

**Minutes – Standing Policy Committee on Public Works – June 10, 2026**

**REPORTS**

**Item No. 3                      Transit Advisory Committee (TAC) Semi – Annual Update – April 2026**

**STANDING COMMITTEE DECISION:**

The Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and approved the following:

1.        That this report be received as information.

## **Minutes – Standing Policy Committee on Public Works – June 10, 2026**

### **DECISION MAKING HISTORY:**

Moved by Councillor Sharma,

That the recommendation of the Winnipeg Public Service be concurred in.

Carried

David Grant submitted a communication in opposition to the matter.

### **STANDING COMMITTEE DECISION:**

On September 11, 2017, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and approved the following:

1. That the Terms of Reference attached as Appendix A be approved for the Transit Advisory Committee (TAC). The scope of the TAC's work in the terms of reference may be broadened at the discretion of the Standing Policy Committee on Infrastructure Renewal and Public Works, which included the following:
  - 4.1 TAC reports to the Standing Policy Committee on Infrastructure Renewal and Public Works. It must provide a report to the Standing Policy Committee at least semi-annually.

## ADMINISTRATIVE REPORT

**Title:** Transit Advisory Committee (TAC) Semi – Annual Update – April 2026

**Critical Path:** Standing Policy Committee on Public Works

### AUTHORIZATION

| Author   | Department Head | CFO | CAO        |
|----------|-----------------|-----|------------|
| R. Young | G. Ewankiw      | N/A | J. Dunford |

### EXECUTIVE SUMMARY

This report highlights the work and safety recommendations from the Transit Advisory Committee (TAC). Since the last update report, the TAC held meetings on January 30, 2026, and April 9, 2026.

The details of this report include updates on:

- Bus Operator Shields;
- Fare Enforcement; and
- Winnipeg Police Service's Transit Violent Crime Intervention Strategy.

#### Bus Operator Shields

On September 17, 2025, the Public Service was asked to look into a full shield/compartment enclosure.

On March 25, 2026, the Shield Committee finished the business case and estimate. The plan includes using previously allocated funds. The Public Service is working to secure funding in the 2027 budget process.

#### Fare Enforcement

In July 2025, Winnipeg Transit and the Community Safety Team shifted their focus. They moved from educating riders about fares to enforcing fare payment. This shift emphasized accountability and the requirement for riders to pay their fare. Inspectors and Community Safety Officers now carry out regular inspections. They may issue warnings or fines. This keeps things fair for paying customers, makes the system safer, and protects transit revenue.

#### Winnipeg Police Service – Transit Violent Crime Intervention Strategy

The Winnipeg Police Service worked with Winnipeg Transit and the Community Safety Team on a Transit Violent Crime Intervention Strategy. This occurred from September 17 to December 31, 2025.

It focused on high police presence and enforcement. There was also presence on buses, transit corridors, and bus stops.

## RECOMMENDATIONS

That this report be received as information.

## REASON FOR THE REPORT

On May 30, 2017, the Standing Policy Committee on Public Works concurred in the recommendation of the Public Service, as amended, and recommended that a Transit Advisory Committee (TAC) be established following consultation with the Amalgamated Transit Union (ATU), the Winnipeg Association of Public Service Officers (WAPSO) and other stakeholders to review industry practices, assess and determine trends and recommend strategies to improve safety on the Winnipeg Transit system.

Section 4.1 of the Terms of Reference for TAC state that “TAC reports to the Standing Policy Committee on Public Works. It must provide a report to the Standing Policy Committee at least semi-annually.”

## IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications with receiving this report as information.

## HISTORY/DISCUSSION

This is the semi-annual administrative report to provide the Standing Policy Committee on Public Works (SPC PW) with key highlights of the Transit Advisory Committee’s (TAC) efforts and recommendations to the Public Service regarding safety on the Winnipeg Transit system. TAC met on January 30, 2026, and April 9, 2026, since the last update.

### Bus Operator Shields

On February 24, 2025, the Amalgamated Transit Union (ATU) advised that the feedback they had received indicated that bus operators want a full shield/compartment enclosure. ATU shared information regarding lost time due to assaults in the workplace. ATU asked TAC to re-consider the shield committee’s mandate and investigate a full shield/compartment enclosure. TAC agreed to add the full shield/compartment enclosure to the Expression of Interest.

A committee, which includes stakeholders from ATU including executive members, Transit Management, the Workplace Safety and Health Committee and Winnipeg Transit’s Safety Officer had chosen two bus shield extensions to test. After reviewing the shield extension options, the Shield Committee decided the amount of design changes, work and cost involved was not worth the small improvement in operator protection.

At the September 17, 2025, TAC meeting, a motion was put forth for the Public Service to investigate a full shield / compartment enclosure and report to the Standing Policy Committee on Public Works with the change in project scope and the Public Service’s planned next steps. Opting for full shield/compartment enclosures rather than shield extensions will affect the project’s scope and cost. This change will go beyond the current capital budget for this initiative. Thus, the Public Service will revise the project’s business case and basis of estimate to match the expanded scope. These updates will be part of Transit’s 2027 capital budget submission.

The Shield Committee met on several occasions to present a business case to the Public Service, and it was completed on March 25, 2026. Part of the plan includes reallocating funds from the original capital budget towards the new project to reflect the change from shield extensions to a full shield/compartment enclosure. However as full shields/compartment enclosures will cost more than shield extensions, additional funding will need to be secured.

On March 25, 2026, the Shield Committee completed the business case and basis of estimate and submitted it to the Public Service for review. The Public Service is continuing to work on securing the funding through the 2027 budget process.

### Fare Enforcement

In July 2025, Winnipeg Transit, along with the Community Safety Team, transitioned from fare education to fare enforcement. This marked a shift toward stronger accountability with a focus on fare collection. Inspectors and Community Safety Officers now conduct regular inspections with the goal of fare enforcement to support fairness for paying customers, improve system safety and protect transit revenue.

Stats for Transit Inspectors:

2025 totals (July to December)

| Ride Checks Conducted | Buses Checked at Static Locations | Paid Fares Observed | Rides Denied | Individuals – Walked Away | Individuals Educated and Allowed to Ride | Number of By-Law Tickets Issued – For Fare Enforcement | By-Law Tickets Attempted – For Fare Enforcement |
|-----------------------|-----------------------------------|---------------------|--------------|---------------------------|------------------------------------------|--------------------------------------------------------|-------------------------------------------------|
| 714                   | 6808                              | 34203               | 2168         | 727                       | 275                                      | 24                                                     | 0                                               |

2026 totals to April 20, 2026

| Ride Checks Conducted | Buses Checked at Static Locations | Paid Fares Observed | Rides Denied | Individuals – Walked Away | Individuals Educated and Allowed to Ride | Number of By-Law Tickets Issued – For Fare Enforcement | By-Law Tickets Attempted – For Fare Enforcement |
|-----------------------|-----------------------------------|---------------------|--------------|---------------------------|------------------------------------------|--------------------------------------------------------|-------------------------------------------------|
| 517                   | 734                               | 10788               | 710          | 356                       | 134                                      | 11                                                     | 10                                              |

Stats for Community Safety Team:

Between January 1 and April 20, 2026, the Community Safety Team recorded a total of 20,326 fare enforcement interactions, including 8,816 denied ride, 6,313 walkaways, 4,029 warnings and 1,168 instances where passengers chose to pay.

### Winnipeg Police Service (WPS) Update

The Winnipeg Police Service Transit Violent Crime Intervention Strategy ran from September 17 to December 31, 2025, in partnership with Winnipeg Transit and the Community Safety Team. The initiative focused on high-visibility policing, targeted enforcement and a proactive presence on buses, along transit corridors and at bus stops.

Comparing the same period in 2024, WPS reported:

- total crime fell 15.1 percent.

- violent crime fell 18.2 percent.
- property crime fell 15.2 percent.

WPS noted transit-initiated calls for service dropped to 1,044 during the strategy period, down from 1,259 in the same period a year earlier — a decrease of 17.1 percent.

During the 15-week project, assigned officers recorded 442 engagements/events in a range of enforcement and visibility roles, officers on buses, in corridors and shelters, employing a layered approach with the Community Safety Team and Transit Inspectors.

These efforts resulted in:

- 12 Criminal Code arrests
- 98 fare evasion enforcements
- 143 hours riding on buses
- 101 hours on foot at bus stops and other transit locations
- 36 hours of marked cruiser patrols

WPS noted this came from divisional community support units and foot patrol units who continue to maintain a visible presence on the transit system as part of their regular duties. Ongoing work, with the WPS, Winnipeg Transit and the Community Safety Team is intended to support longer-term safety goals.

These results reinforce the value of targeted enforcement and visible presence initiatives but also acknowledge that a sustainable long-term approach is still required.

|                         |
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| <b>FINANCIAL IMPACT</b> |
|-------------------------|

**Financial Impact Statement**    **Date:** April 21, 2026

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**Project Name:**

**Transit Advisory Committee (TAC) Semi-Annual Update - April 2026**

**COMMENTS:**

There is no financial impact from the recommendation in this report as it is for information only.

*Laurie Fisher April 21, 2026*

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Laurie Fisher, CPA, CA  
Manager of Finance & Administration

## CONSULTATION

This Report has been prepared in consultation with:

n/a

## OURWINNIPEG POLICY ALIGNMENT

**Goal:** Good Health and Well-Being

**Objective 3 - Proactively identify and address threats to community safety and well-being.** Promote physical and mental health by mitigating, planning for, responding to, and recovering from, emergencies, disasters and crime.

**Policy 4.6 Community Safety** - Facilitate a culture of safety and crime prevention across the City and community, by building trusting relationships to enable collaborative action.

## WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

This report is in accordance with the Winnipeg Climate Action Plan (WCAP) as per Direction 3.1 *Increase Use and Efficiency of Public Transit Systems* (p.46).

## WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Goal 5(a) Transportation System Equity is Enhanced – the affordability and accessibility of transportation and transit service is increased.

## SUBMITTED BY

Department: Transit  
Division: Operations  
Prepared by: Richard Young, Manager of Operations  
Date: April 24, 2026