

**Minutes for BRS-Transit meeting  
Monday, 27 June 2019 @ 3:30-4:30pm**

Location: Committee Room #1128 at the Civic Operations Centre (COC)

Present: Jim McDonald, Cory Shrigley, Allison Gray, Benjamin Notkin (Bloomberg-Harvard Intern) from Transit; Jamie Bell from USSU; Peter Gallén, Robert Clipperton, Curtis McCoshen from BRS.

**MEETING ADMINISTRATION**

- 1) Allison was Chair of this meeting, while Peter will provide the minutes.

**TRANSIT ITEMS**

- 2) Follow-up on the Clinkskill Manor bus shelter petition:
  - a. Transit has now followed up on the Clinkskill Manor bus shelter petition.
  - b. Transit noted that there is no available public space for a bus shelter at this location.
  - c. Transit observed that it would be helpful if the Clinkskill Manor petitioners requested their landlord to contact Transit in order to negotiate for a bus shelter to be located on the adjacent private land. BRS agreed to inform the petitioners.
  - d. BRS noted that the recently approved routing of the future Blue Line BRT along 19<sup>th</sup> Street might also have implications for a bus stop in front of Clinkskill Manor.
- 3) Transit Outreach and Engagement:
  - a. Transit expressed an appreciation for BRS's presence at recent meetings with Silverspring and Sutherland/Forest Grove Community Associations:
    - i. BRS noted that they had not previously been made aware of the very inconvenient and time-consuming transit access from Forest Grove to grocery stores and other services at Preston Crossing and University Heights.
- 4) Complaints:
  - a. In response to concerns on BRS's Facebook page, Transit noted that people with disabilities that feel poorly treated by operators or others should file an official complaint every time it happens (sufficient detail is absolutely essential).

**USSU ITEMS**

- 5) Nothing to report

**BRS ITEMS**

The main agenda item was a discussion with the Transit Director about Transit Plans & Budgets.

- 6) Major actions, challenges and accomplishments from last and current year (2018 & 2019)?
  - a. The third & last high-frequency corridor was implemented along College/Preston/Attridge.
  - b. The BRT was approved by Council (to be built 2022-2025); routes and dedicated lane locations were also fixed.

- c. Substantial ridership increase was noted with satisfaction.
  - d. 'Transit Master' was purchased and implemented with substantial improvements to operations and customer service now possible but not yet fully implemented.
  - e. 'Experience Transit' travel training partnerships: e.g., SCOA, Sask health Authority, Open Door Society
  - f. Ongoing round of consultations with Neighbourhood Community Associations; BRS to be kept informed of upcoming meetings.
  - g. Reconciliation initiatives: two signature bus shelters designed by students at Aden Bowman and Nutana Collegiates with assistance from Elders were installed by Transit.
  - h. This year's 'Art On the Bus' program: successful but fewer participants than last year.
  - i. Transit expects to complete the Bus Stop inventory this Fall: almost 300 obsolete bus stops to be removed (and thus available for street parking).
  - j. Transit expects to complete their Service Standards Document this Fall.
  - k. The 808-pilot will shut down in September. BRS urged Transit to investigate significantly better access from the future Red Line BRT to the Field House and Belcher Place.
  - l. Class Pass program:
    - i. The program has now been in use for two years. A report to Council on the program is being prepared.
    - ii. Because some schools/teachers have not been following the agreed upon procedure, Transit will be discussing program changes with the school boards where teachers that do not follow booking rules will lose the privilege.
  - m. Transit issued a Request for Proposals (RFP) for improved mobile ticketing.
  - n. Reconciliation initiatives: Treaty 6 and Metis decals are displayed on the rear of all buses.
  - o. Data Analytics:
    - i. 80% of transit trips are less than 30 minutes.
    - ii. More analytics will be released throughout the year.
  - p. The 2018 Annual Transit Report can be found on Transit's website under 'About Us → Our Performance' (<https://transit.saskatoon.ca/about-us/our-performance>).
- 7) Work Plans and Budgets for 2020 & 2021:
- a. The new multi-year budgeting process:
    - i. the upcoming budget is the first time multiple years are being implemented
    - ii. the long-existing, built-in deficit in the Transit budget will now be eliminated
    - iii. significantly increased fuel costs put pressure on the Transit budget
    - iv. service packages for additional service to Rosewood and Brighton neighbourhoods will be requested.
    - v. the current asset management plan requires the purchase of ten 40-foot buses (at about half million each) plus three Access Transit buses every year, but the currently designated increase (\$200,000) in annual financing is inadequate.
  - b. Proposed changes to day-to-day operations:
    - i. Work towards eliminating the 'pulse', while making sure transfers work.
    - ii. Gain experience running electric buses in Saskatoon (see below).

- c. Buses:
    - i. A transit bus has an effective life span of about 18 years, although the steel-bodied Flyer buses require a half-life refurbishment at \$100,000.
    - ii. The life-span of diesel engines has gone down from 800,000 to 600,000 kilometres due to much tighter emissions standards (only Cummins diesels meet current North American standards).
    - iii. Although an electric bus costs twice as much as a diesel bus, available data suggests that the lifetime cost of an electric bus is lower after nine years.
    - iv. Electric Bus pilot: Transit has issued a RFP for the lease of an electric bus plus associated charging station to provide a one year pilot for in-service testing on a regular route in Saskatoon.
    - v. Do to the high capital cost, Transit hopes to begin purchasing electric buses when federal ICIP-funds become available.
  - d. 'Family of Services' concept is being developed: to be discussed in more detail with the Access Transit Manager at our next regular meeting.
  - e. Service Hour Calculator: Transit staff have put together a 'calculator', where all inputs to operate a bus, such as fuel, operator costs, service & repairs, etc. are itemized with updatable, real costs to produce past, current and future costs of one service hour.
  - f. Transit service in suburbia: street realignments or improved bus stop access is required in certain suburbs before the transit service can be improved.
- 8) Plans for the longer term (2022 and beyond) and ICIP-funding projects:
- a. Transit expects to receive the entire funding listed in "Attachment 2: Public Transit Infrastructure Stream Projects" (see table below , which was presented to the Governance & Priorities Committee on 18 March 2019). Note that BRT is expected to require 150 million of the 250 million total.
  - b. Transit noted that they have been asked to expand their 'Indigenous Bus Shelter Initiative' to other groups. Transit will consider it, but not until at least two more bus shelters have been completed with the current partners.

**NEXT MEETING:** Monday, 29 July 2019, 3:30 – 4:30 pm with Tracy Loewen, Access Transit Manager, at City Hall (confirmed)

**Attachment 2: Public Transit Infrastructure Stream Projects**

Project Title	Project Type (New or Rehab)	Project Description	How Does it Meet IBA Outcomes/Targets?	Total Estimated Eligible Costs	Estimated Start Date	Estimated Completion Date
Bus Rapid Transit	New/Rehab	Create system of high frequency BRT lines across three corridors in Saskatoon (blue, red and green); introduction of transit signal priority along corridors; building new stations along routes and dedicated running ways at select locations	Improved access to a public transit system; Improved capacity of public transit infrastructure; Improved quality and/or safety of existing or future transit systems	\$151,000,000	2022	2027
Buses	New	Purchase low-floor accessible buses (30/40 and 60 foot) and Paratransit (26-foot) lift-equipped accessible buses; electric battery buses may be purchased	Improved access to a public transit system; Improved capacity of public transit infrastructure;	\$60,000,000	2022	2027
Intelligent Transportation System & Transit Signal Authority	New	Fitting out intersections in the city (that are critical to public transit efficiency, quality and safety - but are not on BRT lines) with transit signal priority apparatus; included will be necessary costs to augment control centres to support the additional apparatus	Improved access to a public transit system; Improved capacity of public transit infrastructure; Improved quality and/or safety of existing or future transit systems	\$7,000,000	2022	2027
Sidewalks	New	New sidewalk, curb cuts and infrastructure to support access to bus stops outside the BRT routes	Improved access to a public transit system; Improved quality and/or safety of existing or future transit systems	\$15,000,000	2022	2027
Bus Pads	New	Construct concrete bus parking pads at 500 bus stops	Improved access to a public transit system; Improved capacity of public transit infrastructure; Improved quality and/or safety of existing or future transit systems	\$6,000,000	2022	2027
Station/Stop Upgrades	New/Rehab	Outfit non-BRT stops, shelters, and terminals with amenities required to improve access, quality and safety and to meet CPTED standards as necessary	Improved access to a public transit system; Improved capacity of public transit infrastructure; Improved quality and/or safety of existing or future transit systems	\$10,000,000	2022	2027
Park & Ride	New	Shared park and ride improvement and pedestrian connections	Improved access to a public transit system; Improved capacity of public transit infrastructure; Improved quality and/or safety of existing or future transit systems	\$1,000,000	2022	2027
<b>Total Eligible Estimated Project Value</b>				<b>\$250,000,000</b>		

Estimated Federal Contribution (40%) \$100,000,000  
 Estimated Provincial Contribution (33.3%) \$83,250,000  
 Estimated City Contribution (26.7%) \$66,750,000