

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

BVRTSC Boardroom – 221 Beaver Street, Banff, AB.

AGENDA

September 12th, 2018 2:00-4:00pm

1. Call to Order
2. Approval of the Agenda
3. Minutes
 - Approval of the August 8, 2018 Regular Meeting Minutes (attached)
4. Old Business (including Standing Items)
 - a) CAO's Monthly Report
 - b) Bring Forward List of Pending Items
 - c) Transit Service Monthly Statistics (attached)
5. New Business
 - a) RFD – Ski Racks
 - b) NSL – Banff Centre Route
 - c) NSL – Regional Service Frequency
 - d) NSL – Banff (for information)
 - Banff Centre to Train Station 2019
 - Calgary Banff Summer Service 2019-2021
 - Intercept Shuttle Trial 2020
 - Regional Service Frequency
 - Route 2 Additional Service 2019
 - Electric Bus Upgrades
 - e) NSL - Canmore (for information)
 - Extended Service Hours
 - Fare Free
 - Weekday Frequency
 - Weekend Frequency
 - f) Presentation of 2019-2021 Proposed Operating Budget
 - g) Presentation of Proposed 10 Year Capital Budget
6. Adjournment

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

BVRTSC Boardroom – 221 Beaver Street, Banff, AB.

MINUTES

August 8, 2018 2:00-4:00pm

BOARD MEMBERS PRESENT

Davina Bernard, ID#9 – Chair
Brian Standish, Town of Banff
Vi Sandford, Town of Canmore
Dave Schebek, ID#9

BOARD MEMBERS ABSENT

Joanna McCallum, Town of Canmore
Chip Olver, Town of Banff

BVRTSC ADMINISTRATION PRESENT

Martin Bean, Chief Administrative Officer
Steve Nelson, Manager of Operations
Andrea Stuart, Controller

ADMINISTRATION PRESENT

Adrian Field, Town of Banff
Alex Kolesch, Parks Canada (Phoned In)
Jacob Johnson, Town of Canmore

ADMINISTRATION ABSENT

Danielle Morine, ID#9

1. Call to Order Davina Bernard calls meeting to order at 2:02PM
2. Approval of the Agenda

BVRTSC18-46

Davina moves to approve as presented.

CARRIED UNANIMOUSLY

3. Minutes

- Approval of the July 11, 2018 Regular Meeting Minutes (attached)

BVRTSC18-47 Davina moves to approve the July 2018 Minutes as presented.

CARRIED UNANIMOUSLY

4. Old Business (including Standing Items)

a) Bring Forward List of Pending Items

Fare Product Review:

- Request to add Fare Review study for entire Roam system looking at pricing, service area, and partner 'shares'.

b) CAO's Monthly Report

BVRTSC18-48 Davina Bernard makes a motion to ask administration to come back in November for fare review encompassing our entire system.

CARRIED UNANIMOUSLY

c) Transit Service Monthly Statistics (attached)

5. New Business

- a) 2nd Quarter Financial Results and KPIs
- b) Presentation of 2019-2021 Draft Operating Budget
- c) Presentation of 10 Year Capital Budget
- d) New Service Level Request – Dispatch Coordinator
Alex recommending a clarification/wording for the cost structure involving Parks and other services.

BVRTSC18-49 Davina Bernard moves to add the Dispatch Coordinator position as presented to the 2019 budget presentation in September.

CARRIED UNANIMOUSLY

e) New Service Level Request – HR

BVRTSC18-50 Davina Bernard moves to ask administration to add the HR new service level request as presented to the September budget.

CARRIED UNANIMOUSLY

- f) New Service Level Request – CB Regional Pass Discount

BVRTSC18-51 Davina Bernard moves to have administration add the regional discounted fares with 20% discount on 3-month Canmore/Banff Regional passes and a 25% discount on 6-month Banff-Canmore regional passes to the September budget.

CARRIED UNANIMOUSLY

- g) New Service Level Request – Regional Weekend Bus

BVRTSC18-52 Davina Bernard moves to direct Administration to continue the increased frequency on Canmore/Banff Regional service to further meet the needs of residents and visitors by increasing weekend and statutory holiday service during the summer months to allow for 30-minute frequency during the peak hours of approximately 10:30am to 6:30pm. This increase will be applicable beginning the May long weekend of 2019 and will follow the summer enhanced service dates of other Roam services.

CARRIED UNANIMOUSLY

- h) New Service Level Request – Route 2 Additional Hours
Provided for information only

6. Adjournment

BVRTSC18-53 Davina Bernard moves to adjourn the meeting at 4:07PM

CARRIED UNANIMOUSLY

Bow Valley Regional Transit Services Commission



CAO Report

CAO Update – September 2018

- **Financial:**

- Budget has been updated for discussion today.
- Ridership continues to be strong and revenues are up on local routes.

- **LL Regional Service:**

- Currently we are working through the planning phase for Lake Louise regional service to fully commence next May, with a limited service to begin this October utilizing one bus.
- The Lake Louise local service beginning October 9th will utilize the downtown transit hub and will operate 7 days per week. Stops in Lake Louise are planned to be at the Samson Mall and at the lower part of the Upper Lake Louise parking lot at the end nearest the Fairmont Hotel.
- Further to discussion last month regarding ticket vending machines (TVM's), this will be the subject of a review in 2019 to determine the feasibility of implementing these in our operations at a future date. With rapidly changing technology and the implementation of Token Transit, we are recommending not moving forward next year, pending further research.
- The article below is from Mass Transit Magazine, published online in late August:

BUS

Alberta's Bow Valley Regional Transit Places First Order for the All-New MCI D45 CRT LE



SOURCE: MOTOR COACH INDUSTRIES (MCI) AUG 27, 2018



[REQUEST MORE INFORMATION](#)

MCI announced that Banff-based Bow Valley Regional Transit Services Commission ordered four MCI D45 CRT LE Commuter Coaches.

Photo credit: MCI

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Motor Coach Industries has announced that Banff-based Bow Valley Regional Transit Services Commission ordered four MCI D45 CRT LE Commuter Coaches to serve its Roam public transit system expansion between the scenic towns of Banff and Lake Louise in the Bow Valley of Alberta's Rockies.

The MCI D45 CRT LE is the first-ever Commuter Coach bus design with a curb-level automated ramp at mid-coach that directs passengers into a low-entry vestibule with seating configured for riders using mobility devices including next-generation motorized wheelchairs. The rest of the 54-passenger coach features upper-level forward facing seating, WiFi, and electrical outlets to serve every passenger on growing distance ridership routes.

The four new MCI coaches will serve Roam's longest-distance route — a 45-minute commute — connecting the town of Banff and Lake Louise.

"One of our operational conditions is that our fleet has to be accessible -many of our passengers require accessibility assistance," said Steve Nelson, operations manager of the Bow Valley Transit Commission, formed in 2011. "We are unique as a regional transit agency because we provide public transit service both outside of and within Canada's oldest national park. We want to make sure anyone and everyone can board easily and equally. We are very impressed with the model's unique vestibule design, and happy that MCI was successful with the RFP."

When designing the D45 CRT LE, MCI engaged Designworks, a BMW Group Company and people with disabilities advocacy groups, creating a modern coach with revolutionary accessibility to improve passenger boarding and lower dwell time.

On these four coaches, scheduled for April 2019 delivery, Roam Transit is adding optional bike racks, and considering ski/snowboard racks during the winter season. The order will bring Roam Transit's fleet to 24 buses. In a tribute to the area's natural beauty, each bus will be wrapped with images of Rocky Mountain wildlife taken by local and notable photographers.

"We couldn't be more pleased that Roam Transit, so highly committed to accessibility, has chosen the D45 CRT LE to serve its longer-distance route," said Ian Smart, MCI president. "We respect their foresight as well as their success in getting people on board public transportation."



- **Banff Local Service:**

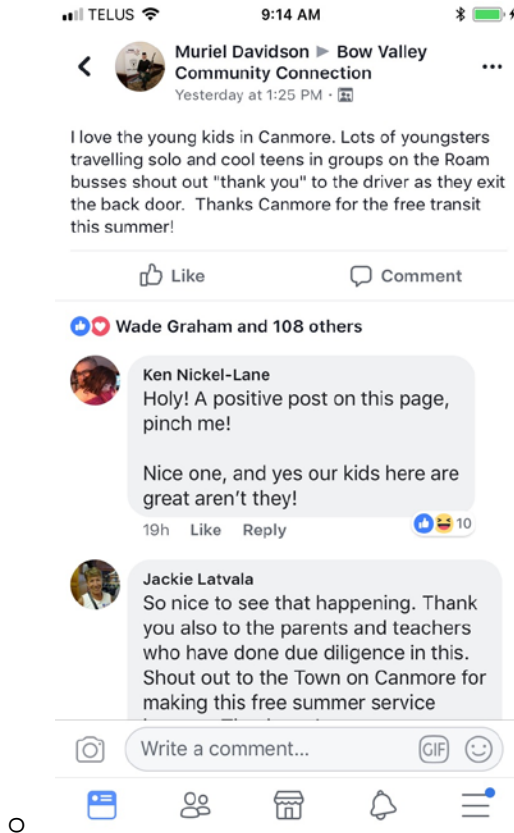
- Banff Centre service is scheduled to start on October 9th. This service will form a part of the Banff local service and allow for transfers between all local services and regional with the same parameters that are currently in place.
- Ridership continues to be high on all Banff local routes, with the most significant increases still being seen on Route 2 from Tunnel Mountain.

- **CB Regional Service:**

- Regional service continues to be strong with connections to Banff and Canmore local services being used extensively.
- Banff Centre service has been designed to regularly connect with the CB Regional service to allow riders to connect seamlessly and encourage the use of transit for both employees and visitors to the Centre.

- **Canmore Local Service:**

- Canmore local ridership has skyrocketed since the implementation of free transit on June 29th, with an average of 402 riders per day. In June, prior to the fare free transit trial, the average was 260 riders per day
- Positive feedback is being received on the fare free transit, as exemplified by the Facebook post below:



- **General:**

- Token Transit has been launched and is being received positively, both anecdotally and with pass purchases. 160 passes were sold in the first week of it being published to 59 unique users. The ease of use and reloading is anticipated to lead to increased purchases going forward.
- OnIt Service from Calgary is operating this summer, although ridership numbers are down in the early part of August, potentially due to smoke in the area affecting people's day trip destination choices.
- Roam has moved up significantly in our Trip Advisor ratings, now sitting at #5 of 91 "things to do in Banff"

Roam Public Transit Service

Improve This Listing

★★★★★ 359 Reviews

#5 of 91 things to do in Banff

Transportation, Mass Transportation Systems

📍 221 Beaver Street, Banff, Banff National Park, Alberta T1L 1A1, Canada

🕒 Open today: 9:30 a.m. - 5:15 p.m.

♡ Save ➦ Share

Review Highlights

"A brilliant bus service."

The local routes are excellent. We were able to use the number 1 route to get to and from our... [read more](#)



★★★★★ Reviewed yesterday
skilli15, Swadlincote, United Kingdom

"Great"

This is a great way to get around in Banff. we did not have a car and it was free for us if we... [read more](#)



★★★★★ Reviewed 3 days ago
Marian B, Liverpool, United Kingdom

[Read all 359 reviews](#)



📷 All photos (15)

Bow Valley *R*egional Transit Services Commission



Bring Forward List

BRING FORWARD LIST OF ITEMS PENDING (as of September 2018)

ITEM	Date Initiated	Pending Date	Comments:
BVRTSC18-17 Davina Bernard moves that administration return a report by August meeting reviewing major mechanical upgrades scheduled to understand if they should be done earlier based on current mileage/usage.	April 2018	August 2018	Would like to move to October 2018. Have been in contact with Banff Maintenance to provide input
BVRTSC18-48 Davina Bernard makes a motion to ask administration to come back in November for fare review encompassing our entire system.	August 2018	November 2018	To be completed in October and presented in November
BVRTSC17-32 Review of success for child/youth pass and discuss any changes that should be implemented	September 2017	September 2018	Recommend moving to November to coincide with fare review.

Bow Valley Regional Transit Services Commission

Ridership and Revenue Statistics



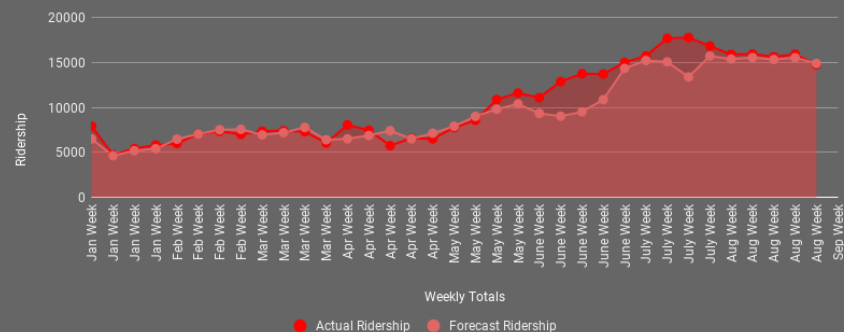
Month	Type	Banff Local	Canmore Local	Regional
August	Bikes	346	415	1282
	Strollers	315	99	59

Observations:

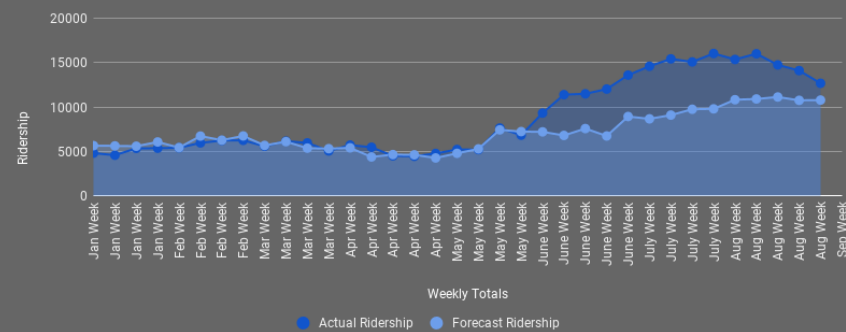
August Observations:

- Banff Local Routes combined up 36% over August 2017.
 - 18% increase on Route 1 ridership over August 2017.
 - ~13K complimentary campground trips on Route 2 and 58% ridership increase.
- Route 3 August ridership up 22% compared to August 2017.
 - Regional July revenue bump up compared to June 2017 - ~19%.
- Route 5 July ridership up 124% compared to August 2017 - 2nd full month of complimentary service.
 - *Route 5 carried more passengers in August '18 than Route 3 in August '17.
- Summer Route 4 – Big increase in ridership over August 2017 – 110%. Seven day a week service this August.
- Summer Route 6 – Solid ridership of ~13,000.
 - Down 24% compared to August 2017's complimentary service.

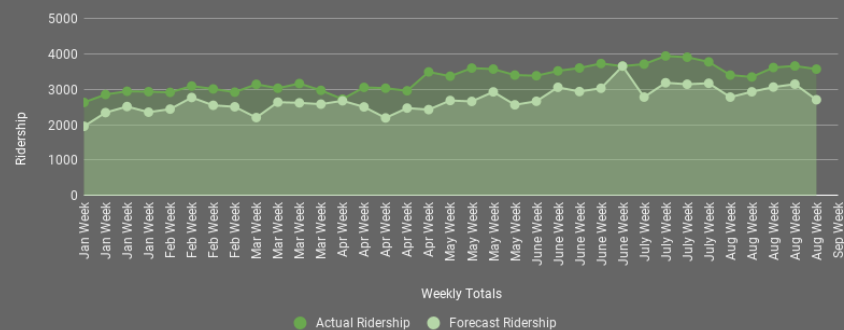
Roam Route 1 Weekly Ridership Totals 2018- Actual vs. Forecast



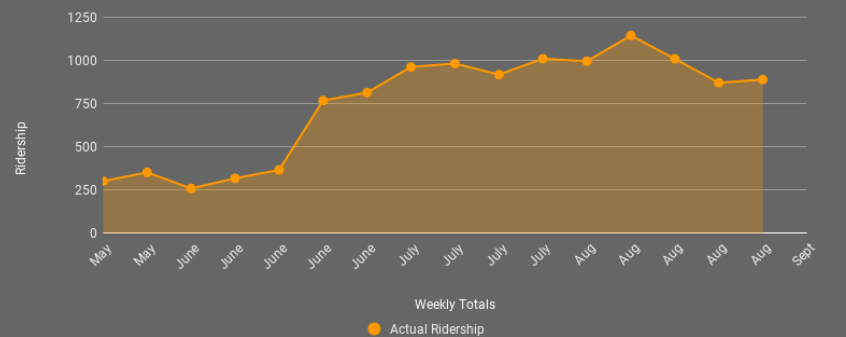
Roam Route 2 Weekly Ridership Totals 2018 - Actual vs. Forecast



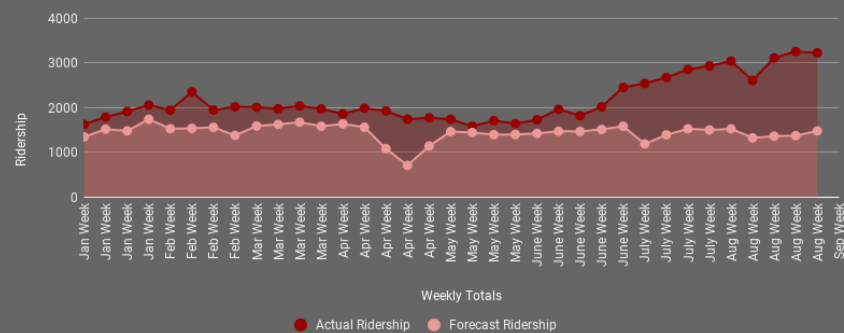
Roam Route 3 Weekly Ridership Totals 2018 - Actual vs. Forecast



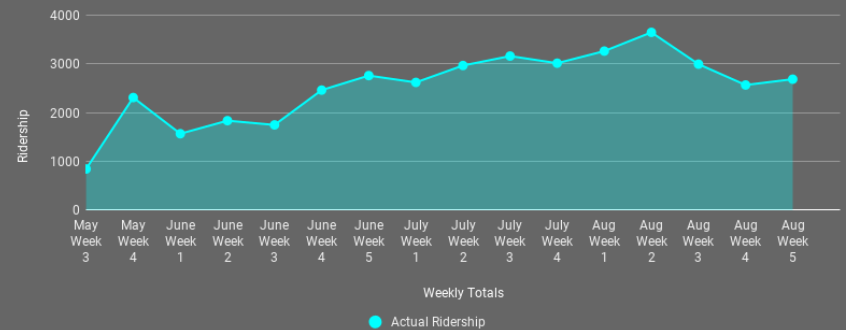
Roam Route 4 Weekly Ridership Totals 2018 - Actuals



Roam Route 5 Weekly Ridership Totals 2018 - Actuals



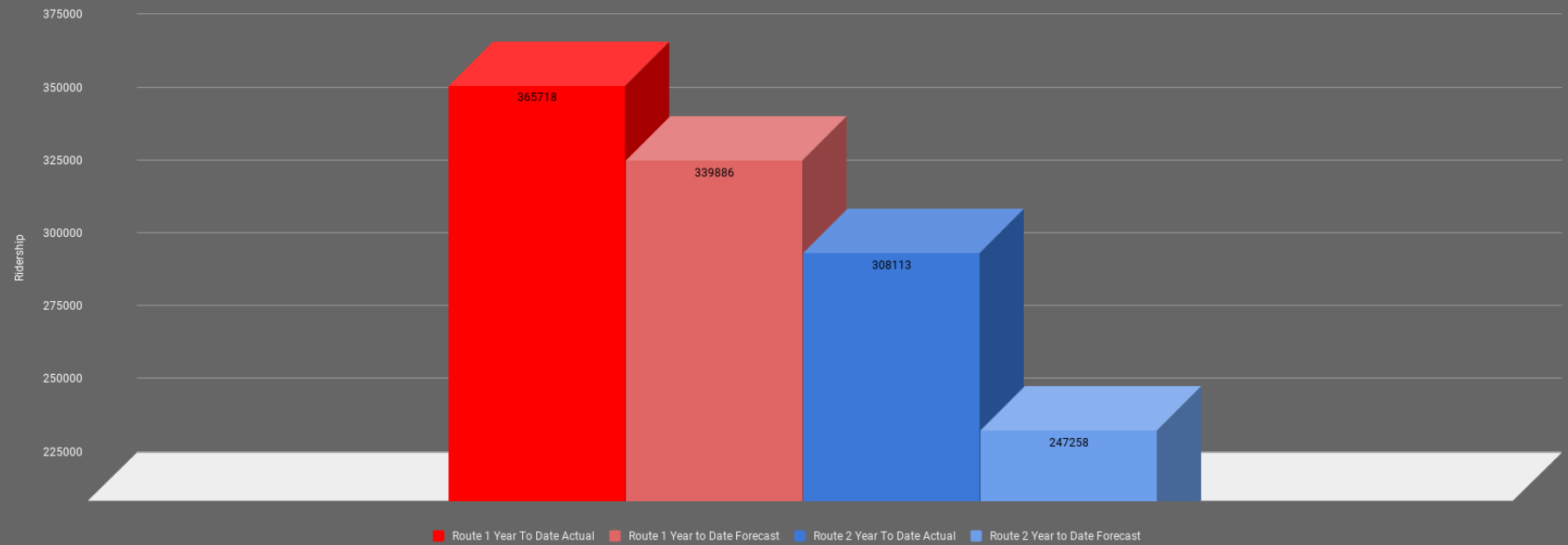
Roam Route 6 Weekly Ridership Totals 2018- Actuals



On-it Weekly Ridership Totals 2018- Actuals



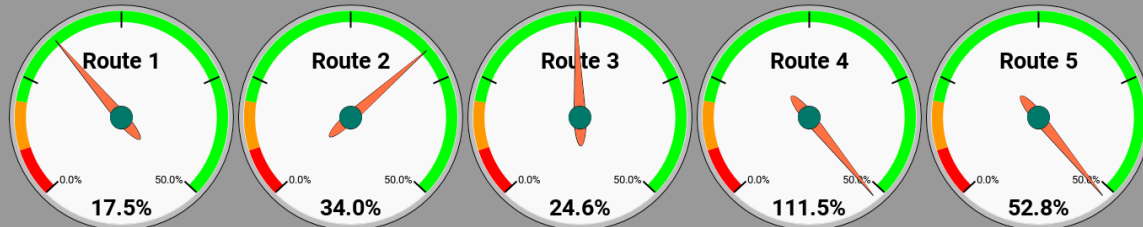
Banff Local Route Ridership Comparison - Running Total by Week - Actual vs. Forecast



	Route 1 (Sulphur/Banff Ave)				Route 2 (Tunnel Mtn/Banff Springs Hotel)				Route 4 (Cave and Basin)				Banff Local Transit Totals	Banff Local Transit Totals	Banff Local Transit Totals	Banff Local Transit Totals	Banff Local Transit Totals
Month	RT1 2016	RT1 2017	RT1 2018	% Change	RT2 2016	RT2 2017	RT2 2018	% Change	2016	2017	2018	% Change	2015	2016	2017	2018	2018
January	19,391	23,567	26,302	11.6%	22,261	24,429	22,257	-8.9%					41,973	41,652	48,343	48,559	0.4%
February	20,973	27,697	27,800	0.4%	22,446	24,820	23,662	-4.7%					41,240	43,419	52,517	51,462	-2.0%
March	24,034	31,830	32,424	1.9%	23,928	24,474	25,551	4.4%					46,484	47,962	56,304	57,975	3.0%
April	18,226	29,233	28,441	-2.7%	16,355	18,736	20,632	10.1%	0	296			37,483	34,581	47,953	49,073	2.3%
May	30,882	38,054	44,114	15.9%	22,549	25,146	28,773	14.4%	331	388	655	68.8%	52,462	53,762	64,807	73,542	13.5%
June	37,896	42,032	57,945	37.9%	26,196	29,851	50,499	69.2%	586	1,073	2,369	120.8%	64,295	64,678	72,956	110,813	51.9%
July	50,540	56,676	75,168	32.6%	31,655	38,958	68,439	75.7%	951	2,005	4,342	116.6%	79,171	83,146	97,639	147,949	51.5%
August	52,621	58,460	69,322	18.6%	32,553	40,767	64,538	58.3%	830	2,057	4,316	109.8%	81,401	86,004	101,284	138,176	36.4%
September	37,009	0			24,406	0			676				60,204	62,091		73,534	0
October	24,252	0			15,358	0			527				35,371	39,610	#REF!	0	0
November	20,240	0			17,004	0							33,785	37,244		38,513	0
December	27,465	0			23,551	0							44,156	51,016		52,818	0
YTD	363,529	307,549	361,516	17.5%	278,262	227,181	304,351	34.0%	3,374	6,346	11,682	111.5%	618,025	641,791	#REF!	677,549	25.2%

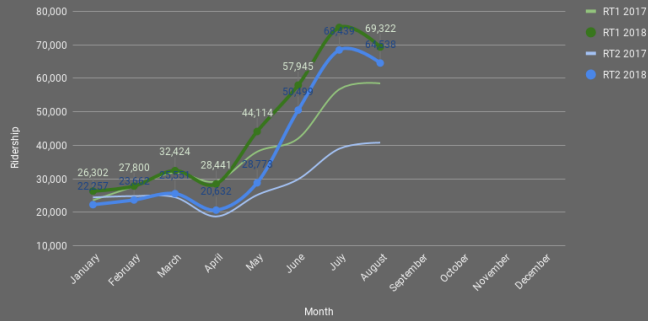
	Route 3 (CB Regional)				Route 5 (Canmore Local)				Route 6 (Minnewanka)			On-It (Calgary Regional)		
Month	2016	2017	2018	% Change	2016	2017	2018	% Change	2017	2018	% Change	2017	2018	% Change
January	8,502	9,892	12,770	29.1%		6,551	8,392	28.1%						
February	8,081	10,182	12,011	18.0%		5,864	8,264	40.9%						
March	8,137	11,435	13,257	15.9%		7,206	8,753	21.5%						
April	7,911	9,942	13,296	33.7%		4,803	7,876	64.0%						
May	9,753	11,841	15,529	31.1%		6,225	7,454	19.7%	4,023	3,882	-3.5%	0	1,018	
June	10,831	12,690	15,329	20.8%		6,414	8,453	31.8%	9,058	8,795	-2.9%	1,197	2,120	77.1%
July	11,513	13,258	16,840	27.0%		6,088	12,349	102.8%	15,975	13,793	-13.7%	4,198	3,746	-10.8%
August	11,089	12,760	15,595	22.2%		6,164	13,800	123.9%	17,192	12,980	-24.50%	5,519	3,502	-36.5%
September	9,720	0					0							
October	9,881	0					0							
November	11,164	0			8,570		0							
December	9,999	0			7,597		0							
YTD	116,581	92,000	114,627	24.6%	16,167	49,315	75,341	52.8%	46,248	39,450	-14.7%	10,914	10,386	-4.8%

Year to Date % Ridership Change - Comparing 2018 to 2017

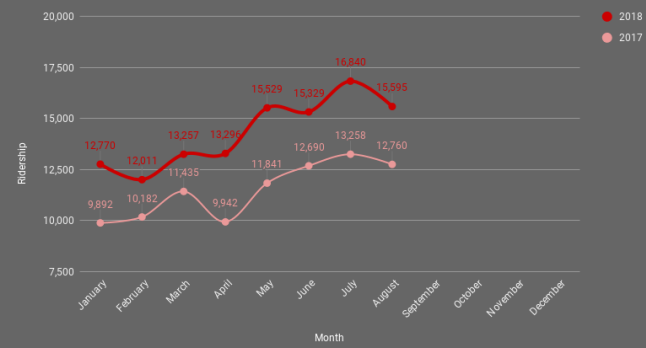


Banff Local Routes 1 and 2 Ridership Comparison

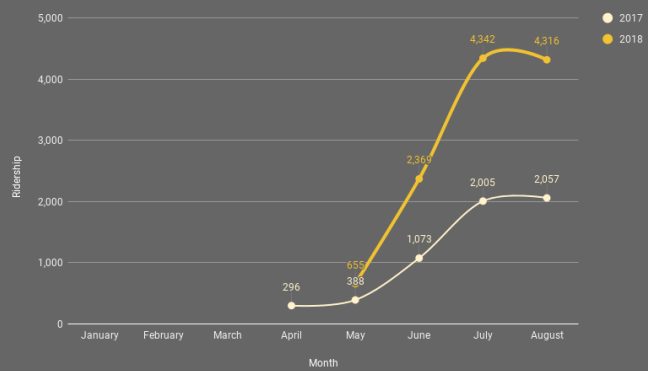
Comparing 2016 to 2017



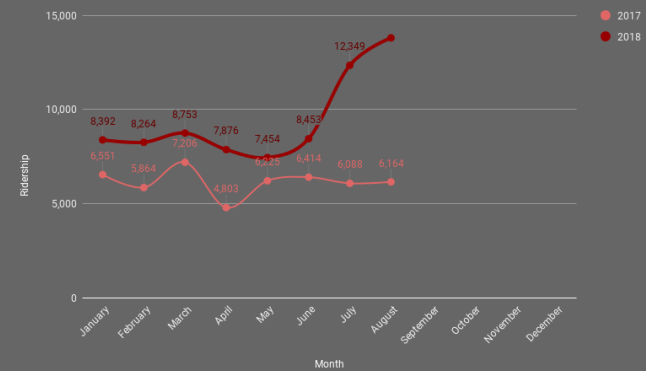
Regional Route 3 Ridership



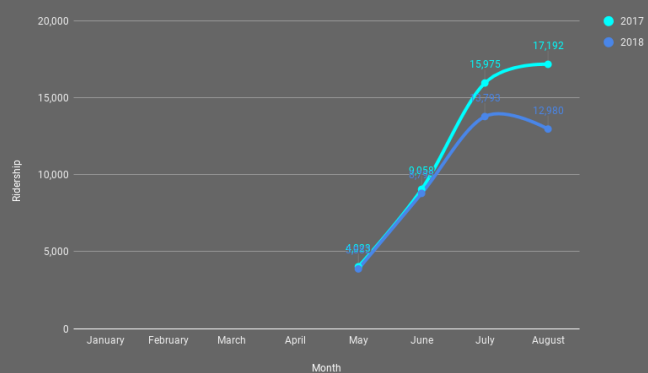
Banff Local Route 4 Ridership



Canmore Local Route 5 Ridership



Minnewanka Route 6 Ridership



BANFF LOCAL TRANSIT REVENUE BREAKDOWN

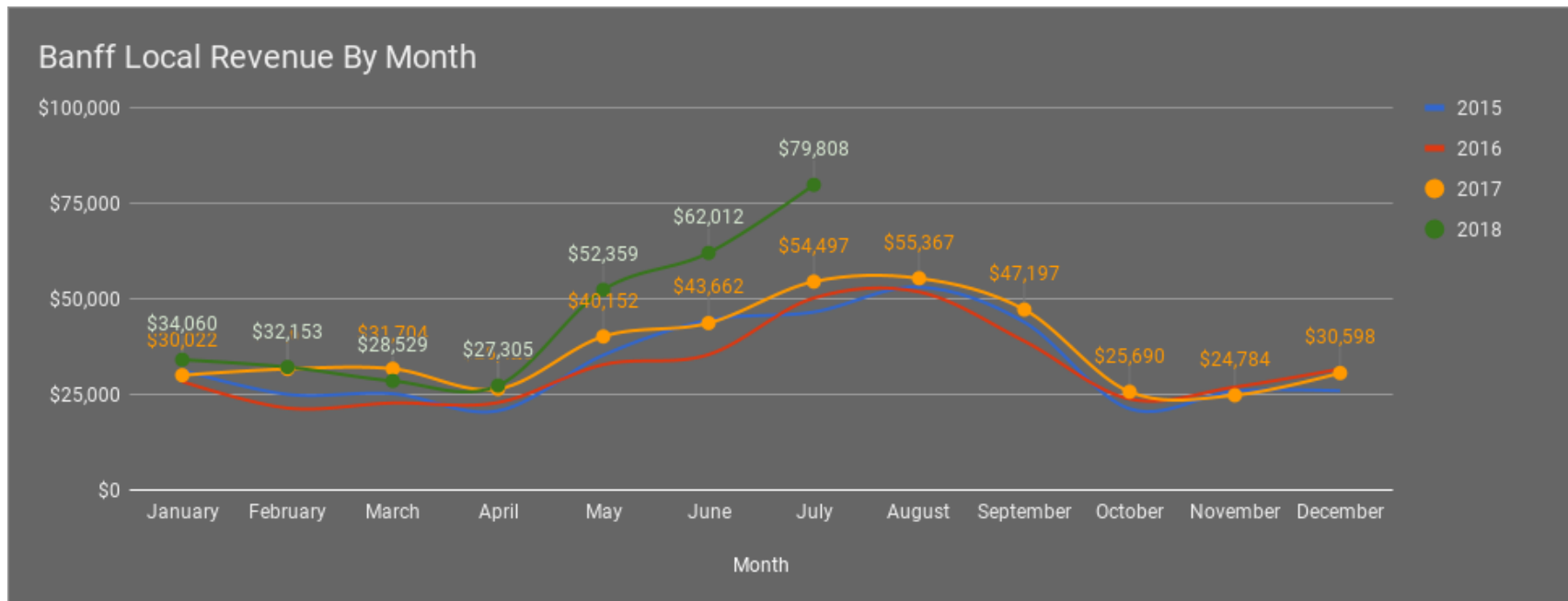
2018 Actual

Month	Fares	Passes	Other	Total	Budget	% Change from 2017 to 2018
January	\$26,116	\$7,944		\$34,060	\$36,443.00	13.45%
February	\$27,287	\$4,866		\$32,153	\$33,011.00	1.57%
March	\$24,883	\$3,646		\$28,529	\$36,443.00	-10.01%
April	\$25,043	\$2,262		\$27,305	\$35,131.00	3.33%
May	\$44,265	\$8,094		\$52,359	\$36,443.00	30.40%
June	\$58,727	\$3,285		\$62,012	\$44,246.00	42.03%
July	\$76,428	\$3,380		\$79,808	\$75,603.00	46.44%
August				\$0	\$75,603.00	
September				\$0	\$48,551.00	
October				\$0	\$36,443.00	
November				\$0	\$35,151.00	
December				\$0	\$36,702.00	
Totals:	\$282,749	\$33,477	\$0	\$316,226	\$529,770	

2017 Actual

Month	Fares	Passes	Other	Total	Budget
January	\$25,948	\$4,074	\$0	\$30,022	\$28,450.00
February	\$26,579	\$5,078	\$0	\$31,657	\$28,450.00
March	\$27,064	\$4,640	\$0	\$31,704	\$28,450.00
April	\$24,413	\$2,012	\$0	\$26,425	\$33,450.00
May	\$37,695	\$2,457	\$0	\$40,152	\$33,450.00
June	\$38,890	\$4,772	\$0	\$43,662	\$33,450.00
July	\$53,179	\$1,318	\$0	\$54,497	\$38,450.00
August	\$53,395	\$1,972	\$0	\$55,367	\$38,450.00
September	\$41,805	\$5,392	\$0	\$47,197	\$38,450.00
October	\$24,275	\$1,415	\$0	\$25,690	\$33,450.00
November	\$19,296	\$5,488	\$0	\$24,784	\$33,450.00
December	\$27,772	\$2,826	\$0	\$30,598	\$33,450.00
Totals:	\$400,311	\$41,444	\$0	\$441,755	\$401,400

BANFF LOCAL REVENUES									
Month	2015	2016	2017	2018	2017 Running Total	2018 Running Total	Running Total Difference	2017 to 2018 Monthly Difference	2017 to 2018 Monthly % Difference
January	\$31,352	\$28,378	\$30,022	\$34,060	\$30,022	\$34,060	\$4,038	\$4,038	11.9%
February	\$25,006	\$21,417	\$31,657	\$32,153	\$61,679	\$66,213	\$4,534	\$496	1.5%
March	\$25,175	\$22,757	\$31,704	\$28,529	\$93,383	\$94,742	\$1,359	-\$3,175	-11.1%
April	\$20,711	\$22,872	\$26,425	\$27,305	\$119,808	\$122,047	\$2,239	\$880	3.2%
May	\$35,268	\$32,790	\$40,152	\$52,359	\$159,960	\$174,406	\$14,446	\$12,207	23.3%
June	\$44,419	\$35,412	\$43,662	\$62,012	\$203,622	\$236,418	\$32,796	\$18,350	29.6%
July	\$46,553	\$50,207	\$54,497	\$79,808	\$258,119	\$316,226	\$58,107	\$25,311	31.7%
August	\$53,075	\$51,812	\$55,367		\$313,486				
September	\$43,912	\$38,938	\$47,197		\$360,683				
October	\$21,253	\$23,802	\$25,690		\$386,373				
November	\$25,892	\$26,920	\$24,784		\$411,157				
December	\$25,939	\$31,650	\$30,598		\$441,755				
Grand Total:	\$398,555	\$386,955	\$441,755	\$316,226	\$441,755	\$316,226			



CANMORE LOCAL TRANSIT REVENUE BREAKDOWN

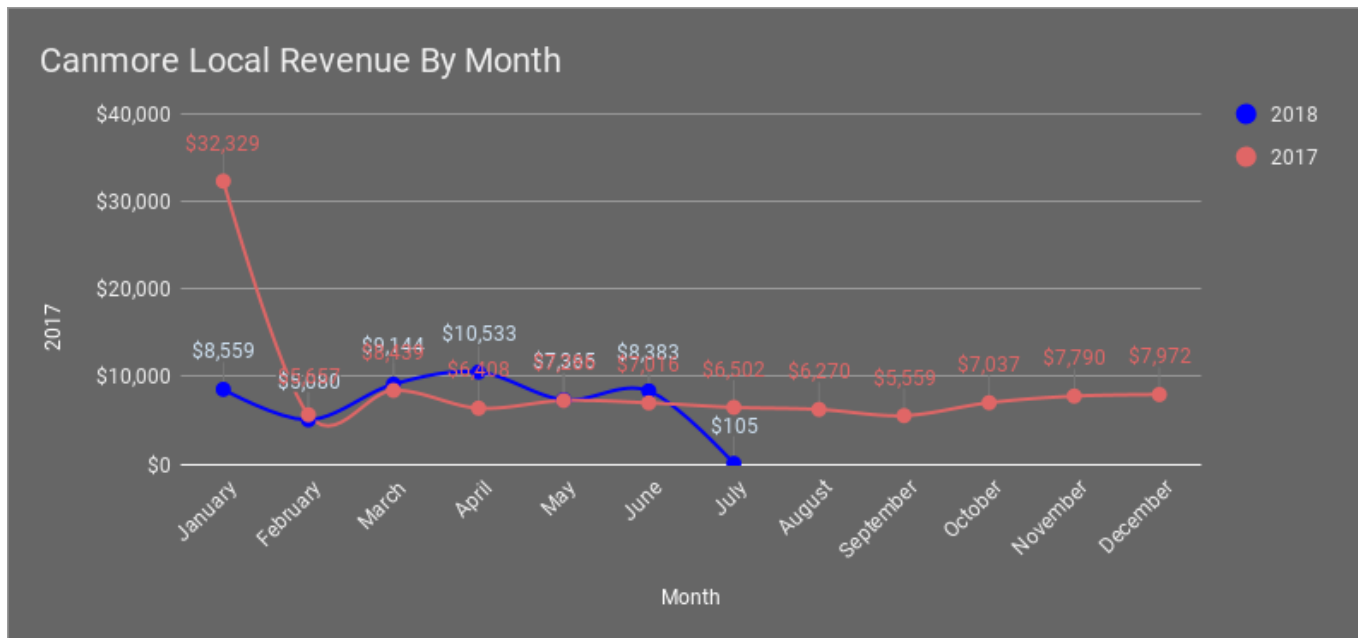
2018 Actual

Month	Fares	Passes	Other	Total	Budget	% Change from 2017 to 2018
January	\$5,495	\$3,064		\$8,559	\$13,750.00	-73.53%
February	\$4,444	\$636		\$5,080	\$13,750.00	-10.20%
March	\$5,687	\$3,457		\$9,144	\$13,750.00	8.35%
April	\$5,334	\$5,199		\$10,533	\$13,750.00	64.37%
May	\$4,943	\$2,422		\$7,365	\$13,750.00	1.08%
June	\$5,992	\$2,391		\$8,383	\$13,750.00	19.48%
July	\$3	\$102		\$105	\$13,750.00	
August	\$0	\$0		\$0	\$13,750.00	
September				\$0	\$13,750.00	
October				\$0	\$13,750.00	
November				\$0	\$13,750.00	
December				\$0	\$13,750.00	
Totals:	\$31,898	\$17,271	\$0	\$49,169	\$165,000	

2017 Actual

Month	Fares	Passes	Other	Total	Budget	
January	\$6,173	\$26,156	0	\$32,329	\$10,000	*Includes Service Start up Vendor Pass Sales Dec 2016
February	\$4,812	\$845	0	\$5,657	\$10,000	
March	\$5,653	\$2,786	0	\$8,439	\$12,000	
April	\$3,905	\$2,503	0	\$6,408	\$12,000	
May	\$5,162	\$2,124	0	\$7,286	\$15,000	
June	\$5,092	\$1,924	0	\$7,016	\$20,000	
July	\$4,691	\$1,811	0	\$6,502	\$24,000	
August	\$4,857	\$1,413	0	\$6,270	\$25,000	
September	\$4,333	\$1,226	0	\$5,559	\$22,000	
October	\$4,189	\$2,848	0	\$7,037	\$18,000	
November	\$5,487	\$2,303	0	\$7,790	\$16,000	
December	\$4,973	\$2,999	0	\$7,972	\$12,000	
Totals:	\$59,327	\$48,938	0	\$108,265	\$196,000	

CANMORE LOCAL REVENUES							
Month	2017	2018	2017 Running Total	2018 Running Total	Running Total Difference	2017 to 2018 Monthly Difference	2017 to 2018 Monthly % Difference
January	\$32,329	\$8,559	\$32,329	\$8,559	-\$23,770	-\$23,770	-277.7%
February	\$5,657	\$5,080	\$37,986	\$13,639	-\$24,347	-\$577	-11.4%
March	\$8,439	\$9,144	\$46,425	\$22,783	-\$23,642	\$705	7.7%
April	\$6,408	\$10,533	\$52,833	\$33,316	-\$19,517	\$4,125	39.2%
May	\$7,286	\$7,365	\$60,119	\$40,681	-\$19,438	\$79	1.1%
June	\$7,016	\$8,383	\$67,135	\$49,064	-\$18,071	\$1,367	16.3%
July	\$6,502	\$105	\$73,637	\$49,169	-\$24,468	-\$6,397	-6092.4%
August	\$6,270		\$79,907				
September	\$5,559		\$85,466				
October	\$7,037		\$92,503				
November	\$7,790		\$100,293				
December	\$7,972		\$108,265				
Grand Total:	\$0	\$49,169	\$108,265				



CANMORE/BANFF REGIONAL TRANSIT REVENUE BREAKDOWN

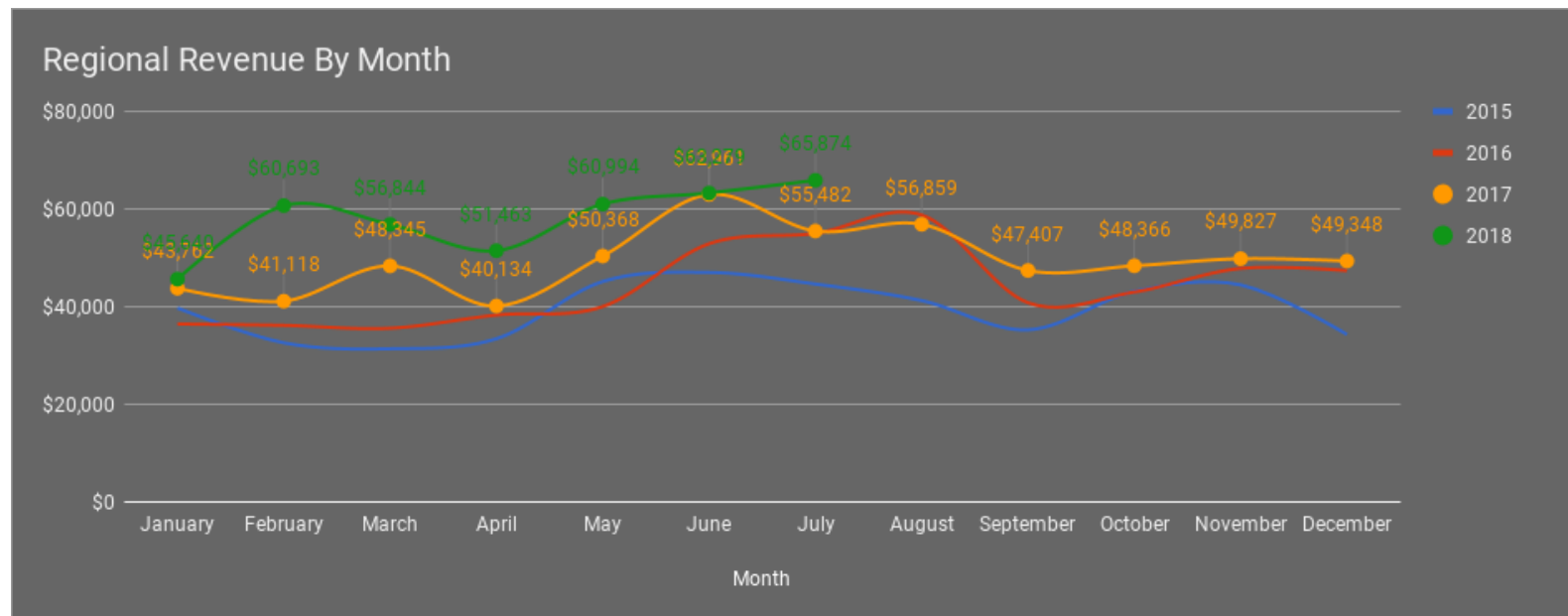
2018 Actual

Month	Fares	Passes	Other	Total	Budget	% Change from 2017 to 2018
January	\$30,111	\$15,529		\$45,640	\$47,756	4.29%
February	\$30,467	\$30,226		\$60,693	\$47,756	47.61%
March	\$32,856	\$23,988		\$56,844	\$47,756	17.58%
April	\$32,408	\$19,055		\$51,463	\$47,756	28.23%
May	\$41,814	\$19,180		\$60,994	\$47,756	21.10%
June	\$42,326	\$20,953		\$63,279	\$47,756	0.51%
July	\$52,171	\$13,703		\$65,874	\$47,756	18.73%
August				\$0	\$47,756	
September				\$0	\$47,756	
October				\$0	\$47,756	
November				\$0	\$47,756	
December				\$0	\$47,752	
Totals:	\$262,153	\$142,634	\$0	\$404,787	\$573,068	

2017 Actual

Month	Fares	Passes	Other	Total	Budget
January	\$27,058	\$16,704	\$0	\$43,762	\$32,567
February	\$28,782	\$12,336	\$0	\$41,118	\$32,567
March	\$31,087	\$17,258	\$0	\$48,345	\$32,567
April	\$28,564	\$11,570	\$0	\$40,134	\$37,567
May	\$36,208	\$14,160	\$0	\$50,368	\$37,567
June	\$41,044	\$21,917	\$0	\$62,961	\$37,567
July	\$44,256	\$11,226	\$0	\$55,482	\$42,567
August	\$41,387	\$15,472	\$0	\$56,859	\$42,567
September	\$34,728	\$12,679	\$0	\$47,407	\$42,567
October	\$33,727	\$14,639	\$0	\$48,366	\$37,567
November	\$33,304	\$16,523	\$0	\$49,827	\$37,567
December	\$31,818	\$17,530	\$0	\$49,348	\$37,567
Totals:	\$411,963	\$182,014	\$0	\$593,977	\$450,800

REGIONAL REVENUE									
Month	2015	2016	2017	2018	2017 Running Total	2018 Running Total	Running Total Difference	2017 to 2018 Monthly Comparison	2017 to 2018 Monthly % Difference
January	\$39,725	\$36,444	\$43,762	\$45,640	\$43,762	\$45,640	\$1,878	\$1,878	4.3%
February	\$32,590	\$36,166	\$41,118	\$60,693	\$84,880	\$106,333	\$21,453	\$19,575	47.6%
March	\$31,375	\$35,579	\$48,345	\$56,844	\$133,225	\$163,177	\$29,952	\$8,499	17.6%
April	\$33,430	\$38,277	\$40,134	\$51,463	\$173,359	\$214,640	\$41,281	\$11,329	28.2%
May	\$45,147	\$40,017	\$50,368	\$60,994	\$223,727	\$275,634	\$51,907	\$10,626	21.1%
June	\$47,013	\$52,881	\$62,961	\$63,279	\$286,688	\$338,913	\$52,225	\$318	0.5%
July	\$44,636	\$55,007	\$55,482	\$65,874	\$342,170	\$404,787	\$62,617	\$10,392	18.7%
August	\$41,241	\$58,764	\$56,859		\$399,029				
September	\$35,253	\$40,801	\$47,407		\$446,436				
October	\$43,129	\$42,992	\$48,366		\$494,802				
November	\$44,467	\$47,838	\$49,827		\$544,629				
December	\$34,301	\$47,383	\$49,348		\$593,977				
Grand Total:	\$472,307	\$532,149	\$593,977	\$404,787	\$593,977	\$809,574			



Bow Valley *R*egional Transit Services Commission



New Business

- Request For Decision - Interior Ski Racks
- New Service Level Requests
- Budget Items

Request for Decision

Submitted By: Steve Nelson

Date of Summary: August 29th, 2018

Title of Initiative: Purchase/Installation of ski racks for Regional buses.

Objective

The purchase of interior ski racks for the Banff-Canmore Regional service to ensure a safe and comfortable bus environment for all passengers during the winter ski season.

Administration Recommendation

That the Commission authorizes Administration to purchase interior ski racks for use on the Banff/Canmore and Banff/Lake Louise Regional buses and move \$13,500 from the 2019 Canmore/Banff Regional Capital Refurbishment budget line item to the 2018 budget for the purchase of the Banff/Canmore Regional racks and use \$9,000 from the ID#9 deferred Capital Contributions for the Banff/Lake Louise Regional buses.

Summary

The Bow Valley is home to some of the best Nordic and downhill skiing/snowboarding opportunities in the world and as such, we allow passengers with skis or snowboards to board any Roam bus.

For all routes, drivers ask passengers to be sure to hold onto their skis as they board so as to be sure that the skis do not impede other passengers, create tripping hazards, or fall and injure other passengers.

For local routes in Banff and Canmore, most passengers abide by this request as their trips are typically quite short – approximately 15 mins to their destination.

For our regional route, often passengers disregard driver requests and end up laying skis on the ground, against the walls of the bus, or sometimes in the luggage compartment above other passengers. We have had reports of skis sliding from the wall and hitting passengers, as well as skis with snow on them placed in the luggage racks melting/dripping on other passengers.

In an effort to make travel on our regional routes as safe and comfortable for all passengers, Administration is recommending the installation of ski racks in our regional buses (Banff/Canmore and Banff/Lake Louise). This will reduce tripping hazards, ensure the aisle is kept clear at all times, remove falling ski hazards, and remove the instances of melting of snow on other passengers.

Internal ski racks have been in place in other ski destination towns such as Salt Lake City, and Administration is recommending the same style of ski rack be used on Roam buses. Some minor customizations will be recommended based on the designed features in the images below.



Ski/Snowboard racks in Salt Lake City Transit Bus.



Costs and Resources to Implement

The racks would be secured to the floor of the bus and installed by Town of Banff mechanics to be sure safe/secure installation. Time and labour costs to remove bike racks and install ski racks is expected to be approximately 3 hours per bus.

Resources Required to Maintain

Some minor additional mechanic resources may be needed to ensure proper operation of the doors/latches on each rack.

Risk Management

Typically, most local service passengers hold onto their skis for short duration trips. Some customers boarding our regional route between Canmore and Banff have been known to lay their skis/snowboards either on the floor of the bus, against the bus wall, or up on the luggage racks provided.

This can cause tripping hazards, falling skis striking passengers, as well as the melting of snow and dripping on other passengers.

By securely containing skis and snowboards on our regional route, we help to ensure safety and comfort for all riders and to reduce risk of injury.

Financial Impact

In 2019 we have \$80,000 in approved capital budget spending set aside for each of the original Canmore/Banff Regional buses - a total \$160,000. To pay for these ski racks, Administration proposes to move \$13,500 from the 2019 Canmore/Banff Regional bus refurbishment budget line item to 2018.

As part of the BVRTSC operating bylaws, ID#9 has contributed \$40,000 in Capital Requisitions since the inception of the Commission. A portion of these requisitions has been to fund replacement of Commission assets but there is no explicit defined use for the remainder of the funds. Currently there is about \$100K in ID#9 deferred capital contributions that are not restricted to Commission asset replacement.

Sponsorship of each rack door will be investigated with the option for each local ski hill to consider permanently advertise their company/hill logo on each rack stall etched into the front door of each bay. This sponsorship has potential to reduce or offset the cost of each rack to the Commission.

Next Steps

If this request is approved, Administration would give the go-ahead to the manufacturer of the rack system to start building them with the intention of having delivery and installation in November 2018.

Estimated Delivery Date

Delivery of the racks are expected to be 3-6 weeks from time of order.

Commission Strategic Priority? Yes/No

Strategic Direction from Banff “*Encourage the integration of local and regional transportation of people and goods.*”

Commission mission statement “*Operate, enhance and grow our regional transit system through innovative transportation solutions, to ensure that residents and visitors are able to live, work and play in the Bow Valley without the use of a private vehicle.*”

Bow Valley *Regional* Transit Services Commission



New Service Level Requests (Put Forward Since August Meeting)

Commission

1. Banff Centre Route
2. Regional Service Increase

Banff

1. Banff Centre to Train Station 2019
2. Calgary Banff Summer Service 2019-2021
3. Intercept Shuttle Trial 2020
4. Regional Service Frequency
5. Route 2 Additional Service 2019
6. Electric Bus Upgrades

Canmore

1. Extended Service Hours
2. Fare Free
3. Weekday Frequency
4. Weekend Frequency

Report to the Bow Valley Regional Transit Services Commission

Report 2018-09.01 Banff Centre Route

August 21, 2018

SUMMARY/ ISSUE

In 2017, the BVRTSC conducted a Banff Local Route Service Review to determine Route efficiency and effectiveness. The consultant, Dillon Consulting, recognized through stakeholder and resident feedback, that the Banff Centre is an area recommended for expansion of the Roam service.

PREVIOUS COMMISSION DIRECTION/POLICY

This is a new service and there has been no prior precedent set.

Administration Recommendation:

That the Commission:

- Direct Administration to add the attached budget for the new Banff Centre route to the 2019 BVRTSC operating budget.

INVESTIGATION

The Commission has previously approved furthering discussions to enter into a contract with the Banff Centre to provide service to and from their facility. Negotiations have been finalized and the service is set to begin on October 9th, 2019 and run until December 31st, 2019 with an extension anticipated for future years.

IMPLICATIONS:

General

It is expected that an offering of a route to and from the Banff Centre will increase the ridership on other Roam services, including Canmore Banff Regional as it is designed to effectively connect with existing Roam services. This route further connects all areas of Banff via transit and follows the strategic goal of connecting the Bow Valley, allowing travel without the use of private automobiles.

Report to the Bow Valley Regional Transit Services Commission

Report 2018-09.01 Banff Centre Route

August 21, 2018

BUSINESS PLAN/ BUDGET IMPLICATIONS

The program at this point is fully funded by the Banff Centre and by ridership, therefore the impact to the overall budget will be minimal. Ridership increases on other routes may have a small positive impact on revenues for the Commission.

BRAND IMPACT:

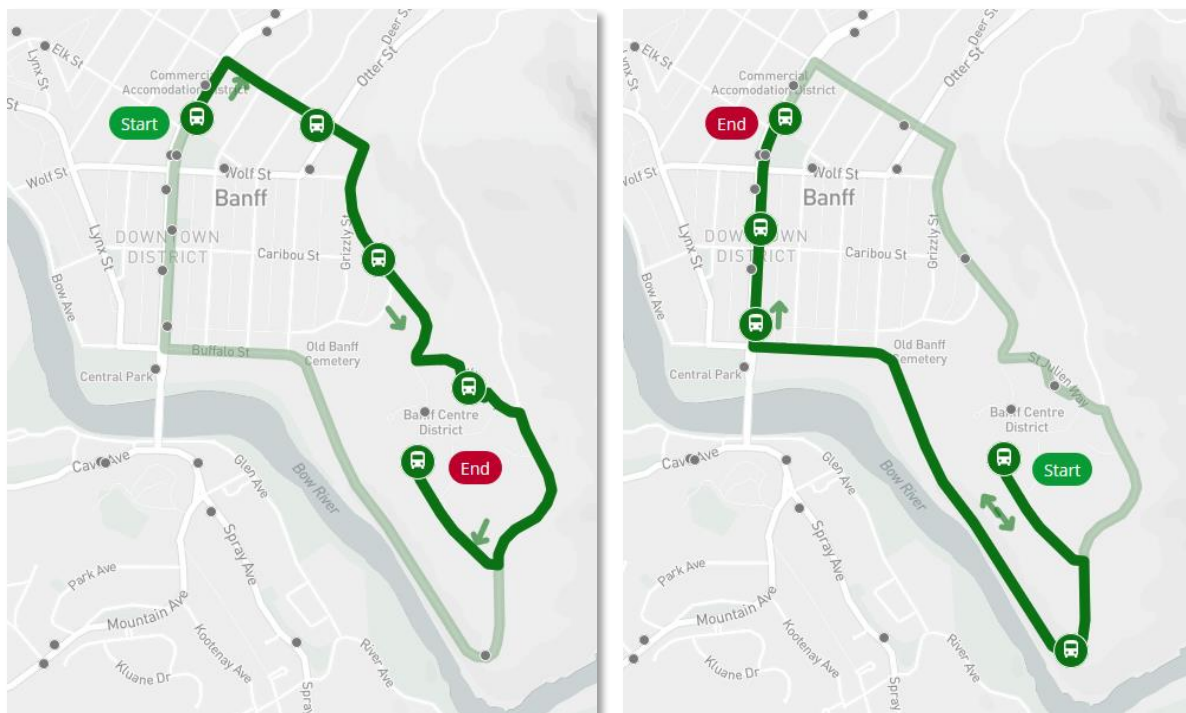
- Brand consistency is achieved as the vehicles used will be Roam vehicles and the service will feature all existing Roam technology and attributes.

RISKS

- Risk of the service not continuing past 2019 should it not be successful.
- Operational risk as with any Roam service

ATTACHMENTS

Banff Centre Route Map:



Report to the Bow Valley Regional Transit Services Commission

Report 2018-09.01 Banff Centre Route

August 21, 2018

Banff Centre Schedule:

Banff High School	Otter	Potential Stop	Theatre	Sally B		Sally B	Surprise Corner	Downtown Buffalo East	Downtown Caribou East Side	Banff High School
7:00	7:01	7:02	7:04	7:06		7:15	7:16	7:20	7:21	7:22
7:30	7:31	7:32	7:34	7:36		7:45	7:46	7:50	7:51	7:52
8:00	8:01	8:02	8:04	8:06		8:15	8:16	8:20	8:21	8:22
8:30	8:31	8:32	8:34	8:36		8:45	8:46	8:50	8:51	8:52
9:00	9:01	9:02	9:04	9:06		9:15	9:16	9:20	9:21	9:22
9:30	9:31	9:32	9:34	9:36		9:45	9:46	9:50	9:51	9:52
10:00	10:01	10:02	10:04	10:06		10:15	10:16	10:20	10:21	10:22

16:00	16:01	16:02	16:04	16:06		16:15	16:16	16:20	16:21	16:22
16:30	16:31	16:32	16:34	16:36		16:45	16:46	16:50	16:51	16:52
17:00	17:01	17:02	17:04	17:06		17:15	17:16	17:20	17:21	17:22
17:30	17:31	17:32	17:34	17:36		17:45	17:46	17:50	17:51	17:52
18:00	18:01	18:02	18:04	18:06		18:15	18:16	18:20	18:21	18:22
18:30	18:31	18:32	18:34	18:36		18:45	18:46	18:50	18:51	18:52
19:00	19:01	19:02	19:04	19:06		19:15	19:16	19:20	19:21	19:22
19:30	19:31	19:32	19:34	19:36		19:45	19:46	19:50	19:51	19:52

Report to the Bow Valley Regional Transit Services Commission

Report 2018-09.01 Banff Centre Route

August 21, 2018

Banff Centre Budget:

Banff Centre Transit Proposed Operating Budget		
	2018	2019
Estimated Revenue		
50% of Passenger Cash Revenue to Banff Centre	\$ 10,950	\$ 13,688
Total Estimated Revenue	\$ 10,950	\$ 13,688
Expenses		
Labour	\$ 104,352	\$ 108,248
Operations/Fuel	\$ 73,701	\$ 75,175
Maintenance	\$ 30,000	\$ 30,600
Building and Utilities	\$ 2,500	\$ 2,550
IT/GPS/Software	\$ 5,700	\$ 5,814
Advertising/Marketing	\$ 5,000	\$ 5,100
Total Expenses	\$ 221,253	\$ 227,487
Prorated for days of service:		
84 Days of service in 2018	\$ 50,919	\$ -
Estimated Net Cost (based on ridership projections)	\$210,303	\$213,799
Net Cost Per Service Hour	\$ 79.47	\$ 80.79
Average Riders Per Service Hour	7.3	9.2
Anticipated Ridership	21,900	27,375

Report to the Bow Valley Regional Transit Services Commission

Report 2018-09.01 – Regional Service Frequency

August 24, 2018

SUMMARY/ ISSUE

Banff/Canmore Regional Service has been extremely successful through its' initial few years however it was identified that the service may not needs of some residents and there may be an opportunity to further increase ridership. It has been identified by both Banff and Canmore administration that enhancing the service to every 30 minutes during the middle of the day would be desirable.

PREVIOUS COMMISSION DIRECTION/POLICY

Administration Recommendation:

That the Commission consider directing administration to increase Regional service in 2020 to achieve 30-minute frequency on weekdays from the hours of approximately 6:00am until 7:00pm

INVESTIGATION

- The Hargroup study of 2014 identified the service parameters that would further meet the needs of residents and encourage further use of Regional Roam:

Influences	% of Respondents		
	Total (n=263)	Banff (n=87)	Canmore (n=176)
More frequent service (more than every hour)	49	43	52
Bus service ending later in the evening	47	45	48
More bus stops throughout Banff/Canmore	41	40	42
If it was cheaper to take the Roam regional transit compared to driving a personal vehicle	35	37	34
Bus service starting earlier in the morning	14	14	14
If there was a charge for parking at my destination	5	7	5
Seats were always available when using the Roam regional transit	2	3	1
I would not start using Roam regional transit (more often)	6	11	4
Other	7	8	6

- Frequency was the key attribute that was identified by the 2014 Hargroup Study as influencing the behaviour of potential riders.
- Frequency in 2018 has been shown to be a key motivator to influencing transit ridership on the Banff local service, with increases of over 40% this summer since additional buses were added.

Report to the Bow Valley Regional Transit Services Commission

Report 2018-09.01 – Regional Service Frequency

August 24, 2018

Currently

- Service is hourly throughout the mid-day period and every 30 minutes during the peak commuter service hours. Weekends are hourly, other than summer months where peak daytime service is every 30 minutes.

Proposed

- Add service between the hours of 9:30am and 3:30pm for a total of 6 additional service hours per day Monday to Friday.

IMPLICATIONS:

- The Bow Valley enjoys a unique demographic with a significant portion of residents employed in the tourism industry, operating on a 7 day per week schedule with varying start times. Offering 30-minute frequency throughout the day will provide more options for employers and employees to move throughout the Bow Valley.
- Service enhancements being provided that meet the growing needs of workers, residents and visitors in traveling between communities.
- Added transfer options to and from local services.
- Further meeting the goals of livable communities in enabling access to more community programs, entertainment and reducing the dependence on automobiles.

BUSINESS PLAN/ BUDGET IMPLICATIONS

- Operating:
 - The cost estimate for increasing the regional service as per the chart below is \$171,990 gross with a net of \$116,081 in 2020. This is based on achieving a similar ridership increase of 25% of the mid-day traffic that was seen with the increased service when peak enhancements were implemented.

	Total Hours Per Day	Total Days per Year	Hourly Direct Operating	Impact to Operating Budget	Anticipated Cost Recovery	Net Impact to Operating	Cost per Municipal Partner
2020	6	250	\$ 114.66	\$ 171,990	\$ 55,908.59	\$ 116,081	\$ 58,041
2021	6	250	\$ 116.95	\$ 175,425	\$ 58,238.11	\$ 117,187	\$ 58,593

Report to the Bow Valley Regional Transit Services Commission

Report 2018-09.01 – Regional Service Frequency

August 24, 2018

- The estimated cost recovery calculation is shown below:

	Ridership % Between 9:30am and 3:30pm	Total Riders 2020 +20%. 2021 +25%	Ridership Between 9:30am and 3:30pm	25% Anticipated Gain	Average Fare on Regional	Anticipated Cost Recovery
2020	32%	165,606	52,994	13,248	\$4.22	\$ 55,908.59
2021	32%	172,506	55,202	13,801	\$4.22	\$ 58,238.11

- This amount would be split equally between Banff and Canmore, equating to \$58,041 per municipality in 2020 and \$58,593 per municipality in 2021.
- Capital:
 - No additional capital impact as current fleet will be utilized with additional hours added at the proposed times.

RISKS

- Financial risk of ridership not increasing as expected and cost recovery targets not being achieved.
- Environmental risk of increased emissions should targets not be reached.

Bow Valley *Regional* Transit Services Commission

NEW SERVICE LEVEL REQUEST



Requestor: Adrian Field/Martin Bean

Date of Request: August 24, 2018

Title of Initiative: 2019 Banff Centre Route Summer Supplement

Objective:

Mitigate congestion issues in Banff through increased use of the train station as a parking venue for visitors to Banff. Increase use of transit by offering more route options and connectivity throughout Banff and the Bow Valley.

Summary:

The Banff Centre has funded a new Roam Transit route operating on a year-round basis from downtown Banff and utilizing the new Banff High School Transit hub to the Banff Centre. This route has been created with the intent of providing additional options for Banff Centre employees and visitors to move between the Centre and the Town of Banff. The route operates 365 days per year between the hours of 7:00am and 10:30am and then again from 4:00pm to 7:30pm, which have been identified as the peak times for the need of transit services.

This NSL identifies a need to fill the gap from 10:15am to 4:00pm (5.75 hours) through the 120 days of our summer peak, from the May long weekend until the middle of September. In addition to filling this gap in service hours, the 30-minute frequency of the Banff Centre route (Route 7) will allow for it to extend to the train station parking lot with no impact to service times.

This opportunity allows for increased connectivity of both the Banff Centre and the train station giving visitors to Banff an easy way to leave their car for the day and connect to all Roam destinations within Banff.

Cost to Implement:

The initial cost for the first year will be \$55,747 less ridership recoveries, based on 5.75 hours of service per day over 120 days of summer service.

There is no additional capital cost associated with providing this service as it is utilizing existing equipment.

Ongoing Operational Cost per year:

		Hours per	Service			Cost Per			Potential	Net
		Service Hours: Day	Days	Bus Count	Total Hours	Service Hour	Year	Total Cost	Cost Recovery	Estimated Cost
Banff Centre	Summer Service Days	5.75	120	1	690	\$ 80.79	2019	\$ 55,747	\$ 9,000	\$ 46,747
							2020	\$ 56,862	\$ 9,180	\$ 47,682
							2021	\$ 58,000	\$ 9,364	\$ 48,636
		Occupancy	Turnover of vehicles	% Using Shuttle	Total Riders	Revenue per Person	Revenue per Day	Service Days	Total Revenue	
Parking Stalls	500	25%	2.4	2.5	10%	75	\$1	\$ 75.00	120	\$ 9,000

Gross operational costs have been identified, along with estimated potential ridership although a number of factors will influence people's decision to walk or utilize transit to get into the town core.

Operating Costs/Revenue(s):

	2019	2020	2021
Banff Centre –train station supplement	55247	56862	58000

Resources Required to Implement:

BVRTSC staff and TOB Communications staff to develop and implement a marketing campaign. Minimal infrastructure changes would be needed as the bus would be using existing bus stops.

Resources Required to Maintain:

This service is reliant on the Banff Centre route being successful in the first 15 months and renewal of the contract going forward.

Return on Investment:

The return on investment will be through gaining an understanding of the use of the train station parking lot and transportation options from there.

A further return will be reduced congestion through providing transportation options without the use of a private vehicle.

Estimated Delivery Date: May 2018

Commission Strategic Priority? Yes/No

See: BVRTSC 2017 to 2020 Business and Strategic Plan

Supporting Materials:

NEW REQUESTS

Capital & Operating

Requestor: Stephen Allan – Engineering Coordinator
Cost Center for Service Review: Transit
Title of Initiative: Continuation of Calgary-Banff Summer Bus Service



Summary:

Following the successful pilot Calgary to Banff (On-it) Bus service in the summer for 2017, Council approved a single year of funding to continue and expand a service between from Calgary and Banff. This request is to commit to 3 more years of service.

Description:

With the dissolution of the Calgary Regional Partnership (CRP) in 2017, the BVRTSC took over management of the Calgary to Banff Service with the operation of service contracted to Southland who had acquired the On-It brand from CRP. Financial support was provided by a partnership of Parks Canada and the Towns of Canmore and Banff.

In 2018 the service expanded to start on the May long weekend rather than mid-June, increasing the total service days from 26 to 35. The daily schedule was optimised based upon ridership statistics from 2017. This year's schedule has 10 trips daily in each direction with more frequent service westbound in the mornings and eastbound in the evenings.

In 2018 total ridership was down ~4.8% from 2017. In particular August ridership was significantly down due in part to the smoke haze conditions that existed for approximately 17 days of the month. Other regional services within the wider Banff National Park, for example, Banff to Lake Louise and the Minnewanka service have also experienced reduction in ridership from 2017. The introduction of the pilot service in 2017 achieved significant nationwide media coverage, the 2018 service has not enjoyed the same free media coverage.

Cost recovery is currently estimated to be 35% for the 2018 service year. In 2017, CRP absorbed some indirect costs for the pilot, without this support from CRP, it is estimated that the pilot's cost recovery was 32%.

This funding request is to continue the service for 2019-2021 at a similar service level to that provided in 2018. That is, a summer peak weekend service only. This service represents the first incremental step towards establishing a permanent transit corridor between Calgary and the Bow Valley. The recent announcement that Greyhound intends to cease operations in Western Canada will remove one mobility option for residents and visitors along this corridor.

The BVRTSC would continue to contract the service to an external provider so no capital costs are planned. The BVRTSC will work with the contractor to optimize the service. This might include –

- The introduction of a reduced schedule during the “shoulder season” of May and the first half of June – to reduce operating cost in lower demand weekend
- The introduction of a Friday evening service – additional cost offset by the “shoulder” schedule
- Consideration of running the service on the Thanksgiving weekend– additional cost offset by the “shoulder” schedule
- Optimizing the schedule to better service the ridership demand throughout the day while reducing operational costs

Capital Costs:

No capital Costs – Contracted service through the BVRTSC

	2019	2020	2021

Operating Costs:

Parks Canada and Town of Canmore have expressed an interest in continuing their support of this initiative, they are currently contributing 46% and 8% respectively. Administration recommends that Town of Banff continue its commitment at the same level of a maximum of 46% of the total net operating costs for this service.

Operating budgets forecasted are based upon 2018 operating costs for the service and similar ridership revenues adjusted for inflation and include BVRSTC internal costs for managing the contract, i.e. these costs are net operating costs taking into account project fare revenue.

Marketing for the service is expected to be \$60,000.

	2019	2020	2021
Calgary-Banff Summer Bus Service	\$120,000	\$121,800	\$123,637
Marketing	\$60,000		

Resources Required to Implement & Maintain:

The service would continue to be operated by a contractor and managed by the BVRTSC with some minor support from ToB engineering and communications departments. This minor level of administrative support can be accommodated with current resources

Estimated Delivery Date:
May 2019

Strategic or Tactical Plan Support? Yes

Transportation –

- Encourage the integration of local and regional transportation of people and goods.
- Provide a transportation system that encourages and complements pedestrian movement and cycling.
- Provide a transportation system that enhances the resident and visitor experience

Supporting Materials:





NEW REQUESTS

Capital & Operating

Requestor: Adrian Field, Director of Engineering

Cost Center for Service Review: Transit

Title of Initiative: Intercept lot shuttle trial for 2020



Summary:

Extension of the trial of fare-free shuttle service between train station intercept lot to the High School for 2020 in order to allow time to collect data to help inform bus commitment in 2020 for Roam service starting in 2021.

Trial would run weekends and statutory holidays between May long weekend and mid-September; 40 days of service, 10 service hours per day, 1 bus operating with approximately 10 minute headway. The service would be operated by the BVRTSC.

Description:

Liricon Capital have leased land adjacent to the train station with a view to developing a 500 stall (aprox) intercept parking lot. The development permit process is substantially complete and the lot is scheduled to be operational by the summer of 2019.

The summer of 2019 will provide an opportunity to assess the popularity of the shuttle and will help inform whether bus purchases are justified for a permanent service. In order to procure buses for the summer of 2020 then a commitment to purchase would need to be made in March of 2019 (prior to data collection). This additional year of contracted service operation would allow for the service to continue while bus production is underway and would allow for a purchase decision to be informed by ridership numbers from an operating service.

Days of Service	Hours of Service	Hourly Cost	Total Operating Per Bus
40	10	\$ 125	\$ 50,000
		Wrap	\$ 5,000
		Marketing	\$ 5,000
		Admin	\$ 2,000
			\$ 62,000

Operating Costs:

	2018	2019	2020
1 bus, May long weekend to mid September, weekend & public holiday service, 10 hours per day		Already approved in budget	\$62,000
TOTAL			\$62,000

Resources Required to Implement & Maintain:

The service would be contracted through the BVRTSC

Estimated Delivery Date: 2020

Council Strategic Priority? Yes

NEW REQUESTS

Capital & Operating

Requestor: Adrian Field/Martin Bean

Cost Center for Service Review: Transit, regional

Title of Initiative: Regional service frequency
Monday to Friday



Summary:

Banff/Canmore Regional Service has been extremely successful through its initial few years however it was identified that the service may not meet the needs of some residents and there may be an opportunity to further increase ridership. It has been identified by both Banff and Canmore administration that enhancing the service to every 30 minutes during the middle of the day would be desirable.

Description:

- The Hargroup study of 2014 identified the service parameters that would further meet the needs of residents and encourage further use of Regional Roam:

Influences	% of Respondents		
	Total (n=263)	Banff (n=87)	Canmore (n=176)
More frequent service (more than every hour)	49	43	52
Bus service ending later in the evening	47	45	48
More bus stops throughout Banff/Canmore	41	40	42
If it was cheaper to take the Roam regional transit compared to driving a personal vehicle	35	37	34
Bus service starting earlier in the morning	14	14	14
If there was a charge for parking at my destination	5	7	5
Seats were always available when using the Roam regional transit	2	3	1
I would not start using Roam regional transit (more often)	6	11	4
Other	7	8	6

- Frequency was the key attribute that was identified by the 2014 Hargroup Study as influencing the behaviour of potential riders.
- Frequency in 2018 has been shown to be a key motivator to influencing transit ridership on the Banff local service, with increases of over 40% this summer since additional buses were added.

Currently

- Service is hourly throughout the mid-day period and every 30 minutes during the peak commuter service hours. Weekends are hourly, other than summer months where peak daytime service is every 30 minutes.

Proposed

- Add service between the hours of 9:30am and 3:30pm for a total of 6 additional service hours per day Monday to Friday.

Capital Costs/Funding Source(s):

None – the service would be increased using the existing buses

	2019	2020	2021

Operating Costs/Revenue(s):

- The cost estimate for increasing the regional service as per the chart below is \$171,990 gross with a net of \$116,081 in 2020. This is based on achieving a similar ridership increase of 25% of the mid-day traffic that was seen with the increased service when peak enhancements were implemented.

	Total Hours Per Day	Total Days per Year	Hourly Direct Operating	Impact to Operating Budget	Anticipated Cost Recovery	Net Impact to Operating	Cost per Municipal Partner
2020	6	250	\$ 114.66	\$ 171,990	\$ 55,908.59	\$ 116,081	\$ 58,041
2021	6	250	\$ 116.95	\$ 175,425	\$ 58,238.11	\$ 117,187	\$ 58,593

- The estimated cost recovery calculation is shown below:

	Ridership % Between 9:30am and 3:30pm	Total Riders 2020 +20%. 2021 +25%	Ridership Between 9:30am and 3:30pm	25% Anticipated Gain	Average Fare on Regional	Anticipated Cost Recovery
2020	32%	165,606	52,994	13,248	\$4.22	\$ 55,908.59
2021	32%	172,506	55,202	13,801	\$4.22	\$ 58,238.11

- This amount would be split equally between Banff and Canmore, equating to \$58,041 per municipality in 2020 and \$58,593 per municipality in 2021.

	2019	2020	2021
Banff Contribution		58,041	58,593

Resources Required to Implement & Maintain:

The service would be implemented by the BVRTSC

Estimated Delivery Date:

January 2019

Supporting Strategic or Tactical Plan?

- The Bow Valley enjoys a unique demographic with a significant portion of residents employed in the tourism industry, operating on a 7 day per week schedule with varying start times. Offering 30-minute frequency throughout the day will provide more options for employers and employees to move throughout the Bow Valley.
- Service enhancements being provided that meet the growing needs of workers, residents and visitors in traveling between communities.
- Added transfer options to and from local services.
- Further meeting the goals of livable communities in enabling access to more community programs, entertainment and reducing the dependence on automobiles.

Supporting Materials:

NEW SERVICE LEVEL REQUEST



Requestor: Adrian Field/Martin Bean
Department: Engineering/BVRTSC
Title of Initiative: Additional Hour of Service Route 2

Objective:

To increase Banff Local Roam service ridership and reduce vehicular congestion through increasing frequency in the morning on the Route 2 service between Tunnel Mountain and Fairmont Banff Springs.

Summary:

Banff's road system is finite and is beyond capacity of 24,000 vehicles per day (both entrances, both directions) for much of the busy summer period. The Long-Term Transportation Plan and previous studies have identified the need for intercept lots and mass transit to move people throughout the town site. Due to increased volume earlier in the day, the need is present to start route 2B (enhanced frequency) 1 hour earlier than previously approved.

This project expands the previously approved 12 hours of additional service to 13 hours of additional service.

This project uses existing infrastructure purchased under GreenTRIP3 and approved in the last budget cycle. No further capital infrastructure or costs are needed to achieve this increase in service.

Ridership on this route currently has an average of 82 riders per hour between 10am and 11am and 105 riders per hour between 11am and 12pm. With the volume of passengers departing the campgrounds between 10am and 1130am, buses are overloading on occasion when only one bus is operating the route. Currently the frequency is hourly until 11:15am when it becomes every 30 minutes. This request seeks to begin the 30-minute frequency at 10:15am.

Cost to Implement:

No additional cost to implement as service is already approved and this request simply shifts the timelines.

Capital costs:

No capital required.

Ongoing Operational Cost per year:

- Operating impact is based on:
 - Route 2: Tunnel Mountain/Banff Springs Hotel
 - Extended service beginning at 1015am
 - 120 days per year to match the period that congestion has been identified.

Route	Service Addition	Gross Cost	Anticipated Revenue	Net Cost
#2	1 additional bus @ 1 hour per day	\$11,769.60	\$(5,539.20)	\$6,230.40

- The above costs are for 2019 operating year, with an expected 2% -2.5% increase for subsequent years.

Amortization and Reserve Funding Costs:

No further amortization and reserve funding required as no capital purchases are necessary.

Resources Required to Implement:

The project would be managed with existing resources in Engineering, Fleet, Corporate services and in collaboration with the BVRTSC.

Resources Required to Maintain:

No additional resources to add this service

Return on Investment:

Return on investment would be additional ridership as outlined above, reduced vehicular congestion and improved schedule adherence for transit.

Estimated Delivery Date:

Service start: May 2019

Council Strategic Priority? Yes

(See <http://www.banff.ca/town-hall/banff-town-council/strategic-priorities.htm>)

Is this an approved Service Review Item? Yes

Supporting Materials:

Roam Route 2 Ridership – July 2018

Time	Ridership Average	Number of Buses
10 - 11	82	1
11- 12	105	1 for first part of hour with 2nd added
12 – 1	103	2
1 – 2	104	2
3 – 4	133	2
6 – 7 pm	208	2
7 – 8 pm	191	2
8 – 9 pm	168	2
9-10 pm	154	2

NEW SERVICE LEVEL REQUEST



Requestor: Adrian Field/Martin Bean
Department: Engineering/BVRTSC
Title of Initiative: Electric Bus Upgrade for 2020
Increased Fleet

Objective:

To minimize GHG emissions through the implementation of a purchasing plan for electric zero-emission buses.

Summary:

Through GreenTRIP3, bio-diesel buses have been approved and budgeted for delivery in 2020. With the rapid move forward in electric bus technology, administration believes it is advisable to begin a move towards a fleet of zero-emission buses for the future.

The City of Edmonton has just purchased 25 Proterra electric buses for delivery in late 2019 and early 2020. The goal is to work with the City of Edmonton to achieve synergies when considering our move to electric buses.

The new Federal funding under the Investing in Canada Plan (IICP) and the new Provincial Funding under the Alberta Community Transit (ACT) Plan are targeting investment in low or zero-emission buses and infrastructure that connects communities without the use of private vehicles.

Cost to Implement:

Capital costs:

Capital costs are intended to be jointly shared between Federal, Provincial and Municipal sources with details specified below.

Federal:

Subject to Council's approval administration would apply for funding under the Investing in Canada Plan:

This funding is allocated by Region, with the BVRTSC receiving \$6,865,504 .

Banff will receive, based on transit service hours, \$2.6M of funding for projects that are directly applicable to Banff 2019 service hours are 38% of the total service hours;
 $\$6.85\text{M} * 38\% = \2.6M

Banff Local	15,552	38%
Canmore Local	7,497	18%
CB Regional	7,953	19%
ID9	9,880	24%
Total	40,882	

The fund will pay up to 40% of the eligible project costs

The fund will cover “new construction and expansion of public transit and active transportation that connects citizens to their public transit systems” (emphasis added)

The BVRTSC has approved in principal applying for both

- a Central Park pedestrian crossing (see associated New service request) and
- an upgrade of the two biodiesel buses approved for the transit shuttle service to electric (plus associated charging infrastructure)

The funding has to be used by the end of 2027 and we have until March 31, 2025 to apply for projects.

Provincial:

Subject to Council’s approval administration would apply for funding under the Alberta Community Transit Fund (ACT).

The program will fund:

- up to 40% of eligible costs for the highest ranked projects
- up to 50% of eligible costs for projects that also support the Climate Leadership Plan by significantly reducing greenhouse gas emissions (GHGs).
- The program will provide \$215 million over 5 years, \$115-million of which is from revenues through the Alberta Climate Leadership Plan.

All applications for this program will be received by Dec 31st, 2018 and then all applications will be scored on their merits. There are no guarantees that funding will be approved, and no specific amount set aside for any municipality. “The program is merit-based. Projects will be evaluated on the level of regional collaboration that went into developing the project proposal and its environmental, social and economic benefits.”

No decisions on funding will be made until Spring 2019, once all applications have been received and scored. Applying matching funds to projects with approved provincial funding has been acceptable with previous bus purchases. Initial conversations with both the Federal and Provincial government representatives from both sources of funding have indicated that the project would be eligible for consideration.

Anticipated capital funding sources are listed below, should all applications for funding be successfully approved.

Electric Bus Cost	\$ 2,450,000			Already approved Municipal Contribution \$ 416,000
Charging Infrastructure	\$ 300,000			
			Already Approved Provincial Funding (GreenTRIP)	
Currently Funded (GreenTRIP)	\$ 1,250,000		\$ 834,000	
Balance to be Funded	\$ 1,500,000			
	Project cost	Potential Federal funding contribution (40% of total)	Potential Provincial funding contribution (50% of total)	Potential municipal additional contribution
Upgrade of the 2 biodiesel buses approved for the transit shuttle service to electric; charging infrastructure to support electric charging	1,500,000	600,000	750,000	150,000
			Total Municipal Contribution	\$ 566,000

Capital Costs/Funding Source(s):

	2019	2020	2021
Upgrade 2 biodiesel buses to electric		\$150,000	

Ongoing Operational Cost per year:

No additional operating costs are anticipated due to upgrading to electric buses. Potential operational maintenance and fuel savings are anticipated however unknown at this point.

Amortization and Reserve Funding Costs:

Item	Amortization period	Capital costs	Annual Amortization	Reserve Funding (Assume \$0 Grant Contribution)	Reserve Funding (Assume 50% Grant Contribution)
Additional Amortization due to upgrade	18	\$1,250,000	\$69,444	\$96,359	\$48,179

Resources Required to Implement:

The project would be managed with existing resources in Engineering, Fleet, Corporate services and in collaboration with the BVRTSC

Resources Required to Maintain:

Infrastructure in transit building as required for maintenance and storage of electric buses. Training and certification of TOB maintenance personnel to maintain and operate an electric bus fleet.

Return on Investment:

Return on investment through lower GHG emission and maintenance savings.

Estimated Delivery Date:

Service start 2020

Council Strategic Priority? Yes

(See <http://www.banff.ca/town-hall/banff-town-council/strategic-priorities.htm>)

Is this an approved Service Review Item? Yes**Supporting Materials:**

Report to the Bow Valley Regional Transit Services Commission

Route 5 Extended Service Hours

September 12, 2018



SUMMARY/ ISSUE

For 2021, extend early morning and late night service hours on Canmore Local Service Route 5 to compliment the existing service hours on Regional Route 3 and provide full connectivity to and from destinations and origins.

PREVIOUS COMMISSION DIRECTION/POLICY

Canmore 2016 Municipal Development Plan

- Public Transit – “Operation of regional and local public transit systems that serve visitors and residents will be supported by the Town.”

Canmore 2017 – 2018 Budgets and Business Plan

- Strategic Priorities – “Address traffic congestion and parking in downtown core”

Bow Valley Regional Transit Services Commission Strategic and Business Plan 2017-2020

- Mission Statement - “Operate, enhance, and grow our regional transit system through innovative transportation solutions, to ensure that residents and visitors are able to live, work and play in the Bow Valley without the use of a private vehicle.”

Administration Recommendation:

There is no recommendation at this time. Information presented for future consideration only.

INVESTIGATION

The Hargroup study of 2014 commissioned by the BVRTSC identified additional late night and early morning service hours would further meet the needs of residents and encourage further use of Regional Roam. The study shows extended service hours were some of the most desired service enhancement to gain potential ridership.

Report to the Bow Valley Regional Transit Services Commission

Route 5 Extended Service Hours

September 12, 2018

Influences	% of Respondents		
	Total (n=263)	Banff (n=87)	Canmore (n=176)
More frequent service (more than every hour)	49	43	52
Bus service ending later in the evening	47	45	48
More bus stops throughout Banff/Canmore	41	40	42
If it was cheaper to take the Roam regional transit compared to driving a personal vehicle	35	37	34
Bus service starting earlier in the morning	14	14	14
If there was a charge for parking at my destination	5	7	5
Seats were always available when using the Roam regional transit	2	3	1
I would not start using Roam regional transit (more often)	6	11	4
Other	7	8	6

Current

Currently the first Regional Route 3 bus arrives in Canmore's Town Centre at 6:24am. However the first Canmore Local Route 5 bus from Three Sisters does not arrive in the Town Centre until 6:54am.

In the evening the last bus from Regional Route 3 from Banff arrives in Canmore's Town Centre at 10:24. However the last bus going from Town Centre to Three Sisters was at 9:24pm most nights.

Proposed

Extended service hours on Canmore Local Route 5 beginning in 2021 for better connectivity to Regional Route 3, to better serve local and regional users, as well as gain additional ridership during currently unserved hours.

IMPLICATIONS:

- The Bow Valley enjoys a unique demographic with a significant portion of residents employed in the service industry, operating on a 7 day per week schedule with varying start times. Offering additional service provide more options for employers and employees to move throughout the Bow Valley.
- Service enhancements being provided that meet the growing needs of workers, residents and visitors in traveling between communities.
- Added transfer options to and from regional service.
- Further meeting the goals of livable communities in enabling access to more community programs, entertainment and reducing the dependence on automobile

BUSINESS PLAN/ BUDGET IMPLICATIONS

- Operating:

Report to the Bow Valley Regional Transit Services Commission

Route 5 Extended Service Hours

September 12, 2018

- 2021 onward ditional am and pm service hours to match regional. Additional operating cost \$101,420. 365 days @ 3 hours per day = 1095 additional service hours
- Capital:
 - No capital impacts are anticipated.

RISKS

- Ridership increases are not guaranteed with increased service hours.

Report to the Bow Valley Regional Transit Services Commission

Route 5 Fare Free Transit

September 12, 2018



SUMMARY/ ISSUE

Fare free transit on Route 5 is being proposed as an effective strategy to increase transit mode share in Canmore.

PREVIOUS COMMISSION DIRECTION/POLICY

Canmore 2016 Municipal Development Plan

- Public Transit – “Operation of regional and local public transit systems that serve visitors and residents will be supported by the Town.”

Canmore 2017 – 2018 Budgets and Business Plan

- Strategic Priorities – “Address traffic congestion and parking in downtown core”

Bow Valley Regional Transit Services Commission Strategic and Business Plan 2017-2020

- Mission Statement - “Operate, enhance, and grow our regional transit system through innovative transportation solutions, to ensure that residents and visitors are able to live, work and play in the Bow Valley without the use of a private vehicle.”

Bow Valley Regional Transit Services Commission Strategic and Business Plan 2017-2020

- Explore and advocate for free-to-user public transit.

Administration Recommendation:

There is no recommendation at this time. Information presented for future consideration only.

INVESTIGATION

A fare free transit pilot was conducted through July and August of 2018 on Route 5 Canmore Local Service. Ridership over the pilot period in 2018 was more than double that of the same period in 2017 (26,149 and 12,317 respectively).

Currently

Through the second quarter of 2018 Pass and Fare revenues on Route 5 total \$47,864. Approximately 58% of the budgeted revenues of \$82,500.

Ridership through the second quarter of 2018 totalled 49,192 and was on track to meet or exceed the year’s target of 92,500. With the fare free summer pilot implemented in the third quarter ridership will surpass the target for the year.

Report to the Bow Valley Regional Transit Services Commission

Route 5 Fare Free Transit

September 12, 2018

Proposed

- 2019 Summer Fare Free Transit Route 5 May Long Weekend through Thanks Giving Weekend
- 2020 Fare Free Transit Route 5
- 2021 onward Fare Free Transit Route 5

IMPLICATIONS:

- A 112% increase in ridership was realized over the two month fare free summer pilot conducted in July and August of 2018. With year round fare free transit, ridership on Route 5 could be in the neighborhood of 200,000 annually.
- Fare free transit has the largest impact on lowering the living wage in Canmore in comparison to other initiatives such as Taxi Passes, Groceries, Rec Fee Assistance, etc.
- Free transit offers greater opportunity for social inclusion to seniors, low income families, and youth who wouldn't otherwise have access to transportation.

BUSINESS PLAN/ BUDGET IMPLICATIONS

- Operating:
 - 2019 Summer Fare Free Transit – Decrease 2019 revenue expectations by \$41,000 \$36,250 to reflect no farebox or pass sales from May Long Weekend through Thanks Giving Weekend.
 - 2020 Fare Free Transit – Decrease 2020 revenue expectations by \$102,000 to reflect no farebox or pass sales.
 - 2021 Fare Free Transit – Decrease 2021 revenue expectations by \$101,420 to reflect no farebox or pass sales.
- Capital:
 - No capital impacts are anticipated.

RISKS

- Trends in ridership through the summer fare free transit pilot conducted in 2018 do not guarantee future results.

Report to the Bow Valley Regional Transit Services Commission

Route 5 Weekday Frequency

September 12, 2018



SUMMARY/ ISSUE

For 2020, increase weekday frequency on Canmore Local Service Route 5 to provide 30min frequency better serving the existing high ridership in the mid-day period and gain additional riders.

PREVIOUS COMMISSION DIRECTION/POLICY

Canmore 2016 Municipal Development Plan

- Public Transit – “Operation of regional and local public transit systems that serve visitors and residents will be supported by the Town.”

Canmore 2017 – 2018 Budgets and Business Plan

- Strategic Priorities – “Address traffic congestion and parking in downtown core”

Bow Valley Regional Transit Services Commission Strategic and Business Plan 2017-2020

- Mission Statement - “Operate, enhance, and grow our regional transit system through innovative transportation solutions, to ensure that residents and visitors are able to live, work and play in the Bow Valley without the use of a private vehicle.”

Administration Recommendation:

There is no recommendation at this time. Information presented for future consideration only.

INVESTIGATION

The Hargroup study of 2014 commissioned by the BVRTSC identified the service parameters that would further meet the needs of residents and encourage further use of Regional Roam. The study shows frequency was the most desired service enhancement to gain potential ridership.

Report to the Bow Valley Regional Transit Services Commission

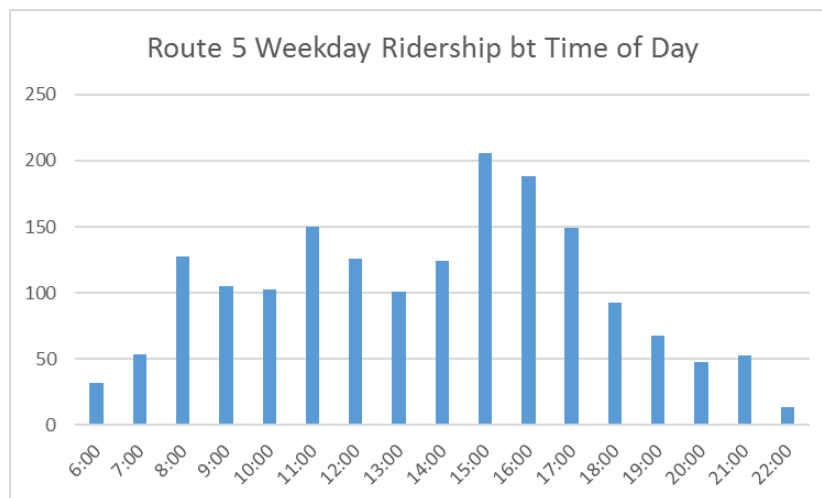
Route 5 Weekday Frequency

September 12, 2018

Influences	% of Respondents		
	Total (n=263)	Banff (n=87)	Canmore (n=176)
More frequent service (more than every hour)	49	43	52
Bus service ending later in the evening	47	45	48
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Bus service starting earlier in the morning	14	14	14
If there was a charge for parking at my destination	5	7	5
Seats were always available when using the Roam regional transit	2	3	1
I would not start using Roam regional transit (more often)	6	11	4
Other	7	8	6

Current

On weekdays a single bus operates mid-day from 9:30am to 3:30pm providing hourly service. Two buses operate from 7:00am to 9:30am and from 3:30pm to 6:30pm providing service every 30 minutes. The ridership statistics below show that ridership is very strong in the mid-day period when increased frequency is not yet being provided.



Proposed

Increase frequency beginning in 2020 between the hours of 9:30am and 3:30pm for a total of 6 additional service hours per day Monday to Friday to better serve users gain additional ridership during these high demand hours.

Report to the Bow Valley Regional Transit Services Commission

Route 5 Weekday Frequency

September 12, 2018

IMPLICATIONS:

- The Bow Valley enjoys a unique demographic with a significant portion of residents employed in the service industry, operating on a 7 day per week schedule with varying start times. Offering 30-minute frequency throughout the day will provide more options for employers and employees to move throughout the Bow Valley.
- Service enhancements being provided that meet the growing needs of workers, residents and visitors in traveling between communities.
- Added transfer options to and from regional service.
- Further meeting the goals of livable communities in enabling access to more community programs, entertainment and reducing the dependence on automobile

BUSINESS PLAN/ BUDGET IMPLICATIONS

- Operating:
 - 2020 onward additional mid-day frequency to provide continuous 30min frequency during hours of peak demand. Additional operating cost of \$118,053. 260 days @ 5 hours per day = 1300 additional service hours
- Capital:
 - No capital impacts are anticipated.

RISKS

- Ridership increases are not guaranteed with increased frequency.

Report to the Bow Valley Regional Transit Services Commission

Route 5 Weekend Frequency

September 12, 2018



SUMMARY/ ISSUE

For 2019, increase weekend frequency on Canmore Local Service Route 5 to complement recent frequency increase on Regional Route 3.

PREVIOUS COMMISSION DIRECTION/POLICY

August 2018

- The Commission directed administration to continue the increased frequency on CB Regional service to further meet the needs of residents and visitors by increasing weekend and statutory holiday service during the summer months to allow for 30-minute frequency during the peak hours of approximately 10:30am to 6:30pm. This increase will be applicable beginning the May long weekend of 2019 and will follow the summer enhanced service dates of other Roam services.

Canmore 2016 Municipal Development Plan

- Public Transit – “Operation of regional and local public transit systems that serve visitors and residents will be supported by the Town.”

Canmore 2017 – 2018 Budgets and Business Plan

- Strategic Priorities – “Address traffic congestion and parking in downtown core”

Bow Valley Regional Transit Services Commission Strategic and Business Plan 2017-2020

- Mission Statement - “Operate, enhance, and grow our regional transit system through innovative transportation solutions, to ensure that residents and visitors are able to live, work and play in the Bow Valley without the use of a private vehicle.”

Administration Recommendation:

There is no recommendation at this time. Information presented for future consideration only.

Report to the Bow Valley Regional Transit Services Commission

Route 5 Weekend Frequency

September 12, 2018

INVESTIGATION

The Hargroup study of 2014 commissioned by the BVRTSC identified the service parameters that would further meet the needs of residents and encourage further use of Regional Roam. The study shows frequency was the most desired service enhancement to gain potential ridership.

Influences	% of Respondents		
	Total (n=263)	Banff (n=87)	Canmore (n=176)
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If there was a charge for parking at my destination	5	7	5
Seats were always available when using the Roam regional transit	2	3	1
I would not start using Roam regional transit (more often)	6	11	4
Other	7	8	6

Currently

Weekend Frequency has been increased on Regional Route 3 but not on Canmore Local Route 5 meaning some users can't initiate or complete their transit journey to take advantage of the additional frequency.

Proposed

Beginning in 2019, from the May long weekend until the end of the week after Labour Day, an additional bus to be added to the Canmore Local Service Route 5 between the hours of approximately 10:30am and 6:30pm to complement service on Regional Route 3.

IMPLICATIONS:

- Service enhancements being provided that meet the growing needs of workers, residents and visitors in traveling between communities.
- Added transfer and travel options to and from Banff and Canmore local services during the busy summer weekends.
- Further meeting the goals of livable communities in enabling access to more community programs, entertainment and reducing the dependence on automobiles.
- Increased bicycle transportation opportunity and customer satisfaction.

Report to the Bow Valley Regional Transit Services Commission

Route 5 Weekend Frequency

September 12, 2018

BUSINESS PLAN/ BUDGET IMPLICATIONS

- Operating:
 - Additional operating cost of \$15,670 for 22days @ 8 hours per day. 176 additional service hours.
- Capital:
 - No capital impacts are anticipated.

RISKS

- Ridership increases are not guaranteed with increased frequency.

Bow Valley Regional Transit Services Commission
ALL ROUTES

KPI	2018	2018	2019	2019	2020	2021
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 50.70	\$ 47.79	\$ 51.02	\$ 49.09	\$ 44.95	\$ 45.84
Gross Cost per Service Hour	\$ 106.00	\$ 107.75	\$ 113.26	\$ 113.44	\$ 110.05	\$ 112.09
Direct Operating Cost per Service Hour	\$ 90.13	\$ 89.77	\$ 93.30	\$ 95.32	\$ 93.64	\$ 95.51
Overhead per Service Hour	\$ 5.30	\$ 8.11	\$ 8.40	\$ 7.13	\$ 6.53	\$ 6.66
Lease/Amortization per Service Hour	\$ 10.57	\$ 9.86	\$ 11.56	\$ 10.98	\$ 9.89	\$ 9.92
Net Cost per Service Hour (CUTA)	\$ 44.73	\$ 50.09	\$ 50.68	\$ 53.36	\$ 55.22	\$ 56.33
% Cost Recovery (CUTA)	53%	49%	50%	48%	45%	45%
Ridership	535,485	1,090,659	1,195,781	1,255,639	1,335,192	1,348,544
Service Hours	16,993	36,567	35,087	36,883	41,092	41,092
Ridership per Service Hour	32	30	34	34	32	33

BVRTSC 2019 – 2021 BUDGET COMMENTS

CHANGES FROM DRAFT BUDGET PRESENTED IN AUGUST 2018

OPERATING BUDGET:

BVRTSC New Service Level Requests

New service level requests were brought forward to the Commission Board and approved at the August 2018 meeting. They have been incorporated into the proposed 2019-2021 budget as follows:

- Dispatch Coordinator: \$20,660 allocated to operations Wages (5220) across partner routes based on service hours
- HR Services increase: \$10,000 allocated to Administrative Contract work (5629) and \$8,000 allocated to Administrative Software (5362)
- Regional discounted fare proposal: \$1,230 reduction to pass revenue (4150) in Regional Route 3
- Regional weekend additional bus continuation – already included in budget as presented in August 2018
- Route 2 additional hour of service – approved by the Commission Board but will not be added to the proposed budget until approved by Town of Banff as this is a Town of Banff NSLR

Canmore Proposed Changes

The additional changes proposed by the Town of Canmore have also been incorporated into the proposed 2019-2021 budget as follows:

- Canmore Local – route 5. \$38,657 Revenue reduction as follows:
 - \$28,898 Pass revenue reduction (4150)
 - \$4,759 Advertising revenue reduction (4200)
 - \$5,000 Partner Program revenue reduction (4300)
- CB Regional – route 3. \$13,519 revenue reduction as follows:
 - \$6,911 Advertising revenue reduction (4200)
 - \$6,608 Partner Program revenue reduction (4300)

Commission Changes

Upon further review of vehicle expenses, administration noted that some of the 2017 and 2018 Q2 actual expenditures were related to engine replacements and are therefore covered by capital requisitions rather than operating requisitions. The proposed 2019-2021 budgets for Banff Local and CB Regional routes have therefore been lowered as follows:

- Banff Local – route 1 & 2. \$30K reduction in vehicle expenses – parts (5250)
- CB Regional – route 3. \$10K reduction in vehicle expenses – parts (5250)

Operating Requisitions

Based on the changes discussed above, the proposed Municipal Requisitions have been updated as follows:

BVRTSC 2019 – 2021 BUDGET COMMENTS

CHANGES FROM DRAFT BUDGET PRESENTED IN AUGUST 2018

Town of Banff:

	2019	2019	2020	2021		% Change	% Change	% Change
Town of Banff:	Prev Approved	Proposed Budget				19-19	19-20	20-21
Banff Local - Route 1	\$ 241,000	\$ 260,406	\$ 396,401	\$ 404,328		8.1%	52.2%	2.0%
Banff Local - Route 2	\$ 417,033	\$ 398,054	\$ 537,125	\$ 548,192		-4.6%	34.9%	2.1%
Liricon Shuttle	\$ -	\$ 62,000	\$ 186,500	\$ 190,230			200.8%	2.0%
CB Regional (1/2)	\$ 119,537	\$ 117,435	\$ 119,785	\$ 122,182		-1.8%	2.0%	2.0%
Administrative (1/3)	\$ 151,810	\$ 131,519	\$ 134,150	\$ 136,833		-13.4%	2.0%	2.0%
	\$ 929,380	\$ 969,414	\$ 1,373,960	\$ 1,401,764		4.3%	41.7%	2.0%

	NSLR				NSLR	Inflation		
	% Change	% Change			% Change	% Change		
NSLR 2019	19-19	19-19	Total		NSLR 2020	19-20	19-20	Total
	0.0%	8.1%	8.1%		\$ 130,782	50.2%	2.0%	52.2%
	0.0%	-4.6%	-4.6%		\$ 130,782	32.9%	2.1%	34.9%
\$ 62,000					\$ 124,500	200.8%	0.0%	200.8%
	0.0%	-1.8%	-1.8%			0.0%	2.0%	2.0%
	0.0%	-13.4%	-13.4%			0.0%	2.0%	2.0%
\$ 62,000	6.7%	-2.4%	4.3%		\$ 386,064	39.8%	1.9%	41.7%

Increased Frequency on Route 1 - Phase II

Increased Frequency on Route 2 - Phase II

Shuttle Service on Liricon Lot

Contractor 2019, ROAM bus 2020

Town of Canmore:

	2019	2019	2020	2021		% Change	% Change	% Change
Town of Canmore	Prev Approved	Proposed Budget				19-19	19-20	20-21
Canmore Local - Route 5	\$ 462,634	\$ 582,368	\$ 594,017	\$ 605,900		25.9%	2.0%	2.0%
CB Regional (1/2)	\$ 119,537	\$ 117,435	\$ 119,785	\$ 122,182		-1.8%	2.0%	2.0%
Administrative (1/3)	\$ 151,810	\$ 131,519	\$ 134,150	\$ 136,833		-13.4%	2.0%	2.0%
	\$ 733,981	\$ 831,322	\$ 847,951	\$ 864,914		13.3%	2.0%	2.0%

Improvement District #9:

	2019	2019	2020	2021		% Change	% Change	% Change
Improvement District #9	Prev Approved	Proposed Budget				19-19	19-20	20-21
Administrative (1/3)	\$ 151,810	\$ 131,519	\$ 134,150	\$ 136,833		-13.4%	2.0%	2.0%
	\$ 151,810	\$ 131,519	\$ 134,150	\$ 136,833		-13.4%	2.0%	2.0%

BVRTSC 2019 – 2021 BUDGET COMMENTS CHANGES FROM DRAFT BUDGET PRESENTED IN AUGUST 2018

CAPITAL BUDGET:

- Capital requisitions have been adjusted to allow for a 1.5% annual increase over the 10 year timeframe rather than a flat requisition over 10 years
- Capital budget summary page has been adjusted to show breakout of capital requisition to cover assets supporting Banff Local, Canmore Local, CB Regional, Commission functions
- Capital Budgets have been expanded to show expected replacement of individual assets instead of grouping together (ie fleet, engines, transmissions, etc)

Capital Requisitions Proposed based on the above changes are as follows:

	2019 Previously Approved	2019 Proposed	2020 Proposed	2021 Proposed
Banff	\$379,000	\$312,900	\$317,300	\$404,500
Canmore	\$205,000	\$192,300	\$195,100	\$197,700
ID#9	\$40,000	\$40,000	\$40,000	\$40,000

ID#9 Capital requisition will be adjusted to reflect the addition of Banff to Lake Louise service once the budget is finalized.

Bow Valley Regional Transit Services Commission
Proposed 2019 - 2021 Operating Budget

ALL ROUTES										2019 to 2019	
	2017	2018	Q2 2018	2018	2019	2019	2020	2021	% Change	\$ Change	
	Actual	Budget	Actual	Forecast	Approved Budget	Proposed Budget	Proposed Budget	Proposed Budget	from Approved	from Approved	
INCOME											
4100 Farebox	\$ 887,042	\$ 947,943	\$ 469,468	\$ 1,025,552	\$ 996,458	\$ 1,028,185	\$ 1,048,748	\$ 1,069,724	3.2%	\$ 31,727	
4110 Transit Voucher Reimbursement	\$ (40,701)	\$ -	\$ (27,212)	\$ -	\$ (25,625)	\$ -	\$ -	\$ -	-100.0%	\$ 25,625	Note that reimbursement is built into estimated forecast & budget
Total 4100 Farebox	\$ 846,340	\$ 947,943	\$ 442,256	\$ 1,025,552	\$ 970,833	\$ 1,028,185	\$ 1,048,748	\$ 1,069,724	5.9%	\$ 57,352	
4150 Passes	\$ 281,207	\$ 319,895	\$ 177,463	\$ 321,091	\$ 327,767	\$ 313,031	\$ 319,292	\$ 325,678	-4.5%	\$ (14,736)	
4600 SmartCard Fee	\$ 9,706	\$ -	\$ 7,223	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	Smartcard fee and vendor discounts are built into estimated forecast & budget
5710 Vendor Discounts - Pass Purchase	\$ (8,962)	\$ -	\$ (5,978)	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
Total 4150 Passes	\$ 281,951	\$ 319,895	\$ 178,708	\$ 321,091	\$ 327,767	\$ 313,031	\$ 319,292	\$ 325,678	-4.5%	\$ (14,736)	
4200 Advertising & Marketing Revenue	\$ 52,534	\$ 62,525	\$ 25,556	\$ 45,214	\$ 64,088	\$ 52,418	\$ 53,466	\$ 54,535	-18.2%	\$ (11,670)	
1-4200 Banff Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
Services	\$ -	\$ -	\$ 1,122	\$ (8)	\$ -	\$ -	\$ -	\$ -		\$ -	
5714 Bus Advertising Costs	\$ (800)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
5715 Commission	\$ (6,539)	\$ (12,505)	\$ (4,200)	\$ (4,200)	\$ (12,818)	\$ (12,818)	\$ (13,075)	\$ (13,336)	0.0%	\$ -	
Total 4200 Advertising & Marketing Revenue	\$ 45,196	\$ 50,020	\$ 22,478	\$ 41,006	\$ 51,270	\$ 39,600	\$ 40,391	\$ 41,199	-22.8%	\$ (11,670)	
4300 Partner Programs	\$ 405,890	\$ 425,379	\$ 208,903	\$ 417,806	\$ 436,014	\$ 427,524	\$ 436,074	\$ 444,795	-1.9%	\$ (8,490)	
1-4300 Partner Program - Banff Local	\$ 11	\$ -	\$ 536	\$ 536	\$ -	\$ -	\$ -	\$ -		\$ -	
2-4300 Patner Program - Canmore Regional	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
Total 4300 Partner Programs	\$ 405,900	\$ 425,379	\$ 209,439	\$ 418,342	\$ 436,014	\$ 427,524	\$ 436,074	\$ 444,795	-1.9%	\$ (8,490)	
4500 Other Recoveries	\$ 27,393	\$ -	\$ 21,913	\$ 23,222	\$ -	\$ -	\$ -	\$ -		\$ -	
4700 Charter Sales	\$ 1,534	\$ 3,588	\$ -	\$ -	\$ 3,677	\$ 2,000	\$ 2,020	\$ 2,040	-45.6%	\$ (1,677)	
4750 Route Detour Fee	\$ 120	\$ 513	\$ 60	\$ 60	\$ 525	\$ 400	\$ 404	\$ 408	-23.8%	\$ (125)	
4830 Other Income	\$ 23,471	\$ 25,000	\$ 176	\$ 25,000	\$ -	\$ 75,450	\$ 76,959	\$ 78,498		\$ 75,450	Admin portion of non-partner Contracts
4900 Grant Income	\$ 7,136	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
Total Income Before Requisitions	\$ 1,639,040	\$ 1,772,338	\$ 875,031	\$ 1,854,273	\$ 1,790,086	\$ 1,886,190	\$ 1,923,888	\$ 1,962,342	5.4%	\$ 96,104	
Requisitions - Capital											
4410-1 Capital Requisition - TOB	\$ 125,068	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
4410-2 Capital Requisition - TOC	\$ 51,808	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
4410-5 Capital Requisition - ID9	\$ 14,045	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
Total Requisitions - Capital	\$ 190,920	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
Requisitions - Operating											
4420-1 Operating Requisition - TOB	\$ 641,101	\$ 911,390	\$ 401,417	\$ 911,390	\$ 929,379	\$ 969,414	\$ 1,373,960	\$ 1,401,764	4.3%	\$ 40,035	Pulls in other TAB
4420-2 Operating Requisition - TOC	\$ 560,314	\$ 718,771	\$ 362,772	\$ 718,771	\$ 733,982	\$ 831,322	\$ 847,951	\$ 864,914	13.3%	\$ 97,340	
4420-5 Operating Requisition - ID9	\$ 20,000	\$ 148,357	\$ 76,429	\$ 148,357	\$ 151,811	\$ 131,519	\$ 134,150	\$ 136,833	-13.4%	\$ (20,292)	
Total Requisitions - Operating	\$ 1,221,415	\$ 1,778,517	\$ 840,618	\$ 1,778,517	\$ 1,815,172	\$ 1,932,255	\$ 2,356,061	\$ 2,403,511	6.5%	\$ 117,083	
Requisition Recoveries (Non-partners)	\$ 208,527	\$ 181,435	\$ -	\$ 231,587	\$ 185,968	\$ 289,418	\$ 294,907	\$ 300,502	55.6%	\$ 103,450	
TOTAL INCOME	\$ 3,259,903	\$ 3,732,290	\$ 1,715,649	\$ 3,864,377	\$ 3,791,226	\$ 4,107,863	\$ 4,574,856	\$ 4,666,355	8.4%	\$ 316,637	

Bow Valley Regional Transit Services Commission
Proposed 2019 - 2021 Operating Budget

ALL ROUTES										2019 to 2019	
	2017	2018	Q2 2018	2018	2019	2019	2020	2021	% Change	\$ Change	
	Actual	Budget	Actual	Forecast	Approved Budget	Proposed Budget	Proposed Budget	Proposed Budget	from Approved	from Approved	
EXPENSES											
Advertising & Marketing Expenses											
5226 Drivers recruitment	\$ 8,865	\$ 9,408	\$ 6,801	\$ 9,407	\$ 9,518	\$ 9,518	\$ 9,709	\$ 9,903	0.0%	\$ -	
5616 Recruitment Costs - Admin	\$ 669	\$ 4,453	\$ 306	\$ 306	\$ 3,539	\$ 3,539	\$ 3,610	\$ 3,682	0.0%	\$ -	
5700 Advertising and Marketing	\$ 75,254	\$ 93,400	\$ 22,507	\$ 44,641	\$ 95,448	\$ 98,460	\$ 111,041	\$ 113,261	3.2%	\$ 3,012	
Total Advertising & Marketing Expenses	\$ 84,789	\$ 107,261	\$ 29,613	\$ 54,354	\$ 108,505	\$ 111,517	\$ 124,360	\$ 126,846	2.8%	\$ 3,012	
Contracted Services / Professional Fees											
5200 Operating Contracts	\$ 14,204	\$ 48,300	\$ 9,508	\$ 34,955	\$ 48,300	\$ 115,800	\$ 249,016	\$ 253,996	139.8%	\$ 67,500	Pulls in other TAB - Liricon Shuttle (Banff NSLR)
5364 Brinks service fees	\$ 6,509	\$ 7,741	\$ 3,167	\$ 7,683	\$ 7,884	\$ 9,004	\$ 9,184	\$ 9,368	14.2%	\$ 1,120	Allocations between routes adjusted based on fare box revenue actuals 2017 & 2018
5611 Accounting Fees	\$ 43,917	\$ 20,000	\$ 31,424	\$ 31,424	\$ 12,301	\$ 13,000	\$ 13,260	\$ 13,525	5.7%	\$ 699	Audit fees only
5612 Payroll service fee	\$ 3,130	\$ 4,139	\$ 1,709	\$ 3,417	\$ 4,217	\$ 5,696	\$ 5,808	\$ 5,925	35.1%	\$ 1,479	
5615 Legal Fees	\$ -	\$ 2,288	\$ 265	\$ 265	\$ 2,343	\$ 2,650	\$ 2,705	\$ 2,760	13.1%	\$ 307	
5623 Security Fee	\$ 5,740	\$ 14,350	\$ 3,990	\$ 9,975	\$ 14,708	\$ 14,700	\$ 14,994	\$ 15,294	-0.1%	\$ (8)	
5624 IT Support	\$ 5,714	\$ 8,437	\$ 2,889	\$ 5,777	\$ 8,647	\$ 8,935	\$ 9,114	\$ 9,295	3.3%	\$ 288	
5629 Contract Work	\$ 13,218	\$ 70,000	\$ 3,876	\$ 67,618	\$ 52,500	\$ 62,500	\$ 75,977	\$ 77,496	19.0%	\$ 10,000	HR Consultant (Commission NSLR) \$10K
Total Contracted Services / Professional Fees	\$ 92,433	\$ 175,255	\$ 56,826	\$ 161,114	\$ 150,900	\$ 232,285	\$ 380,058	\$ 387,659	53.9%	\$ 81,385	
Fuel Expense											
5270 Fuel	\$ 304,455	\$ 421,877	\$ 198,797	\$ 421,715	\$ 431,243	\$ 482,608	\$ 530,224	\$ 540,829	11.9%	\$ 51,365	
Total Fuel Expense	\$ 304,455	\$ 421,877	\$ 198,797	\$ 421,715	\$ 431,243	\$ 482,608	\$ 530,224	\$ 540,829	11.9%	\$ 51,365	
General Operating Expenses											
5351 Office Supplies	\$ 20,982	\$ 12,500	\$ 3,224	\$ 6,448	\$ 12,800	\$ 13,375	\$ 13,643	\$ 13,917	4.5%	\$ 575	Working Papers\General Operating Expenses Working Papers.xlsx
5352 Bank Service Charges	\$ 5,936	\$ 5,844	\$ 3,082	\$ 6,164	\$ 5,991	\$ 6,450	\$ 6,580	\$ 6,711	7.7%	\$ 459	
5353 Janitorial Supplies & Services	\$ 38	\$ 1,640	\$ 569	\$ 1,138	\$ 1,681	\$ 1,000	\$ 1,020	\$ 1,040	-40.5%	\$ (681)	
5354 Postage and Office Delivery	\$ 433	\$ 1,636	\$ 293	\$ 586	\$ 1,677	\$ 1,050	\$ 1,072	\$ 1,094	-37.4%	\$ (627)	
5355 Miscellaneous Expense	\$ 1,399	\$ 5,582	\$ 74	\$ 2,148	\$ 5,632	\$ -	\$ -	\$ -	-100.0%	\$ (5,632)	Moved into specific expense categories
5357 Cell Phone	\$ 4,848	\$ 10,576	\$ 5,688	\$ 11,377	\$ 10,816	\$ 11,450	\$ 11,679	\$ 11,913	5.9%	\$ 634	
5358 Office Phone	\$ 8,216	\$ 7,689	\$ 4,785	\$ 9,192	\$ 7,880	\$ 9,000	\$ 9,180	\$ 9,364	14.2%	\$ 1,120	Q2 2018 contains some phone installation & wiring charges not anticipated for future
5359 Board meeting expense	\$ 537	\$ 1,267	\$ -	\$ 750	\$ 1,299	\$ 1,300	\$ 1,326	\$ 1,353	0.1%	\$ 1	
5360 Cash over/short	\$ 623	\$ -	\$ 0	\$ 0	\$ -	\$ -	\$ -	\$ -		\$ -	
5391 Interest & Penalties	\$ 713	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
5626 Office Rent	\$ 31,649	\$ 41,200	\$ 19,433	\$ 38,866	\$ 42,230	\$ 41,000	\$ 41,820	\$ 42,657	-2.9%	\$ (1,230)	
5627 Copier	\$ 2,739	\$ 3,246	\$ 1,840	\$ 3,679	\$ 2,797	\$ 3,200	\$ 3,264	\$ 3,329	14.4%	\$ 403	
5630 Utilities	\$ 3,448	\$ 3,588	\$ 2,120	\$ 4,240	\$ 3,677	\$ 4,340	\$ 4,427	\$ 4,516	18.0%	\$ 663	
Total General Operating Expenses	\$ 81,559	\$ 94,768	\$ 41,108	\$ 84,589	\$ 96,480	\$ 92,165	\$ 94,011	\$ 95,894	-4.5%	\$ (4,315)	

Bow Valley Regional Transit Services Commission
Proposed 2019 - 2021 Operating Budget

ALL ROUTES										2019 to 2019	
	2017 Actual	2018 Budget	Q2 2018 Actual	2018 Forecast	2019 Approved Budget	2019 Proposed Budget	2020 Proposed Budget	2021 Proposed Budget	% Change from Approved	\$ Change from Approved	
Infrastructure Maintenance											
5430 Parks Canada Land Rent	\$ 400	\$ 282	\$ 150	\$ 350	\$ 289	\$ 400	\$ 409	\$ 418	38.4%	\$ 111	
5632 Infrastructure Maintenance Expense	\$ 33,748	\$ 19,462	\$ 9,796	\$ 20,333	\$ 19,849	\$ 20,800	\$ 25,460	\$ 25,969	4.8%	\$ 951	
Total Infrastructure Maintenance	\$ 34,148	\$ 19,744	\$ 9,946	\$ 20,683	\$ 20,138	\$ 21,200	\$ 25,869	\$ 26,387	5.3%	\$ 1,062	
Insurance Expense											
5310 General Liability Insurance	\$ 3,603	\$ 5,000	\$ 1,710	\$ 3,630	\$ 5,100	\$ 4,500	\$ 4,590	\$ 4,682	-11.8%	\$ (600)	
5320 Fleet insurance	\$ 30,369	\$ 39,634	\$ 18,732	\$ 40,736	\$ 40,352	\$ 41,592	\$ 42,424	\$ 43,274	3.1%	\$ 1,240	
Total Insurance Expense	\$ 33,972	\$ 44,634	\$ 20,442	\$ 44,366	\$ 45,452	\$ 46,092	\$ 47,014	\$ 47,956	1.4%	\$ 640	
Software Fees & Licences											Additional \$1,250 to each partner route for dispatch software \$5K
5362 Software and License Fees	\$ 12,623	\$ 8,600	\$ 2,504	\$ 6,648	\$ 8,816	\$ 29,354	\$ 29,943	\$ 30,541	233.0%	\$ 20,538	HR Consultant (Commission NSLR) \$8K
5617 Website	\$ 1,614	\$ 4,820	\$ 3,638	\$ 6,875	\$ 4,938	\$ 7,010	\$ 7,149	\$ 7,292	42.0%	\$ 2,072	
5620 Web hosting and Software License (annual fee - Trapeze)	\$ 61,753	\$ 59,383	\$ 17,576	\$ 39,359	\$ 60,642	\$ 65,717	\$ 73,399	\$ 74,866	8.4%	\$ 5,075	
5622 Arrival Prediction Solution	\$ 48,603	\$ 65,799	\$ 22,235	\$ 50,575	\$ 69,919	\$ 35,000	\$ 39,946	\$ 40,745	-49.9%	\$ (34,919)	Moving from NextBus to Arrival Prediction Solution
Total Software Fees & Licences	\$ 124,594	\$ 138,602	\$ 45,953	\$ 103,457	\$ 144,315	\$ 137,081	\$ 150,437	\$ 153,444	-5.0%	\$ (7,234)	
Training, Travel & Meals											
5171 Conference Fees	\$ 900	\$ 4,000	\$ 915	\$ 915	\$ 7,354	\$ 7,354	\$ 7,501	\$ 7,651	0.0%	\$ -	
5172 Meals & Travel	\$ 10,108	\$ 13,839	\$ 3,421	\$ 8,019	\$ 14,183	\$ 14,183	\$ 14,467	\$ 14,756	0.0%	\$ -	
5173 Training	\$ 1,479	\$ 3,175	\$ 300	\$ 600	\$ -	\$ -	\$ -	\$ -		\$ -	
5180 Travel Expense	\$ 597	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
5181 Mileage	\$ 2,450	\$ 7,918	\$ 1,713	\$ 7,978	\$ 8,102	\$ 8,402	\$ 8,571	\$ 8,742	3.7%	\$ 300	
5227 Driver Training	\$ 2,793	\$ 8,050	\$ 834	\$ 8,606	\$ 8,101	\$ 3,101	\$ 3,163	\$ 3,226	-61.7%	\$ (5,000)	In house training reflected below in Driver Wages - training
5356 Memberships	\$ 3,297	\$ 4,695	\$ 2,536	\$ 4,695	\$ 4,813	\$ 4,813	\$ 4,909	\$ 5,007	0.0%	\$ -	
5619 Business Hosting Expenses	\$ 1,274	\$ 1,538	\$ 97	\$ 97	\$ 1,576	\$ 1,576	\$ 1,608	\$ 1,640	0.0%	\$ -	
Total Training, Travel & Meals	\$ 22,898	\$ 43,215	\$ 9,817	\$ 30,911	\$ 44,129	\$ 39,429	\$ 40,219	\$ 41,022	-10.7%	\$ (4,700)	
Vehicle Expenses											
5225 Drivers uniforms	\$ 5,940	\$ 18,875	\$ 5,879	\$ 12,559	\$ 19,298	\$ 18,657	\$ 19,030	\$ 19,411	-3.3%	\$ (641)	
5228 Driver recognition	\$ 2,109	\$ 2,350	\$ 350	\$ 700	\$ 2,402	\$ 2,402	\$ 2,451	\$ 2,500	0.0%	\$ -	
5229 Auto	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
5250 Parts	\$ 236,032	\$ 171,913	\$ 81,608	\$ 155,911	\$ 175,836	\$ 194,642	\$ 212,685	\$ 216,939	10.7%	\$ 18,806	Updated based on 2017 actuals and 2018 forecasted spending
5251 Parts - Accident Related	\$ -	\$ -	\$ 380	\$ 380	\$ -	\$ -	\$ -	\$ -		\$ -	
5255 Vehicle Supplies	\$ 18,190	\$ 19,588	\$ 14,745	\$ 30,101	\$ 19,965	\$ 42,544	\$ 54,006	\$ 55,086	113.1%	\$ 22,579	Updated based on 2017 actuals and 2018 forecasted spending
5260 Maintenance Labour	\$ 293,510	\$ 315,225	\$ 163,179	\$ 327,150	\$ 322,093	\$ 348,249	\$ 383,510	\$ 391,178	8.1%	\$ 26,156	Updated based on 2017 actuals and 2018 forecasted spending
5410 Bus Lease	\$ 59,250	\$ 60,731	\$ 29,625	\$ 59,250	\$ 62,250	\$ 60,000	\$ 61,200	\$ 62,424	-3.6%	\$ (2,250)	Pending finalization of bus lease/ownership with TOB
5420 Bus Storage	\$ 34,800	\$ 56,142	\$ 20,515	\$ 42,274	\$ 57,245	\$ 52,204	\$ 61,738	\$ 62,972	-8.8%	\$ (5,041)	Updated Canmore local bus storage to reflect actuals
5628 Bus wrap repair	\$ 895	\$ 5,166	\$ 695	\$ 4,465	\$ 5,823	\$ 6,252	\$ 6,377	\$ 6,504	7.4%	\$ 429	
Total Vehicle Expenses	\$ 650,727	\$ 649,990	\$ 316,977	\$ 632,790	\$ 664,912	\$ 724,950	\$ 800,997	\$ 817,014	9.0%	\$ 60,038	

Bow Valley Regional Transit Services Commission
Proposed 2019 - 2021 Operating Budget

ALL ROUTES										2019 to 2019	
	2017	2018	Q2 2018	2018	2019	2019	2020	2021	% Change	\$ Change	
	Actual	Budget	Actual	Forecast	Approved Budget	Proposed Budget	Proposed Budget	Proposed Budget	from Approved	from Approved	
Wages & Benefits - Administrative											
5110 Wages - Administrative	\$ 201,404	\$ 342,975	\$ 128,914	\$ 293,818	\$ 351,550	\$ 350,698	\$ 357,712	\$ 364,867	-0.2%	\$ (852)	
5131 CPP & EI	\$ 9,042	\$ 18,000	\$ 8,078	\$ 12,932	\$ 92,774	\$ 14,883	\$ 15,180	\$ 15,484	-84.0%	\$ (77,891)	
5133 Health Benefits	\$ 6,999	\$ 21,513	\$ 3,729	\$ 9,814	\$ -	\$ 11,701	\$ 11,935	\$ 12,174		\$ 11,701	
5134 LAPP	\$ 28,418	\$ 48,001	\$ 14,733	\$ 31,293	\$ -	\$ 37,182	\$ 37,926	\$ 38,684		\$ 37,182	
5135 WCB	\$ 2,701	\$ 3,000	\$ 1,238	\$ 4,736	\$ -	\$ 5,628	\$ 5,741	\$ 5,856		\$ 5,628	
Total Wages & Benefits - Administrative	\$ 248,565	\$ 433,489	\$ 156,691	\$ 352,592	\$ 444,324	\$ 420,092	\$ 428,494	\$ 437,065	-5.5%	\$ (24,232)	
Wages & Benefits - Customer Support											
5631 Wages - Customer Centre Support	\$ 49,915	\$ 58,064	\$ 25,109	\$ 58,064	\$ 59,369	\$ 60,832	\$ 62,048	\$ 63,289	2.5%	\$ 1,463	
5633 Customer Centre Support CPP & EI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,928	\$ 12,167	\$ 12,410		\$ 11,928	Note that CPP/EI also contains LAPP & Manulife for moving PT to FT position
5634 Customer Centre Support WCB	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,125	\$ 1,148	\$ 1,171		\$ 1,125	
Total Wages & Benefits - Customer Support	\$ 49,915	\$ 58,064	\$ 25,109	\$ 58,064	\$ 59,369	\$ 73,885	\$ 75,363	\$ 76,870	24.5%	\$ 14,516	
Wages & Benefits - Drivers											
5221 Drivers Wages	\$ 978,068	\$ 1,147,333	\$ 530,672	\$ 1,148,794	\$ 1,143,312	\$ 1,220,739	\$ 1,327,681	\$ 1,354,234	6.8%	\$ 77,427	
5223 Drivers Wages - Training	\$ -	\$ -	\$ 41,242	\$ 42,098	\$ -	\$ 39,250	\$ 52,769	\$ 53,825		\$ 39,250	
5231 Drivers CPP & EI	\$ 66,687	\$ 62,176	\$ 48,086	\$ 107,980	\$ 63,556	\$ 77,771	\$ 100,784	\$ 102,800	22.4%	\$ 14,215	Note that in 2018 operations and customer service benefits are booked to drivers benefits. This is split out in 2019 budget.
5232 LAPP (drivers and MO)	\$ 86,235	\$ 99,280	\$ 41,500	\$ 86,572	\$ 101,485	\$ 79,708	\$ 81,303	\$ 82,929	-21.5%	\$ (21,777)	
5233 Health Benefits (drivers and MO)	\$ 54,955	\$ 57,161	\$ 31,150	\$ 65,055	\$ 58,430	\$ 60,551	\$ 61,763	\$ 63,000	3.6%	\$ 2,121	Total Forecast \$ 1,682,567
5234 WCB	\$ 24,533	\$ 30,086	\$ 11,231	\$ 23,365	\$ 30,751	\$ 21,415	\$ 21,843	\$ 22,281	-30.4%	\$ (9,336)	Total 2019 Budget \$ 1,800,444
Total Wages & Benefits - Drivers	\$ 1,210,478	\$ 1,396,036	\$ 703,881	\$ 1,473,865	\$ 1,397,534	\$ 1,499,434	\$ 1,646,143	\$ 1,679,069	7.3%	\$ 101,900	
Wages & Benefits - Operations											
5220 Wages - Operations	\$ 145,918	\$ 149,355	\$ 77,530	\$ 150,638	\$ 183,926	\$ 189,650	\$ 193,443	\$ 197,312	3.1%	\$ 5,724	Dispatcher (Commission NSLR) \$20K
5281 Operations CPP & EI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,645	\$ 7,799	\$ 7,956		\$ 7,645	
5282 Operations LAPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,894	\$ 20,291	\$ 20,698		\$ 19,894	
5283 Operations Health Benefits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,061	\$ 7,202	\$ 7,345		\$ 7,061	
5284 Operations WCB	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,875	\$ 2,932	\$ 2,990		\$ 2,875	
Total Wages & Benefits - Operations	\$ 145,918	\$ 149,355	\$ 77,530	\$ 150,638	\$ 183,926	\$ 227,125	\$ 231,667	\$ 236,301	23.5%	\$ 43,199	
Total Expenses Before Amortization	\$ 3,084,450	\$ 3,732,290	\$ 1,692,690	\$ 3,589,137	\$ 3,791,227	\$ 4,107,863	\$ 4,574,856	\$ 4,666,356	8.4%	\$ 316,636	
Surplus / Deficiency Prior to Amortization	\$ 175,453	\$ -	\$ 22,959	\$ 275,240	\$ (1)	\$ 0	\$ -	\$ (1)			
Other Income											
4810 Interest Income	\$ 4,742	\$ -	\$ 2,162	\$ 2,162	\$ -	\$ -	\$ -	\$ -			Note that interest income earned in 2019 on Greentrip Grant prefunds will flow through to Reserves and therefore will not affect operating budget.
4820 Foreign Exchange Gain/Loss	\$ (548)	\$ -	\$ 357	\$ -	\$ -	\$ -	\$ -	\$ -			
5950 Loss on Sale of TCA	\$ (137,360)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Total Other Income	\$ (133,166)	\$ -	\$ 2,519	\$ 2,162	\$ -	\$ -	\$ -	\$ -			
Other Expenses											
5900 Amortization Expense	\$ 273,813	\$ 299,920	\$ 149,964	\$ 299,920	\$ 345,048	\$ 345,048	\$ 345,048	\$ 345,048			
Exchange Gain or Loss	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Total Other Expenses	\$ 273,813	\$ 299,920	\$ 149,964	\$ 299,920	\$ 345,048	\$ 345,048	\$ 345,048	\$ 345,048			
NET INCOME	\$ (231,526)	\$ (299,920)	\$ (124,486)	\$ (22,518)	\$ (345,049)	\$ (345,048)	\$ (345,048)	\$ (345,049)			

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Commission 2019-2028 Capital Budget Summary

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Banff											
Opening Deferred Capital Contribution Balance	\$ 889,583	\$ 970,750	\$ 1,027,341	\$ 1,240,580	\$ 1,452,826	\$ 1,846,914	\$ 2,292,033	\$ 2,587,188	\$ 3,029,502	\$ 2,323,955	\$ 2,398,465
Anticipated Grant Funding	1,885,000	-	1,646,667	1,220,000	-	-	-	-	983,558	-	-
Municipal Contribution to New Assets	-	-	823,333	610,000	-	-	-	-	-	-	-
Banff Capital Requisition											
Banff Local Capital Replacement		232,400	235,700	321,900	387,900	393,600	399,400	405,200	411,200	417,200	423,400
Canmore / Banff Regional Capital Replacement		58,100	59,000	59,800	60,700	61,600	62,500	63,400	64,400	65,300	66,300
Commission Capital Replacement		22,400	22,600	22,800	23,100	23,300	23,500	23,700	24,000	24,200	24,500
Total Banff Capital Requisition	379,000	312,900	317,300	404,500	471,700	478,500	485,400	492,300	499,600	506,700	514,200
Capital Projects											
Banff New Capital Assets	(1,725,000)	-	(2,470,000)	(1,830,000)	-	-	-	-	-	-	-
Banff Local Capital Replacement	(408,000)	(185,625)	(64,662)	(94,076)	(8,000)	(20,389)	(45,724)	(8,000)	(2,073,122)	(375,028)	(216,897)
Canmore / Banff Regional Capital Replacement	(22,500)	(27,917)	(34,732)	(91,178)	(41,847)	(1,250)	(12,184)	(37,320)	(85,737)	(44,985)	(1,250)
Commission Capital Replacement	(27,333)	(42,767)	(4,667)	(7,000)	(27,765)	(11,742)	(132,336)	(4,667)	(29,847)	(12,177)	(8,054)
Total Capital Projects	(2,182,833)	(256,308)	(2,574,061)	(2,022,254)	(77,612)	(33,381)	(190,244)	(49,987)	(2,188,705)	(432,189)	(226,202)
Closing Deferred Capital Contribution Balance	\$ 970,750	\$ 1,027,341	\$ 1,240,580	\$ 1,452,826	\$ 1,846,914	\$ 2,292,033	\$ 2,587,188	\$ 3,029,502	\$ 2,323,955	\$ 2,398,465	\$ 2,686,464

Canmore											
Opening Deferred Capital Contribution Balance	\$ 325,295	\$ 459,462	\$ 578,579	\$ 731,780	\$ 813,801	\$ 754,428	\$ 899,244	\$ 730,541	\$ 873,058	\$ 883,425	\$ 1,038,964
Anticipated Grant Funding	275,000	-	-	-	-	-	-	-	-	-	522,243
Canmore Project Capital Contributions	217,500	10,000	5,000	20,000	30,000	10,000	-	35,000	30,000	20,000	-
Canmore Capital Requisition											
Canmore Local Capital Replacement		111,800	113,500	115,100	116,800	118,500	120,300	122,100	123,800	125,700	127,500
Canmore / Banff Regional Capital Replacement		58,100	59,000	59,800	60,700	61,600	62,500	63,400	64,400	65,300	66,300
Commission Capital Replacement		22,400	22,600	22,800	23,100	23,300	23,500	23,700	24,000	24,200	24,500
Total Canmore Capital Requisition	192,000	192,300	195,100	197,700	200,600	203,400	206,300	209,200	212,200	215,200	218,300
Capital Projects											
Canmore Project Capital Expenditures	(492,500)	(10,000)	(5,000)	(20,000)	(30,000)	(10,000)	-	(35,000)	(30,000)	(20,000)	-
Canmore Operating Capital Expenditures	(8,000)	(2,500)	(2,500)	(17,500)	(190,361)	(45,591)	(230,483)	(24,697)	(86,249)	(2,500)	(1,046,987)
Canmore / Banff Regional Capital Replacement	(22,500)	(27,917)	(34,732)	(91,178)	(41,847)	(1,250)	(12,184)	(37,320)	(85,737)	(44,985)	(1,250)
Commission Capital Replacement	(27,333)	(42,767)	(4,667)	(7,000)	(27,765)	(11,742)	(132,336)	(4,667)	(29,847)	(12,177)	(8,054)
Total Capital Projects	(550,333)	(83,183)	(46,899)	(135,678)	(289,973)	(68,584)	(375,003)	(101,684)	(231,833)	(79,661)	(1,056,291)
Closing Deferred Capital Contribution Balance	\$ 459,462	\$ 578,579	\$ 731,780	\$ 813,801	\$ 754,428	\$ 899,244	\$ 730,541	\$ 873,058	\$ 883,425	\$ 1,038,964	\$ 723,216

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	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ID#9											
Opening Deferred Capital Contribution Balance	\$ 181,611	\$ 194,278	\$ 191,511	\$ 226,845	\$ 259,845	\$ 272,080	\$ 300,338	\$ 208,002	\$ 243,335	\$ 253,488	\$ 281,311
ID#9 Capital Requisition	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000
Capital Projects											
ID9 Projects	-	-	-	-	-	-	-	-	-	-	-
Commission Capital Replacement	(27,333)	(42,767)	(4,667)	(7,000)	(27,765)	(11,742)	(132,336)	(4,667)	(29,847)	(12,177)	(8,054)
Total Capital Projects	(27,333)	(42,767)	(4,667)	(7,000)	(27,765)	(11,742)	(132,336)	(4,667)	(29,847)	(12,177)	(8,054)
Closing Deferred Capital Contribution Balance	\$ 194,278	\$ 191,511	\$ 226,845	\$ 259,845	\$ 272,080	\$ 300,338	\$ 208,002	\$ 243,335	\$ 253,488	\$ 281,311	\$ 313,257

ALL PARTNERS											
Opening Deferred Capital Contribution Balance	\$ 1,396,490	\$ 1,624,490	\$ 1,797,431	\$ 2,199,204	\$ 2,526,472	\$ 2,873,422	\$ 3,491,614	\$ 3,525,731	\$ 4,145,895	\$ 3,460,868	\$ 3,718,740
Anticipated Grant Funding	2,160,000	-	1,646,667	1,220,000	-	-	-	-	983,558	-	522,243
Proposed Annual Contributions	828,500	555,200	1,380,733	1,272,200	742,300	731,900	731,700	776,500	781,800	781,900	772,500
Capital Projects	(2,760,500)	(382,258)	(2,625,627)	(2,164,933)	(395,350)	(113,707)	(697,583)	(156,337)	(2,450,385)	(524,027)	(1,290,547)
Remaining Unspent End of Year	\$ 1,624,490	\$ 1,797,431	\$ 2,199,204	\$ 2,526,472	\$ 2,873,422	\$ 3,491,614	\$ 3,525,731	\$ 4,145,895	\$ 3,460,868	\$ 3,718,740	\$ 3,722,937

Banff 2019 - 2028 Capital Budget

					2018	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Banff	Life Cycle	In Service Year	Replace Date	Historic Cost	Actual											
NEW FLEET																
Increased Frequency Phase I (3 Buses)	18	2018	2036		\$ 1,696,002	\$ 1,725,000										
Increased Frequency Phase II (2 Buses)	18	2020	2038					\$ 1,250,000								
Park N Ride Shuttles - Liricon Lot (2 Buses)	18	2020	2038					\$ 1,220,000								
Park N Ride Shuttles - 2nd Lot (3 Buses)	18	2021	2039						\$ 1,830,000							
NEW FLEET TOTAL					\$ 1,696,002	\$ 1,725,000	\$ -	\$ 2,470,000	\$ 1,830,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FLEET REPLACEMENT																
Wolf Bus	18	2008	2026	\$ 565,000										\$ 655,706		
Goat Bus	18	2008	2026	\$ 565,000										\$ 655,706		
Bear Bus	18	2008	2026	\$ 565,000										\$ 655,706		
Elk Bus	18	2017	2035	\$ 565,000												
Coyote Bus (Increased Frequency Phase I)	18	2018	2036	\$ 575,000												
Mule Deer Bus (Increased Frequency Phase I)	18	2018	2036	\$ 575,000												
Beaver Bus (Increased Frequency Phase I)	18	2018	2036	\$ 575,000												
Increased Frequency Phase II (2 Buses)	18	2020	2038	\$ 1,250,000												
Park N Ride Shuttles - Liricon Lot (2 Buses)	18	2020	2038	\$ 1,220,000												
Park N Ride Shuttles - 2nd Lot (3 Buses)	18	2021	2039	\$ 1,830,000												
FLEET REPLACEMENT TOTAL					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,967,117	\$ -	\$ -
FLEET COMPONENT REPLACEMENT																
Engines: (1 replacement during lifecycle)																
Wolf Engine	9	2016	2025	\$ 65,000										Bus Repl.		
Goat Engine	9	2018	2027	\$ 65,000	\$ 55,000	\$ 65,000								Bus Repl.		
Bear Engine	9	2017	2026	\$ 65,000										Bus Repl.		
Elk Engine	9	2017	2026	\$ 65,000										\$ 73,222		
Coyote Engine	9	2018	2027	\$ 65,000											\$ 74,320	
Mule Deer Engine	9	2018	2027	\$ 65,000											\$ 74,320	
Beaver Engine	9	2018	2027	\$ 65,000											\$ 74,320	
Bus Wraps:																
Wolf Bus Wrap	6	2015	2021	\$ 11,500					\$ 12,025					Bus Repl.		
Goat Bus Wrap	6	2015	2021	\$ 11,500					\$ 12,025					Bus Repl.		
Bear Bus Wrap	6	2015	2021	\$ 11,500					\$ 12,025					Bus Repl.		
Elk Bus Wrap	6	2017	2023	\$ 11,500							\$ 12,389					
Coyote Bus Wrap	6	2018	2024	\$ 11,500								\$ 12,575				
Mule Deer Bus Wrap	6	2018	2024	\$ 11,500								\$ 12,575				
Beaver Bus Wrap	6	2018	2024	\$ 11,500								\$ 12,575				
Bus Transmission:																
Wolf Transmission	10	2008	2019	\$ 40,000			\$ 40,600							Bus Repl.		
Goat Transmission	10	2008	2019	\$ 40,000			\$ 40,600							Bus Repl.		
Bear Transmission	10	2008	2019	\$ 40,000			\$ 40,600							Bus Repl.		
Elk Transmission	10	2017	2027	\$ 40,000											\$ 45,736	
Coyote Transmission	10	2018	2028	\$ 40,000												\$ 46,422
Mule Deer Transmission	10	2018	2028	\$ 40,000												\$ 46,422
Beaver Transmission	10	2018	2028	\$ 40,000			3									\$ 46,422

Banff 2019 - 2028 Capital Budget

					2018	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Hybrid Bus Battery Pack:																
Wolf Battery Pack	10	2008	2018	\$ 55,000		\$ 55,000								Bus Repl.		
Goat Battery Pack	11	2008	2019	\$ 55,000			\$ 55,825							Bus Repl.		
Bear Battery Pack	12	2008	2020	\$ 55,000				\$ 56,662						Bus Repl.		
Bus Refurbishment (GreenTrip Eligible)																
Wolf	10	2008	2018			\$ 80,000								Bus Repl.		
Goat	10	2008	2018			\$ 80,000								Bus Repl.		
Bear	10	2008	2018			\$ 80,000								Bus Repl.		
Elk	10	2017	2027	\$ 20,000											\$ 22,868	
Coyote	10	2018	2028	\$ 20,000												\$ 23,211
Mule Deer	10	2018	2028	\$ 20,000												\$ 23,211
Beaver	10	2018	2028	\$ 20,000												\$ 23,211
Bus Bike Rack Replacement:																
Wolf Bike Rack	9	2008	2017	\$ 2,000										Bus Repl.		
Goat Bike Rack	9	2008	2017	\$ 2,000										Bus Repl.		
Bear Bike Rack	9	2008	2017	\$ 2,000										Bus Repl.		
Elk Bike Rack	9	2017	2026	\$ 2,000										\$ 2,253		
Coyote Bike Rack	9	2018	2027	\$ 2,000											\$ 2,287	
Mule Deer Bike Rack	9	2018	2027	\$ 2,000											\$ 2,287	
Beaver Bike Rack	9	2018	2027	\$ 2,000											\$ 2,287	
Bus Farebox Replacement:																
Wolf Farebox	9	2008	2017	\$ 20,000										Bus Repl.		
Goat Farebox	9	2008	2017	\$ 20,000										Bus Repl.		
Bear Farebox	9	2008	2017	\$ 20,000										Bus Repl.		
Elk Farebox	9	2017	2026	\$ 20,000										\$ 22,530		
Coyote Farebox	9	2018	2027	\$ 20,000											\$ 22,868	
Mule Deer Farebox	9	2018	2027	\$ 20,000											\$ 22,868	
Beaver Farebox	9	2018	2027	\$ 20,000											\$ 22,868	
FLEET COMPONENT REPLACEMENT TOTAL					\$ 55,000	\$ 360,000	\$ 177,625	\$ 56,662	\$ 36,076	\$ -	\$ 12,389	\$ 37,724	\$ -	\$ 98,005	\$ 367,028	\$ 208,897
NON-FLEET CAPITAL REPLACEMENT																
Banff - Arrival Prediction Signs	8	2013	2021						\$ 50,000							
Smart Card and Hotel Partner Card Stock	N/A	N/A	N/A			\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000
Mobile Ticketing Software						\$ 40,000										
NON FLEET REPLACEMENT TOTAL					\$ -	\$ 48,000	\$ 8,000	\$ 8,000	\$ 58,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000
NEW CAPITAL ASSETS					\$ 1,696,002	\$ 1,725,000	\$ -	\$ 2,470,000	\$ 1,830,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
REPLACEMENT OF CAPITAL ASSETS					\$ 55,000	\$ 408,000	\$ 185,625	\$ 64,662	\$ 94,076	\$ 8,000	\$ 20,389	\$ 45,724	\$ 8,000	\$ 2,073,122	\$ 375,028	\$ 216,897
TOTAL					\$ 1,751,002	\$ 2,133,000	\$ 185,625	\$ 2,534,662	\$ 1,924,076	\$ 8,000	\$ 20,389	\$ 45,724	\$ 8,000	\$ 2,073,122	\$ 375,028	\$ 216,897
Municipal Capital Contribution					\$ -	\$ -		\$ 823,333	\$ 610,000							
Approved Grant Funding (GreenTRIP 3)					\$ 848,001	\$ 1,022,500		\$ 1,646,667	\$ 1,220,000							
Approved Grant Funding (PTIF)					\$ 848,001	\$ 862,500										
Projected Future Grant Funding														\$ 983,558	\$ -	\$ -
Total Annual Capital Commitment					\$ 55,000	\$ 248,000	\$ 185,625	\$ 64,662	\$ 94,076	\$ 8,000	\$ 20,389	\$ 45,724	\$ 8,000	\$ 1,089,563	\$ 375,028	\$ 216,897

Canmore 2019 - 2028 Capital Budget

					2018	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Canmore	Life Cycle	In Service Year	Replace Date	Historic Cost	Actual											
OPERATING CAPITAL																
Fleet Replacement																
Cougar	12	2016	2028	\$450,000												522,243
Lynx	12	2016	2028	\$450,000												522,243
Summer Fox	12	2018	2030	\$450,000												
Driver Swap Vehicle	5	2016	2021						15,000					16,159		
Engine Replacement																
Cougar	6	2016	2022	\$65,000						68,989						Bus Repl
Lynx	6	2016	2022	\$65,000						68,989						Bus Repl
Summer Fox	6	2018	2024	\$65,000								71,074				
Bus Wrap Replacement																
Cougar	6	2016	2022	\$11,500						12,206						Bus Repl
Lynx	6	2016	2022	\$11,500						12,206						Bus Repl
Summer Fox	6	2018	2024	\$11,500								12,575				
Bus Transmission Replacement																
Cougar	8	2016	2024	\$40,000								43,738				Bus Repl
Lynx	8	2016	2024	\$40,000								43,738				Bus Repl
Summer Fox	8	2018	2026	\$40,000										45,060		
Bus Refurbishment																
Cougar	7	2016	2023	\$20,000							21,546					Bus Repl
Lynx	7	2016	2023	\$20,000							21,546					Bus Repl
Summer Fox	7	2018	2025	\$20,000									22,197			
Bus Bike Rack Replacement																
Cougar	6	2016	2022	\$2,000						2,123						Bus Repl
Lynx	6	2016	2022	\$2,000						2,123						Bus Repl
Summer Fox	6	2018	2024	\$2,000								2,187				
Bus Farebox Replacement																
Cougar	8	2016	2024	\$20,000								21,869				Bus Repl
Lynx	8	2016	2024	\$20,000								21,869				Bus Repl
Summer Fox	8	2018	2026	\$20,000										22,530		
Bus Security Cameras Replacement																
Cougar	6	2016	2022	\$10,000						10,614						Bus Repl
Lynx	6	2016	2022	\$10,000						10,614						Bus Repl
Summer Fox	6	2018	2024	\$10,000								10,934				
Smart Card Stock	3 Years					8,000	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500
Subtotal:					0	8,000	2,500	2,500	17,500	190,361	45,591	230,483	24,697	86,249	2,500	1,046,987

Canmore 2019 - 2028 Capital Budget

					2018	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Project Capital																
Spare Bus for Local Service	12 Years				\$ 372,232	\$ 360,000										
Electronic Fare Equipment	10years				\$ 18,300	\$ 25,000										
Bus Communications Equipment	8 yrs				\$ 2,500	\$ 2,500										
NextBus Initial Install On Buses					\$ 5,000	\$ 5,000										
Bus Security Cameras	6 Years				\$ 10,000	\$ 10,000										
Bus Wrap	5years				\$ 10,300	\$ 10,000										
Bike Trailers							10,000		10,000							
Arrival Prediction signs	8years					60,000				30,000			30,000	30,000	20,000	
Mobile Ticketing Software						20,000										
Bus Stop and Transit Wayfinding Signs								5,000	10,000		10,000		5,000			
Project Capital Subtotal					418,332	492,500	10,000	5,000	20,000	30,000	10,000	0	35,000	30,000	20,000	0
Approved Grant Funding (GreenTRIP 2)																
Approved Grant Funding (GreenTRIP 3)					278,888	275,000										
Approved Grant Funding (PTIF)																
Projected Future Grant Funding																522,243
Total Annual Project Capital Commitment					139,444	217,500	10,000	5,000	20,000	30,000	10,000	0	35,000	30,000	20,000	0

Canmore / Banff Regional 2019-2028 Capital Budget

					2018	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Canmore / Banff Regional	Life Cycle	In Service Year	Replace Date	Historic Cost	Actual											
NEW FLEET																
No current plans for additional fleet																
NEW FLEET TOTAL																
FLEET REPLACEMENT																
Moose Bus	18	2012	2030	\$ 565,000												
Sheep Bus	18	2012	2030	\$ 565,000												
Black Bear Bus	18	2017	2035	\$ 565,000												
FLEET REPLACEMENT TOTAL					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FLEET COMPONENT REPLACEMENT																
Engines (3 replacements during lifecycle):																
Moose Engine	4.5	2016	2020.5	\$ 65,000				\$ 66,965					\$ 72,140			
Sheep Engine	4.5	2017	2021.5	\$ 65,000					\$ 67,969					\$ 73,222		
Black Bear Engine	4.5	2017	2018	\$ 65,000						\$ 68,989					\$ 74,320	
Bus Wraps:																
Moose Bus Wrap	5	2016	2021	\$ 11,500					\$ 12,025					\$ 12,955		
Sheep Bus Wrap	5	2016	2021	\$ 11,500					\$ 12,025					\$ 12,955		
Black Bear Bus Wrap	5	2017	2022	\$ 11,500						\$ 12,206					\$ 13,149	
Bus Transmission:																
Moose Transmission	9	2012	2021	\$ 40,000					\$ 41,827							
Sheep Transmission	9	2012	2021	\$ 40,000					\$ 41,827							
Black Bear Transmission	9	2017	2026	\$ 40,000										\$ 45,060		
Bus Refurbishment (GreenTrip Eligible):																
Moose Refurb	7	2012	2019				\$ 80,000									
Sheep Refurb	7	2012	2019				\$ 80,000									
Black Bear Refurb	7	2017	2024	\$ 20,000								\$ 21,869				
Bus Bike Rack Replacement:																
Moose Bike Rack	9	2012	2021	\$ 2,000					\$ 2,091							
Sheep Bike Rack	9	2012	2021	\$ 2,000					\$ 2,091							
Black Bike Rack	9	2017	2026	\$ 2,000										\$ 2,253		
Bus Farebox Replacement:																
Moose Farebox	9	2017	2026	\$ 20,000										n/a		
Sheep Farebox	9	2017	2026	\$ 20,000										n/a		
Black Bear Farebox	9	2017	2026	\$ 20,000										\$ 22,530		
FLEET COMPONENT REPLACEMENT TOTAL					\$ -	\$ -	\$ 160,000	\$ 66,965	\$ 179,857	\$ 81,194	\$ -	\$ 21,869	\$ 72,140	\$ 168,974	\$ 87,469	\$ -

Canmore / Banff Regional 2019-2028 Capital Budget

					2018	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
NON-FLEET CAPITAL REPLACEMENT																
Regional Smart Cards stock - Replenish						5,000	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500
Mobile Ticketing Software						40,000										
NON FLEET REPLACEMENT TOTAL					\$ -	\$ 45,000	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500
NEW CAPITAL ASSETS					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
REPLACEMENT OF CAPITAL ASSETS					\$ -	\$ 45,000	\$ 162,500	\$ 69,465	\$ 182,357	\$ 83,694	\$ 2,500	\$ 24,369	\$ 74,640	\$ 171,474	\$ 89,969	\$ 2,500
TOTAL					\$ -	\$ 45,000	\$ 162,500	\$ 69,465	\$ 182,357	\$ 83,694	\$ 2,500	\$ 24,369	\$ 74,640	\$ 171,474	\$ 89,969	\$ 2,500
Approved Grant Funding (GreenTRIP 2)																
Approved Funding (GreenTRIP 3)							106,667									
Approved Grant Funding (PTIF)																
Projected Future Grant Funding																
Total Annual Capital Commitment					0	45,000	55,833	69,465	182,357	83,694	2,500	24,369	74,640	171,474	89,969	2,500
Each Partners Share (1/2 Each TOB and TOC)					0	22,500	27,917	34,732	91,178	41,847	1,250	12,184	37,320	85,737	44,985	1,250

ID#9

					2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Improvement District #9	Life Cycle	In Service Year	Replace Date	Historic Cost											
ID9 Regional Expenditures					0	0	0	0	0	0	0	0	0	0	0
Approved Grant Funding (GreenTRIP 2)															
Approved Grant Funding (GreenTRIP 3)															
Approved Grant Funding (PTIF)															
Total Annual Capital Spending					0	0	0	0	0	0	0	0	0	0	0