
From: City Council
Sent: Monday, November 7, 2022 8:07 AM
To: Thompson, Holly
Subject: FW: Email - Request to Speak - Peter Gallen - Approaches to Address Saskatoon Transit's Long-Term Fleet Renewal and Funding Strategy - CK 1402-1
Attachments: SPCoT-BRS2.docx

From: Web NoReply <web-noreply@saskatoon.ca>
Sent: Sunday, November 6, 2022 11:32 PM
To: City Council <City.Council@saskatoon.ca>
Subject: Email - Request to Speak - Peter Gallen - Approaches to Address Saskatoon Transit's Long-Term Fleet Renewal and Funding Strategy - CK 1402-1

--- Replies to this email will go to [REDACTED] ---

Submitted on Sunday, November 6, 2022 - 23:28

Submitted by user: Anonymous

Submitted values are:

Date: Sunday, November 06, 2022

To: His Worship the Mayor and Members of City Council

First Name: Peter

Last Name: Gallen

Phone Number : 306 [REDACTED]

Email: [REDACTED]

Address: [REDACTED] Haight Crescent

City: Saskatoon

Province: Saskatchewan

Postal Code: S7H [REDACTED]

Name of the organization or agency you are representing (if applicable): Bus Riders of Saskatoon

Subject: Agenda Item 7.3.1: Transit Fleet Renewal

Meeting (if known): Standing Policy Committee on Transportation on November 7, 2022

Comments:

I would like to speak REMOTELY to Agenda Item 7.3.1 on Transit Fleet Renewal.

Cell-phone: [REDACTED]

I am also attaching a written submission, File-name: SPCoT-BRS2.

Thank you

Attachments:

Will you be submitting a video to be vetted prior to council meeting?: No

**Bus Riders of Saskatoon – Presentation to the Standing Policy
Committee on Transportation – November 7, 2022**

RE: 7.3.1 Approaches to Address Saskatoon Transit’s Long-Term Fleet Renewal and Funding Strategy

Good afternoon. My name is Peter Gallén and I am here today on behalf of Bus Riders of Saskatoon.

Robert Clipperton presented to you earlier at this meeting under a different agenda item. My presentation here is an addition to his presentation. It is intended to emphasize that Bus Riders sees Fleet Renewal as one of the integral and indispensable solutions to the service problems identified in the Auditor’s Report on Transit Service Disruptions. Bus Riders also want to emphasize that the 97 buses that are required daily on the road and form the basis of this Fleet Renewal Program should be viewed as an absolute minimum. Ongoing Fleet Renewal needs to occur at a higher level.

We commend Saskatoon Transit for putting forward a long-awaited purchasing plan to replenish the Transit Fleet. Also we cannot overstate our pleasure at seeing the conversion of the Fleet to electric buses begin at long last.

However, Bus Riders is displeased that so many months have been allowed to pass before placing the order for the two previously approved battery-electric buses, or ZEVs for short. These buses are crucial in allowing Transit to gain both operational and maintenance experience with ZEVs in varying real-time conditions through the daily grind and over the long haul.

I want to state clearly that Bus Riders prefers Option 3 in the Report but with certain modifications. Let me highlight the specific changes that Bus Riders would like to see in Option 3 and express the hope that these will be considered carefully in your deliberations.

As for the immediate purchase of three (3) articulating and five (5) conventional 40-foot diesel buses, Bus Riders acknowledges the reasons for this purchase outlined in the report. Nevertheless, as Bus Riders has indicated to the City before, from a Climate Change perspective, it is just plain wrong. We can understand the proposal, given Saskatoon Transit’s current problems in getting sufficient numbers of any kind of buses on the road, but we regard it as a measure of last resort. Also, since Saskatoon Transit does not yet have much experience in operating and maintaining electric buses, we can see that it might indeed be prudent to acquire only a few ZEVs very early in the replenishing program.

However, we do strongly object to the proposed continued purchase of additional diesel buses within another section of the acquisition plan. It is incomprehensible that Option 3 proposes the purchase of THIRTY (30!) new articulating DIESEL buses late into the 2020s and even into the 2030s.

Finally, Bus Riders is fully aware that the current electrical supply to the Civic Operations Centre (COC) can only charge 30 electric buses at a time using trickle-chargers only. It is important that the City undertake an immediate upgrade of the electrical supply to the COC. With many more trickle- and rapid-charging stations available at the COC, the purchase of these additional diesel buses can be avoided!

In closing, Bus Riders of Saskatoon asks you to **approve and fund Option 3** for Fleet Renewal, and **get more Power to the COC** as soon as possible, so that the 30 articulated buses purchased between 2025 and 2031 can be **battery-electric ZEVs**.

Thank you for your time and for the opportunity to present to you.

(Extract from Option 3 on page 7: “To balance the influx of new buses against the varying age of the existing fleet, the City would purchase three articulating buses (to replace the three articulating buses retired in summer 2022) and five conventional buses in 2023 using STHP funding, 15 conventional ZEVs in each of 2024 and 2025 with ZETF funding, an additional 25 conventional ZEVs in 2026 through 2031 using ICIP funding, and 30 diesel articulating buses in 2025 through 2031 using ICIP funding.”)