
Subject: Comments - Sonja Vrinten - Saskatoon Transit Full-Fleet Zero Emission Bus Implementation Plan – CUTRIC Report
Attachments: bus.docx

From: Web NoReply <web-noreply@saskatoon.ca>
Sent: Monday, May 19, 2025 1:14 PM
To: City Council <City.Council@saskatoon.ca>
Subject: Comments - Sonja Vrinten - Saskatoon Transit Full-Fleet Zero Emission Bus Implementation Plan – CUTRIC Report

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

Submitted on Monday, May 19, 2025 - 13:13

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, May 19, 2025

To: Her Worship the Mayor and Members of City Council

First Name: Sonja

Last Name: Vrinten

Email: [REDACTED]

I live outside of Saskatoon: No

Saskatoon Address and Ward:
Address: [REDACTED] McKercher Dr
Ward: Ward 8

What do you wish to do ?: Submit Comments

What meeting do you wish to speak/submit comments ? (if known):: Saskatoon Transit Full-Fleet Zero Emission Bus Implementation Plan – CUTRIC Report [TS2025-0504]

What agenda item do you wish to comment on ?: 8.2.5

Comments:

please see attachment

Attachments:

- [bus.docx](#)16.39 KB

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

Dear Mayor Block and city Councillors:

I am writing to express my concern with the Canadian Urban Transit Research and Innovation Consortium (CUTRIC) report. Notwithstanding that the credibility of CUTRIC is suspect, (Clean Technica Nov 19, 2024), several assumptions of this report seem questionable. Additionally, it would be responsible when spending such an exorbitant amount of tax revenue to obtain factual data from various sources rather than sole reliance on the CUTRIC, or any one report.

Firstly, the CUTRIC report suggests a mere 10% reduction in emissions with a total electric fleet of buses. A study by the Sask Research Council (SRC), indicates a reduction of 47%. Compounding these differences in emission data is the fact that the SRC report was completed in 2022 when SaskPower's grid was less clean than the date of the CUTRIC report. The CUTRIC report also does not consider SaskPower's commitment to increase clean energy to 50% by 2030 as outlined on their website nor the Federal government's proposed shared national grid. Clearly, this 10% reduction figure is questionable at best.

When costs such as maintenance are considered, CUTRIC compares their figures on electric buses, \$47,000 to diesel, \$23,000. The SRC report sites maintenance costs of \$9,000 for electric and 43,000 for diesel. How can these numbers vary so greatly? Apparently "new assumptions" are used as explanation. What are these new assumptions; if we are unaware of them, how can they be validated? One such identifiable assumption is that "Annual parts replacement" for zero emission buses (ZEB) is \$500/KWH. If they consume between 1 and 2 KWH per km to drive this infers parts replacement costs alone of \$500 to \$1,000 per km driven. Put another way, if the average bus drives 50,000 km/year, the annual distance used by SRC for its report, parts replacement for one electric bus is \$25 million per year. Clearly this is incorrect data.

If facility upgrades are considered cost prohibitive in obtaining electric buses, are we factoring the offset provided by Federal funding? Rather than attempt to modify application acceptance to programs such as the Canada Public Transit Fund to allow for diesel bus expenditure and risk the loss of funding all together, why not apply to the program as intended to be awarded as funding for electric buses? Surely this funding would offset facility upgrade costs. Additionally, how is it that major Cities across Canada obtained substantial funding from the Zero Emission Transit Fund, (ZETF), yet our city qualified for \$420,000 which we used to commission CUTRIC's multi-phase strategy report which ironically championed the purchase of diesel buses. In comparison, Regina received 26.1 million from this fund which is being used to offset the costs of 20 electric buses. ZETF is still open for application, which suggests funds are still available. To pick an all or nothing stance shortchanges us out of Federal funding programs leaving money on the table and fails to provide the benefits of a hybrid fleet. Experience gained by mechanics and drivers in preparation for what the future insists are foregone.

Finally, the CUTRIC report does not factor in costs associated with failing further transition to an electrified bus fleet. Health care, emissions, flooding and extreme weather are all quantifiable and should be factored into ROI. Insurance agencies do it all the time.

I urge you to obtain further information to make an educated, wise and factually substantiated decision. Question the source and analyze the data. This is the very least we can do for future Saskatonians.

Sincerely,

Sonja Vrinten