



846-2022 ADDENDUM 3

PROFESSIONAL CONSULTING SERVICES FOR A STUDY OF CITY OF WINNIPEG'S INFRASTRUCTURE COMPATIBILITY FOR ELECTRIC VEHICLES

URGENT

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

ISSUED: June 23, 2023
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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.

QUESTIONS AND ANSWERS

- Q1: Does the City of Winnipeg want the EV chargers to be individually metered (or metered as a group of assets) independent of the building/facility or are these chargers to be incorporated into existing building infrastructure?
- A1: The City is not expecting an individual meter for each EV charger. Proponents should address all significant assumptions and interpretations related to the Scope of Services. The Scope of Services includes recommendations for efficient and effective implementation of electrical infrastructure upgrades, installation of electric vehicle charging infrastructure, and conversion of WFMA fleet to 100% all-electric vehicles as well as any other recommendations or considerations for successfully converting the fleet to 100% all-electric vehicles.
- Q2: For the Technical Proposal submission, should Form P – Person Hours be included with hours only, no fees? For the Fee Proposal submission, should Form P – Person Hours be included with both hours and fees?
- A2: Only one (1) Form P: Person Hours should be submitted with the proposal. The Proposal should include Form P: Person Hours for all disciplines and or phases identified in D4 Scope of Services. The total Fees on Form P: Person Hours should match Fees submitted in response to B8. Proponents may use Form P: Person Hours or a table of their own design provided it includes all information requested in accordance with B11.4.
- Q3: Are Level One Security Clearance checks required for our entire project team, or only the "field" employees that will inspect each location?
- A3: A Level One Security Clearance is required for the entire project team.
- Q4: Are you able to provide a listing of each location and where they are located in the City?
- A4: The listing and address of each location will be provided to the successful proponent. Proposals should address all necessary information to be provided by City.

Q5: Are any of the 69 locations outside of the City of Winnipeg?

A5: All 69 locations are located in the City of Winnipeg.

Q6: Should the scope include costing/analysis for infrastructure from the Grid to the building, within the main building infrastructure to upgrade capacity within the electrical room, from within the electrical room including all costing to install the EV chargers, or all the above infrastructure needs?

A6: The costing/analysis is for all electrical infrastructure between the grid and EV charging station. It includes transformers, service panels, fuses, circuit breakers, electrical cable and conduit; some of which may be located within a building. It does not include building upgrades.

Q7: Will the city of Winnipeg be providing a map of all Manitoba Hydro electric grid with current capacity in order to build the heat map of suitable locations?

A7: The City will not provide Manitoba Hydro data or maps.

Q8: Will the awarded party be provided a Manitoba Hydro contact to coordinate the analysis of the current grid capacity?

A8: If necessary, the City can assist with identifying a Manitoba Hydro contact.

Q9: Are physical site visits required on all 69 sites?

A9: It is expected a physical site visit for each location would be necessary to assess the existing electrical infrastructure.

Q10: Will the city of Winnipeg provide any documentation or information for the sites, including but not limited to, electrical drawings, photo's, electricity bills, current site amperage, electric panel schedules?

A10: The City can share any pertinent information it has available. Proposals should address all significant assumptions and all necessary information to be provided by City.

Q11: For section D4.1 (d) Is backup power to be analyzed on all sites or just sites that have defined Emergency vehicles? If so, what are the definitions of this? Have the buildings been selected?

A11: The Work includes **recommendations** for back-up energy sources. Back-up energy sources are not to be included in the detailed costs per location.

Q12: Is it correct to assume that not all 69 locations are owned or operated by the city of Winnipeg?

A12: All 69 locations are owned and operated by the City.

Q13: As per publicly available data, 53 out of the 69 locations have level 2 EV charging capabilities. For the purposes of the study, should only those locations be considered that have level 2 EV charging capabilities?

A13: We are not aware of the publicly available data. The electrical infrastructure at all 69 locations are to be analyzed and costed to provide level 2 EV Charging per vehicle parked at that location.