. It will impact the weight and efficiency of the vehicle.</p> <p>Please confirm if there are track circuits in this frequency range and, if that is the case, please specify the working central frequency of it and the current limit. It would be grateful if there is a specification of all existing types of track circuits in the entire frequency range specified in the table of column F. This information will allow us to design a more efficient solution for the input filter.</p> <p>Refer to Attachment D – Exhibit C – Technical Specification Page 4-22; Section 4.10.4; Section Heading: Conductive Emission Limits</p> <p><u>Section Currently States:</u> Conductive emissions will have a current limit (A RMS) defined as follows, when measured in accordance with Section 18:</p> <table border="1" data-bbox="305 863 1192 1178"> <thead> <tr> <th colspan="2">Conductive Emission Limits</th></tr> <tr> <th>Frequency</th><th>Limit</th></tr> </thead> <tbody> <tr> <td>30 Hz to 40 Hz:</td><td>10 A maximum</td></tr> <tr> <td>40 Hz to 120 Hz:</td><td>1 A maximum</td></tr> <tr> <td>120 Hz to 320 Hz:</td><td>10 A maximum</td></tr> <tr> <td>320 Hz to 600 Hz:</td><td>2 A maximum</td></tr> <tr> <td>600 Hz to 7 kHz:</td><td>Limit follows a smooth curve through 2 A at 600 Hz, 0.08 A at 2 kHz, 0.016 A at 4 kHz and 0.0046 A at 7 kHz</td></tr> <tr> <td>7 kHz to 31 kHz:</td><td>4.6 mA</td></tr> <tr> <td>31 kHz to 120 kHz:</td><td>0.5 mA</td></tr> </tbody> </table>	Conductive Emission Limits		Frequency	Limit	30 Hz to 40 Hz:	10 A maximum	40 Hz to 120 Hz:	1 A maximum	120 Hz to 320 Hz:	10 A maximum	320 Hz to 600 Hz:	2 A maximum	600 Hz to 7 kHz:	Limit follows a smooth curve through 2 A at 600 Hz, 0.08 A at 2 kHz, 0.016 A at 4 kHz and 0.0046 A at 7 kHz	7 kHz to 31 kHz:	4.6 mA	31 kHz to 120 kHz:	0.5 mA
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	<p><b><u>ANSWER</u></b> The City of Portland alignment has 60Hz and 100Hz track circuits.</p>																		
7	<p><b><u>QUESTION</u></b> Please confirm the committed number of vehicles in the Contract</p> <p>Refer to Exhibit B – Statement of Work; Page 1 Section B.1 Summary</p> <p>Section Currently States: Contractor shall provide up to fifteen (15) new streetcar vehicles to further its government operations for the Portland streetcar.</p> <p><b><u>ANSWER</u></b> The City of Portland intends to purchase 15 vehicles.</p>																		
8	<p><b><u>QUESTION</u></b> Please confirm the committed number of vehicles in the Contract</p> <p>Refer to Attachment D – Sample Contract; Page 2; Recitals</p> <p>Section Currently States: WHEREAS, the City desires to contract for up to fifteen (15) new streetcar vehicles to further its government operations for the Portland Streetcar.</p>																		

	<p><b><u>ANSWER</u></b> The City of Portland intends to purchase 15 vehicles.</p>
9	<p><b><u>QUESTION</u></b> The FTA places restrictions on extending the option period to a maximum period of 7 years. Could the City please confirm that the FTA restrictions will be complied with.</p> <p>Refer to Attachment D – Sample Contract; Page 10; Section 3.3.1 Amendment of the Contract</p> <p>Section Currently States: The City reserves the right to make administrative changes to the Contract unilaterally, such as extending option years and increasing compensation. An administrative change means a written Contract change that does not affect the substantive rights of the Parties.</p> <p><b><u>ANSWER</u></b> Yes, the City will comply with FTA requirements when using federal money.</p>

Please direct all questions and concerns to Kristina Kolata, Senior Procurement Specialist at 971-509-0713.

**End of Addendum**



Sylvester Donelson, Jr., Chief Procurement Officer

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