

## Thompson, Holly

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**Subject:** TS2025-0504 8.2.5 Comments - Jory Vermette  
**Attachments:** Jory May21\_TransitZeroEmissionBus\_Letter.pdf

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**From:** Web NoReply <[web-noreply@Saskatoon.ca](mailto:web-noreply@Saskatoon.ca)>  
**Sent:** Monday, May 19, 2025 4:56 PM  
**To:** City Council <[City.Council@Saskatoon.ca](mailto:City.Council@Saskatoon.ca)>  
**Subject:** Comments - Jory Vermette - 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 - 16:25

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:** Jory

**Last Name:** Vermette

**Phone Number :** [306](tel:306) [REDACTED]

**Email:** [REDACTED]

**I live outside of Saskatoon:** No

**Saskatoon Address and Ward:**

**Address:** [REDACTED] Churchill Dr

**Ward:** Ward 5

**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

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

**Comments:**

please find attached comments for submission

**Attachments:**

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

May 21, 2025

222 3rd Ave North  
Saskatoon, SK S7K 0J5

#### 8.2.5 Saskatoon Transit Full-Fleet Zero Emission Bus Implementation Plan – CUTRIC Report

Dear Mayor Block and Councilors,

My name is Jory Vermette and I am writing to you as a resident of 5 to urge Council to reject the recommendations in the recent CUTRIC report on the *Saskatoon Transit Full-Fleet Zero Emission Bus Implementation Plan*.

While the report focuses primarily on the financial aspects of BEB adoption, there are numerous other factors that are either ignored or not measured or weighted appropriately in the conclusion. These critical benefits such as emissions reductions, health benefits due to noise and pollution elimination, accurate savings estimates for parts and maintenance, and the reduced severity of climate impacts are either not costed or weighted into the decision of the report. The report also relies on the assumption that our grid make up and fuel costs remain stagnant.

The report offers an outline for a battery electric bus (BEB) transition which permits the City to transition into a fully BEB fleet by 2041 but instead opts to recommend that the City pursue no action whatsoever to reduce emissions or factor any of the additional benefits associated with cleaner public transportation. This leads us down the path that, while an upfront investment, there is not much to gain from changing our buses or the way we develop our public transport.

Instead important questions have been ignored that the report begs us to ask: how much is clean air worth? How much is a ton of CO2 emissions worth? What's the price we can put on the future? On doing something later? Even smaller questions that should have been asked and were ignored such as the estimated \$500/kwh cost for annual replacement parts and average fuel price sourcing and assumptions behind future estimated costs.

It is disappointing to see that so little push back has occurred. Public services are investments. The report does not give a full scope of what we are losing when it excludes the numerous factors outlined above. We are investing in much more than just buses - we are choosing to invest in our future. Council has a responsibility to all of us to make an informed decision that does not purposefully discount it. We must begin valuing and investing in the full picture, setting an example and taking responsibility.

In short, I support a phased transition to zero emission buses. We can no longer afford to delay.

Thank you,

Jory Vermette