



752-2024 ADDENDUM 1

PROVISION OF ACCESSIBLE TRANSPORTATION FOR WINNIPEG TRANSIT PLUS

URGENT

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

ISSUED: January 23, 2025
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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 2024-02-01

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 B – BIDDING PROCEDURES

Add: B9.1.3 The **approximate** quantity of Vehicle hours stated on Form B: Prices is the average per hour cost of all vehicles.

PART E – SPECIFICATIONS

Revise: E6.3 (b) to read: a non-refundable fee of \$280.00 per driver for a three-day course, as determined and adjusted at the City’s discretion, will be charged and is payable in advance, to cover the City’s costs in providing training. Note that the cost is adjusted annually to account for inflationary increases;

QUESTIONS AND ANSWERS

Q1: What are the number of registered and active Winnipeg Transit Plus Service users?

A1: As of our 2023 annual report (page 5), we had 5,075 customers (source: <https://clkapps.winnipeg.ca/DMIS/ViewDoc.asp?DocId=24840&SectionId=&InitUrl>).

Q2: Are ridership metrics available for 2020-2024?

A2: Ridership metrics are available in our annual report on page 8 for 2022 and 2023 (source: <https://clkapps.winnipeg.ca/DMIS/ViewDoc.asp?DocId=24840&SectionId=&InitUrl>). For 2020, our total completed trips were 219,053 and for 2021 our total completed trips were 201,882.

Q3: Who is the current vendor for Winnipeg Transit Plus?

A3: Winnipeg Transit Plus service is presently delivered by six contractors (source: page 7 of our annual report: <https://clkapps.winnipeg.ca/DMIS/ViewDoc.asp?DocId=24840&SectionId=&InitUrl>).

Q4: Is future ridership forecasting available for Winnipeg Transit Plus for the contract term?

A4: Future ridership forecasting is not available for the contract term; however, we have noticed a steady post-pandemic increase in ridership numbers and anticipate that trend to continue.

Q5: What percentage of rides are wheelchair rides in 2020-2024?

A5: Historically, approximately 30% of all Winnipeg Transit Plus trips are for **non-ambulatory** customers (which includes all customers who make use of a wheelchair or scooter or are otherwise unable to walk, either with or without assistance).

Q6: What number of oversized wheelchair rides were provided for 2020-2024?

A6: We do not report on trips at this granular level at this time.

Q7: What is the total mileage driven for the service 2020-2024?

A7: We do not report on total mileage driven; our service delivery model is based on vehicle hours.

Q8: How many complaints were registered yearly in 2020-2024, and how many were validated?

A8: Details on complaints and commendations for 2022 and 2023 can be found in our 2023 annual report on page 7 (source: <https://clkapps.winnipeg.ca/DMIS/ViewDoc.asp?DocId=24840&SectionId=&InitUrl>).

Q9: Are any statistics available for trips performed outside the service boundary by 10 Km or less?

A9: Winnipeg Transit Plus does not provide service outside of the geographical boundaries of the City of Winnipeg. The boundaries are defined in Council Policy TR-002 (source: <https://clkapps.winnipeg.ca/DMIS/Documents/DocExt/CP/3674.pdf>).

Q10: What is the average ridership per vehicle hour in 2024?

A10: 2024 statistics have not been released at this time. Our estimate is an approximate mean of 1.4 boardings per hour driven by operational vehicles based on data from June 18, 2024 (the launch date of our new trip-booking software) to the end of 2024.

Q11: Scoring for value-added elements was not specified. Will these be considered in your evaluation and/or scoring? If so, should proponents include a value-added component in the relevant section and specify that it is being included?

A11: Proposals will be evaluated solely using the criteria described in section B21 of the RFP.

Q12: Given the Start Date of the new service being August 16, 2026, is the current contract expected to end on August 15, 2026? Or is the new contract's later start date a result of the extended timeline required for vehicle manufacturing?

A12: The start date of the contract is to align with the expiration of a current contract, as well as to allow lead-time for the successful bidder.

Q13: Can a proponent provide alternate Transit Plus options or scenarios which may benefit Winnipeg Transit Plus and its riders, as part of a proposal? If yes, would the proponent provide such information in the applicable section or separately?

A13: Proposals should only include the components listed for evaluation in section B21 of the RFP.

Q14: Regarding RFP 752-2024 E5.5(a), can you please confirm if the seven (7) passenger/two (2) wheelchair floor plan/capacity includes the driver or not?

A14: The seven (7) passenger/two (2) wheelchair floorplan does **not** include the driver.

Q15: What software system does Winnipeg Transit Plus use?

A15: Winnipeg Transit Plus uses Spare as the vendor for our trip-booking software platform.

Q16: Why was the vehicle specified in the proposal selected?

A16: The specified vehicle was selected based on data collected by Winnipeg Transit Plus from internal and external parties including practices of other transit agencies, and allows our service to move away from cutaway

buses to vehicle platforms that offer improved ride quality, fuel mileage, turning radius/fitment/drivability in a City, etc.

Q17: Can a bidder submit an alternate vehicle and/or vehicle supplier which differs from that specified in the proposal?

A17: Requests for substitutions must follow the steps outlined in section B6 of the RFP.

Q18: Will the City be installing the cameras and if so at what cost per unit? In a previous RFP (946-2022) for the same vehicle type (CS-2), it states the camera unit is \$6,200 plus \$322.00 for HDD. Will we be using the same system and will the City provide the units?

A18: The exact type of system (i.e. model, etc.) to be installed will be determined after award as approved by the Contract Administrator. An approximate cost for a system as specified in this RFP is \$11,000.00 plus installation. The City anticipates procuring the equipment and authorizing the installation by a third-party installer, but specific plans will be determined with the successful proponent following award. All equipment and installation costs are the responsibility of the Contractor.

Q19: We have calculated total vehicle hours as 46,568, which differs from the 47,904 quoted in Form B. Could you clarify how the total vehicle hours were determined?

A19: The table in section E14.1(a) of the RFP summarizes maximum total daily hours per vehicle. The vehicle hours on Form B are an estimated total annual quantity of work hours for all vehicles based on real-life historical data from similar past contracts. The differences can be accounted for by variations due to clauses E2.2 through E2.4 (for example, extended or altered operating hours for a specific day, or a request to provide additional hours due to extenuating circumstances, etc.).

Q20: Could you confirm the number of days required for driver training and the total cost per driver?

A20: See above revision to E6.3 (b) within this addendum.