Agenda – Council – September 24, 2026

Report – Standing Policy Committee on Public Works – September 10, 2026

Item No. 2 Award of Contract for the Provision of Accessible Transportation Services for Winnipeg Transit Plus - RFP 524-2026

STANDING COMMITTEE RECOMMENDATION:

On September 15, 2026, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works and submitted the following to Council:

1. That the City enter into, execute and deliver, and award a contract to AB Transit Inc., who submitted the most advantageous offer to provide accessible transportation services for Winnipeg Transit Plus for a five year period between March 1, 2027, and February 29, 2032, with the option of two mutually agreed upon one year extensions, at an estimated total cost of $19,283,728.10 (annual inflationary adjustment estimated at five percent applied).

   A. The estimated annual cost, based on an approximate quantity of 46,656 vehicle hours per year, without estimated annual inflationary adjustment, is $3,489,868.80 (GST and MRST extra as applicable).

2. That the identification of a funding source for the amount of the budget shortfall, as reflected below and in the financial impact statement, be referred to the 2027 budget process:

2027	$695,719
2028	$540,846
2029	$652,596
2030	$645,534
2031	$768,994

3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing

Agenda – Council – September 24, 2026

Report – Standing Policy Committee on Public Works – September 10, 2026

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On September 15, 2026, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On September 10, 2026, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

ADMINISTRATIVE REPORT

Title: Award of Contract for the Provision of Accessible Transportation Services for Winnipeg Transit Plus - RFP 524-2026

Critical Path: Standing Policy Committee on Public Works - Executive Policy Committee - Council

AUTHORIZATION

Author	Department Head	CFO	CAO
T. Platt	G. Ewankiw	T. Graham	J. Dunford

EXECUTIVE SUMMARY

Private contractors operate services for Winnipeg Transit Plus, a division of Winnipeg Transit. Transit Plus offers door-to-door service for those who can't use regular transit some or all of the time.

This report is for the award of a contract to AB Transit Inc. to provide dedicated accessible transportation. The estimated total cost is $19,283,728.10. The procurement is through the Request for Proposal (RFP) process.

RFP 524-2026 offers accessible transportation for Transit Plus customers. This includes both users who can walk and users who rely on mobility aids like wheelchairs. It requires 10 accessible low-floor minibuses with two spare vehicles. The work will be done on an as-required basis, estimated at 46,656 vehicle hours per year. The contract is set to begin on March 1, 2027, and continue until February 29, 2032. This contract replaces two expiring contracts with similar scopes.

The award amount exceeds the forecasted budgets for 2027-2031 by $3,303,689. The Public Service is recommending this shortfall be referred to the 2027 budget process to identify a funding source.

The recommendations in this report follow the City's purchasing policy. It also meets all relevant trade agreements.

RECOMMENDATIONS

1. That the City enter into, execute and deliver, and award a contract to AB Transit Inc., who submitted the most advantageous offer to provide accessible transportation services for Winnipeg Transit Plus for a five year period between March 1, 2027, and February 29, 2032, with the option of two mutually agreed upon one year extensions, at

an estimated total cost of $19,283,728.10 (annual inflationary adjustment estimated at five percent applied).

A. The estimated annual cost, based on an approximate quantity of 46,656 vehicle hours per year, without estimated annual inflationary adjustment, is $3,489,868.80 (GST and MRST extra as applicable).

2. That the identification of a funding source for the amount of the budget shortfall, as reflected below and in the financial impact statement, be referred to the 2027 budget process:

2027	$695,719
2028	$540,846
2029	$652,596
2030	$645,534
2031	$768,994

3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

Council approval is required pursuant to the Council Decision of July 13, 2023, namely that "regardless of the award amount, awards for the provision of accessible transportation services for Winnipeg Transit Plus come to Council for approval until such time that each contract replacement (but not short-term extension) has been approved by Council."

IMPLICATIONS OF THE RECOMMENDATIONS

Winnipeg Transit Plus service is currently delivered solely by privately contracted service providers. RFP 524-2026 replaces and consolidates two contracts delivering a similar scope of services; one expiring February 28, 2027, and the other December 15, 2027. The work shall be done on an "as required" basis during the term of the contract. Services will only be utilized to the extent that budget funds are available.

Funds for this work are included every year in Transit's Annual Operating Budget for Transit Plus contractor service. However, the value of this contract exceeds the budget amounts in the 2027-2030 budget forecast. A funding source for the shortfall will need to be identified. Without this funding, transportation services for Winnipeg Transit Plus customers will need to be adjusted and will not meet the overall service demand.

HISTORY/DISCUSSION

Winnipeg Transit Plus provides paratransit services to eligible and registered persons who are unable to make use of the City's conventional transit service. Customer service, including trip bookings, service eligibility and operational oversight, is managed by the City and service is delivered by private contractors responsible for vehicles and drivers.

Winnipeg Transit Plus presently maintains 11 active contracts with six private service providers. The overall fleet consists of both light passenger vehicles (e.g. SUVs) and specialized paratransit vehicles (e.g. minibuses and microtransit vans) to serve ambulatory and non-ambulatory customers. In accordance with Council's July 13, 2023, decision, Winnipeg Transit Plus is currently working to consolidate its total number of contracts, guided by the "Winnipeg Transit
Plus Contract Consolidation Plan" approved by the Standing Policy Committee on Public Works on November 21, 2023 (Appendix A).

This contract will replace two existing contracts that provide accessible transportation for ambulatory and non-ambulatory customers accessible minibuses:

- Contract 1259-2018
  Approximately 23,952 annual vehicle hours, expiring February 28, 2027.
- Contract 107-2019
  Approximately 22,704 annual vehicle hours, expiring December 15, 2027.

As such, a Request for Proposal for the Provision of Accessible Transportation Services for Winnipeg Transit Plus, RFP 524-2026, was advertised on the MERX Canadian Public Tenders website on June 26, 2026.

While the scope of the Work for RFP 524-2026 is effectively identical to the expiring contracts, vehicle specifications for this contract were informed with general market research and feedback from the Winnipeg Transit Plus Policy Advisory Committee (PAC). The contract requires 10 accessible low-floor minibuses manufactured by Frontrunner Bus Group Inc., alongside two spare vehicles. This modified accessible vehicle is based on the Ram ProMaster chassis and offers significant ride quality improvements compared to traditional cutaway/minibus paratransit vehicles built on heavy-duty truck or van chassis; a common industry concern. The vehicle has undergone the recognized Federal Transit Administration U.S. DOT Federal Transit Bus Test ("Altoona Test"), which is a comprehensive evaluation process that assesses the durability, performance and reliability of transit vehicles, passing with a high aggregate score of 91.0, significantly exceeding test scores achieved by similar vehicle types specified in past Winnipeg Transit Plus contracts. The approximate quantity of vehicle hours is 46,656 per year for five years, with the option of two mutually agreed upon one-year extensions. The contract contains a provision allowing the Proponent to utilize used vehicles meeting specifications to ensure quality.

Utilizing a five-year contract length – rather than a seven-year period historically used for similar accessible minibuses – is more aligned with the tested and expected service-life of this vehicle category in Winnipeg service conditions and is anticipated to improve service reliability by reducing the occurrence of unplanned maintenance as the vehicle nears end-of-life/contract end. Simultaneously, this is anticipated to improve customer satisfaction by reducing the risk of failure/degradation in non-safety critical components near vehicle end-of-life (i.e. air conditioning unit failures, etc.). Winnipeg Transit Plus will closely assess the real-life performance of the vehicle during the contract period to assess the reasonability of exercising available contract extensions, and to inform future fleet planning in light of upcoming anticipated increases to ridership (e.g. Accessible Transportation Standard Regulation requirements).

The contract period for RFP 524-2026 is March 1, 2027, to February 29, 2032. Further to D3.2, if the Contract start date is delayed through no fault of the Contractor, the Contract period will be five years from the actual start date of the Work (defined as the first day that any vehicle

delivers service).

Bids closed at 12:00 p.m. on Wednesday, July 22, 2026, with six proposals received.

The submitted proposals were evaluated by a committee comprised of three representatives from Winnipeg Transit's Client Services Division, applying the rating criteria defined in section B18 of the RFP. Each member of the selection committee reviewed and scored all proposals independently. The selection committee then met and agreed on consensus ratings for the proposals.

The proposal presented by AB Transit Inc. received an overall rating of 83.20 out of a maximum of 100. A summary of the proposals scoring is presented in the two tables below.

Table 1 – Proposal Evaluation Summary Part 1

Requirement	**Scoring Criteria**	**Proponents and Results**			
		AB Transit Inc.	Mani Handi Transit Ltd.	10163293 Manitoba Inc. (Care Accessible Transportation)	Exact Care Inc.
Total Annual Bid Price[1]		$3,489,868.80	$2,826,887.04	$4,315,680.00	$3,849,120.00
Prices	**60**	44.12	54.46	35.68	40.00
Compliance	**Pass/Fail**	Pass	Pass	Pass	Pass
Qualifications[2]	**Pass/Fail**	Pass	-	-	-
Experience of Proponent (Section C)	**10**	10.00	5.67	10.00	5.83
Internal Oversight and Quality Assurance Plans (Section D)	**10**	9.08	7.83	10.00	4.25
Personnel Management and Operational Readiness Plans (Section E)	**20**	20.00	15.00	19.00	15.25
Total Score	**100**	83.20	82.96	74.68	65.33

[1] Total Bid Price is the Proponent's hourly vehicle unit rate based on an approximate quantity of 46,656 vehicle hours per year, for the five year contract period, excluding annual inflationary adjustments (GST and MRST extra as applicable).
[2] Qualifications as defined in section B12 of the RFP are only verified for the recommended Proponent.

Table 2 – Proposal Evaluation Summary Part 2

Requirement	Scoring Criteria	Proponents and Results	
		R&L Management Ltd.	NCN Thompson Bus Ltd.
Total Annual Bid Price[1]		$2,566,080.00	$4,852,224.00
Prices	**60**	60.00	31.73
Compliance	**Pass/Fail**	Pass	Pass
Qualifications[2]	**Pass/Fail**	-	-
Experience of Proponent (Section C)	**10**	0.00	1.33
Internal Oversight and Quality Assurance Plans (Section D)	**10**	0.00	0.80
Personnel Management and Operational Readiness Plans (Section E)	**20**	0.00	1.11
Total Score	**100**	60.00	34.97

[1] Total Bid Price is the Proponent's hourly vehicle unit rate based on an approximate quantity of 46,656 vehicle hours per year, for the five year contract period, excluding annual inflationary adjustments (GST and MRST extra as applicable).
[2] Qualifications as defined in section B12 of the RFP are only verified for the recommended Proponent.

The evaluation committee concluded that AB Transit Inc., the Proponent that attained the highest total score based on their submission, has the necessary resources and experience to perform all the Work in accordance with the specifications.

While AB Transit Inc. was not the lowest Proponent, they are the highest-evaluated Proponent due to their organization's experience and past performance providing paratransit services, their internal oversight and quality assurance plans, their personnel management and operational readiness plans, and their bid price.

In alignment with the Council decision regarding Winnipeg Transit Plus contract consolidation, Contract 1259-2018 will expire on February 28, 2027, allowing the first portion of the Work for RFP 524-2026 to begin on March 1, 2027. Contract 107-2019 will expire on December 15, 2027, and the second portion of Work will begin on December 16, 2027. RFP 524-2026 therefore consolidates the required services of both expiring agreements into a single contract. With this and similarly consolidated contracts beginning service in August of 2026, the total count of Winnipeg Transit Plus dedicated service contracts will be reduced to eight, with one non-dedicated/overflow contract, for a grand total of nine.

Further, this Contract includes the following additional provisions as directed by Council decision on July 13, 2023:

A. That drivers for the service providers must be employees of the firms, rather than sub-contracted drivers;

B. That future award reports include, along with the bid amounts, scoring and other currently-included data, the names of all firms that have submitted a bid on the RFP; and
C. That any index payments made to the contractors due to an increase in 'average wage' index are reflected in the wages received by the employees driving for the contractor.

The terms of the Contract (D33) include the provision of an annual inflationary adjustment which is calculated based on the year-over-year change in three Statistics Canada indices, with the first of said adjustments to take place on March 1, 2028.

The Proponent has a written workplace safety and health program that has been reviewed by an independent body and approved by the City. This program satisfactorily meets the requirements of the City of Winnipeg's Contractor Safety Program Evaluation.

The Public Service recommends that a contract for the Provision of Accessible Transportation Services for Winnipeg Transit Plus, RFP 524-2026, be awarded to AB Transit Inc. being the most responsive and qualified Proponent submitting the most advantageous offer to the City, at an estimated total cost of $19,283,728.10 (annual inflationary adjustment estimated at five percent applied).

The bids are valid for acceptance until November 19, 2026.

The requirements for Bid Security were waived for this purchase in accordance with the authority delegated to the Manager of Purchasing pursuant to Administrative Standard FM-002.

This is an "as required" contract, and services will only be ordered to the extent budget funds are available.

FINANCIAL IMPACT

Financial Impact Statement **Date:** July 30, 2026

Project Name: **First Year of Program** **2027**

Award of Contract for the Provision of Accessible Transportation Services for Winnipeg Transit Plus - RFP 524-2026

	2027	2028	2029	2030	2031
Capital					
Capital Expenditures Required	$ -	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ 2,917,759	$ 3,644,150	$ 3,817,964	$ 4,008,862	$ 4,199,589
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ 2,917,759	$ 3,644,150	$ 3,817,964	$ 4,008,862	$ 4,199,589
Less: Existing Budget Amounts	2,222,040	3,103,304	3,165,368	3,363,328	3,430,595
Net Budget Adjustment Required	$ 695,719	$ 540,846	$ 652,596	$ 645,534	$ 768,994

Additional Comments: Direct costs include the estimated contract costs plus an annual inflation adjustment, estimated to be 5% per year. There is no applicable MRST on this work. Funds are budgeted as part of Transit's annual operating budgets. However the existing budget amounts are not enough to fund the entire estimated annual contract costs. As there is not a funding source identified for the difference the recommendation is to refer identifying a funding source to the 2027 budget process. This is an 'as required' and 'as scheduled' contract and services will only be utilized to the extent budget funds are available.

Laurie Fisher July 30, 2026

Laurie Fisher, CPA, CA
Manager of Finance and Administration

CONSULTATION

This Report has been prepared in consultation with:

- Legal Services Department
- Purchasing Division, Corporate Finance Department

OURWINNIPEG POLICY ALIGNMENT

Goal: Environmental Resilience

Objective 2 - Prioritize sustainable transportation as the mobility options of choice.

Transition to a sustainable transportation system that safely and efficiently moves people, goods and services, increases access to a variety of affordable mobility choices, encourages less reliance on personal vehicle travel, reduces travel time, mitigates congestion and related greenhouse gas emissions, and supports the development of denser, better-connected, healthy and complete communities.

Winnipeg Transit Master Plan (2021)
Section 4.1 – Transit Vision – Network Goals

1. Enhance Customer Experience
2. Improve Ridership
3. Improve Downtown Mobility
4. Complement Land Use Development
5. Improve Multi-Modal Mobility
6. Ensure Transit is Inclusive
7. Continuously Innovate
8. Empower Healthy Communities
9. Balance Investment with Affordability

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Strategic Opportunity #3

Advancing Sustainable Transportation – Increasing Mobility Options and Shift to Zero Emission Vehicles

Key Direction 3.1
Increase Use and Efficiency of Public Transit Systems

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Goal 5 – Transportation System Equity is Enhanced

Objective A – The affordability and accessibility of transportation and transit service is increased.

SUBMITTED BY

Department: Transit
Division: Client Services
Prepared by: Teresa Platt, Manager of Client Services
Date: August 21, 2026
File No: 524-2026

Attachment: Appendix A, SPC-PW - WTP Consolidation Chart - November 21, 2023