

1. [Approval of Contract No. 2 Under Extension No. 2 for Supply and Delivery of Heavy-Duty Low-Floor Zero Emission Transit Buses - Tender 538-2022](#)

The report does not provide the specific models of the New Flyer buses, providing only generic descriptions. New Flyer announced the XCelsior Charge NG (next generation) prior to the October 21, 2022 deadline for Tender 538-2022. I recommend to the SPC for Public Works to inquire with the Public Service to ensure the purchase is for the latest New Flyer next generation bus models. The city should not proceed with the purchase if the contract is not for next generation model buses.

The current cost estimate is based upon an agreed upon price adjustment for each contract extension. The committee should be asking the Public Service how the current price compares to new contracts awarded by other Canadian jurisdictions. The SPC should be asking if the extended price is in line with current New Flyer pricing.

New Flyer announced an extended range option for the XCelsior Charge FC buses – a hydrogen four-tank module adding an additional 17.5 kg of onboard fuel capacity increasing the range up to an additional 193 kilometres. The Public Service should be asked:

can this option be added after taking delivery? If not, what is the adjusted price per bus if this option was included?

What is the all-in additional cost for this option if it were installed before and after delivery?

It would not be advisable to purchase the FC model if the extended range option could not be included.

Manitoba Hydro announced last month that a mid-winter energy shortage could be expected as soon as 2029. The city should be concerned with this announcement especially if Manitoba Hydro falls short of achieving its 10-year integrated resource plan. I am concerned that the city is not considering New Flyer's hybrid and clean diesel models. New Flyer touts the hybrid model as 'improved fuel efficiency, reduced emissions, and strong operational reliability'. This statement suggests the hybrid model is more reliable than the electric model. Brampton and Ottawa recently purchased New Flyer's hybrid and clean diesel models. I am concerned that these jurisdictions chose these models yet their winters are not as severe nor as long as Winnipeg's.

My final suggestion to the SPC is to question the Public Service if any electric buses failed to proceed due to loss of charge during the recent cold snap and if any electric buses could not be put into service because they could not be fully charged in time for service implementation.