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December 23, 2025

**ADDENDUM NO. 07
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 D – Exhibit C – Technical Specification in its entirety and replace it with Updated Attachment D – Exhibit C – Technical Specification. *Please see page ii. of the updated Technical Specification for a Revision History.*
2. This Addendum shall respond to questions received up to December 23, 2025 for this RFP in the table below.

No.	QUESTION AND ANSWER
1	<p><u>QUESTION</u></p> <p>In the introduction of the question there is no limit in time, looking backwards, of the Projects that could be identified in this section. But, at the same time, in the "third-to-last" bullet point it is said to "Describe past performance...within the last ten (10) years". And that limit on time (last 10 years) seems to be applicable only to the two last bullet points questions.</p> <p>Please, clarify what is the overall time period in which Project experiences are valid for all questions as a whole. It is suggested the 2016-2025 period (10 years) as the time period in which should be included all the Project Experiences to be displayed</p> <p><u>Refer to:</u> Proposal Response Packet, Page 8, Section 8.d.1. Qualifications</p> <p><u>Section Currently States:</u> The Proposer shall provide a description of its recent design and manufacturing experience in providing streetcars and light rail vehicles, including the streetcar proposed to the City, and fleets presently under design and/or construction and highlighting streetcars and low floor light rail vehicles. Include the following for each vehicle order:</p>

	<ul style="list-style-type: none"> • Purchasing Agency • Contact person (including name, title, phone number, and e-mail address) at the Purchasing Agency. the City may discuss any aspect of contract performance with each named individual. the City also reserves the right to discuss the Proposer's performance with other individuals at its discretion. • Order size • Schedule performance in delivery of the vehicles, i.e., original contract requirements v. actual delivery • Differences between the vehicle supplied and the vehicle specified herein • Revenue service miles accrued to date (if any) • Describe past performance, including all contracts awarded with similar responsibility and scope within the last ten (10) years. • Identify how the Proposer met or did not meet a prior contract production schedule. • Explain if the Proposer has been late on prior contracts schedules and/or has the Proposer ever been assessed for liquidated damages (LDs) or have LDs been waived on previous contracts.
	<p><u>ANSWER</u></p> <p>Confirming that this time period is the past 10 years.</p>
2	<p><u>QUESTION</u></p> <p>The bidder has identified only 11 major subcontractors overall, those belong to the the following major systems: Electronic Controls (Section 7), Communication System (Section 8), Passenger Doors (Section 9), HVAC (Section 10), Lighting (Section 11), Electrical (Section 12), Propulsion (Section 13), Carbody (Section 14), Truck (Section 15), Brakes (Section 16), Coupler (Section 17).</p> <p>(The bidder has not identified "major subcontractors" for the following systems: Operators Cab (Section 5) and Interior and Exterior Appointments (Section 6).)</p> <p>Please, identify clearly which is the complete list of "thirteen major vehicle systems" for which the City is requesting to identify (major) subcontractors.</p> <p><u>Refer to:</u></p> <p>Proposal Response Packet, Page 10, Package 2 d. Qualifications – 4. Subcontractors</p> <p><u>Section currently states:</u></p> <p>d. Qualifications</p> <p>4. Subcontractors:</p> <p>Provide a list of all proposed subcontractors for this project.</p> <p>For each subcontractor proposed for each of the thirteen major vehicle systems, the Proposer shall provide a description of the subcontractor's relevant experience in the design and supply of that type system on streetcars or light rail vehicles. Include the following for each major system order:</p>
	<p><u>ANSWER</u></p> <p>Please note some major systems could have multiple defined systems, like TS Section 12.</p> <ol style="list-style-type: none"> 1. TS Section 5 Operator's Cab 2. TS Section 6 Interior and Exterior Appointments 3. TS Section 7 Electronic Controls, Software, and MDS 4. TS Section 8 Communication Systems 5. TS Section 9 Passenger Doors 6. TS Section 10 HVAC 7. TS Section 11 Lighting 8. TS Section 12 Electrical Equipment

	<p>9. TS Section 13 Propulsion System</p> <p>10. TS Section 14 Carbody</p> <p>11. TS Section 15 Trucks</p> <p>12. TS Section 16 Brake Systems</p> <p>13. TS Section 17 Coupler</p>
3	<p><u>QUESTION:</u> Please confirm that the APC 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 an automatic passenger ...", 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 8.11 Automatic Passenger Counting (APC)</p> <p><u>Section currently states:</u> The City will have an automatic passenger counter system, such as Init. The Contractor will furnish the equipment, provide wiring, installation, and verification of the equipment after installation.</p> <p><u>ANSWER:</u> Contractor to provide equipment.</p>
4	<p><u>QUESTION</u> While in the "d. Qualifications 4. Subcontractors" it is written that there are "thirteen major vehicle systems", in this "h. Detailed Information 1. System Suppliers" paragraph is referred to "two suppliers for each major subsystem".</p> <p>Please clarify what is the difference, if any, between "systems" (d. Qualifications; 4 Subcontractors) and "subsystem" (h. Detailed Information 1. System Suppliers)</p> <p>As requested in a previous question, please, identify the complete list of the "major subsystems"</p> <p><u>Refer to:</u> Proposal Response Packet, Page 16, Package 2 h. Detailed Information – 1 System Suppliers</p> <p><u>Section Currently States:</u> h. Detailed Information 1. System Suppliers The Proposer may identify a maximum of two suppliers for each major subsystem; suppliers may be proposed subcontractors to the Proposer or the Proposer may list itself as a supplier of any of the items. The City will notify the Proposer, as a result of the review of the Proposals, of any suppliers who have been found not compliant with the specification, or who have insufficient experience, or who are not acceptable to the City due to poor performance on previous programs, or who are unacceptable for other reasons.</p> <p><u>ANSWER</u> The Major Systems follow TS Sections 5 through 17, within each TS Section systems and subsystems are defined, the proposer may propose a maximum of two suppliers for each.</p>
5	<p><u>QUESTION</u> Please confirm that the ATS system (Siemens) will be furnished by the City to the Contractor free of charge.</p>

	<p>(Siemens is a carbuilder and a conflict of interest may arise, for obvious reasons. Irrespective of their participation on this procurement, the City will be in a much more competitive position to procure the vehicle-borne portion of the ATS system than any carbuilder in competition against Siemens)</p> <p><u>Refer to:</u> Attachment D – Exhibit C – Technical Specification, Page 8-18, Section 8.14.1 Automatic Train Stop (ATS)</p> <p><u>Section Currently States:</u> Provide the vehicle-borne portion of the ATS system (Siemens) in accordance with requirements described 36 in this Section. Provide vehicle ATS equipment completely compatible with the wayside equipment. Each 37 vehicle set of ATS equipment to be provided will consist of at least the following:</p>
	<p><u>ANSWER</u> The Proposer is required to furnish the equipment. On past procurements we have not had any conflicts of interest, since the ATS equipment is supplied by a different business group within Siemens.</p>
6	<p><u>QUESTION</u> To balance maintainability with performance, we propose using two different camera models from the same manufacturer and platform: 1) Cameras installed inside the vehicle (interior, front-facing and operator surveillance): Optimized for compact size and wide-angle coverage. 2) Exterior side-view cameras: Ruggedized with waterproof housing and heating elements for defrosting/defogging.</p> <p><u>Refer to:</u> Attachment D – Exhibit C – Technical Specification, Page 8-12, Section 8.7.2 Cameras</p> <p><u>Section Currently States:</u> 3. Maintainability: Use the same camera for all applications, interior and exterior. Choose lenses and enclosures as appropriate for each application.</p>
	<p><u>ANSWER</u> To clarify, the Technical Specification (TS) allows for different interior and exterior cameras.</p>
7	<p><u>QUESTION</u></p> <ol style="list-style-type: none"> 1. Please confirm that the interior ceiling height does not include the articulation area (area between car modules). 2. Additionally, this requirement may conflict with the requirement in section 8.4.11, "10. a. Low-floor section: Mount two as a pair, back-to-back, hung from the ceiling near the center, oriented transversely." Displays placed in the center of the ceiling may also impact the height in the passenger compartment. Please confirm that it is permissible to deviate from the 2184 mm requirement for the passenger information monitor mounting area and that a value of 1980 mm will be acceptable. 3. In the wheelchairs or mobility aids areas, where vertical handrails (stanchions) cannot be installed, ceiling handrails must be installed to provide adequate handrails for standing passengers (the wheelchairs or mobility aids place is unoccupied). These will extend into the standing area but will not be located in the aisle. Please confirm that a value of 1900 mm is acceptable in this area. <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> Interior ceiling height: Minimum including anything mounted on the ceiling in normal walking and standing areas</p> <table border="1" data-bbox="282 315 985 552"> <tr> <td>Vehicle length: Allowed range, measured over anticlimbers</td><td>20 m to 21.5 m (65.6 ft to 70 ft)</td></tr> <tr> <td>Nominal vehicle width:</td><td></td></tr> <tr> <td> Belt line:</td><td>2460 mm (97 in)</td></tr> <tr> <td> Door threshold:</td><td>2398 mm (94.4 in)</td></tr> <tr> <td>Height of roof equipment: Maximum (excluding pantograph) above TOR with new wheels at AWO, including roof shrouds</td><td>3600 mm (141.7 in)</td></tr> <tr> <td>Nominal low floor height above TOR:</td><td>355 mm (14 in)</td></tr> <tr> <td>Interior ceiling height: Minimum, including anything mounted on the ceiling in normal walking and standing areas</td><td>2184 mm (86 in)</td></tr> <tr> <td>Cab Interior ceiling height: Minimum</td><td>2000 mm (79 in)</td></tr> </table>	Vehicle length: Allowed range, measured over anticlimbers	20 m to 21.5 m (65.6 ft to 70 ft)	Nominal vehicle width:		Belt line:	2460 mm (97 in)	Door threshold:	2398 mm (94.4 in)	Height of roof equipment: Maximum (excluding pantograph) above TOR with new wheels at AWO, including roof shrouds	3600 mm (141.7 in)	Nominal low floor height above TOR:	355 mm (14 in)	Interior ceiling height: Minimum, including anything mounted on the ceiling in normal walking and standing areas	2184 mm (86 in)	Cab Interior ceiling height: Minimum	2000 mm (79 in)
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	<p><u>ANSWER</u> Typically, this requirement is for ceiling height and doesn't include signs and handrails, depending on the location of components they can be a non-compliance; details are needed to verify compliance with the TS. Please submit a deviation with your proposal for questionable components, so they can be addressed.</p>																
8	<p><u>QUESTION</u> The anticlimber drawings (Addendum 3) have been analyzed, and we noticed that the info regarding anticlimber height from Top of Rail is missing.</p> <p>Please provide this information to ensure proper alignment and compatibility of the proposed vehicle's CEM zones and structural interface geometry with the existing fleet.</p> <p><u>Refer to:</u> Attachment D – Exhibit C – Technical Specification, Page 14-12, Section 14.4.3 Crashworthiness</p> <p><u>Section Currently States:</u> Demonstrate compatibility with existing vehicles under the scenarios Specified in this Section</p> <p><u>ANSWER</u> TOR to bottom of anti-climber 635 mm (25 in) TOR to top of anti-climber 768 mm (30.25 in)</p>																
9	<p><u>QUESTION</u> In order to avoid over dimensioning of the LVPS System, we request not considering the track brake loads in both section "a." and section "c".</p> <p>By not considering these track brake loads, each LVPS would be dimensioned to support all DC loads that can simultaneously occur (except track brakes) together with the charging of the DC auxiliary battery, whilst having a 20% reserve capacity for optional and future loads. This is a very safe and reasonable way to proceed with LVPS dimensioning.</p> <p>If track brakes loads have to be considered as well (while also keeping 20% spare capacity), the LVPS might be too over dimensioned.</p> <p><u>Refer to:</u> Attachment D – Exhibit C – Technical Specification, Page 12-17, Section 12.8.3 Low-Voltage Power Supply</p> <p><u>Section Currently States:</u> The LVPS will have the following capacity:</p>																

	<p>a. Each LVPS or LVPS output channel will have sufficient capacity to maintain terminal voltage at the regulated value while simultaneously charging a dead battery and providing adequate power to all vehicle low-voltage dc loads, for all body sections, with the assumption that the other LVPS or output channel is not functioning.</p> <p>b. If necessary, the LVPS may limit its peak current during track brake applications, allowing the battery to supplement the loads.</p> <p>c. Each LVPS will have 20% reserve capacity for optional and future loads.</p> <p>ANSWER The TS allows for Track Brake loads to not be included in sizing the LVPS, item b. Typically, to reduce the size of the low voltage batteries, a reduced Track Brake load is used when sizing the LVPS(s).</p>
10	<p>QUESTION Proposal is done to monitorize and adjust timing as for doors. Forces and speed are the result of its adjustment. Speed profiles are part of the supplier know-how for motor control.</p> <p>Forces cannot be monitored as are result of the movement and kinematics, to measure them external devices are required.</p> <p>Refer to: Attachment D – Exhibit C – Technical Specification, Page 9-18, Section 9.17.7 Control System</p> <p>Section Currently States: Control and Adjustment The bridge plate control system will control and allow adjustment of the following, and similar features via laptop computer and software provided by the bridgeplate supplier:</p> <ol style="list-style-type: none"> 1. Extend speeds, forces, and timing. 2. Extend obstruction detection threshold force. 3. Retract speeds, forces, and timing. 4. Retract obstruction detection threshold force. <p>ANSWER The specification is written with regard to design requirements, it is understood that after design, door open and closing time will be used to adjust the speed, force, etc.</p>
11	<p>QUESTION Due to the fact that the TS allows the use of alternative solutions to be submitted to the City for possible approval, please do also change the text of this requirement to allow for alternative solutions to be agreed during Design Review</p> <p>Refer to: Attachment D – Exhibit C – Technical Specification, Page 6-5, Section 6.2.3 Interior Linings</p> <p>Section Currently States: 3. End walls, bulkheads, and door pocket panels: Cored construction, to be Approved by the City.</p> <p>ANSWER Please see Updated Attachment D - Exhibit C - Technical Specification included with this addendum which will allow for alternative design as Approved by the City.</p>
	<p>QUESTION The current specification sets the rollback detection distance at 75 mm, but field experience shows this value is prone to false positives caused by too early detections needed to comply with those 75 mm of braking distance. Increasing the detection distance to 200 mm provides a proven and more robust threshold, reducing unnecessary alerts while maintaining safety. This</p>

12	<p>adjustment is service-proven in similar projects and ensures greater reliability and operational stability</p> <p><u>Request:</u> Moving MC from motoring, to coast, or to brake: a. Design systems to detect and prevent rollback either by maintaining motor torque to hold the vehicle at zero speed, or by applying friction brakes upon detection of reverse motion. b. Maximum rollback distance detection (AW3 vehicle): 200 75 mm (7,8 3 in). Maximum speed during rollback (AW3 vehicle): 1.6 km/h (1 mph).</p> <p><u>Refer to:</u> Attachment D – Exhibit C – Technical Specification, Page 4-19, Section 4.7.14 Rollback Prevention</p> <p><u>Section Currently States:</u> Moving MC from motoring, to coast, or to brake: a. Design systems to detect and prevent rollback either by maintaining motor torque to hold the vehicle at zero speed, or by applying friction brakes upon detection of reverse motion. b. Maximum rollback distance (AW3 vehicle): 75 mm (3 in). Maximum speed during rollback (AW3 vehicle): 1.6 km/h (1 mph).</p> <p><u>ANSWER</u> Please see Updated Attachment D - Exhibit C - Technical Specification included with this addendum which will allow for alternative design as Approved by the City.</p>
13	<p><u>QUESTION</u> Why does the City want a non-contact proximity-type sensor for the retracted and locked position?</p> <p>Proposal would be a service-proven safety locking device that monitor it is normally locked and detect the state via internal switches that do not require any kind of adjustment. Electrical signals are only required to unlock the device.</p> <p><u>Refer to:</u> Attachment D – Exhibit C – Technical Specification, Page 9-18, Section 9.17.7 Control System</p> <p><u>Section Currently States:</u> Monitoring and Positioning Sensing The bridgeplate controller will monitor the performance and position of the bridgeplate to accomplish the following: 1. Detect stalls or obstructions over the full travel length. 2. Detect positioning on extension and retraction. 3. Detect lock status. 4. Retracted position and locked status will be via non-contact proximity-type sensors not requiring adjustment.</p> <p><u>ANSWER</u> Please see Updated Attachment D - Exhibit C - Technical Specification included with this addendum which will allow internal switches and alternative proposal as Approved by the City.</p>
	<p><u>QUESTION</u> Time elapsed between Contractual Shipment dates, and Contractual Delivery Dates looks excessive. This is the reason why we are assuming that the City perhaps is using the term "Contractual Delivery" incorrectly and we are also assuming that the term "Conditional</p>

14	<p>Acceptance" would be more appropriate based on the time elapsed. Please clarify if our assumption is correct.</p> <p><u>Refer to:</u> Exhibit B – Statement of Work, Page 3, Section B.3.1.1 Period of Performance</p> <p><u>Section Currently States:</u> Contractual Shipment of 1st SCV: No later than 36 months after NTP Contractual Shipment of 2nd SCV: No later than 39 months after NTP Contractual Shipment of 3rd SCV: No later than 41 months after NTP Contractual Shipment of 4th SCV through the 15th SCV: At a nominal rate of one vehicle per month, starting no later than 43 months after NTP and completing no later than 51 months after NTP</p> <p>Contractual Delivery of 1st SCV: No later than 41 months after NTP Contractual Delivery of 2nd SCV: No later than 44 months after NTP Contractual Delivery of 3rd SCV through 15th SCV No later than 46 months after NTP At a nominal rate of one vehicle per month, starting no later than 46 months after NTP and completing no later than 55 months after NTP</p>
	<p><u>ANSWER</u> Contractual Delivery should be Conditional Acceptance.</p>
15	<p><u>QUESTION</u> Post delivery Testing for Spare Parts, Special Tools, DTE, Manuals, Training is not required as normal practice. Please clarify</p> <p><u>Refer to:</u> Attachment D – Sample Contract, Page 42, Section B.2 Procedure and timetable for Acceptance of Non-SCV Goods, Services and Deliverables, and Work</p> <p><u>Section Currently States:</u> If the City does not perform Acceptance Testing within sixty (60) days after Delivery for such Work(s), any applicable warranty will begin sixty (60) days after Delivery.</p>
16	<p><u>QUESTION</u> It seems that paragraph contains two sentences with a portion of it that has been deleted, thus the meaning of the paragraph is not well understood. In any case, as indicated in the previous comment we do not understand the necessity to perform Acceptance Testing to Spare Parts, Special Tools, DTE, Manuals, Training</p> <p><u>Refer to:</u> Attachment D – Sample Contract, Page 43, Section B.2 Procedure and timetable for Acceptance of Non-SCV Goods, Services and Deliverables, and Work</p> <p><u>Section Currently States:</u> The City shall pay the costs of any testing it requests in addition to that Acceptance Testing performed by the City shall not relieve the Contractor of the responsibility for conformance to the Contract.</p>
	<p><u>ANSWER</u> Section 8.2 pertains to any items not addressed in Sections 8.3, 8.4, and 8.5.</p>

17	<p><u>QUESTION</u> In order to facilitate the analysis of the adapters needed, kindly provide the manufacturer of the vehicle lifting system along with the reference number.</p> <p><u>Refer to:</u> Attachment F – Pricing Schedules, Page 15, Special Tools</p> <p><u>Section Currently States:</u> H.5 Vehicle lifting adapters</p>
	<p><u>ANSWER</u> The City's current system uses 4 Portable car jacks. The OMF only has room for 4 Portable car jacks.</p>
18	<p><u>QUESTION</u> Please confirm that 1 set of 2 dummy bogies is requested.</p> <p><u>Refer to:</u> Attachment F – Pricing Schedules, Page 15, Special Tools</p> <p><u>Section Currently States:</u> H.2 Dummy Bogies</p>
	<p><u>ANSWER</u> 1 car set</p>
19	<p><u>QUESTION</u> Please confirm that 1 set of 2 Locked axle dollies is requested.</p> <p><u>Refer to:</u> Attachment F – Pricing Schedules, Page 15, Special Tools</p> <p><u>Section Currently States:</u> H.3 Locked axle dollies</p>
	<p><u>ANSWER</u> 1 set of 2 locked axle dollies</p>
20	<p><u>QUESTION</u> We understand that one set is being requested to elevate one complete Streetcar. Please confirm; otherwise, kindly specify the required quantity.</p> <p><u>Refer to:</u> Attachment F – Pricing Schedules, Page 15, Special Tools</p> <p><u>Section Currently States:</u> H.4 Portable car jacks</p>
	<p><u>ANSWER</u> 1 set, to lift 1 Car.</p>
21	<p><u>QUESTION</u> Kindly clarify what is meant by 'interior components.' We are unable to understand this indication, as lifting roof equipment is typically not used for interior components</p> <p><u>Refer to:</u> Attachment F – Pricing Schedules, Page 15, Special Tools</p>

	<p><u>Section Currently States:</u> H.13 Roof equipment lifting apparatus (including interior components)</p>
	<p><u>ANSWER</u> Please include lifting apparatus for components within an enclosure, for example traction inverter IGPT module.</p>
22	<p><u>QUESTION</u> Please confirm that the wheel press will be used for pressing on and pressing off the wheel.</p>
	<p><u>Refer to:</u> Attachment F – Pricing Schedules, Page 15, Special Tools</p>
	<p><u>Section Currently States:</u> H.18 Wheel pressing adapters</p>
23	<p><u>ANSWER</u> For pressing on and off wheels.</p>
	<p><u>QUESTION</u> We understand that this tool is the tooling needed for handling the vehicle coupler with the forklift. Please, confirm</p>
	<p><u>Refer to:</u> Attachment F – Pricing Schedules, Page 15, Special Tools</p>
24	<p><u>Section Currently States:</u> H.21 Forklift to vehicle coupler towbar</p>
	<p><u>ANSWER</u> Towbar is used to move a vehicle, by connecting to the vehicle coupler, with a forklift in the yard and shop.</p>
	<p><u>QUESTION</u> We understand that this tool is the tooling needed for handling the bogie with the forklift. Please, confirm.</p>
25	<p><u>Refer to:</u> Attachment F – Pricing Schedules, Page 15, Special Tools</p>
	<p><u>Section Currently States:</u> H.22 Forklift to bogie towbar</p>
	<p><u>ANSWER</u> Towbar is used to move a bogie with forklift.</p>
25	<p><u>QUESTION</u> We kindly request additional information regarding the main characteristics required</p>
	<p><u>Refer to:</u> Attachment F – Pricing Schedules, Page 15, Special Tools</p>
	<p><u>Section Currently States:</u> H.23 Oscilloscope</p>
	<p><u>ANSWER</u> A Data Acquisition system setup to perform Dynamic Qualification testing. Example, AstroNova TMX or DDX.</p>

26	<p><u>QUESTION</u> We kindly request additional information regarding the main characteristics required</p> <p><u>Refer to:</u> Attachment F – Pricing Schedules, Page 15, Special Tools</p> <p><u>Section Currently States:</u> H.25 Full set of Crimpers</p>
	<p><u>ANSWER</u> A set of Crimpers for each type of pin, lug, etc. used on the vehicle.</p>
27	<p><u>QUESTION</u> A hinged threshold introduces safety concerns, as passengers may step on the hinge mechanism, increasing the risk of slipping or tripping. In addition, a hinged design inherently reduces structural stiffness.</p> <p>To mitigate these risks and to provide a more robust service proven solution, please confirm whether a fully fixed threshold—forming a continuous ramped surface aligned with the bridgeplate platform and compliant with 49 CFR 38—would be acceptable.</p> <p><u>Refer to:</u> Attachment D – Exhibit C – Technical Specification, Page 9-17, Section 9.17.4 Ramp Configuration</p> <p><u>Section Currently States:</u> 1. Doorway threshold: a. Include an interior hinged portion that moves with the bridgeplate, such that the bridgeplate and doorway threshold form a continuous ramped surface.</p> <p><u>ANSWER</u> Our current fleet of vehicles, the bridgeplate, extends no more than 380 mm beyond the edge of the threshold when fully extended. The hinged requirement is to limit the length of the bridgeplate when extended from the vehicle. A hinge allows part of the ramp to be inside the vehicle.</p> <p>In addition, the shorter bridgeplate reduces carbody complexity around the carbody bridgeplate opening.</p> <p>Please see Updated Attachment D - Exhibit C - Technical Specification that adds this requirement.</p>
28	<p><u>QUESTION</u> The Proposer recommends that the City consolidate the information currently required under: Subcontractor Relevant Experience in d. Qualifications, and section 4. Subcontractors and System Suppliers in h. Detailed Information. As these sections appear to request overlapping details. This consolidation would help address the challenge posed by the page limit.</p> <p><u>Refer to:</u> Proposal Response Packet, page 10, Package 2, d. Qualifications - 4. Subcontractors h. Detailed information - 1 System Suppliers</p> <p><u>Section Currently States:</u> 1. Doorway threshold: a. Include an interior hinged portion that moves with the bridgeplate, such that the bridgeplate and doorway threshold form a continuous ramped surface.</p>

	<p><u>ANSWER</u> The City will not consolidate this information but instead has increased proposal page count from 100 pages to 250 pages as detailed in Addendum 04.</p>
29	<p><u>QUESTION</u> Stainless steel with permanently lubricated bearings Industry practice for guide rollers is to use steel bearings that require periodic lubrication, typically every 2–3 years. For linear guide applications, the bearings employed are linear bearings, which by design cannot be permanently lubricated. Additionally, stainless steel bearing components are not recommended, as their reduced surface hardness leads to unfavorable performance under Hertzian contact stresses, resulting in accelerated wear. Please confirm whether the City would accept the use of standard service proven steel bearings with scheduled lubrication, consistent with established rail industry practice.</p> <p><u>Refer to:</u> Attachment D – Exhibit C – Technical Specification, Page 9-17, Section 9.17.5 Material Component 2. Guide rollers (if used):</p> <p><u>ANSWER</u> Yes, the City of Portland would accept the use of standard service proven steel bearings with scheduled lubrication, consistent with established rail industry practice.</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