

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

BVRTSC Boardroom – 221 Beaver Street, Banff, AB.

AGENDA

October 23, 2019 2:00-3:30pm

1. Call to Order
2. Approval of the Agenda
3. Minutes
 - Approval of the September 11, 2019 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) Approval of final 2020-2022 Commission Operating Budget (Request for Decision)
 - b) Approval of final 2020-2029 Commission 10 Year Capital Budget (Request for Decision)
 - c) Report on Summer Super Pass (Request for Decision)
 - d) Report on Low Income Transit Pass usage (For Information Only)
 - e) Report on Additional Electric Bus Purchase for 2021 Service (Request for Decision)
6. Adjournment

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

BVRTSC Boardroom – 221 Beaver Street, Banff, AB.

MINUTES

September 11th, 2019 2:00 – 4:00 pm

BOARD MEMBERS PRESENT

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

BOARD MEMBERS ABSENT

Chip Olver, Town of Banff

BVRTSC ADMINISTRATION PRESENT

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

ADMINISTRATION PRESENT

Danielle Morine, ID9
Claire Ellick, Town of Canmore
Greg Danchuk, Parks Canada
Adrian Field, Town of Banff

1. Call to Order

Davina Bernard calls the meeting to order at 2:04PM

2. Approval of the Agenda

BVRTSC19-34 Davina Bernard moves to approve the agenda as presented

CARRIED UNANIMOUSLY

3. Minutes

- Approval of the August 14th, 2019 Regular Meeting Minutes (attached)

BVRTSC19-35 Davina Bernard moves to accept the minutes as presented

CARRIED UNANIMOUSLY

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) Presentation of Proposed 2020 3-Yr. Operating and 10-Yr. Capital Budgets and KPIs for approval (Request for Decision).

BVRTSC19-36 Davina Bernard moves to approve the 2020 3-year Operating Budget as presented

CARRIED UNANIMOUSLY

BVRTSC19-37 Davina Bernard moves to approve our 2020 10-year Capital Budget as presented

CARRIED UNANIMOUSLY

- b) On-it Regional Service – Discussion around this season's service and potential for any future adjustments (For Discussion).

6. Adjournment

BVRTSC19-38 Davina Bernard moves to adjourn the meeting at 2:54 PM

CARRIED UNANIMOUSLY

Bow Valley Regional Transit Services Commission



CAO Report

CAO Update – October 2019

- **Financial:**

- Further conversation with the Province on grant funding status has determined that no decisions on grant funding or disbursements will be made until a period after the federal election, likely a few months.
- Over the past few months, administration has completed a complete banking review and requested quotations from all local banks. Upon review of the quotations received, we will be transitioning our banking services from RBC to ATB Financial over the next couple of months. This change will provide the BVRTSC with significant advantages, including cost savings and access to a local branch in Banff.

- **Moraine Lake Regional Service:**

- Route 10 service has been successfully received over its three weeks of operation. Unfortunately, ridership numbers were not as high as anticipated due to the early onset of winter conditions.
- Please see below customer feedback:

- *Message Body:*

Thank you so much for adding the direct, from Banff, bus to Moraine Lake. I was on the bus the first day, Sept. 23, Monday. It was on time, a great price for Seniors and, for locals, a way to get to our mountains without taking the car. And, it is preferable to going first to Lake Louise and then having to change buses and wait to go to Moraine Lake which was the summer schedule. The return bus was comfortable, on time and just as convenient. Thank you for making it possible for me to see one of my favorite places with larches, Larch Valley. I hope you will consider doing a direct bus next fall, and perhaps add the summer.

- *Message Body:*

A big thank you to Roam for scheduling the bus service from Banff to Moraine Lake during the larch season. I took it on the first day of operation and it was a great success. Right on time, a beautiful comfortable bus and a great way to avoid the Moraine Lake parking problem. I have lived in the Bow Valley since 1974 and although I miss those quieter days



at Moraine Lake and Lake Louise, I will continue to visit via Roam transit. Maybe next summer there might be bus on the Banff to Moraine Lake Route?

Again, thank you for providing this service.

- **LLB Regional Service:**

- Route 8X is now on the Winter/Spring schedule, with 7 departures daily each way between Banff and Lake Louise.

- **Banff Local Service:**

- The Train station parking lot is open as of August 31st and shuttles ran until the end of September in order to gauge the potential need for a more permanent shuttle solution. Ridership on the shuttle service was fairly low, however due to the late start of the parking lot, the data set is limited.
- Repairs and construction are ongoing within the Town prior to winter. The sidewalk at the Transit Hub has been closed while being repaired and we are detouring at the Inns of Banff/Marmot Crescent area due to construction of the Legacy Trail extension.
- Tunnel Mountain Campground free ride program on Route 2 has been extremely successful once again, with 37,811 taking advantage of the free ride into town. This is slightly lower than 2018 due to TMC1 being closed for the early portion of the year. It does, however, represent an increase of 169% since the first full summer of free campground ridership in 2015, where 14,082 riders used the initiative.

2015	14,082
2016	18,717
2017	28,427
2018	42,368

- Free campground ridership was also available from Two Jack Campground on Route 6, with 2,411 users taking advantage of the initiative.
 - Free campground ridership on Route 8S was 116 for the summer.
 - Route 4 – Cave and Basin ridership was up significantly over the summer (65%) primarily due to the re-routing of the service to travel down the full length of Banff Avenue. This opened up access to the route for the majority of hotel guests in town. 72% of these riders used Route 4 to ride all the way to the Cave and Basin.
- **CB Regional Service:**
 - The New Service Level request proposed for 2020 allows for two buses on CB Regional during weekdays and 7 days per week in the summer. This will allow for increased flexibility, frequency and on-time performance if approved.
 - CB Regional service is operating on schedule other than for severe weather and road conditions at this time of year. Adjustments will be made for next year prior to peak season to ensure that similar reliability challenges are not encountered such as the significant ones we saw this past summer.
- **Canmore Local Service:**
 - With fall traffic volumes slowing down in Canmore, we have been able to stay on schedule more regularly, however tweaks will still need to be made to the schedule. We are currently compiling a report to show areas of concern with regards to schedule adherence, which will be used by BVRTSC and Canmore administration to inform decisions.
 - The Town of Canmore is in the midst of bus stop improvements throughout the town, with infrastructure being added to enhance the transit rider experience.
- **General:**
 - Roam presented our first scholarship for sustainability to a Canmore CCHS student, Alison Gourley. The scholarship was in the amount of \$500 and Alison was recognized for her contribution in revitalizing the Green Club within CCHS.



- Roam is now partnered with “Transit”, a worldwide app for riders to plan their route, see their bus arrival times and view bus movements in real time. As our partnership grows, are seeing great uptake from riders. A sampling of this is the September stats below from Transit:

Daily Adoption

What percentage of your riders open Transit on a given weekday?

Estimate based on US National Transit Database or Canadian Transit Factbook.

6.3%

SEPTEMBER 2019

1.6%

SEPTEMBER 2018

Sessions

How many times did your riders open Transit this month?

16,915

SEPTEMBER 2019

3,457

SEPTEMBER 2018

Downloads

332

SEPTEMBER 2019

70

SEPTEMBER 2018

- Roam was involved in a photo and video shoot in mid-September coordinated by Banff Lake Louise Tourism. As emphasized in the feedback below, the day was a success as a result of outstanding collaboration:

Hi all,

I just wanted to send a quick note to let you know the shoot went off without a hitch. A few clouds rolled in but otherwise weather was beautiful throughout Banff and Lake Louise (and along the highway through Morley). We were able to capture some really great images and video of the busses going along the highway, enroute, and at the transit stops. We have inside the bus shots, loading and unloading, and were able to get a sense of place with each stop whether it is the beautiful views at the lakes, the Johnston Canyon signage, or the Tunnel Mountain campground.

I'm confident we captured an abundance of stills that we'll be able to choose from for next year, as well as stitch together some compelling video.

The talent we used were AMAZING, they worked incredibly well together, and were truly professionals. The crew was awesome, and worked so hard, as we managed people trying to get on our chartered busses or getting drive by shots on the side of the highway (from safe spots I assure you).

We even got quite a few shots of RVs driving, and some great shots of the family leaving "their" RV in the campground at Tunnel to take the Roam bus. The light was especially gorgeous at that time of day.

Huge thank you to Lesley M for arranging the Parks shuttles, to Corrie for arranging Roam, and to Pamela for arranging On-it. The drivers on all the busses were absolute stars, so lovely and patient and accommodating. Only in Banff will you meet a couple who mountain climbs and drives the public transit for their full-time gigs, and our Parks driver was a running Olympian! If you all could please pass on our huge thanks to the drivers, I would really appreciate it.

As for next steps, we should receive all the footage and stills within the next couple of weeks, so stay tuned and I'll be sure to share with everyone.

Thanks,

ANGELA ANDERSON

Senior Manager, Media & Communications
Banff & Lake Louise Tourism

Bow Valley *R*egional Transit Services Commission



Bring Forward List

BRING FORWARD LIST OF ITEMS PENDING (as of October 2019)

ITEM	Date Initiated	Pending Date	Comments:
BVRTSC19-27 - Davina Bernard moves to direct administration to prepare feasibility analysis on the cost of providing and operating staff accommodation for Roam employees on both an immediate and long-term basis.	April 2019	October 2019	Further information to be provided on rental waiting lists and need for accommodation for recruiting
BVRTSC19-02.01 Fares Report – Administration to bring back report on the Superpass utilization and other fare recommendations	August 2019	November 2019	Presented in October

Bow Valley Regional Transit Services Commission Ridership Statistics



Month	Type	Banff Local	Canmore Local	Canmore - Banff Regional	Lake Louise - Banff Regional
September 2019	Bikes	203	479	837	108
	Strollers	141	152	40	16
	Winter Sports	0	6	22	24

Observations – September 2019:

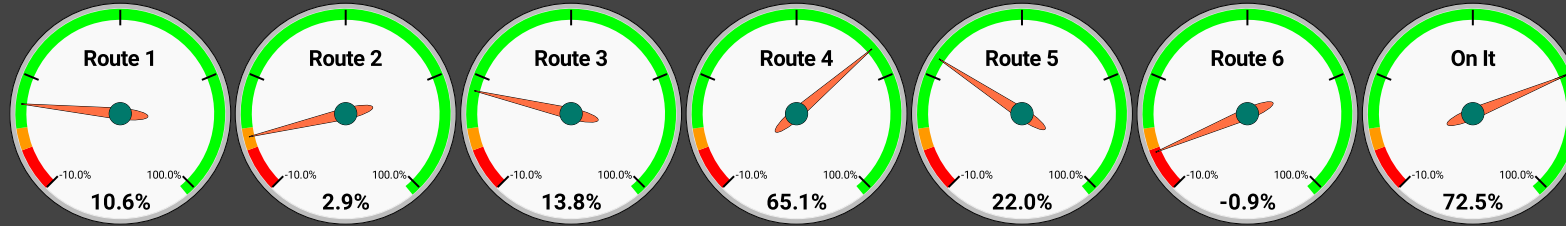
- Token Transit - Continued uptake in 'Token Trips'.
 - Adult uses - 10,972 rides
 - Youth uses - 394 rides
 - Senior uses - 175 rides
- **Banff Local Routes combined (1,2)** up 19.5% over September 2018.
- **Canmore/Banff Regional Route 3** September ridership up 19% compared to September 2018.
- **Canmore Local Route 5** September ridership up 39% over September 2018.
- **Banff Centre Route 7** ridership at **1,306** for September.
- **Lake Louise-Banff Route 8X** ridership at **15,154** in September.
- **Moraine Lake Route 10** ridership total for 3 week season of 2,305 passengers (Sept 23rd to Oct 14th).
 - Average of 112 passengers per day (7 daily departures).
 - No Overloads were experienced.
 - 7:30 AM departure to Moraine Banff most popular.
 - 3:40 PM departure to Banff most popular.

October	Route 1 (Sulphur Mtn / Banff Ave)					Route 2 (Tunnel Mtn / Banff Springs Hotel)					Route 4 (Cave and Basin)					Banff Local Combined Totals (Routes 1, 2, 4)					
Month	2016	2017	2018	2019	% Change	2016	2017	2018	2019	% Change	2016	2017	2018	2019	% Change	2015	2016	2017	2018	2019	% Change
January	19,391	23,567	26,302	28,912	9.9%	22,261	24,429	22,257	27,358	22.9%						41,973	41,652	48,343	48,559	56,270	15.9%
February	20,973	27,697	27,800	29,757	7.0%	22,446	24,820	23,662	26,543	12.2%						41,240	43,419	52,517	51,462	56,300	9.4%
March	24,034	31,830	32,424	34,329	5.9%	23,928	24,474	25,551	27,413	7.3%						46,484	47,962	56,304	57,975	61,742	6.5%
April	18,226	29,233	28,441	27,420	-3.6%	16,355	18,736	20,632	22,763	10.3%	0	296				37,483	34,581	47,953	49,073	50,183	2.3%
May	30,882	38,054	44,114	48,522	10.0%	22,549	25,146	28,773	32,526	13.0%	331	388	655	1,147	75.1%	52,462	53,762	64,807	73,542	82,195	11.8%
June	37,896	42,032	57,945	66,195	14.2%	26,196	29,851	50,499	47,222	-6.5%	586	1,073	2,369	4,002	68.9%	64,295	64,678	72,956	110,813	117,419	6.0%
July	50,540	56,676	75,168	80,651	7.3%	31,655	38,958	68,439	61,895	-9.6%	951	2,005	4,342	6,704	54.4%	79,171	83,146	97,639	147,949	149,250	0.9%
August	52,621	58,460	69,322	81,196	17.1%	32,553	40,767	64,538	63,073	-2.3%	830	2,057	4,316	6,960	61.3%	81,401	86,004	101,284	138,176	151,229	9.4%
September	37,009	41,716	50,243	59,934	19.3%	24,406	30,362	39,878	45,951	15.2%	676	1,125	1,618	3,146	94.4%	60,204	62,091	74,565	91,739	109,031	18.8%
October	24,252	25,934	14,491	14,643	1.0%	15,358	16,819	10,708	10,354	-3.3%		527				35,371	39,610	42,753	25,199	24,997	-0.8%
November	20,240	22,239	0	0	0.0%	17,004	16,947	0	0	0.0%						33,785	37,244	38,513	0	0	0.0%
December	27,465	27,379	0	0	0.0%	23,551	23,878	0	0	0.0%						44,156	51,016	52,818	0	0	0.0%
YTD	363,529	424,817	426,250	471,559	10.6%	278,262	315,187	354,937	365,098	2.9%	3,374	7,471	13,300	21,959	65.1%	618,025	641,791	750,452	794,487	858,616	8.1%

	Route 3 (Canmore-Banff Regional)					Route 5 (Canmore Local)					Route 6 (Minnewanka)				Route 7 (Banff Centre)			Route 8X (Express Lake Louise - Banff Regional)		
Month	2016	2017	2018	2019	% Change	2016	2017	2018	2019	% Change	2017	2018	2019	% Change	2018	2019	% Change	2018	2019	% Change
January	8,502	9,892	13,153	15,486	17.7%		6,551	8,392	10,225	21.8%						1,431			4,053	
February	8,081	10,182	12,371	12,849	3.9%		5,864	8,264	8,913	7.9%						1,870			2,920	
March	8,137	11,435	13,655	15,057	10.3%		7,206	8,753	9,759	11.5%						1,579			3,310	
April	7,911	9,942	13,695	14,618	6.7%		4,803	7,876	9,144	16.1%						1,148			2,926	
May	9,753	11,841	15,995	16,925	5.8%		6,225	7,454	10,769	44.5%	4,023	3,882	3,985	2.7%		1,281			5,634	
June	10,831	12,690	16,261	18,924	16.4%		6,414	8,919	12,852	44.1%	9,058	8,795	9,966	13.3%		1,390			15,224	
July	11,513	13,258	17,347	20,422	17.7%		6,088	12,349	14,183	14.9%	15,975	13,793	11,801	-14.4%		1,334			24,544	
August	11,089	12,760	16,063	20,105	25.2%		6,164	13,800	13,675	-0.9%	17,192	12,980	13,150	1.3%		1,587			24,743	
September	9,720	11,794	13,744	16,379	19.2%		5,327	8,866	12,348	39.3%	4,016	4,483	4,619	3.0%		1,306			15,154	
October	9,881	12,134	5,786	6,319	9.2%		6,442	3,629	5,820	60.4%					209	529	153.1%	960	2,687	179.9%
November	11,164	12,432	0	0	0.0%	8,570	7,791	0	0	0.0%					0	0	0.0%	0	0	0.0%
December	9,999	11,748	0	0	0.0%	7,597	6,934	0	0	0.0%					0	0	0.0%	0	0	0.0%
YTD	116,581	140,108	138,069	157,084	13.8%	16,167	75,809	88,302	107,688	22.0%	50,264	43,933	43,521	-0.9%	209	13,455	153.1%	960	101,195	179.9%

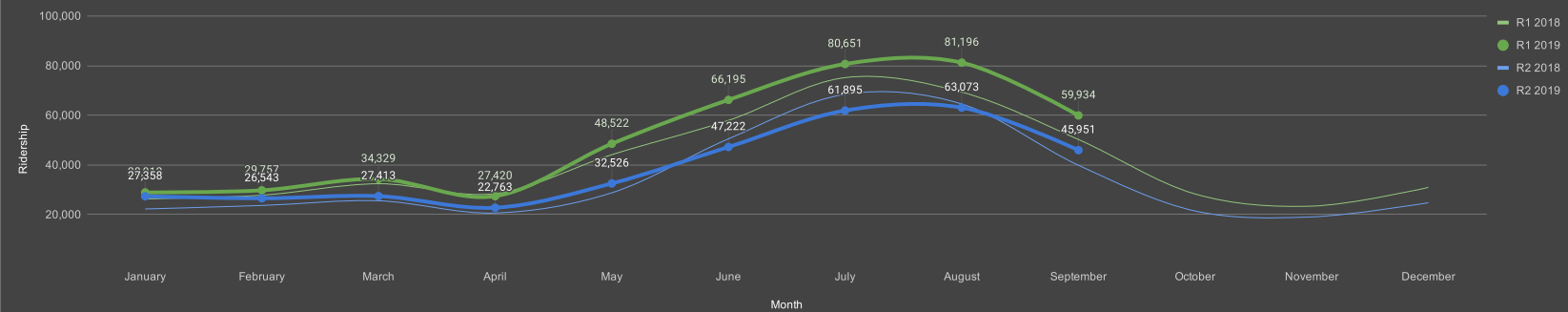
	Route 8S (Scenic Lake Louise - Banff Regional)		Route 9 (Johnston Canyon)		On-It (Calgary Regional)				Route 10 (Moraine Lake Express)		Parking Lot Shuttle	
Month	2019	% Change	2019	% Change	2017	2018	2019	% Change	2019	% Change	2019	% Change
January												
February												
March												
April												
May						1,018	1,271	24.9%				
June	795		1,129		1,197	2,120	3,846	81.4%				
July	3,521		3,943		4,198	3,746	4,847	29.4%				
August	4,088		4,418		4,789	3,502	6,282	79.4%			105	
September	486		1,807		1,522	1,359	4,017	195.6%	1,101		1,288	
October									1,304			
November												
December												
YTD	8,890	0.0%	11,297	0.0%	11,706	11,745	20,263	72.5%	2,405	0.0%	1,393	0.0%

Year to Date % Ridership Change - Comparing 2018 to 2019

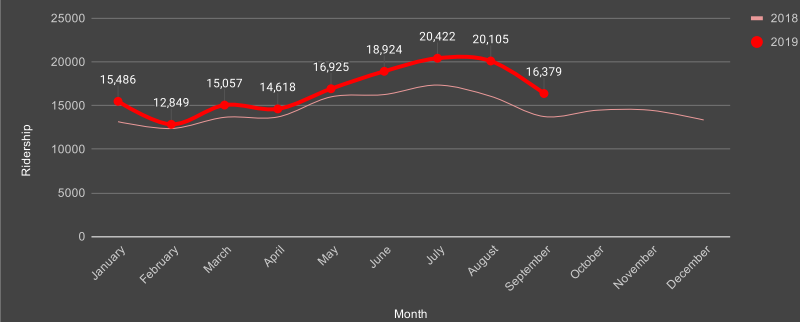


Monthly Ridership Comparisons by Year

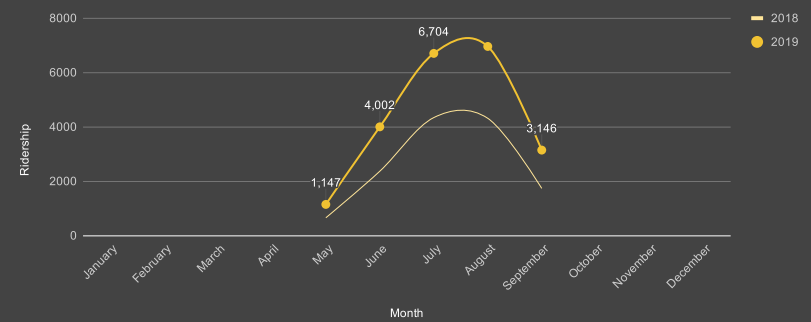
Banff Local (Routes 1 and 2) Ridership Comparison



Canmore - Banff Regional (Route 3) Ridership Comparison



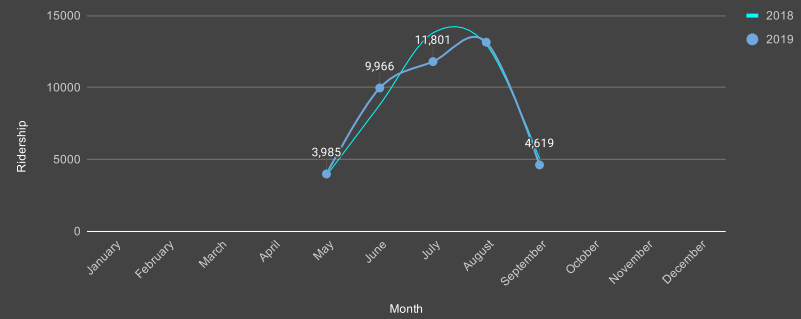
Banff Local (Route 4) Ridership Comparison



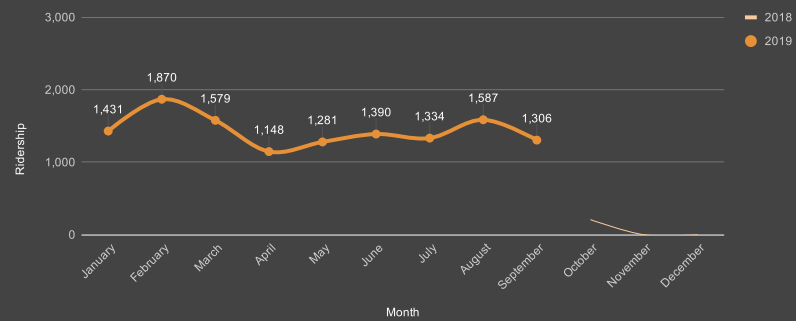
Canmore Local (Route 5) Ridership Comparison



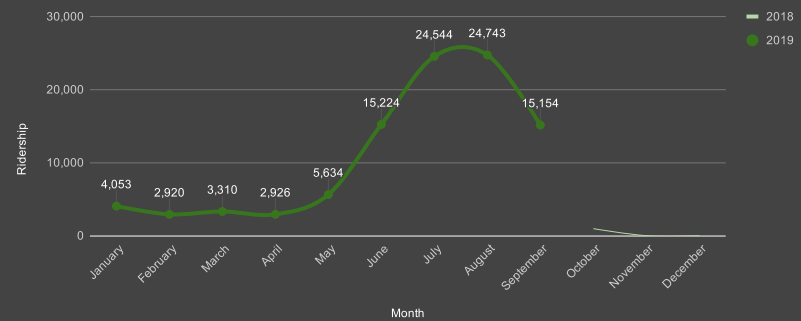
Minnewanka (Route 6) Ridership Comparison



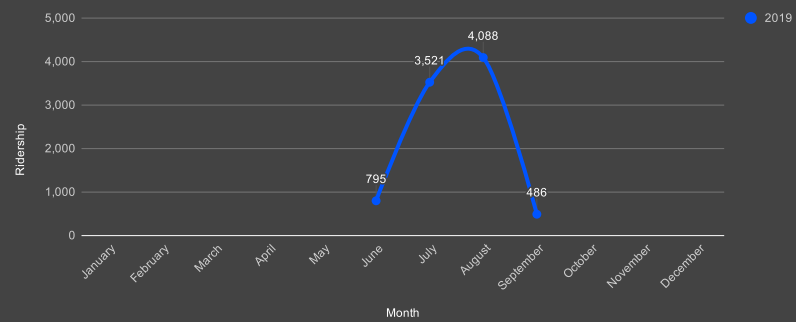
Banff Centre (Route 7) Ridership Comparison



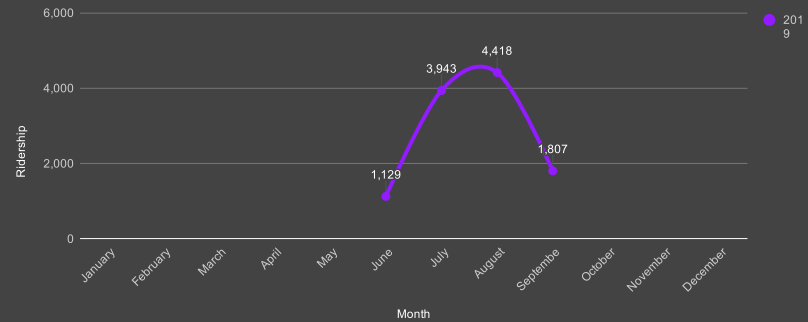
Express Banff - Lake Louise Regional (Route 8X) Ridership Comparison



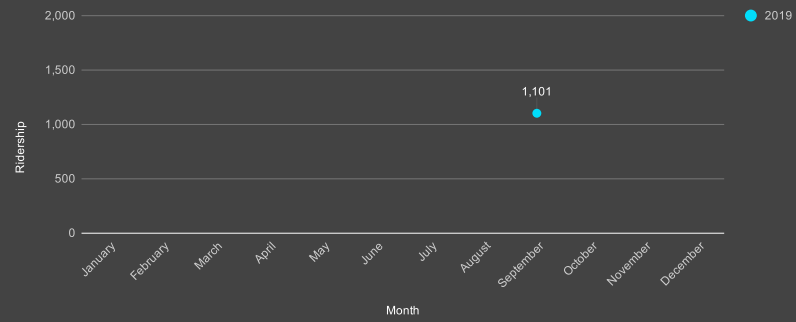
Scenic Banff - Lake Louise Regional (Route 8S) Ridership



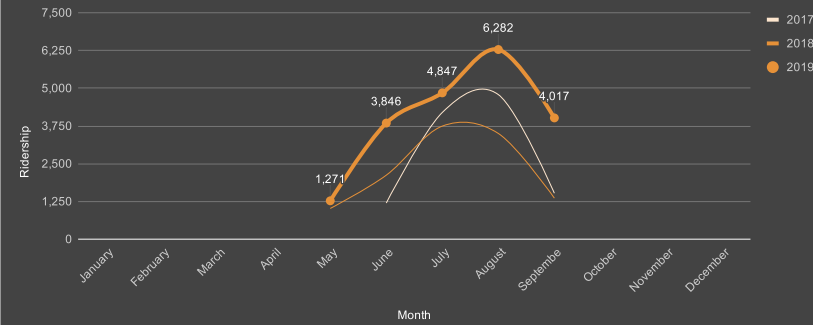
Johnston Canyon Regional (Route 9) Ridership



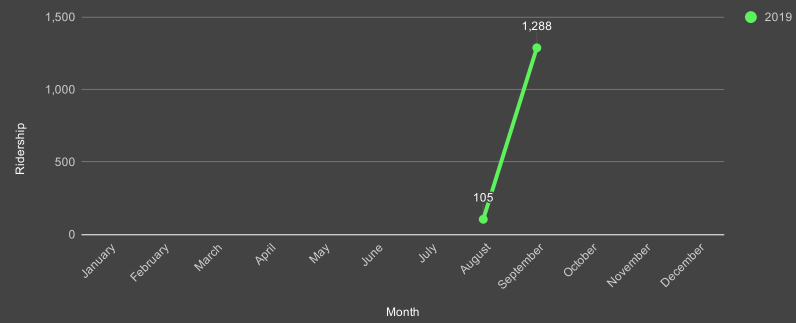
Moraine Lake Express (Route 10) Ridership



On It Calgary Regional Ridership Comparison



Banff Train Station Parking Lot Shuttle Ridership



Bow Valley *Regional* Transit Services Commission



Final Proposed 2020 3 Yr. Operating and 10 Yr. Capital Budgets

These are budgets approved at September meeting and have been posted on the website for public for 30 days. This is the final stage in approving the BVRTSC budgets

Proposed Total Requisitions - 2020 to 2022

	2019 Budget	2020 Previously Approved Budget	2021 Previously Approved Budget	2020 Proposed Budget	2021 Proposed Budget	2022 Proposed Budget	% Change 20-20	% Change 21-21	\$ Change 20-20	\$ Change 21-21
Banff										
Operating	\$ 950,050	\$ 1,257,348	\$ 1,409,931	\$ 1,171,076	\$ 1,338,771	\$ 1,365,542	-6.9%	-5.0%	\$ (86,272)	\$ (71,160)
Capital	\$ 312,900	\$ 317,300	\$ 413,900	\$ 329,000	\$ 500,300	\$ 543,900	3.7%	20.9%	\$ 11,700	\$ 86,400
	\$ 1,262,950	\$ 1,574,648	\$ 1,823,831	\$ 1,500,076	\$ 1,839,071	\$ 1,909,442	-4.7%	0.8%	\$ (74,572)	\$ 15,240
Canmore										
Operating	\$ 831,322	\$ 849,379	\$ 866,371	\$ 860,388	\$ 889,543	\$ 907,333	1.3%	2.7%	\$ 11,009	\$ 23,172
Capital	\$ 192,300	\$ 195,100	\$ 197,700	\$ 204,200	\$ 207,600	\$ 210,600	4.7%	5.0%	\$ 9,100	\$ 9,900
	\$ 1,023,622	\$ 1,044,479	\$ 1,064,071	\$ 1,064,588	\$ 1,097,143	\$ 1,117,933	1.9%	3.1%	\$ 20,109	\$ 33,072
ID #9										
Operating	\$ 721,003	\$ 728,594	\$ 731,754	\$ 394,406	\$ 429,172	\$ 438,663	-45.9%	-41.4%	\$ (334,188)	\$ (302,582)
Capital	\$ 50,007	\$ 50,900	\$ 51,599	\$ 366,624	\$ 375,428	\$ 380,881	620.3%	627.6%	\$ 315,724	\$ 323,829
	\$ 771,010	\$ 779,494	\$ 783,353	\$ 761,030	\$ 804,600	\$ 819,544	-2.4%	2.7%	\$ (18,464)	\$ 21,247
Parks Canada Rt 8S/8X/9										
Operating	\$ 131,962	\$ 123,638	\$ 195,882	\$ 424,754	\$ 457,077	\$ 465,302	243.5%	133.3%	\$ 301,116	\$ 261,195
Capital	\$ 299,320	\$ 306,824	\$ 314,729	\$ -	\$ -	\$ -	-100.0%	-100.0%	\$ (306,824)	\$ (314,729)
	\$ 431,282	\$ 430,462	\$ 510,611	\$ 424,754	\$ 457,077	\$ 465,302	-1.3%	-10.5%	\$ (5,708)	\$ (53,534)

Bow Valley Regional Transit Services Commission 2020-2022 Proposed Operating Budget

ALL ROUTES										
						2020 Previously Approved Budget	2020 Proposed Budget	2021 Proposed Budget	2022 Proposed Budget	
	2018 Actual	Q2 2019 Actual	2019 Forecast	2019 Budget						
INCOME										
Advertising & Marketing Revenue										
4200 Advertising & Marketing	\$ 46,529	\$ 19,343	\$ 38,686	\$ 52,418	\$ 53,466	\$ 53,000	\$ 54,060	\$ 55,141		
4201 Print Fees Revenue	\$ 775	\$ 768	\$ 1,536	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Advertising & Marketing Revenue	\$ 47,304	\$ 20,111	\$ 40,222	\$ 52,418	\$ 53,466	\$ 53,000	\$ 54,060	\$ 55,141		
Farebox Revenue										
4100 Farebox Income	\$ 1,070,133	\$ 697,102	\$ 1,502,747	\$ 1,549,013	\$ 1,579,186	\$ 1,742,941	\$ 1,777,801	\$ 1,813,358		
4110 Transit Voucher Reimbursement	\$ (59,776)	\$ (41,730)	\$ (2,324)	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Farebox Revenue	\$ 1,010,356	\$ 655,371	\$ 1,500,423	\$ 1,549,013	\$ 1,579,186	\$ 1,742,941	\$ 1,777,801	\$ 1,813,358		
Grant Revenue										
4900 Grant Income	\$ 18,780	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Grant Revenue	\$ 18,780	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Interest Revenue										
4810 Interest Income	\$ 2,455	\$ 6,434	\$ 10,417	\$ -	\$ -	\$ 12,000	\$ 12,240	\$ 12,485		
Total Interest Revenue	\$ 2,455	\$ 6,434	\$ 10,417	\$ -	\$ -	\$ 12,000	\$ 12,240	\$ 12,485		
Other Income										
4700 Charter Sales	\$ 1,623	\$ 903	\$ 1,228	\$ 2,000	\$ 2,020	\$ 2,000	\$ 2,040	\$ 2,080		
4750 Route Detour Fee	\$ 60	\$ -	\$ -	\$ 400	\$ 404	\$ 400	\$ 408	\$ 416		
4820 Foreign Exchange Rev/Exp	\$ 1,888	\$ (163)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
4830 Warranty Income	\$ 31,859	\$ 5,157	\$ 5,157	\$ -	\$ -	\$ -	\$ -	\$ -		
4840 Other Revenue	\$ -	\$ 168	\$ 168	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Other Income	\$ 35,430	\$ 6,064	\$ 6,553	\$ 2,400	\$ 2,424	\$ 2,400	\$ 2,448	\$ 2,496		
Partner Programs										
4300 Partner Program Revenue	\$ 419,040	\$ 215,079	\$ 430,158	\$ 427,524	\$ 436,074	\$ 438,586	\$ 447,358	\$ 456,305		
Total Partner Programs	\$ 419,040	\$ 215,079	\$ 430,158	\$ 427,524	\$ 436,074	\$ 438,586	\$ 447,358	\$ 456,305		
Pass Sales										
4150 Pass Revenue	\$ 388,769	\$ 270,988	\$ 473,248	\$ 313,031	\$ 319,292	\$ 512,557	\$ 522,808	\$ 533,265		
4600 SmartCard Fee	\$ 11,531	\$ 3,444	\$ (234)	\$ -	\$ -	\$ -	\$ -	\$ -		
5710 Vendor Discounts - Pass Purchase	\$ (15,889)	\$ (18,077)	\$ (1,182)	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Pass Sales	\$ 384,412	\$ 256,355	\$ 471,833	\$ 313,031	\$ 319,292	\$ 512,557	\$ 522,808	\$ 533,265		
TOTAL INCOME BEFORE REQUISITIONS	\$ 1,917,776	\$ 1,159,415	\$ 2,459,605	\$ 2,344,386	\$ 2,390,442	\$ 2,761,484	\$ 2,816,715	\$ 2,873,050		

(Includes voucher refunds for proposed 2020-2022)

(Includes smart card fees and vendor discounts for proposed 2020-2022)

Bow Valley Regional Transit Services Commission 2020-2022 Proposed Operating Budget

ALL ROUTES										
	2018 Actual	Q2 2019 Actual	2019 Forecast	2019 Budget	2020 Previously Approved Budget	2020 Proposed Budget	2021 Proposed Budget	2022 Proposed Budget		
Recoveries - Operating (non-members)										
4500 Recoveries - Operating (non-memb)	\$ 481,649	\$ 346,504	\$ 832,597	\$ 667,473	\$ 450,185	\$ 1,042,366	\$ 1,109,213	\$ 1,130,480		
Total Recoveries - Operating (non-members)	\$ 481,649	\$ 346,504	\$ 832,597	\$ 667,473	\$ 450,185	\$ 1,042,366	\$ 1,109,213	\$ 1,130,480		
Requisitions - Capital										
4410-1 Capital Requisition - TOB	\$ 10,839	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
4410-2 Capital Requisition - TOC	\$ 5,830	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
4410-5 Capital Requisition - ID9	\$ 5,830	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Requisitions - Capital	\$ 22,499	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Requisitions - Operating										
4420-1 Operating Requisition - TOB	\$ 1,012,166	\$ 463,751	\$ 950,050	\$ 950,050	\$ 1,257,348	\$ 1,171,076	\$ 1,338,771	\$ 1,365,542		
4420-2 Operating Requisition - TOC	\$ 735,669	\$ 421,418	\$ 831,322	\$ 831,322	\$ 849,379	\$ 860,388	\$ 889,543	\$ 907,333		
4420-5 Operating Requisition - ID9	\$ 239,153	\$ 217,635	\$ 390,703	\$ 721,003	\$ 728,594	\$ 394,406	\$ 429,172	\$ 438,663		
Total Requisitions - Operating	\$ 1,986,989	\$ 1,102,804	\$ 2,172,075	\$ 2,502,375	\$ 2,835,321	\$ 2,425,870	\$ 2,657,486	\$ 2,711,539		
TOTAL INCOME	\$ 4,408,914	\$ 2,608,723	\$ 5,464,277	\$ 5,514,234	\$ 5,675,948	\$ 6,229,720	\$ 6,583,414	\$ 6,715,069		
EXPENSES										
Advertising & Marketing Expenses										
5226 Drivers recruitment	\$ 7,354	\$ 13,743	\$ 20,550	\$ 15,518	\$ 15,709	\$ 22,546	\$ 22,997	\$ 23,457		
5616 Recruitment Costs - Admin	\$ 1,105	\$ 120	\$ 240	\$ 3,540	\$ 3,610	\$ 3,618	\$ 3,690	\$ 3,764		
5700 Advertising and Marketing	\$ 79,992	\$ 47,409	\$ 92,263	\$ 132,560	\$ 140,831	\$ 146,099	\$ 149,020	\$ 152,001		
5715 Commission	\$ 4,574	\$ -	\$ -	\$ 12,818	\$ 13,075	\$ 15,000	\$ 15,300	\$ 15,605		
Total Advertising & Marketing Expenses	\$ 93,025	\$ 61,272	\$ 113,053	\$ 164,436	\$ 173,225	\$ 187,263	\$ 191,007	\$ 194,827		
Contracted Services / Professional Fees										
5200 Operating Contracts	\$ 30,519	\$ 16,215	\$ 43,720	\$ 78,890	\$ 82,725	\$ 123,815	\$ 126,292	\$ 128,817		
5364 Brinks service fees	\$ 8,031	\$ 4,868	\$ 10,026	\$ 10,034	\$ 10,235	\$ 22,892	\$ 23,351	\$ 23,820		
5611 Accounting Fees	\$ 31,424	\$ 11,500	\$ 12,027	\$ 12,000	\$ 12,240	\$ 12,490	\$ 12,740	\$ 12,995		
5612 Payroll service fee	\$ 3,861	\$ 2,228	\$ 5,054	\$ 3,696	\$ 3,768	\$ 3,927	\$ 4,006	\$ 4,085		
5615 Legal Fees	\$ 987	\$ -	\$ -	\$ 4,884	\$ 4,786	\$ 4,989	\$ 5,090	\$ 5,191		
5623 Security Fee	\$ 5,040	\$ 3,115	\$ 9,000	\$ 14,700	\$ 14,994	\$ 15,032	\$ 15,332	\$ 15,640		

Bow Valley Regional Transit Services Commission 2020-2022 Proposed Operating Budget

ALL ROUTES									
	2018 Actual	Q2 2019 Actual	2019 Forecast	2019 Budget	2020 Previously Approved Budget	2020 Proposed Budget	2021 Proposed Budget	2022 Proposed Budget	
5624 IT Support	\$ 5,829	\$ 3,088	\$ 7,223	\$ 12,985	\$ 12,225	\$ 13,289	\$ 13,553	\$ 13,825	
5629 Contract Work	\$ 216,001	\$ 62,137	\$ 41,962	\$ 108,750	\$ 140,977	\$ 131,866	\$ 261,492	\$ 266,722	
Total Contracted Services / Professional Fees	\$ 301,691	\$ 103,151	\$ 129,012	\$ 245,939	\$ 281,950	\$ 328,300	\$ 461,856	\$ 471,095	Moved \$9K into Customer Service Wages & Benefits
Fuel Expense									
5270 Fuel	\$ 441,167	\$ 270,235	\$ 596,835	\$ 695,906	\$ 717,398	\$ 691,173	\$ 687,194	\$ 700,936	
Total Fuel Expense	\$ 441,167	\$ 270,235	\$ 596,835	\$ 695,906	\$ 717,398	\$ 691,173	\$ 687,194	\$ 700,936	
General Operating Expenses									
5351 Office Supplies	\$ 28,924	\$ 4,345	\$ 9,398	\$ 17,915	\$ 17,784	\$ 18,427	\$ 18,796	\$ 19,171	
5352 Bank Service Charges	\$ 6,304	\$ 3,738	\$ 8,093	\$ 8,960	\$ 8,640	\$ 10,274	\$ 10,478	\$ 10,688	
5353 Janitorial Supplies & Services	\$ 520	\$ -	\$ 300	\$ 1,000	\$ 1,020	\$ 1,020	\$ 1,040	\$ 1,061	
5354 Postage and Office Delivery	\$ 721	\$ 251	\$ 501	\$ 2,769	\$ 2,627	\$ 2,836	\$ 2,894	\$ 2,952	
5355 Miscellaneous Expense	\$ 633	\$ 0	\$ 401	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,100	\$ 5,202	
5357 Cell Phone	\$ 12,138	\$ 5,423	\$ 14,108	\$ 17,480	\$ 17,880	\$ 20,807	\$ 21,222	\$ 21,644	
5358 Office Phone	\$ 7,899	\$ 3,601	\$ 7,344	\$ 10,160	\$ 9,843	\$ 10,403	\$ 10,611	\$ 10,825	
5359 Board meeting expense	\$ 436	\$ 48	\$ 200	\$ 1,300	\$ 1,326	\$ 1,326	\$ 1,353	\$ 1,380	
5360 Cash over/short	\$ 0	\$ 1	\$ 1	\$ -	\$ -	\$ -	\$ -	\$ -	
5361 Bad debts	\$ 3,311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5626 Office Rent	\$ 38,866	\$ 19,549	\$ 39,098	\$ 41,000	\$ 41,820	\$ 41,820	\$ 49,363	\$ 50,351	
5627 Copier	\$ 3,732	\$ 2,376	\$ 4,751	\$ 3,200	\$ 3,264	\$ 3,663	\$ 3,736	\$ 3,811	
5630 Utilities	\$ 4,353	\$ 2,104	\$ 4,209	\$ 4,340	\$ 4,427	\$ 4,427	\$ 4,516	\$ 4,606	
Total General Operating Expenses	\$ 107,837	\$ 41,435	\$ 88,403	\$ 113,124	\$ 113,631	\$ 120,003	\$ 129,109	\$ 131,691	
Infrastructure Maintenance									
5430 Parks Canada Land Rent	\$ 350	\$ 200	\$ 275	\$ 400	\$ 409	\$ 400	\$ 406	\$ 412	
5632 Infrastructure Maintenance Expense	\$ 24,636	\$ 13,022	\$ 26,093	\$ 27,910	\$ 31,702	\$ 33,779	\$ 34,454	\$ 35,143	
Total Infrastructure Maintenance	\$ 24,986	\$ 13,222	\$ 26,368	\$ 28,310	\$ 32,111	\$ 34,179	\$ 34,860	\$ 35,555	
Insurance Expense									
5310 General Liability Insurance	\$ 3,630	\$ 2,203	\$ 4,407	\$ 4,500	\$ 4,590	\$ 4,590	\$ 4,682	\$ 4,776	
5320 Fleet insurance	\$ 41,020	\$ 24,806	\$ 54,026	\$ 76,652	\$ 75,344	\$ 79,519	\$ 81,109	\$ 82,731	
Total Insurance Expense	\$ 44,650	\$ 27,009	\$ 58,433	\$ 81,152	\$ 79,934	\$ 84,109	\$ 85,791	\$ 87,507	
Software Fees & Licences									
5362 Software and License Fees	\$ 25,100	\$ 19,545	\$ 42,013	\$ 32,654	\$ 32,453	\$ 61,640	\$ 62,873	\$ 64,130	

Bow Valley Regional Transit Services Commission 2020-2022 Proposed Operating Budget

ALL ROUTES									
	2018 Actual	Q2 2019 Actual	2019 Forecast	2019 Budget	2020 Previously Approved Budget	2020 Proposed Budget	2021 Proposed Budget	2022 Proposed Budget	
5617 Website	\$ 6,025	\$ 2,636	\$ 4,970	\$ 10,550	\$ 10,260	\$ 12,500	\$ 12,750	\$ 13,002	
5620 Smart Farebox Software	\$ 34,416	\$ 15,046	\$ 32,916	\$ 86,867	\$ 91,551	\$ 63,000	\$ 64,260	\$ 65,544	
5622 Bus Prediction Software	\$ 45,003	\$ 22,849	\$ 52,013	\$ 44,254	\$ 48,207	\$ 24,998	\$ 25,498	\$ 26,008	
Total Software Fees & Licences	\$ 110,544	\$ 60,076	\$ 131,912	\$ 174,325	\$ 182,471	\$ 162,138	\$ 165,381	\$ 168,684	
Training, Travel & Meals									
5171 Conference Fees	\$ 3,218	\$ 2,494	\$ 4,988	\$ 7,354	\$ 7,501	\$ 7,501	\$ 7,651	\$ 7,804	
5172 Meals	\$ 6,317	\$ 1,399	\$ 2,928	\$ 14,183	\$ 14,467	\$ 14,471	\$ 14,760	\$ 15,054	
5173 Training	\$ 1,975	\$ 985	\$ 2,071	\$ 2,025	\$ 1,555	\$ 2,075	\$ 2,117	\$ 2,160	
5180 Travel Expense	\$ 5,808	\$ 3,137	\$ 6,274	\$ -	\$ -	\$ -	\$ -	\$ -	
5181 Mileage	\$ 4,205	\$ 1,097	\$ 2,194	\$ 9,926	\$ 9,611	\$ 11,146	\$ 11,367	\$ 11,593	
5227 Driver Training	\$ 1,890	\$ 3,829	\$ 8,810	\$ 3,101	\$ 3,163	\$ 3,172	\$ 3,235	\$ 3,300	
5356 Memberships	\$ 4,565	\$ 2,884	\$ 5,769	\$ 4,813	\$ 4,909	\$ 4,909	\$ 5,007	\$ 5,107	
5619 Business Hosting Expenses	\$ 97	\$ 75	\$ 150	\$ 1,576	\$ 1,608	\$ 1,608	\$ 1,640	\$ 1,673	
Total Training, Travel & Meals	\$ 28,075	\$ 15,901	\$ 33,184	\$ 42,978	\$ 42,814	\$ 44,882	\$ 45,777	\$ 46,691	
Vehicle Expenses									
5225 Drivers uniforms	\$ 18,426	\$ 6,740	\$ 11,515	\$ 32,657	\$ 33,031	\$ 33,075	\$ 33,737	\$ 34,412	
5228 Driver recognition	\$ 2,455	\$ 490	\$ 980	\$ 2,402	\$ 2,451	\$ 2,454	\$ 2,504	\$ 2,554	
5250 Parts	\$ 192,561	\$ 73,922	\$ 268,328	\$ 310,602	\$ 308,775	\$ 353,523	\$ 360,594	\$ 367,806	
5251 Parts - Accident Related	\$ 1,648	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5252 Replacement Bus For Maintenance Days	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	
5255 Vehicle Supplies	\$ 27,141	\$ 11,534	\$ 32,698	\$ 42,543	\$ 54,006	\$ 55,004	\$ 56,103	\$ 57,224	
5260 Maintenance Labour	\$ 329,560	\$ 168,828	\$ 495,873	\$ 535,749	\$ 555,125	\$ 559,169	\$ 570,354	\$ 581,760	
5410 Bus Lease	\$ 59,250	\$ 29,625	\$ 60,000	\$ 60,000	\$ 61,200	\$ 61,380	\$ 62,608	\$ 63,860	
5420 Bus Storage	\$ 42,262	\$ 22,109	\$ 50,194	\$ 64,074	\$ 71,296	\$ 73,897	\$ 188,583	\$ 192,355	
5628 Bus wrap repair	\$ 695	\$ -	\$ 4,173	\$ 9,171	\$ 8,855	\$ 9,388	\$ 9,576	\$ 9,767	
Total Vehicle Expenses	\$ 673,997	\$ 313,247	\$ 933,760	\$ 1,057,198	\$ 1,094,739	\$ 1,147,890	\$ 1,284,059	\$ 1,309,738	
Wages & Benefits - Administrative									
5110 Wages - Administrative	\$ 303,344	\$ 171,337	\$ 370,604	\$ 380,317	\$ 382,780	\$ 462,189	\$ 471,432	\$ 480,858	(Includes benefits for proposed 2020-2022)
5131 CPP & EI	\$ 13,277	\$ 10,810	\$ 19,354	\$ 14,883	\$ 15,180	\$ -	\$ -	\$ -	
5133 Health Benefits	\$ 12,023	\$ 5,894	\$ 10,351	\$ 11,701	\$ 11,935	\$ -	\$ -	\$ -	
5134 LAPP	\$ 32,282	\$ 16,714	\$ 28,950	\$ 37,182	\$ 37,926	\$ -	\$ -	\$ -	

Bow Valley Regional Transit Services Commission

2020-2022 Proposed Operating Budget

ALL ROUTES									
					2020 Previously Approved Budget	2020 Proposed Budget	2021 Proposed Budget	2022 Proposed Budget	
	2018 Actual	Q2 2019 Actual	2019 Forecast	2019 Budget					
5135 WCB - Admin	\$ 4,775	\$ 2,280	\$ 3,958	\$ 5,628	\$ 5,741	\$ -	\$ -	\$ -	
Total Wages & Benefits - Administrative	\$ 365,702	\$ 207,035	\$ 433,218	\$ 449,711	\$ 453,562	\$ 462,189	\$ 471,432	\$ 480,858	
Wages & Benefits - Customer Support									
5631 Wages - Customer Centre Support	\$ 57,324	\$ 38,727	\$ 101,812	\$ 90,652	\$ 92,647	\$ 169,038	\$ 172,419	\$ 175,866	
5633 Customer Centre Support - CPP&EI	\$ 4,182	\$ 3,101	\$ 4,994	\$ 11,928	\$ 12,167	\$ -	\$ -	\$ -	
5634 Customer Centre Support - WCB	\$ 982	\$ 600	\$ 973	\$ 1,125	\$ 1,148	\$ -	\$ -	\$ -	
5682 Customer Service - LAPP	\$ -	\$ 621	\$ 872	\$ -	\$ -	\$ -	\$ -	\$ -	
5683 Health Benefits - Customer Service	\$ 265	\$ 1,594	\$ 2,467	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Wages & Benefits - Customer Support	\$ 62,754	\$ 44,642	\$ 111,118	\$ 103,705	\$ 105,962	\$ 169,038	\$ 172,419	\$ 175,866	
Wages & Benefits - Drivers									
5221 Drivers Wages	\$ 1,250,913	\$ 731,367	\$ 1,776,046	\$ 1,725,989	\$ 1,757,769	\$ 2,255,513	\$ 2,300,625	\$ 2,346,639	
5223 Drivers Wages - Training	\$ 57,317	\$ 106,135	\$ 116,137	\$ 84,250	\$ 82,769	\$ 161,279	\$ 164,504	\$ 167,794	
5231 Drivers CPP & EI	\$ 90,356	\$ 58,239	\$ 72,204	\$ 83,508	\$ 100,784	\$ -	\$ -	\$ -	
5232 LAPP - Drivers	\$ 74,783	\$ 44,229	\$ 72,765	\$ 85,662	\$ 81,303	\$ -	\$ -	\$ -	
5233 Health Benefits - Drivers	\$ 57,442	\$ 33,290	\$ 55,265	\$ 65,097	\$ 61,763	\$ -	\$ -	\$ -	
5234 WCB - Drivers	\$ 22,192	\$ 11,148	\$ 19,767	\$ 23,039	\$ 21,843	\$ -	\$ -	\$ -	
Total Wages & Benefits - Drivers	\$ 1,553,003	\$ 984,408	\$ 2,112,184	\$ 2,067,545	\$ 2,106,231	\$ 2,416,792	\$ 2,465,129	\$ 2,514,433	
Wages & Benefits - Operations									
5220 Wages - Operations	\$ 170,257	\$ 115,046	\$ 258,902	\$ 252,430	\$ 253,696	\$ 381,764	\$ 389,400	\$ 397,188	
5281 Operations - CPP & EI	\$ 7,492	\$ 8,251	\$ 13,839	\$ 7,645	\$ 7,799	\$ -	\$ -	\$ -	
5282 Operations - LAPP	\$ 17,622	\$ 11,277	\$ 18,994	\$ 19,894	\$ 20,291	\$ -	\$ -	\$ -	
5283 Operations - Health Benefits	\$ 6,405	\$ 4,723	\$ 7,912	\$ 7,061	\$ 7,202	\$ -	\$ -	\$ -	
5284 Operations - WCB	\$ 2,814	\$ 1,532	\$ 2,652	\$ 2,875	\$ 2,932	\$ -	\$ -	\$ -	
Total Wages & Benefits - Operations	\$ 204,589	\$ 140,829	\$ 302,298	\$ 289,905	\$ 291,920	\$ 381,764	\$ 389,400	\$ 397,188	
TOTAL OPERATING EXPENSES	\$ 4,012,018	\$ 2,282,463	\$ 5,069,778	\$ 5,514,234	\$ 5,675,948	\$ 6,229,720	\$ 6,583,414	\$ 6,715,069	
SURPLUS / DEFICIENCY PRIOR TO AMORTIZATION									
	\$ 396,895	\$ 326,260	\$ 394,499	\$ -	\$ -	\$ -	\$ -	\$ -	
Amortization Expense									
5900 Amortization Exp	\$ 380,322	\$ 274,678	\$ 600,102	\$ 626,159	\$ 702,547	\$ 823,219	\$ 945,485	\$ 976,151	
Total Amortization Expense	\$ 380,322	\$ 274,678	\$ 600,102	\$ 626,159	\$ 702,547	\$ 823,219	\$ 945,485	\$ 976,151	
NET INCOME	\$ 16,573	\$ 51,583	\$ (205,603)	\$ (626,159)	\$ (702,547)	\$ (823,219)	\$ (945,485)	\$ (976,151)	

Proposed Operating Requisitions - 2020 to 2022

	2019	2020	2021	2020	2021	2022	% Change	% Change	\$ Change	\$ Change
	Budget	Previously Approved Budget		Proposed Budget			20-20	21-21	20-20	21-21
Town of Banff:										
Banff Local - Route 1	\$ 256,984	\$ 396,401	\$ 404,328	\$ 403,846	\$ 417,600	\$ 425,949	1.9%	3.3%	\$ 7,445	\$ 13,272
Banff Local - Route 2	\$ 400,862	\$ 543,585	\$ 554,902	\$ 470,044	\$ 481,274	\$ 490,898	-13.5%	-13.3%	\$ (73,541)	\$ (73,628)
Intercept Shuttle	\$ 43,250	\$ 62,000	\$ 190,230	\$ 62,000	\$ 190,230	\$ 194,035	0.0%	0.0%	\$ -	\$ -
CB Regional (1/2)	\$ 117,435	\$ 119,785	\$ 122,182	\$ 92,491	\$ 104,118	\$ 106,201	-22.8%	-14.8%	\$ (27,294)	\$ (18,064)
Administrative (1/3)	\$ 131,519	\$ 135,577	\$ 138,289	\$ 142,695	\$ 145,549	\$ 148,459	5.3%	5.2%	\$ 7,118	\$ 7,260
	\$ 950,050	\$ 1,257,348	\$ 1,409,931	\$ 1,171,076	\$ 1,338,771	\$ 1,365,542	-6.9%	-5.0%	\$ (86,272)	\$ (71,160)
Town of Canmore										
Canmore Local - Route 5	\$ 582,368	\$ 594,017	\$ 605,900	\$ 625,202	\$ 639,876	\$ 652,673	5.2%	5.6%	\$ 31,185	\$ 33,976
CB Regional (1/2)	\$ 117,435	\$ 119,785	\$ 122,182	\$ 92,491	\$ 104,118	\$ 106,201	-22.8%	-14.8%	\$ (27,294)	\$ (18,064)
Administrative (1/3)	\$ 131,519	\$ 135,577	\$ 138,289	\$ 142,695	\$ 145,549	\$ 148,459	5.3%	5.2%	\$ 7,118	\$ 7,260
	\$ 831,322	\$ 849,379	\$ 866,371	\$ 860,388	\$ 889,543	\$ 907,333	1.3%	2.7%	\$ 11,009	\$ 23,172
Improvement District #9										
Administrative (1/3)	\$ 131,519	\$ 135,577	\$ 138,289	\$ 142,695	\$ 145,549	\$ 148,459	5.3%	5.2%	\$ 7,118	\$ 7,260
LLB Regional - Winter	\$ 259,184	\$ 262,417	\$ 262,865	\$ 244,946	\$ 261,276	\$ 266,499	-6.7%	-0.6%	\$ (17,471)	\$ (1,589)
LLB Regional - Rt 8S	\$ 68,021	\$ 68,741	\$ 67,762	\$ 1,478	\$ 4,800	\$ 5,091	-97.8%	-92.9%	\$ (67,263)	\$ (62,962)
LLB Regional - Rt 8X	\$ 226,080	\$ 226,642	\$ 226,290	\$ 4,504	\$ 14,858	\$ 15,761	-98.0%	-93.4%	\$ (222,138)	\$ (211,432)
JCB Regional - Rt 9	\$ 36,199	\$ 35,217	\$ 36,548	\$ 783	\$ 2,689	\$ 2,853	-97.8%	-92.6%	\$ (34,434)	\$ (33,859)
LLB Regional Reserve	\$ -	\$ -	\$ -	\$ 306,824	\$ 314,729	\$ 319,450			\$ 306,824	\$ 314,729
	\$ 721,003	\$ 728,594	\$ 731,754	\$ 701,230	\$ 743,901	\$ 758,113	-3.8%	1.7%	\$ (27,364)	\$ 12,147
Parks Canada										
Rt 8S	\$ 29,920	\$ 28,330	\$ 44,245	\$ 94,856	\$ 100,207	\$ 102,015	234.8%	126.5%	\$ 66,526	\$ 55,962
Rt 8X	\$ 86,119	\$ 80,795	\$ 127,774	\$ 288,966	\$ 310,199	\$ 315,794	257.7%	142.8%	\$ 208,171	\$ 182,425
Rt 9	\$ 15,923	\$ 14,513	\$ 23,863	\$ 50,223	\$ 56,148	\$ 57,160	246.1%	135.3%	\$ 35,710	\$ 32,285
LLB Regional Reserve	\$ 299,320	\$ 306,824	\$ 314,729	\$ -	\$ -	\$ -	-100.0%	-100.0%	\$ (306,824)	\$ (314,729)
	\$ 431,282	\$ 430,462	\$ 510,611	\$ 434,045	\$ 466,554	\$ 474,969	0.8%	-8.6%	\$ 3,583	\$ (44,057)

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

All Routes

KPI	2019	2019	2020	2020	2021	2022
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 52.87	\$ 47.45	\$ 48.40	\$ 50.48	\$ 51.49	\$ 52.52
Gross Cost per Service Hour	\$ 115.27	\$ 123.53	\$ 128.01	\$ 128.24	\$ 134.62	\$ 137.53
Direct Operating Cost per Service Hour	\$ 92.35	\$ 100.02	\$ 102.73	\$ 104.12	\$ 108.08	\$ 110.24
Overhead per Service Hour	\$ 8.90	\$ 9.61	\$ 9.80	\$ 7.87	\$ 8.02	\$ 8.18
Lease/Amortization per Service Hour	\$ 14.03	\$ 13.90	\$ 15.48	\$ 16.25	\$ 18.52	\$ 19.11
Net Cost per Service Hour (CUTA)	\$ 48.38	\$ 62.18	\$ 64.14	\$ 61.51	\$ 64.61	\$ 65.90
% Cost Recovery (CUTA)	52%	43%	43%	45%	44%	44%
Ridership	638,379	1,389,973	1,447,006	1,565,789	1,581,445	1,597,260
Service Hours	21,694	49,359	49,342	54,421	54,421	54,421
Ridership per Service Hour	29	28	29	29	29	29

Route 1 - Banff Local Sulphur Mountain

KPI	2019	2019	2020	2020	2021	2022
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 70.21	\$ 68.41	\$ 60.91	\$ 57.85	\$ 59.00	\$ 60.18
Gross Cost per Service Hour	\$ 105.93	\$ 114.46	\$ 118.94	\$ 114.13	\$ 120.77	\$ 122.86
Direct Operating Cost per Service Hour	\$ 83.46	\$ 93.46	\$ 95.42	\$ 91.33	\$ 93.67	\$ 95.54
Overhead per Service Hour	\$ 8.90	\$ 9.61	\$ 9.80	\$ 7.87	\$ 8.02	\$ 8.18
Lease/Amortization per Service Hour	\$ 13.57	\$ 11.39	\$ 13.71	\$ 14.93	\$ 19.08	\$ 19.13
Net Cost per Service Hour (CUTA)	\$ 22.15	\$ 34.66	\$ 44.31	\$ 41.35	\$ 42.69	\$ 43.54
% Cost Recovery (CUTA)	76%	66%	58%	58%	58%	58%
Ridership	234,920	502,327	543,239	568,572	574,257	580,000
Service Hours	4,236	9,352	10,713	11,180	11,180	11,180
Ridership per Service Hour	55	54	51	51	51	52

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 2 - Banff Local Tunnel Mountain

KPI	2019	2019	2020	2020	2021	2022
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 45.15	\$ 46.45	\$ 40.43	\$ 44.82	\$ 45.72	\$ 46.63
Gross Cost per Service Hour	\$ 107.67	\$ 116.07	\$ 120.90	\$ 117.52	\$ 124.57	\$ 126.71
Direct Operating Cost per Service Hour	\$ 84.35	\$ 96.40	\$ 98.13	\$ 93.39	\$ 95.45	\$ 97.36
Overhead per Service Hour	\$ 8.90	\$ 9.61	\$ 9.80	\$ 7.87	\$ 8.02	\$ 8.18
Lease/Amortization per Service Hour	\$ 14.42	\$ 10.06	\$ 12.97	\$ 16.26	\$ 21.10	\$ 21.16
Net Cost per Service Hour (CUTA)	\$ 48.10	\$ 59.56	\$ 67.50	\$ 56.43	\$ 57.75	\$ 58.91
% Cost Recovery (CUTA)	48%	44%	37%	44%	44%	44%
Ridership	183,660	408,818	444,014	453,768	458,305	462,888
Service Hours	3,685	7,869	9,219	9,599	9,599	9,599
Ridership per Service Hour	50	52	48	47	48	48

Route 3 - Canmore / Banff Regional

KPI	2019	2019	2020	2020	2021	2022
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 93.05	\$ 79.57	\$ 81.96	\$ 90.57	\$ 92.39	\$ 94.23
Gross Cost per Service Hour	\$ 112.48	\$ 129.06	\$ 132.60	\$ 132.33	\$ 137.12	\$ 139.64
Direct Operating Cost per Service Hour	\$ 91.80	\$ 107.86	\$ 111.11	\$ 113.03	\$ 117.66	\$ 120.02
Overhead per Service Hour	\$ 8.90	\$ 9.61	\$ 9.80	\$ 7.87	\$ 8.02	\$ 8.18
Lease/Amortization per Service Hour	\$ 11.79	\$ 11.59	\$ 11.69	\$ 11.44	\$ 11.44	\$ 11.44
Net Cost per Service Hour (CUTA)	\$ 7.65	\$ 37.90	\$ 38.95	\$ 30.32	\$ 33.30	\$ 33.97
% Cost Recovery (CUTA)	92%	68%	68%	75%	74%	74%
Ridership	93,542	176,781	178,549	193,966	195,905	197,864
Service Hours	4,042	8,301	8,220	8,238	8,238	8,238
Ridership per Service Hour	23	21	22	24	24	24

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 4 - Cave & Basin

KPI	2019	2019	2020	2020	2021	2022
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 11.91	\$ 11.41	\$ 11.64	\$ 11.75	\$ 11.98	\$ 12.22
Gross Cost per Service Hour	\$ 114.73	\$ 89.74	\$ 91.51	\$ 113.53	\$ 118.54	\$ 120.79
Direct Operating Cost per Service Hour	\$ 96.57	\$ 78.93	\$ 80.51	\$ 99.51	\$ 104.36	\$ 106.44
Overhead per Service Hour	\$ 8.90	\$ 9.61	\$ 9.80	\$ 7.87	\$ 8.02	\$ 8.18
Lease/Amortization per Service Hour	\$ 9.27	\$ 1.20	\$ 1.20	\$ 6.16	\$ 6.16	\$ 6.16
Net Cost per Service Hour (CUTA)	\$ 93.56	\$ 77.12	\$ 78.67	\$ 95.63	\$ 100.40	\$ 102.41
% Cost Recovery (CUTA)	11%	13%	13%	11%	11%	11%
Ridership	7,168	8,481	8,566	20,306	20,509	20,714
Service Hours	285	1,017	1,017	1,083	1,083	1,083
Ridership per Service Hour	25	8	8	19	19	19

Route 5 - Canmore Local

KPI	2019	2019	2020	2020	2021	2022
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 10.16	\$ 14.32	\$ 14.60	\$ 14.02	\$ 14.30	\$ 14.58
Gross Cost per Service Hour	\$ 115.39	\$ 112.44	\$ 114.43	\$ 116.61	\$ 118.93	\$ 121.02
Direct Operating Cost per Service Hour	\$ 91.27	\$ 89.43	\$ 91.22	\$ 94.30	\$ 96.47	\$ 98.40
Overhead per Service Hour	\$ 8.90	\$ 9.61	\$ 9.80	\$ 7.87	\$ 8.02	\$ 8.18
Lease/Amortization per Service Hour	\$ 15.23	\$ 13.40	\$ 13.40	\$ 14.44	\$ 14.44	\$ 14.44
Net Cost per Service Hour (CUTA)	\$ 90.00	\$ 84.72	\$ 86.42	\$ 88.15	\$ 90.20	\$ 92.00
% Cost Recovery (CUTA)	10%	14%	14%	14%	14%	14%
Ridership	60,777	103,408	104,442	137,031	138,401	139,785
Service Hours	3,722	7,753	7,753	7,787	7,787	7,787
Ridership per Service Hour	16	13	13	18	18	18

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 6 - Lake Minnewanka

KPI	2019	2019	2020	2020	2021	2022
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 13.30	\$ 13.77	\$ 14.04	\$ 15.39	\$ 15.70	\$ 16.02
Gross Cost per Service Hour	\$ 104.61	\$ 96.62	\$ 98.53	\$ 125.23	\$ 130.90	\$ 133.19
Direct Operating Cost per Service Hour	\$ 76.96	\$ 85.82	\$ 87.53	\$ 101.08	\$ 106.59	\$ 108.72
Overhead per Service Hour	\$ 8.90	\$ 9.61	\$ 9.80	\$ 7.87	\$ 8.02	\$ 8.18
Lease/Amortization per Service Hour	\$ 18.75	\$ 1.20	\$ 1.20	\$ 16.29	\$ 16.29	\$ 16.29
Net Cost per Service Hour (CUTA)	\$ 72.56	\$ 81.65	\$ 83.29	\$ 93.55	\$ 98.91	\$ 100.88
% Cost Recovery (CUTA)	15%	14%	14%	14%	14%	14%
Ridership	13,802	56,183	56,744	43,778	44,216	44,658
Service Hours	1,035	2,783	2,783	2,967	2,967	2,967
Ridership per Service Hour	13	20	20	15	15	15

Route 7 - Banff Centre

KPI	2019	2019	2020	2020	2021	2022
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 4.54	\$ 5.17	\$ -	\$ 4.74	\$ 4.84	\$ 4.93
Gross Cost per Service Hour	\$ 94.91	\$ 92.92	\$ -	\$ 109.94	\$ 115.42	\$ 117.61
Direct Operating Cost per Service Hour	\$ 79.57	\$ 82.11	\$ -	\$ 95.84	\$ 101.16	\$ 103.19
Overhead per Service Hour	\$ 8.90	\$ 9.61	\$ -	\$ 7.87	\$ 8.02	\$ 8.18
Lease/Amortization per Service Hour	\$ 6.45	\$ 1.20	\$ -	\$ 6.24	\$ 6.24	\$ 6.24
Net Cost per Service Hour (CUTA)	\$ 83.93	\$ 86.55	\$ -	\$ 98.96	\$ 104.35	\$ 106.44
% Cost Recovery (CUTA)	5%	6%	0%	5%	4%	4%
Ridership	8,632	27,375	0	16,576	16,742	16,909
Service Hours	1,267	2,646	0	2,562	2,562	2,562
Ridership per Service Hour	7	10	0	6	7	7

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 8 - Lake Louise / Banff Regional - Winter

KPI	2019	2019	2020	2020	2021	2022
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 71.01	\$ 18.41	\$ 20.25	\$ 52.22	\$ 53.26	\$ 54.33
Gross Cost per Service Hour	\$ 104.35	\$ 133.20	\$ 136.34	\$ 136.52	\$ 141.90	\$ 144.46
Direct Operating Cost per Service Hour	\$ 89.94	\$ 106.93	\$ 109.87	\$ 114.86	\$ 120.08	\$ 122.48
Overhead per Service Hour	\$ 8.90	\$ 9.61	\$ 9.80	\$ 7.87	\$ 8.02	\$ 8.18
Lease/Amortization per Service Hour	\$ 5.51	\$ 16.66	\$ 16.66	\$ 13.80	\$ 13.80	\$ 13.80
Net Cost per Service Hour (CUTA)	\$ 27.82	\$ 98.13	\$ 99.43	\$ 70.50	\$ 74.84	\$ 76.33
% Cost Recovery (CUTA)	72%	16%	17%	43%	42%	42%
Ridership	15,232	9,800	10,780	26,380	26,644	26,911
Service Hours	1,632	2,928	2,928	3,911	3,911	3,911
Ridership per Service Hour	9	3	4	7	7	7

Route 8S - Lake Louise / Banff Regional - Summer Scenic

KPI	2019	2019	2020	2020	2021	2022
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 36.35	\$ 55.95	\$ 58.19	\$ 59.37	\$ 60.55	\$ 61.77
Gross Cost per Service Hour	\$ 351.22	\$ 184.21	\$ 185.71	\$ 184.02	\$ 192.26	\$ 195.30
Direct Operating Cost per Service Hour	\$ 239.18	\$ 131.37	\$ 132.67	\$ 135.96	\$ 144.04	\$ 146.92
Overhead per Service Hour	\$ 8.90	\$ 9.61	\$ 9.80	\$ 7.87	\$ 8.02	\$ 8.18
Lease/Amortization per Service Hour	\$ 103.15	\$ 43.23	\$ 43.23	\$ 40.20	\$ 40.20	\$ 40.20
Net Cost per Service Hour (CUTA)	\$ 211.72	\$ 85.03	\$ 84.29	\$ 84.46	\$ 91.51	\$ 93.34
% Cost Recovery (CUTA)	15%	40%	41%	41%	40%	40%
Ridership	795	12,100	12,584	13,091	13,222	13,354
Service Hours	98	1,190	1,190	1,258	1,258	1,258
Ridership per Service Hour	8	10	11	10	11	11

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 8X - Lake Louise / Banff Regional - Summer Express

KPI	2019	2019	2020	2020	2021	2022
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 76.42	\$ 64.09	\$ 66.65	\$ 76.89	\$ 78.43	\$ 80.00
Gross Cost per Service Hour	\$ 169.79	\$ 171.18	\$ 172.65	\$ 176.34	\$ 184.89	\$ 188.03
Direct Operating Cost per Service Hour	\$ 142.09	\$ 129.23	\$ 130.51	\$ 140.53	\$ 148.91	\$ 151.89
Overhead per Service Hour	\$ 8.90	\$ 9.61	\$ 9.80	\$ 7.87	\$ 8.02	\$ 8.18
Lease/Amortization per Service Hour	\$ 18.80	\$ 32.34	\$ 32.34	\$ 27.95	\$ 27.95	\$ 27.95
Net Cost per Service Hour (CUTA)	\$ 74.57	\$ 74.75	\$ 73.66	\$ 71.50	\$ 78.51	\$ 80.08
% Cost Recovery (CUTA)	51%	46%	48%	52%	50%	50%
Ridership	18,722	50,820	52,853	76,930	77,700	78,477
Service Hours	1,598	4,362	4,362	4,612	4,612	4,612
Ridership per Service Hour	12	12	12	17	17	17

Route 9 - Johnston Canyon

KPI	2019	2019	2020	2020	2021	2022
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 50.20	\$ 87.70	\$ 91.20	\$ 90.42	\$ 92.23	\$ 94.07
Gross Cost per Service Hour	\$ 358.05	\$ 179.98	\$ 181.42	\$ 181.15	\$ 189.50	\$ 192.47
Direct Operating Cost per Service Hour	\$ 243.30	\$ 126.03	\$ 127.28	\$ 132.04	\$ 140.24	\$ 143.04
Overhead per Service Hour	\$ 8.90	\$ 9.61	\$ 9.80	\$ 7.87	\$ 8.02	\$ 8.18
Lease/Amortization per Service Hour	\$ 105.85	\$ 44.34	\$ 44.34	\$ 41.24	\$ 41.24	\$ 41.24
Net Cost per Service Hour (CUTA)	\$ 202.00	\$ 47.94	\$ 45.88	\$ 49.49	\$ 56.03	\$ 57.15
% Cost Recovery (CUTA)	20%	65%	67%	65%	62%	62%
Ridership	1,129	33,880	35,235	15,391	15,544	15,700
Service Hours	95	1,159	1,159	1,226	1,226	1,226
Ridership per Service Hour	12	29	30	13	13	13

**Proposed 2020-2029 10 Year Capital Plan
Summary Totals Capital Page**

Commission 2020-2029 Capital Budget Summary

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Banff											
Opening Deferred Capital Contribution Balance	\$ 1,197,419	\$ 855,011	\$ 898,283	\$ 1,216,412	\$ 1,667,996	\$ 2,178,105	\$ 2,522,908	\$ 2,994,164	\$ 2,387,976	\$ 1,663,931	\$ 1,888,409
Anticipated Grant Funding	-	2,273,333	613,333	1,220,000	-	-	-	971,600	-	-	-
Municipal Contribution to New Assets	-	566,667	306,667	610,000	-	-	-	-	-	-	-
Banff Capital Requisition											
Banff Local Capital Replacement	232,400	236,700	406,300	448,600	455,300	462,100	469,000	476,000	483,200	490,400	497,700
Canmore / Banff Regional Capital Replacement	58,100	60,800	62,100	63,100	64,000	65,000	65,900	66,900	67,900	68,900	69,900
Commission Capital Replacement	22,400	31,500	31,900	32,200	32,600	33,000	33,300	33,700	34,100	34,500	34,900
Total Banff Capital Requisition	312,900	329,000	500,300	543,900	551,900	560,100	568,200	576,600	585,200	593,800	602,500
Capital Projects											
Banff New Capital Assets	-	(2,862,500)	(920,000)	(1,830,000)	-	-	-	-	-	-	-
Banff Local Capital Replacement	(480,625)	(57,662)	(87,076)	(32,841)	(24,162)	(71,527)	(26,526)	(2,064,734)	(1,249,023)	(360,768)	(78,156)
Canmore / Banff Regional Capital Replacement	(81,250)	(45,232)	(90,428)	(51,711)	(5,886)	(11,434)	(36,570)	(84,987)	(44,235)	(500)	(6,390)
Commission Capital Replacement	(93,433)	(160,333)	(4,667)	(7,765)	(11,742)	(132,336)	(33,847)	(4,667)	(15,988)	(8,054)	(4,667)
Total Capital Projects	(655,308)	(3,125,728)	(1,102,171)	(1,922,316)	(41,790)	(215,297)	(96,943)	(2,154,388)	(1,309,246)	(369,322)	(89,212)
Closing Deferred Capital Contribution Balance	\$ 855,011	\$ 898,283	\$ 1,216,412	\$ 1,667,996	\$ 2,178,105	\$ 2,522,908	\$ 2,994,164	\$ 2,387,976	\$ 1,663,931	\$ 1,888,409	\$ 2,401,697

Canmore											
Opening Deferred Capital Contribution Balance	\$ 515,723	\$ 470,839	\$ 463,474	\$ 549,979	\$ 482,242	\$ 624,121	\$ 468,068	\$ 559,154	\$ 577,652	\$ 722,529	\$ 942,275
Anticipated Grant Funding	-	-	-	-	-	-	-	-	-	522,243	-
Canmore Project Capital Contributions	-	-	-	-	-	-	-	-	-	522,243	-
Canmore Capital Requisition											
Canmore Local Capital Replacement	111,800	111,900	113,600	115,300	117,000	118,700	120,500	122,300	124,100	125,900	127,800
Canmore / Banff Regional Capital Replacement	58,100	60,800	62,100	63,100	64,000	65,000	65,900	66,900	67,900	68,900	69,900
Commission Capital Replacement	22,400	31,500	31,900	32,200	32,600	33,000	33,300	33,700	34,100	34,500	34,900
Total Canmore Capital Requisition	192,300	204,200	207,600	210,600	213,600	216,700	219,700	222,900	226,100	229,300	232,600
Capital Projects											
Canmore Project Capital Expenditures	(60,000)	(5,000)	(10,000)	(30,000)	(10,000)	-	(35,000)	(30,000)	(20,000)	-	-
Canmore Operating Capital Expenditures	(2,500)	(1,000)	(16,000)	(188,861)	(44,091)	(228,983)	(23,197)	(84,749)	(1,000)	(1,045,487)	(1,000)
Canmore / Banff Regional Capital Replacement	(81,250)	(45,232)	(90,428)	(51,711)	(5,886)	(11,434)	(36,570)	(84,987)	(44,235)	(500)	(6,390)
Commission Capital Replacement	(93,433)	(160,333)	(4,667)	(7,765)	(11,742)	(132,336)	(33,847)	(4,667)	(15,988)	(8,054)	(4,667)
Total Capital Projects	(237,183)	(211,566)	(121,095)	(278,337)	(71,720)	(372,753)	(128,614)	(204,402)	(81,223)	(1,054,041)	(12,056)
Closing Deferred Capital Contribution Balance	\$ 470,839	\$ 463,474	\$ 549,979	\$ 482,242	\$ 624,121	\$ 468,068	\$ 559,154	\$ 577,652	\$ 722,529	\$ 942,275	\$ 1,162,819

**Proposed 2020-2029 10 Year Capital Plan
Summary Totals Capital Page**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ID#9											
Opening Deferred Capital Contribution Balance	\$ 217,961	\$ 434,855	\$ 546,146	\$ 916,907	\$ 1,274,337	\$ 1,649,104	\$ 1,315,986	\$ 1,585,955	\$ 1,985,064	\$ 2,378,804	\$ 1,567,243
Anticipated Grant Funding	3,360,000	380,000	-	-	-	-	-	-	-	-	-
Parks Canada Capital Contribution	1,500,000	-	-	-	-	-	-	-	-	-	-
Maintenance & Replacement Contributions	299,320	306,825	314,728	319,449	324,241	329,104	334,041	339,051	344,137	349,299	354,539
ID#9 Capital Contribution	200,000	-	-	-	-	-	-	-	-	-	-
ID#9 Capital Requisition											
Lake Louise / Banff Regional Capital Replacement	27,607	28,300	28,799	29,231	29,669	30,114	30,566	31,025	31,490	31,962	32,442
Commission Capital Replacement	22,400	31,500	31,900	32,200	32,600	33,000	33,300	33,700	34,100	34,500	34,900
Total ID#9 Capital Requisition	50,007	59,800	60,699	61,431	62,269	63,114	63,866	64,725	65,590	66,462	67,342
Capital Projects											
LLB Regional Capital Expenditures	(5,099,000)	(475,000)	-	(15,685)	-	(593,002)	(94,091)	-	-	(1,219,268)	(112,233)
Commission Capital Replacement	(93,433)	(160,333)	(4,667)	(7,765)	(11,742)	(132,336)	(33,847)	(4,667)	(15,988)	(8,054)	(4,667)
Total Capital Projects	(5,192,433)	(635,333)	(4,667)	(23,450)	(11,742)	(725,337)	(127,938)	(4,667)	(15,988)	(1,227,322)	(116,900)
Closing Deferred Capital Contribution Balance	\$ 434,855	\$ 546,146	\$ 916,907	\$ 1,274,337	\$ 1,649,104	\$ 1,315,986	\$ 1,585,955	\$ 1,985,064	\$ 2,378,804	\$ 1,567,243	\$ 1,872,224

ALL PARTNERS											
Opening Deferred Capital Contribution Balance	\$ 1,931,103	\$ 1,760,705	\$ 1,907,903	\$ 2,683,297	\$ 3,424,574	\$ 4,451,331	\$ 4,306,962	\$ 5,139,274	\$ 4,950,693	\$ 4,765,264	\$ 4,397,927
Anticipated Grant Funding	3,360,000	2,653,333	613,333	1,220,000	-	-	-	971,600	-	522,243	-
Proposed Annual Contributions	2,554,527	1,466,492	1,389,994	1,745,380	1,152,010	1,169,019	1,185,807	1,203,276	1,221,027	1,761,105	1,256,981
Capital Projects	(6,084,925)	(3,972,627)	(1,227,933)	(2,224,103)	(125,253)	(1,313,388)	(353,495)	(2,363,457)	(1,406,456)	(2,650,685)	(218,168)
Remaining Unspent End of Year	\$ 1,760,705	\$ 1,907,903	\$ 2,683,297	\$ 3,424,574	\$ 4,451,331	\$ 4,306,962	\$ 5,139,274	\$ 4,950,693	\$ 4,765,264	\$ 4,397,927	\$ 5,436,739

Banff 2020 - 2029 Capital Budget

					2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Banff	Life Cycle	In Service Year	Replace Date	Historic Cost											
NEW															
Increased Frequency Phase I (3 Buses)	18	2018	2036												
Increased Frequency Phase II (2 Buses)	15	2020	2035			\$ 2,750,000									
Intercept Lot Electric Shuttle Buses (2 Buses)	15	2021	2036				\$ 920,000								
Park N Ride Shuttles - 2nd Lot (3 Buses)	18	2022	2040					\$ 1,830,000							
Ticket Vending Machine (1 unit)	10	2020	2030			\$ 112,500									
NEW TOTAL					\$ -	\$ 2,862,500	\$ 920,000	\$ 1,830,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FLEET REPLACEMENT															
Wolf Bus	18	2008	2026	\$ 575,000								\$ 647,733			
Goat Bus	18	2008	2026	\$ 575,000								\$ 647,733			
Bear Bus	18	2008	2026	\$ 575,000								\$ 647,733			
Elk Bus	18	2017	2035	\$ 575,000											
Coyote Bus	18	2018	2036	\$ 575,000											
Mule Deer Bus	18	2018	2036	\$ 575,000											
Beaver Bus	18	2018	2036	\$ 575,000											
Increased Frequency Phase II (Electric Bus #1)	15	2020	2035	\$ 1,375,000											
Increased Frequency Phase II (Electric Bus #2)	15	2020	2035	\$ 1,375,000											
Intercept Lot Electric Shuttle Buses (2 Buses)	15	2021	2036	\$ 920,000											
FLEET REPLACEMENT TOTAL					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,943,200	\$ -	\$ -	\$ -
FLEET COMPONENT REPLACEMENT															
Engines: (1 replacement during lifecycle)															
Wolf Engine	9	2016	2026	\$ 65,000								Bus Repl.			
Goat Engine	9	2018	2026	\$ 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		
Increased Frequency Phase II (Electric Bus #1) Engine	8	2020	2028	\$ 65,000										\$ 75,435	
Increased Frequency Phase II (Electric Bus #2) Engine	8	2020	2028	\$ 65,000										\$ 75,435	
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						\$ 13,546
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					
Increased Frequency Phase II (Electric Bus #1) Wrap	5	2020	2025	\$ 11,500							\$ 12,763				
Increased Frequency Phase II (Electric Bus #2) Wrap	5	2020	2025	\$ 11,500							\$ 12,763				033

Banff 2020 - 2029 Capital Budget

					2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
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										\$ 46,422	
Increased Frequency Phase II (Bus #1)	10	2020	2030	\$ 40,000											
Increased Frequency Phase II (Bus #2)	10	2020	2030	\$ 40,000											
Battery Pack:															
Wolf - Hybrid Battery	10	2008	2018	\$ 55,000								Bus Repl.			
Goat - Hybid Battery	11	2008	2019	\$ 55,000	\$ 55,825							Bus Repl.			
Bear - Hybrid Battery	12	2008	2020	\$ 55,000		\$ 56,662						Bus Repl.			
Increased Frequency Phase II (Electric Bus #1) Battery	7	2020	2027	\$ 396,900									\$ 440,497		
Increased Frequency Phase II (Electric Bus #2) Battery	7	2020	2027	\$ 396,900									\$ 440,497		
Bus Refurbishment (GreenTrip Eligible)															
Wolf	10	2008	2018									Bus Repl.			
Goat	10	2008	2018									Bus Repl.			
Bear	10	2008	2018									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	
Increased Frequency Phase II (Electric Bus #1)	10	2020	2030	\$ 20,000											
Increased Frequency Phase II (Electric Bus #2)	10	2020	2030	\$ 20,000											
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		
Increased Frequency Phase II (Electric Bus #1)	9	2020	2029	\$ 2,000											\$ 2,356
Increased Frequency Phase II (Electric Bus #2)	9	2020	2029	\$ 2,000											\$ 2,356
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		
Increased Frequency Phase II (Electric Bus #1)	9	2020	2029	\$ 20,000											\$ 23,559
Increased Frequency Phase II (Electric Bus #2)	9	2020	2029	\$ 20,000											\$ 23,559

Banff 2020 - 2029 Capital Budget

					2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Bus Security Camera Replacement:															
Wolf Camera	6	2016	2022	\$10,000				\$ 10,614				Bus Repl.			
Goat Camera	6	2016	2022	\$10,000				\$ 10,614				Bus Repl.			
Bear Camera	6	2016	2022	\$10,000				\$ 10,614				Bus Repl.			
Elk Camera	6	2017	2023	\$10,000					\$ 10,773						\$ 11,779
Coyote Camera	6	2018	2024	\$10,000						\$ 10,934					
Mule Deer Camera	6	2018	2024	\$10,000						\$ 10,934					
Beaver Camera	6	2018	2024	\$10,000						\$ 10,934					
Increased Frequency Phase II (Electric Bus #1)	6	2020	2026	\$10,000								\$ 11,265			
Increased Frequency Phase II (Electric Bus #2)	6	2020	2026	\$10,000								\$ 11,265			
FLEET COMPONENT REPLACEMENT TOTAL					\$ 177,625	\$ 56,662	\$ 36,076	\$ 31,841	\$ 23,162	\$ 70,527	\$ 25,526	\$ 120,535	\$ 1,248,023	\$ 359,768	\$ 77,156
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	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
Mobile Ticketing Software															
Ticket Vending Machine (1 unit)	10	2020	2030	\$112,500											
NON FLEET REPLACEMENT TOTAL					\$ 8,000	\$ 1,000	\$ 51,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
NEW CAPITAL ASSETS					\$ -	\$ 2,862,500	\$ 920,000	\$ 1,830,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
REPLACEMENT OF CAPITAL ASSETS					\$ 185,625	\$ 57,662	\$ 87,076	\$ 32,841	\$ 24,162	\$ 71,527	\$ 26,526	\$ 2,064,734	\$ 1,249,023	\$ 360,768	\$ 78,156
TOTAL					\$ 185,625	\$ 2,920,162	\$ 1,007,076	\$ 1,862,841	\$ 24,162	\$ 71,527	\$ 26,526	\$ 2,064,734	\$ 1,249,023	\$ 360,768	\$ 78,156
Municipal Capital Contribution						\$ 566,667	\$ 306,667	\$ 610,000							
Grant Funding (GreenTRIP 3)						\$ 833,333	\$ 613,333	\$ 1,220,000							
Grant Funding (PTIF)															
Grant Funding (IICP)						\$ 645,000									
Grant Funding (ACT)						\$ 795,000									
Projected Future Grant Funding												\$ 971,600	\$ -	\$ -	\$ -

Canmore 2020 - 2029 Capital Budget

					2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Canmore	Life Cycle	In Service Year	Replace Date	Historic Cost											
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			

Canmore 2020 - 2029 Capital Budget

					2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
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					2,500	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Subtotal:					2,500	1,000	16,000	188,861	44,091	228,983	23,197	84,749	1,000	1,045,487	1,000
Project Capital															
Bike Trailers					10,000										
Arrival Prediction signs	8years							30,000			30,000	30,000	20,000		
Mobile Ticketing Software															
Bus Stop and Transit Wayfinding Signs						5,000	10,000		10,000		5,000				
Project Capital Subtotal					10,000	5,000	10,000	30,000	10,000	0	35,000	30,000	20,000	0	0

GRANT FUNDING:

Approved Grant Funding (GreenTRIP 2)															
Approved Grant Funding (GreenTRIP 3)															
Approved Grant Funding (PTIF)															
Projected Future Grant Funding for Bus Replacement (50%)														522,243	

Canmore / Banff Regional 2020-2029 Capital Budget

					2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Canmore / Banff Regional	Life Cycle	In Service Year	Replace Date	Historic Cost											
NEW															
Ticket Vending Machine (1 unit)	10	2020	2030	112,500		112,500									
NEW TOTAL					\$ -	\$ 112,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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			

Canmore / Banff Regional 2020-2029 Capital Budget

					2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Bus Security Camera Replacement:															
Moose Camera	6	2016	2022	\$10,000				\$ 10,614							
Sheep Camera	6	2016	2022	\$10,000				\$ 10,614							
Black Bear Camera	6	2017	2023	\$10,000					\$ 10,773						\$ 11,779
FLEET COMPONENT REPLACEMENT TOTAL					\$ 160,000	\$ 66,965	\$ 179,857	\$ 102,422	\$ 10,773	\$ 21,869	\$ 72,140	\$ 168,974	\$ 87,469	\$ -	\$ 11,779
NON-FLEET CAPITAL REPLACEMENT															
Regional Smart Cards stock - Replenish					2,500	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Mobile Ticketing Software															
Ticket Vending Machine (1 unit)	10	2020	2030	\$112,500											
NON FLEET REPLACEMENT TOTAL					\$ 2,500	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
NEW CAPITAL ASSETS					\$ -	\$ 112,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
REPLACEMENT OF CAPITAL ASSETS					\$ 162,500	\$ 67,965	\$ 180,857	\$ 103,422	\$ 11,773	\$ 22,869	\$ 73,140	\$ 169,974	\$ 88,469	\$ 1,000	\$ 12,779
TOTAL					\$ 162,500	\$ 180,465	\$ 180,857	\$ 103,422	\$ 11,773	\$ 22,869	\$ 73,140	\$ 169,974	\$ 88,469	\$ 1,000	\$ 12,779
Approved Funding (GreenTRIP 3)					\$ 106,667										
Approved Grant Funding (PTIF)															
Grant Funding (IICP)						\$ 45,000									
Grant Funding (ACT)						\$ 45,000									
Projected Future Grant Funding															

Lake Louise / Banff Regional 2020-2029 Capital Budget

					2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Lake Louise / Banff Regional	Life Cycle	In Service Year	Replace Date	Historic Cost											
Fleet Replacement															
New Bus (MCI) #1	18	2019	2037	\$ 815,000	815,000										
New Bus (MCI) #2	18	2019	2037	\$ 815,000	815,000										
New Bus (MCI) #3	18	2019	2037	\$ 815,000	815,000										
New Bus (MCI) #4	18	2019	2037	\$ 815,000	815,000										
New Bus (Nova) #1	18	2019	2037	\$ 600,000	600,000										
New Bus (Nova) #2	18	2019	2037	\$ 600,000	600,000										
New Bus (Nova) #3	18	2019	2037	\$ 600,000	600,000										
Service Vehicle	3	2019	2022	\$ 15,000	15,000			15,685			16,402			17,151	
SeaCan Container	10	2019	2029	\$ 15,000	15,000										17,408
Ticket Vending Machine (2 units)	10	2020	2030	\$ 225,000		225,000									
Driver Training Equipment	10	2020	2030	\$ 250,000		250,000									
NEW FLEET TOTAL					5,090,000	475,000	-	15,685	-	-	16,402	-	-	17,151	17,408
FLEET COMPONENT REPLACEMENT															
Engine Replacement															
New Bus (MCI) #1	4.5	2019	2023.5	\$ 65,000						72,140				76,567	
New Bus (MCI) #2	4.5	2019	2023.5	\$ 65,000						72,140				76,567	
New Bus (MCI) #3	4.5	2019	2023.5	\$ 65,000						72,140				76,567	
New Bus (MCI) #4	4.5	2019	2023.5	\$ 65,000						72,140				76,567	
New Bus (Nova) #1	4.5	2019	2023.5	\$ 65,000						72,140				76,567	
New Bus (Nova) #2	4.5	2019	2023.5	\$ 65,000						72,140				76,567	
New Bus (Nova) #3	4.5	2019	2023.5	\$ 65,000						72,140				76,567	
Bus Wrap Replacement															
New Bus (MCI) #1	5	2019	2024	\$ 11,500						12,575					13,546
New Bus (MCI) #2	5	2019	2024	\$ 11,500						12,575					13,546
New Bus (MCI) #3	5	2019	2024	\$ 11,500						12,575					13,546
New Bus (MCI) #4	5	2019	2024	\$ 11,500						12,575					13,546
New Bus (Nova) #1	5	2019	2024	\$ 11,500						12,575					13,546
New Bus (Nova) #2	5	2019	2024	\$ 11,500						12,575					13,546
New Bus (Nova) #3	5	2019	2024	\$ 11,500						12,575					13,546
Bus Transmission Replacement															
New Bus (MCI) #1	9	2019	2028	\$ 40,000										46,422	
New Bus (MCI) #2	9	2019	2028	\$ 40,000										46,422	
New Bus (MCI) #3	9	2019	2028	\$ 40,000										46,422	
New Bus (MCI) #4	9	2019	2028	\$ 40,000										46,422	
New Bus (Nova) #1	9	2019	2028	\$ 40,000										46,422	
New Bus (Nova) #2	9	2019	2028	\$ 40,000										46,422	
New Bus (Nova) #3	9	2019	2028	\$ 40,000										46,422	

Lake Louise / Banff Regional 2020-2029 Capital Budget

					2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Bus Refurbishment															
New Bus (MCI) #1	9	2019	2028	\$ 20,000										23,211	
New Bus (MCI) #2	9	2019	2028	\$ 20,000										23,211	
New Bus (MCI) #3	9	2019	2028	\$ 20,000										23,211	
New Bus (MCI) #4	9	2019	2028	\$ 20,000										23,211	
New Bus (Nova) #1	9	2019	2028	\$ 20,000										23,211	
New Bus (Nova) #2	9	2019	2028	\$ 20,000										23,211	
New Bus (Nova) #3	9	2019	2028	\$ 20,000										23,211	
Bus Bike Rack Replacement															
New Bus (MCI) #1	9	2019	2028	\$ 2,000										2,321	
New Bus (MCI) #2	9	2019	2028	\$ 2,000										2,321	
New Bus (MCI) #3	9	2019	2028	\$ 2,000										2,321	
New Bus (MCI) #4	9	2019	2028	\$ 2,000										2,321	
New Bus (Nova) #1	9	2019	2028	\$ 2,000										2,321	
New Bus (Nova) #2	9	2019	2028	\$ 2,000										2,321	
New Bus (Nova) #3	9	2019	2028	\$ 2,000										2,321	
Bus Security Camera Replacement															
New Bus (MCI) #1	6	2019	2025	\$ 10,000							11,098				
New Bus (MCI) #2	6	2019	2025	\$ 10,000							11,098				
New Bus (MCI) #3	6	2019	2025	\$ 10,000							11,098				
New Bus (MCI) #4	6	2019	2025	\$ 10,000							11,098				
New Bus (Nova) #1	6	2019	2025	\$ 10,000							11,098				
New Bus (Nova) #2	6	2019	2025	\$ 10,000							11,098				
New Bus (Nova) #3	6	2019	2025	\$ 10,000							11,098				
Bus Farebox Replacement															
New Bus (MCI) #1	9	2019	2028	\$ 20,000										23,211	
New Bus (MCI) #2	9	2019	2028	\$ 20,000										23,211	
New Bus (MCI) #3	9	2019	2028	\$ 20,000										23,211	
New Bus (MCI) #4	9	2019	2028	\$ 20,000										23,211	
New Bus (Nova) #1	9	2019	2028	\$ 20,000										23,211	
New Bus (Nova) #2	9	2019	2028	\$ 20,000										23,211	
New Bus (Nova) #3	9	2019	2028	\$ 20,000										23,211	
FLEET COMPONENT REPLACEMENT TOTAL					\$ -	\$ -	\$ -	\$ -	\$ -	\$ 593,002	\$ 77,689	\$ -	\$ -	\$ 1,202,117	\$ 94,825
NEW CAPITAL ASSETS					5,090,000	475,000	-	15,685	-	-	16,402	-	-	17,151	17,408
REPLACEMENT OF CAPITAL ASSETS					-	-	-	-	-	593,002	77,689	-	-	1,202,117	94,825
TOTAL					5,090,000	475,000	-	15,685	-	593,002	94,091	-	-	1,219,268	112,233
Parks Canada Funding					1,500,000										
ID#9 Funding					200,000										
Approved Grant Funding (GreenTRIP)					3,360,000										
Grant Funding (IICP)						190,000									
Grant Funding (ACT)						190,000									
Projected Future Grant Funding						11								041	

Commission 2020 - 2029 Capital Budget

					2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Commission	Life Cycle	In Service Year	Replace Date	Historic Cost											
NEW CAPITAL															
Bus Tools (Break pinion tool, AC tools, transmission reader)		2019			\$ 20,000										
Dispatch - Driver and Bus Scheduling Software Program		2019			\$ 50,000										
eBIKE		2019			\$ 4,000										
Spare Cutaway	15	2020				460,000									
NEW CAPITAL TOTAL					\$ 74,000	\$ 460,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FLEET REPLACEMENT															
Fox Bus	12	2012	2024	\$170,000						\$ 191,504					
Deer Bus	12	2012	2024	\$170,000						\$ 191,504					
Spare Cutaway	15	2020	2035	\$460,000											
Office Vehicle	6	2016	2022	\$ 8,500				\$ 9,294						\$10,163	
FLEET REPLACEMENT TOTAL					\$ -	\$ -	\$ -	\$ 9,294	\$ -	\$ 383,007	\$ -	\$ -	\$ -	\$10,163	\$ -
FLEET COMPONENT REPLACEMENT															
Bus Wraps:															
Fox Bus	7	2012	2019	\$ 10,000	\$ 10,150					Bus Repl					
Deer Bus	7	2012	2019	\$ 10,000	\$ 10,150					Bus Repl					
Spare Cutaway	7	2020	2027	\$ 10,000									11,434		
FLEET COMPONENT REPLACEMENT TOTAL					\$ 20,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$11,434	\$ -	\$ -
NON-FLEET CAPITAL															
Office Equipment, Furniture, Renovations					\$ 10,000	\$ 10,000	\$10,000	\$10,000	\$10,000	\$ 10,000	\$ 10,000	\$10,000	\$10,000	\$10,000	\$10,000
Office IT, Computers, Wiring, Telephones,					\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000
Website and Information Technology	4	2015	2019	\$ 19,704	\$ 20,000				\$21,227				\$22,530		
Office phones	5	2016	2021			\$ 7,000					\$ 7,541				
Fleet Arrival Prediction Replacement	5	2020	2025								\$ 80,000				
NON-FLEET CAPITAL TOTAL					\$ 34,000	\$ 21,000	\$14,000	\$14,000	\$35,227	\$ 14,000	\$101,541	\$14,000	\$36,530	\$14,000	\$14,000
ALL PROJECTS TOTAL					\$128,300	\$ 481,000	\$14,000	\$23,294	\$35,227	\$ 397,007	\$101,541	\$14,000	\$47,964	\$24,163	\$14,000
Municipal Funding															
Grant Funding (Greentrip)						153,333									
Grant Funding (IICP)															
Grant Funding (ACT)															
Projected Future Grant Funding										\$ 191,504	\$ -	\$ -	\$ -	\$ -	\$ -

Bow Valley *R*egional Transit Services Commission



Summer Super Pass Report

Report to the Bow Valley Regional Transit Services Commission

2019-10.01 Super Summer Day Pass RFD

October 23, 2019

SUMMARY/ ISSUE

Briefing to the Board on the Super Summer Day Pass for the summer 2019 season. The Super Summer Day Pass allows for a full calendar day of travel throughout the Roam system.

PREVIOUS COMMISSION DIRECTION/POLICY

Feb 13, 2019 – BVRTSC19-06 Davina Bernard makes a motion for Administration to proceed with a pilot universal summer day pass for \$25 from May 18th to Sept 15th; Administration to bring back a report in April outlining revenue splitting options and recommendations.

Apr 10, 2019 – BVRTSC19-24 Davina Bernard makes motion that the Commission direct Administration to use Method 2 for the Universal Summer Day Pass revenue allocation for the summer of 2019.

Apr 10, 2019 – BVRTSC19-25 Vi Sandford moves to amend the motion **BVRTSC19-24** to remove “summer of 2019” and replace it with “from May 17th to Sept 15, 2019”.

Note that “Method 2” as referred to in motion **BVRTSC19-24** above is as follows:

Method 2: Allocating pass revenue based on actual universal pass rides per route, pro-rated based on single ride costs of each route.

Also note that time frame was extended from Sept 15, 2019 to Sept 22, 2019 to reflect the additional week of summer service operated in 2019.

Recommended Motion: The Board moves to approve the “Super Day Pass” as a permanent product for Roam customers and continue to allocate revenue based on actual ridership, pro-rated based on the single ride cost of each route. The “Super Day Pass” will continue to be offered at the rate of \$25/day for adults, and \$12.50/day for seniors and youth.

Recommended Motion: The Board moves to approve the following new pass types at the following rates:

Super 10 Ride Pass \$80 Adult, \$40 Senior & Youth

Super 1 Month Pass \$130 Adult, \$65 Senior & Youth

Super 3 Month Pass \$315 Adult, \$157.50 Senior & Youth

Super 6 Month Pass \$595 Adult, \$297.50 Senior & Youth

The revenue for these passes to be allocated at 60% Route 8/8X and 40% Route 3.

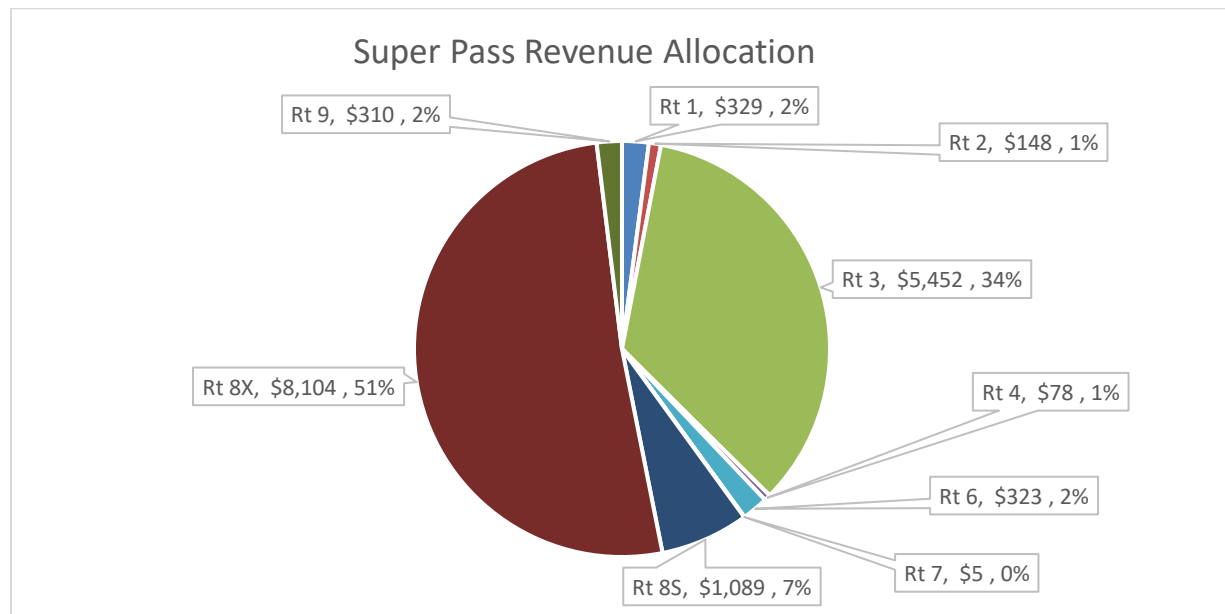
INVESTIGATION

During the May 17th – Sep 22nd 2019 summer season a total of 704 Super Summer Day Passes were sold for a total of \$15,837.50. As per Board direction, the revenue was allocated to each route based on ridership for each route, pro-rated based on single fare costs. The total revenue of \$15,837.50 was allocated as follows:

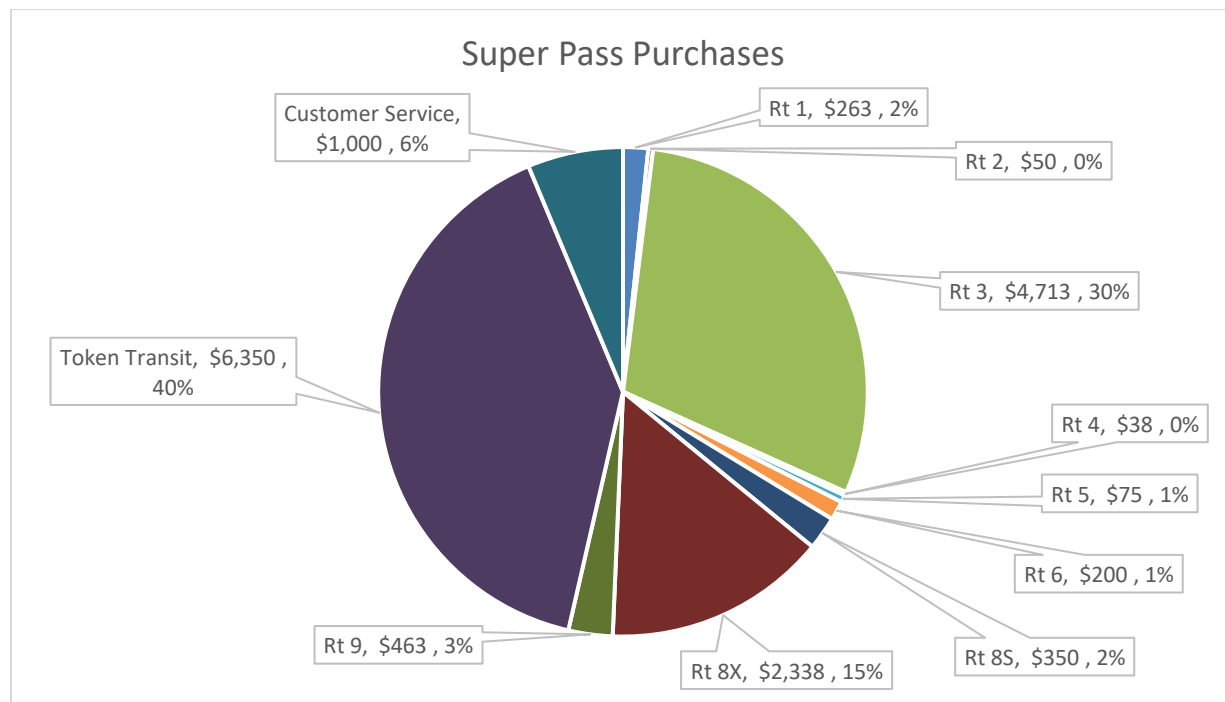
Report to the Bow Valley Regional Transit Services Commission

2019-10.01 Super Summer Day Pass RFD

October 23, 2019



Super Summer Day Passes could be purchased through the Token Transit app, at our customer service location, or on any of our bus routes. The following shows the breakdown of where passes were purchased:

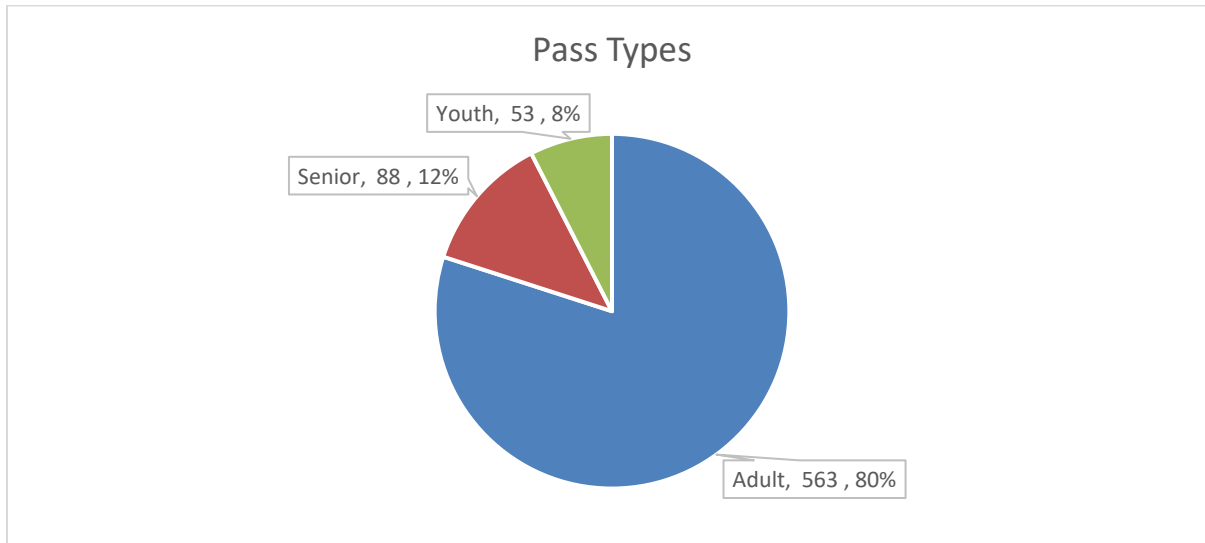


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2019-10.01 Super Summer Day Pass RFD

October 23, 2019

Super Summer Day passes were available in the 3 categories of adult, senior and youth. Adult passes were \$25/day and youth and senior passes were \$12.50/day. The following shows the breakdown of types of passes sold:



IMPLICATIONS

Based on the number of passes sold and the positive feedback received by customers, the Super Day Pass has been evaluated as a beneficial pass and administration has continued to offer this pass renamed as the “Super Day Pass.”

In order to better serve our local customers, administration is recommending expansion of the Super Pass program to include 10 Ride, 1 Month, 3 Month & 6 Month passes. These pass types are not expected to appeal to tourists based on the longer length, but would be another tool to advance Roam’s mission of:

“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 feel that these pass types would be advantageous to customers commuting from Canmore – Lake Louise and have the potential to remove more vehicles from the road.

BUSINESS PLAN/ BUDGET IMPLICATIONS

The price of the Super Day Pass is \$25/day as compared to needing both a Canmore/Banff Regional day pass for \$15 and a Banff/Lake Louise Regional Day Pass for \$20. This represents an approx. 28.5% savings to the customer. The prices proposed for the 10 Ride, 1 Month, 3 Month and 6 Month passes

Report to the Bow Valley Regional Transit Services Commission

2019-10.01 Super Summer Day Pass RFD

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also represent the 28.5% savings from having to purchase both CB Regional Passes and LLB Regional Passes. See chart below:

Pass Type	CB Regional	LLB Regional	Total	Super Day Pass
1 Day	\$15	\$20	\$35	\$25
10 Ride	\$50	\$65	\$115	\$80
1 Month	\$80	\$105	\$185	\$130
3 Month	\$192	\$252	\$444	\$315
6 Month	\$360	\$472.50	\$832.50	\$595

Adult fares. Youth / Senior would be 50% of the above.

RISKS

Risk of decrease in revenue as indicated above. This is not anticipated to be a material decrease however due to the very specific nature of individuals commuting from Canmore to Lake Louise (village or Chateau), and the increase in revenue from customers not previously using transit. We have had customers requesting this type of pass who currently do not ride transit as it is not cost effective from them to purchase 2 sets of passes to commute from Canmore to Lake Louise.

ATTACHMENTS

n/a

Bow Valley *R*egional Transit Services Commission



LITP Transit Pass Report

Report to the Bow Valley Regional Transit Services Commission

2019-10.xx Low Income Pass Program Briefing

October 23, 2019

SUMMARY/ ISSUE

Briefing to the Board on the Low-Income Pass program.

PREVIOUS COMMISSION DIRECTION/POLICY

Prior to Roam transit's launch in 2008, and prior to the Bow Valley Regional Transit Commission's incorporation in 2011, the Town of Banff approved a Banff Low Income Pilot program in March 2007 which provided Banff Low Income residents with free local transit.

The Canmore / Banff Regional service was launched in 2012 with the low-income 2 Ride passes being part of the initial pass offerings. The low-income 2-Ride pass replaced the previous Community Bus program.

The following low-income passes were created based on the following motions:

Oct 8, 2014: BVRTSC14-101 Sean Krausert moved that the Commission approve the sale of 10-Ride Regional Passes at 50% reduced price to the Town of Banff and the Town of Canmore's FCSS departments to manage and distribute the passes based on their current application/vetting process; and that Administration seek further approval of the Commission if the combined total sales of these cards are to surpass 200 10-Ride Regional Passes in a single calendar year.

Jun 1, 2016: BVRTSC16-31 Sean Krausert moves to add a 31-day Low Income Transit Pass for the regional service to be offered to the partner municipalities to supplement the needs of their FCSS programs.

Jan 11, 2017: BVRTSC17-04 Sean Krausert makes a motion that the board approves implementation of LITP for Canmore local service through FCSS.

<p>Recommended Motion: The Board of Directors moves to remove the 200 pass annual limit on sale of Canmore/Banff Regional low-income 10 Ride passes.</p>

INVESTIGATION

Eligibility

The Bow Valley Regional Low-Income Transit programs are currently administered through the Town of Banff or the Town of Canmore. See below for the specifics of each community. Residents eligible for the programs receive either a Banff Access Card or a Canmore Affordable Service Program ID card.

Town of Banff: The Banff Access Program provides qualified low-income applicants with discounts on community services and products. A card is provided free of charge to Banff residents who are 18+ (and

Report to the Bow Valley Regional Transit Services Commission

2019-10.xx Low Income Pass Program Briefing

October 23, 2019

their children), have lived in Banff for 3 months, and who live under the Banff Affordability Measure Level which is defined as follows:

2019 Affordability Measure Level (Based on Notice of Assessments)	
Size of Family	Total Before Tax (Gross Income as defined as line 150 on Notice of Assessment)
1 person	\$32,939
2 people	\$41,007
3 people	\$50,414
4 people	\$61,209
5 people	\$69,423
6 people	\$78,296
7 people	\$87,172

Town of Canmore: The Canmore Affordable Services Program is a coordinated community response that provides eligible residents with increased access to supports aimed at making Canmore a Livable Community for all. A card is provided free of Charge to Canmore residents who are current Canmore residents of at least 3 months, and whose income is at or below the following:

2019 Income Eligibility (Based on Notice of Assessments)	
Size of Family	Total Before Tax (Gross Income as defined as line 150 on Notice of Assessment)
Single (1 person)	\$31,200
Family (2+ people)	\$62,400

Benefit

Residents of Banff or Canmore who qualify under each communities' qualifications receive discounts on transit passes as follows:

Pass Type	Standard Rate	Banff LITP Rate	Canmore LITP Rate
Banff Local 6 Month	\$105 + \$3 card dep	\$0 + \$10 card fee	n/a
Canmore Local 6 Month	\$105 + \$3 card dep (unless Canmore is free)	n/a	\$0 + \$3 card dep
CB Regional 2 Ride	\$6 per ride	\$6	\$6 + \$3 card dep
CB Regional 10 Ride	\$50 + \$3 card dep	\$25	\$25 + \$3 card dep
CB Regional 1 Month	\$80 + \$3 card dep	\$40	\$40 + \$3 card dep

Ridership

The low-income transit program has shown steady growth. The following shows ridership:

RIDERSHIP	2013	2014	2015	2016	2017	2018
Banff Local Low Income 6 Month	13,587	15,234	13,065	18,796	29,819	39,008

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Canmore Local Low Income 6 Month	-	-	-	-	8,043	10,058
Canmore/Banff Regional Low Income - 2 Ride	*No Data	*No Data	*No Data	965	833	963
Canmore/Banff Regional Low Income - 10 Ride	-	146	1,207	3,704	4,315	4,581
Canmore/Banff Regional Low Income - 1 Month	-	-	-	869	7,039	9,563
	13,587	15,384	14,548	24,334	50,049	64,173

- *CB Regional Low Income 2 Ride Passes were created as separately trackable 2Ride cards from 2013 forward but due to large amounts of stock of old-style cards already in the system, accurate ridership for this pass type is not available until 2016.*

Pass Sales

The method in which the smart cards are programmed does not allow us to distinguish between a Canmore resident or Banff resident in the ridership report for the CB Regional passes. Therefore, administration has also provided pass sales for the past several years to provide an example of the Banff/Canmore split for ridership:

PASS SALES	2013	2014	2015	2016	2017	2018
Canmore/Banff Regional Low Income - 2 Ride (Banff)	416	57	350	200	72	657
Canmore/Banff Regional Low Income - 2 Ride (Canmore)	53	5	0	0	0	0
Canmore/Banff Regional Low Income - 10 Ride (Banff)	-	50	175	200	9	327
Canmore/Banff Regional Low Income - 10 Ride (Canmore)	-	25	20	204	341	189
Canmore/Banff Regional Low Income - 1 Month (Banff)	-	-	-	50	24	133
Canmore/Banff Regional Low Income - 1 Month (Canmore)	-	-	-	34	150	206

IMPLICATIONS

Implication #1 – Potential Loss of Revenue

The low-income transit program provides free local transit, and 50% off Canmore-Banff Regional Transit. Based on the following assumptions, the 2018 estimated loss in revenue is as follows:

Report to the Bow Valley Regional Transit Services Commission

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Banff Local: \$8,610 loss in revenue assuming pass holders ride 40x/month and ½ of pass holders would not have purchased a pass if the low-income program did not exist.

Canmore Local: \$2,205 loss in revenue assuming pass holders ride 40x/month, ½ of pass holders would not have purchased a pass if the low-income program did not exist, and that Canmore local transit is not free.

CB Regional 2 Ride: \$1,445 loss in revenue assuming ½ of pass holders would not have paid the standard 1-Ride fare of \$6 if the low-income program did not exist.

CB Regional 10 Ride: \$5,726 loss in revenue assuming ½ of pass holders would not have purchased the standard 10 Ride pass if the low-income program did not exist.

CB Regional 1 Month: \$4,782 loss in revenue assuming pass holders ride 40x/month and ½ of pass holders would not have purchased a pass if the low-income program did not exist.

Implication #2 – Volume of Regional 10 Ride Pass Sales

When the 10 Ride CB Regional Pass was approved in 2014, the Commission had put an annual limit on the volume at 200 passes per year. In 2015 there were 195 passes sold, 2016 404 passes sold, 2017 350 passes sold, 2018 516 passes sold, and 327 passes sold to date in 2019. Administration recommends removing the annual limit of CB Regional Low Income 10 Ride passes as each municipality has strict criteria on pass eligibility and limited pass numbers will only serve to limit low income residents' mobility at the end of each fiscal year after the limit of 200 passes are issued.

BUSINESS PLAN/ BUDGET IMPLICATIONS

See above for potential loss in fare revenue.

RISKS

n/a

ATTACHMENTS

n/a

Bow Valley *Regional* Transit Services Commission



Electric Bus Purchase Report

Report to the Bow Valley Regional Transit Services Commission

Report 2019–10.03 – GreenTRIP Electric Bus Purchase (2021)

October 18, 2019

SUMMARY/ ISSUE

- A) As part of the Provincial GreenTRIP funding program Banff has been approved \$1.22M as a 2/3 contribution to the purchase of 3 shuttle buses to serve an East intercept lot that was proposed in 2017. This funding is currently allocated in 2022 in the Banff 10-yr capital plan, however during 2019:
- i. the Province allocated an expiry date of March 31, 2021 for the GreenTRIP funding allocations to be spent and;
 - ii. Banff, working with Parks Canada, has identified that suitable land for an East intercept lot inside the Town boundary is not available and building a lot outside the Town Boundary is not acceptable to Parks.
- Therefore, an opportunity exists to reallocate up to \$1.22M of Provincial funding to other bus purchases
- B) Banff/Canmore Regional Service has been extremely successful through its' initial few years however it was identified that the frequency and capacity of service may not needs of some residents and visitors and opportunities for increased ridership exist. Ridership will reach capacity with existing fleet and schedule within the next two years.
- C) In the event that forecasted regional route ridership increases do not materialize by 2021 the addition of a spare bus would also help alleviate current pressures inherent in maintaining 24 buses during the summer.

PREVIOUS COMMISSION DIRECTION/POLICY

Administration Recommendation:

That the Commission move to endorse:

1. The purchase of a Proterra electric bus for delivery in early 2021 using GreenTRIP funding subject to approval by Banff Town Council and Alberta Transportation reallocating GreenTRIP funds.
2. The transfer of a late model Nova bus from Banff local service to CB Regional service in May of 2021 subject to approval of increased service by both Canmore and Banff Town Council.
3. The addition of a third bus to CB Regional service for weekdays beginning in May of 2021 subject to approval by both Canmore and Banff Town Councils.
4. The addition of a second bus to CB Regional service for weekends beginning in January of 2021 subject to approval by both Canmore and Banff Town Councils.

Report to the Bow Valley Regional Transit Services Commission

Report 2019–10.03 – GreenTRIP Electric Bus Purchase (2021)

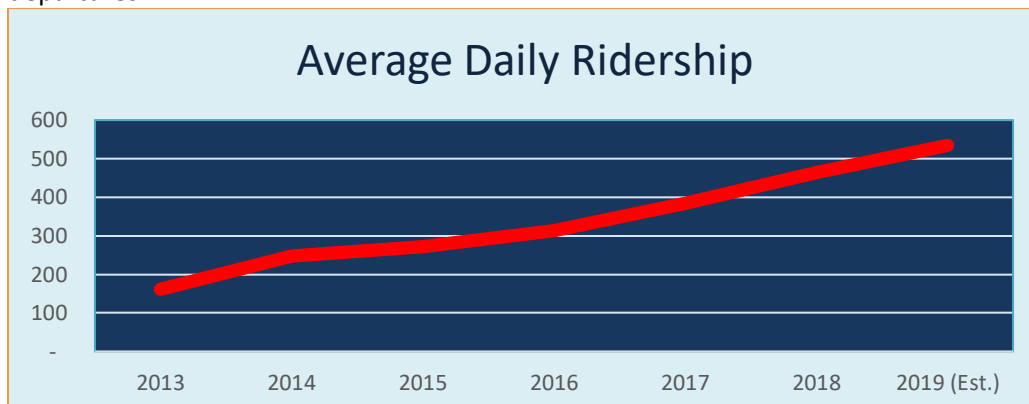
October 18, 2019

INVESTIGATION

- The BVRTSC and Roam Transit have committed towards moving towards greener technology and have begun that journey with the purchase of two Proterra electric buses. GreenTRIP funding expires at the end of the first quarter of 2021 with no new funding announced at this point. Utilizing existing GreenTRIP funding for the purchase of an additional electric bus is in the best interests of the Commission and partner municipalities as 2/3 of the purchase can potentially be funded Provincially
- Since responding to the 2014 Hargroup Study and implementing additional frequency in 2016, ridership has continued to grow at a substantial rate, with cost recovery on CB Regional being well above any other service and well above CUTA stats for any transit agency.
- It is anticipated that ridership will continue to grow and create a capacity issue over the few years. With this projection, it is anticipated that a third bus on the route on weekdays and a second bus on weekends will alleviate the capacity issue and allow for further ridership increase. With the prior addition to service, ridership has grown at a phenomenal rate and it is anticipated that ridership will continue to grow.
- It is anticipated that, without moving forward with a bus purchase over the next two years for expanded service, measures may have to be put in place to limit access to the Route 3 service on certain busy schedules. This would limit the opportunity for expansion and limit access for collaborative services to be shared between the municipalities. Economic benefit from visitors who visit both communities as well as residents moving between the communities for appointments, recreations, social interaction and educational opportunities could be impacted.

Currently:

- Two buses are used for the current schedule on weekdays and one on weekends with service being between 30 and 60 minutes. Two buses are used on weekends in the summer.
- Route 3 Ridership is reaching capacity during the peak hours, with standees on a number of departures.



Report to the Bow Valley Regional Transit Services Commission

Report 2019–10.03 – GreenTRIP Electric Bus Purchase (2021)

October 18, 2019

- CB Regional service is successful financially, with comparative cost recovery significantly higher than other services. Typical cost recovery ratios are between 50% and 55% in large cities and lower in smaller municipalities.

CB Regional:	2016	2017	2018	2019 (YTD-Q2)
Cost Recovery	77%	81%	82%	92%

PROPOSED:

- Purchase of a Proterra electric bus through the existing City of Edmonton contract's onboarding clause as we are currently doing for the existing two Proterra purchases.
- 20-minute service during peak hours, utilizing three buses to complete the schedule. 30-minute service during non-peak hours.
- Peak service hours have been identified in the graphs above as being between 06:30am and 09:30am in the morning and 3:30pm and 7:00pm in the afternoon on weekdays.
- Weekend additional frequency is being recommended to provide 30-minute frequency during daytime hours on an annual basis instead of only summer as is currently approved.
- Having 3 buses operate the route gives more flexibility for operational adjustments to allow us to stay on schedule during the peak summer months.
- Town of Banff Advantages:
 - Increase move towards more green initiatives by adding a third electric bus to the Banff local fleet.
 - Increase ability of commuters, resident and visitor travelers to move freely between the communities.
 - Reduce congestion and parking issues through use of transit.
 - Should Canmore or Banff Council not approve the additional funding for expansion of Route 3 the recommendation would still be for the purchase of a Proterra Electric bus to be added as additional spare capacity. This would take pressure off TOB Maintenance staff in the peak season and improve service reliability.
- Town of Canmore Advantages:
 - Obtain an additional bus for CB Regional services without the large capital outlay for the purchase of a bus as the vehicle to be transferred to CB Regional was fully paid by Provincial and Federal funding.
 - Increase ability of commuters, resident and visitor travelers to move freely between the communities.
 - Reduce congestion and parking issues through use of transit.

Report to the Bow Valley Regional Transit Services Commission

Report 2019–10.03 – GreenTRIP Electric Bus Purchase (2021)

October 18, 2019

- Continue to build a service that sees high cost recovery and provides funding to assist in supporting Canmore local transit service.

BUSINESS PLAN/ BUDGET IMPLICATIONS

- Two scenarios are outlined below.
 - Option A proposes the financial implications of purchasing a Proterra electric bus for the Banff local fleet and transferring a Nova bus from Banff to CB Regional. This option utilizes GreenTRIP funding to increase capacity on Route 3 at an economical cost that benefits both Canmore and Banff
 -
 - Option B proposes that the Proterra bus is purchased as an additional spare for Banff local service and is only recommended should both partners not agree to increase CB Regional service in 2021 to meet growing demand.

Option A: Transfer Nova Bus to Route 3

Operating Cost:

Route 3 Service Increases	2020	2021	2022
Operating Cost (Weekdays)	\$0	\$115,471	\$198,226
Operating Cost (Weekends)	\$0	\$47,489	\$48,914
Projected Revenue	\$0	\$83,765	\$127,577
Net Total Operating Cost	\$0	\$79,195	\$119,563
Net Operating Cost per Municipality (Canmore and Banff)	\$0	\$39,597	\$59,782

- Weekday estimate above is prorated based on starting May long weekend.
- Ridership estimates are based on adding 25% more riders during peak operating periods at an average fare of \$4.05
- 2021 Operating costs based on 3% increase to 2020

Capital Cost:

Proterra Electric Bus Purchase	2020	2021	2022
Purchase Cost	\$0	\$1,500,000	\$0
GreenTRIP Funding (AB Provincial Government)	\$0	\$1,000,000	\$0
Banff Contribution Required for Purchase	\$0	\$500,000	\$0

Annual Amortization and Reserve Costs	2020	2021	2022
Annual Reserve Cost	\$0	\$40,150	\$80,300

Report to the Bow Valley Regional Transit Services Commission

Report 2019–10.03 – GreenTRIP Electric Bus Purchase (2021)

October 18, 2019

Option B: Keep Nova Bus as a spare for Banff fleet:

Operating Cost:

Spare Bus Operating Cost	2020	2021	2022
Maintenance	\$0	\$25,000	\$25,750
Insurance	\$0	\$4,000	\$4,120
Storage	\$0	\$12,000	\$12,360
Intelligent Transit Software Costs	\$0	\$2,000	\$2,000
Total Annual Cost for Spare Bus	\$0	\$43,000	\$44,230

Capital Cost:

Proterra Electric Bus Purchase	2020	2021	2022
Purchase Cost	\$0	\$1,500,000	\$0
GreenTRIP Funding (AB Provincial Government)	\$0	\$1,000,000	\$0
Banff Contribution Required for Purchase	\$0	\$500,000	\$0

Annual Amortization and Reserve Costs	2020	2021	2022
Annual Reserve Cost	\$0	\$40,150	\$80,300
Savings if Nova Transfers to Regional Service	\$0	\$(15,700)	\$(15,700)
Net Annual Reserve Cost (Banff)	\$0	\$24,450	\$64,600

- In 2021 Town of Banff is paying \$31,400 in capital requisition to save for replacement of Coyote Nova bus. If the coyote bus went to the CB regional route, then ToB's requisition would decrease by \$15,700.
- **Town of Canmore's** requisition would increase by **\$15,700** on a going forward basis to pay for half of the replacement reserve for the Coyote Nova Bus.
- In 2021 Town of Banff is paying \$80,300 in capital requisition to save for replacement of one of the new electric buses for increased frequency phase II. Therefore, ToB's net difference in capital requisition in **2021 would be \$64,600 (\$80,300 - \$15,700)** with the addition of a Proterra electric bus.

BRAND STANDARD IMPACT:

- Positive impact on Brand Standard as the proposal brings additional service to the Bow Valley and adds Roam branded equipment.

Report to the Bow Valley Regional Transit Services Commission

Report 2019–10.03 – GreenTRIP Electric Bus Purchase (2021)

October 18, 2019

RISKS:

- Financial risk of ridership not increasing as expected and cost recovery targets not being achieved.

OPTIONS:

- Present a revised plan at a later date for approval in a future budget year should this plan not be moved forward with the caveat that the current funding program (GreenTRIP) expires and may not be replaced.
- Approve bus purchase and delay decision on Route 3 increase until 2020 budget timeframe.

ATTACHMENTS:

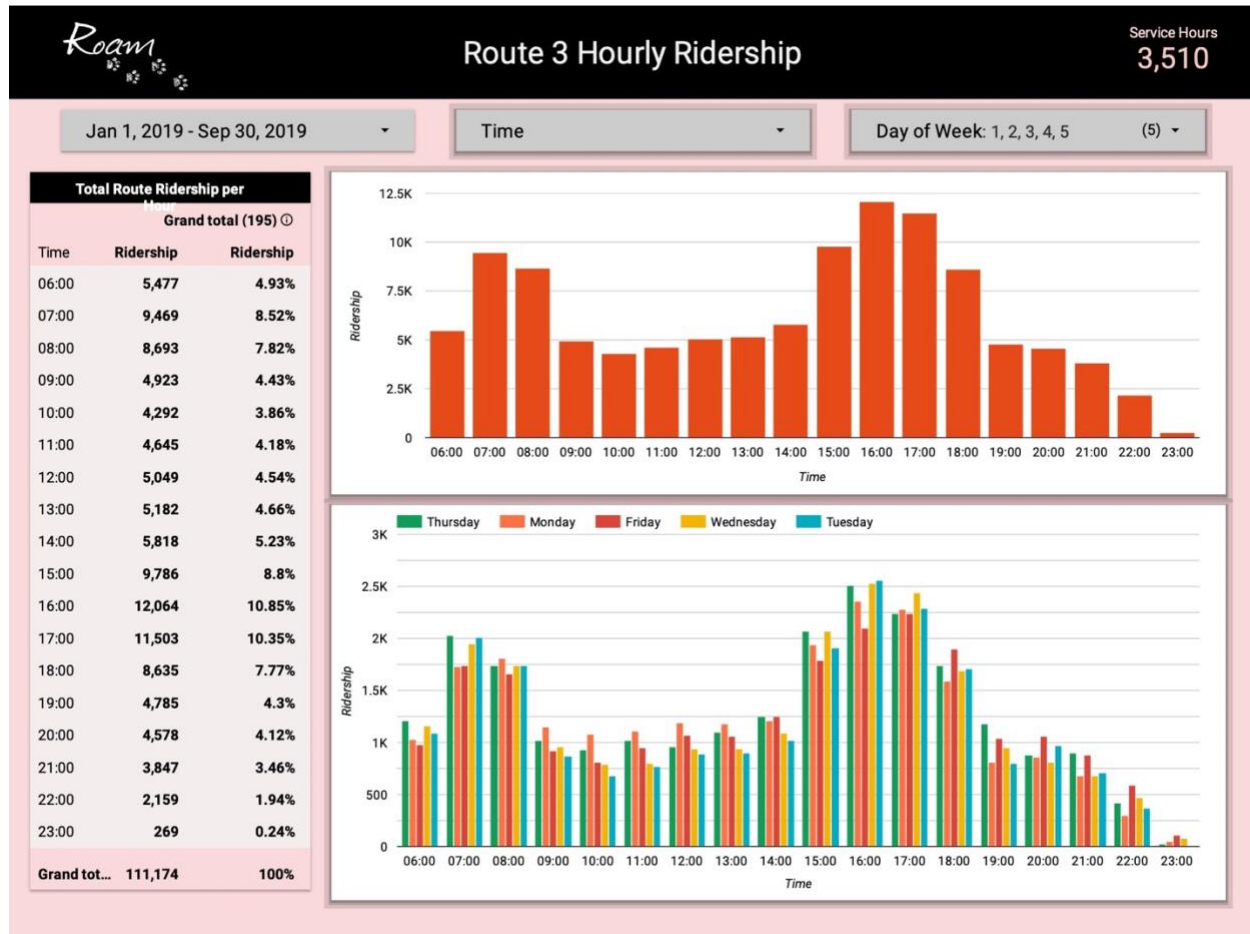
- A) Route 3 Hourly Ridership (Weekdays)
- B) Route 3 Hourly Ridership (Weekends)

Report to the Bow Valley Regional Transit Services Commission

Report 2019–10.03 – GreenTRIP Electric Bus Purchase (2021)

October 18, 2019

A) Roam Route 3 Hourly Ridership (Weekdays):



Report to the Bow Valley Regional Transit Services Commission

Report 2019–10.03 – GreenTRIP Electric Bus Purchase (2021)

October 18, 2019

B) Roam Route 3 Hourly Ridership (Weekends):

