Agenda – Executive Policy Committee – October 21, 2025

Report – Standing Policy Committee on Public Works – October 7, 2025

Item No. 3 Expansion of On-Request Night Service Beginning in December 2025

STANDING COMMITTEE RECOMMENDATION:

On October 7, 2025, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the following to Council:

1. That the expansion of night service hours, and the associated operating funds and FTEs for On-Request Service in Zones 101, 102, 103, 105, 106, 107, 108, 109, 111, 112, be approved.

2. That the change of zone boundaries for On-Request Zone 103, as shown in Appendix 2, be approved.

3. That these improvements be implemented when the Winter 2025 schedule goes into effect on Sunday, December 14, 2025 – Saturday, April 11, 2026.

4. That the 2026 budget be amended to include $465,874 in additional operating costs and an additional 4.0 FTEs.

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

Agenda – Executive Policy Committee – October 21, 2025

Report – Standing Policy Committee on Public Works – October 7, 2025

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On October 7, 2025, 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: Expansion of On-Request Night Service Beginning in December 2025

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

AUTHORIZATION

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

EXECUTIVE SUMMARY

Through feedback received from 311 and councillors' offices, it is clear to Winnipeg Transit that the lack of night service in the Primary Transit Network is a city-wide issue. Residents who work late shifts, are studying in the evenings, or are otherwise away from home late in the day, cannot return by bus. This is not confined to one geographic area, since people need transit access both where they work and where they live.

Winnipeg Transit will boost evening and night service using a two-tiered approach.

1. Changes to On-Request zones that will become effective December 14, 2025; and
2. Changes to fixed route service that will become effective April 12, 2026.

Changes to ‘On-Request’ zones can be made in 2025. Detailed schedules are not needed in advance since bus routing is based on real-time passenger requests. The changes in this report apply only to On-Request service and will take effect on December 14, 2025. This is the start of the Winter 2025 schedule. Winnipeg Transit will present another report at the November 6, 2025, meeting, proposing changes to fixed route schedules and additional On-Request service hours, effective April 12, 2026.

Service will end just before 2:00 a.m. on weekdays and Saturdays. On Sundays and holidays, it will end around 12:45 a.m. These changes will improve transit service for residents, particularly workers, students, and seniors.

Resources are needed for the expanded On-Request Transit service. The resources needed for night service in these zones will cover from December 14, 2025, to April 11, 2026.

The total cost for the extended service is $562,238. This includes an extra 4.70 Full Time Equivalents (FTEs). Transit expects an operating deficit for 2025. The service cost up to December 31, 2025, is estimated at $85,765 (including 0.70 FTE). This will be part of Transit’s next operating forecast. By year-end, the Department’s total projected deficit will be funded through Transit’s retained earnings. These earnings are set aside to cover operating deficits. A budget adjustment for 2026 will be needed to cover the remaining costs of $476,473, which includes 4.00 FTEs.

RECOMMENDATIONS

1. That the expansion of night service hours, and the associated operating funds and FTEs for On-Request Service in Zones 101, 102, 103, 105, 106, 107, 108, 109, 111, 112, be approved.

2. That the change of zone boundaries for On-Request Zone 103, as shown in Appendix 2, be approved.

3. That these improvements be implemented when the Winter 2025 schedule goes into effect on Sunday, December 14, 2025 – Saturday, April 11, 2026.

4. That the 2026 budget be amended to include $465,874 in additional operating costs and an additional 4.0 FTEs.

5. 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

On September 11, 2025, the Standing Policy Committee on Public Works directed the Public Service to report back by November 6, 2025, on the following:

1. A list of areas where it is determined Transit service ends too early despite continued need for service.

2. Options to extend evening and night service on the routes identified as a result of Recommendation 1, including information on annual bus hours, annual bus kilometers, costs, resource requirements, and FTE Requirements.

A report responding directly to this motion is expected to be brought to the November 6, 2025, meeting of the Standing Policy Committee on Public Works for consideration. However, to implement expanded night service as soon as possible, Winnipeg Transit has developed a plan to introduce night service in ten On-Request zones beginning when the Winter 2025 schedule goes into effect on Sunday, December 14, 2025.

IMPLICATIONS OF THE RECOMMENDATIONS

Extending On-Request night service in Zones 101, 102, 103, 105, 106, 107, 108, 109, 111, 112 has financial implications outlined in the Financial Impact Statement, as follows:

The total cost for the extended service is $562,238 including an additional 4.70 FTEs. Transit is forecasting an operating deficit for 2025. The cost of service up to December 31, 2025, estimated to be $85,765 (including 0.70 FTE), will be included in Transit's next operating forecast which is expected to be funded through Transit's retained earnings.

A budget adjustment for 2026 will be needed to fund the balance of the costs ($476,473 including 4.00 FTEs).
Costs from April 12, 2026, onward will be included in a subsequent report that responds to the September 11, 2025, motion from the Standing Policy Committee on Public Works.

HISTORY/DISCUSSION

Through feedback received from 311 and councillors' offices, it is clear to Winnipeg Transit that the lack of night service in the Primary Transit Network is a city-wide issue. The main complaint is that people who work late shifts cannot get home by bus. However, increasing late night service will also improve overall access for students, seniors, and all other residents as well. This is not confined to one geographic area, since people need transit access both where they work and where they live.

To assess where additional night service may be needed, Winnipeg Transit mapped out where service currently ends before midnight and compared this to employment centres (especially those with evening shifts). Many of the gaps will be addressed by the report scheduled to be considered by the Standing Policy Committee on Public Works on November 6.

To introduce these service improvements as soon as possible, Winnipeg Transit carried out an analysis to determine where extensions of night service in On-Request zones would make sense.

Due to the amount of time required to develop schedules for fixed-route service, night extensions of fixed routes cannot be considered for implementation until April 2026. Night extensions to On-Request service, however, could be introduced in December 2025.

Winnipeg Transit is proposing extensions until approximately 2:00 am in the following On-Request zones:

- 101 South St. Vital
- 102 Sage Creek – Windsor Park
- 103 Northwest
- 105 Meadows North
- 106 Northeast
- 107 Riverview – Fort Garry
- 108 Westwood – Murray Park
- 109 Charleswood
- 111 Waverley West
- 112 Whyte Ridge – West Fort Garry

In practice, service on weekdays and Saturdays in these zones would end just before 2:00 a.m., and closer to 12:45 a.m. on Sundays and Holidays.

Portions of the city served by the expanded On-Request night service are shown in *Appendix 1: Map of Areas with Late-Night Service*.

To better connect to important destinations in northwest Winnipeg, it is proposed that the boundaries of On-Request Zone 103 Northwest be expanded to include both Garden City Shopping Centre and the McPhillips Walmart, as shown in *Appendix 2: On-Request Zone 103 – Proposed Expansion*.
While some of the On-Request zones will have limited connections to fixed-route service from December to April, the upcoming proposed expansion of night service in response to the September 11 motion from the Standing Policy Committee on Public Works, would add several additional connections, which will make the night service in these On-Request zones even more useful.

A total of 4.70 additional Full Time Equivalents (FTEs) is required to operate this additional service. (0.70 FTE in 2025 and 4.00 FTE in 2026). The vast majority of the FTE complement needed is bus operators but there are also FTEs needed in other divisions to support the impact of the additional service hours and kilometers driven. For example, a Controller position is required to provide coverage in the Control Centre at all times that On-Request service is operating.

The operating hours of Winnipeg Transit's Customer Service Centre will remain the same. Trips can still be booked between the approximate hours of 10:00 p.m. and 2:00 a.m. through the smartphone app or web portal.

It is expected there will be some increase in ridership from the expanded night service. However, the impact to fare revenue is difficult to estimate and is being considered as part of the 2026 budget process in conjunction with other factors impacting fare revenue, including the wider impact of the launch of the Primary Transit Network and ongoing challenges with fare evasion.

The expansion of night On-Request service in December 2025 will fill an important gap in transit coverage in Winnipeg, and the subsequent report coming forward in November will address the remaining night service gaps not covered by On-Request service.

FINANCIAL IMPACT

Financial Impact Statement **Date:** September 29, 2025

Project Name: **First Year of Program** **2025**

Expansion of On-Request Night Service Beginning in December, 2025

	2025	2026	2027	2028	2029
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	$ 85,765	$ 476,473	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ 85,765	$ 476,473	$ -	$ -	$ -
Less: Existing Budget Amounts	85,765	-	-	-	-
Net Budget Adjustment Required	$ -	$ 476,473	$ -	$ -	$ -

Additional Comments: The direct costs are the net change in operating expenses from the service changes outlined in the report and include fuel, maintenance and an additional 4.70 FTEs for additional bus operators, maintenance and support staff as is needed to provide the net added service hours and kilometers driven for the term December 17, 2025 - April 11, 2026. The 2025 costs, including 0.70 FTE, will be included in Transit's 2025 projected operating deficit which is expected to be funded through retained earnings. The net budget adjustment required in 2026, including 4.00 FTEs is included in the report recommendations and needed to implement the expanded service for specified time period.

While it is expected there will be increased ridership with this service expansion, the impact to fare revenue is difficult to estimate and is being considered as part of the 2026 budget process in conjunction with other factors impacting fare revenue, including the wider impact of the launch of the Primary Transit Network and ongoing challenges with fare evasion.

Laurie Fisher September 29, 2025

Laurie Fisher, CPA, CA
Manager of Finance and Administration

CONSULTATION

This Report has been prepared in consultation with:

n/a

OURWINNIPEG POLICY ALIGNMENT

OurWinnipeg 2045

Environmental Resilience, Objective 2: Prioritize sustainable transportation as the mobility options of choice.

> 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.

Policy 2.9: Reduce Road Congestion

> Increase the efficiency, convenience and usage of the active and public transportation system, to improve air quality, provide a viable alternative to the automobile, and reduce current and future road congestion.

Winnipeg Transit Master Plan

Network Goals:

> Enhance Customer Experience
> Increase Ridership
> Improve Downtown Mobility
> Complement Land-Use Development
> Improve Multi-modal Mobility
> Ensure Transit is Inclusive
> Continuously Innovate
> Balance Investment with Affordability

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).

Relevant actions include: Deliver continuous improvement in transit service with a focus on customer service, reliability, and route connectivity, and public education (found on page 46 of the WCAP).

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

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

Goal 5(b) Transportation System Equity is Enhanced – improvements to transportation and transit infrastructure and services prioritize areas of higher poverty, and increased interconnectivity to employment and affordable goods and services.

SUBMITTED BY

Department: Transit
Division: Service Development
Prepared by: Bjorn Radstrom, Manager of Service Development
Date: October 6, 2025

Attachments:

Appendix 1: Map of Areas with Late-Night Service
Appendix 2 : On-Request Zone 103 – Proposed Expansion