

## Walter, Penny

---

**Subject:** FW: Form submission from: Write a Letter to Council  
**Attachments:** 2024 07 17 GPC BRT update.pdf

---

**From:** Web NoReply <[web-noreply@Saskatoon.ca](mailto:web-noreply@Saskatoon.ca)>  
**Sent:** Monday, July 15, 2024 4:54 PM  
**To:** City Council <[City.Council@Saskatoon.ca](mailto:City.Council@Saskatoon.ca)>  
**Subject:** Form submission from: Write a Letter to Council

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

Submitted on Monday, July 15, 2024 - 16:53

Submitted by user: [REDACTED]

Submitted values are:

**I have read and understand the above statements.:** Yes

**I do not want my comments placed on a public agenda. They will be shared with members of Council through their online repository.:** No

**I only want my comments shared with the Mayor or my Ward Councillor.:** No

**Date:** Monday, July 15, 2024

**To:** His Worship the Mayor and Members of City Council

**First Name:** Sherry

**Last Name:** Tarasoff

**Email:** [REDACTED]

**I live outside of Saskatoon:** No

**Saskatoon Address and Ward:**

**Address:** [REDACTED] Peterson Cres

**Ward:** Ward 4

**What do you wish to do ?:** Submit Comments

**What meeting do you wish to speak/submit comments ? (if known)::** GPC - July 17, 2024

**What agenda item do you wish to comment on ?:** 6.3.1 Bus Rapid Transit – Project Update July 2024

**Comments:**

Please find my comments and questions attached.

Thank you,  
Sherry Tarasoff

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

### 6.3.1 Bus Rapid Transit – Project Update July 2024

This update should reflect the total reported cost of the BRT of \$259 million, as shared in the 2024/2025 Business Plan and Budget Funding Plans Update document.

#### Bus Rapid Transit Funding Plan

The BRT Plan includes Transit bus purchases, Intelligent Transportation Systems, sidewalks, bus pads, park and ride, and station and stop upgrades, which are all related to the implementation of the BRT. It is expected that future funding will be received through the Investing in Canada Infrastructure Plan (ICIP) from the federal and provincial governments and this plan will not have sufficient funding without the ICIP funding. Also included in this Plan is \$9.00M for costs that will not be eligible for government funding, such as work completed through internal workforce. Appendix 3 provides a summary of the project and funding sources.

<https://pub-saskatoon.escribemeetings.com/filestream.ashx?DocumentId=212367>

### Appendix 3

#### Bus Rapid Transit Funding Plan – Costs and Funding Sources Summary

Project	Est Cost (in millions) (2020 -2025)	Notes
▲ Transit Implementation Plan	\$ 198.80	\$0.50M in 2022 and \$36.25M in 2023; \$156.85M for 2024 thru 2026
▲ Transit Replacement	\$ 60.20	\$10.00M in 2022 and \$10.00 in 2023; \$37.13 for 2024 thru 2026
<b>Total Project Costs</b>	<b>\$ 259.00</b>	
Funding Source	Amount (in millions) (2020-2025)	Notes
Investing in Canada Infrastructure Funding	\$ 183.33	Future government funding
Canada Community Building Fund Reallocation	\$ 24.80	Reallocated Canada Community Building Funds: \$2.10M in 2022; \$13.00M in 2024; \$9.70M in 2025
▲ Mill Rate Phase-in	\$ 11.55	Phased in at \$0.75M for 2020-2021; \$0.55M for 2024; \$0.51M for 2026; \$0.55 for 2026; \$0.64 for 2027
Neighbourhood Land Development Fund	\$ 3.90	Dividend from Kensington neighbourhood
▲ Borrowing	\$ 35.42	Future borrowing
<b>Total Funding Sources</b>	<b>\$ 259.00</b>	

▲ indicates projects or items that can be adjusted or removed from this plan

<https://pub-saskatoon.escribemeetings.com/filestream.ashx?DocumentId=212370>

Of note, in the previous 2022/2023 Business Plan and Budget Funding Plans Update document, it was noted that “included in this Plan is \$5.00M for costs that will not be eligible for government funding, such as internal Salaries”. That has since rose to \$9.00M.

If this report is sharing the complete background of the BRT, including links to previously approved reports, it should highlight the November 2017 Council approved report entitled “Bus Rapid Transit Preferred Configuration” that stated:

### **Report Highlights**

1. HDR Corporation (HDR) has reviewed the Growth Plan to Half a Million (Growth Plan) and Saskatoon’s existing transit system and has submitted a preferred configuration for Saskatoon’s Bus Rapid Transit (BRT) system.
2. HDR’s preferred configuration identifies the main components of the Red and Blue BRT lines, which includes Transit Signal Priority Measures, Roadway Geometric Measures, Stations, Customer Systems, and Runningways.
3. **Based on its experience developing BRT systems in other markets, HDR has identified a preliminary cost estimate of \$120 million, plus or minus 25%, to implement the preferred configuration.**
4. The project timeline is intended to position the City of Saskatoon (City) for the second phase of the Public Transit Infrastructure Fund (PTIF) program.

<https://pub-saskatoon.escribemeetings.com/filestream.ashx?DocumentId=41792>

The preliminary cost estimate of “plus or minus 25%” has proven to be more than plus 25%.

In the spirit of transparency, this report should indicate that the contract awarded cost for CIMA+ to complete detailed designs and assist in the tendering and management of construction contracts was **\$948,450.**



Purchasing Services  
222-3<sup>rd</sup> Avenue North  
Saskatoon SK S7K 0J5

www.saskatoon.ca  
Tel: 306.975.2600  
purchasingadmin@saskatoon.ca

**Award Summary**

**RFQ #24-0071 Bus Rapid Transit – Engineering Services**

**Successful Bidder:  
CIMA+  
Saskatoon, SK**


**Contract Award: \$948,450.00 excluding taxes**


The estimated project costs in the Red, Green and Blue Line applications for ICIP funding were based on Class D “Conceptual Design” estimates with +/- 20% to 30% (see attached forms). **Have there been updated estimates since the application was submitted and are they within the estimated project costs?**

**13. Please select what the estimated project costs are based on**

Class D: Estimates at the "Conceptual Design" stage / +/- 20% to 30%

In the spirit of transparency, this report should indicate that the contract awarded cost for Sautner to construct the concrete platform for the pilot station was **\$124,350** and the contract awarded cost for PCL to design, supply, and installation of both shelter and information display at the Civic Operations Center was **\$445,670**. I understand that the above-ground components (shelter, lighting, information display boards, etc.) are still being determined. **When will the final design and cost of the BRT stations be known?**

 <b>City of Saskatoon</b> Supply Chain Management	Purchasing Services 222 Cardinal Crescent Saskatoon SK S7L 6H8	<a href="http://www.saskatoon.ca">www.saskatoon.ca</a> Tel: 306.975.2600 <a href="mailto:purchasingadmin@saskatoon.ca">purchasingadmin@saskatoon.ca</a>
<b><u>Award Summary</u></b>		
<b>RFQ #21-0158</b>		
<b>BRT Pilot Station</b>		
<b>Successful Bidder:</b>	<b>Sautner Concrete Services Inc.</b> <b>Saskatoon, SK</b>	
<b>Contract Award:</b>	<b>\$124,350.00 (excluding taxes)</b>	

 <b>City of Saskatoon</b> Supply Chain Management	Purchasing Services 222 Cardinal Crescent Saskatoon SK S7L 6H8	<a href="http://www.saskatoon.ca">www.saskatoon.ca</a> Tel: 306.975.2600 <a href="mailto:purchasingadmin@saskatoon.ca">purchasingadmin@saskatoon.ca</a>
<b><u>Award Summary</u></b>		
<b>RFQ #21-0289</b>		
<b>BRT Pilot Station Shelter and Information Display</b>		
<b>Successful Bidder:</b>	<b>PCL Construction Management Inc</b> <b>Saskatoon, SK</b>	
<b>Contract Award:</b>	<b>\$445,670.00 (excluding taxes)</b>	



Now that the functional design for College Drive’s dedicated transit lanes and corridor has been completed, when will it be shared with the public? When the functional design is completed for 1<sup>st</sup> Avenue, I would also expect that it will be shared with the public.

When the road safety audit of the College Drive functional design is complete, will it be presented to Committee or Council?

Without a completed Zero Emissions Transition Plan, the City must not proceed with the purchase of more zero emission buses. It should also be noted that the contract amount for Cutric to complete the Saskatoon Transit Zero Emissions Transition Plan was **\$93,257.76**. While the report is anticipated to be completed in the summer of 2024, when is it expected to come to the SPC-T?

The screenshot shows the City of Saskatoon Open Data Catalogue interface. The main heading is "Non-Standard Procurement (Sole Source)" with a category of "City Administration" and a date of "5/9/2024". The base query URL is provided, and a filter expression is set to "vendor (String) is equal to Cutric". The interface includes a "Query Builder" section with a "Run" button and a "Clear" button. Below the query builder, there are options for "Data View", "Map View", "Bar Chart", and "Pie Chart". The full query URL is also displayed, along with a "Download as CSV" option. At the bottom, a table shows the results of the query:

entityid	department	vendor	description_of_goods_services_construction	contract_no	amount	start_date	end_date	fiscal
	Transit	Cutric	Consulting Services - Zero Emissions Fleet	23-0097	\$93,257.76			2023

It is stated that Administration will provide regular reporting to City Council. What does that mean? Monthly, quarterly? Part of regular reporting should include costs incurred to date, as well as expected cost to complete (both capital costs and the associated operating costs).

The report fails to mention the open tender for “Bus Rapid Transit (BRT) Shelter Project - Fairness Monitor.”

Have all potential issues around the dedicated centre running contraflow transit lanes (College Drive and 1<sup>st</sup> Avenue), such as snow removal, been resolved? The BRT does not operate in a silo – it is a vital component of the conceived DEED project. Have all the issues around the proposed arena, such as the closure of 22<sup>nd</sup> Street for events and the lack of curbs around the property, been resolved?

**Since Council approved the Growth Plan in April 2016, what have been the detailed costs that have been incurred for the Transit Plan?**

In addition to government funding (ICIP, PTIS, Canada Community Building Fund/Gas Tax), mill rate phase-ins and dividends from the Neighbourhood Land Development Fund, there is expected borrowing required of \$35+ million. **When is that borrowing planned to be requested?**



**Investing in Canada Infrastructure Program  
Detailed Cost Estimate**



Applicant Name: City of Saskatoon  
Project Title: City of Saskatoon - Bus Rapid Transit - Red Line

Project Stream / Outcome:

Cost Estimate Developed By: Maegan Piche  
Date of Cost Estimate (DD-MM-YYYY): 10/7/2022  
Cost Estimate Class: Class D: Estimates at the "Conceptual Design" stage / +/- 20% to 30%

ELIGIBLE COSTS				
	Description	Quantity	Per Unit Amount	Total Cost
<b>Project Planning</b>				
	For example, costs associated with environmental assessment, aboriginal consultation, climate lens assessments, community employment benefit plans			2,500,000
<b>Planning Sub-Total:</b>				<b>\$2,500,000</b>
<b>Design / Engineering</b>				
	For example, preliminary/detailed design, geotechnical study, downstream use and impact study			1,600,000
<b>Design / Engineering Sub-Total:</b>				<b>\$1,600,000</b>
<b>Construction / Materials</b>				
	Items should reflect the major components in your project . Add lines as necessary.			59,000,000
<b>Construction / Materials Sub-Total:</b>				<b>\$59,000,000</b>
<b>Other Eligible Costs</b>				
	For example (communications, testing)			11,900,000
<b>Other Eligible Costs Sub-Total:</b>				<b>\$11,900,000</b>
<b>Contingency</b>				
				17,700,000
<b>Contingency Sub-Total:</b>				<b>\$17,700,000</b>
<b>TOTAL ELIGIBLE COSTS*:</b>				<b>\$92,700,000</b>

INELIGIBLE COSTS				
	Description	Quantity	Per Unit Amount	Total Cost
	Land Acquisition Cost			
	Leasing Land, Building and Other Facilities			
	Financing Charges			
	Legal Fees			
	In-kind Contribution			
	Tax Rebate			
	Works already completed (Add lines as needed): Costs Incurred before Project approval, and all expenditures related to contracts signed prior to project approval ( <i>This includes costs incurred or contracts awarded for planning and design.</i> )	Pilot station	1.00	650,000.00
	Other	Admin Costs		1,691,900
<b>TOTAL INELIGIBLE COSTS*:</b>				<b>\$2,341,900</b>

<b>TOTAL GROSS PROJECT COSTS (Eligible + Ineligible)*:</b>				<b>\$95,041,900</b>
--	--	--	--	---------------------

\*Totals must match totals in the Project Costs section of the Application Form.

Cost Estimate Comments

**Investing in Canada Infrastructure Program  
Detailed Cost Estimate**



Applicant Name: City of Saskatoon  
Project Title: City of Saskatoon - Bus Rapid Transit - Blue Line

Project Stream / Outcome:

Cost Estimate Developed By: Maegan Piche  
Date of Cost Estimate (DD-MM-YYYY): 10/7/2022  
Cost Estimate Class: Class D: Estimates at the "Conceptual Design" stage / +/- 20% to 30%

ELIGIBLE COSTS				
	Description	Quantity	Per Unit Amount	Total Cost
<b>Project Planning</b>				
	For example, costs associated with environmental assessment, aboriginal consultation, climate lens assessments, community employment benefit plans			1,190,000
<b>Planning Sub-Total:</b>				<b>\$1,190,000</b>

<b>Design / Engineering</b>				
	For example, preliminary/detailed design, geotechnical study, downstream use and impact study			798,000
<b>Design / Engineering Sub-Total:</b>				<b>\$798,000</b>

<b>Construction / Materials</b>				
	Items should reflect the major components in your project . Add lines as necessary.			31,650,000
<b>Construction / Materials Sub-Total:</b>				<b>\$31,650,000</b>

<b>Other Eligible Costs</b>				
	For example (communications, testing)			3,000,000
<b>Other Eligible Costs Sub-Total:</b>				<b>\$3,000,000</b>

<b>Contingency</b>				
				9,200,000
<b>Contingency Sub-Total:</b>				<b>\$9,200,000</b>
<b>TOTAL ELIGIBLE COSTS*:</b>				<b>\$45,838,000</b>

INELIGIBLE COSTS				
	Description	Quantity	Per Unit Amount	Total Cost
	Land Acquisition Cost			
	Leasing Land, Building and Other Facilities			
	Financing Charges			
	Legal Fees			
	In-kind Contribution			
	Tax Rebate			
	Works already completed (Add lines as needed): Costs Incurred before Project approval, and all expenditures related to contracts signed prior to project approval (This includes costs incurred or contracts awarded for planning and design).			
	Other Admin Costs			1,158,000
<b>TOTAL INELIGIBLE COSTS*:</b>				<b>\$1,158,000</b>

<b>TOTAL GROSS PROJECT COSTS (Eligible + Ineligible)*:</b>				<b>\$46,996,000</b>
--	--	--	--	---------------------

\*Totals must match totals in the Project Costs section of the Application Form.

Cost Estimate Comments

**Investing in Canada Infrastructure Program  
Detailed Cost Estimate**



Applicant Name: City of Saskatoon  
Project Title: City of Saskatoon - Bus Rapid Transit - Green Line

Project Stream / Outcome:

Cost Estimate Developed By: Maegan Piche  
Date of Cost Estimate (DD-MM-YYYY): 10/7/2022  
Cost Estimate Class: Class D: Estimates at the "Conceptual Design" stage / +/- 20% to 30%

ELIGIBLE COSTS				
	Description	Quantity	Per Unit Amount	Total Cost
<b>Project Planning</b>				
	For example, costs associated with environmental assessment, aboriginal consultation, climate lens assessments, community employment benefit plans			1,147,000
<b>Planning Sub-Total:</b>				<b>\$1,147,000</b>

<b>Design / Engineering</b>				
	For example, preliminary/detailed design, geotechnical study, downstream use and impact study			365,000
<b>Design / Engineering Sub-Total:</b>				<b>\$365,000</b>

<b>Construction / Materials</b>				
	Items should reflect the major components in your project . Add lines as necessary.			14,700,000
<b>Construction / Materials Sub-Total:</b>				<b>\$14,700,000</b>

<b>Other Eligible Costs</b>				
	For example (communications, testing)			850,000
<b>Other Eligible Costs Sub-Total:</b>				<b>\$850,000</b>

<b>Contingency</b>				
				4,400,000
<b>Contingency Sub-Total:</b>				<b>\$4,400,000</b>
<b>TOTAL ELIGIBLE COSTS*:</b>				<b>\$21,462,000</b>

INELIGIBLE COSTS				
	Description	Quantity	Per Unit Amount	Total Cost
	Land Acquisition Cost			
	Leasing Land, Building and Other Facilities			
	Financing Charges			
	Legal Fees			
	In-kind Contribution			
	Tax Rebate			
	Works already completed (Add lines as needed): Costs Incurred before Project approval, and all expenditures related to contracts signed prior to project approval (This includes costs incurred or contracts awarded for planning and design).			
	Other Admin Costs			542,200
<b>TOTAL INELIGIBLE COSTS*:</b>				<b>\$542,200</b>

<b>TOTAL GROSS PROJECT COSTS (Eligible + Ineligible)*:</b>				<b>\$22,004,200</b>
--	--	--	--	---------------------

\*Totals must match totals in the Project Costs section of the Application Form.

Cost Estimate Comments