

Saskatoon Transit Fleet Comparisons to Other Jurisdictions

Appendix 3

Table 1: CUTA Category 3 Summary

CUTA Category 3* Properties in Canada
Summary of 2021 Statistics Published October 2022

City	Population Served	Total Number of Buses	Number of Articulating Buses	Number of Diesel	Number of Alternative Fuel Buses	Average Age of Fleet	Book Out - Peak Service	Spare Ratio ²	Spare Ratio ³	Average Kilometers/Bus/year
Greater Sudbury, ON	152,819	59		59		7.8	42	40%	29%	68,318
Kelowna, BC ¹	153,201	75		75		9.3				
Central Frasier Valley, BC ¹	158,077	46		2	44 [^]	1.0				
St. Catherine's, ON	160,619	86	7	86		7.3	59	46%	31%	43,353
Burlington, ON	179,236	64		64		6.4	44	45%	31%	71,552
Windsor, ON	229,660	117		117		8.3	46	154%	61%	30,557
Regina, SK	239,437	123	2	123		7.9	90	37%	27%	41,026
Saskatoon, SK	282,900	139	9	139		9.4	86	62%	38%	54,395
Gatineau, QC	290,283	369	84	369		8.4	260	42%	30%	30,288
Halifax, NS	342,048	369	47	369		5.9	274	35%	26%	43,395
Victoria, BC	391,169	295		230	65 [^]	9.0	232	27%	21%	55,836
Calgary, AB**	1,323,700	1,098	93	1201 ^{^^}	114 [^]	10.9	637	72%	42%	43,675
Edmonton, AB**	1,057,181	942	20	902	40 ^{*^}	10.2	648	45%	31%	40,444
Winnipeg, MB**	718,900	646	14	646		9.9	491	32%	24%	43,129

*Category 3 = Populations between 150,001 and 400,000

1 - Incomplete Information in CUTA report

[^]Natural Gas

**Calgary, Edmonton, and Winnipeg fall under Category 2 - Populations 400,001 - 2,000,000

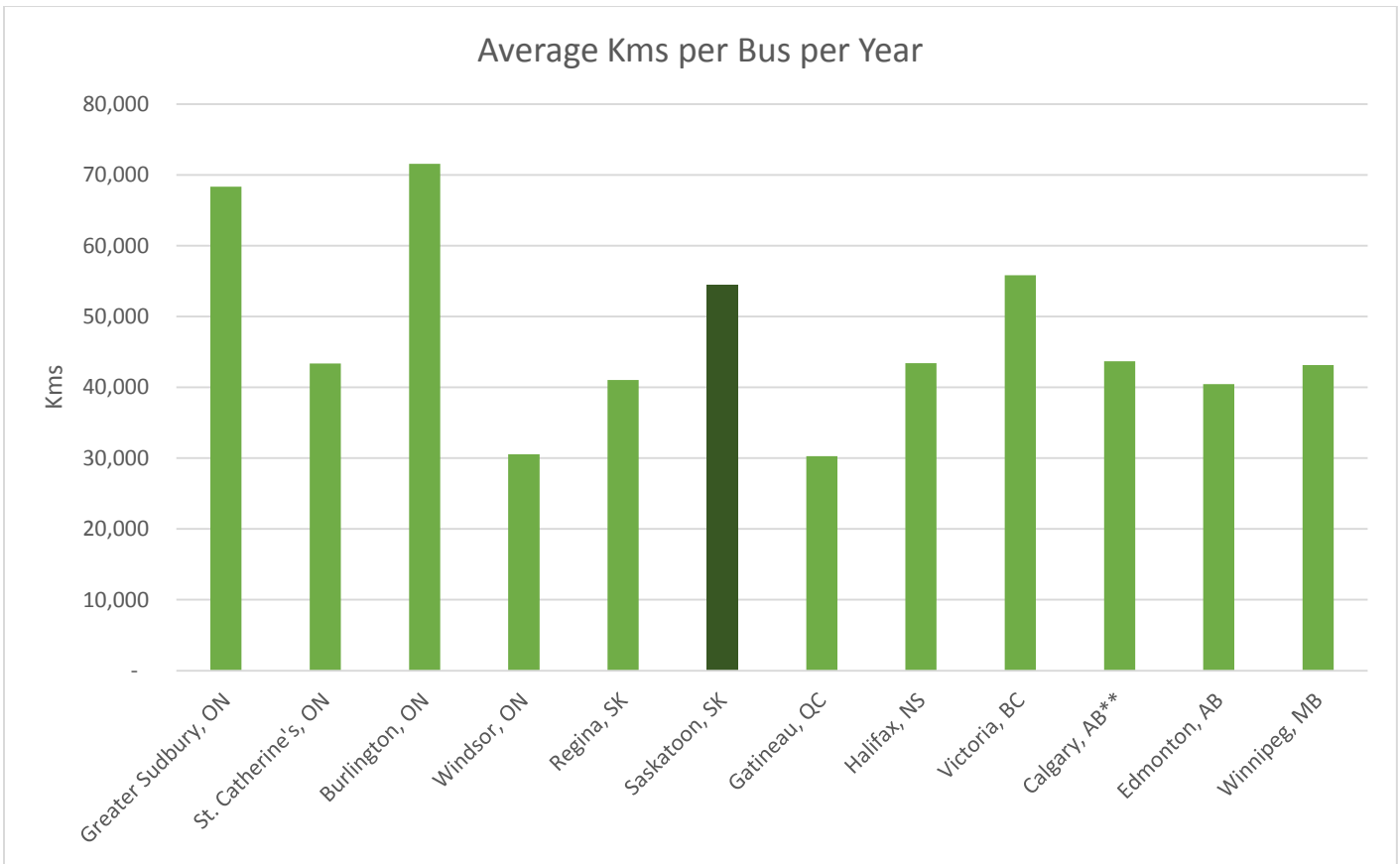
^{^^}Combination of diesel and gasoline

^{*^}Electric

2 - CUTA calculates Spare Ratio as (Total # of Buses - BookOut)/Book Out

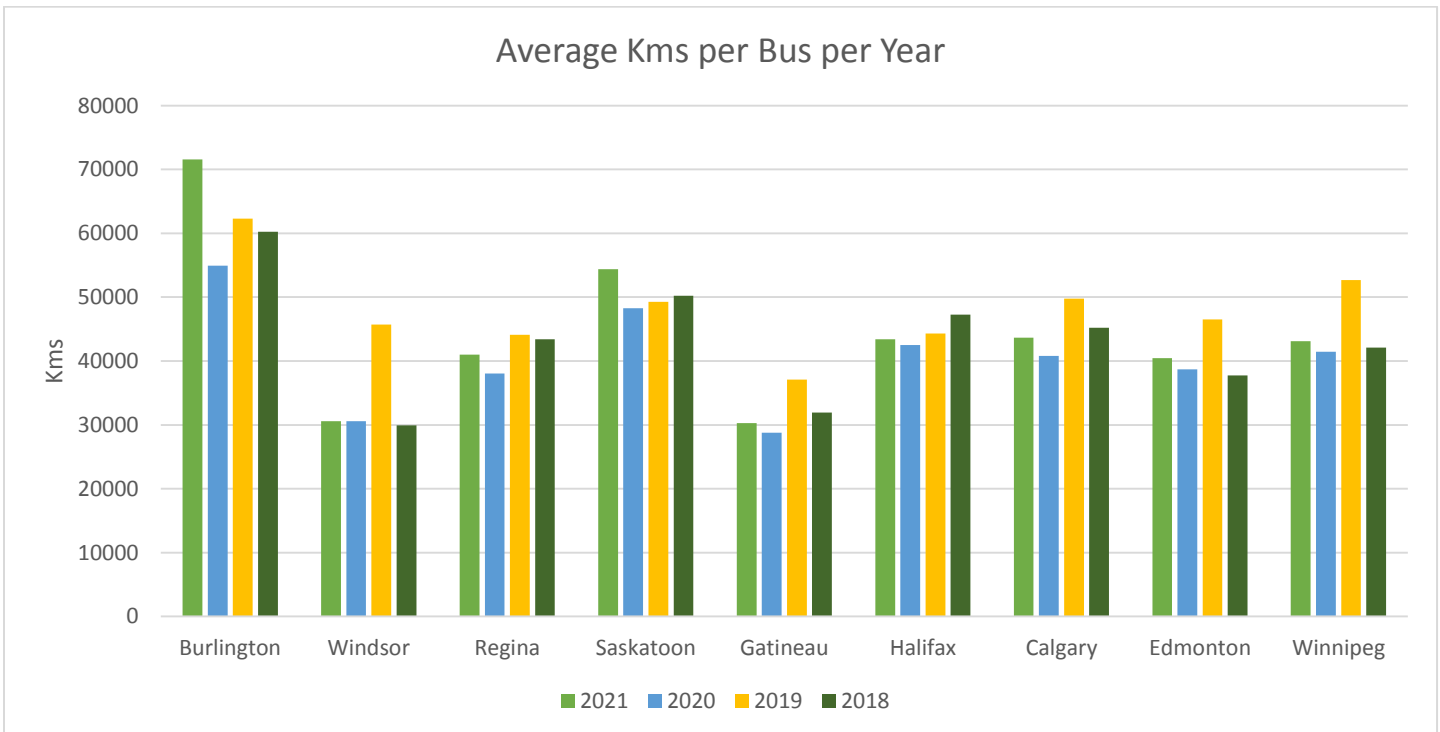
3 - Saskatoon Transit Calculates Spare Ratio as (Total # of Buses - Book Out)/Total # of Buses

Table 2: 2021 Average Kms per Bus per Year



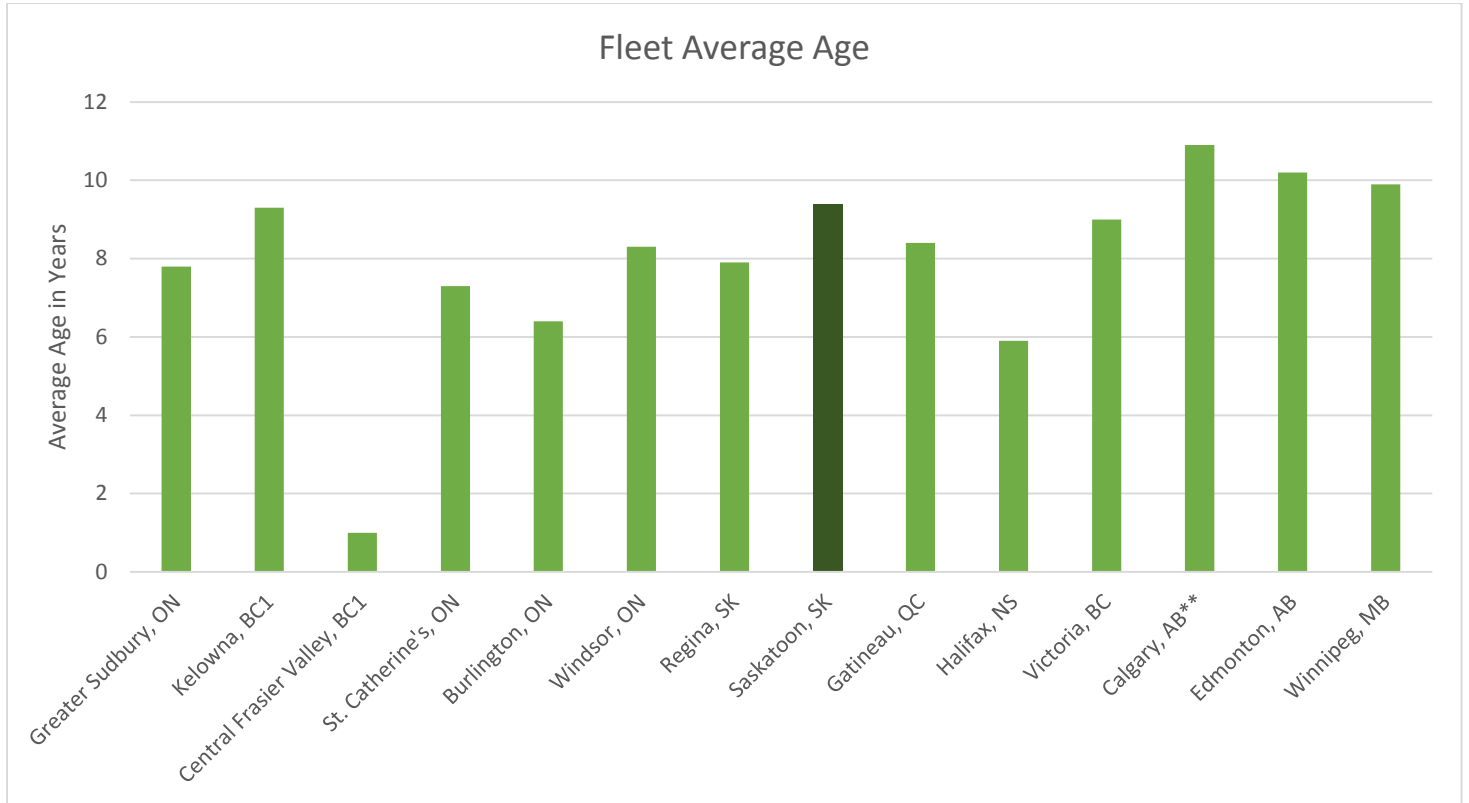
* CUTA Provided Data

Table 3: Average Kms per Bus per Year 2018 to 2021 CUTA Properties



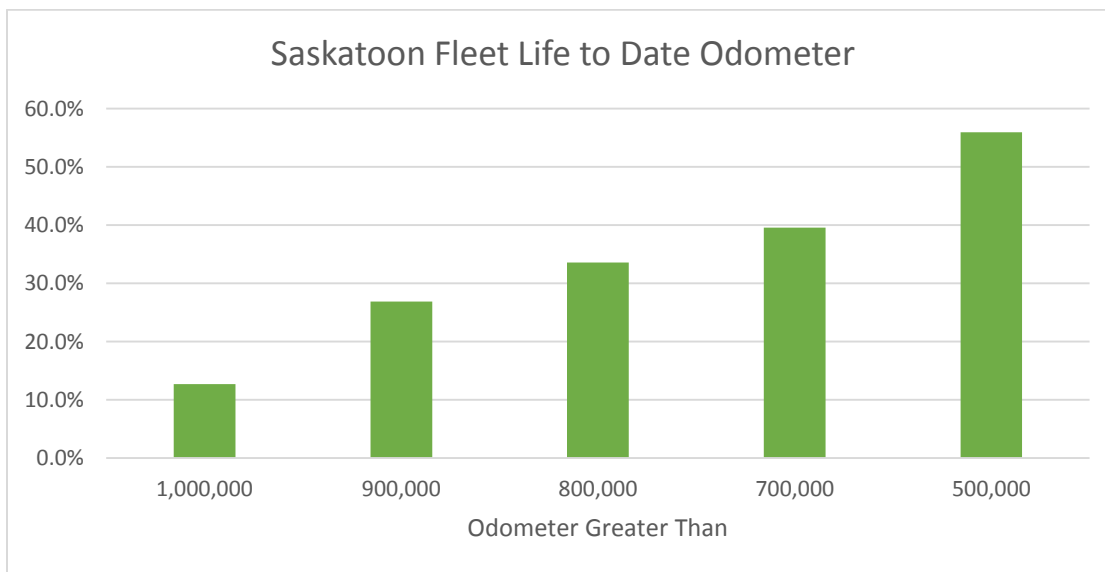
* CUTA Provided data. Prior to 2018 kms were consolidated across all forms of public transit and was not available for only conventional buses. Reporting since 2018 refers only to fixed route conventional buses.

Table 4: 2021 Fleet Average Age



* CUTA Provided Data

Table 5: Percentage of Saskatoon's Fleet Greater than X Kms



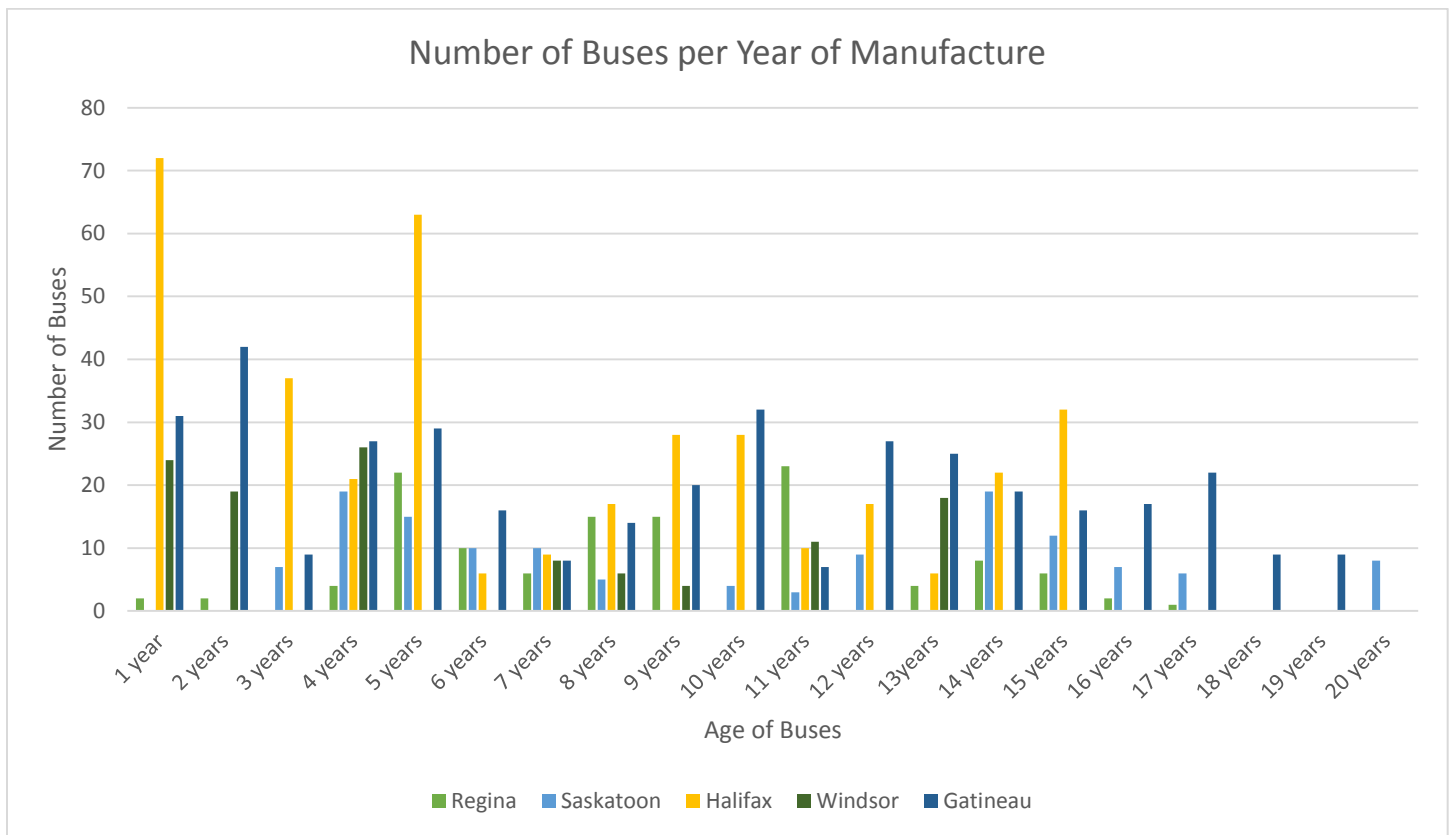
With more than one third of Saskatoon's fleet greater than 800,000 kms (useful service life), the frequency of repair increases and reliability to meet service decreases. The following table shows Saskatoon Transit's most recent decommissioned buses, the balance of the 2002 models, and the odometer reading on each.

Table 6: Odometer readings on Saskatoon’s Oldest and Most Recent Decommissioned Buses

Unit Number	Year	Odometer Reading	Status
9706	1997	1,306,622	Recently decommissioned
201	2002	1,267,198	Active
202	2002	1,042,234	Recently decommissioned
203	2002	1,042,724	Active
204	2002	996,001	Active
205	2002	971,260	Active
206	2002	1,141,419	Active
207	2002	1,132,689	Active
208	2002	865,603	Active
209	2002	948,081	Active
211*	2002	1,045,705	Recently decommissioned
213*	2002	1,028,802	Recently decommissioned
214*	2002	1,038,093	Recently decommissioned

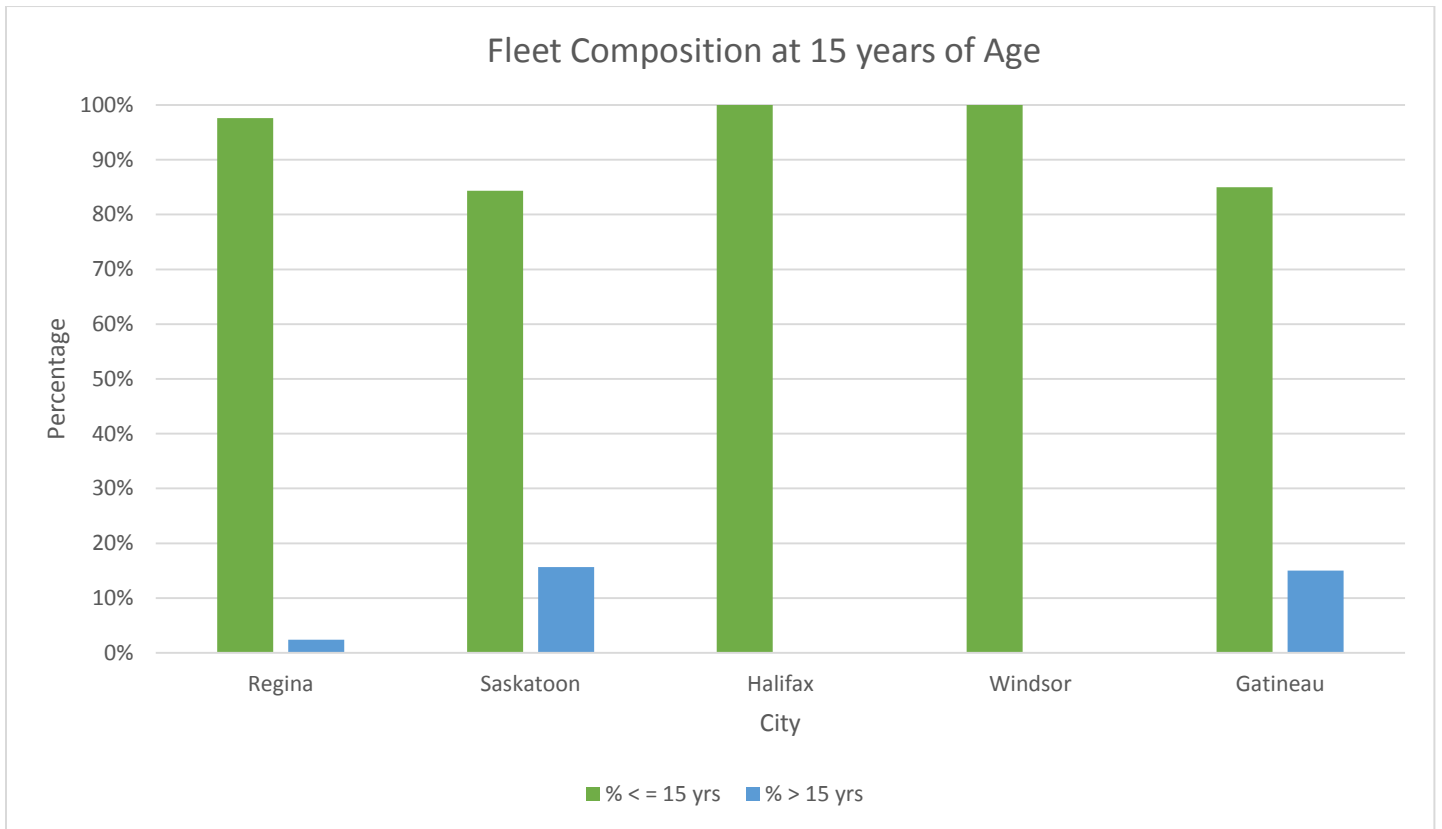
*These units were articulating buses purchased in 2012/2013. The odometer reading is an estimate as original odometer readings have been blurred due to transition from the original property, and hub and engine replacements . Utilizing internal records and an odometer estimate from the time of purchase, the odometer reading has been determined.

Table 6: 2021 Detailed Fleet Composition in Category 3 Municipalities



*Data provided from municipalities directly

Table 7: 2021 Fleet Composition Over and Under 15 years



*Data provided from municipalities directly