

ADDENDUM # 2  
September 16, 2020

City of Rhinelander  
135 S. Stevens Street  
Rhinelander, WI 54501

Rhine-SRT-3

Proposal Must Be Received No Later Than:  
Date: October 9, 2020 Time: 4:30 p.m.

COMMODITY OR SERVICE: Shared Ride Taxi Service

The following changes are hereby added to and made a part of Request for Proposal Number Rhine-SRT-3.

1. Do you anticipate extending the bid due date? - **No**
2. What additional details are you willing to provide, if any, beyond what is stated in bid documents concerning how you will identify the winning bid? - **Proposal evaluation is explained within the RFP.**
3. Was this bid posted to the nationwide free bid notification website at [www.mygovwatch.com/free/](http://www.mygovwatch.com/free/)? - **No**
4. Other than your own website, where was this bid posted? - **A press release was issued within the City of Rhinelander and an advertisement was placed in the River News both referring bidders to Vendor Net <https://vendornet.wi.gov/> to access the RFP.**
5. How and when will questions be answered? - **Please see Vendor Net <https://vendornet.wi.gov/>**
6. When or how will we get the rebid information available? - **Please see Vendor Net <https://vendornet.wi.gov/>**
7. The State of Wisconsin has established statewide requirements for the safe and legal delivery of transportation services through a transportation network company (TNC). Can the City of Rhinelander clarify whether TNCs are invited to participate in this bid? - **Proposers must meet all the requirements of the RFP.**
8. Would the City be open to approaches based on a hybrid of dedicated and non-dedicated service models? Non-dedicated service providers could complement dedicated vehicles by providing cost-effective, flexibility capacity that customers can tap into on-demand, especially during peak periods. Because the service model leverages available capacity within an existing network of transportation providers, there are no upfront capital investments in fleet or technology, allowing programs to be launched, refined, and scaled up or down on demand. This lowers the barriers to experimentation that are so critical to the success of innovative mobility pilots. - **The successful proposer must meet all requirements of this RFP. The proposer & contractor drivers must adhere to all federal and state requirements. The proposer must be willing to take on the administrative burden from federal and state public transit requirements. Contracted drivers must submit to random drug testing and must participate in driver trainings to ensure the safety of riders. Proposers must be able to track and account for any cash paid to its drivers and must ensure that there are a minimum number of contracted drivers available during the service hours listed in this RFP.**

9. Can the City please provide an estimate of the total budget available for this contract, including state and local funding? – [The estimated annual dollar amount including state and local funding is \\$678,764.20](#)
10. In an effort to adhere with CDC guidelines in response to COVID-19, our company has transitioned to a work from home model. Accordingly, will the City accept digital signatures (verified through docuSign)? – [Yes](#)
11. Further, considering business closures and shipping delays caused by the COVID-19 pandemic, will the City accept proposal submissions via email? - [Email along with paper copies is acceptable](#)
12. Is the City open to using non-employee drivers where legal and appropriate? Working with independent contractor drivers allows for more flexibility in the scaling up and down of shift hours to match demand throughout the day. This operating efficiency generally reduces deadhead hours, reducing the costs for the City. Additionally, independent contractor drivers would receive training and oversight in compliance with FTA, state, and local regulations. - [Not at this time](#)
13. To supplement phone booking through a dedicated dispatch line, is the City interested in responses that include a customer-facing mobile application? A mobile app would allow customers to book trips, monitor their trips in real-time, receive notifications about their trip, and provide electronic fare payment. This mobile app could also be made available as a web-based interface accessible on a desktop or laptop. – [This is not a requirement of the RFP.](#)
14. Is the City interested in technologies that maximize sharing of rides to reduce overall vehicle miles travelled (VMT) and the number of vehicle revenue hours (VRH) required to deliver Shared-Ride Taxi services? - [Yes](#)
15. Can the City share its targets for service efficiency (rides/vehicle/hour)? - [Please refer to the RFP.](#)
16. In addition to the number of vehicles/drivers required to provide the services, is the City able to share ridership data to provide proposers with a more detailed understanding of current demand for the Shared Ride Taxi Services? – [Please see the historical data, detail breakdown is unavailable](#)
17. In addition to submitting a completed version of the Offeror Pricing Proposal, can Proposers include a supplementary pricing form that clarifies the cost structure of the proposed solution? – [Yes, but this additional information will not affect how the proposals are evaluated.](#)
18. What is the current hourly rate? - [\\$25.37](#)
19. What are the 2020 total hours scheduled for the Shared Ride Taxi? - [27,560 hours](#)
20. What is the make, model, year, and odometer reading of the 2 accessible vans available to lease from the City? - [2012 Dodge Caravan 208,543 miles, 2015 Dodge Caravan 139,903 miles](#)
21. Does the City have a “purchase replacement van” project intended in the future with WisDOT to replace the vehicles when they have reached their useful mileage life? - [Yes](#)

22. All other parts of this Request for Proposal remain unchanged.

The addenda have been received and considered in preparation of this RFP. Complete the acknowledgment by signing and inserting the date of the addenda and submitting the signed Addendum #1 with Proposal. This addendum must be submitted with the Proposal to be considered responsive.

We acknowledge: Addendum #2 \_\_\_\_\_ Date \_\_\_\_\_

SIGNED \_\_\_\_\_

TITLE \_\_\_\_\_ DATE \_\_\_\_\_

FIRM \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

TELEPHONE \_\_\_\_\_ FAX \_\_\_\_\_

E-mail \_\_\_\_\_ FEIN \_\_\_\_\_

All other parts of this Request for Proposal remain unchanged.

If you have submitted a proposal and wish to amend it or change it, please mark the envelope clearly "Amendment to Rhine-SRT-3 ". If you have submitted a proposal and have no changes, we will retain it in the file and open it on the due date.

For information concerning this addendum, contact: Wendi Bixby Email: [wbixby@rhinelandcityhall.org](mailto:wbixby@rhinelandcityhall.org)