

CITY OF MILWAUKEE DEPARTMENT OF PUBLIC WORKS

Request for Proposals: Milwaukee Streetcar Project - Vehicle Procurement
 Official Notice # 70-2015

Responses to Requests for Clarification
 June 2, 2015

(THIS RESPONSE REPLACES THE RESPONSE DATED MAY 22, 2015)

TRACKING NO	VOL NO	SPEC SEC	RFP REQUEST	COMMENTS/QUESTIONS	RESPONSE
1-001	1	General		The "track alignment" documents provided in the RFP are in PDF format and our proposal engineers are having trouble with them. Is there anyway these can be provided in excel or in a more friendly/manageable format?	The track alignment documents provide were for reference and should be used for bidding purposes. PDF is the only current available format at this time. Updated information will be available following contract award.
1-002	1	General		In light of cost burdens borne by the City for utility relocation and OCS infrastructure, will the City accept streetcars proposed with On-board Energy Storage Systems enabling the vehicle to operate for 50% or more of the City's route independent of overhead catenary or other electric power charging systems? Will the City establish a proportional scoring evaluation which accounts for the inherent cost savings to the City from OCS related infrastructure costs that can be eliminated?	Proposals that meet the minimum specifications but offer an improvement will be given the appropriate consideration during the evaluation process. The scoring criteria will not be modified at this time.
1-003	1	General		On-board Energy Storage Systems capable of operating free of OCS and other power charging systems carry a weight penalty which reduces the total AW4 carrying capacity of the vehicle. Will the City permit a reduction in the AW4 rating to as low as 6.6pax/m2 plus AW1 to accommodate the benefits of an On-board Energy Storage System, or a comparable cost/benefit scoring which weighs off-line performance against crush load capacity?	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-004	1	General	Proposal Due Date	We respectfully requesting to extend the proposal due date, which is currently set on July 2nd, 2015, up to August 15th, 2015.	The Proposal Due Date of July 2, 2015 will remain in accordance with Addendum No. 1
1-005	1	1.3 B-2.4	Overall Vehicle Description	In the RFP instructions Section B-2.2 is missing	Section B-2.2 was errantly skipped in the numbering of sections. (Formal Addendum to follow)
1-006	1	1.3 B-2.4	8 second dwell time at each intermediate station	Does the City view this to be an accurate dwell time? Request for clarification. An 8 second dwell time is not a sufficient amount of time for the doors to open and passenger egress. Door cycling alone is expected to be about 8 seconds. 20 to 30 seconds would be a ore accurate estimation of dwell time at stations.	This requirement is included as a means of simulating the propulsion system design. This does not represent the normal operating cycle of the door system. The specification/provision as contained in the RFP shall be maintained as proposed without revision.

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1-007	1	1.3 B-5	Deviation and Exceptions	The text "Proposers are advised that extensive deviations that change the basic characteristics or performance of the vehicle or the nature of the procurement may be grounds to render the Proposal non-responsive." Can the City please elaborate on the extent of the deviations that change the "basic characteristics or performance" (emphasis added) would render a Proposal non-responsive? In other words, we have alternate designs that would save the City significant money as well as fit within the performance envelope, however, by bidding this alternate single design, since no alternate proposals are allowed, we do not want to forgo our rights to be in the competitive range and compete in the BAFO.	Proposals that meet the minimum specifications but offer an improvement will be given the appropriate consideration during the evaluation process.
1-008	1	1.3.1		To what address proposal shall be submitted to if submitted electronically?	The official submittal will be in hardcopy. The number of hardcopies shall be in accordance with Addendum No. 1 (ten copies). The electronic copy shall be submitted to Mr. Jeffrey Polenske at the following email address: jpolen@milwaukee.gov
1-009	1	1.17	Proposers checklist and section 5 forms (price forms)	RFP Volume 1 Section 1.17 Proposer's Checklist list (Schedule D - Test Equipment), But in Section 5 Forms, under price forms, there is no Schedule D, Test Equipment is listed in Schedule C Equipment and Special Tools. Please clarify if there should be a Schedule D - Test Equipment, or if this is a mistake in the Proposer's Check List.	Test Equipment is covered under Schedule C in Section 5. Part A.1 in Section 1.17 will be modified to read "Schedule C - Special Tools & Test Equipment". (Formal Addendum to follow)
1-010	1	1.19		Please add the following concept and definition: Excusable Delay means: "A delay caused by the City, any party under the control of the City, under contract with the City, or for which the City is otherwise legally responsible." Specific provisions will need to be negotiated and included within the Contract specifying that Contractor is not to be held liable or responsible for performance of the Contract to the extent that such failure to perform is attributable to an Excusable Delay. In addition, Contractor shall be entitled to Change Orders for time and money to the extent an Excusable Delay impacts Contractor's schedules or costs.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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1-011	1	GP-2.6	<p>The Contractor, except with written consent of the City, may not assign the Contract in whole or in part, except as provided in Section 2.24, Legal Relations, Paragraph D. Although the City will not unreasonably withhold its consent, the City reserves the right to assure that any proposed assignee has the financial capability and experience to carry out all remaining responsibilities under the Contract.</p> <p>The City may assign the Contract in whole or part, including assignment of option vehicles, and such assignment shall be subject to the consent of Contractor, and such consent shall not be unreasonably withheld. Any assignment of option vehicles to third parties hereunder shall be subject to FTA's guidance regarding "piggybacking" as set forth in Circular 4220.1F.</p>	<p>Would the City consider including a provision that allows the Contractor to assign the contract to an affiliate without the requirement to seek consent from the City? As is often the case with large public companies, vehicle suppliers are often reorganized, which requires the assignment of contracts under new legal entities of the same company.</p>	<p>No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision</p>
1-012	1	GP 2.8	<p>Any notice, order, direction, request or other written communication given by the City to the Contractor under the Contract shall be deemed to be well and sufficiently given the Contractor if delivered to the Contractor's appointed representative, or if hand carried, sent by mail, or sent by electronic means to the Contractor at the address, email address or fax number designated as that of the Contractor's appointed representative with receipt thereof acknowledged.</p> <p>Notice shall also be deemed to be well and sufficiently given three (3) working days after mailing said notice by registered mail to the Contractor's last known place of business.</p>	<p>Please advise how Contractor is to notify Customer.</p>	<p>Contractor to notify the Cities Authorized Representative in writing</p>

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1-013	1	GP 2.9	Suggestions to Contractor	Contractor requests deleting this provision since it introduces ambiguity. The Work is defined in the Contract, including the Specifications. If City wants a specific method or action to be modified or to have something new applied, it should be agreed upon and modified in a Change Order. Otherwise, it is not reasonable to make a suggestion that is not binding and at the risk of Contractor.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-014	1	GP 2.10	The Contractor shall give the notices, file information and pay taxes, deductions and premiums as may be required by law and shall comply with all laws, ordinances, permit requirements, rules and regulations pertaining to the conduct of the Work, wherever performed.	Can the City indicate what taxes are applicable to the project and the Contractor will be responsible for?	In accord with Wis. Stats. secs. 77.54(1) and (9)(a), the City of Milwaukee is exempt from paying sales and use taxes when making purchases and, as such, the price proposal shall not include Wisconsin sales tax on the final product. However, the contractor shall be responsible for applicable sales and use taxes for all vehicle components and such costs shall be reflected in the price proposal.
1-015	1	GP 2.14 C	The Contractor, without additional cost to the City, shall replace any materials or equipment not conforming to the requirement of these Contract Documents or found to be damaged or defective.	As it is not expressly stated, can the City clarify that this obligation is limited to the warranty period for that part, component or material.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-016	1	2.19D		For clarification purpose, should the Bid Price include applicable Wisconsin sales tax?	In accord with Wis. Stats. secs. 77.54(1) and (9)(a), the City of Milwaukee is exempt from paying sales and use taxes when making purchases and, as such, the price proposal shall not include Wisconsin sales tax on the final product. However, the contractor shall be responsible for applicable sales and use taxes for all vehicle components and such costs shall be reflected in the price proposal.

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1-017	1	GP 2.23	Claims	Please allow for at least 15 working days in which submit a notice of a claim to allow for internal vetting since 5 working days is much too short. Please lengthen the 15 day period to submit a notice of appeal in Part B because it is not enough time in order to “include all documents and other information necessary to substantiate the appeal”, as is required. 30 days is more reasonable.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-018	1	2.23.1	Contractor Response	Shouldn't the Project Manager always respond to the Contractor, even if the response is negative? It would eliminate possible mishandling Contractor's request.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-019	1	GP 2.23.1	Questions regarding the meaning and intent of the Contract shall be referred by the Contractor in writing to the City's Project Manager for decision within five (5) working days of the date in which the Contractor knows or should reasonably have known of a potential claim.	Given that Contractors typically have a robust network of suppliers and sub-suppliers, would the City be open to revising the period of raising questions of meaning and intent to fifteen (15) days to allow for internal communication with/from suppliers?	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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1-020	1	GP 2.24	Legal Relations	<p>Please modify the final sentence of GP 2.24 to read: "Subject to the City's performance of its payment obligations hereunder to Contractor, the Contractor shall be solely responsible..."</p> <p>Contractor must limit the broad indemnification obligation contained in Part C so that it covers only losses and damages arising from third party bodily injury and death along with third party property damage that results from the negligence or willful misconduct of Contractor parties and not just generally all performance. Such claims and losses should also be offset by the comparative negligence of all City parties. Additionally, the indemnification needs to be mutual so that the City indemnifies Contractor in the same manner and breadth as Contractor indemnifies the City. Finally, Contractor objects to the waivers of immunity and limitation of liability contained in the same section.</p> <p>The limitation on consequential damages is not acceptable since the three exclusions open the door to typical consequential damages. Contractor objects to all three exclusions/exceptions, all of which should be deleted. Furthermore, in keeping with its comment above, the parenthetical on indemnity provisions should also be deleted.</p> <p>Finally, please add the following aggregate limitation of liability at the end of this provision: "The Contractor's maximum liability to the City under this Contract arising under any theory or cause (including the payment of liquidated damages) shall be limited to twenty five percent (25%) of the Total Contract Price".</p>	<p>No Change</p> <p>The specification/provision as contained in the RFP shall be maintained as proposed without revision</p>

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1-021	1	GP 2.24 C	<p>To the maximum extent permitted by law and subject to the other terms and conditions of the Contract Documents, the Contractor agrees to indemnify and save harmless the City, its officers, officials, employees and/or agents from and against any and all suits, claims, actions, losses, costs, penalties, and damages of whatsoever kind or nature to the extent arising out of, in connection with, or incident to work or services under this Contract provided by or on behalf of the Contractor, and for any failure to satisfy the Contractor's contractual obligations under this Contract, except to the extent caused by the negligence of the City or its agents. The Contractor further agrees to assume the defense of the City and its officers, officials, and employees, with legal counsel acceptable to the City, which acceptance shall not be unreasonably withheld, in all legal or claim proceedings arising out of, in connection with, or incident to such work or services, and the Contractor shall pay all defense expenses, including attorneys' fees, expert fees, and expenses and costs (collectively "defense costs") incurred directly or indirectly on account of such litigation or claims, and the Contractor shall satisfy any judgment rendered in connection therewith...</p>	<p>As is typical in the industry, would the City be willing to limit the indemnification obligation as follows:</p> <ol style="list-style-type: none"> 1. To property damage and injury; 2. To Contractor's negligence or willful misconduct; <p>Would the City consider adding certain conditions to the indemnification obligation, specifically: (i) the City gives prompt written notice to Contractor of the claim(s), (ii) the City promptly and in writing grants to Contractor sole control over defenses and settlement of the claim, (iii) the City provides all timely assistance in defense of the claims, and (iv) the City does not acknowledge the claim(s) or admit liability or fault.</p>	<p>No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision</p>

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1-022	1	GP 2.25	Changes in Government Relations	<p>Part A needs to be broader to include new and binding interpretations of existing laws or regulations. In addition, if Contractor must delay performance pending the response of City to a change in law change order, then Contractor must be allowed a schedule extension to account for such lost time.</p> <p>In Part C, it is not reasonable for Contractor to be liable for new laws or regulations that are simply announced but not yet enacted at the time of the award. An official may announce an intent to modify or seek legislation in a simple press statement or meeting, and this is clearly not enough to put Contractor on notice of the possible impact of a new law or regulation or the manner in which it may be applied. Please limit this provision to those laws and/or regulations that are enacted at the time of award.</p>	<p>No Change</p> <p>The specification/provision as contained in the RFP shall be maintained as proposed without revision</p>
1-023	1	GP 2.29	The Contractor shall indemnify, defend and hold harmless the City and its officers, agents and employees against liability, including costs, for infringement of any United States patent arising out of or in any way connected with the design, manufacture, delivery or repair of vehicles under this Contract.	<p>Given that Contractor may not be performing the repairs or even know how the repairs will be performed, would the City consider deleting repair form the first line of this provision?</p> <p>Also, would the City be willing to add that it shall not make any admission of liability as condition to the obligation?</p>	<p>No Change</p> <p>The specification/provision as contained in the RFP shall be maintained as proposed without revision</p>
1-024	1	GP 2.30	Contractor shall recognize mandatory standards and policies relating to energy efficiency that are contained in the State Energy Conservation Plan issued in compliance with the Energy Policy and Conservation Act (42 USC Section 6321 et seq.).	<p>Could the City provide copy of the State energy Conservation Plan for bidders to review and assess compliance?</p>	<p>This requirement is not applicable</p> <p><i>(Formal Addendum to follow)</i></p>

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1-025	1	GP 2.33	Termination of Agreement	<p>In Part C, the events of default are too broad and easily triggered. Defaults should be both material, and they should also take into account specific remedies like delay liquidated damages that act as remedies for City in the event of default. Please modify the first paragraph of Part C as follows: "The City may terminate this Contract, in whole or in part, if the Contractor fails to make deliveries of vehicles hereunder in accordance with the Contract Delivery Schedule and Contractor reaches the limit of liability for payment of delay liquidated damages hereunder, or if the Contractor fails to perform any or all of its material obligations under this Contract for reasons not otherwise excused herein, including events of force majeure or the fault of the City, upon giving ..."</p> <p>Contractor requests extending all the time periods in part D from 14 days to 30 days. This is standard in contracts of this nature and is a more reasonable time period in which to take effective action.</p> <p>Finally, Contractor requests the ability to terminate the Contract default for City failure to make any payment due and payable to Contractor after receiving written notice of such payment default.</p>	<p>No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision</p>
1-026	1	GP 2.33.2	Termination for Default	<p>Would the City consider clarifying that it would terminate the Contract only if "the Contractor fails to materially perform in the manner called for in the Contract..."</p>	<p>No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision</p>
1-027	1	GP 2.36	Warranty of title	<p>Please delete the penultimate sentence of Part A regarding the passage of risk of loss since the concept of risk of loss is already dealt with more specifically and in greater detail in GP 2.18. This will help avoid inconsistency and confusion.</p>	<p>No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision</p>

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1-028	1	GP 2.45 A	The Contractor will be granted an extension of time for any delay on the critical path to completion of any Contract Milestone, based on the latest approved Progress Schedule, arising from acts of God, acts of the public enemy, acts of the government in either its sovereign or contractual capacity, fires, floods, earthquake, epidemics, quarantine restrictions, strikes, freight embargoes, unusually severe weather, or wrongful acts of owners or occupants of property adjoining the Work Site, provided that the aforesaid causes were not reasonably foreseeable and did not result from the fault or negligence of the Contractor...	Given that the list of excusable events (typically called Force Majeure in this context) is limited to a set list of events, and does not cover other events typically covered under Force Majeure such as acts of war, for instance, would the City consider adding at the end of the list of events "any other event beyond the Contractor's reasonable control"?	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-029	1	GP 2.50	Withholding of payments by city	Please modify the following sections of this provision as follows: "A. Defective work not remedied, taking into account the notice and cure provisions of the Contract." In Part B., delete the phrase "or evidence reasonably indicating that a third party claim will be filed". This is too undefined and prospective and should not merit withholding pay. "C. Failure of Contractor to make payments properly to subcontractors, or for labor, materials, or equipment pursuant to the terms of the respective subcontract or purchase order." Delete Part D since this is much too subjective to measure. Delete Part E since the indemnification provisions cover this concept and City risk. Delete Parts F, G and I since Part A and the warranty and default provisions of the Contract control the City risk.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-030	1	3.18		In our opinion this clause applies to construction contracts not rolling stocks purchases. Actually FTA discourages bonds for purchases of rolling stocks for reasons not to limit competition. http://www.fta.dot.gov/documents/BPPM_fulltext.pdf	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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1-031	1	3.17	The Contractor agrees to comply, and assures the compliance of each subcontractor, lessee, third party contractor, and other participant at any tier of the Project, with the following Federal laws and regulations providing protections for construction employees...	As this provision applies to construction contracts only, please advise if condition may be removed altogether or please confirm this is not applicable for the purpose of Rolling Stock supply contracts.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-032	1	3.18	The Contractor agrees to provide bid guarantee and contract performance bonds as provided by Federal regulations and to the extent determined adequate by FTA in writing, and follow any other construction bonding provisions in FTA directives, except to the extent that FTA determines otherwise in writing.	As this provision applies to construction contracts only, please advise if condition may be removed altogether or please confirm this is not applicable for the purpose of Rolling Stock supply contracts.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-033	1	SP-01	Contractual Delivery of second vehicle through the fourth vehicle: At a nominal rate of two vehicles per month, starting no later than 25 months after NTP.	Will Milwaukee accept a nominal rate of one vehicle per month? Request to have the nominal delivery rate of the second through the fourth vehicle be changed to one vehicle per month. A nominal rate of one vehicle per month lowers cost due to manufacturing and testing load leveling. For Milwaukee to ensure all 4 vehicles on property by a certain date we ask for a "fleet here by date" instead of the higher delivery rate.	Delivery of one vehicle per month would be acceptable providing that there is no impact to the delivery of the fourth vehicle in accordance with the current schedule.
1-034	1	SP-02	Liquidated Damages	Liquidated damages provisions by their very nature are expressly agreed upon remedies for failure to perform an obligation and are included in contracts in lieu of actual damages. As a result, they are exclusive by nature. To have it otherwise defeats the purpose of establishing such sums to compensate for the particular failure to perform and impairs Contractor's ability to price its proposal competitively since it is unable to gauge the particular risk in question. As a result, please add the following sentence at the end of this provision: "Liquidated damages are the City's sole and exclusive remedy for delay in achieving each applicable Milestone above by the respective guaranteed date for same."	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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1-035	1	SP-02		As is typical in the industry, would the City consider to expressly provide that Liquidated Damages are the sole and exclusive remedy for the damages they intend to cover.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-036	1	SP-03	Payment Terms	Please see our comments above to the duplicative provision in GP 2.50	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-037	1	SP-04	Six and one-quarter percent (6.25%) of the Total Base Contract Price upon: Approval of each assembled vehicle-shell body after painting (TS 18); No sooner than fifteen (15) months after NTP.	Request to remove "after painting" to this milestone requirement. This milestone is supposed to coincide with work being performed. It appears to be a payment when the vehicle shell carbody is assembled. However, the stipulation of "after painting" assumes initial paint is applied to the carshell immediately following assembly of the carshell. The statement "after painting" can drastically swing this milestone to just prior to shipment when final painting takes place at the end of the vehicle manufacturing process.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-038	1	SP-12	Prices of Option Vehicles	Timeframes to execute some of the options listed under SP 12 are very long, and exchange rates could fluctuate, and the Contractor must consider this as a risk when preparing its commercial offer. The Contractor is requesting the City to add a provision to allow Exchange Rate adjustment for Non-US portions of the option vehicles to mitigate this risk.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-039	1	SP-23	The City may Conditionally Accept a vehicle with a Conditional Acceptance Notice if it determines after inspection and acceptance testing that such vehicle has met the requirements for Conditional Acceptance.	As the RFP document does not appear to contain a specific definition of Conditional Acceptance, would the City consider adopting an acceptance process as defined under our comment to SP-25 for an acceptance procedure?	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision. (refer to section 1.19 for Conditional Acceptance definition)
1-040	1	SP-24	Transfer of title and risk of los	Please delete this provision since risk of loss and transfer of title are dealt with in more detail and specifically above.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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1-041	1	SP-25	Final Acceptance of a vehicle will occur when the City determines that all Contract requirements have been satisfactorily completed by the Contractor for that vehicle.	Final Acceptance, when not well defined and specific can become a risky moving target for the vehicle supplier. Would the City consider adding a more specific acceptance process such as: "The Contractor shall present the completely tested, inspected, and documented vehicle to the City for acceptance after it has passed all tests, the test reports completed, and the car history books completed. After completing acceptance processing, the City reserves the right to Conditionally Accept vehicles that are suitable for revenue service but have open design, inspection, or test issues. The City will issue a Certificate of Conditional Acceptance with an attached list of open items. For avoidance of doubt, if the customer places vehicle in Revenue operations the vehicle shall be deemed Conditionally Accepted. After the Contractor has addressed and the City has closed all open items on the Conditional Acceptance list, the City will issue a Final Acceptance certificate."	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-042	1	SP-28	Scope of warranty	Please add the following at the end of SP-28: "THE STATED WARRANTIES IN THIS SP-28 ARE EXCLUSIVE AND SET FORTH ALL OF CONTRACTOR'S WARRANTY OBLIGATIONS HEREIN, AND ALL OTHER WARRANTIES, WHETHER EXPRESS OR IMPLIED, ARE WAIVED."	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-043	1	SP-28		In order to align the warranty obligation with industry standard requirements and allow the contractor to put forward its most attractive price, would the City consider adding a disclaimer of implied and fitness for purpose warranty such as: THE FOLLOWING WARRANTIES ARE IN LIEU OF ALL CONDITIONS OR WARRANTIES EXPRESS, IMPLIED OR STATUTORY, INCLUDING BUT NOT LIMITED TO, ANY IMPLIED CONDITIONS OR WARRANTIES OF MERCHANTABILITY, NON-INFRINGEMENT AND FITNESS FOR A PARTICULAR PURPOSE AND OF ANY OTHER WARRANTY OBLIGATION ON THE PART OF SIEMENS. LATENT DEFECTS WARRANTY OBLIGATION SHALL BE LIMITED TO THE WARRANTY PERIOD.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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1-044	1	SP-28		In order to align the warranty obligation with industry standard requirements and allow the contractor to put forward its most attractive price, would the City consider providing that warranty is the sole and exclusive remedy for defects?	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-045	1	SP-29	Two (2) years after installation, but not more than three (3) years after delivery, for spare parts.	Will Milwaukee remove the three (3) year warranty on spare parts and maintain standard two (2) year warranty after delivery? Request to limit warranty on spare parts to the base two (2) years. Standard component warranty is two (2) years from delivery. It will drive costs to increase the warranty an additional year.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-046	1	SP-29	Three (3) years after delivery for special tools and test equipment.	Will Milwaukee limit the warranty on special tools to two (2) years? Request to limit special tools warranty to two (2) years.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-047	1	SP-30	The City will perform removal of failed parts or assemblies and installation of repaired or replacement parts or assemblies for accepted vehicles under warranty, unless the City and the Contractor agree to other arrangements for such Work; however, the City retains the right to have the Contractor perform any or all warranty Work.	For pricing purposes, if the City intends to charge the Contractor for the City's labor for self-perform warranty work, can the City provide the labor rates they will use for performing such work? Also, would the City consider giving the Contractor the first choice of repair or replace?	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-048	1	SP-33	Any materials, parts or components which are used for replacement under the initial applicable warranty period shall be warranted again for either half the total original applicable warranty period of the replaced particular component, or for the remainder of the original warranty period of the replaced component, whichever is greater.	Would the City consider a re-warranty requirement more consistent with industry standards, such as "All materials, parts, and equipment which are repaired or which replace items which were found to have had defects in design, material or workmanship shall be warranted for the remainder of the applicable Warranty Period or for one year from the completion of testing of the Equipment in which the repaired or replaced part is installed, or for one year from the date on which the applicable Equipment is available for revenue service, whichever provides the longest Warranty Period for the applicable item."	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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1-049	1	SP-38	For products specified by brand name or manufacturer, whether or not followed by the words "or approved equal," the Contractor shall select any product or manufacturer named, or shall submit a request to substitute an equal product or manufacturer. The Contractor may not make a substitution without the City's prior approval.	In the event City does not approve a Contractor proposed substitution, would City excuse any delays caused by the City mandated supplier? Also, will City provide waiver for any mandatory flow down not accepted by its mandated suppliers?	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
1-050	1	SP-45	Taxes	Please clarify if the City is Tax Exempt or if the Contractor has to include the Sales & Use Tax or any other applicable tax within the price of the vehicles on the pricing forms.	In accord with Wis. Stats. secs. 77.54(1) and (9)(a), the City of Milwaukee is exempt from paying sales and use taxes when making purchases and, as such, the price proposal shall not include Wisconsin sales tax on the final product. However, the contractor shall be responsible for applicable sales and use taxes for all vehicle components and such costs shall be reflected in the price proposal.
1-051	1	SP-45	Taxes	Can the City indicate what taxes are applicable to the project and the Contractor will be responsible for?	In accord with Wis. Stats. secs. 77.54(1) and (9)(a), the City of Milwaukee is exempt from paying sales and use taxes when making purchases and, as such, the price proposal shall not include Wisconsin sales tax on the final product. However, the contractor shall be responsible for applicable sales and use taxes for all vehicle components and such costs shall be reflected in the price proposal.
2-001	2	2.1	2.10.4 Radiated Emission Limits 2.10.5 Conductive Emission Limits 2.10.6 Inductive Emission Limits	Based on recent experience, EMC Radiated test were sufficient. These test were performed per EN50121 3-1. Is there any specific reason that Conducted and Inducted Testing are also needed? Meeting this requirement would require additional testing and higher costs.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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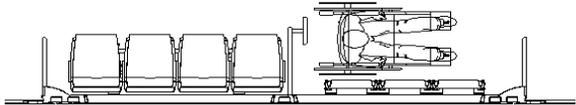
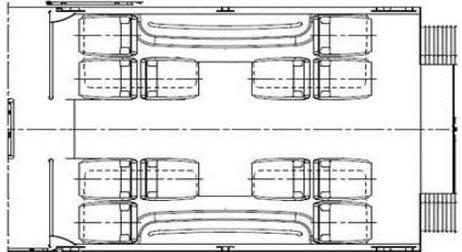
TRACKING NO	VOL NO	SPEC SEC	RFP REQUEST	COMMENTS/QUESTIONS	RESPONSE
2-002	2	2.2.4.1	Obtain details from The City for the number of stops to assume for traffic lights, congestion, etc., in addition to stops at passenger stations, before performing calculations and simulations.	What details can The City provide to assume for stops at traffic lights, congestion, etc. (i.e. location, number, frequency, length)? Request for clarification. The performance simulation is to be submitted per Section B-2.4. In order to present the most realistic simulation, these details are crucial.	This information is not available at the present time. If more information becomes available, it will be included in a future supplement to the Response to Clarifications when and if available.
2-003	2	2.2.5	Station platforms edges are at a horizontal distance of 1405 mm (55.32 in) from track centerline	Based on our vehicle analysis "DEVELOPED KINEMATIC ENVELOPE CALCULATION" the worst case results show that the Station platform edge to track centerline distance should be 1,411 mm (55.55 in) in order to ensure clearance under all dynamic conditions, 6 mm more than is allowed in the TS. Please consider revising the edge to center distance to 1411 mm. This will allow us to offer our existing vehicle design. Otherwise, we will have to redesign the vehicle to accommodate the tighter clearances (suspension characteristics, carbody and aisle width, open door displacement, door thresholds, etc.)	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-004	2	2.2.5	Horizontal gap: In the low floor section, provide a 44.5 mm, +/- 3 mm (1.75 in, +/- 0.125 in) gap between the door threshold edge and platform edge, with the vehicle centered on the track.	This requirement appears to be more stringent and somewhat different than the Federal ADA requirements. Our vehicles are designed to meet the ADA requirements. Meeting the requirements specified in the TS will require re-evaluating and revising the existing ADA compliant design. This will result in higher costs and potentially a unique design for this system. recommends the following text: Horizontal gap: The horizontal gap between level-boarding door thresholds and the platform shall comply with ADA.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-005	2	2.2.5	Vertical Height: The floor surface height at the low floor section doorways shall be maintained at 355 mm, +/- 9 mm (14 in, +/- 0.375 in), at all passenger loads from AW0 to AW4.	This requirement appears to be more stringent and somewhat different than the Federal ADA requirements. Our vehicles are designed to meet the ADA requirements. Meeting the requirements specified in the TS will require re-evaluating and revising the existing ADA compliant design. This will result in higher costs and potentially a unique design for this system. recommends the following text: Vertical Height: The floor surface height at the low floor section doorways shall be ADA compliant at all passenger loads from AW0 to AW4.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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2-006	2	2.2.5	Station Platform Dimensions	Has the width and height of the station platforms already been determined? If yes, we ask for their values.	Stop Platforms are currently being designed to be 70-feet long by a minimum of 8-feet wide. Level boarding platform height will be 14-inches above top of rail
2-007	2	2.2.5	Station Platform Dimensions	What is the allowed top and side wear of the rails in stations?	The maximum rail wear tolerances are 3/8" both for the top and side wear. Platform construction tolerances are +/- 3/16" horizontally and +/- 1/4" vertically.
2-008	2	2.2.5	Station Platform Dimensions	Horizontal gap between the door threshold edge and platform edge, with the vehicle centered on the track: We recommend setting the gap limit at 51 mm +/- 3 mm (2.0 in, +/- 0.125 in). Is it acceptable? It is based on experience with our other streetcar projects.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-009	2	2.3.1	Seating Arrangements	<p>Our ADA area typically has longitudinal seating. Please allow the following arrangement:</p>  <p>Additionally, intrinsic to our 100% LF design, our vehicle has 2x2 and 1x1 abreast seating above the motor truck.</p> <p>Please allow the following arrangement:</p> 	Alternative seating plans will be considered during the design phase

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2-010	2	2.3.2.1	From every doorway in the low floor section, provide a route for passengers using mobility devices to access the specified mobility device parking areas.	Because our vehicle is 100% low floor, all 4 doors per side are in the low floor section: *Center Doors - two double-leaf doors per side. These doors are ADA accessible and provide a route to the ADA locations. * End Doors - There are 2 single leaf doors per side, at the vehicle ends, that do not provide access to the ADA locations (although the doors themselves are ADA compliant). recommends the following text: At a minimum, two doorways per side in the low floor section shall provide a route for passengers using mobility devices to access the specified mobility device parking areas.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-011	2	2.3.2.1	Provide a minimum of four mobility device parking areas in each vehicle as follows: 1. Space for minimum two mobility device parking areas, adjacent to the doorway(s). 2. Seats that flip up to allow space for mobility device parking at two locations, one per vehicle side.	Based on our recent experience two mobility device parking areas are typically sufficient. Adding two additional mobility device parking areas requires: *Removing two x four-fixed longitudinal seats *Installing two sets of three flip-up (Reducing the current layout by two seats) recommends the following text: Provide a minimum of two mobility device parking areas in each vehicle as follows: 1. Space for a minimum of two mobility device parking areas, adjacent to the doorway(s). 2. Seats that flip up to allow space for mobility device parking at two locations, one per vehicle side.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-012	2	2.3.2.2	Provide hanging type bicycle stowing racks at two locations, one per side.	Based on our existing vehicle, please allow having a bicycle storage area in the ADA location as a multipurpose area.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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2-013	2	2.4.2	Weights	<p>Vehicle weight is based on a ready-to-run vehicle, complete in all respects with all equipment, materials and fluids.</p> <p>The weight of each vehicle, including passengers at 70 kg (154 lbs) each, shall be defined as follows:</p> <p>AW0 Empty vehicle operating weight, maximum of 1710 kg/m (1150 lbs/ft)</p> <p>AW1 Full seated load (passengers plus operator), plus AW0</p> <p>AW2 Standees at 4 persons per m² of suitable standing space per passenger, plus AW1</p> <p>AW3 Standees at 6 persons per m² of suitable standing space per passenger, plus AW1</p> <p>AW4 Standees at 8 persons per m² of suitable standing space per passenger, plus AW1</p> <p>Suitable standing space shall include areas of the aisles where it is possible for passengers to stand.</p> <p>The ratings of vehicle equipment and systems shall be based on the actual weight and passenger capacity of the vehicle.</p> <p>“The weight requirement specified per TS Section 2.4.2 is not a traditional industry unit of measure for vehicle design.</p> <p>Can The City please provide the maximum and explicitly required AW0 vehicle weight in absolute terms of kg (lbs) along with the associated maximum permissible axle loads in kg (lbs)?”</p>	<p>No Change</p> <p>The specification/provision as contained in the RFP shall be maintained as proposed without revision</p> <p>The TS allows a range of vehicle lengths. A single value for weight is not appropriate.</p>
2-014	2	2.4.4	Vehicle Body Dimensions	<p>It is noted that the “allowed” nominal vehicle width is 2650 mm (104 inches). Is this a reference to a maximum width or mandatory width? If a lesser width is acceptable, would buyer be able to change the platforms to accommodate?</p>	<p>The mandatory width is 2650 mm.</p>
2-015	2	2.4.5	Doorway and Door Dimensions	<p>Is it acceptable to use per each side of the car: 2 x double-leaf doors with clear opening width of 1300mm and 1x single-leaf door with clear opening width of 700mm?</p>	<p>ADA presently requires 32 inches minimum opening for a doorway.</p>

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2-016	2	2.4.6	Maximum height above TOR in the lockdown position, new wheels, vehicle at AWO passenger weight: 3800 mm	Would the City consider increasing the height requirement to 3960mm? Request to change this requirement to allow for a height of 3960 mm. Major modifications would have to be made to the existing design to meet this requirement. If there is not a serious issue with this, we ask you to allow for the requirement to be changed to 3960 mm.	The proposed change to the specification is acceptable. <i>(Formal Addendum to follow)</i>
2-017	2	2.4.6	Pantograph operating height: Minimum height: 3950mm	Would the City consider increasing the pantograph minimum operating height to 4060 mm? Request to change the minimum pantograph operating height from 3950 mm to 4060 mm. Current pantograph minimum operating height is at 4060 mm. If there is not a serious issue with this, we ask you to allow for the requirement to be changed to 4060 mm.	The proposed change to the specification is acceptable. <i>(Formal Addendum to follow)</i>
2-018	2	2.4.6	Pantograph Dimensions	Pantograph operating height - Maximum Height There is a discrepancy in the values on the page 26 (246in), page 32 (276in) and page 33 (279in). Please, determine the correct maximum height	Maximum Pantograph Operating Height should be 276 inches. <i>(Formal Addendum to follow)</i>
2-019	2	2.4.6	Pantograph Dimensions	Pantograph operating height - Minimum Height There is a discrepancy in the values on the page 26 (156in), page 32 and 33 (167in) and page 33 (279in). Please, determine the correct maximum height	Minimum Pantograph Operating Height should be 160 inches. <i>(Formal Addendum to follow)</i>
2-020	2	2.4.6	Pantograph Dimensions	Maximum longitudinal distance from truck centerline to center of pantograph shoe, locked down – 1275 mm, (50 in). Is this value determined correctly?	Yes. It provides for some longitudinal pantograph installation allowance with minimal lateral offsets on curves

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2-021	2	2.7.7.2	<p>Service braking efforts shall be provided by dynamic and friction disk braking. At all vehicle weights, service braking shall be 100% dynamic braking down to the dynamic brake fade point (see Section 10, Propulsion System and Control).</p> <p>The MB position on the MC shall provide an average brake rate, as measured by the brake entry speed divided by stopping time, or 2.25 m/s² minus 0% / plus 30%, from any speed to zero, for all vehicle weights.</p> <p>The minimum emergency braking performance requirement is 2.25 m/s², average, from any speed to zero, for all vehicle weights.</p>	<p>Based on the industry and on our existing vehicles, brake performance is usually sized for AW3. Sizing it for AW4 would require increasing the capacity of the traction and brake equipment, resulting in a revised design, additional costs, additional weight, and other "knock-on" effects. We strongly recommend sizing braking for AW3.</p>	<p>The proposed change to the specification is acceptable. <i>(Formal Addendum to follow)</i></p>
2-022	2	2.7.7.2	<p>Service braking efforts shall be provided by dynamic and friction disk braking. At all vehicle weights, service braking shall be 100% dynamic braking down to the dynamic brake fade point (see Section 10, Propulsion System and Control).</p>	<p>Would the City consider modify this requirement to allow for friction braking to be blended in order to meet the performance requirements at AW3 (and above) and 44 mph (and above) entry speed? Request to change this requirement to allow for blended braking t advanced speeds and loads. The current requirements are viewed as overly restrictive.</p>	<p>The proposed change to the specification is acceptable. <i>(Formal Addendum to follow)</i></p>
2-023	2	2.7.7.2	<p>At all vehicle weights, service braking shall be 100% dynamic braking down to the dynamic brake fade point.</p>	<p>At speeds higher than 65 km/h and weights above AW3, our existing vehicle's dynamic brake requires friction brake compensation to meet the required brake rates. At lower speeds or lighter weights, the dynamic brake doesn't need assistance from the friction brakes. We propose the following text: At all vehicle weights, service braking shall be 100% dynamic braking down to the dynamic brake fade point. At speeds greater than 65 km/h and a car weight of AW3 or greater, dynamic braking may be supplemented with friction brakes in order to achieve the specified service brake rates.</p>	<p>The proposed change to the specification is acceptable. <i>(Formal Addendum to follow)</i></p>

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2-024	2	2.7.7.2	Service Brake	Original text: At all vehicle weights, service braking shall be 100% dynamic braking down to the dynamic brake fade point. Question: Up to what load (AW3 or AW4?) the load-dependent-brake-effort should be applied?	AW3 loading should be used. <i>(Formal Addendum to follow)</i>
2-025	2	2.7.7.2	Service Brake	Original text: With all dynamic brakes functional, from any entry speed to zero 1.34 m/s ² , +/- 5% With one dynamic brake unit inoperative, from any entry speed to zero 1.34 m/s ² , +/- 10% Question: The deceleration is valid for entry speed 50 km/h or also for entry speed of 70 km/h? When utilizing only the EDB it is hardly achievable to meet the tolerances.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-026	2	2.7.7.3	The MB position on the MC shall provide an average brake rate, as measured by the brake entry speed divided by stopping time, or 2.25 m/s ² minus 0% / plus 30%, from any speed to zero, for all vehicle weights.	On our existing streetcar, the MB position on the MC provides an average brake rate of 1.63 m/s ² (Full Service Brake plus Magnetic Track Brake) from any speed down to zero. Meeting the requested brake rate of 2.25 m/s ² will require design changes to Traction, Brake and Vehicle Control. This will be a cost driver. Please consider reducing this requirement.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-027	2	2.7.7.3	Maximum Brake	Original text:... from any speed to zero, for all vehicle weights. Question: Up to what load (AW3 or AW4?) the load-dependent-brake-effort should be applied?	AW3 loading should be used. <i>(Formal Addendum to follow)</i>
2-028	2	2.7.7.4	The minimum emergency braking performance requirement is 2.25 m/s ² , average, from any speed to zero, for all vehicle weights	Our existing streetcar provides an average brake rate of 2.23 m/s ² from any speed down to zero. The requested brake rate of 2.25 m/s ² will require a re-evaluation of the braking calculations and the braking system and may require design changes to Traction, Brake and Vehicle Control.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-029	2	2.7.7.4	Emergency Brake	Original text: 1. The minimum emergency braking performance requirement is 2.25 m/s ² , average, from any speed to zero, for all vehicle weights. Question: Up to what load (AW3 or AW4?) the load-dependent-brake-effort should be applied?	AW3 loading should be used. <i>(Formal Addendum to follow)</i>

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2-030	2	2.7.13.2	Abnormal Duty	Original text: An operating vehicle shall be capable of towing or pushing an inoperative vehicle with the brakes released (not functional). Full acceleration and braking tractive effort shall be available on the operative vehicle. An operative vehicle at AW0 weight shall have the capability to tow an inoperative vehicle at AW3 weight to the next available unloading location, and then moving the empty vehicle to the shop via the worst case (most severe duty cycle) routing. If dynamic braking on a vehicle or truck becomes inoperative, the vehicle may have a speed restriction, as approved by The City, imposed based on the thermal capacity of the friction brake system. A vehicle in this state shall have the capacity to perform a full round trip at the restricted speed and AW2 load weight. Note: In case the friction brake on the non functional car are also non functional, it must be released manually. In such case the non functional car must be manned for servicing of the manual brake release.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-031	2	2.8.3	Vehicle stationary, windows and doors closed, air conditioning equipment operating in full cool, and all auxiliary equipment operating simultaneously under normal operating conditions.	On our current Streetcar, the Interior Noise while stopped is tested under the following conditions: "Vehicle stationary, windows and doors closed, air conditioning equipment operating in automatic cool, and all auxiliary equipment operating simultaneously under normal operating conditions." If the required testing conditions are not exactly the same then the noise test must be repeated (cost associated). We request to change the specification to the above test conditions.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-032	2	2.8.3	Vehicle operating on The City alignment, on smooth rail, at any speed up to 56 km/h (35 mph), and under any acceleration or deceleration condition.	On our existing Streetcar, the Interior Noise while running is tested under the following conditions: Vehicle operating on The City alignment, on smooth rail, at any speed up to 48 km/h (30 mph), and under any acceleration or deceleration condition. If the testing conditions are not exactly the same, the noise tests must be repeated (cost associated). We request to change the specification to the above test conditions.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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2-033	2	2.10.5	Conductive Emission Limits	Are these limits representative of the actual signaling system used in the infrastructure? According to experience on past US projects, these limits are set by default but do not ensure the compatibility with signaling systems. Please provide more information regarding the existing signaling system for evaluation. The conductive emission of the cars will be highly influenced by line voltage distortion. Does need to consider line voltage distortion for conductive emissions or can it be excluded during the evaluation?	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision These are standard values in US procurements																				
2-034	2	2.10.6	Inductive Emission Limits	There are no limits between 20kHz and 31kHz, does this mean that no limits need to be considered? The limit between 31kHz and 120kHz is too restrictive per our experience on past projects. Normally the limit in this frequency range is 10mV. Please provide more information of the rationale for setting this limit.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision																				
2-035	2	2.13	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">System</th> <th style="text-align: left;">MDBF (miles per vehicle)</th> </tr> </thead> <tbody> <tr> <td>Vehicle Body & Appointments, including seating, windows, cab equipment</td> <td>100,000</td> </tr> <tr> <td>Propulsion, Dynamic Brake & Controls including gear case</td> <td>25,000</td> </tr> <tr> <td>Friction Braking, including track brake and sanders, and load leveling controls</td> <td>17,000</td> </tr> <tr> <td>Communications and passenger information</td> <td>40,000</td> </tr> <tr> <td>Passenger Doors & Controls</td> <td>17,000</td> </tr> <tr> <td>Lighting Fixtures and Power Supplies / Ballasts</td> <td>100,000</td> </tr> <tr> <td>Electrical, including the vehicle network and cab controls, and apparatus not included in other systems. Excludes equipment internal to other systems.</td> <td>20,000</td> </tr> <tr> <td>HVAC</td> <td>30,000</td> </tr> <tr> <td>Trucks & Suspension including load leveling suspension elements</td> <td>50,000</td> </tr> </tbody> </table>	System	MDBF (miles per vehicle)	Vehicle Body & Appointments, including seating, windows, cab equipment	100,000	Propulsion, Dynamic Brake & Controls including gear case	25,000	Friction Braking, including track brake and sanders, and load leveling controls	17,000	Communications and passenger information	40,000	Passenger Doors & Controls	17,000	Lighting Fixtures and Power Supplies / Ballasts	100,000	Electrical, including the vehicle network and cab controls, and apparatus not included in other systems. Excludes equipment internal to other systems.	20,000	HVAC	30,000	Trucks & Suspension including load leveling suspension elements	50,000	Our understanding is that the failures referred in this section are Service Failures. A Service Failure is typically defined as: Any failure attributable to the Rolling Stock and leading to one of the following conditions: service cancellation, service delay greater than 5 minutes, vehicle withdrawal from service by its own means and vehicle rescue. Please confirm.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision TS 2.13, second paragraph states that failures are counted regardless of origin or operating consequence.
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2-036	2	2.15.2		<p>Some of the elements defined in the Technical Specification, section 2.15.2, embrace various equipment so proposed to break down the list as proposed.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">System Element</th> <th style="text-align: center;">MTTR (hours)</th> </tr> </thead> <tbody> <tr><td>Vehicle Body & Appointments</td><td style="text-align: center;">2.13</td></tr> <tr><td>Propulsion, Dynamic Brake & Controls</td><td style="text-align: center;">1.77</td></tr> <tr><td>Friction Braking, including load leveling controls</td><td style="text-align: center;">1.94</td></tr> <tr><td>Electrical</td><td style="text-align: center;">1.50</td></tr> <tr><td>HVAC</td><td style="text-align: center;">2.12</td></tr> <tr><td>Communications (except CFE)</td><td style="text-align: center;">0.82</td></tr> <tr><td>Passenger Doors & Controls</td><td style="text-align: center;">0.84</td></tr> <tr><td>Lighting</td><td style="text-align: center;">0.50</td></tr> <tr><td>Couplers & Draft Gear</td><td style="text-align: center;">1.5</td></tr> <tr><td>Trucks & Suspension, including load leveling suspension elements</td><td style="text-align: center;">1.57</td></tr> <tr><td>Total</td><td style="text-align: center;">14.7</td></tr> </tbody> </table> <p>Additionally, some of the times defined in the technical specification too tight, so proposes the following values.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">System Element</th> <th style="text-align: center;">MTTR (hours)</th> </tr> </thead> <tbody> <tr><td>Carbody & Appointments</td><td style="text-align: center;">2.13</td></tr> <tr><td>Traction inverter</td><td style="text-align: center;">1.5</td></tr> <tr><td>Traction motor with coupling</td><td style="text-align: center;">2</td></tr> <tr><td>Master Controller</td><td style="text-align: center;">0.5</td></tr> <tr><td>Brake actuators</td><td style="text-align: center;">2.5</td></tr> <tr><td>Brake control unit</td><td style="text-align: center;">0.3</td></tr> <tr><td>Brake disc</td><td style="text-align: center;">2</td></tr> <tr><td>Electrical</td><td style="text-align: center;">1.5</td></tr> <tr><td>HVAC</td><td style="text-align: center;">3</td></tr> <tr><td>Communications (except CFE)</td><td style="text-align: center;">1.5</td></tr> <tr><td>Passenger door mechanism</td><td style="text-align: center;">2</td></tr> <tr><td>Passenger door leaf</td><td style="text-align: center;">1</td></tr> <tr><td>Bridgeplate</td><td style="text-align: center;">1</td></tr> <tr><td>Lighting</td><td style="text-align: center;">0.5</td></tr> <tr><td>Couplers & Draft Gear</td><td style="text-align: center;">1.5</td></tr> <tr><td>Truck</td><td style="text-align: center;">2.75</td></tr> <tr><td>Primary suspension</td><td style="text-align: center;">2.2</td></tr> <tr><td>Secondary suspension</td><td style="text-align: center;">1.2</td></tr> </tbody> </table>	System Element	MTTR (hours)	Vehicle Body & Appointments	2.13	Propulsion, Dynamic Brake & Controls	1.77	Friction Braking, including load leveling controls	1.94	Electrical	1.50	HVAC	2.12	Communications (except CFE)	0.82	Passenger Doors & Controls	0.84	Lighting	0.50	Couplers & Draft Gear	1.5	Trucks & Suspension, including load leveling suspension elements	1.57	Total	14.7	System Element	MTTR (hours)	Carbody & Appointments	2.13	Traction inverter	1.5	Traction motor with coupling	2	Master Controller	0.5	Brake actuators	2.5	Brake control unit	0.3	Brake disc	2	Electrical	1.5	HVAC	3	Communications (except CFE)	1.5	Passenger door mechanism	2	Passenger door leaf	1	Bridgeplate	1	Lighting	0.5	Couplers & Draft Gear	1.5	Truck	2.75	Primary suspension	2.2	Secondary suspension	1.2	<p>No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision</p>
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2-037	2	2.15.4	HVAC filter replacement frequency	<p>The Contractor propose to modify the frequency for the HVAC filter's replacement from 5,000 miles to 2,100 miles.</p>	<p>No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision</p>																																																														

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2-038	2	3.4.4	Under an end compression load equal to 250 kN (56,200), applied longitudinally at the coupler pivot of an AW4 fully-loaded carbody, the following conditions shall be met:	ASME RT-1 recommends that the Coupler Anchor Load be 110% of the coupler release load. TS 3.4.4. specifies the coupler release load as 200,000 lbf, therefore we suggest that a 220,000 lbf Coupler Anchor load is appropriate. Requiring a higher load than needed may increase the weight of the vehicle and trigger a redesign of the affected area. Please consider revising this requirement.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-039	2	3.4.14	The load factor for the design of underfloor, roof, and interior equipment, any portion of the equipment, equipment boxes, equipment hangers, standby supports, safety hangers, and the vehicle body supporting structure shall be 5 in the longitudinal direction, 3 in the vertical direction, and 2 in the lateral direction.	Based on our existing vehicle and recent experience with Authorities, having load factors of 3 in the longitudinal direction, 2 in the vertical direction, and 2 in the lateral direction is adequate. Oversizing them would increase the weight and the cost. Please consider the lower requirements.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-040	2	3.4.14	Equipment Loads	Is it acceptable to use the following load factors (they were accepted and used in our other USA streetcar projects): 3 in the longitudinal direction, 2 in the vertical direction, and 2 in the lateral direction?	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-041	2	3.4.16	The structural connection of the truck (or running gear) to the vehicle body shall be capable of resisting horizontal and vertical loads as required by ASME RT-1 for streetcars.	Our existing vehicle was designed to comply with the following requirement: The structural connection of the truck (or running gear) to the carbody shall be capable of resisting a minimum 30,000 lbf (133 kN) horizontal load applied in any direction through the actual or virtual pivot without exceeding the ultimate strength of the connection, and without exceeding the ultimate strength of the carbody and truck (or running gear) support structure. This requirement for strength in the horizontal plane shall apply both with and without the weight of the carbody applied to the truck (or running gear), the latter being the case when the truck (or running gear) is hanging from the carbody when the horizontal load is applied. Increasing this value will require design changes, new carbody tests and increase weight.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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2-042	2	3.6	Stress Analysis	Is it acceptable to use the stress analysis and calculations of the body shell according to EN 12663-1 –Railway applications – Structural requirements of railway vehicle bodies – Part 1: Locomotives and passenger rolling stock?	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-043	2	4.3	Coupling at speeds up to 1 km/h (0.6 mph) shall be possible without damage to coupler assembly components.	Our existing vehicle has an Albert type coupler. Vehicles are only coupled for towing and is done manually. There is no need to couple the vehicles at 1 km/h. Please remove this requirement for an Albert type manual coupler.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-044	2	4.3	Coupler - Strength	There is required 200kN buff and draft load of the coupler. For similar projects, where the coupler serves only for emergency manipulation with the car, we are successfully using foldable coupler with buff and draft load of 76kN. Is it acceptable?	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-045	2	4.4	The draft gear shall provide rubber cushioning for the coupler in both buff and draft, and provide resilient mounting in the vertical direction to maintain nominal coupler height above top of rail. Provide a means of vertical height adjustment of the coupler head to compensate for vehicle and coupler variations and wear.	The Albert coupler used on our existing vehicle does not absorb energy when coupling since it is designed to be operated manually. Additionally, the vertical support will not be included for the same reason (the coupler is only for rescue purposes) The coupler is lifted a little when coupling manually. This requirement is not applicable for this type of coupler. Please consider removing this requirement.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-046	2	5.1.4	Material: 13 mm (1/2 in), melamine faced plymetal, of balanced construction. Aluminum or other materials may be proposed in place of plymetal, subject to The City's review and approval.	In our existing vehicle the lower part of the cab partition is constructed of melamine faced plymetal, however, the upper part of the partition is constructed of laminated safety glass. This design increases visibility and creates a more attractive interior. Please consider allowing this type of construction.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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2-047	2	5.1.5	Provide a door in the cab partition: 1. Material: Same as cab partition. Aluminum honeycomb material may be proposed, subject to The City's review and approval. 2. Matching: Cut from cab partition panel to maintain proper color and pattern match. 3. Hinge: Full length, stainless steel, piano-type. 4. Door swing: Into the passenger compartment.(...) 1. Material: Nickel-bronze or stainless steel 2. Inside Cab: Rapid door lock release mechanism to enable door to be opened quickly without use of a key under poor lighting conditions. 3. Operation: Door shall automatically latch and lock when closed. 4. Key: Lock shall be unlockable from passenger side with a key (see Section 14, Interior and Exterior Appointments, for Key Assignment Table).	The cab door on our existing vehicle is made of laminated safety glass (the same as the upper part of the cab partition). - The glass is tinted to reduce glare. - Vandal Shield will be provided. - For ventilation purposes, a gap will be provided between the bottom of the cab door and floor (instead of having a grille that could rattle and annoy the cab driver over the years). - The tinted glass eliminates the need for a curtain. - The glass door allows the operator to look into the passenger area without having a separate sash window. In general, the simplicity of our cab door design eliminates several potential sources for long term maintenance issues and annoying rattles. Please consider simplifying the cab door requirements.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-048	2	5.2.2	Provide adequate foot space to accommodate the operator's feet, and an adjustable, or flip-down, footrest for use by smaller operators.	Our existing cab is designed for use by an Operator in the size range of the fifth percentile female to the ninety-fifth percentile male of the general population. Our cab design accommodates this wide range of operators without the need for an adjustable footrest. Please consider not mandating this specific type of accommodation.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-049	2	5.2.6	Minimum usable capacity 8 liters (2 gallons).	Would the City modify this requirement to a 5 liter capacity? Request to modify this requirement. The current design utilizes a 5 liter reservoir. This is viewed as sufficient for the needs of the City.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-050	2	5.2.6	Minimum usable capacity 8 liters (2 gallons).	Our streetcars use a standard 3 liter washer fluid tank. The tank has a fluid level sensor that enunciates when the fluid level is low. The tank is easily filled from outside the vehicle. Our long term experience is that a 3 liter capacity is adequate. Please consider reducing the minimum tank size to 3 liters.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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2-051	2	5.3.2	OFF Position: a. The Cab Console and other cab controls shall be non-functional, except the Emergency Brake pushbutton. b. Doors shall remain in the last commanded state (Opened, Closed, or Released) c. Layover timer shall reset and activate. d. The key shall be removable in this switch position	Would the car door system remaining in the last commanded state when the power is turned off and the door closing when power is restored meet the requirements of this section? Request for clarification. It is unclear whether the current design meets the requirements of the specification.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision The doors shall remain in the last COMMANDED STATE. Doors shall not close, when power is restored.
2-052	2	5.3.4.2	Maximum Brake (MB) is defined in Section 2, Design and Performance Criteria, and is considered a safety system. The circuit shall be a safe function as defined in Section 2.	Our existing design provides Emergency Braking as a safety function. The Emergency Brake is activated by the Emergency Brake Switch (Mushroom). Maximum brake is not considered safety critical. The TCU manages dynamic and friction brake by software. Providing Safety critical software to oversee this function will increase the non-recurring costs for both the Traction System and Vehicle interface. We request the following change in the 3th paragraph of section 5.3.4.2: Maximum Brake (MB) performance is defined in Section 2, Design and Performance Criteria. The control circuit shall be a safe function as defined in Section 2.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-053	2	5.4.7.3	Size: Minimum diameter.125 mm (5 in)	Would the City please modify this requirement to allow for a speedometer of 4 inches (101 mm) in diameter? Please modify this requirement. The current design does not allow for a display of this size. We believe a 4 inch display is appropriately sized for clear visibility. Modifications would have to be made to accommodate this requirement.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-054	2	5.5	Provide a footswitch for manual operation of the sander system.	Would the City consider a hand switch? Request to allow for a hand switch for manual operation of sander system. The current design utilizes a hand switch. This design is viewed as an equivalent.	The proposed change to the specification is acceptable. <i>(Formal Addendum to follow)</i>

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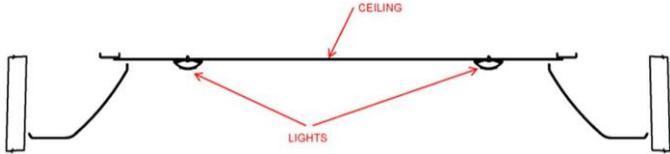
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2-055	2	6.11.2	Provide circuitry to monitor door panel position and door lock status for each side of the vehicle. 1. The circuitry shall be comprised of high reliability position sensing switches for each panel, and separate switches for detection of lock status. 2. The switches shall positively and directly detect the actual panel and lock positions. 3. These switches are in addition to those specified above for the Door Control System.	Would the City remove the requirement for high reliability position sensing switches for each panel, and separate switches for the detection of lock status? Request for omission of this requirement. Door operators do not have position-sensing switches to monitor locked status. If the door were to be unlocked, the doors would partially open, which would be detected by two door limit switches and the motor encoder, and interrupt the door status loop. In addition, after each closing cycle a door lock test is performed to confirm the locked status of the door, prior to closing the door status loop circuit. Door operators are manufactured by a well-known and respected company, and are service-proven worldwide. This design change is not available from the supplier.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-056	2	7.5.3	Between points in same horizontal plane of each passenger compartment: Maximum 2 degrees C (3.6 degrees F)	Would the City modify this requirement to be 3 degrees C in the same horizontal plane? Would the City please modify this requirement? It is unknown whether this requirement can be met. It is viewed as overly restrictive R-010 RFP for streetcar service.	The horizontal temperature variation will be changed to 3 degrees C and the vertical temperature variation will be changed to 4 degrees C. <i>(Formal Addendum to follow)</i>
2-057	2	7.5.3	Vehicle interior temperatures shall be uniform. During steady-state operation, interior temperature variation shall not exceed the following: 1. Between points in same horizontal plane of each passenger compartment: Maximum 2 degrees C (3.6 degrees F); 2. Between any point 100 mm (4 in) above the floor to 1700 mm (67 in) above the floor in a vertical plane: Maximum 3 degrees C (5.4 degrees F) .	Based on our experience, the temperature variation limits requested are very strict and will be very difficult to achieve. We are not confident that it is possible to comply with the required valued even if HVAC equipment and air ducting system on the existing car is completely redesigned. Undoubtedly, substantial design changes will be required. This will be a cost driver. A temperature variation of 5 degrees Celsius both in Vertical and Horizontal is achievable. Considering the mean time that passenger will stay in the vehicle, the proposed variation will not affect passenger comfort.	The horizontal temperature variation will be changed to 3 degrees C and the vertical temperature variation will be changed to 4 degrees C. <i>(Formal Addendum to follow)</i>

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2-058	2	7.6.2	Design Ambient Temperature: -19 degrees C DB (-2 degrees F DB)	Our existing design provides a heating system based on an ambient temperature of -14 degrees C DB. If -19 degrees C DB is required, the heating power will need to be increased by about 10%. As a result, the Floor Heater will need to be redesigned, the Auxiliary Power Supply duty cycle will need to be increased, wiring and switch and control gear will need to be updated accordingly, ie, considerable design changes would be required and costs will be increased.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-059	2	7.6.5	Provide floor heat using baseboard convection units. The capacity shall be sufficient to compensate for vehicle-body heat loss through conduction and radiation without consideration of any internal vehicle heat sources or heat from passengers.	Would the City consider the combination overhead heating and floor heating to provide sufficient heating for the vehicle? Clarification or omission of this requirement is requested. Limited baseboard area does not allow this requirement to be met with conventional baseboard units, without taking up excessive floor area, when limited to the temperatures indicated in the Specification. Higher capacity baseboard heaters would reduce standing room and negatively affect interior aesthetics. Appropriate heating can be met with the combined overhead heat and baseboard units. Restricting the requiring to just baseboard when there is plenty of additional overhead heating is unnecessary.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision Combination of overhead heating and floor heating is assumed
2-060	2	8.6.2	Passenger Area Lights	Is it acceptable to apply the interior lights according to the following cross-section picture? 	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-061	2	8.6.3	Provide light fixtures at each doorway for threshold and platform illumination, located so that they will provide the required minimum illumination (see Lighting Levels table, above).	Would the City consider modifying this requirement to allow interior passenger lighting to be used to meet the lighting requirement if levels at the doorway are sufficient, rather than requiring the integration of an additional light? Request to modify this requirement to allow for interior lighting to be a sufficient means of doorway lighting. Lighting at the doorway is sufficient without the inclusion of an additional light.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision If minimum illumination requirements can be accomplished with passenger lighting, that would be acceptable

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2-062	2	8.7.1	Bezels and trim, if provided, shall be stainless steel, have captive stainless steel fasteners, and be consistent with good mechanical mounting principles.	Would the City consider plastic fixture material for exterior lighting? Request to modify this requirement to allow for plastic fixture material. Stainless steel bezels and trim would be custom designs for exterior lighting manufacturers, which is difficult to justify due to relatively low order quantity. These current designs are standard and service proven.	The proposed change to the specification is acceptable. <i>(Formal Addendum to follow)</i>
2-063	2	8.7.2	Provide two replaceable-bulb halogen headlamps meeting the requirements of SAE J2560, one for high beam and one for low beam, on each side of each end of the vehicle.	Would the City consider an automobile style, 1 halogen 12 Vdc bulb fixture with a shutter for high/low beam operation? Request to modify this requirement. The current design utilizes 1 bulb with a shutter, which is believed to be an acceptable equivalent. The headlight is SAE J2560 compliant.	The specification will be modified to allow for a single fixture with both high and low beams providing they meet the illumination requirements and voltage requirements. <i>(Formal Addendum to follow)</i>
2-064	2	8.7.2	Provide two replaceable-bulb halogen headlamps meeting the requirements of SAE J2560, one for high beam and one for low beam, on each side of each end of the vehicle. Lamps shall be standard 28 V truck/bus lamps.	Our existing vehicle has one 12v halogen bulb (for both low and high). Revising the design to accommodate two bulbs would increase the cost.	The specification will be modified to allow for a single fixture with both high and low beams providing they meet the illumination requirements and voltage requirements. <i>(Formal Addendum to follow)</i>
2-065	2	8.7.2	Operate the low beams at reduced voltage for use as daytime running lights.	Our existing design provides high and low beams from 1 bulb; we use the low beam (at its normal voltage and brightness) as the daytime running light. If a lower brightness day time running light is required, we could provide it separately. Redesigning the headlight assembly and its interface with the car design will be a cost driver.	The specification will be modified to allow for a single fixture with both high and low beams providing they meet the illumination requirements and voltage requirements. <i>(Formal Addendum to follow)</i>
2-066	2	8.7.4	Provide two red taillights meeting the requirements of SAE J2040 at each end of each vehicle. When illuminated, the taillights shall be plainly visible from a distance of minimum 150 m (492 ft). Provide two stop lights meeting the requirements of SAE J2261 at each end of each vehicle.	Would a quantity of two (2) combination Tail/Stop light fixtures per end of vehicle meeting the requirements of this Section be considered? Request for clarification/modification.	The proposed change to the specification is acceptable. <i>(Formal Addendum to follow)</i>

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2-067	2	8.7.5	One red light located as close to each end as possible for a total of two (rear side marker lights)..	Our existing vehicle has only amber marker lights on the side of the vehicle. Red side marker lights are not included. Adding these additional lights (and their functionality) would increase the cost. Please consider not adding this requirement.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-068	2	9.2.4.3	Provide return wiring for each system or circuit fed from a circuit breaker or fuse. Each circuit return wire shall be connected, via its own separate terminal, to a return bus located in the same electrical locker that contains the circuit breaker that supplies the circuit.	Our normal practice is as follows. The train is provided with a general LVPS negative bus. This bus is sized to accommodate the maximum expected current. Each car in the consist is provided with separate terminal boxes, one per wiring subdivision, directly connected to the general bus. Each system or circuit fed from a circuit breaker is provided with its own return wiring to the closest negative terminal boxes. This practice reduces the voltage drop in the circuits and systems, reduces common-mode EMC problems, reduces failures in the inter-car connections (only one negative connection against one per system/circuit), and reduces weight (less wiring so less weight). This type of design has been used for many years and is reliable, maintainable and service proven. Please revise the specification to allow this type of wiring design.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-069	2	9.3.4	The arrangement of the high-voltage dc power components and other systems shall provide battery charging whenever the pantograph is raised and OCS power is available. Battery charging shall not depend on the state of the HSCB. See Section 5, Operator's Cab, for additional requirements.	Our existing design provides a battery charger that is not independent from the HSBC status. To guarantee that the vehicle can started even with a completely flat battery, we provide a 750/24 DC-DC Converter. Considering that requirement TS 9.3.4 is looking for that function, we request to change it to: The arrangement of the high-voltage dc power components and other systems shall provide battery charging whenever the pantograph is raised and OCS power is available. Battery charging shall not depend on the state of the HSCB. See Section 5, Operator's Cab, for additional requirements.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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2-070	2	9.3.5	The arrester shall be rated by the manufacturer for outdoor dc operation, and shall be designed, constructed, and tested in accordance with the general requirements of IEEE C62.11.	Would the City include standard IEC 60099-4 as an acceptable alternative to IEEE C62.11 for arrester rating? Request to allow the IEC standard as an acceptable alternative for arrester rating. The current, service-proven design is rated to the IEC standard 60099-4.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-071	2	9.4	Maintenance Shop Power	Our existing vehicle requires Maintenance Shop Power at 208 Vac 60Hz, instead of at 750Vdc. The Maintenance Shop Power is feeding all AC and DC load of the vehicle. Traction is completely switched off. Would the City consider this option as a valid option?	The proposed change to the specification is acceptable. <i>(Formal Addendum to follow)</i> Note that this may increase other project costs to accommodate this and will be included in the evaluation.
2-072	2	9.6.2	Voltage	Original text: The low-voltage dc power system shall operate at a regulated 28.5 Vdc, nominal. Actual voltage shall be as appropriate for battery charging. Question: We assume that the battery voltage should be 24V DC. Correct?	The Vehicle should be supplied with a 24 Vdc battery, with a charging voltage of approximately 28.5 volts or as recommended by the battery manufacturer.
2-073	2	9.6.5	Provide a fire alarm system for heat and smoke detection: It shall trip the battery circuit breaker upon detection of excessive heat or smoke.	Our existing design is NFPA 130 compliant. Per NFPA 130 - 2014 version, the fire alarm is only required to detect heat, not smoke. Please consider revising this requirement.	The proposed change to the specification is acceptable, specifications will be modified to "heat or smoke...." <i>(Formal Addendum to follow)</i>
2-074	2	9.8.3	Provide automatic detection of filter failures resulting in excessive EMI, particularly at signal system operating frequencies. Detection of such failures shall automatically inhibit propulsion, announce a propulsion failure, and store the data in the propulsion failure log.	Would the City consider removing this requirement? Request to remove the requirement for automatic detection of filter failures resulting in excessive EMI. The current design does not automatically detect filter failures resulting in excessive EMI. Including this requirement could impact schedule and cost.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision The vehicle control system should detect a filter failure
2-075	2	10.2.3	Liquid cooling systems shall be permanently sealed and shall not require preventive maintenance for the life of the equipment.	Would the City consider minimal preventive maintenance during the life of the equipment? Request to modify this requirement to allow for the addition of coolant to the system during its life. Liquid cooled systems may require the addition of coolant, not more often than 1 year intervals.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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2-076	2	10.3.1	Suppress switching line transients normally generated by the propulsion system such that the instantaneous voltage complies with IEC 60850.	Would the City accept EN 50163 as an equivalent to IEC 60850? Request to modify this requirement to allow for propulsion testing to EN 50163. The requirements between the standards are similar. The propulsion supplier tests to the EN standard. This is an industry service-proven supplier of propulsion equipment.	The proposed change to the specification is acceptable. <i>(Formal Addendum to follow)</i>
2-077	2	10.5.2.2	Dynamic braking shall be combined regenerative and rheostatic and shall be continuously available from maximum vehicle speed down to a vehicle speed of 5 km/h (3 mph) or less. At zero speed, friction brakes shall be fully blended in to provide a secure zero speed detection.	On our existing vehicle design, dynamic braking starts at 7km/h (4.35mph). Starting at 5 km/h (3mph) would require a change in the traction equipment design and possibly the supplier. This will be difficult to achieve and will be a significant cost driver.	The specification will be modified to state 8 km/h (5.00 mph) <i>(Formal Addendum to follow)</i>
2-078	2	10.5.2.2	Motor and Rotor Balance: Motors shall be dynamically balanced to meet the requirements of IEC 60349-2. For the assembled machine, rotors shall be dynamically balanced to within a maximum unbalance of 0.007 Nm (0.005 ft lbf), even if a greater unbalance will satisfy the IEC 60349-2 requirements. Balancing shall be accomplished by using metal weights, welded in place, or by drilling the rotor core.	Our existing traction motors are dynamically balanced to DIN ISO 1940. Please allow use of this standard.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-079	2	10.6.1	Enclosure: Splash proof or totally enclosed.	Please confirm whether an IP20 self ventilated open-frame, IP54 Terminal box meets the requirements of this specification. Request for clarification on this requirement. Seeking to confirm whether the current design meets the requirements.	The TS requirement applies to the motor frame. Proposer asks about junction boxes, which are not part of this TS section.

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2-080	2	10.6.1	Mounting: a. Each traction motor shall be resiliently mounted, either directly to the truck frame or to both the truck frame and gear unit. Axle-hung motors are prohibited. Other mounting concepts will be considered for approval by The City.	Would the City consider a rigidly mounted design? Request to clarify/modify this requirement to allow for rigidly mounted traction motors that are mounted above the primary suspension. Rigidly mounted traction motors are a service-proven design with dozens of streetcars running in the US with this configuration. Direct track vibrations are removed through the primary suspension eliminating the need to resiliently mount the traction motor. Implementing resiliently mounted traction motors to the truck frame will be a significant cost driver. A complete redesign would be required, also affecting weights, testing, schedule, and much more.	The proposed concept is acceptable providing it meets the specification which states "Other mounting concepts will be considered for approval by The City"
2-081	2	10.6.1	Shaft Coupling: Provide a maintenance-free coupling arrangement between traction motor and gear-unit shafts. The coupling design and motor-gear unit mounting arrangement shall minimize coupling dynamic angular displacement.	Please confirm whether shaft coupling being taper fit shaft, toothed gear type flexible coupling and motor/gearbox alignment being checked during assembly of coupling meets the requirements of this specification. Please clarify this requirement. Seeking to confirm whether the current design meets the requirements.	The proposed concept is acceptable providing it meets the following requirements: "Provide a maintenance-free coupling arrangement between traction motor and gear-unit shafts. The coupling design and motor-gear unit mounting arrangement shall minimize coupling dynamic angular displacement"
2-082	2	10.6.1	Grease cavities shall be large enough to hold a five year supply of lubricant.	Would the City please modify this requirement to allow motor bearings to be greased yearly? Request to modify this requirement to allow for yearly greasing of bearings. The current design requires yearly greasing of motor bearings. This is an industry and service-proven supplier of traction motors.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-083	2	10.6.1	Traction Motors	Mounting: Is it acceptable to use mounting where the traction motors are bolted to the middle crossbeam of the truck frame and are fully supported by the primary suspension?	The proposed request is acceptable. The specification states "Other mounting concepts will be considered for approval by The City"
2-084	2	10.6.2	Bearings shall have an ABMA L10 rating life equivalent to minimum 1,600,000 km (994,200 mi) of service.	can guarantee up to 1,500,000 km (937,500 mi) as rating life. Please consider this slight change.	The proposed change to the specification is acceptable, specifications will be modified to "a minimum of 1,500,000 km (937,500 mi)..." <i>(Formal Addendum to follow)</i>

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2-085	2	10.6.3	No air speed shall be considered in estimating resistor cooling for resistor designs.	Would the City modify this requirement to account for some degree of indirect, forced cooling? Request to modify this requirement. Some degree of forced cooling is required for the brake resistors.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-086	2	11.2.3	The complete truck assembly shall clear the vehicle body and vehicle-body-mounted equipment by minimum 12 mm (0.5 in).	Based on our existing vehicle, in some improbable situations and in some truck locations, clearance will be 8.5 mm (0.33 in). Please allow discussion of these specific cases during the project stage.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-087	2	11.3.3.2	Provide two hydraulic cylinders per truck, serving as the secondary suspension elements in conjunction with or instead of coil springs.	Based on our existing vehicle truck design, we use one hydraulic cylinder per coil spring (there are 4 coil springs per truck), therefore our design requires four hydraulic cylinders instead of two. Please leave the TS open to our solution.	The proposed change to the specification is acceptable, specifications will be modified to "Provide a minimum of two...." <i>(Formal Addendum to follow)</i>
2-088	2	11.3.3.2	Load Leveling	Is it possible to use 4 hydraulic cylinders per truck?	Yes, depending on the connection between the truck and carbody
2-089	2	11.4.2	The strength of the connection shall comply with Section 3, Vehicle-Body Structure.	Our existing vehicle was designed to comply with the following requirement: The ultimate strength of the truck-to-carbody connection shall be sufficient to secure the entire truck to the carbody under conditions in which a horizontal load of 45,000 lbf (200 kN) is applied in any direction at any point on the truck, without separation of the truck and carbody. Increasing this value will require design changes, new carbody and truck tests and increase weight. Please consider revising this requirement.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-090	2	11.6.1	Wheel and tire rated for continuous operation up to AW4	can guarantee continuous operation up to AW3. Please consider reducing this requirement from AW4 to AW3. AW4 is typically used as a short term worst case and not as a continuous operation load.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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2-091	2	11.11	Applicator components shall be stainless steel. Lubricator sticks and applicators used for the motor and center trucks shall be identical.	Based on our existing truck design, ejector flange lubrication is used. This way, the lubrication is used when required, while with the stick flange lubricator, lubrication is constantly being applied. This can lead to excessive use of lubricant and build-up on the tracks. Please consider removing the last paragraph from section 11.11.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-092	2	11.12.4	Fatigue Allowable Stress Levels	For fatigue allowable stress levels for welded connections is recommended to apply the requirements of AWS D1.1/D1.1M for dynamic structures. Is it possible instead to apply the specifications used in Europe, above all, the set of European Standard Specifications EN15085 Railway applications - Welding of railway vehicles and components, Parts 1 to 5 and the associated specifications DVS 1612 Design and fatigue testing of welded steel joints in the construction of railway vehicles? Both the specifications classify the weld depending on the value of the fatigue strain and EN 15085 Standard Specifications moreover depending on the safety risk.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-093	2	11.13	Truck Painting	Is it possible to have the axle painted as it is common in Europe and as we have delivered it within our previous USA projects? The uncovered axles will probably have lower lifetime in service.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-094	2	12.1.3 & 2.7.7.4	Sanding is automatically applied for emergency brake stops.	Would the City remove the requirement to automatically apply sand during emergency braking? Please modify this requirement to account for intelligent sanding systems that meets the intent of this requirement. The proposed emergency braking system does not supply sand during emergency braking stops since it is unnecessary when using an intelligent sanding system. The system provides sand when a wheel spin/slide is detected.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-095	2	12.2.6	Provide pressure transducers for control, feedback, testing, and the failure monitoring system. Pressure switches are not permitted.	uses both pressure transducers and pressure switches. For some brake system functions, pressure switches are the most appropriate solution. Forbidding their use in all applications will trigger a brake system and brake control system redesign. Please allow the use of pressure switches.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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2-096	2	12.3.2	Dynamic Brake Interface	Original text: A dynamic brake signal from the propulsion system shall be used by each BCU to modulate disc brake effort in response to the dynamic braking effort on that truck, such that the requested brake effort is provided regardless of the status of dynamic braking. Question: Our system works only with two statuses of EDB: The EDB is functioning, or the EDB is non-functioning. No situation when the EDB works only on some percentage. Is it possible to adhere to this proven system?	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-097	2	13.1	Provide an automatic passenger counting (APC) system for each vehicle. The system shall count the passengers that enter and exit the vehicle at each station and record the passenger count, location, time, and vehicle number in an onboard database for remote processing at a later time. The data shall be available for downloading via PTU and for automatic downloading via wireless communication from the vehicle to the wayside.	Based on our existing vehicle, the AVL/APC/Radio system designed by Trapeze provides a GPS signal to the APC system. If Milwaukee is interested in installing a similar system to the one provided by Trapeze, could purchase the APC System from Trapeze.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-098	2	13.1.2	The communication controls shall comply with the design requirements of Section 2, Design and Performance Criteria, and incorporate a Local Diagnostic and Test System (LDTs) that interfaces with the Central Diagnostic System (CDS) and portable test units (PTU), as described in Section 17, Electronic Controls Software and MDS.	Would the City omit the requirement that the communication system interface with the CDS? Request to omit this requirement. The current communication system design does not interface with the CDS. This could be a cost and schedule driver.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-099	2	13.2.6	Provide a minimum of one speaker for every 1800 mm (71 in) of vehicle length.	Based on our existing vehicle, having a speaker every 2,400 mm (8 feet) is sufficient. Adding these additional speakers and integrating them with the existing design will increase costs.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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2-100	2	13.4.9	Interior visual display signs shall be back-lit LCD displays capable of scrolling a message. The signs shall be minimum single-line displays of 15 alpha-numeric characters with a minimum character height of 60 mm (2.4 in). Exterior visual display signs shall be either single-line, dot-matrix LED or back-lit LCD displays, yellow or amber on black, capable of scrolling a message, with a minimum character height of 110 mm (4.3 in).	Would the City modify this requirement to accept LED-based dot-matrix signs with an exterior sign height of 103 mm and a minimum character display of 12? Request for modification of this requirement. The current vehicle utilizes a different design than what is specified in the Specification. We believe that this design meets the needs of the City and would be an appropriate substitute.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-101	2	13.4.9	Interior visual display signs shall be back-lit LCD displays capable of scrolling a message. The signs shall be minimum single-line displays of 15 alpha-numeric characters with a minimum character height of 60 mm (2.4 in).	Our existing vehicle uses LED display signs in the interior. This is a service proven and reliable technology. Changing to LCD signs will require considerable redesign of the sign interface and communications system. Please consider allowing interior LED displays.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-102	2	13.5	Radio	The AVL/APC/Radio system in our existing vehicle was designed by Trapeze and provided as a complete system by the authority. Does Milwaukee have a specific similar system in mind? Depending on what type and functionality of system is specified, it could have an impact on the cab layout and electrical design. Could you provide the radio details so that we can evaluate the design impacts?	This information is not available at the present time. If more information becomes available, it will be included in a future supplement to the Response to Clarifications when and if available.
2-103	2	13.5.1	Install radio equipment furnished by The City in each operator's cab and provide associated wiring and power. Details of the radio will be supplied during Design Review. See Section 5, Operator's Cab, for location information. The Contractor shall be responsible for installing and testing the radio.	To clarify, will The City supply the radio and radio equipment to The Contractor for installation and testing? Request for clarification. This equipment would include the radio speaker, microphone, antenna, control head, pre-manufactured cables for interconnecting radio system components, and mounting brackets.	The radio equipment will be supplied by the City. This information is not available at this time. The contractor may have to manufacture some cables in accordance with the radio manufacturer's specifications, e.g., power cables.
2-104	2	13.6.1	Provide each vehicle with an Ethernet TCP/IP-based Closed Circuit Television (CCTV) system consisting of at least 4 exterior and 6 interior color cameras, DVR, CCTV Controller and other ancillary equipment, as required	Based on our existing vehicle, Four CCTV cameras are sufficient to cover the interior view. Two additional CCTV cameras and the related redesign would increase costs	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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2-105	2	13.6.2	The camera shall have a frame rate of at least 30 fps.	Would The City modify this to 15 fps? The calculations for storage capacity are performed using 15 fps (Section 13.6.8.3). This is believed to be a realistic frame rate. The 21 day requirement cannot be met with current technology with a 30 fps frame rate. The camera shall have a frame rate of 15 fps.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-106	2	13.6.6.1	If an exterior camera fails, the system shall indicate a failure to the operator and automatically switch to the camera on the opposite cab.	Would the City omit this requirement? Request to omit this requirement. The current system does not automatically switch to a camera on the opposite cab if a camera fails. The logic behind this requirement is not understood.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision The intent is to provide continued view of the side of the vehicle for passenger safety.
2-107	2	13.6.8.3	The used/unused capacity of the DVR shall be viewable by maintenance personnel and the operator on the Train Operator Display (TOD).	Would The City accept viewing the used/unused capacity of the DVR with the PTU? Request for clarification/modification. The VCU and CCTV system are independent systems.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision That is why there must be a comm link between communications and the VCU.
2-108	2	13.6.8.3	The DVR shall be able to store a minimum of 21 days of surveillance video, computed using a minimum 20 hours per day, maximum camera resolution and bandwidth, 15 fps, and indicated compression.	The DVR on our existing vehicle is designed to record for 72 hours, 30fps for 4 cameras should be sufficient. Adding this additional capacity will increase costs.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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2-109	2	13.7	<p>Provide a WAAS-enabled GPS receiver for use by the APIS and CCTV system (see above) and MDS system (see Section 17, Electronic Controls, Software, and MDS), and other systems on the vehicle that require position and/or time information. The GPS shall furnish the primary vehicle time, which shall be passed on to all relevant vehicle control electronics via the vehicle network (see Section 17).</p> <p>Provide satellite prediction and recent ephemeris data features for quicker location determination when the GPS is powered on.</p> <p>Provide an interface to the VNC indicating status of GPS location determination.</p> <p>The GPS shall remain powered during vehicle layover periods. See Section 5, Operator's Cab and 9, Electrical Equipment.</p> <p>Mount the GPS antenna on the roof, or other location, optimized for satellite access. Coordinate the antenna location with other vehicle antennas to avoid interference.</p>	<p>Based on our existing vehicle, the APIS, CCTV and MDS do not use GPS for positioning and/or time information purposes. However, the AVL/APC/Radio system designed by Trapeze provides a GPS receiver.</p> <p>If Milwaukee is interested in installing a similar system to the one provided by Trapeze, could purchase the GPS from Trapeze.</p>	<p>No Change</p> <p>The specification/provision as contained in the RFP shall be maintained as proposed without revision</p>
2-110	2	13.8	<p>Provide wireless communication from the vehicle to the wayside for transmission of data to the vehicle maintenance workstation in the Shop (see Section 17, Electronic Controls, Software, and MDS, sections on Vehicle Data Network, MDS, and Vehicle Software and Systems).</p>	<p>Based on our existing vehicle, AVL/APC/Radio system designed by Trapeze integrates the wireless communication from the vehicle to the wayside.</p> <p>If Milwaukee is interested in installing a similar system to the one provided by Trapeze, we could purchase the Wireless System from Trapeze.</p>	<p>No Change</p> <p>The specification/provision as contained in the RFP shall be maintained as proposed without revision</p>
2-111	2	13.10.3	<p>Distance traveled information from the propulsion system</p>	<p>Would the APC system receiving distance traveled information from the VCU be an acceptable alternative to receiving distance traveled information from the propulsion system? Request to modify this requirement to allow distance traveled information to be received from the VCU. The current design receives distance traveled information from the VCU.</p>	<p>The proposed change to the specification is acceptable.</p> <p><i>(Formal Addendum to follow)</i></p>

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2-112	2	13.11	The City will furnish the equipment (such as NextBus), and the Contractor shall provide wiring, installation, and verification of the equipment.	To clarify, will The City provide all equipment associated with the AVL system, including components and pre-assembled cables to The Contractor for installation and testing on the vehicle? Request for clarification.	City will provide all equipment. Car builder typically must prepare most cables.
2-113	2	13.11	<p>The Automatic Vehicle Locator system is an advanced, real-time traveler-information management and display system, comprised of wayside displays, Windows-based message creation and control software, and World Wide Web vehicle location for public use (such as NextBus). The system shall provide vehicle location, updated at regular intervals, using GPS. The system may use the vehicle GPS, or shall have a dedicated GPS system. The GPS antenna shall mount on the roof, or other location, optimized for satellite access. Coordinate the antenna location with other vehicle antennas to avoid interference.</p> <p>The City will furnish the equipment (such as NextBus), and the Contractor shall provide wiring, installation, and verification of the equipment.</p>	Could you provide information on the proposed AVL system so that we can study the impacts to the design?	This information is not available at the present time. If more information becomes available, it will be included in a future supplement to the Response to Clarifications when and if available.
2-114	2	13.12	Provide each vehicle with wiring and mounting brackets for traffic signal priority emitters on the roof of each cab. The emitters will be furnished by The City.	To clarify, The Contractor is responsible for the wiring and mounting brackets of the emitters and the emitters are to be provided by The City? Are there other components of this system that The Contractor is responsible for or that The City will provide? Who is the manufacturer of this equipment and can a block diagram or system schematic be provided? Request for clarification/additional information on this requirement.	Yes. Contractor will provide wiring and installation and power. The manufacturer of the other equipment is not available, at present.
2-115	2	13.12	Provide each vehicle with wiring and mounting brackets for traffic signal priority emitters on the roof of each cab. The emitters will be furnished by The City.	The traffic light priority system on our existing vehicle is provided by Opticom. Could you provide information on the proposed Traffic Light Priority system so that we can study the impacts to the design?	This information is not available at the present time. If more information becomes available, it will be included in a future supplement to the Response to Clarifications when and if available.

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2-116	2	13.13	Provide the vehicle-borne portion of the TWC system in accordance with requirements described in this Section. Provide vehicle TWC equipment completely compatible with the wayside equipment.	Please provide information about the TWC on the wayside, if there is already one in use in the City of Milwaukee.	This information is not available at the present time. If more information becomes available, it will be included in a future supplement to the Response to Clarifications when and if available.
2-117	2	13.13.4.2	The TWC Cab Control Panel shall comply with the following: 1. Provide a unit of four pushbutton switches and a unit of four ten-position thumbwheel switches. 2. The pushbuttons shall be backlighted when the transponder for the active cab is over a wayside loop and is being interrogated.	Would The City please confirm that the TWC Cab Control Panel should have a unit of four ten-position thumbwheel switches? Request for confirmation.	Confirmed No change required
2-118	2	14.2.2.2	Melamine-faced aluminum, minimum thickness 0.08 in (2.0 mm)	Please allow the use of Coated aluminum for the ceiling.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-119	2	14.2.2.5	Ceiling panels and wall linings shall not be used to support equipment or equipment lockers.	Please allow the ceiling panels to support the weight of light weight equipment that doesn't compromise ceiling integrity.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-120	2	14.2.3	Graffiti Resistance: Walls and ceilings shall be graffiti resistant to ASTM D6578/D6578M, using cleaning agents agreed by The City, with a pass rating of 5, minimum.	Please allow the use of the standard NF F 31-112, "Non agresif Efficace", acc point 9.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-121	2	14.2.3	Interior surfaces shall have a low-glare finish with a glossometer reading between 4 and 15, per ASTM 523, machine direction, using a 60 degree glossometer,	Please allow glare in accordance with EN ISO 2813, Silk finish 40 to 60%, Gloss ≥ 90%, Angle of incidence 60°	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-122	2	14.2.7.5	Window frame: Satin finished anodized aluminum, opening, with a latch operable from inside the cab only; Weather stripped; reinforced for hard usage; designed to eliminate rattling	Our existing design does not include an operable cab window. This simplifies the design and eliminates the issues typically associated with operable windows, namely rattles, water leakage, air whistling, jamming, etc. Is an operable window mandated by Milwaukee's operation plan? Adding an operable window will impact cost, maintenance and reliability. Please consider not requiring an operable cab window.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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2-123	2	14.2.8.1 14.2.8.5	Aisle width: Minimum 635 mm (25 in) between seating on opposite sides of the vehicle. Individual seat width: 457 to 483 mm (18 to 19 in), which may be achieved through the use of spacers placed between individual seats.	Based on our vehicle design width (2,650 mm) we provide 4 seats transversally with a 450 mm seat width and an aisle width of 630 mm. If a wider aisle width and a wider seat width are required, substantial design changes will be required. This will be a major cost driver.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision However, 630 mm would be considered acceptable
2-124	2	14.2.8.2	Brushed stainless steel, with 180 grit, horizontal finish.	The seats in our existing vehicle are made of painted aluminum. The seat is composed of an aluminum frame with cast aluminum side and upper covers. Please allow this type of construction.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-125	2	14.2.8.3	Material: Low smoke, flexible foam, inherently fire retardant	The seats on our existing vehicle use a formed FRP insert that does not have fabric or a cushion. It is sturdy and easy to clean and maintain, while providing sufficient comfort for the intended service. Please allow the use of seat inserts without foam and fabric.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-126	2	14.2.8.6	Seat back: Similar in shape and contour to standard seat back, complete with cushion.	Based on our existing vehicle, please allow flip-up seats without seat back cushions. These seats provide adequate comfort for the intended service.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-127	2	14.2.14	Provide bicycle stowing racks as specified in Section 2, Design and Performance Criteria:	Provide refer to bicycle racks comment (2.3.2.2)	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-128	2	14.2.15	Incorporate provisions for the installation of two Ticket Vending Machines (TVM) in the mobility-device-accessible portion of each vehicle, and Ticket Validators at each door.	Please provide system information so that we can study the design impacts.	This information is not available at the present time. If more information becomes available, it will be included in a future supplement to the Response to Clarifications when and if available.
2-129	2	14.2.15	Incorporate provisions for the installation of two Ticket Vending Machines (TVM) in the mobility-device-accessible portion of each vehicle, and Ticket Validators at each door.	Please provide system information so that we can study the design impacts.	This information is not available at the present time. If more information becomes available, it will be included in a future supplement to the Response to Clarifications when and if available.

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2-130	2	14.4	Drainage conduits that run inside the vehicle-body structure shall be fully insulated to prevent condensation or leakage.	Our existing vehicle uses non-metallic conduits that do not need to be insulated; they naturally deter condensation formation. Please allow this type of contraction.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-131	2	14.5.1.1	NEMA 250: Comply with specified type requirements, except as specified otherwise in this section. Where conflicts exist, comply with this section.	Based on our existing vehicle, the equipment enclosures are built in accordance with IEC 60529 IP65. Please allow the use of this standard. This is a cost driver.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-132	2	15.3.2	Test all materials supplied for this vehicle to verify compliance with the flammability and smoke emission performance requirements of Section 16, Materials and Workmanship.	Would the City modify this requirement to permit 0.2% or less by weight of PVC content in the operator's seat? Request to modify this requirement to allow for a small amount of PVC in the operator's seat. The current operator's seat has a small amount of PVC, not meeting the Flammability and Smoke Emission requirements of Section 16. The amount is .2% and is insignificant. However a change has been researched with minimal availability.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-133	2	15.4.3	Simulate vehicle inertia with a dynamometer that uses flywheels or programming of a motor generator. 3. Simulate vehicle resistance by means of a motor generator.	Would the City consider verification through a different yet equivalent means from what is defined? Request to modify the requirement to allow for equivalent alternates for verification. The current design uses an alternate means of verification.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-134	2	15.4.4	Perform a type test on the complete friction brake system and all components: Use a dynamometer to confirm braking capability, thermal capacity, response, and wear rates.	Based on the results from our existing vehicle, at the Authority's discretion, some or all these tests could be waived for service proven and tested brake systems. Is the Authority open to this approach?	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-135	2	15.4.4	Friction Brake System Type Test	Original text: Perform a type test on the complete friction brake system and all components: 1. Use a dynamometer to confirm braking capability, thermal capacity, response, and wear rates. Question: Is it possible to consider as sufficient that the brake system or brake components are well service proven and satisfactorily functioning on many other street cars in other cities?	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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2-136	2	15.6.3	Each traction motor, ac auxiliary motor, and dc motor shall be given a routine test in accordance with IEC 60349 or IEEE Std 11, as appropriate. Motor balance shall be dynamically tested in accordance with IEC 60349.	Our existing traction motors are dynamically balanced to DIN ISO 1940. Please allow use of this standard.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-137	2	15.8.4.2	Braking Test	Original text: Perform the following tests as a minimum: 1. Blended full service brake stops from 70 and 50 km/h (43 and 31 mph) 2. Blended minimum service brake stops from 32 km/h (20 mph) Question: What does mean the term "blended service brake"? Does it mean concurrent application of dynamic brake and friction brake only during the final phase of braking (stopping)?	Blended service braking is defined as using electric and friction braking, in accordance with the requirements of the Technical Specification.
2-138	2	16.1.6	The following materials shall be prohibited from use on the vehicles: 1. PVC	Would the City modify this requirement to permit 0.2% or less by weight of PVC content in the operator's seat? Request to modify this requirement to allow for a small amount of PVC in the operator's seat. The current operator's seat has a small amount of PVC, not meeting the Flammability and Smoke Emission requirements of this Section.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-139	2	16.3.3.2	Material and Property Class (or Grade)	Is it possible for structural and load-carrying bolts that are exposed to aggravated corrosion conditions to use bolts and nuts of stainless material?	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-140	2	16.5	structural shapes, plates and bars shall conform, as a minimum, to the requirements of ASTM A588/A588M. General requirements for delivery of HSLA shapes, plates, and bars shall be as required by ASTM A6/A6M.	Would the City include standard ASTM A847 for applications involving structural tubing? Request to modify this requirement to include ASTM A847 for structural tubing. This standard is common for use in applications involving structural tubing.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-141	2	16.6.3.1	Structural Welding	Is it possible for welding to use the standard EN 15085 - Railway applications - Welding of railway vehicles and components?	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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2-142	2	16.11.4	Honeycomb panels shall be an assembly of honeycomb material bonded to melamine-faced metal panels or to metal panels: 1. Honeycomb material: Aluminum, in accordance with SAE AMSC7438.	Would it be acceptable to this specification to utilize flame resistant composite honeycomb for specific non-structural interior ceiling panel applications? Request confirmation/modification to allow the use of composite honeycomb for certain applications. This style has shown equal, if not better, performance to the metal honeycomb. Many transit vehicles and airplanes are using this style of honeycomb due to its strength to weight ratio.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-143	2	16.16.3	Conductor sizes No. 10 AWG or smaller: Insulated terminals with metal strain relief device under the insulation that is crimped onto and grips the wire insulation simultaneously with the terminal. The insulation material shall be rated for the expected worst case temperature.	Would the City modify this requirement to permit the use of uninsulated crimp terminals for wire sizes less than 10 AWG in the propulsion system? Request to modify this requirement to account for supplier systems that do not utilize insulated crimp terminals for wire sizes less than 10 AWG. An industry and service-proven propulsion system utilizes uninsulated crimp terminals for wire sizes less than 10 AWG. This requirement cannot be met by our service proven propulsion system supplier.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-144	2	17.4.4	Equip the vehicle MDS with a WiFi IP router to transmit MDS and other specified data to the vehicle maintenance workstation in the shop.	Would the City omit this requirement? Request to omit the requirement that the system automatically transmit fault data to the maintenance facility. The current design does not incorporate this feature. Inclusion of it would be a cost driver.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-145	2	17.4.5.2	The minimum dimensions for the TOD screen shall be a 10 inch (diagonal measurement) minimum, 1280x720, LED back-lit touch screen color display, ruggedized for industrial applications.	The TOD of our existing streetcar meets the size requirement but provides a 640x480 resolution. TODs with this resolution are in service worldwide without issue. Complying with a higher resolution will require associated software and hardware changes and will increase costs. Please consider accepting the lower screen resolution.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-146	2	18.1.1	Deliver Final Manuals No Later Than: 24 months after NTP	Would the City modify this requirement to allow delivery of final manuals to be after the delivery of the vehicles? Request to modify this requirement. It is recommended that the delivery of final manuals occur after acceptance of all vehicles in order to allow any changes that may occur, in order to reduce the number of manual revisions, thus reducing costs. Draft manuals will be provided in time for training however final manuals are recommended to come after the vehicles have been delivered so updates can be included.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision

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2-147	2	18.2.2		Volume 2 Technical Specification' requires one PTU per vehicle while in the list provided in 'Volume 1, Schedule C, Equipment and Special Tools' 3 PTUs are required. The Contractor requests the City to please clarify which quantity of PTU's is to be supplied?	Please provide three PTU's per Schedule C. Section 18.2.2 in the Technical Specification will be modified. (Formal Addendum to Follow)
2-148	2	19.6.2	Dimensions shall be expressed in the SI system, and wording shall be in the English language.	Would US customary units be acceptable as an alternate to SI units? Request for acceptance of dimensions in US customary units. In order to provide the City with SI units for all aspects of the streetcar project, there would be significant time and cost in converting existing drawings, procedures, manuals, systems, components, etc. We believe US Customary units should be acceptable.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision
2-149	2	19.9.1	Plan, establish, and maintain a Quality Assurance (QA) and Quality Control (QC) program that complies with the following standards: 1. ANSI/ISO/ASQ Q9001, Quality Management Systems – Requirements (or approved equal) 2. FTA-IT-90-5001-02.1, Quality assurance and Quality Control Guidelines.	Would the City accept AAR M-1003 as an approved equivalent? Request for clarification if AAR M-1003 is an approved equivalent QA/QC program. In that the AAR M-1003 addresses each of the elements of the specified systems, as well as the FTA QA/QC guidelines with requirements for an Annual Audit performed by an AAR Accredited Auditor(s) and Internal Auditing, the AAR M-1003 is routinely recognized as an approved equivalent. Additionally, the AAR M-1003 emphasis on Production, Inspection and Test Planning, process Control and Design strengthen its application for Design Build projects. For these reasons, it is highly recommended that AAR M-1003 be accepted as an approved equivalent to ANSI/ISO/Q9001-2000 and FTA QA/QC guidelines.	Use of the AAR M-1003 might be acceptable, subject to a comparison between the AAR and the ISO standard, with the more stringent/restrictive requirement(s) governing.
2-150	2	19.9.6.3	Equipment shall be shipped from the point of manufacture only after an FAI has been approved or waived by The City.	Would it be acceptable if some FAIs were performed post-delivery? Request to modify this requirement to account for instances that it would be beneficial to perform the FAI post-delivery, as agreed upon by the City. If the expense associated with performing the inspection at the supplier's facility exceeds that of returning the product in the event that it is found to be nonconforming, and/or the return will not impose schedule impact, it is viewed as preferable to perform the FAI post-delivery.	No Change The specification/provision as contained in the RFP shall be maintained as proposed without revision Post-delivery FAIs are too late, potentially resulting in non-conforming equipment on site, and others in the pipeline.

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3-001	3		60% Plan and Profile Sheets	Please clarify what [60% Plan] means in Volume 3 section title?	The Plan and Profile sheets included in Volume 3 were taken from the projects 60% design documents.
3-002	3		60% Plan and Profile Sheets	Track Alignment Profile Sheets are provided in PDF format. The Contractor requests the City to provide these charts in excel format or more manageable formats, as the ones in PDF are very difficult to work with.	The Track Alignment Profile documents were provide for reference and will need to be updated as the alignment has changed with the progression of design. Track alignments could be provided in the future once they are updated.