



489-2022 ADDENDUM 3

PROVISION OF ACCESSIBLE TRANSPORTATION FOR WINNIPEG TRANSIT PLUS

URGENT

PLEASE FORWARD THIS DOCUMENT TO WHOEVER IS IN POSSESSION OF THE BID/PROPOSAL

ISSUED: July 21, 2022
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THIS ADDENDUM SHALL BE INCORPORATED INTO THE BID/PROPOSAL AND SHALL FORM A PART OF THE CONTRACT DOCUMENTS

Template Version: Add 2021-03-05

Please note the following and attached changes, corrections, additions, deletions, information and/or instructions in connection with the Bid/Proposal, and be governed accordingly. Failure to acknowledge receipt of this Addendum in Paragraph 10 of Form A: Bid/Proposal may render your Bid/Proposal non-responsive.

PART E – SPECIFICATIONS

Revise: E5.17 to read:

Have one (1) camera and audio recording system approved by the Contract Administrator, paid for by the Contractor and installed by Winnipeg Transit in a location that allows for maximum capture of customer activity at an estimated cost of six thousand, two hundred (\$6,200) dollars per vehicle plus a 4K, DVR hard drive at a cost of three hundred and twenty-two (\$322.00) dollars. Repairs and inspection costs will be the responsibility of the Contractor. The data box must remain locked and is only accessible to the Contract Administrator or their designate for the purpose of investigating complaints. The removable hard drive is the sole property of The City and will be retrieved by the Contract Administrator or their designate at the end of the contract term. Failure to provide access to retrieve the hard drive will result in a hold back of the Contractor's Contract Security.

QUESTIONS AND ANSWERS

Q1: Can the City of Winnipeg confirm if there is a minimum daily hours or minimum threshold of hours?

A1: The Work of this contract is done on an "as-required" basis. There is no set minimum number of hours that are guaranteed.

Q2: What are the City's expectations around vehicle placement within Winnipeg? Is it expected that vehicles will be operated out of one central location in Winnipeg, where vehicles are parked when not in service? Or is it expected that vehicles will be spread out across the city?

A2: This is up to the Contractor to determine. The City will not assign runs based on vehicle location, however.

Q3: Can the City provide the fee charged per driver for The City's Orientation and Training Program referenced in Section E6.3 the fee charged per driver for the Retraining Program?

A3: The current fee is \$244 per driver. This fee is subject to change. There currently is not a fee for the refresher training. That is subject to change as well.

Q4: Can the City of Winnipeg provide a km summary for The Work? If no, is any data available that The City can provide to assist the Proponent in estimating kms to be travelled by vehicles providing The Work?

A4: The average kilometers travelled per day for Winnipeg Transit Plus cars in 2019 was 212.36 KMs.