



Sylvester Donelson, Jr.
Chief Procurement Officer

Tracy Warren
Deputy City Administrator

Michael Jordan
Chief Administrative Officer

December 12, 2025

**ADDENDUM NO. 06
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. Update RFP 00002649 Project Information Packet Phase 1 Evaluation Criteria Page 10 as indicated below by deleting the following language from the solicitation. Deleted language is in ~~strikethrough~~.

Criteria	Maximum Phase 1 Scoring	Point Distribution by Subsection
2. Package 2 - Technical Proposal	400	-
i. Exceptions and Deviations		
1. Sample Contract	-	0
2. Technical Specifications	-	0

2. This Addendum shall respond to questions received up to December 12, 2025 for this RFP in the table below.

No.	QUESTION AND ANSWER
1	QUESTION Would the City of Portland consider purchasing a streetcar vehicle with OESS integration as an alternative to the 100 percent low-floor Technical Specification outlined in this RFP?
	ANSWER Yes, the City of Portland welcomes and is open to alternative solutions to the 100% low floor and other specifications for the streetcar vehicles that the vendor would be interested in proposing.

2	<p><u>QUESTION</u> Will proposing an alternate solution to the existing technical specifications cause any scoring deductions during the RFP evaluation stage?</p> <p><u>ANSWER</u> As indicated it Item # 1 of this Addendum 06, Exceptions and Deviations have been removed as independent criteria within the evaluation criteria, which was previously scored as a zero (0). Exceptions and Deviations may affect your proposal score, to the extent that any such exception or deviation that is proposed impacts the evaluative criteria in any particular area of the technical proposal of the RFP. Because scoring is subject to each evaluator, specific points will be awarded for each affected area as each evaluator sees fit.</p>
3	<p><u>QUESTION:</u> Please confirm that the AVL system (Init) will be furnished by the City to the Contractor free of charge. The Contractor will then provide wiring, installation, and verification of the equipment after installation. There is a contradiction, the first sentence states the "City will have a real-time..", while the 2nd sentence states "The Contractor will furnish..."</p> <p><u>Refer to:</u> Attachment D – Exhibit C – Technical Specification, Page 8-18, Section 8.12 Automatic Vehicle Loader (AVL)</p> <p><u>Section currently states:</u> The City will have a real-time traveler-information management and display system, such as Init. The Contractor will furnish the equipment, provide wiring, installation, and verification of the equipment after installation. The system will provide vehicle location, updated at regular intervals, using GPS. The system will use the vehicle GPS. The GPS antenna will mount on the roof, or in other location, optimized for satellite access. Coordinate the antenna location with other vehicle antennas to avoid interference.</p> <p><u>ANSWER:</u> Contractor to provide equipment.</p>
4	<p><u>QUESTION</u> The opening and closing speed of railway doors is inherently dependent on each supplier's system architecture, kinematics, and internal motion profile. These speed profiles are optimized by the supplier as part of their proprietary know-how and are not directly adjustable by the end user.</p> <p>In typical rail applications, what is adjustable is the overall opening and closing time, which automatically governs the resulting door speed within safe limits. Adjusting the cycle time is the accepted industry method for influencing door motion, rather than adjusting raw speed values.</p> <p>For this reason, door suppliers generally provide adjustment ranges in terms of opening/closing time (s.), not in speed (mm/s).</p> <p>Across the rail industry, a commonly accepted and proven range—already agreed with several U.S. authorities—is: <u>Opening/Closing Time:</u> <u>3.5 to 6.0 seconds ± 0.5 seconds</u></p>

	<p>This range ensures compliance with maximum allowable obstacle detection forces, as there is a direct correlation between cycle time, internal speed profile, and resulting forces. Lower cycle times increase forces; higher cycle times reduce them. Please clarify if the above timing can be followed</p> <p><u>Refer to:</u> Attachment D – Exhibit C – Technical Specification, Page 9-7, Section 9.6 Performance Requirements</p> <p><u>Section Currently States:</u> Door panel operating speed: Initial setting: 200 mm/s (8 in/s) in opening and 200 mm/s ion closing, plus or minus 30 mm/s (1.2 in/s), from time of first motion to the point of completion, including cushioning. Maximum door closing speed: 300 mm/s (12 in/s). Operating speeds will be adjustable by the City.</p>
	<p><u>ANSWER</u> Door speed is used as a performance requirement since the travel distance is unknown. The City is concerned with door kinetic energy (EN 14752 Annex I), which is directly related to door speed and the closing force on an obstruction. During design review the City would expect the Contractor to map door speed, kinetic energy, and expected impact force to open and closing duration. It is understood that door opening and closing time is the user adjustable parameter with regard to door speed.</p>
5	<p><u>QUESTION</u> The parameters listed under “Door Motion Control” are generally not independently adjustable in modern railway door systems. For most suppliers, the only adjustable parameter is the overall opening and closing time. Once the door cycle time is set, the system automatically determines the internal opening speed, closing speed, acceleration, deceleration, and force profile in order to meet safety and obstacle detection requirements.</p> <p>In other words, speed, acceleration, deceleration, and forces are byproducts of the internal motion profile, which is part of the supplier’s proprietary system tuning. End users typically do not have access to adjust these individual values.</p> <p>Hence, we would like to consider time values rather than speed values.</p> <p><u>Refer to:</u> Attachment D – Exhibit C – Technical Specification, Page 9-8, Section 9.8.2 Control and Monitoring</p> <p><u>Section Currently States:</u> Door motion control: Opening speed. Closing speed. Closing forces. Detection of stalls. Acceleration and deceleration. Door-close time delays.</p>
	<p><u>ANSWER</u> Technical Specification Section 9.8.2 states requirements for monitoring door motion internal to the door control unit, it is expected that after design review and approval of door testing the individual values will not be adjustable by the City; except as required per Section 9.8.3.</p>
6	<p><u>QUESTION</u></p>

	<p>Please clarify if the City is seeking to use inductive sensors along the door operator?</p> <p><u>Refer to:</u> Attachment D – Exhibit C – Technical Specification, Page 9-8, Section 9.8.2 Control and Monitoring</p> <p><u>Section Currently States:</u> Door Position Monitoring: Monitor continuously from fully opened to fully closed. For position sensing, provide non-contact proximity-type sensors not requiring adjustment. The position sensing is in addition to the position sensing requirements in the Interlock Requirements section, below.</p> <p>To comply with requirements 9.8.2.3.b and 9.8.2.3.c the bidder will use the door motor encoder that provide information of the position of the door. Please, do not include any other sensor that may unnecessarily worsen the reliability and maintainability of the Door System.</p> <p><u>ANSWER</u> The City does NOT intend to use inductive sensors.</p>
7	<p><u>QUESTION</u> Please clarify whether it will be acceptable to use the procedure stated in EN 14752:2019 Appendix D + A1:2021, where it is typical to measure a peak force of 300 N to 400 N during door closing.</p> <p><u>Refer to:</u> Attachment D – Exhibit C – Technical Specification, Page 9-12, Section 9.11.4 Maximum Force</p> <p><u>Section Currently States:</u> The kinetic energy contained within the door system during door closing will be less than or equal to, 10J (7.4 ft-lbf).</p> <p><u>ANSWER</u> The City intends to follow EN 14752, Appendix D, in principle. The Technical Specification Section 9.11.4 reduces the maximum kinetic energy during door closing to 10 J; EN 14752 section 5.2.1.4.2.3 requires a maximum of 20 J. The reduction in kinetic energy will proportionally reduce the peak force. The Technical Specification is written with the assumption that the Contractor will reduce the typical closing speed, to reduce the kinetic energy, see EN 14752 Annex I for calculation of kinetic energy. The exact reduction will be determined during design review of the door system.</p>
8	<p><u>QUESTION</u> Please clarify whether the intent of this requirement is to have one central device that restores any door to normal operation after an emergency release has been activated anywhere on the vehicle.</p> <p>Scope of Reset Functionality Is the City requiring this reset function to apply to both the interior and exterior emergency release devices, or only to the interior ones?</p> <p><u>Refer to:</u> Attachment D – Exhibit C – Technical Specification, Page 9-14, Section 9.12.4 Reset Device</p> <p><u>Section Currently States:</u> Comply with the following:</p>

	<p>Function: Restores doors to normal operating condition after use of the manual release mechanism.</p> <p>Operation: Operator Key.</p> <p>Location Within the door control panel or transom area above the doors.</p>
	<p><u>ANSWER</u></p> <p>The City is requiring a reset device at each door's interior manual (emergency) release, as typically used in US rolling stock. The exterior manual door release does NOT need a reset device. An updated Exhibit C – Technical Specification will follow in a future addendum to clarify this requirement.</p>
9	<p><u>QUESTION</u></p> <p>The requirements for passenger seats do not directly indicate which seat and backrest material is preferred. Fabric plus cushioned upholstery is recommended to be defined for this Project</p> <p><u>Refer to:</u> Attachment D – Exhibit C – Technical Specification, Page 6-11, Section 6.5.3 Passenger Seats</p> <p><u>Section Currently States:</u> Materials will be consistent with intended use and performance requirements: Application considerations: Passenger safety, comfort, and durability; maintainability; and compliance with flammability, smoke emission, and toxicity requirements in Section 16. Visible structural materials: Brushed stainless steel, with 180 grit, horizontal finish. Formed synthetic frames, such as FRP or thermoplastics, may be considered but must comply with material requirements and flammability, smoke emission, and toxicity requirements. 3. Non-visible internal structures: Powder-coated steel or stainless steel.</p>
	<p><u>ANSWER</u></p> <p>The City has replaced all fabric seats on their current fleet, please propose a solution which is easily maintainable and replaceable.</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

bt :kmk