

524-2026 ADDENDUM 1

PROVISION OF ACCESSIBLE TRANSPORTATION SERVICES FOR WINNIPEG TRANSIT PLUS

URGENT

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

ISSUED: July 16, 2026
BY: Cody Dzik
TELEPHONE NO. 204-986-5448

**THIS ADDENDUM SHALL BE INCORPORATED
INTO THE BID/PROPOSAL AND SHALL FORM
A PART OF THE CONTRACT DOCUMENTS**

Template Version: Addendum 2026-03-10

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: E5.9(c) to read: CSA/ASC D409:16 (*Reaffirmed 2024*).

- (i) It is recognized that the purpose-built design of certain vehicles may result in minor variances where full compliance with this standard is not structurally or operationally possible. Any items of potential non-compliance must be identified and submitted to the Contract Administrator for review and approval.
- (ii) In the case of Section 6.3 of CSA/ASC D409:16 (R2024) and with respect to the vehicles specified in E5.8, two (2) rear emergency exit windows meeting Canada Motor Vehicle Safety Standard No. 217 (CMVSS 217) shall be considered an acceptable substitute for an emergency exit door.

Revise: E5.9(t)(iii) to read: **Eight (8)** Q'Straint blue webbing loops.

Revise: E5.9(u)(ii) to read: One (1) Q'Straint **manual lap belt with (1) retractable/height adjustable shoulder belt**, for the purposes of occupant securement for those travelling in a mobility aid, such as a wheelchair.

Revise: E5.10(b)(i) to read: are a minimum of **17.5 inches** in cushion width (**approximate armrest to armrest width of 19 inches**),

Revise: E5.10(c)(i) to read: are a minimum of **17.5 inches** in cushion width (**approximate armrest to armrest width of 19 inches**),

NOTE TO BIDDERS: QUESTIONS AND ANSWERS BELOW DO NOT FORM PART OF THE CONTRACT

QUESTIONS AND ANSWERS

Q1: Is this an existing contract today? If so, can a schedule be provided for the service? Can a breakdown of the projected weekly schedule for this project please be provided for clarity?

A1: The Work described under this contract is being performed today with different operating hours (described in E2), as a result of anticipated changes to Winnipeg Transit Plus policy for 2027. The specifics of each run block/shift length has not yet been determined, however, the estimated utilization of vehicles and daily hours is described in E13. The City of Winnipeg is amenable to collaborating with the successful Proponent on the specifics of driver run block/shift schedules to the mutual benefit of both parties. Twelve (12) hour paid run blocks/shifts (with the inclusion of two (2) 30-minute unpaid breaks for a total run block/shift length of 13 hours) are commonly used in similar work being performed for the City. In all cases, resources will be scheduled in accordance with E7 and E13 and all other applicable section of the Contract.

Q2: Can the City confirm the anticipated number of vehicles and run blocks it expects to request from the Contractor during Phase 1 (March 1, 2027 to December 15, 2027), and provide estimated quantities of vehicle hours for that period? E13.1 Table 1 appears to reflect full-fleet operation under Phase 2.

A2: With respect to Phase 1 as described in D18.3, the City requires the Proponent to have at least five (5) vehicles. It is estimated that a minimum of four (4) of these vehicles will be required to provide active service during this phase, with the potential for all five (5) vehicles to be utilized at times, dependent on the City's actual and forecasted demand for service. An estimated maximum of 76 daily hours (for weekdays, Monday to Friday) across the in-service vehicles is anticipated during this period, with an estimated maximum of 63 daily hours for weekends (Saturday/Sunday) and statutory holidays.

Q3: Further to E5.1, does the requirement to maintain spare vehicles in reserve apply during Phase 1? Specifically, is the "at least five (5)" figure in D18.3(a) inclusive of spare vehicles, or does it refer to vehicles available for active service, with spares required in addition?

A3: Where the Proponent has no more than five (5) vehicles available for Phase 1 (as described in D18.3) and if the City requires usage of all five (5) vehicles for active service, this shall be considered usage of the "spare in reserve". For further clarity, where the Proponent has no more than five (5) vehicles available for Phase 1, and the City requires usage of four (4) vehicles for active service, the fifth vehicle shall be considered the spare in reserve; where the Proponent has no more than six (6) vehicles available for Phase 1, and the City requires usage of five (5) vehicles for active service, the sixth vehicle shall be considered the spare in reserve.

Q4: Will the City amend D33 so that if the annual adjustment calculation comes out negative, it is treated as zero (0%) for that year, with prices staying flat instead of being reduced? This would simply match the same protection already given to employee wages under D33.4(a).

A4: The City will not make modifications to D33, but does wish to reassure proponents that any downward adjustment of unit prices occurring thereunder will be carefully evaluated by the City, particularly in times of downward adjustments caused by unusual global events such as pandemics. The City does not intend for this clause to destabilize the contractor's business.