Agenda – Standing Policy Committee on Public Works – June 29, 2026

REPORTS

Item No. 2 Winnipeg Transit Compliance with the New Provincial Accessible Transportation Standard Regulation (ATSR) Requirements

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1. That the funding for the Winnipeg Transit Accessible Transportation Standard Regulation improvements described in this report be referred to the 2027 Budget Update Process, namely:

	2027	**2028**	**2029**	**2030**	**2031**
Total $ Operating	$1,608,930	$2,547,971	$2,427,510	$2,354,829	$2,398,613
Total $ Capital	$235,000	$1,250,000	$1,275,000	$1,300,500	$1,326,510
Total FTEs	7.29	12.50	11.33	10.50	10.50

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

ADMINISTRATIVE REPORT

Title: Winnipeg Transit Compliance with the New Provincial Accessible Transportation Standard Regulation (ATSR) Requirements

Critical Path: Standing Policy Committee on Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
T. Platt	G. Ewankiw	B. D'Avignon, acting for T. Graham	M. Dryburgh, acting for J. Dunford

EXECUTIVE SUMMARY

Winnipeg Transit is expected to comply with the Accessible Transportation Standard Regulation. This regulation was made law under *The Accessibility for Manitobans Act.*

The Regulation sets accessibility rules for regular transit and paratransit services. It will take effect on January 1, 2027. A review of the regulation identified requirements affecting conventional transit and paratransit services. Winnipeg Transit is already meeting some of the requirements.

Some requirements can be met with operational updates and current accessibility plans. However, many still rely on extra funding and staff to improve technology and infrastructure.

RECOMMENDATIONS

1. That the funding for the Winnipeg Transit Accessible Transportation Standard Regulation improvements described in this report be referred to the 2027 Budget Update Process, namely:

	2027	2028	2029	2030	2031
Total $ Operating	$1,608,930	$2,547,971	$2,427,510	$2,354,829	$2,398,613
Total $ Capital	$235,000	$1,250,000	$1,275,000	$1,300,500	$1,326,510
Total FTEs	7.29	12.50	11.33	10.50	10.50

2. 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

Due to current funding and operational constraints, the City will not achieve full compliance with the Accessible Transportation Standard Regulation by the January 1, 2027, statutory deadline.

As there is currently no identified funding source within the adopted operating budget for the statutory requirements outlined in this report, direction from the Standing Policy Committee on Public Works is required to refer these budget recommendations to the 2027 Budget Update Process.

IMPLICATIONS OF THE RECOMMENDATIONS

Budget implications of unfunded requirements would be considered through the 2027 Budget Update Process. Risks associated with non-compliance are discussed in the History/Discussion section of this report.

HISTORY/DISCUSSION

The Accessible Transportation Standard Regulation (ATSR), enacted under *The Accessibility for Manitobans Act (AMA)*, establishes accessibility requirements affecting conventional transit and paratransit operations, municipal transit stop accessibility, customer communication practices, staff training, operational procedures and accessibility planning activities.

Manitoba is the second province in Canada to enact comprehensive accessibility legislation. Passed in 2013, The Accessibility for Manitobans Act (AMA) established a framework for five standards, with the Accessible Transportation Standard Regulation enacted in January 2024.

All sections of the regulation come into force January 1, 2027, including accessible training, comparable service hours for paratransit and conventional service, a support person program, and accessible transit stops. While allowing January 1, 2042, to bring the vehicle fleet acquired before January 1, 2027, into compliance.
The Regulation's requirements are intended to help remove barriers to accessing transportation, and to create a more inclusive system of transportation. Safe, affordable and accessible transportation empowers persons disabled by barriers, and Winnipeg's aging population, to have better access to community and social services, and more opportunities to participate in other important aspects of daily life. The Regulation aligns with the strategic Winnipeg Transit Master Plan, and supports other City of Winnipeg initiatives, such as the Age-Friendly Action Plan.

Winnipeg Transit has been proactively modernizing its fleet, upgrading technology, and reforming policies, highlighting the upcoming Transportation standard. The following are some of the preparatory initiatives that were completed:

- 2020: Expansion of Winnipeg Transit Plus (WTP) service area to include the full City.
- 2021: Elimination of the WTP trip priority system.
- 2021: Approval of the Winnipeg Transit Master Plan
- 2022: Introduction of comprehensive priority and courtesy seating policy.
- 2023: WTP public engagement for no-show and late cancellation policy.

- 2024: Implementation of new trip-booking system for WTP.

These initiatives laid the groundwork for Winnipeg Transit to work towards compliance with the ATSR.

Winnipeg Transit reviewed ATSR requirements across both conventional transit and paratransit operations to identify:

- Existing areas of compliance.
- Gaps requiring updates or new procedures which can be implemented within existing resources.
- Unfunded gaps requiring budget/resources to implement.

Some ATSR requirements are already partially or fully supported by existing measures.
Key unfunded and outstanding obligations include:

- Accessibility improvements to transit stops beyond 2027.
- Expansion of paratransit hours of service to be comparable with conventional transit.
- Establishment of a fare-free support person program.
- Introduction of annual public meetings for both conventional transit and para-transit service.
- Implementation of new and ongoing accessibility training programs.
- Preparing to manage additional paratransit ridership from support persons, companions and children.
- Enhancing turnaround times for paratransit eligibility and appeal decisions.

The following describes additional budget/resources required to meet the statutory requirements of the ATSR.

Conventional Transit

Winnipeg Transit provides conventional fixed-route and on-request transit services and must meet both general and specific obligations of the ATSR. Parts of the Regulation specific to conventional transit services serve to ensure that minimum accessibility standards are met both in the design of vehicles and the provision of service itself, ensuring equitable access to all persons, including those disabled by a barrier.

Design of Conventional Transportation Vehicles

Part 3 of the Regulation imposes several requirements on the design of conventional transit vehicles and obligates Winnipeg Transit to ensure that all vehicles acquired after January 1, 2027, meet the defined specifications. Vehicles acquired prior to that date must be brought into compliance no later than January 1, 2042.

Priority Seats, Communication Strategy regarding Priority Seating, Mobility Aid Spaces and Accessibility Features

Section 8 establishes several requirements about priority seats on conventional transit vehicles, which are seats designated for use by a person disabled by a barrier or a person who uses a mobility aid. Winnipeg Transit currently has a priority and courtesy seating policy in place; however, some minor adjustments will be required for compliance with the Regulation. Further to section 8, section 29(1) obligates the development of a communication strategy to inform the public about the purpose and use of priority seating, the purpose and use of mobility aid spaces and the purpose and use of accessibility equipment and other accessibility features of a

conventional transportation vehicle.

Priority and courtesy seating signage in all conventional transit vehicles must be revised to ensure they reflect that passengers who are not disabled by barriers *must* vacate a priority seat, if the seat is required by a person disabled by a barrier. Signage will also be unified and reviewed for compliance with accessibility standards at this time. **One-time funding of $10,000** is required to procure and install revised priority and courtesy seating decals in all City-owned conventional transit buses. In alignment with this adjustment to the priority and courtesy seating policy, and to meet the requirement of section 29(1) for communication strategies, **one-time funding of $25,000** is required to conduct a public awareness campaign.

Boarding and Deboarding
Section 19(1), establishes requirements related to boarding and deboarding assistance and requires that adequate time be provided to a person disabled by a barrier, with or without a mobility device, to board and deboard a conventional transit vehicle safely. In the case of those persons boarding with a wheelchair or motorized mobility aid, assistance, if required, as well as adequate time must be provided to ensure the person is able to secure themselves and their mobility aid in the vehicle.

To meet the requirements of this section, additional boarding time for some customers is anticipated to be required. For example, a bus may need to remain stationary at a stop for additional time before departing while a customer receives assistance or independently secures their wheelchair using the provided Quantum or Q-Pod securement devices, or while a customer using a walker locates an open spot and seats themselves. Increased time spent at a stop can impact overall transit service levels and schedules. Winnipeg Transit currently sees approximately 100 wheelchair boardings per day, and this number may increase as more buses are retrofitted with additional wheelchair securement devices.

Further, given the significant risk of injury or loss of life if a heavy, motorized, or wheeled device moves or tips while a vehicle is in motion, a formal policy requiring wheelchairs and motorized mobility aids to be secured before a bus departs a stop will be required.

Following the enactment of the Regulation, and a policy supporting the requirement to secure mobility aids before a bus begins moving, Winnipeg Transit will monitor and analyze the service and schedule impacts of this additional boarding time. Additional future service funding may be required to ensure service is not negatively impacted.

Obligations of Municipalities Regarding Accessible Transit Stops
Section 53(2) requires municipalities to establish a policy respecting accessible transit stops. The policy must include design requirements and plans for new stop construction, conversion of existing stops into accessible stops, and stop maintenance during winter, construction and other periods.

Existing Winnipeg Transit and Public Works planning activities partially support this requirement through the Annual Service Plan process and the development of Bus Stop Placement and Design Guidelines.

Feedback relating to the current state of transit stop in Winnipeg accessibility from various channels such as engagement forums, 311 reports, and the WTP Policy Advisory Committee (PAC) consistently identify concerns such as:

- Insufficient snow clearing of transit stops.
- Mobility aids becoming stuck in sidewalk snow and ice accumulations, and needing to use the roadway
- Blocked curb cuts, stops without sidewalk connections and inconsistent layouts.
- Accessibility barriers caused by construction detours.
- Conflicts with bike lanes.
- Inconsistent tactile surface applications.

Transit stops are actively being reviewed for accessibility, and it is estimated that as many as 1,100 locations may require accessibility-related improvements. Additional funding is required to continue accessible stop planning and upgrades from 2028 onwards. **One (1.0) FTE Project Manager, and annual capital funding of $1,250,000** (at an approximate cost of $25,000 per stop) yields approximately 50 upgraded stops annually.

At this current trajectory, the modernization of the transit network will not reach completion for **over 20 years (circa 2050). Although the ATSR does not impose a hard deadline for infrastructure upgrades, it is recommended to align them no later than the 2042 compliance date for retrofitting older buses with accessibility upgrades (i.e. an accessible bus cannot support an individual disabled by a barrier if the transit stop itself is not accessible). Additionally, section 28(3) requires deficient transit stops reported to be made accessible within a reasonable time period.**

Transitioning transit stop infrastructure from substandard to fully accessible requires complex, multi-disciplinary execution and can involve right-of-way acquisitions, utility relocations, as well as collaboration with Public Works regarding street designs. Upgrades must also be aligned with the City of Winnipeg's universal design standards and other relevant accessibility standards and legislation.

To achieve an "Age-Friendly City" within a reasonable timeframe, the pace of construction must be synchronized with the broader implementation horizons of the Winnipeg Transit Master Plan. Every incremental investment of $1,250,000 from 2028 forward (increasing thereafter at the prevailing rate of inflation), scales delivery by an estimated 50 stops per year, as demonstrated in the table below.

Table 2 – Accessible Transit Stop Funding Scenarios & Timelines

	Annual Funding Required (2028)	Estimated Annual Output	Estimated Time to Completion	Strategic Alignment
Option A ***Minimal***	$1,250,000	50 stops	22 years - 2050	Does not synchronize with the ATSR 2042 fleet accessibility requirements.
Option B ***Moderate***	$2,500,000	100 stops	11 years - 2039	Synchronizes with the ATSR's 2042 fleet accessibility requirements; extends systemic barriers
Option C ***Optimal***	$3,750,000	150 stops	7 years - 2035	Meets regulatory and other accessibility targets.

Paratransit

WTP provides paratransit services to persons disabled by barriers and, in addition to conventional service, must meet both general and specific obligations of the ATSR. This part of the Regulation attempts to ensure that all transit customers – whether users of the conventional system, the paratransit system, or both – have access to comparable levels of service.

Temporary Eligibility Before a Decision

Section 34 requires the provision of temporary paratransit service to an applicant if an eligibility decision is not made within 14 calendar days following an applicant's completion of the eligibility determination process. The WTP eligibility determination process involves the submission of an application by an applicant and, in most cases, an in-person functional assessment of the applicant's abilities to access transit services. Assessments are conducted by contracted occupational therapists and physiotherapists (Assessors).

Where a decision cannot be made within the prescribed timeframe, temporary paratransit service must be provided indefinitely until a decision is made. Reviewing data from 2025 to present, WTP received approximately 250 applications for paratransit service per month, at a processing speed of 30 business days, exceeding the Regulation's requirement.
To reduce application processing times in accordance with section 34, and to better meet demand for eligibility assessments, increased contracted Assessor hours will be required. These hours will be used to conduct assessments during evening and weekend hours, offering flexibility for applicants unable to attend during standard business hours, and reducing pressure on weekday operations. **An additional 1,248 annual contracted Assessor hours, above the current baseline of 4,040 are required. The cost is estimated to be $73,283 in 2027 beginning in June,** and $129,580 for the full year of 2028, increasing thereafter at the prevailing rate of inflation and agreement with the contracted service provider.

One (1.0) FTE Clerk A will be required to process incoming applications, support assessments, and correspond with applicants during the 14-day decision period.

By enhancing the WTP software platform **at an annual estimated cost of $202,200**, applicants can access real-time updates on their case status by telephone with a conversational AI voice agent. This tool will assist in reducing the number of additional staff (administrative clerks, contact centre agents, etc.) required to manage the 14-day eligibility decision period requirement, and will ensure customers who face barriers using other self-service tools for eligibility updates, such as our mobile app, have easy access. Additional enhancements to the software platform, for which funding has been requested in the 2026 Winnipeg Transit report "Winnipeg Transit Plus Policy Updates 2027-2029", will further support eligibility decision efficiencies by enabling automatic conversion of paper-based customer applications into digital records and providing internal staff with AI-generated case file summaries.

Paratransit Eligibility Appeals
Section 35 establishes requirements to allow for applicants to appeal paratransit eligibility decisions. While WTP currently has an appeal process and panel in place, the Regulation obligates decisions respecting appeals to be made within 30 calendar days after receiving the appeal. If this timeline is not respected, the applicant is eligible for temporary paratransit service until a decision is made.

Increased assessment volumes due to growing paratransit applications/ridership are expected to result in an increase in appeal requests. Other factors, such as the ATSR requirement to introduce a support person program (described later in this report), are also expected to generate further requests for appeal, placing added pressure on existing panel capacity. As a result, it is anticipated that additional appeal panels will be required to ensure the 30-day appeal decision requirement is met.

Hours of Service
Section 37(1) requires that paratransit services be available with a comparable or greater number of hours and days of service as the conventional transit system. Currently, WTP service hours are shorter than those of the conventional system. To achieve compliance with this section, WTP proposes updating service hours to achieve comparability with the conventional transit system, as described in the below table. Hours of service indicate the earliest and latest times a pick-up can be requested.

Table 3 – Current and Proposed Paratransit Service Hours

Day	Current Conventional Service Hours (Approximate)	Current WTP Hours	Proposed WTP Hours
Monday to Friday	4:45 a.m. to 2:10 a.m.	6 a.m. to 12 a.m.	5 a.m. to 2 a.m.
Saturday	5:02 a.m. to 2:10 a.m.	7 a.m. to 12 a.m.	5 a.m. to 2 a.m.
Sunday/Statutory Holiday	5:33 a.m. to 12:55 a.m.	8 a.m. to 10 p.m.	5:30 a.m. to 1 a.m.

WTP will use existing resources to meet this requirement by January 1, 2027, leveraging overflow contracted service hours to offer a minimum level of service with at least one operational vehicle during the early morning and late-night service periods currently not available (approximately 1,500 annual hours). However, these existing vehicle resources may be insufficient to accommodate this new demand, which would lead to the denial of very early morning or late-night trips.

Based on current trip patterns and demand analysis, it is anticipated that while late night trip requests are likely to remain low, early morning requests pose the greatest risk of exceeding available resources. While trips provided from 10 p.m. onwards represent approximately less than 3 percent of total WTP demand, those between 6 a.m. and 10 a.m. represent approximately 21 percent. Specifically, trips between 6 a.m. to 7 a.m. are more likely to run late, indicating that current service hours pose a bottleneck for paratransit customers needing to commute to work or other early morning activities, and that many of these customers may desire to travel earlier during the proposed new hours. As such, it is forecasted that an **additional 5,000 annual contracted service hours at an estimated cost of $200,719** beginning June 1, 2027, will be needed to allow WTP to appropriately scale and offer reasonable levels of service during the proposed new hours. The estimated cost for a full year of these additional hours in 2028 is $350,950, increasing thereafter at the prevailing rate of inflation.

With an expansion in service hours, corresponding growth to the WTP Inspector program is also required. Inspectors play a critical role in day-to-day operations by investigating vehicle accidents and complaints and monitoring contracted service delivery to ensure quality and adherence to processes. An additional **two (2.0) FTE Winnipeg Transit Plus Service Inspectors** will ensure an Inspector is available during all proposed new hours of service, while **$235,000 will allow for the acquisition of supporting vehicles and equipment.**

Reservations

Section 38 requires paratransit providers who require customers to make trip reservations to offer same-day reservations (where practicable) *or* accept reservations up to three hours before the published end of the service period on the day before the trip request.

Today, WTP accepts trip reservations (bookings) for the upcoming seven days, and up to 5 p.m. the day before the customer wishes to travel. To achieve compliance with this requirement, WTP will adjust its trip-booking system and associated processes, to accept trip reservations up to two hours before the requested travel time, for January 1, 2027.

While this adjustment to trip reservation times (often referred to as “booking cutoff”) can be accomplished within existing resources, true “same-day” or “on-demand” service – similar to that of a taxi provider, where a vehicle is dispatched at the time of request – is not feasible, and would require additional funding and FTE resources to pilot and further assess an on-demand paratransit service model.

Travelling with Support Persons, Children, Companions

Sections 44, 46 and 47 all establish requirements regarding offering paratransit services to those travelling with support persons, children and companions. While WTP offers service to these groups today, the current practice limits additional customers to only one additional party in most situations, to manage demand. However, the new requirements will obligate WTP to allow paratransit users to travel with *at least* one support person, one *or more* children and one *or more* companions.

While the majority of WTP customers currently travel solo, it is anticipated that these requirements – in addition to other sections of the act, such as expanded service hours – may alter customer travel habits, driving an increase in the number of parties per trip request. This poses an operational risk, where additional, unknown demand, may exceed existing WTP resources, leading to an increase in unaccommodated trip requests and lower levels of service,

including reduced on-time performance.

To ensure continued and reliable service for all travelling paratransit users, WTP recommends an increase to the existing baseline contracted service hours (267,500) of three percent. These **additional 8,025 hours annually at an estimated cost of $323,407**, beginning June 1, 2027, would be used in an overflow capacity to ensure system performance within acceptable service levels, while ongoing monitoring and analysis of changing ridership habits will allow for further future planning. These hours are estimated to cost $563,275 for the full year of 2028, increasing thereafter at the prevailing rate of inflation.

Both Conventional Transit and Paratransit Providers

Certain parts of the Regulation apply equally to both Winnipeg Transit's conventional fixed-route and on-request services, as well as WTP paratransit service.

Accessible measures, policies and practice

Section 2 outlines the obligation for transit providers to document the measures, policies and practices and make the documented policies publicly available. Section 2(1) requires estimating demand and reducing wait times for accessible transportation, which includes actively establishing and executing highly complex operational metrics. To meet these obligations, the following technical resources are required:

- **One (1.0) FTE Accessible Transit Analyst** is required to build, test and implement predictive models to forecast accessible transportation demand and analyze wait times and other service-related metrics.
- **Two (2.0) FTE (temporary) Policy Writers** are a critical risk-management step. They would ensure that Winnipeg Transit's extensive operational measures are consistently documented across the department, transparent to the public and fully compliant with the statutory requirements. Once the core policies are written, ongoing maintenance can be absorbed by permanent staff during regular annual reviews.

Travelling with Support Persons

A "support person", as defined by the Regulation, means a person who accompanies a person disabled by a barrier to support that person in obtaining, using or benefitting from a good or service, or, to assist the person in addressing their communication, mobility, personal care or medical needs. Sections 21 and 44 require both conventional transit and paratransit customers to travel with *at least one* support person, who must not be charged a fare (section 24).

Today, Winnipeg Transit does not offer a support person program. Certain paratransit customers, where deemed necessary during the registration and assessment process, are required by WTP to travel with a "mandatory attendant", and those attendants are not charged a fare. Research on peer transit agencies that already operate similar programs – such as Ontario agencies that must adhere to *The Ontarians with Disabilities Act* – was conducted to understand the best practices and impacts of these programs.

Based on jurisdictional research, most transit agencies operating these programs establish an application process, where parties interested in travelling with a support person complete an application/assessment process, which is reviewed against the regulatory requirements. Persons approved are typically issued a photo identification card, indicating their enrollment in the program. This card is used by the registered party when they travel, facilitating fare-free travel for the support person accompanying them.

As such, these programs incur annual administrative costs, in addition to some loss of fare revenue. For example, the Toronto Transit Commission, in its 2014-2018 report, indicated a decrease of approximately $300,000 to $600,000 annually due to complimentary support person fares. Adjusting for the scale of Winnipeg Transit's operations, it is anticipated that **conventional service fare revenue may decrease by an estimated $44,838 annually**, following implementation of the program. WTP anticipates a **$10,187 decrease** in annual paratransit fare revenue. These losses will increase each year thereafter at the prevailing rate of inflation.

Winnipeg Transit is proposing to begin accepting applications from persons wishing to travel with a support person as of January 1, 2027, beginning with a minimally viable approach using existing resources. This will ensure a framework is in place to manage the impacts of the program, however, additional funding and resources are required to scale the program over time:

- **One (1.0) FTE Clerk C** for to administer the program.
- **1.5 FTE Clerk A** (assisting both the support person program, as well as extended eligibility assessment hours, necessary for compliance with section 34(1)).

Service Disruptions
Section 30 sets out expectations regarding situations where a conventional transit route is temporarily changed, such as when road construction is taking place, and requires that Winnipeg Transit provide information on alternative transportation arrangements. In situations where alternative transportation arrangements are not accessible, persons disabled by barriers must be transferred to their destination.

Winnipeg Transit will use its existing communication infrastructure to communicate alternative arrangements to customers, but **one (1.0) FTE Transit Planner** is required to complete planning, implementation, communication, monitoring, and enforcement of construction detours and temporary bus stops in accordance with the Regulation. In the unlikely event that alternative arrangements communicated to customers were not accessible, WTP – either via a contracted service provider or using a WTP Inspector and an accessible vehicle, as discussed regarding section 37(1) – would be utilized to provide transportation.

Emergency Procedures
Section 12 (for conventional transit) and section 49 (for paratransit) require emergency preparedness and response procedures, as well as contact information, to be displayed inside each vehicle. **$15,000 in one-time funding** is required to procure and install these new decals, in an accessible format, in all City-owned conventional transit buses, and all private contractor-owned paratransit vehicles.

Annual Public Meetings
Section 4 obligates Winnipeg Transit to begin holding annual public meetings; one for conventional transit and one for paratransit. The purpose of these meetings are for the service provider to review its measures, policies and practices established under the ATSR, and to allow all members of the public to have the opportunity to provide feedback on the provider's measures, policies and practices. Within six months after each meeting, a written summary of any feedback received, and action taken must be published.

The public engagement mandates of this section cannot be successfully executed by existing operational or marketing staff. Adopting the proactive one Travel Trainer per two wards model, requiring **two (2.0) FTE Travel Trainers** satisfies our legal obligations under the ATSR while

establishing a localized support network. Expanding the travel training team and program will actively dismantle transit hesitancy, elevate community safety, and ensure that every neighborhood in Winnipeg has a direct voice in shaping an inclusive transit network as outlined in the Winnipeg Transit Master Plan.

Further, to meet this obligation, additional annual funding of **$25,000** is required to support accessible communications and logistics for the meetings. Additionally, the one (1.0) FTE Transit Planner requested in section 30 will additionally support the collection, publication and actioning of feedback. This will allow Winnipeg Transit to incorporate feedback from the public on annual service planning activities.

Accessible Transportation Training
Section 3 establishes mandatory obligations for accessibility training for employees, contractors, and other individuals involved in transit service delivery. Training must be provided at least once every two years, and include instructions about safe use of accessibility equipment, responding to barriers and accessibility equipment failures, emergency preparedness and response procedures as well as a review of human rights and accessibility legislation.

Winnipeg Transit will incorporate these training requirements into its programs for new hires of Bus Operators and other staff; however, additional funding of **$88,359** for 2027 is required to manage shift coverage while all staff are cycled through the new training program. Additionally, **one-time funding of $12,000** will support the purchase of mobility aids to be used in ongoing training exercises.

WTP, which must also meet these new training obligations, will leverage the FTEs (and accessible minivan) requested for section 37(1) requirements, as those positions support the delivery of initial and ongoing training to contracted paratransit service drivers. As all service providers are contractually required to meet training requirements as specified by Winnipeg Transit, no further resources are required.

Implementation Timelines
Winnipeg Transit is well-positioned to comply with some of the upcoming provincial deadlines due to the foundational activities previously completed. The remaining requirements will be addressed as budget and resources allow.

Risks
Many statutory requirements of the ATSR remain dependent on the provision of additional funding in order to achieve compliance. Deferring or delaying the recommended improvements introduces a number of challenges:

- Regulatory and legal risks, including the potential of provincial fines for non-compliance.
- Increased operational liability due to compromised passenger safety without proper securements.
- Interdependencies regarding foundational technical infrastructure and other resources with the WTP improvements described in the 2027 report “Winnipeg Transit Plus Policy Updates 2027-2029”.
- Reduced quality of life for persons disabled by barriers and older adults, as a result of inaccessible transportation options.

Compliance with the *Accessible Transportation Standard Regulation* (ATSR), M.R. 151/2023 under *The Accessibility for Manitobans Act* is a statutory mandate.

FINANCIAL IMPACT

Financial Impact Statement **Date:** May 29, 2026

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

Winnipeg Transit Compliance with the New Provincial Accessible Transportation Standard Regulation (ATSR) Requirements

	2027	2028	2029	2030	2031
Capital					
Capital Expenditures Required	$ 235,000	$ 1,250,000	$ 1,275,000	$ 1,300,500	$ 1,326,510
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	$ 235,000	$ 1,250,000	$ 1,275,000	$ 1,300,500	$ 1,326,510
Funding Sources:					
Debt - Internal	$ 235,000	$ 1,250,000	$ 1,275,000	$ 1,300,500	$ 1,326,510
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ 235,000	$ 1,250,000	$ 1,275,000	$ 1,300,500	$ 1,326,510
Total Additional Capital Budget Required	$ 5,387,010				
Total Additional Debt Required	$ 5,387,010				
Current Expenditures/Revenues					
Direct Costs	$ 1,608,930	$ 2,547,971	$ 2,427,510	$ 2,354,829	$ 2,398,613
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ 1,608,930	$ 2,547,971	$ 2,427,510	$ 2,354,829	$ 2,398,613
Less: Existing Budget Amounts	-	-	-	-	-
Net Budget Adjustment Required	$ 1,608,930	$ 2,547,971	$ 2,427,510	$ 2,354,829	$ 2,398,613

Additional Comments: The capital expenditures required and direct operating costs reflect the total financial impact from the items described in this report as needed to meet the ATSR legislation. The components of the costs are detailed in Appendix A.

The additional capital budget and net operating budget adjustments required are recommended to be referred to the 2027 budget process.

Laurie Fisher May 29, 2026

Laurie Fisher, CPA, CA
Manager of Finance and Administration

CONSULTATION

This Report has been prepared in consultation with:

- Legal Services

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
Cody Dzik, Transit Plus Operations Supervisor
Denise Baker, Accessibility Coordinator
Lisa Page, Support Services Coordinator
Date: June 9, 2026

Attachments:
Appendix A - Budget Detail Sheet: Winnipeg Transit ATSR Compliance
Appendix B - The Accessibility for Manitobans Act (C.C.S.M. c.A1.7), Accessible Transportation Standard Regulation