Thompson, Holly

From: Web NoReply
Sent: Monday, January 27, 2025 2:07 PM
To: City Council
Subject: Email - Communication - Sherry Tarasoff - Saskatoon Transit 2025 Fleet Renewal Request - CK 1402-1
Attachments: 2025 01 29 Regular Meeting re Transit Fleet Renewal.pdf

Follow Up Flag: Follow up
Flag Status: Completed

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

Submitted on Monday, January 27, 2025 - 14:05

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, January 27, 2025

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):: REGULAR BUSINESS MEETING OF CITY COUNCIL - January 29, 2025

What agenda item do you wish to comment on ?: 8.2.1 Saskatoon Transit 2025 Fleet Renewal Request

Comments:
Please find my comments within the attached PDF. Thank you.

Attachments:

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

REGULAR BUSINESS MEETING OF CITY COUNCIL
Wednesday, January 29, 2025

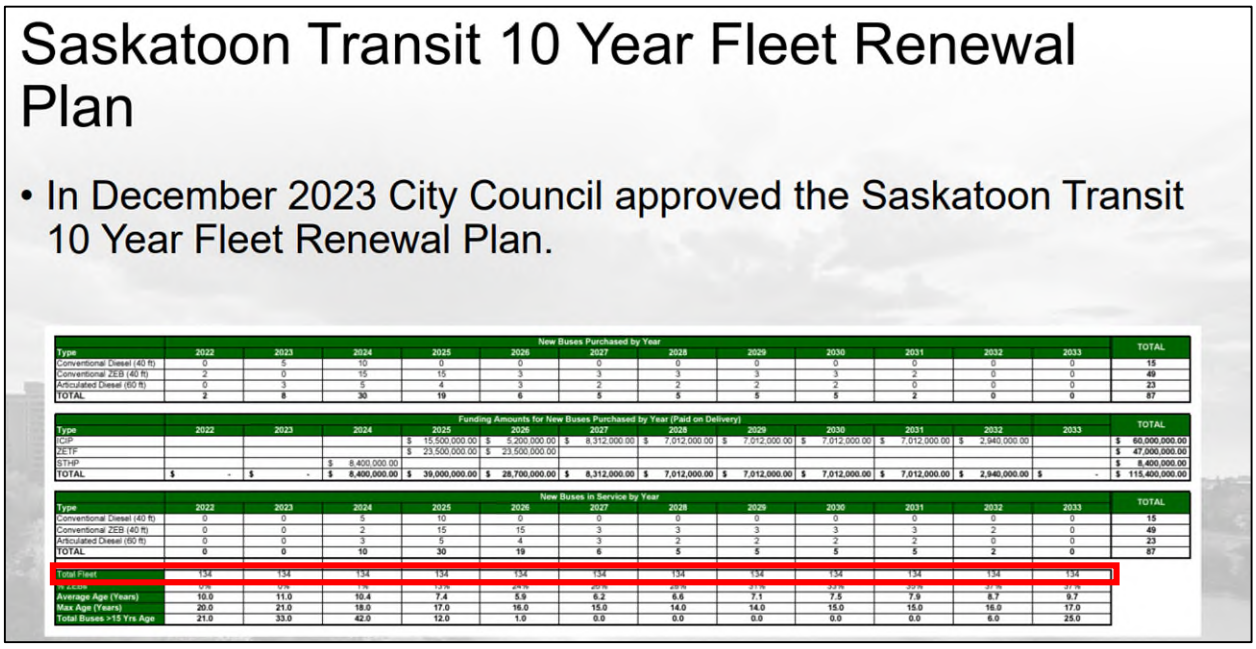
8.2.1 Saskatoon Transit 2025 Fleet Renewal Request

There are 4 items that I would like to comment on regarding the transit fleet renewal:

1. Fleet renewal plus growth and modal shift
2. Federal program vs made-for-Saskatoon
3. Consideration of all options in the CUTRIC Saskatoon Transit Zero Emission Fleet Transition report
4. Recommended fixed route bus configuration

1. Fleet renewal plus growth and modal shift

I am pleased to read that the updated 10 Year Fleet Renewal Strategy, that is expected next quarter, will, in addition to renewal, consider population growth and the anticipated modal shift away from cars and toward public transit. Right now, the fleet renewal plan (https://pub-saskatoon.escribemeetings.com/Meeting.aspx?Id=8c8bc24f-669f-42de-a9c6-eacca8efdcc6&Agenda=PostMinutes&lang=English&Item=71&Tab=attachments) indicates a stagnant fleet size of 134 buses for the next 10 years.



Saskatoon Transit 10 Year Fleet Renewal Plan

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

New Buses Purchased by Year

Type	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	TOTAL
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

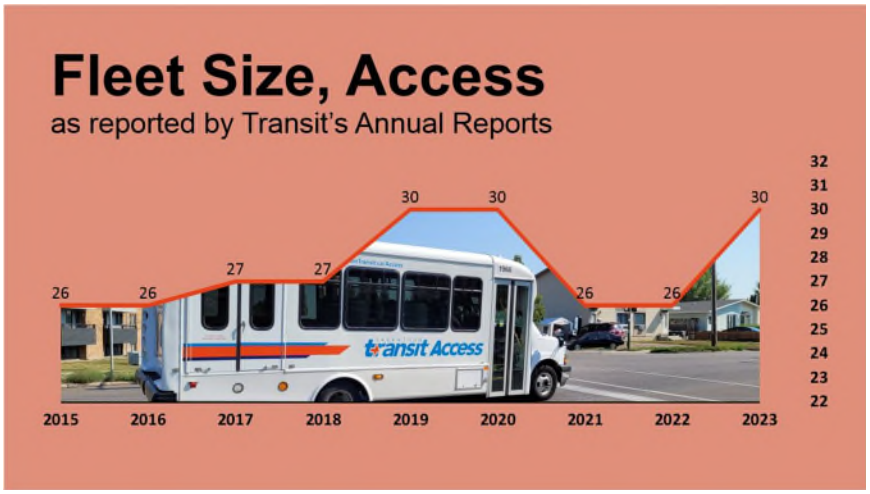
Funding Amounts for New Buses Purchased by Year (Paid on Delivery)

Type	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	TOTAL
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

New Buses in Service by Year

Type	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	TOTAL
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	
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	

This updated strategy is important because when I look at Transit's Annual Reports, I see that while the population of Saskatoon has increased by over 27,000 over 8 years, the conventional fleet size decreased by 34 while the access fleet size fluctuated between 26 and 30 for the same time period.



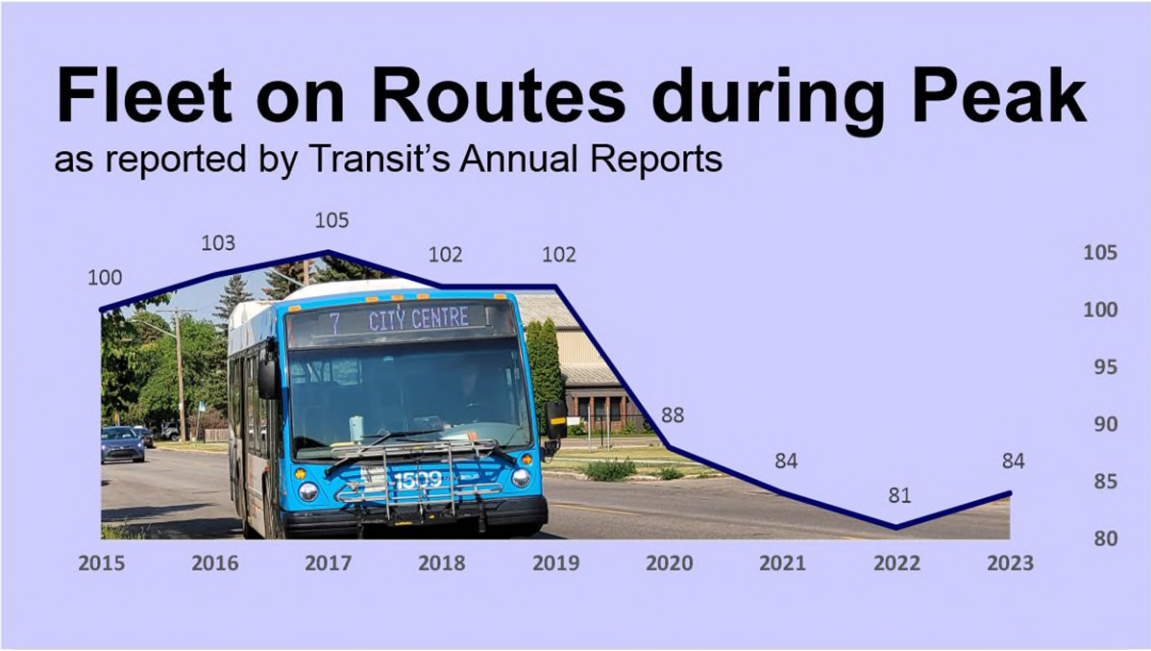
The BRT, which will make transit an attractive option for residents, needs these very same buses. The 2023 Corporate Asset Management Plan for Saskatoon Transit (https://www.saskatoon.ca/sites/default/files/documents/asset-financial-management/Append%201%20-%20Saskatoon%20Transit%20-%202023%20Asset%20Management%20Plan%20.pdf#page=11) states “approximately 97 buses will be required to be on the road to meet morning peak service levels...”

THE WAY FORWARD

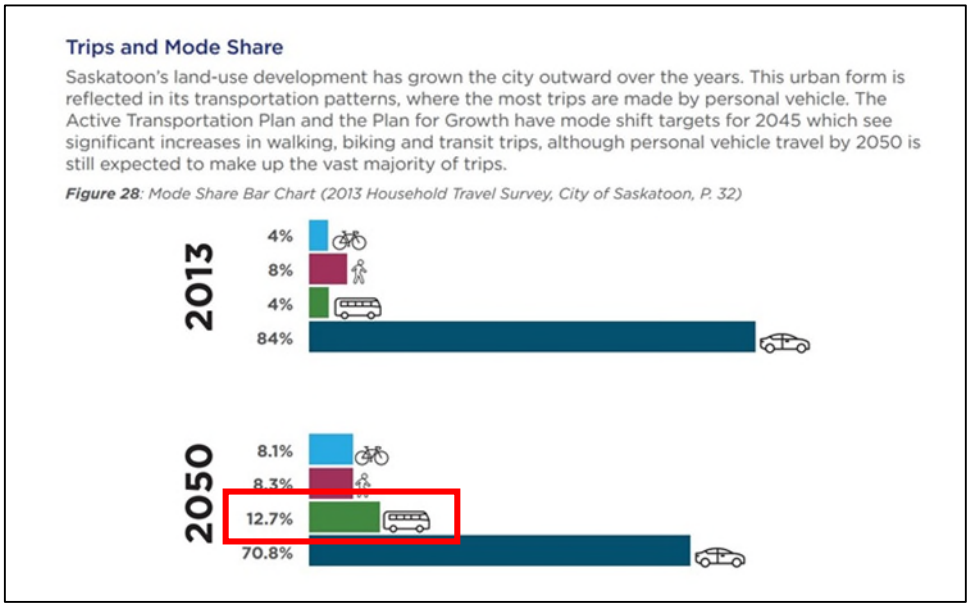
The 10-year Transit Fleet Renewal Strategy prepares the fixed-route fleet for the Bus Rapid Transit (BRT) system. When fully operational, approximately 97 buses will be required to be on the road to meet morning peak service levels and service standards, and approximately 95 buses to meet afternoon peak service levels and service standards. Saskatoon Transit staff are actively supporting the BRT project planning and public engagement opportunities, including the pilot station on site at the Civic Operations Centre.

Access Transit anticipates the increase in new applications and trip requests for

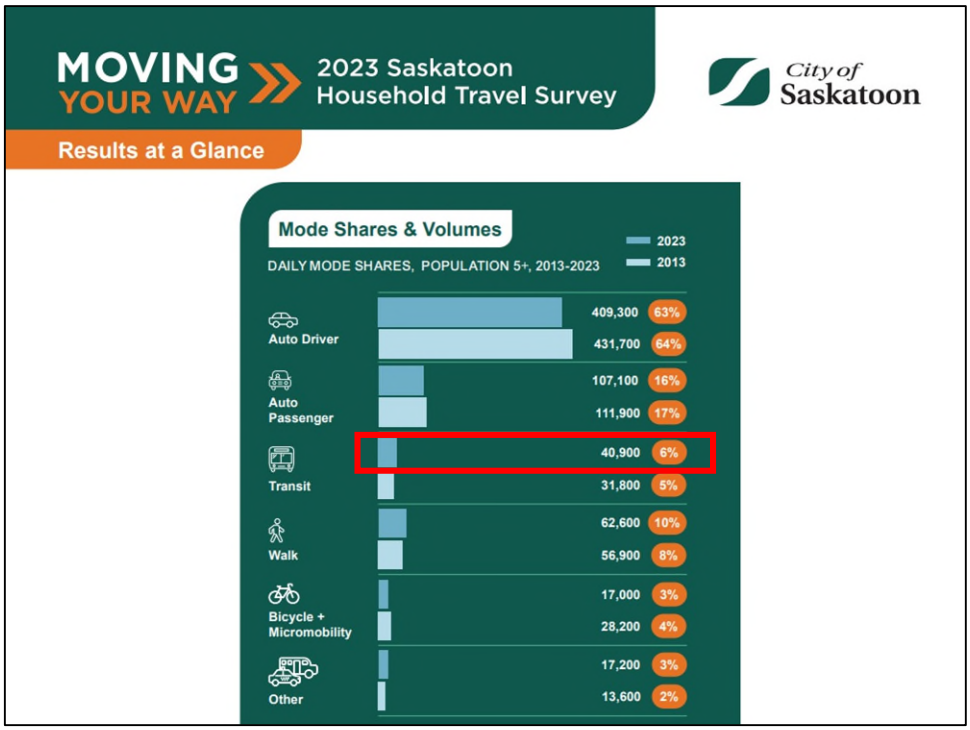
While that may sound like a lot, it is actually less than what we had on the road in 2015 for peak service!



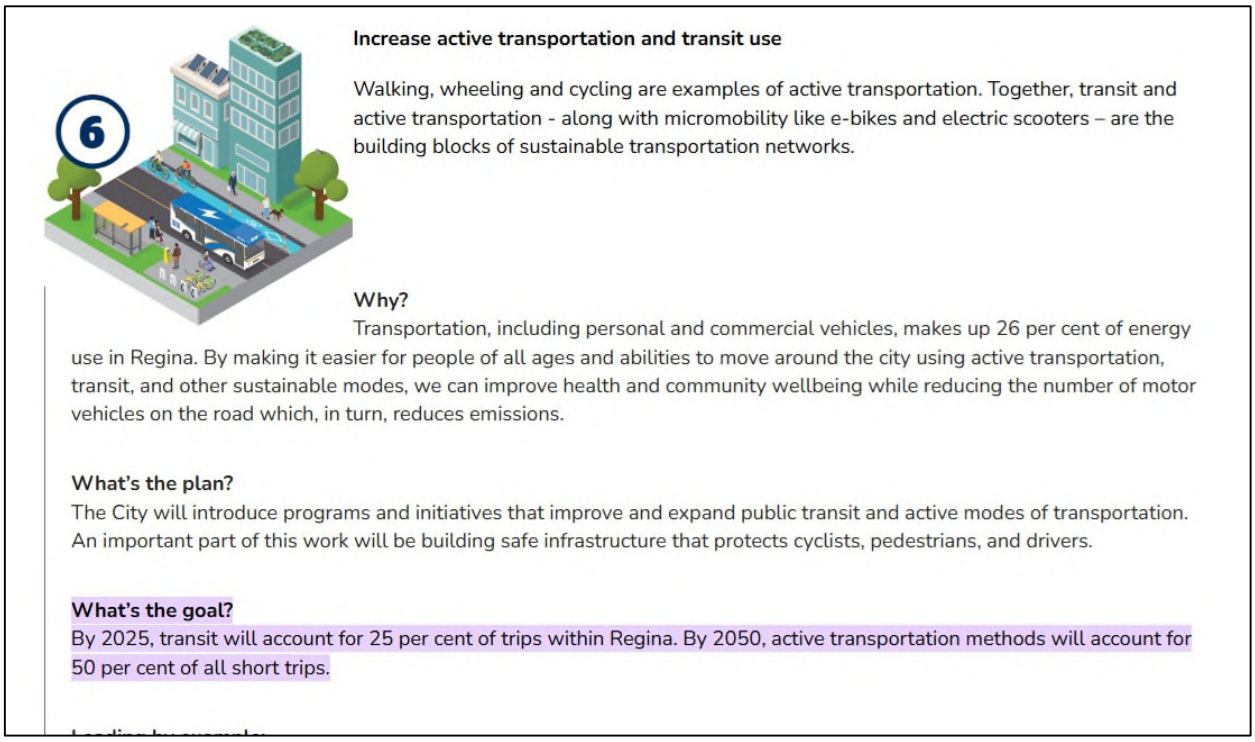
Regarding a mode shift from personal vehicles towards public transit, I still wish that Saskatoon was more aggressive with its goals. Saskatoon's Low Emissions Community Plan (https://www.saskatoon.ca/sites/default/files/documents/low_emissions_report-aug8_web.pdf#page=39) has a goal of 12.7% of trips taken by transit by 2050.



The latest Travel Survey (https://pub-saskatoon.escribemeetings.com/filestream.ashx?DocumentId=224261) indicated that our transit mode share was 6%.



Regina's Energy & Emissions Reduction Action Plan (https://www.regina.ca/export/sites/Regina.ca/about-regina/renewable-regina/.galleries/pdfs/Energy-Sustainability-Framework.pdf#page=15) and their Seven Big Moves (https://www.regina.ca/about-regina/renewable-regina/big-moves/) have a goal that transit will account for 25% of trips within Regina by 2025. While likely not achievable, Regina is clearly signalling that transit is a priority.



Increase active transportation and transit use

Walking, wheeling and cycling are examples of active transportation. Together, transit and active transportation - along with micromobility like e-bikes and electric scooters – are the building blocks of sustainable transportation networks.

Why?

Transportation, including personal and commercial vehicles, makes up 26 per cent of energy use in Regina. By making it easier for people of all ages and abilities to move around the city using active transportation, transit, and other sustainable modes, we can improve health and community wellbeing while reducing the number of motor vehicles on the road which, in turn, reduces emissions.

What's the plan?

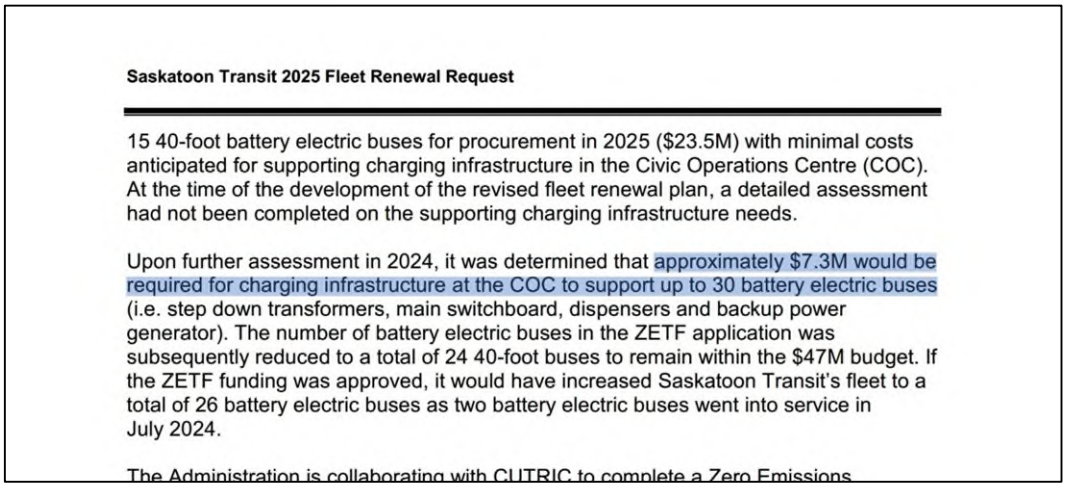
The City will introduce programs and initiatives that improve and expand public transit and active modes of transportation. An important part of this work will be building safe infrastructure that protects cyclists, pedestrians, and drivers.

What's the goal?

By 2025, transit will account for 25 per cent of trips within Regina. By 2050, active transportation methods will account for 50 per cent of all short trips.

2. Federal program vs made-for-Saskatoon

Regarding the Zero Emission Transit Fund application, perhaps it is just as well that the City application was not successful. Discovering now that "approximately $7.3M would be required for charging infrastructure at the COC to support up to 30 battery electric buses" is contrary to only two years ago (https://pub-saskatoon.escribemeetings.com/filestream.ashx?DocumentId=178153#page=6) when it was stated "The current infrastructure capacity of the Civic Operations Centre is 30 battery electric buses."

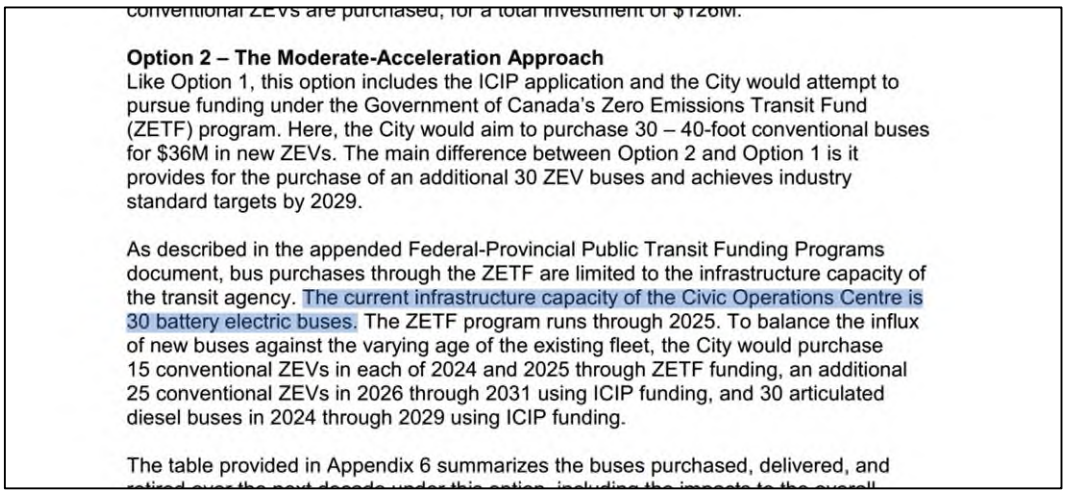


Saskatoon Transit 2025 Fleet Renewal Request

15 40-foot battery electric buses for procurement in 2025 ($23.5M) with minimal costs anticipated for supporting charging infrastructure in the Civic Operations Centre (COC). At the time of the development of the revised fleet renewal plan, a detailed assessment had not been completed on the supporting charging infrastructure needs.

Upon further assessment in 2024, it was determined that approximately $7.3M would be required for charging infrastructure at the COC to support up to 30 battery electric buses (i.e. step down transformers, main switchboard, dispensers and backup power generator). The number of battery electric buses in the ZETF application was subsequently reduced to a total of 24 40-foot buses to remain within the $47M budget. If the ZETF funding was approved, it would have increased Saskatoon Transit's fleet to a total of 26 battery electric buses as two battery electric buses went into service in July 2024.

The Administration is collaborating with CUTRIC to complete a Zero Emissions



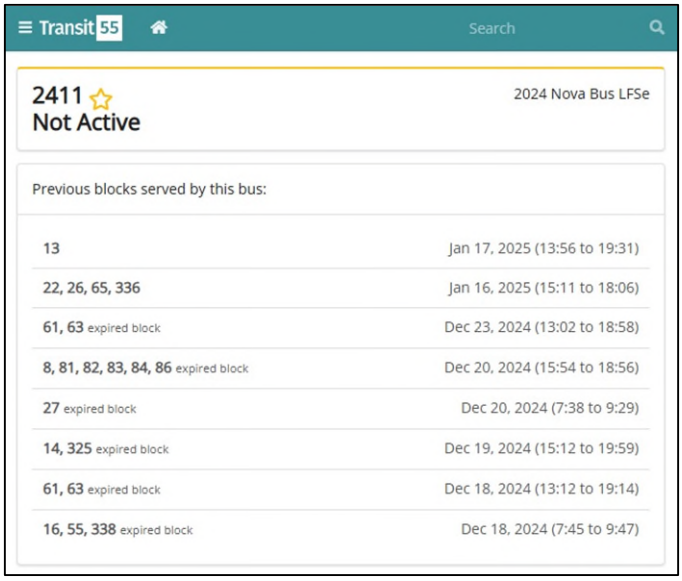
conventional ZEVs are purchased, for a total investment of $126M.

Option 2 – The Moderate-Acceleration Approach
Like Option 1, this option includes the ICIP application and the City would attempt to pursue funding under the Government of Canada's Zero Emissions Transit Fund (ZETF) program. Here, the City would aim to purchase 30 – 40-foot conventional buses for $36M in new ZEVs. The main difference between Option 2 and Option 1 is it provides for the purchase of an additional 30 ZEV buses and achieves industry standard targets by 2029.

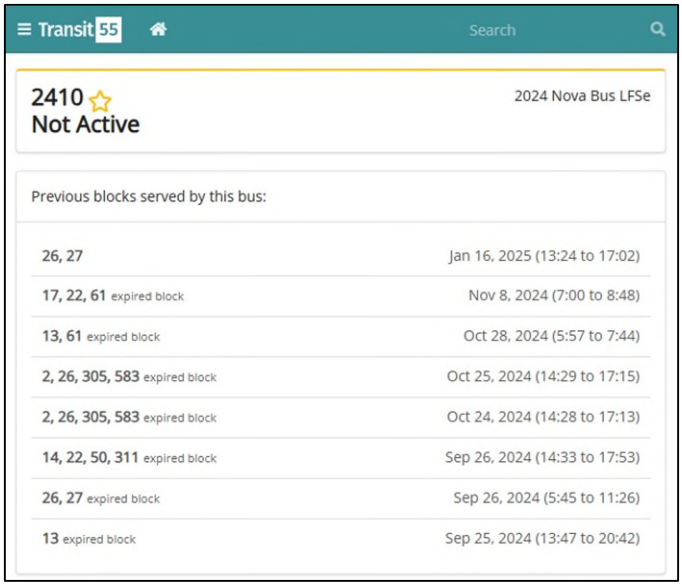
As described in the appended Federal-Provincial Public Transit Funding Programs document, bus purchases through the ZETF are limited to the infrastructure capacity of the transit agency. The current infrastructure capacity of the Civic Operations Centre is 30 battery electric buses. The ZETF program runs through 2025. To balance the influx of new buses against the varying age of the existing fleet, the City would purchase 15 conventional ZEVs in each of 2024 and 2025 through ZETF funding, an additional 25 conventional ZEVs in 2026 through 2031 using ICIP funding, and 30 articulated diesel buses in 2024 through 2029 using ICIP funding.

The table provided in Appendix 6 summarizes the buses purchased, delivered, and

The performance of the two battery electric buses that we just received last year has been disappointing. One has been on short routes 8 times over the last month. The other one has also been out 8 times, but that has been over 4 months!



The latest blocks served by each of the new electric buses



We need made-for-Saskatoon solutions that are not dictated by available federal funds.

This does not seem like the right time for electric buses in Saskatoon. We need made-for-Saskatoon solutions that are not dictated by available federal funds.

I look forward to the future assessment on the pair of electric buses after this winter and what actions will be taken if they are not performing as expected. It is better to have a reliable, proven bus on the road than no bus at all.

3. Consideration of all options in the CUTRIC Saskatoon Transit Zero Emission Fleet Transition report

I am pleased that the CUTRIC Zero Emission Fleet Transition report will consider many options. Does that include trolley-electric buses? When Saskatoon's trolley bus made its final run in 1974, it had its limitations.

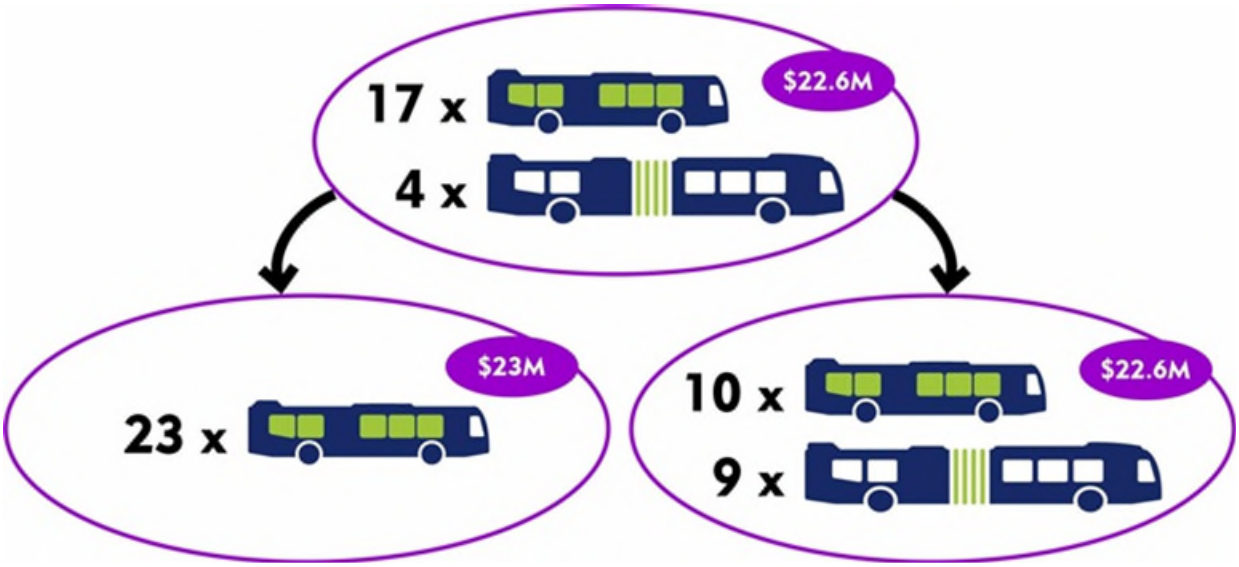
Times and technology have changed. New Flyer has both 40- and 60-foot trolley-electric models that can operate off-wire for many miles at a time. The BRT routes that have been determined already would be perfect candidates for these dedicated models.

4. Recommended fixed route bus configuration

During the presentation at the Transportation meeting earlier this month, there was discussion about the numbers of buses, the capacity of the buses and meeting service standards. I am interested to know how the recommended configuration of purchasing 17 40-foot diesel buses and 4 60-foot diesel buses was determined. For a similar cost, you could either purchase 23 40-foot diesel buses OR 10 40-foot diesel buses and 9 60-foot diesel buses.

With issues of full or near-capacity buses, moving an increased ridership and restoring the standard service, how was the recommended configuration determined?

What will be the total passenger capacity?



Thank you for your time and consideration,

Sherry Tarasoff