



Saskatoon Transit 2025 Fleet Renewal Request

Standing Policy on Transportation – January 14, 2025



Saskatoon Transit 10 Year Fleet Renewal Plan

- In December 2023 City Council approved the Saskatoon Transit 10 Year Fleet Renewal Plan.

Type	New Buses Purchased by Year												TOTAL
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	
Conventional Diesel (40 ft)	0	5	10	0	0	0	0	0	0	0	0	0	15
Conventional ZEB (40 ft)	2	0	15	15	3	3	3	3	3	2	0	0	49
Articulated Diesel (60 ft)	0	3	5	4	3	2	2	2	2	0	0	0	23
TOTAL	2	8	30	19	6	5	5	5	5	2	0	0	87

Type	Funding Amounts for New Buses Purchased by Year (Paid on Delivery)												TOTAL
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	
ICIP				\$ 15,500,000.00	\$ 5,200,000.00	\$ 8,312,000.00	\$ 7,012,000.00	\$ 7,012,000.00	\$ 7,012,000.00	\$ 7,012,000.00	\$ 2,940,000.00		\$ 60,000,000.00
ZETF				\$ 23,500,000.00	\$ 23,500,000.00								\$ 47,000,000.00
STHP			\$ 8,400,000.00										\$ 8,400,000.00
TOTAL	\$ -	\$ -	\$ 8,400,000.00	\$ 39,000,000.00	\$ 28,700,000.00	\$ 8,312,000.00	\$ 7,012,000.00	\$ 7,012,000.00	\$ 7,012,000.00	\$ 7,012,000.00	\$ 2,940,000.00	\$ -	\$ 115,400,000.00

Type	New Buses in Service by Year												TOTAL
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	
Conventional Diesel (40 ft)	0	0	5	10	0	0	0	0	0	0	0	0	15
Conventional ZEB (40 ft)	0	0	2	15	15	3	3	3	3	3	2	0	49
Articulated Diesel (60 ft)	0	0	3	5	4	3	2	2	2	2	0	0	23
TOTAL	0	0	10	30	19	6	5	5	5	5	2	0	87

Total Fleet	134	134	134	134	134	134	134	134	134	134	134	134	
% ZEBs	0%	0%	1%	13%	24%	26%	28%	31%	33%	35%	37%	37%	
Average Age (Years)	10.0	11.0	10.4	7.4	5.9	6.2	6.6	7.1	7.5	7.9	8.7	9.7	
Max Age (Years)	20.0	21.0	18.0	17.0	16.0	15.0	14.0	14.0	15.0	15.0	16.0	17.0	
Total Buses >15 Yrs Age	21.0	33.0	42.0	12.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	25.0	

Zero Emission Transit Fund (ZETF)

- ZETF was an integral component of the funding strategy.
- ZETF is an application based federal program.
- In September 2024 Administration was notified that its application was denied.
- Updated 10 Year Saskatoon Transit Fleet Renewal Strategy and CUTRIC Saskatoon Transit Zero Emission Fleet Transition report anticipated at SPCT in Q2 of 2025.
- Interim fleet renewal decision for fleet purchases in 2025 is needed.
- 2024 – 2025 Major Capital Funding Plan approved by City Council included \$23.5 million of ZETF funding and \$23.5 million of City contribution.

Current Status

- Investing in Canada Infrastructure Program funding.
- Recent Bus Purchases
 - Two 40-foot battery electric buses entered serviced in July 2024.
 - Five 40-foot diesel buses went into service in October 2024.
 - Three 60-foot diesel buses were delivered to the Civic Operations Centre in late December 2024 and are anticipated to be in service in late January 2025.
 - Ten 40-foot diesel and ten 60-foot diesel buses are on order and anticipated to be delivered in the fall 2025.



Costs for New Fixed Route Buses

- Fixed Route 40-foot diesel bus - \$1M
- Fixed Route 60-foot diesel bus - \$1.4M
- Fixed-Route 40-foot battery electric bus - \$1.75M
- The Administration is recommending delaying procurement of 60-foot battery electric buses until such time as more vendors are manufacturing the buses and there are some in service in other jurisdictions.
- Replacement Ratio of 1.2 battery electric buses to one diesel bus.

Access Transit

- Average age of 27 paratransit buses in the fleet in 2023 was 5.8 years.
- Require purchase of five buses annually to maintain Asset Management Plan targets.
- Purchase price has increased to \$271,300 per bus.
- Requires annual funding of \$1,356,500 for five buses.
- Annual funding shortfall of \$923,900.

Updated 10 Year Fleet Renewal Strategy

- Based on currently available funding streams (ICIP, City contributions through borrowing, reserve contributions and provincial TAPD program).
- Identify funding gaps to maintain the fleets at industry standards.
- Include both fixed route fleet and Access Transit fleet renewal strategy.
- Consider population growth and anticipated modal shift over time.
- Target meeting industry standards for fleet average age and service life of buses.

Saskatoon Transit Asset Management Plan

- Fleet renewal plan is generally aligned with the Asset Management Plan.
- Last Asset Management Plan presented to SPCT in October 2023.
- Updated Asset Management Plan to be presented to SPCT in the summer of 2025.

Approaches in Other Jurisdictions

- City of Winnipeg
 - Purchase diesel buses starting in 2027
- City of Calgary
 - Adding vehicles powered by several different sources including compressed natural gas, electric, gas and diesel
- City of Edmonton
 - Testing two hydrogen fuel cell electric buses
- City of Regina
 - With ZETF funding purchasing 20 – 40 foot battery electric buses and related charging infrastructure.
 - Seven buses in 2025 and 13 in 2026.

Options for Consideration

- Option 1 – Purchase Fixed Route Diesel Buses and Access Transit Gas Buses
- Option 2 – Purchase Fixed Route Battery Electric Buses and Access Transit Gas Buses
- Option 3 – Purchase a Combination of Fixed Route Diesel Buses and Battery Electric Buses and Access Transit Gas Buses
- Option 4 – Purchase Fixed Route Diesel Buses
- Option 5 – Purchase Fixed Route Battery Electric Buses
- Option 6 – Purchase a Combination of Fixed Route Diesel Buses and Battery Electric Buses
- Option 7 – Purchase An Equivalent Number of 40 Foot Battery Electric, Fixed Route 60 Foot Diesel Buses and Access Transit Gas Buses

Recommendation and Rationale

- Administration is recommending Option 1 with the following Rationale:
 1. Maximizes the number of bus purchases with available funding.
 2. Provides for three additional Access Transit buses.
 3. Time is of the essence to procure the 2025 bus purchases.
 4. Allows for additional time to further assess battery electric bus performance.
- Purchasing the maximum number of buses with available funding will position better for a reliable and dependable fleet that will result in improved customer service and a cost-effective transportation option that will encourage and entice a modal shift from vehicles to public transit with a resulting green house gas reduction in passenger vehicle emissions due to less vehicles on the road and reduced traffic congestion during AM and PM peak hours.

Next Steps

- Procurement of 21 fixed route diesel buses and five gas-powered Access Transit buses.
- Public notice report for authorization to transfer the borrowing for the Access Transit buses.
- Monitor and explore future opportunities to leverage funding for fleet replacement.
- Updated 10 year Saskatoon Transit Fleet Renewal Strategy and CUTRIC Saskatoon Transit Zero Emission Fleet Transition report.