

Bow Valley Regional Transit Services Commission

REGULAR MEETING

**BVRTSC CUSTOMER SERVICE CENTRE – IAN MACKIE BOARD ROOM
(221 BEAVER ST. BANFF)**

AGENDA

December 9, 2015: 2:00pm – 4:00pm

1. Call to Order
2. Approval of the Agenda
3. Approval of the November 19, 2015 Regular Meeting Minutes (attached)
4. Old Business (including Standing Items)
 - a) CAO's Monthly Report – December 2015
 - b) Bring Forward List of Pending Items (attached).
 - c) Transit Service Monthly Statistics (attached).
5. New Business
 - a) Capital Allocation Policy (2015.12.1)
 - b) Regional Rerouting 6 Month Report
 - c) Canmore Local Update
 - d) Banff/Canmore Regional Update and Bus Discussion
6. Adjournment



Bow Valley *R*egional Transit Services Commission



Previous Meeting Minutes

**BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION
REGULAR MEETING**

**BVRTSC CUSTOMER SERVICE CENTRE – IAN MACKIE BOARD ROOM
(221 BEAVER ST. BANFF)**

MINUTES

November 19, 2015: 2:00pm – 4:00pm

BOARD MEMBERS PRESENT

Sean Krausert, Town of Canmore – Chair
Joanna McCallum, Town of Canmore
Dave Schebek, ID#9
Karen Sorensen, Town of Banff
Corrie DiManno, Town of Banff

BOARD MEMBERS ABSENT

Davina Bernard, ID#9

BOARD ADMINISTRATION PRESENT

Martin Bean, Chief Administrative Officer
Steve Nelson, Manager of Operations/Meeting Recorder

ADMINISTRATION PRESENT

Adrian Field, Town of Banff
Alex Kolesch, Parks Canada
Jacob Johnson, Town of Canmore

ADMINISTRATION ABSENT

Ethan Gorner, ID#9

1. Call to Order

Sean Krausert called the meeting to order at 2:03 PM.

2. Approval of the Agenda.

Item 7(f) added to agenda: “CRP Discussion”

BVRTSC15-81 Sean Krausert moves approval of the agenda as amended.

CARRIED UNANIMOUSLY

3. Approval of the October 14, 2015 Regular Meeting Minutes (attached)

BVRTSC15-82 Sean Krausert moves approval of the October 14, 2015 regular meeting minutes as circulated.

CARRIED UNANIMOUSLY

4. Approval of the October 14, 2015 Annual Organizational Meeting Minutes (attached)

BVRTSC15-83 Sean Krausert moves approval of the October 14, 2015 annual organizational meeting minutes as circulated.

CARRIED UNANIMOUSLY

5. Election of Chair and Vice Chair

Karen Sorensen nominates Sean Krausert as Chair. No other nominations received.

BVRTSC15-84 Vote for approval of Sean Krausert as Chair.

CARRIED UNANIMOUSLY

Sean Krausert nominates Davina Bernard as Vice Chair. No other nominations received.

BVRTSC15-85 Vote for approval of Davina Bernard as Vice Chair.

CARRIED UNANIMOUSLY

6. Old Business (including Standing Items)

a) CAO's Monthly Report – November 2015

A discussion was had with respect to the Lake Louise parking study commissioned by Parks Canada. The key findings will be provided to ID#9 as part of the discussion with respect to transit services in Lake Louise.

A discussion was had regarding the life cycles for bus engines. The CAO indicated the Banff Local buses are past their expected lifecycle for KMs on the engines, but the Regional buses are not.

b) Bring Forward List of Pending Items (attached).

c) Transit Service Monthly Statistics (attached).

Discussion with respect to the revenue versus ridership on the Regional service.

7. New Business

a) 2015-11.1 Engine Replacement – Request for Decision

BVRTSC15-86 Sean Krausert moves that capital funds are brought forward from 2019 Capital in

order that funds are available to either replace or rebuild the engine on Moose bus.

CARRIED UNANIMOUSLY

b) Board Orientation

A discussion on what orientation new members would find useful in addition to the bylaws, minutes, strategic plan, etc that are found on the website. New members appreciated meeting with CAO in advance of the first meeting, and suggested a meeting with the Chair would also be helpful.

All members reminded by Chair that while all members are members of Council in their respective municipalities that all decisions at the Commission table are to be made wearing a Commission "hat".

c) Strategic Plan Discussion

A discussion was had on strategic planning that will have to be done in 2016. CAO will advise of timing that will work for administration to undertake this work with the Board. Suggestion was made that the next strategic plan should ensure that it straddles municipal elections so as to encourage continuity in planning after an election.

d) CAO Annual Review Discussion

Chair described the process previously used for CAO Annual Performance Reviews. This entailed the Chair and Vice Chair leading the review and meeting with the CAO with respect to performance based on objectives and goals. The Board is advised of the review recommendations in order to provide comment before finalization. The process should start in April/May each year. The Board was satisfied with continuing in this manner.

e) Smart Card Fee

A discussion was had with respect to charging a small refundable fee on issuance of smart cards in order to encourage reutilization. Board raised no concerns with respect to proceeding in this manner.

f) CRP Discussion

A discussion was had about Canmore's and Banff's recent decisions to withdraw from the Calgary Regional Partnership. These decisions should not adversely affect BVRTSC.

8. Adjournment

BVRTSC15-87 Sean Krausert moves to adjourn at 3:01 PM.

CARRIED UNANIMOUSLY

Bow Valley *Regional* Transit Services Commission



CAO Report

CAO Report – December 2015

The current items to report on are:

- Canmore Local Service
 - Canmore local transit was unanimously approved at Council on December 1. Final budget approval will be on December 15 which meets our time frame to order buses by December 31, 2015 to take advantage of Airdrie's **Governmental Bodies Clause**. See the following from the City of Airdrie's Procurement Team Lead:

"Other Municipalities can purchase the same bus (new or demo) under the same agreement for the same price (as per quoted within the RFP response)."

"This clause will be effective until the end of 2015 as the actual agreement is on PO only and PO will be killed December 31, 2015 (the order must be placed before Dec 31, 2015)."
 - Further discussion on Canmore local transit in New Business section
- Regional Enhancements:
 - Regional enhancements as approved by the BVRTSC were approved unanimously by Banff Town Council on November 23, 2015
 - Regional enhancements as approved by the BVRTSC were approved unanimously by Canmore Town Council on December 1, 2015
 - Changes to Regional service are anticipated to occur in late Spring and include the following:
 - Doubling of service during peak weekday hours to provide 30 minute frequency

- Partner Programs:
 - All hotel partner programs have been on two year contracts with the option for two year extensions. Contract renewal meetings are ongoing over the next couple of weeks to ensure that contracts are signed prior to expiry on December 31, 2015.
- Green Trip Funding:
 - Ongoing conversations are occurring with Alberta Transportation on GreenTrip funding initiatives that have been deferred and bus purchases for additional regional service.
- Route 4 – Cave and Basin:
 - Plans are to continue with the Cave and Basin service in 2016 using the cutaway buses. Initial discussions are under way as to potentially changing the route to provide service enhancements and avoid duplication.
- Lake Louise Service:
 - BVRTSC has signed a contract with Parks Canada to produce a Service Design and Implementation Plan to identify the scope and cost of work needed to begin a Lake Louise Transit service in 2017. The initial report will be completed in January and February of 2016 with further research to follow in spring once Moraine Lake Road opens again.
- Minnewanka Service:
 - BVRTSC has signed a contract with Parks Canada to provide a feasibility study for the provision of public transport to Lake Minnewanka in the summer months. This report is due in March of 2016

- Operations:
 - One regional bus has been re-wrapped with very positive comments being received by riders with regards to the enhanced viewing. Moose bus will be re-wrapped within two weeks.
 - Moose regional bus is expected to be back in service within a week with its' new engine. Rebuilding the engine was explored, however Cummins determined the failure was too catastrophic to make rebuilding feasible.
 - An additional engine is budgeted for 2016 and may be completed in early 2016 due to some operational issues with the bus that mechanics have been unable to resolve as of yet.

HAPPY
H  **LIDAYS**
and
Safe Travels

Bow Valley *Regional* Transit Services Commission



Bring Forward List

BRING FORWARD LIST OF ITEMS PENDING (as of December 3, 2015)

ITEM	Date Initiated	Pending Date	Comments:
BVRTSC14-30 Moved by Stavros Karlos to direct administration to draft a municipal capital allocation policy prior to the end of 2014.	April 2014	December 2015	<p>As a result of BVRTSC14-99, this item was postponed to January 2015.</p> <p>As a result of BVRTSC15-004, this item was postponed to June 2015.</p> <p>As a result of BVRTSC15-041, this item was postponed to September 2015.</p> <p>As a result of BVRTSC15-073, this item was postponed to December 2015.</p>
BVRTSC15-060 Sean Krausert moves to create and institute a one year trial of Youth passes on the regional service only at a discount from the full adult fare on 10-pack and 30 day passes as described in the report.	August 2015	August 2016	
BVRTSC15-062 Sean Krausert moves to direct BVRTSC Administration to immediately make a request of, and meet with, the Town of Banff with respect to replacing the Elk Bus that was destroyed by fire.	August 2015	TBD	
BVRTSC15-074 Sean Krausert moves that, subject to the approval of both Banff and Canmore Councils, administration proceed with the doubling of service on the Regional route for peak periods during the week to enable 30 minute service from both Banff and Canmore during those times.	October 2015	TBD	
BVRTSC15-075 Sean Krausert moves that, subject to the approval of both Banff and Canmore Councils as well as approval from the Province of Alberta for use of GreenTRIP funding currently allocated to cutaway replacement, administration proceed with purchasing of an extra 30 foot bus to be used on the Regional service and function as a spare.	October 2015	TBD	

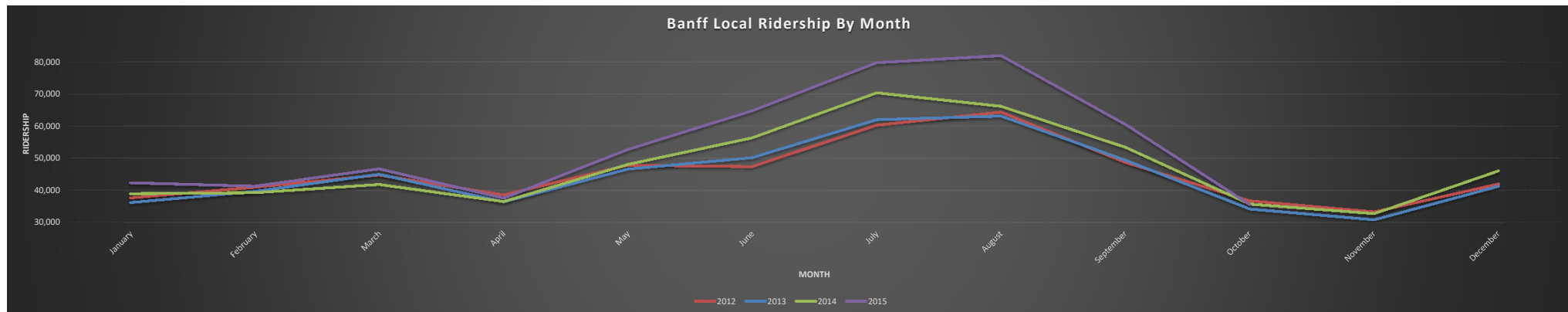
BVRTSC15-076 Sean Krausert moves that, subject to the approval of both Banff and Canmore Councils, administration proceed with a Regional service addition to Saturday of an 8:00 am schedule and a 10:00 pm schedule to meet the requests identified through Roam Info feedback and the HarGroup study.	October 2015	TBD	
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Bow Valley Regional Transit Services Commission

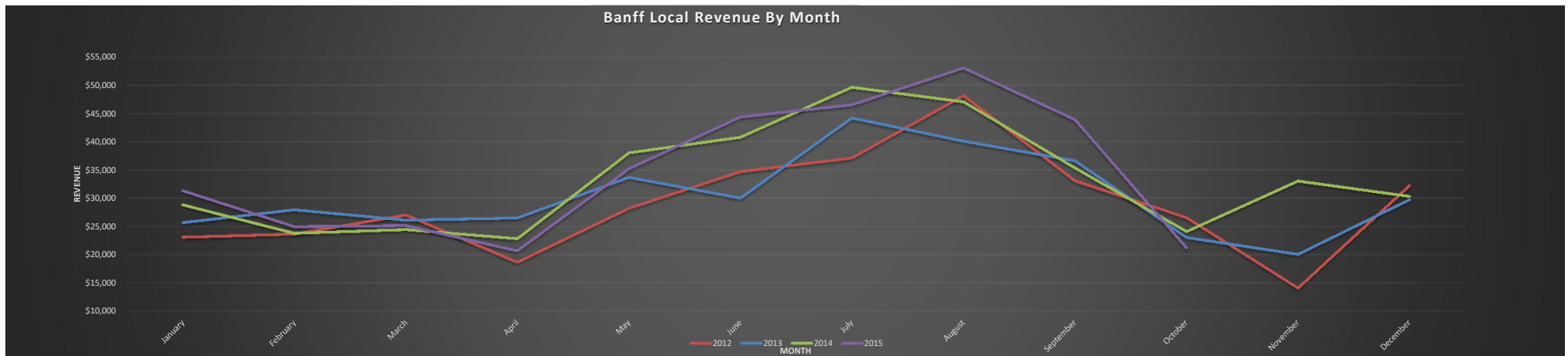


Banff Local Service Ridership and Revenue Statistics

Ridership									
Month	2012	2013	2014	2015	2014 Running Total	2015 Running Total	Running Total Difference	2014 to 2015 Monthly Difference	2014 to 2015 Monthly % Difference
January	37,730	36,302	39,021	42,433	39,021	42,433	3,412	3,412	8.7%
February	41,031	39,738	39,353	41,396	78,374	83,829	5,455	2,043	5.2%
March	44,826	45,039	41,887	46,799	120,261	130,628	10,367	4,912	11.7%
April	38,652	36,510	36,565	37,676	156,826	168,304	11,478	1,111	3.0%
May	47,945	46,739	48,180	52,774	205,006	221,078	16,072	4,594	9.5%
June	47,447	50,267	56,419	64,871	261,425	285,950	24,524	8,452	15.0%
July	60,356	62,089	70,456	79,846	331,881	365,795	33,914	9,389	13.3%
August	64,441	63,224	66,224	82,031	398,105	447,826	49,721	15,807	23.9%
September	48,767	49,512	53,483	60,611	451,588	508,438	56,850	7,129	13.3%
October	36,818	34,244	35,835	35,623	487,423	544,060	56,638	-212	-0.6%
November	33,359	30,911	32,820		520,243				
December	42,073	41,403	46,194		566,437				
Grand Total:	543,445	535,978	566,437	0	566,437			-100.0%	End of Year Comparison to 2013



Revenue										
Month	2012	2013	2014	2015	2014 Running Total	2015 Running Total	Running Total Difference	2014 to 2015 Monthly Difference	2014 to 2015 Monthly % Difference	
January	\$23,104	\$25,711	\$28,869	\$31,352	\$28,869.44	\$31,352.00	\$2,482.56	\$2,482.56	8.6%	
February	\$23,695	\$27,959	\$23,824	\$25,006	\$52,693.21	\$56,358.00	\$3,664.79	\$1,182.23	5.0%	
March	\$27,056	\$26,138	\$24,454	\$25,175	\$77,147.11	\$81,532.50	\$4,385.39	\$720.60	2.9%	
April	\$18,700	\$26,536	\$22,861	\$20,711	\$100,007.66	\$102,243.50	\$2,235.84	-\$2,149.55	-9.4%	
May	\$28,224	\$33,720	\$38,052	\$35,268	\$138,059.77	\$137,511.15	-\$548.62	-\$2,784.46	-7.3%	
June	\$34,706	\$30,034	\$40,828	\$44,419	\$178,887.52	\$181,930.15	\$3,042.63	\$3,591.25	8.8%	
July	\$37,127	\$44,220	\$49,655	\$46,553	\$228,542.52	\$228,482.65	-\$59.87	-\$3,102.50	-6.2%	
August	\$48,190	\$40,125	\$47,076	\$53,075	\$275,618.52	\$281,557.65	\$5,939.13	\$5,999.00	12.7%	
September	\$33,119	\$36,670	\$35,404	\$43,912	\$311,022.52	\$325,469.65	\$14,447.13	\$8,508.00	24.0%	
October	\$26,578	\$23,066	\$24,115	\$21,253	\$335,137.52	\$346,722.65	\$11,585.13	-\$2,862.00	-11.9%	
November	\$14,119	\$20,087	\$33,078		\$368,215.52					
December	\$32,287	\$29,795	\$30,344		\$398,559.52					
Grand Total:	\$ 346,903.52	\$364,061.60	\$398,559.52	\$346,722.65	\$398,559.52				-13.0%	



**BANFF LOCAL TRANSIT REVENUE BREAKDOWN
2015 Actual**

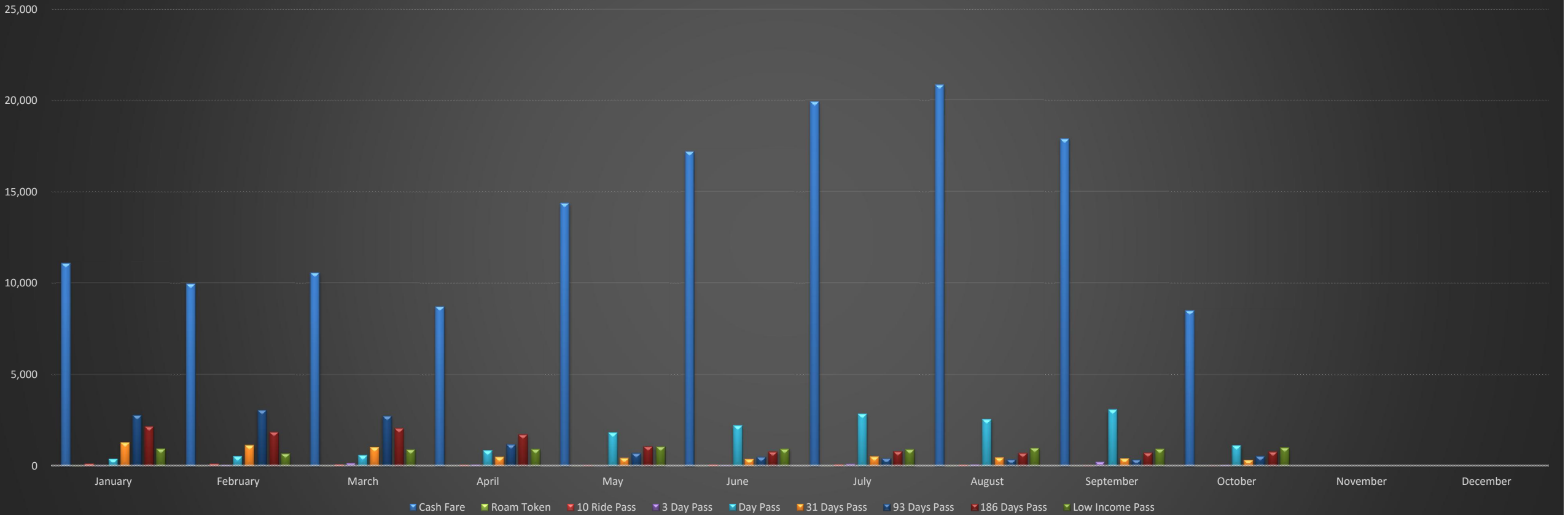
Month	Fares	Passes	Other	Total	Budget
January	\$23,847	\$7,505		\$31,352	\$ 25,062.50
February	\$22,513	\$2,493		\$25,006	\$ 25,062.50
March	\$22,902	\$2,273		\$25,175	\$ 25,062.50
April	\$19,532	\$1,179		\$20,711	\$ 33,062.50
May	\$32,514	\$2,754		\$35,268	\$ 33,062.50
June	\$37,737	\$6,682		\$44,419	\$ 33,062.50
July	\$45,749	\$804		\$46,553	\$ 41,062.50
August	\$45,616	\$7,459		\$53,075	\$ 41,062.50
September	\$40,523	\$3,389		\$43,912	\$ 41,062.50
October	\$19,279	\$1,974		\$21,253	\$ 33,062.50
November				\$0	\$ 33,062.50
December				\$0	\$ 33,062.50
Totals:	\$310,212	\$36,511	\$0	\$346,723	\$396,750

**BANFF LOCAL TRANSIT REVENUE BREAKDOWN
2014 Actual**

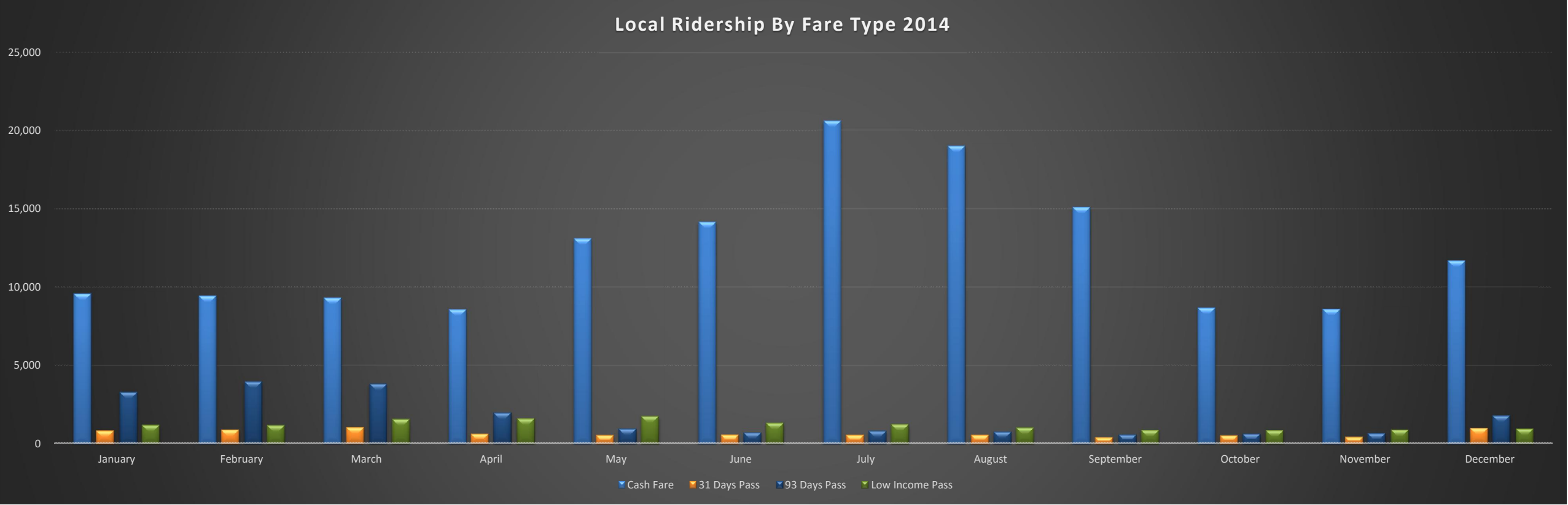
Month	Fares	Passes	Other	Total	Budget
January	\$20,289	\$8,580		\$28,869	\$23,853.33
February	\$20,788	\$3,036		\$23,824	\$23,853.33
March	\$20,683	\$3,771		\$24,454	\$23,853.34
April	\$18,812	\$4,049		\$22,861	\$29,500.00
May	\$29,459	\$3,344	\$5,250	\$38,052	\$29,500.00
June	\$35,714	\$5,114		\$40,828	\$29,500.00
July	\$48,321	\$1,334		\$49,655	\$44,433.33
August	\$45,698	\$1,378		\$47,076	\$44,433.33
September	\$33,590	\$1,814		\$35,404	\$44,433.34
October	\$19,727	\$4,388		\$24,115	\$25,400.00
November	\$19,638	\$13,440		\$33,078	\$25,400.00
December	\$25,990	\$4,354		\$30,344	\$25,400.00
Totals:	\$338,710	\$54,600	\$5,250	\$398,560	\$369,560

	Banff Local Service Ridership By Fare Type												
Fare Type	2015												
	January	February	March	April	May	June	July	August	September	October	November	December	Total
Cash Fare													
Adult	10,427	9,430	9,786	8,114	11,634	13,074	15,842	16,485	13,373	7,592	0	0	115,757
Senior	453	420	638	494	2,580	3,932	3,427	3,710	4,394	842	0	0	20,890
Child	204	109	142	109	157	190	647	636	114	68	0	0	2,376
Cash Fare Total	11,084	9,959	10,566	8,717	14,371	17,196	19,916	20,831	17,881	8,502	0	0	139,023
Roam Token													
All Categories	17	5	6	7	12	1	9	19	7	9	0	0	92
Roam Token Total:	17	5	6	7	12	1	9	19	7	9	0	0	92
10 Ride Pass													
All Categories	131	123	96	56	37	69	94	60	28	24	0	0	718
10 Ride Total:	131	123	96	56	37	69	94	60	28	24	0	0	718
3 Day Pass													
All Categories	34	56	170	80	16	46	132	95	239	50	0	0	918
3 Day Pass Total:	34	56	170	80	16	46	132	95	239	50	0	0	918
Day Pass													
All Categories	393	536	600	856	1,843	2,230	2,862	2,564	3,103	1,139	0	0	16,126
Day Pass Total:	393	536	600	856	1,843	2,230	2,862	2,564	3,103	1,139	0	0	16,126
31 Days Pass													
Adult	1,239	1,121	1,024	494	382	358	398	431	433	331	0	0	6,211
Senior	45	9	4	4	72	22	89	23	0	0	0	0	268
Child	21	16	11	12	0	4	41	22	0	0	0	0	127
31 Days Pass Total:	1,305	1,146	1,039	510	454	384	528	476	433	331	0	0	6,606
93 Days Pass													
Adult	2,767	3,058	2,737	1,194	714	509	425	336	331	521	0	0	12,592
Senior	0	0	0	0	0	0	0	24	27	29	0	0	80
Child	17	5	9	1	0	0	0	0	0	0	0	0	32
93 Days Pass Total:	2,784	3,063	2,746	1,195	714	509	425	360	358	550	0	0	12,704
186 Days Pass													
Adult	2,109	1,828	2,030	1,700	1,053	720	725	612	635	729	0	0	12,141
Senior	65	48	46	33	35	79	90	111	104	62	0	0	673
Child	2	0	0	0	0	0	0	0	0	0	0	0	2
186 Days Pass Total:	2,176	1,876	2,076	1,733	1,088	799	815	723	739	791	0	0	12,816
Low Income Pass													
All Categories	959	690	917	933	1,074	949	926	1,002	946	1,026	0	0	9,422
Low Income Pass Total:	959	690	917	933	1,074	949	926	1,002	946	1,026	0	0	9,422
Regional Ride - Pass Holder	72	64	131	97	177	205	221	193	192	167	0	0	1,519
Regional Ride - Cash	36	19	14	17	22	16	24	28	14	11	0	0	201
Hotel Partners	21,518	22,278	26,475	21,852	29,554	36,171	45,357	47,484	33,334	21,452	0	0	305,475
Transfers - Local	87	92	106	136	152	219	347	440	206	108	0	0	1,893
Transfers - Local to Regional	34	31	28	52	55	36	52	59	42	30	0	0	419
Infant Free Ride	120	101	160	147	158	257	313	329	220	151	0	0	1,956
Accessories	447	151	306	188	303	560	655	612	396	244	0	0	3,862
Other (Special Events (campground))	0	0	0	3	1,207	3,335	4,844	4,367	708	0	0	0	14,464
Total Farebox Ridership	41,197	40,190	45,436	36,579	51,237	62,982	77,520	79,642	58,846	34,585	0	0	528,214
+3% Industry Correction	1,236	1,206	1,363	1,097	1,537	1,889	2,326	2,389	1,765	1,038	0	0	15,846
Total Ridership	42,433	41,396	46,799	37,676	52,774	64,871	79,846	82,031	60,611	35,623	0	0	544,060

Local Ridership By Fare Type 2015



	Banff Local Service Ridership By Fare Type												
Fare Type	2014												
	January	February	March	April	May	June	July	August	September	October	November	December	Total
Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14
Cash Fare													
Adult	8,954	8,869	8,533	7,812	10,680	10,975	16,296	14,971	11,416	7,739	8,135	10,926	125,306
Senior	332	306	505	503	2,223	2,875	3,232	3,089	3,471	754	356	531	18,177
Child	312	284	276	257	209	312	1,092	961	224	198	117	235	4,477
Cash Fare Total	9,598	9,459	9,314	8,572	13,112	14,162	20,620	19,021	15,111	8,691	8,608	11,692	147,960
Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14
Roam Token													
All Categories	74	72	50	32	83	127	158	33	12	26	5	6	678
Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14
10 Ride Pass													
All Categories	63	72	83	58	74	70	83	80	73	25	91	148	920
Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14
3 Day Pass													
All Categories	55	24	57	12	181	156	215	256	101	18	36	60	1,171
Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14
Day Pass													
All Categories	554	640	560	812	1,871	2,244	4,180	3,929	2,724	914	521	617	19,566
Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14
31 Days Pass													
Adult	790	911	1,027	620	557	581	554	537	383	554	445	992	7,951
Senior	54	0	41	12	0	1	26	42	38	0	0	8	222
Child	2	0	0	18	0	0	0	0	0	0	0	18	38
31 Days Pass Total:	846	911	1,068	650	557	582	580	579	421	554	445	1,018	8,211
Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14
93 Days Pass													
Adult	3,316	3,986	3,841	1,986	955	708	792	732	581	652	666	1,789	20,004
Senior	0	0	0	0	0	4	29	31	0	0	0	0	64
Child	0	0	0	5	22	28	14	29	17	0	16	28	159
93 Days Pass Total:	3,316	3,986	3,841	1,991	977	740	835	792	598	652	682	1,817	20,227
Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14
186 Days Pass													
Adult	2,344	2,144	2,493	1,873	1,542	1,045	900	701	778	922	1,366	2,243	18,351
Senior	97	101	118	43	15	1	6	0	0	28	45	74	528
Child	0	0	0	41	0	0	0	0	0	0	15	18	74
Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14
Low Income Pass													
All Categories	1,214	1,207	1,589	1,629	1,776	1,359	1,260	1,046	891	877	912	981	14,741
Low Income Pass Total:	1,214	1,207	1,589	1,629	1,776	1,359	1,260	1,046	891	877	912	981	14,741
Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14
Regional Ride - Cash	26	15	18	15	28	10	11	20	15	10	3	18	189
Hotel Partners	20,328	20,166	22,235	20,392	27,584	31,077	38,429	36,969	30,518	21,732	18,848	25,526	313,804
Transfers - Local	100	115	139	121	124	157	154	148	151	118	77	102	1,506
Infant Free Ride	42	159	57	39	15	103	220	212	141	85	64	200	1,337
Accessories	234	169	154	169	118	186	286	274	260	64	43	172	2,129
Other (Special Events (campground))					0	2,609	237	0	0	0	0	0	2,846
+3% Industry Correction						1,643	2,052	1,929	1,558	1,044	956	1,345	10,527
Total Ridership	39,021	39,353	41,887	36,565	48,180	56,419	70,456	66,224	53,483	35,835	32,820	36,194	566,437



Banff Local Ridership By Fare Type													
Sulphur Mountain Route (Route 1)													
Fare Type	2015												
	January	February	March	April	May	June	July	August	September	October	November	December	Total
Cash Fare													
Adult	3,931	4,198	4,110	3,588	5,204	5,462	7,206	7,075	5,634	3,372			49,780
Senior	184	248	300	277	809	1,315	1,283	1,047	1,462	336			7,261
Child	122	59	84	65	89	89	324	296	45	35			1,208
Cash Fare Total	4,237	4,505	4,494	3,930	6,102	6,866	8,813	8,418	7,141	3,743	0	0	58,249
Roam Token													
All Categories	5	4	3	3	4	1	4	7	6	8			45
Roam Token Total:	5	4	3	3	4	1	4	7	6	8	0	0	45
10 Ride Pass													
All Categories	46	75	39	26	18	10	26	23	14	11			288
10 Ride Total:	46	75	39	26	18	10	26	23	14	11	0	0	288
3 Day Pass													
All Categories	20	37	80	55	13	29	77	33	51	12			407
3 Day Pass Total:	20	37	80	55	13	29	77	33	51	12	0	0	407
Day Pass													
All Categories	265	345	401	494	988	1,165	1,622	1,291	1,251	573			8,395
Day Pass Total:	265	345	401	494	988	1,165	1,622	1,291	1,251	573	0	0	8,395
31 Days Pass													
Adult	365	392	292	218	188	178	215	245	191	147			2,431
Senior	1	1	0	0	11	0	43	11	0	0			67
Child	21	16	11	12	0	4	40	22	0	0			126
31 Days Pass Total:	387	409	303	230	199	182	298	278	191	147	0	0	2,624
93 Days Pass													
Adult	506	515	379	261	222	234	208	173	173	270			2,941
Senior	0	0	0	0	0	0	0	23	24	29			76
Child	17	5	9	1	0	0	0	0	0	0			32
93 Days Pass Total:	523	520	388	262	222	234	208	196	197	299	0	0	3,049
186 Days Pass													
Adult	478	488	544	475	437	388	370	280	257	295			4,012
Senior	0	2	1	1	0	33	34	65	50	40			226
Child	2	0	0	0	0	0	0	0	0	0			2
186 Days Pass Total:	480	490	545	476	437	421	404	345	307	335	0	0	4,240
Low Income Pass													
All Categories	588	420	514	574	658	575	593	687	620	680			5,909
Low Income Pass Total:	588	420	514	574	658	575	593	687	620	680	0	0	5,909
Regional Ride - Pass Holder	51	64	69	15	69	93	112	103	52	31			659
Regional Ride - Cash	9	9	9	14	11	5	10	15	2	2			86
Hotel Partners	13,114	13,632	17,526	14,367	20,832	25,899	34,835	33,992	23,907	12,852			210,956
Transfers - Local	54	62	71	80	68	90	227	268	89	68			1,077
Transfers - Regional to Local	20	20	13	32	27	23	28	29	24	12			228
Infant Free Ride	71	70	107	94	75	139	196	172	82	101			1,107
Accessories	154	42	88	100	131	272	318	338	166	128			1,737
Special (TMC Free Trip)	0	0	0	0	2	143	130	0	32	0			307
Total Farebox Ridership	20,024	20,704	24,650	20,752	29,854	36,147	47,901	46,195	34,132	19,002	0	0	299,361
+3% Industry Correction	601	621	740	623	896	1,084	1,437	1,386	1,024	570	0	0	8,981
Total Ridership	20,625	21,325	25,390	21,375	30,750	37,231	49,338	47,581	35,156	19,572	0	0	308,342

Banff Local Ridership By Fare Type													
Sulphur Mountain Route (Route 1)													
2014													
Fare Type	January	February	March	April	May	June	July	August	September	October	November	December	Total
Cash Fare													
Adult	3,515	3,577	3,548	3,626	4,451	5,290	6,186	5,847	4,954	3,319	3,038	4,299	51,650
Senior	103	93	225	272	813	1,111	1,150	1,072	1,254	293	192	239	6,817
Child	209	129	131	139	137	175	436	353	125	147	60	121	2,162
Cash Fare Total	3,827	3,799	3,904	4,037	5,401	6,576	7,772	7,272	6,333	3,759	3,290	4,659	60,629
Roam Token													
All Categories	16	36	4	26	15	84	125	17	9	22	5	1	360
Roam Token Total:	16	36	4	26	15	84	125	17	9	22	5	1	360
10 Ride Pass													
All Categories	47	36	40	17	37	29	42	30	35	16	35	37	401
10 Ride Total:	47	36	40	17	37	29	42	30	35	16	35	37	401
3 Day Pass													
All Categories	28	0	10	6	51	59	59	69	34	8	8	41	373
3 Day Pass Total:	28	0	10	6	51	59	59	69	34	8	8	41	373
Day Pass													
All Categories	252	361	326	435	894	1,184	1,697	1,668	1,248	463	292	420	9,240
Day Pass Total:	252	361	326	435	894	1,184	1,697	1,668	1,248	463	292	420	9,240
31 Days Pass													
Adult	177	203	248	126	153	232	136	133	187	172	186	336	2,289
Senior	2	0	25	0	0	1	9	27	1	0	0	0	65
Child	0	0	0	18	0	0	0	0	0	0	0	18	36
31 Days Pass Total:	179	203	273	144	153	233	145	160	188	172	186	354	2,390
93 Days Pass													
Adult	557	441	419	310	352	342	379	341	256	205	222	436	4,260
Senior	0	0	0	0	0	3	26	30	0	0	0	0	59
Child	0	0	0	5	20	27	14	29	17	0	16	28	156
93 Days Pass Total:	557	441	419	315	372	372	419	400	273	205	238	464	4,475
186 Days Pass													
Adult	556	583	786	660	705	465	376	255	368	586	462	464	6,266
Senior	34	36	54	1	8	0	6	0	0	0	8	4	151
Child	0	0	0	41	0	0	0	0	0	0	15	18	74
186 Days Pass Total:	590	619	840	702	713	465	382	255	368	586	485	486	6,491
Low Income Pass													
All Categories	609	654	765	810	843	537	427	364	470	554	629	623	7,285
Low Income Pass Total:	609	654	765	810	843	537	427	364	470	554	629	623	7,285
Regional Ride - Pass Holder	44	38	37	36	36	59	93	91	59	23	32	75	623
Regional Ride - Cash	9	3	4	4	3	4	1	8	10	6	2	4	58
Hotel Partners	12,049	12,841	13,708	13,416	19,011	22,590	26,253	24,630	21,148	13,712	11,373	14,842	205,573
Transfers - Local	48	71	88	74	65	69	52	79	80	74	44	44	788
Transfers - Regional to Local	17	8	6	17	22	25	30	34	25	21	18	15	238
Infant Free Ride	20	82	28	17	6	36	97	72	65	26	40	87	576
Accessories	50	38	51	75	57	109	184	148	169	16	36	58	991
Special (TMC Free Trip)						18	1						19
Total Farebox Ridership						32,449	37,779	35,297	30,514	19,663	16,713	22,210	194,625
+3% Industry Correction						973	1,133	1,059	915	590	501	666	5,839
Total Ridership	18,342	19,230	20,503	20,131	27,679	33,422	38,912	36,356	31,429	20,253	17,214	22,876	306,349

**Banff Local Ridership By Fare Type
Tunnel Mountain Route (Route 2)**

Fare Type	2015												
	January	February	March	April	May	June	July	August	September	October	November	December	Total
Cash Fare													
Adult	6,234	4,849	5,310	4,146	6,168	7,229	8,270	9,030	7,425	4,220			62,881
Senior	269	172	338	217	1,714	2,503	2,072	2,551	2,762	506			13,104
Child	82	50	58	44	49	93	289	317	65	33			1,080
Cash Fare Total	6,585	5,071	5,706	4,407	7,931	9,825	10,631	11,898	10,252	4,759	0	0	77,065
Roam Token													
All Categories	12	1	3	4	8	0	5	12	1	1			47
Roam Token Total:	12	1	3	4	8	0	5	12	1	1	0	0	47
10 Ride Pass													
All Categories	85	48	57	30	19	53	61	36	14	13			416
10 Ride Total:	85	48	57	30	19	53	61	36	14	13	0	0	416
3 Day Pass													
All Categories	14	19	90	25	3	16	48	60	175	38			488
3 Day Pass Total:	14	19	90	25	3	16	48	60	175	38	0	0	488
Day Pass													
All Categories	128	191	199	362	801	934	1,120	1,090	1,680	566			7,071
Day Pass Total:	128	191	199	362	801	934	1,120	1,090	1,680	566	0	0	7,071
31 Days Pass													
Adult	874	729	732	276	192	179	177	180	242	184			3,765
Senior	44	8	4	4	53	22	44	12	0	0			191
Child	0	0	0	0	0	0	0	0	0	0			0
31 Days Pass Total:	918	737	736	280	245	201	221	192	242	184	0	0	3,956
93 Days Pass													
Adult	2,261	2,543	2,358	933	491	275	214	163	158	251			9,647
Senior	0	0	0	0	0	0	0	1	0	0			1
Child	0	0	0	0	0	0	0	0	0	0			0
93 Days Pass Total:	2,261	2,543	2,358	933	491	275	214	164	158	251	0	0	9,648
186 Days Pass													
Adult	1,631	1,340	1,486	1,225	613	325	352	329	375	434			8,110
Senior	65	46	45	32	35	46	56	46	54	22			447
Child	0	0	0	0	0	0	0	0	0	0			0
186 Days Pass Total:	1,696	1,386	1,531	1,257	648	371	408	375	429	456	0	0	8,557
Low Income Pass													
All Categories	371	270	403	359	416	373	326	311	320	346			3,495
Low Income Pass Total:	371	270	403	359	416	373	326	311	320	346	0	0	3,495
Regional Ride - Pass Holder	21		62	82	103	109	79	76	133	136			801
Regional Ride - Cash	27	10	5	3	11	10	12	13	12	9			112
Hotel Partners	8,404	8,646	8,949	7,485	8,472	9,828	9,904	12,867	8,858	8,600			92,013
Transfers - Local	33	30	35	56	84	119	90	132	91	40			710
Transfers - Regional to Local	14	11	15	20	23	13	22	22	17	18			175
Infant Free Ride	49	31	53	53	82	114	85	134	134	50			785
Accessories	293	109	218	88	167	275	330	270	223	116			2,089
Special (TMC Free Trip)	0	0	0	3	1,205	3,187	4,678	4,367	676	0			14,116
Total Farebox Ridership	20,911	19,103	20,420	15,447	20,709	25,703	28,234	32,019	23,415	15,583	0	0	221,544
+3% Industry Correction	627	573	613	463	621	771	847	961	702	467	0	0	6,646
Total Ridership	21,538	19,676	21,033	15,910	21,330	26,474	29,081	32,980	24,117	16,050	0	0	228,190

Banff Local Ridership By Fare Type Tunnel Mountain Route (Route 2)

Fare Type	2014												
	January	February	March	April	May	June	July	August	September	October	November	December	Total
Cash Fare													
Adult	5,439	5,292	4,985	4,186	6,046	5,353	9,585	8,508	6,236	4,420	5,097	6,627	71,774
Senior	229	213	280	231	1,371	1,675	1,986	1,919	2,117	461	164	292	10,938
Child	103	155	145	118	69	120	623	569	98	51	57	114	2,222
Cash Fare Total	5,771	5,660	5,410	4,535	7,486	7,148	12,194	10,996	8,451	4,932	5,318	7,033	84,934
Roam Token													
All Categories	58	36	46	6	68	41	32	16	3	4	0	5	315
Roam Token Total:	58	36	46	6	68	41	32	16	3	4	0	5	315
10 Ride Pass													
All Categories	16	36	43	41	34	35	41	50	37	9	56	111	509
10 Ride Total:	16	36	43	41	34	35	41	50	37	9	56	111	509
3 Day Pass													
All Categories	27	24	47	6	118	85	156	175	57	10	28	19	752
3 Day Pass Total:	27	24	47	6	118	85	156	175	57	10	28	19	752
Day Pass													
All Categories	302	279	234	377	921	909	2,262	2,107	1,335	451	229	197	9,603
Day Pass Total:	302	279	234	377	921	909	2,262	2,107	1,335	451	229	197	9,603
31 Days Pass													
Adult	613	708	779	494	404	340	409	398	195	382	259	656	5,637
Senior	52	0	16	12	0	0	16	6	37	0	0	8	147
Child	2	0	0	0	0	0	0	0	0	0	0	0	2
31 Days Pass Total:	667	708	795	506	404	340	425	404	232	382	259	664	5,786
93 Days Pass													
Adult	2,759	3,545	3,422	1,676	603	363	409	387	325	447	444	1,353	15,733
Senior	0	0	0	0	0	0	3	0	0	0	0	0	3
Child	0	0	0	0	2	1	0	0	0	0	0	0	3
93 Days Pass Total:	2,759	3,545	3,422	1,676	605	364	412	387	325	447	444	1,353	15,739
186 Days Pass													
Adult	1,788	1,561	1,707	1,213	836	578	520	446	409	336	904	1,779	12,077
Senior	63	65	64	42	7	1	0	0	0	28	37	70	377
Child	0	0	0	0	0	0	0	0	0	0	0	0	0
186 Days Pass Total:	1,851	1,626	1,771	1,255	843	579	520	446	409	364	941	1,849	12,454
Low Income Pass													
All Categories	605	553	824	819	932	822	820	679	420	323	283	358	7,438
Low Income Pass Total:	605	553	824	819	932	822	820	679	420	323	283	358	7,438
Regional Ride - Pass Holder	61	54	54	52	48	32	57	56	26	16	35	41	532
Regional Ride - Cash	17	12	14	11	25	5	10	9	5	4	1	14	127
Hotel Partners	8,279	7,325	8,527	6,976	8,149	7,756	11,248	11,290	8,811	7,760	7,475	10,684	104,280
Transfers - Local	52	44	51	47	59	74	90	45	60	42	33	58	655
Transfers - Regional to Local	8	13	14	11	13	18	34	25	13	13	18	26	206
Infant Free Ride	22	77	29	22	7	63	98	136	72	59	24	113	722
Accessories	184	131	103	94	60	73	99	126	90	48	7	114	1,129
Special (TMC Free Trip)						2,590	234						2,824
Total Farebox Ridership						20,934	28,732	26,947	20,346	14,864	15,151	22,639	149,613
+3% Industry Correction						628	862	808	610	446	455	679	4,488
Total Ridership	20,679	20,123	21,384	16,434	19,772	21,562	29,594	27,755	20,956	15,310	15,606	23,318	252,493

**Banff Local Ridership By Fare Type
Cave & Basin Route (Route 4)**

Fare Type	2015								
	May	June	July	August	September	October	November	December	Total
Cash Fare									
Adult	262	383	366	380	314				1,705
Senior	57	114	72	112	170				525
Child	19	8	34	23	4				88
Cash Fare Total	338	505	472	515	488	0	0	0	2,318
Roam Token									
All Categories	0	0	0	0	0				0
Roam Token Total:	0	0	0	0	0	0	0	0	0
10 Ride Pass									
All Categories	0	6	7	1	0				14
10 Ride Total:	0	6	7	1	0	0	0	0	14
3 Day Pass									
All Categories	0	1	7	2	13				23
3 Day Pass Total:	0	1	7	2	13	0	0	0	23
Day Pass									
All Categories	54	131	120	183	172				660
Day Pass Total:	54	131	120	183	172	0	0	0	660
31 Days Pass									
Adult	2	1	6	6	0				15
Senior	8	0	2	0	0				10
Child	0	0	1	0	0				1
31 Days Pass Total:	10	1	9	6	0	0	0	0	26
93 Days Pass									
Adult	1	0	3	0	0				4
Senior	0	0	0	0	3				3
Child	0	0	0	0	0				0
93 Days Pass Total:	1	0	3	0	3	0	0	0	7
186 Days Pass									
Adult	3	7	3	3	3				19
Senior	0	0	0	0	0				0
Child	0	0	0	0	0				0
186 Days Pass Total:	3	7	3	3	3	0	0	0	19
Low Income Pass									
All Categories	0	1	7	4	6				18
Low Income Pass Total:	0	1	7	4	6	0	0	0	18
Regional Ride - Pass Holder	5	3	30	14	7				59
Regional Ride - Cash	0	1	2	0	0				3

Hotel Partners	250	444	618	625	569				2,506
Transfers - Local	0	10	30	40	26				106
Transfers - Regional to Local	5	0	2	8	1				16
Infant Free Ride	1	4	32	23	4				64
Accessories	5	13	7	4	7				36
Special (TMC Free Trip)	0	5	36	0	0				41
Total Farebox Ridership	672	1,132	1,385	1,428	1,299	0			5,916
+3% Industry Correction	20	34	42	43	39	0			177
Total Ridership	692	1,166	1,427	1,471	1,338	0	0	0	6,093

**Banff Local Ridership By Fare Type
Cave & Basin Route (Route 4)**

Fare Type	2014								
	May	June	July	August	September	October	November	December	Total
Cash Fare									
Adult	183	332	525	616	226	35			1,917
Senior	39	89	96	98	100	3			425
Cash Fare Total	225	438	654	753	327	38	0	0	2,435
Roam Token									
Roam Token Total:	0	2	1	0	0	0	0	0	3
10 Ride Pass									
10 Ride Total:	3	6	0	0	1	0	0	0	10
3 Day Pass									
3 Day Pass Total:	12	12	0	12	10	0	0	0	46
Day Pass									
Day Pass Total:	56	151	221	154	141	9	0	0	732
31 Days Pass									
Adult	0	9	9	6	1	3			28
Senior	0	0	1	9	0	0			10
31 Days Pass Total:	0	9	10	15	1	3	0	0	38
93 Days Pass									
Adult	0	3	4	4	0	1			12
Senior	0	1	0	1	0	0			2
93 Days Pass Total:	0	4	4	5	0	1	0	0	14
186 Days Pass									
Adult	1	2	4	0	1	6			14
Senior	0	0	0	0	0	0			0
186 Days Pass Total:	1	2	4	0	1	6	0	0	14
Low Income Pass									
Low Income Pass Total:	1	0	13	3	1	5	0	0	23
Regional Ride - Pass Holder	1	12	11	18	2	2			46
Regional Ride - Cash	0	1	0	3	0	0			4
Hotel Partners	424	731	928	1,049	559	260			3,951
Transfers - Local	0	14	12	24	11	2			63
Transfers - Regional to Local	3	2	5	11	6	0			27
Infant Free Ride	2	4	25	4	4	0			39
Accessories	1	4	3	0	1	0			9
Special (TMC Free Trip)	0	1	2	0	0				3
Total Farebox Ridership		1,393	1,893	2,051	1,065	326			6,728

+3% Industry Correction		42	57	62	32	10			202
Total Ridership	729	1,435	1,950	2,113	1,097	336	0	0	7,659

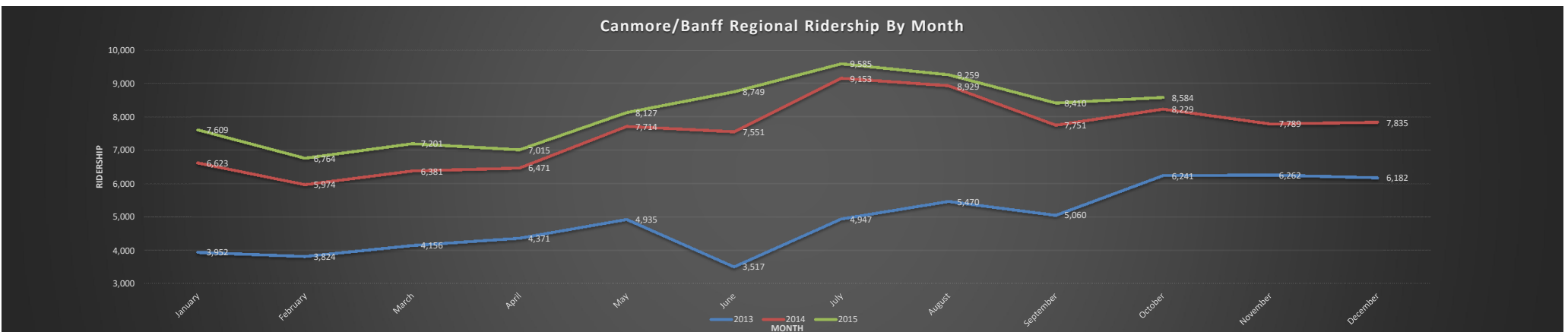
Bow Valley Regional Transit Services Commission



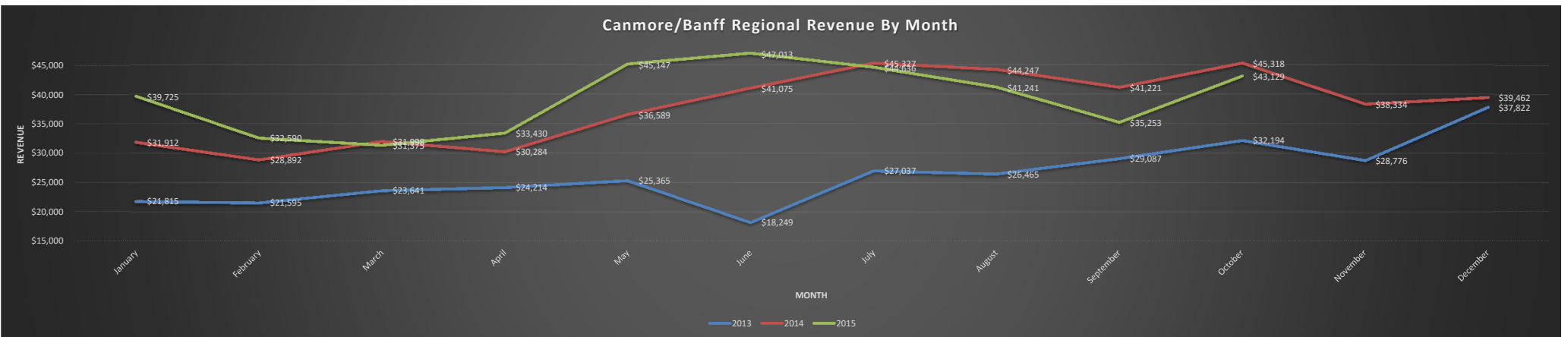
Banff/Canmore Regional Service Ridership and Revenue Statistics

Regional Ridership/Revenue Analysis

RIDERSHIP								
Month	2013	2014	2015	2014 Running Total	2015 Running Total	Running Total Difference	2014 to 2015 Monthly Comparison	2014 to 2015 Monthly % Difference
January	3,952	6,623	7,609	6,623	7,609	986	986	14.9%
February	3,824	5,974	6,764	12,597	14,373	1,776	790	13.2%
March	4,156	6,381	7,201	18,978	21,574	2,596	820	12.9%
April	4,371	6,471	7,015	25,449	28,589	3,140	544	8.4%
May	4,935	7,714	8,127	33,163	36,716	3,553	413	5.4%
June	3,517	7,551	8,749	40,714	45,465	4,751	1,198	15.9%
July	4,947	9,153	9,585	49,867	55,050	5,183	432	4.7%
August	5,470	8,929	9,259	58,796	64,309	5,513	330	3.7%
September	5,060	7,751	8,410	66,547	72,719	6,172	659	8.5%
October	6,241	8,229	8,584	74,776	81,303	6,527	355	4.3%
November	6,262	7,789		82,565				
December	6,182	7,835		90,400				
Grand Total:	58,917	90,400			0			
								End of Year Comparison to 2013



REVENUE									
Month	2013	2014	2015	2014 Running Total	2015 Running Total	Running Total Difference	2014 to 2015 Monthly Comparison	2014 to 2015 Monthly % Difference	
January	\$ 21,815	\$ 31,912	\$ 39,725	\$31,912	\$39,725	\$7,813	7,813	24.5%	
February	\$ 21,595	\$ 28,892	\$ 32,590	\$60,803	\$72,315	\$11,512	3,698	12.8%	
March	\$ 23,641	\$ 31,998	\$ 31,375	\$92,801	\$103,690	\$10,889	-623	-1.9%	
April	\$ 24,214	\$ 30,284	\$ 33,430	\$123,085	\$137,120	\$14,035	3,146	10.4%	
May	\$ 25,365	\$ 36,589	\$ 45,147	\$159,674	\$182,267	\$22,592	8,558	23.4%	
June	\$ 18,249	\$ 41,075	\$ 47,013	\$200,749	\$229,280	\$28,531	5,939	14.5%	
July	\$ 27,037	\$ 45,327	\$ 44,636	\$246,076	\$273,916	\$27,840	-691	-1.5%	
August	\$ 26,465	\$ 44,247	\$ 41,241	\$290,323	\$315,157	\$24,834	-3,006	-6.8%	
September	\$ 29,087	\$ 41,221	\$ 35,253	\$331,544	\$350,410	\$18,866	-5,968	-14.5%	
October	\$ 32,194	\$ 45,318	\$ 43,129	\$376,862	\$393,539	\$16,677	-2,189	-4.8%	
November	\$ 28,776	\$ 38,334		\$415,196					
December	\$ 37,822	\$ 39,462		\$454,658					
Grand Totals	\$ 316,260	\$ 454,658	\$ 393,539					-13.4%	



CANMORE/BANFF REGIONAL TRANSIT REVENUE BREAKDOWN
2015 Actual

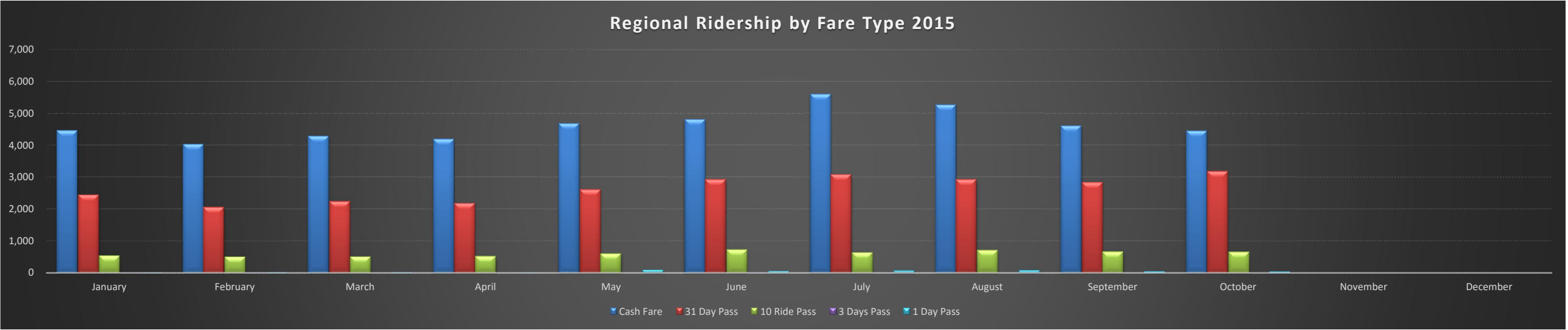
Month	Fares	Passes	Other	Total	Budget
January	\$27,798	\$11,927	\$0	\$39,725	\$37,683.33
February	\$25,815	\$6,775	\$0	\$32,590	\$21,683.33
March	\$27,060	\$4,315	\$0	\$31,375	\$29,683.33
April	\$26,230	\$7,200	\$0	\$33,430	\$19,683.33
May	\$29,827	\$15,320	\$0	\$45,147	\$19,683.33
June	\$30,253	\$16,760	\$0	\$47,013	\$29,683.33
July	\$34,659	\$9,977	\$0	\$44,636	\$39,683.33
August	\$32,781	\$8,460	\$0	\$41,241	\$39,683.33
September	\$28,408	\$6,845	\$0	\$35,253	\$39,683.33
October	\$27,681	\$15,448	\$0	\$43,129	\$21,683.33
November				\$0	\$19,683.33
December				\$0	\$37,683.33
Totals:	\$290,512	\$103,027	\$0	\$393,539	\$356,200

**CANMORE/BANFF REGIONAL TRANSIT REVENUE BREAKDOWN
2014 Actual**

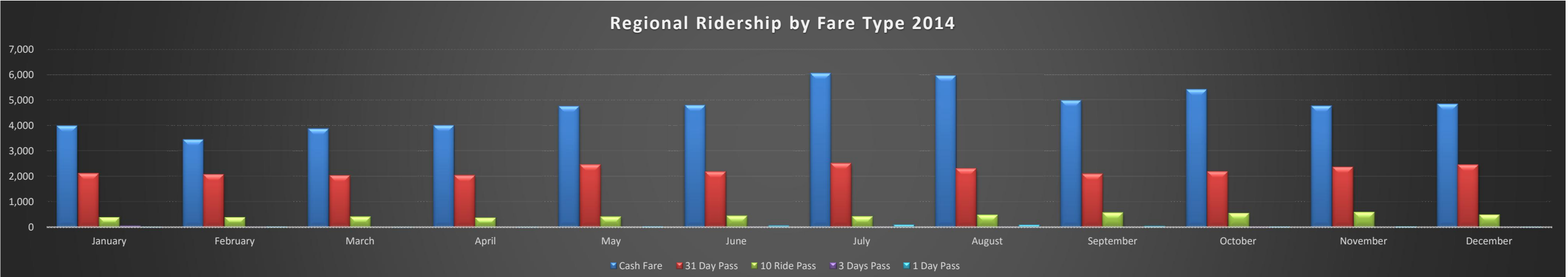
Month	Fares	Passes	Other	Total	Budget
January	\$23,616	\$8,296		\$31,912	\$21,683.33
February	\$20,707	\$8,185		\$28,892	\$21,683.33
March	\$21,635	\$10,363		\$31,998	\$21,683.34
April	\$24,809	\$5,475		\$30,284	\$22,550.00
May	\$29,214	\$7,375		\$36,589	\$22,550.00
June	\$30,145	\$10,930		\$41,075	\$22,550.00
July	\$37,817	\$7,510		\$45,327	\$33,516.66
August	\$37,402	\$6,845		\$44,247	\$33,516.66
September	\$31,186	\$10,035		\$41,221	\$33,516.68
October	\$34,223	\$11,095		\$45,318	\$23,916.66
November	\$30,404	\$7,930		\$38,334	\$23,916.66
December	\$30,607	\$8,855		\$39,462	\$23,916.68
Totals:	\$351,764	\$102,894	\$0	\$454,658	\$305,000

Regional Ridership By Fare Type

Fare Type	2015												
	January	February	March	April	May	June	July	August	September	October	November	December	Total
Cash Fare													
Adult	4,150	3,755	3,973	3,882	4,275	4,304	4,913	4,676	4,068	4,038			42,034
Child	156	143	145	144	180	174	386	319	238	169			2,054
Senior	153	136	161	165	226	330	293	269	298	242			2,273
Cash Fare Total:	4,459	4,034	4,279	4,191	4,681	4,808	5,592	5,264	4,604	4,449	0	0	46,361
31 Day Pass													
Adult	2,307	1,934	2,113	2,042	2,507	2,808	3,040	2,883	2,565	2,777			24,976
Child	35	25	23	35	33	29	0	20	90	83			373
Senior	105	105	109	115	71	94	41	15	52	75			782
Youth								1	77	184			
LITP							4	8	53	64			
31 Day pass Total:	2,447	2,064	2,245	2,192	2,611	2,931	3,085	2,927	2,837	3,183	0	0	26,131
10 Ride Pass													
Adult	451	403	417	418	492	532	483	540	480	439			4,655
Child	25	23	13	18	17	14	10	11	26	28			185
Senior	31	52	36	30	27	36	49	33	35	48			377
LITP	42	37	54	66	73	157	105	133	111	112			
Youth								3	19	42			
10 Ride Pass Total:	549	515	520	532	609	739	647	720	671	669	0	0	5,217
3 Days Pass													
Adult	9	17	0	4	0	7	8	2	0	0			47
Child	0	0	0	0	0	0	0	0	0	0			0
Senior	3	0	0	0	0	12	2	0	0	0			17
3 Days Pass Total:	12	17	0	4	0	19	10	2	0	0	0	0	64
1 Day Pass													
Adult	13	25	24	11	62	50	68	74	45	42			414
Child	0	0	1	0	36	0	3	2	1	0			43
Senior	2	0	1	3	7	17	11	17	10	4			72
1 Day Pass Total:	15	25	26	14	105	67	82	93	56	46	0	0	529
Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14
Bicycle	5	18	87	253	470	494	610	860	512	466			3775
Bikes Turned Away									15	9			24
Staff	85	73	80	71	85	157	135	159	186	204			1235
Regional Transfer from Banff Local Service	14	19	12	3	9	10	4	23	10	5			109
Infant Free Ride	28	17	39	8	27	18	30	71	26	28			292
Stroller	9	12	22	9	18	21	19	36	26	21			193
Free Service Special Event									20	0			20
Total Farebox Ridership	7,609	6,764	7,201	7,015	8,127	8,749	9,585	9,259	8,410	8,584	0	0	78,302
+3% Industry Correction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Ridership	7,609	6,764	7,201	7,015	8,127	8,749	9,585	9,259	8,410	8,584	0	0	78,302



	Regional Ridership By Fare Type												
Fare Type	2014												
	January	February	March	April	May	June	July	August	September	October	November	December	Total
Cash Fare													
Adult	3,752	3,274	3,666	3,829	4,499	4,456	5,641	5,542	4,549	5,106	4,519	4,607	53,440
Child	100	50	53	63	86	123	170	174	108	143	113	109	1,292
Senior	135	127	160	112	171	217	246	252	328	167	142	125	2,182
Cash Fare Total:	3,987	3,451	3,879	4,004	4,756	4,796	6,057	5,968	4,985	5,416	4,774	4,841	56,914
31 Day Pass													
Adult	2,103	2,005	1,995	1,938	2,381	2,140	2,462	2,097	1,964	2,060	2,250	2,347	25,742
Child	20	13	11	23	24	17	1	0	38	49	34	27	257
Senior		70	43	92	62	41	70	227	106	95	93	86	985
31 Day pass Total:	2,123	2,088	2,049	2,053	2,467	2,198	2,533	2,324	2,108	2,204	2,377	2,460	26,984
10 Ride Pass													
Adult	345	377	361	365	392	414	369	448	498	476	472	373	4,890
Child	29	9	45	5	14	23	28	12	20	21	36	14	256
Senior	36	19	23	17	28	27	45	41	71	41	44	59	451
LITP										27	54	58	
10 Ride Pass Total:	410	405	429	387	434	464	442	501	589	565	606	504	5,597
3 Days Pass													
Adult	4	2	0	0	0	12	7	10	0	10	0	8	53
Child	0	0	0	0	0	0	0	0	0	6	0	0	6
Senior	60	0	0	0	0	0	0	0	0	0	0	0	60
3 Days Pass Total:	64	2	0	0	0	12	7	10	0	16	0	8	119
1 Day Pass													
Adult	19	24	10	18	35	65	88	81	51	27	32	19	469
Child	0	0	4	0	0	0	3	5	0	0	0	0	12
Senior	0	0	0	0	2	4	16	16	6	1	0	3	48
1 Day Pass Total:	19	24	14	18	37	69	107	102	57	28	32	22	529
Bicycle	19	14	17	100	304	577	986	896	688	543	137	20	4301
BVRTSC Staff										75	60	52	187
Regional Transfer from Banff Local Service	20	4	10	9	20	12	7	24	12	5	5	9	137
Total Farebox Ridership	6,623	5,974	6,381	6,471	7,714	7,551	9,153	8,929	7,751	8,229	7,789	7,835	90,143
Total Ridership	6,623	5,974	6,381	6,471	7,714	7,551	9,153	8,929	7,751	8,229	7,789	7,835	90,143



Bow Valley *R*egional Transit Services Commission



New Business

Report to the Bow Valley Regional Transit Services Commission

Report 2015.12.1 – Capital Allocation Policy

December 3, 2015

SUMMARY/ ISSUE

Capital Allocation for large capital purchases, primarily fleet, needs to be controlled by a policy that sees the municipal partners that benefit from the purchase contributing the amount proportionate to their benefit.

PREVIOUS COMMISSION DIRECTION/POLICY

Purchases have been made on an individual basis, without a formal policy for guidance.

Administration Recommendation:

That the Commission adopt the following **Capital Allocation Policy**:

- Funds required to purchase assets will be requisitioned from the municipality or municipalities generating the proportionate benefit from that asset. Should an asset be intended for use in only one municipality, 100% of the capital requisition will come from that municipality.
- Fleet asset purchase decisions will be based on the Spare Ratio Calculation and account for spare capacity required for each service at **peak** requirements.
- All fleet assets are to be owned or leased by the Commission and are to be used as required on any contributing BVRTSC service. Purchases will be approved by Commission Board and contributing municipal partners prior to acquisition.
- Based on the current spare ratio policy which calls for a spare ratio between 25% and 40%, the Capital Allocation Policy requires that each route operated requires one bus plus 0.31% of a spare bus. As partial buses can't be purchased, there will be instances where a purchase will be necessary before a full requirement is reached. Should a bus purchase be necessitated and purchased by a municipality without a full bus requirement, a spare bus credit would exist to be used for future purchase allocations.
- If the Capital Allocation is in an overall deficit position and the spare ratio policy dictates that a purchase is necessitated, funds will be requisitioned from the municipality/municipalities that are in a deficit position.
 - If only one municipality is in a deficit position, 100% of the funds will be requisitioned from that municipality.
 - If both municipalities are in a deficit position, contributions will be calculated as follows:

Report to the Bow Valley Regional Transit Services Commission

Report 2015.12.1 – Capital Allocation Policy

December 3, 2015

Municipal Deficit = % of contribution X cost of bus
Total Deficit

Ex: -.25 Banff = 58% X \$500,000
-.43 Total

Ex: -.18 Canmore = 42% X \$500,000
-.43 Total

Banff pays \$290,000 Canmore pays \$210,000

- The Capital Allocation Policy will only apply to members in the BVRTSC and separate fleet allocation policies will be made with Parks Canada should assets be purchased for services that the BVRTSC is operating for Parks.
- The Capital Allocation Policy has an allowance for the Town of Canmore to defer including Canmore local transit in the formula as a cutaway is their choice of spare until ridership numbers indicate that a larger bus is needed. This purchase is currently identified in the 2019 budget. This is acceptable with the understanding that it is an exception from the spare ratio policy and has been approved by the BVRTSC and the Town of Canmore.

INVESTIGATION:

Currently:

- Investigation included review with Calgary Regional Partnership to determine if their funding allocation model would work in the Bow Valley. Currently they have an operating funding model that is as follows:
 - 20% divided equally amongst all partners
 - 40% based on population
 - 40% based on service hours
 - After reviewing their funding model and trying to apply it to Capital Allocation, the determination is that the model is not compatible with our needs due to the differing requirements for service levels in each community.

Report to the Bow Valley Regional Transit Services Commission

Report 2015.12.1 – Capital Allocation Policy

December 3, 2015

- Banff has purchased 4 buses (2008) to be used on the Banff Local Service. One bus was lost due to fire and insurance money totaling \$485,000 has been received by the Town of Banff. Banff currently operates 13,851 service hours using 3 buses for the peak summer months.
- Currently the only spare bus during the summer months for Banff local service is a cutaway which does not meet the needs of passenger volumes due to capacity.
- Banff and Canmore have each purchased 1 bus (2012) to be used on the Regional Service. The Regional Service operates 5449 hours using 1 bus, leaving a 50% spare ratio for Regional Service (if the extra bus is not used to supplement other services).
- Two cutaways were purchased (2012) with one being used on summer service for Parks Canada within the Banff Townsite and the other being available as a spare for this service and a backup for other services.

Proposed:

- Canmore local service upon introduction will be operated with two 30 foot buses being utilized and a cutaway being used as a spare during the introductory phase of 24 – 36 months. Funds are being budgeted for a spare bus estimated to be required by Canmore local transit beginning in 2019.
- Regional service is proposed to increase frequency and a bus will be purchased to facilitate this increase. The cost of this bus will be split evenly between both municipalities.
- Banff service requires additional spare capacity due to the fully utilized fleet in the summer months. Banff to pay for the additional bus through insurance funds and have the potential to receive future credit through the Capital Allocation Policy.
- Canmore local transit buses (2) will be purchased 100% by funds provided by the Town of Canmore and GreenTrip funding. Canmore spare bus to be purchased in a subsequent year through Town of Canmore and GreenTrip funding.
- Additional Regional bus (1) to be purchased through equal contributions from the Town of Canmore and the Town of Banff with the remainder being provided by GreenTrip funding.

Option:

- All partners to equally contribute to all purchases with charge backs to be determined by service hours. This is not recommended as it does not adjust for peak capacity needed for short term (i.e. Banff needs additional bus for 1225 hours over a 2.5 month period)

BUSINESS PLAN/ BUDGET IMPLICATIONS

- The Capital Allocation policy will assist in fleet decisions and ensure that each community pays the appropriate proportion of costs to ensure that spare capacity is adequate for all services. Fewer spare buses will be required through this policy allowing the Commission to utilize all buses on all services rather than having specific spares for routes.
- The Capital Allocation policy will not have significant implications on budget or business plan as it is primarily to provide clarity on the funding model being used.

RISKS:

- As the Capital Allocation policy is primarily for clarity, the risks are minimal. Should circumstances change significantly, the policy can be reviewed for any potential revisions needed.

ATTACHMENTS:

- 3 Tables showing the application of Capital Policy Allocation:

Report to the Bow Valley Regional Transit Services Commission

Report 2015.12.1 – Capital Allocation Policy

December 3, 2015

Table #1 shows the need for replacement of Elk bus by Banff:

Route Count	Buses not yet purchased	Town of Banff			Town of Canmore		
		Service Split	Purchased	Required	Service Split	Purchased	Required
1	Route 1 (Sulphur Mountain)	100%	1	1.31			
1	Route 1B (Route 1 Doubling)	100%	1	1.31			
1	Route 2 (Tunnel Mountain)	100%	1	1.31			
1	Route 3 (Canmore/Banff Regional)	50%	0.5	0.66	50%	0.5	0.66
1	Route 3B (Regional Peak Service)	50%	0.5	0.66	50%	0.5	0.66
0	Route 4	N/A					
0	Route 5 (Canmore Local)				100%		0.00
0	Route 5B (Canmore Local Peak)				100%		0.00
	Spare Capacity Buses	100%	0.5		0%	0.5	
	Totals:		4.5	5.24	Totals:	1.5	1.31
	Deficit/Credit			-0.74	Deficit/Credit		0.19
** Without Elk Bus Replacement		Total Fleet	6		Overall Deficit/Credit: -0.55		
		Total Routes	5				
		Total Spares	1				

New Bus purchase

Shows that Banff needs to purchase bus with insurance money to replace

Report to the Bow Valley Regional Transit Services Commission

Report 2015.12.1 – Capital Allocation Policy

December 3, 2015

Table #2 shows a good capital allocation balance once the purchase of a bus by the Town of Banff:

Route Count	Buses not yet purchased	Town of Banff			Town of Canmore		
		Service Split	Purchased	Required	Service Split	Purchased	Required
1	Route 1 (Sulphur Mountain)	100%	1	1.31			
1	Route 1B (Route 1 Doubling)	100%	1	1.31			
1	Route 2 (Tunnel Mountain)	100%	1	1.31			
1	Route 3 (Canmore/Banff Regional)	50%	0.5	0.66	50%	0.5	0.66
1	Route 3B (Regional Peak Service)	50%	0.5	0.66	50%	0.5	0.66
0	Route 4	N/A					
0	Route 5 (Canmore Local)				100%		0.00
0	Route 5B (Canmore Local Peak)				100%		0.00
	Spare Capacity Buses	100%	1.5		0%	0.5	
	Totals:		5.5	5.24	Totals:	1.5	1.31
	Deficit/Credit			0.26	Deficit/Credit		0.19
** Without Elk Bus Replacement		Total Fleet	7		Overall Deficit/Credit: 0.45		
		Total Routes	5				
		Total Spares	2				

Report to the Bow Valley Regional Transit Services Commission

Report 2015.12.1 – Capital Allocation Policy

December 3, 2015

Table #3 shows the need for Canmore to purchase a spare bus once cutaways do not meet the needs of the service:

Route Count	Buses not yet purchased	Town of Banff			Town of Canmore		
		Service Split	Purchased	Required	Service Split	Purchased	Required
1	Route 1 (Sulphur Mountain)	100%	1	1.31			
1	Route 1B (Route 1 Doubling)	100%	1	1.31			
1	Route 2 (Tunnel Mountain)	100%	1	1.31			
1	Route 3 (Canmore/Banff Regional)	50%	0.5	0.66	50%	0.5	0.66
1	Route 3B (Regional Peak Service)	50%	0.5	0.66	50%	0.5	0.66
0	Route 4	N/A					
1	Route 5 (Canmore Local)				100%	1	1.31
1	Route 5B (Canmore Local Peak)				100%	1	1.31
	Spare Capacity Buses	100%	1.5		0%	0.5	
	Totals:		5.5	5.24	Totals:	3.5	3.93
	Deficit/Credit			0.26	Deficit/Credit		-0.43
** With Canmore Local included		Total Fleet	9		Overall Deficit/Credit:		
		Total Routes	7				
		Total Spares	2				

Shows that Canmore will need to purchase bus once cutaways do not meet need.

Report to the Bow Valley Regional Transit Services Commission

Report 2015 – 12 – Regional Route Rerouting Update – For Information

December 09, 2015

SUMMARY/ ISSUE

Route 3 is our very popular regional transit service that connects the towns of Banff and Canmore through hourly and soon to be 30 minute peak transit service, 7 days a week.

This report is a review of the Route 3 rerouting from the previously used Banff Avenue Exit to the Norquay Road Exit.

This report also contains a request for the consideration of 2 additional Route 3 bus stops and a minor reroute.

- One additional stop at the Banff Train Station.
- Another stop located along the Banff Compound Road at Hawk Avenue intersection which would require an Route 3 rerouting pilot.

PREVIOUS COMMISSION DIRECTION/POLICY

Administration brought a report forward (#2015-05) at the March 2015 Commission meeting recommending a modification of Stop #111/03 (Rotary Park) from a full service stop to a 'drop off only' stop in an effort to improve travel time and schedule adherence for Route 3 travelling along Banff Avenue. This modification was unanimously approved. Contained within the report was a discussion point regarding the possibility of using the time saved altering stop #111/03 to provide a regional transit stop near the Banff Industrial area. Commission members were very interested in learning more about providing regional stop service to the Banff Industrial area, and instructed Administration to investigate and return to the Commission with findings.

In April of 2015 a report (#2015-09) was brought before the Commission to recommend:

- Rerouting of Route 3 from the Banff Ave entrance to the Norquay Road entrance.
- Removal of stop #111 (Rotary Park) from Route 3 service.
- Rerouting of Route 3 from Banff Ave to along the Banff Industrial Compound Road on it's way to the Trans-Canada Highway and on to Canmore.
- Addition of a transit stop at the intersection of Hawk Avenue and the Industrial Compound Road.

Result of Recommendations:

- The removal of stop #111 (Rotary Park) for Route 3 service was approved unanimously.
- The rerouting of Route 3 from Banff Avenue Exit to the Norquay Road Exit was approved unanimously, on the condition that the route change be reviewed after 6 months.
- The rerouting and the new stop location in the Banff Industrial compound area was defeated.

Report to the Bow Valley Regional Transit Services Commission

Report 2015 – 12 – Regional Route Rerouting Update – For Information

December 09, 2015

Administration Recommendation:

That the Commission:

- Accepts the provided findings and feedback concerning the Regional Route 3 rerouting trial and make the Regional Route 3 rerouting permanent.
- Approve the addition of a Route 3 stop to be located across from the Banff Rail Station on Elk Street in Banff.
- Approve the installation of a bus stop at the intersection of Hawk Avenue and Banff Compound Road, conditional on the successful completion of Parks Canada's environmental impact assessment.
- Approve the rerouting of Route 3 to the Banff Compound Road, conditional on the successful completion of Parks Canada's environmental impact assessment.

INVESTIGATION

Route 3 Rerouting

The Route 3 rerouting from Banff Avenue to Norquay Road was implemented May 01, 2015. As predicted, arrival times at the Banff High School stop #100 were 5-10 minutes earlier (depending on traffic conditions) than the previous routing. Needless stopping along Banff Ave while entering Banff was avoided, customer complaints about Route 3 buses not stopping for them (at non-Route 3 stops) stopped, and Banff Ave congestion during peak summer travel times was avoided.

Administration received one negative comment about the rerouting from a passenger via email. The passenger was under the impression that service to the north end of Banff Ave was no longer provided via Route 3. Once administration explained to the passenger that all passengers have the option of remaining on the bus to use stops located along the north end of Banff Ave, the passenger was satisfied.

Administration asked Roam transit drivers for their impression/comments on the Route 3 rerouting and they provided the following comments:

- I have had no complaints/ concerns when I have been driving, High School seems like a central location for being dropped off. Compound Stop has been mentioned when I have done Route 1!!
- During the AM shift, only about 3 or 4 riders at most stay on the bus and get off at stops 101 or 102 all day. No negative comments since early June.

Report to the Bow Valley Regional Transit Services Commission

Report 2015 – 12 – Regional Route Rerouting Update – For Information

December 09, 2015

- I personally like the rerouting to Norquay exit, it gets the passengers to the downtown stop quicker. The vast majority of the people using the regional bus want off at the high school stop anyway.
- The current Route 3 off Norquay Exit works fine. Besides saving approximately 3-4 mins, I find that about 75% of the riders get off at the High School, and the ones that choose to get off at either Fox St or the Inns are happy to.
- I agree. For the 2 or 3 times that I have driven route 3 with the Norquay exit in use it is far superior as it is quicker and not repetitive. As well the riders tell me they like it better!!
- Would you consider a stop at Fenlands?
- The new routing is much better not having to make stops all the way down Banff Ave.

Feedback from Roam drivers was overwhelmingly positive and supportive of the Route 3 rerouting.

IMPLICATIONS:

General

The rerouting of Route 3 over the past 6 months has proven successful with minimal impact to passengers and produced operational improvements with regards to schedule adherence and traffic congestion issues. Commercial rail traffic impacting service schedule at the Norquay Road crossing has been very minimal.

BUSINESS PLAN/ BUDGET IMPLICATIONS

None

RISKS

None

Additional Stop Recommendation – Banff Train Station

Administration has been approached a number of times in the past by the operators of the Banff Train Station, a significant Roam partner, to request a transit service stop.

Route 3 currently provides hourly service (soon to be 30 minute service during peak travel times) between Canmore and Banff, and Administration is of the opinion that including a transit stop at/near the Banff Train Station may provide opportunity for a small increase in ridership as well as the potential for a 'park and ride' service for the Town of Banff throughout the year, especially during busy summer months.

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Passengers boarding the Route 3 at the Banff Train Station stop could pay a \$2 local fee and obtain a local transfer to continue their trip in Banff (Gondola, Banff Springs Hotel, etc). Riders would also have to option of purchasing a regional fare to continue on to Canmore (Eg. Mineral Springs Hospital workers).

Understanding that this would provide a 'one-way' travel service to passengers boarding at the Banff Train Station stop, Administration is currently discussing with partners a potential rerouting of Route 4 to include service to the Banff Train Station. This could potentially allow summer passengers (Park and Ride) weekend service back to the Banff Train Station.



Potential Stop location circled in red.

IMPLICATIONS:

General

Providing an additional Regional Service stop across from the Banff Train Station is expected to allow for a slight increase in ridership from surrounding business and hospital, as well as a connection to downtown Banff and Banff Local transit service for bus/train station users. As well, the potential exists where this service could compliment a park and ride or satellite parking solution for the Town of Banff during the summer months.

Because this is a Regional Service allowing for a 'local' fare payment, administrative controls would need to put in place to properly allocate local fare revenues collected vs regional fares collected.

BUSINESS PLAN/ BUDGET IMPLICATIONS

Minimal impact to budget is expected as all that is required would be a stop pole and sign to be installed at the location identified above. Reprinting of current schedules and bus stop signage would be

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required, however schedule and signage reprinting will be required anyway as a result of the additional Regional Route 3 service approved by the Commission and its members.

RISKS

None

Additional Stop Recommendation – Hawk Avenue and Compound Road

Administration would like to revisit and recommend a 6 month pilot project to reroute Route 3 to the Compound Road in order to provide service to workers within Banff's Industrial Compound district.

Providing service to the Banff Industrial Compound has been requested many times by existing and potential riders through social media, and in person at our Customer Service Centre. By providing service to this area, Administration hopes to fill a service gap it believes exists in the delivery of public transit in Banff.

Administration is satisfied that the time it takes to serve the Banff Compound Road equals the same amount of time the bus already spends proceeding down Banff Avenue to the Trans-Canada. Essentially, if 2 buses departed the Banff High School at the same time, and one served the proposed Banff Industrial Compound stop, the 2 buses would meet at roughly the same spot on the Trans-Canada Highway heading to Canmore, with a delay in travel time of potentially 30 seconds.

Administration would like to point out, all savings in time are assuming that the rail crossings in Banff are free and clear as buses approach. This of course won't always be the case.

Administration contacted the Town of Banff Planning department to ask about the number of individuals employed within the compound area, but they had no official numbers on record to supply.

BUSINESS PLAN/ BUDGET IMPLICATIONS

Since Regional schedule changes have already been approved for existing Regional service in Banff, there is expected to be a minimal budget impact to implement this service. The additional kilometers driven with this rerouting is minimal and any impact to fuel costs is negligible.

It is expected that stop signage would be placed along the roadside near Hawk Avenue, and the suggestion of a transit shelter installation at some point has been discussed very briefly with the Town of Banff. The installation of some form of lighting would be expected to follow a successful pilot. A low cost alternative could be a standalone solar powered light (pictured below).

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Potential stop and pole installation location near Hawk Ave.



Vendor sample of solar light installation.

It should be noted that the addition of a transit stop along the Industrial access road near Hawk Avenue is outside the Banff town boundary and on Parks Canada land. This transit stop location scenario is the same as the existing stops located at the Upper Hot Springs, the Banff Gondola, the Cave and Basin, and the Tunnel Mountain Campground. Administration has been in contact with Parks Canada staff to discuss the potential of a stop installation at this location, and has been provided with a *Project Description Guiding Document* to be filled in and submitted if a decision to reroute Route 3 is made by the Commission. A general comment from Parks Canada is that *'if it's simply a pole in the ground with a sign, there shouldn't be a problem getting this approval in place...'*

A unique challenge with regards to fares would arise with passengers wishing to access a Banff Compound stop. All passengers boarding the regional Route 3 bus are required to pay the \$6.00 cash fare, or swipe a regional service Smart Card. Administration would need to investigate a creative solution to allow passengers to pay a local or perhaps a 'zone' fare or use a local pass to ride the Regional bus to access the Banff Compound stop. Transit operators would need to ensure that those

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paying a local or zone rate disembark at the Compound stop, and do not continue on to Canmore, avoiding the regional fare. Administration is confident it can come up with an effective solution to this challenge.

IMPLICATIONS:

General

The rerouting pilot of Regional Route 3 has enabled greater schedule adherence and earlier arrival times into Banff, while avoiding the congested Banff Avenue. This change has had minimal, if any negative impact on passenger service.

Because this is a Regional Service allowing for a 'local' fare payment and travel to the Banff compound area, administrative controls would need to put in place to properly allocate local fare revenues collected vs regional fares collected.

BUSINESS PLAN/ BUDGET IMPLICATIONS

None

RISKS

By rerouting Route 3, there would be 2 additional market and gated railway crossings that Route 3 drivers would be required to negotiate. Any time a rail crossing is introduced to a route, there may be a minor increase in risk of collision or delay. However Administration is confident the benefit to customers far outweighs the minor increase in risk.

Regional Bus Comparison

	<u>Vicinity Bus</u>	<u>Nova Bus</u>	
Length	30 feet	40 feet	
Seating	24 pax	36 pax	
Standees	20 pax	43 pax	
Wheelchair Accessible	Yes	Yes	
Cost	\$ 309,000	\$ 470,000	
Farebox etc...	\$ 40,000	\$ 40,000	
Midlife Refurbish		\$ 80,000	
Fuel Mileage (est.)	24 litres/100km	35 litres/100km	
Annual Fuel Savings	\$ 8,000	\$ -	Based on using for 50% of schedules
LifeCycle	12 Years	18 Years	
LifeCycle Cost	\$ 542,000	\$ 590,000	Estimating 2% increase per year, replacement of V would be \$384,000
Annual Amortization	\$ 29,167	\$ 32,778.00	
Engine	Cummins	Cummins	
Transmission	ZF	ZF or Allison	
Bike Racks	6	6	
Bike Trailer Capacity	Yes	No	Confirmed with Vicinity engineering however none have towed yet
Doors	2	2	