



May 12, 2026

Dear Proposers:

Attached is Addendum No. 7 to SEPTA's Request for Proposal No. 25-00300-AMJP
- **Silverliner VI Rail Cars.**

The proposal due date and time scheduled for Friday, July 10th, 2026, at 04:30 PM has been postponed until Friday, August 28th, 2026, at 04:30 PM. All proposals must be delivered to my attention by the closing date and time to be considered for the award. The proposals must be sent to SEPTA's General Offices, 1234 Market Street, 11th Floor, Philadelphia, PA 19107.

Any inquiries regarding this proposal must be directed to Michael Piselli of the Procurement and Supply Chain Management Department at (215) 580-8364 or mpiselli@septa.org.

Thank you for your interest in the Authority.

Sincerely,

Michael Piselli

Michael Piselli
Manager, Contract Administration
Procurement & Supply Chain Management

Request for Proposal No. 25-00300-AMJP
Silverliner VI Rail Cars
Addendum No. 7

To All Bidders:

The following constitutes Addendum No. 7 to SEPTA's **25-00300-AMJP –Silverliner VI Rail Cars**. Addendum No. 7 must be acknowledged by inserting the date of the Addendum on the Addenda Response Form. Failure to do so may render a bid as non-responsive.

General:

1. The proposal due date and time scheduled for Friday, July 10th, 2026, at 04:30 PM has been postponed until Friday, August 28th, 2026, at 04:30 PM.
2. The Due Date for questions has been extended from Friday, May 29th, 2026, to by no later than the close of business at 04:30 PM to Friday, July 17th, 2026, by no later than the close of business at 04:30 PM.
3. Question and Answers (85-89) are attached.

May 12, 2026

ADDENDUM NO. 7

ADDENDUM ACKNOWLEDGEMENT SHEET

SEPTA's RFP No. 25-00300- AMJP
Silverliner VI Rail Cars.

The attached addendum to the Contract Documents is hereby part of the same and is incorporated in full as part of the Project. Proposer shall acknowledge Addendum No. 7 by completing and returning the Addendum Acknowledgment Sheet with the Technical Proposal.

FIRM NAME: (typed or printed) _____

AUTHORIZED SIGNATURE: _____

TITLE: _____

NAME: (typed or printed) _____

DATE: _____

Addendum No. 7 includes:

1. Question and Answers (85-89) are attached.
2. Proposal Due Date Extension.
3. Question Period Due Date Extension.

No.	Reference	Question	Answer
85	28 28.14.1 28.18.1	<p>According to the requirements, we understand that the Test & Inspection Vehicle is expected to perform both inspection operations and revenue service. However, based on feedback from the potential sub-supplier, there are significant technical constraints as follows:</p> <ol style="list-style-type: none"> 1. Seat Configuration & Space Constraints : According to the potential sub-supplier, the installation of specialized on-board equipment is mandatory to implement the required test and inspection functions. However, Section 28.14.1 requires a passenger seating layout, including workstations, inside both A and B cars. Please be advised that these two requirements are mutually exclusive and cannot coexist within the same space. 2. Installation of the URFS (Ultrasonic Rail Flaw System) : The URFS is a bulky system that must be mounted on the vehicle's Underframe (U/F). However, the current U/F is already fully occupied by major components such as the MTR, C/I, APU, and Battery, leaving no additional space for URFS installation. 3. Speed Limitations for Inspection : Ultrasonic rail flaw detection is technically impossible at 160 km/h due to fundamental physical limitations. Currently, testing speeds of 50–80 km/h represent the upper limit of the industry's capability. Consequently, the potential sub-supplier recommends a 50 km/h system as the most cost-effective solution. <p>Because of these issues, we recommend removing Section 28 (Test & Inspection Vehicle) from the technical specifications entirely. Instead, we suggest that SEPTA procure a separate, 'Dedicated Test & Inspection Vehicle' through a different channel. This should be a special-purpose vehicle designed only for testing and inspection, as it is not technically feasible to combine these functions with a standard passenger car (Revenue Service).</p>	TS 28 will be removed from the specification and the contract option for the test and inspection vehicle will no longer be required. The specification, contract, and instructions to proposers will be updated accordingly.
86	Contract Documents and Specifications Exhibit - II Project Schedule	The contract stipulates that Milestone 10.115 (Option Married Pairs) is NTP + 89 months. While we noted that a separate schedule is to be established, we request SEPTA to provide a tentative timeline for Options 1B and 1C. In the absence of specific guidance, our interpretation is that the production of Options 1B and 1C will not be concurrent; instead, they will be manufactured and delivered sequentially, in order, following the completion of Married Pair #117. Please confirm if this understanding is correct.	Confirmed
87	12.1.A.20 & 25.7.4.1	<p>Section 12.1.A.20 states that Friction brake system components shall be serialized as required by Section 25, Program Management and Commissioning, while Section 25.7.4.1.A.3 requires that Serial numbers are required for Brake calipers, Brake actuators, Brake Control units and Air compressors.</p> <p>It is our understanding that the friction brake system components only specified in Section 25.7.4.1.A.3 should be serialized. So small components of the friction brake system such as cutout cocks and test fittings are not serialized. Please clarify our understanding is correct.</p>	Confirmed
88	NR 2. Proposal Submission	We kindly request your consideration for an extension of the submission deadline by 8 weeks minimum.	The proposal submission due date and time has been extended to Friday, August 28th at 4:30 PM. The due date for submitting questions has been extended to Friday, July 17th by no later than close of business at 4:30 PM.
89	20.1.A/B/C	<p>In accordance with the requirements, SEPTA requires the signaling system (ATC/PTC system) from Ansaldo STS (now known as Hitachi Rail STS). However, Hitachi Rail STS has declined the proposal on the grounds that they do not currently have a system that meets the requirements, including full interchangeability with SEPTA's prior fleet and the FRA type approval.</p> <p>Also, since it is required to meet Ansaldo's specific design, it is impossible for any other supplier to provide this system.</p> <p>Therefore, we request that SEPTA provide the signaling system to the vehicle manufacturer.</p>	The proposer should contact Siemens and STI-CO for all required equipment, additional requirements (if any), and pricing. SEPTA will not issue signaling system equipment to the vehicle manufacturer. Please contact SEPTA's contract manager for a contact person if needed.