



2025 TRANSIT ANNUAL REPORT



CITY OF
FORT SASKATCHEWAN





Service Summary

Fort Sask Transit (FST) provides three routes – two local and one commuter. Both local routes travel in opposing loops, connecting at the Dow Centennial Centre (DCC) Park and Ride. The commuter route connects the DCC Park and Ride to the Bethel Transit Terminal in Sherwood Park. Both services are contracted out, with the local service provided by Keolis (previously Pacific Western Transportation) and the commuter service provided by Strathcona County Transit.

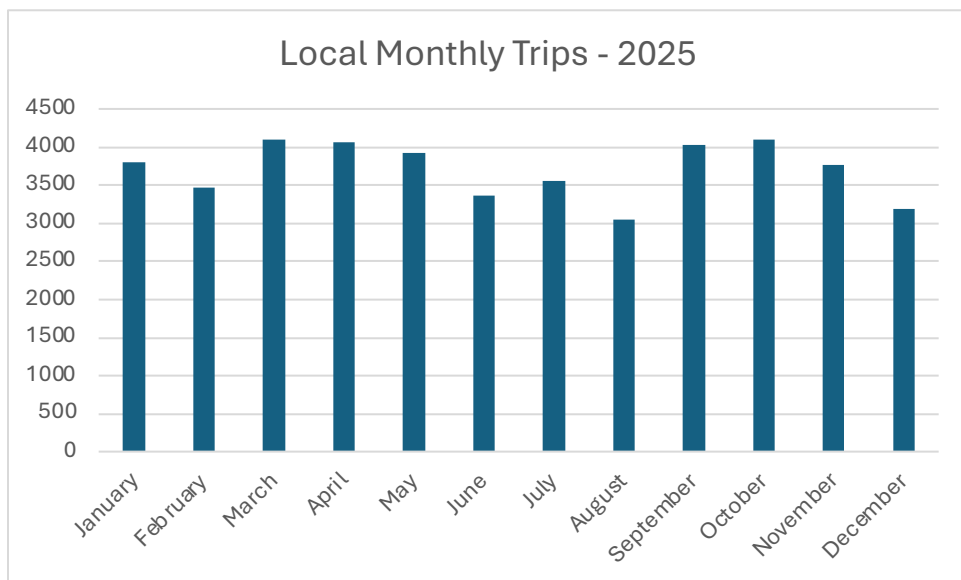
Ridership

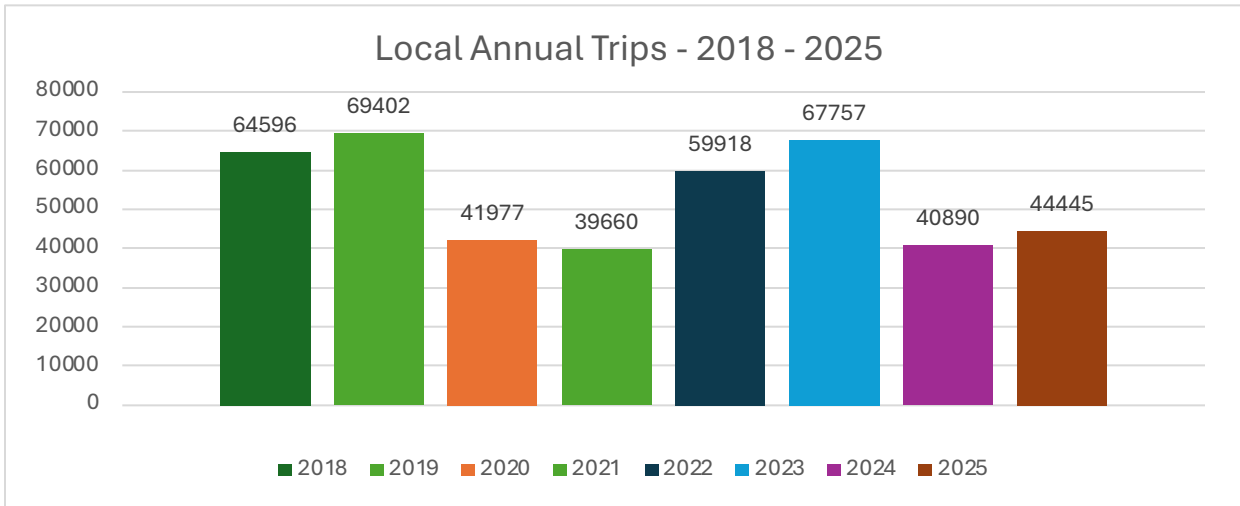
In the spring of 2024, FST implemented Arc, the regional fare collection system. With this new technology, the methodology for collecting ridership changed. FST is now no longer using ridership collected manually by the operators. Instead, FST uses the tap on/off data provided by Arc. As Arc relies on data provided by passengers tapping on and off the buses, ridership for those travelling for free, such as children under 12, is not captured. Ridership from passengers paying cash is derived from farebox cash counts.

Ridership data collected through Arc in 2024 and 2025 showed a reduction when compared to previous years, as shown in the graphs below. In an effort to determine the cause for the decrease, manual counts were resumed for comparison. The Arc data and manual count data are consistent, increasing FST's confidence in the Arc data. Data from 2025 will be used as the new baseline to evaluate route productivity.

Below are tables outlining the monthly ridership by service type, as well as annual comparisons. A red line on the annual tables shows when the method for collecting ridership was changed.

Local Service in Fort Saskatchewan





Average Local Boardings per Hour - Fall/Winter

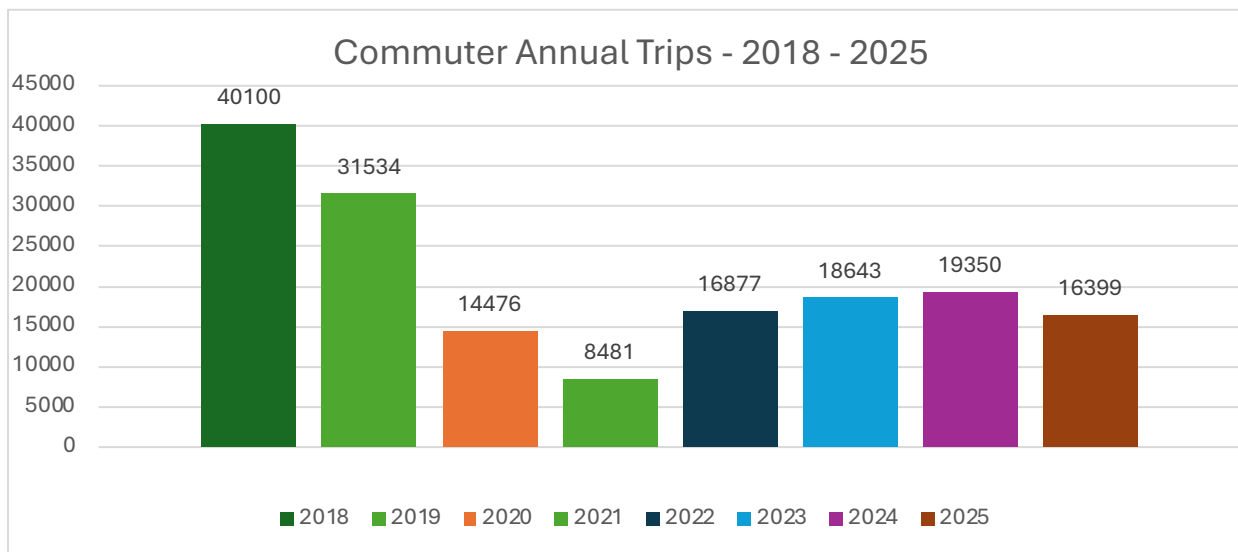
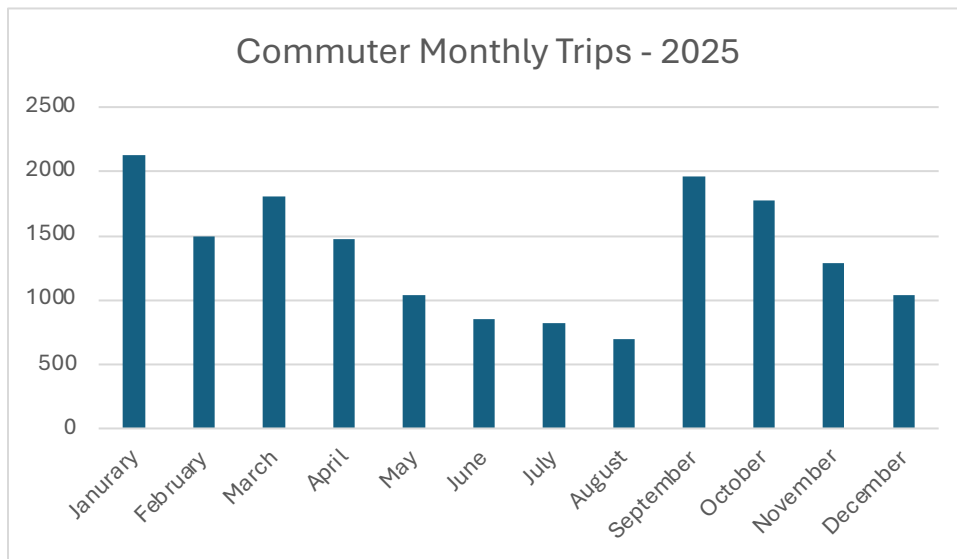
Route	Total Number of Hours for Fall/Winter	Total Number of Boardings for Fall/Winter	Average Boardings per Hour for Fall/Winter
610	2,075	12,252	5.9
611	1,992	14,929	7.5
610 & 611	4,067	27,181	6.7

Average Local Boardings per Hour - Spring/Summer

Route	Total Number of Hours for Spring/Summer	Total Number of Boardings for Spring/Summer	Average Boardings per Hour for Spring/Summer
610	1,050	4,851	4.6
611	1,008	7,078	7.0
610 & 611	2,058	11,929	5.8



Commuter Service to Bethel Transit Terminal in Sherwood Park



Average Commuter Boardings per Hour - Fall/Winter

Route	Total Number of Hours for Fall/Winter	Total Number of Boardings for Fall/Winter	Average Boardings per Hour for Fall/Winter
600	1,992	12,985	6.5

Average Commuter Rides per Hour - Spring/Summer

Route	Total Number of Hours for Spring/Summer	Total Number of Boardings for Spring/Summer	Average Boardings per Hour for Spring/Summer
600	714	3,414	4.8

Revenue

The following actual revenue amounts include all revenue received, inclusive of fares, advertising, and grant revenue.

	2022	2023	2024	2025
Total Revenue	\$164,588	\$186,305	\$167,599	\$161,445

Cost Recovery

Cost recoveries are used to evaluate the financial effectiveness of transit but are not used to set service levels or determine future transit needs. The following two tables outline the current and projected cost recoveries and are based on Priority Based Budget amounts.

2025 Cost Recovery	
Total Costs	\$1,378,847
Total Revenue	\$199,537
R/C	14.47%

2026 Projected Cost Recovery	
Total Costs	\$1,427,110
Total Revenue	\$216,132
R/C	15.22%



Major Projects

The Transit Review & Action Plan (2024) made several recommendations to achieve and improve the existing service levels for Fort Sask Transit.

Prior to 2025, recommendations FST 1-3 were completed:

- FST 1 - Change Commuter Route and Provider
- FST 2 - Discontinue Service into the Walmart and Hospital Parking Lots
- FST 3 - Adjust Local Routes

Outlined below is the progress that was completed in 2025:

- FST 4 - Alternative Service Delivery Evaluation
 - » Multiple service delivery methods were reviewed and evaluated to ensure that when service is expanded into developing neighbourhoods, FST is prepared. A Briefing Note will be circulated to Council in 2026, summarizing the recommended service type for introducing transit in new areas.
- FST 5 - Bus Stop Improvement Project
 - » As part of the Capital Budget for 2026, Council approved the budget to install concrete pads at local bus stops, conditional upon federal grant approval. If grant funding is received, work will take place throughout 2026. As soon as possible after the installation of the concrete pads, work will begin to install benches.
- FST 6 - Expand Local Service in Developing Neighbourhoods and Redesign Existing Fixed Routes
 - » As part of the Capital Budget for 2025, Council approved the purchase of two local bus to be used for the expansion of local services in 2027.
 - » An RFP was released in May of 2025. The proposal received was higher than the approved budget.
 - » The RFP was re-released in December of 2025 and closed in January of 2026.
- FST 8 - Increase Service Hours of Commuter Service by Adding a Morning Trip
 - » An additional hour of service was added to the morning schedule of route 600, starting in July 2025.



Upcoming Projects

2026

The first phase of the bus stop improvement project (Recommendation FST 5) will include the installation of new concrete pads at bus stops throughout the city. This project will be contingent on funding through the Canada Public Transit Fund. As soon as possible after the concrete pad installations are complete, FST will work with a third-party company to install benches for passenger seating as part of this project.

2027

In 2027, local service will be expanded into developing neighbourhoods where service does not currently exist. As part of this service expansion, the current local routes will be redesigned to maximize the service hours available. This expansion will utilize the two buses that were approved in the 2025 Capital Budget.

2028

In 2028, the final phase of the bus stop improvement project will be completed. This phase will include the installation of shelters and garbage receptacles at local bus stops.

Regional Collaboration

FST is involved in a number of regional collaboration efforts with the goal of improving regional transit and advocating for enhanced support from other levels of government.

- Local Service Delivery
 - » Fort Saskatchewan is working with Strathcona County to explore partnering on the delivery of on-demand transit in 2027.
- Regional Collaboration Group
 - » Fort Saskatchewan is a member of the Regional Collaboration group working to promote and further the improvement of transit in the region. Meetings are held monthly to share ideas and information and to discuss opportunities for mutual cooperation. This group is also working together to develop a submission for the regional stream of the Canada Public Transit Fund (federal grant).
- Joint Advocacy
 - » Fort Sask Transit has joined an advocacy subcommittee through the Canadian Urban Transit Association (CUTA) whose focus is to bring awareness of the needs of transit across Alberta to the provincial and federal governments.

Regional Comparison

The following tables provide a high-level comparison of key performance indicators with our regional partners. The data informing these tables was sourced from the CUTA Annual Stats Book. It should be noted that Spruce Grove Transit is comprised of a partnership with Stony Plain and Parkland County, therefore their data below is representative of multiple municipalities.

Total Direct Operating Expense

Transit Agency	2022 Annual Operating Expense	2023 Annual Operating Expense	2024 Annual Operating Expense
Fort Sask Transit	\$1,108,654	\$1,141,654	\$1,157,684
Edmonton transit	\$358,180,085	\$383,709,251	\$538,198,778
Leduc Transit	\$2,110,700	\$2,148,000	\$2,579,811
Spruce Grove Transit	\$2,570,494	\$3,065,001	\$3,509,374
St. Albert Transit	\$13,537,386	\$13,530,865	\$14,562,455
Strathcona County Transit	\$18,833,055	\$19,987,952	\$21,037,509

Contribution Per Capita

Transit Agency	2024 Population	2024 Municipal Contribution per Capita
Fort Sask Transit	29,857	\$51.51
Edmonton Transit Service	1,190,457	\$243.30
Leduc Transit	38,543	\$62.67
Spruce Grove Transit	63,194	\$30.64
St. Albert Transit	72,316	\$141.90
Strathcona County Transit	103,829	\$201.70

Ridership

Transit Agency	2022 Annual Ridership	2023 Annual Ridership	2024 Annual Ridership
Fort Sask Transit	76,792	86,400	64,286
Edmonton transit	41,990,780	53,496,907	61,611,669
Leduc Transit	84,146	112,770	153,569
Spruce Grove Transit	98,288	163,207	203,643
St. Albert Transit	653,000	1,084,676	1,201,387
Strathcona County Transit	815,661	1,215,821	1,397,201



Ridership Per Capita

Transit Agency	2022	2023	2024
Fort Sask Transit	3.3	4.5	3.4
Edmonton transit	38.6	49.2	51.8
Leduc Transit	2.4	3.1	4.0
Spruce Grove Transit	2.2	2.8	3.2
St. Albert Transit	9.3	15.1	16.6
Strathcona County Transit	11.4	16.7	18.5

Annual Revenue Vehicle Hours

Transit Agency	2022 Annual Platform Hours	2023 Annual Platform Hours	2024 Annual Platform Hours
Fort Sask Transit	9,853	10,240	10,240
Edmonton transit	2,158,642	2,120,220	2,196,035
Leduc Transit	16,908	17,129	22,711
Spruce Grove Transit	15,805	23,010	27,614
St. Albert Transit	80,508	93,878	94,961
Strathcona County Transit	99,194	104,660	115,810

Cost Recovery

Transit Agency	2022 Annual Cost Recovery	2023 Annual Cost Recovery	2024 Annual Cost Recovery
Fort Sask Transit	15%	18%	15%
Edmonton transit	22%	25%	24%
Leduc Transit	12%	16%	17%
Spruce Grove Transit	16%	20%	20%
St. Albert Transit	27%	29%	29%
Strathcona County Transit	19%	21%	23%