

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

**via: Zoom Video Meeting**

**AGENDA**

**March 17<sup>th</sup>, 2021    2:00-3:30pm**

1. Call to Order
2. Approval of the Agenda
3. Minutes
  - Approval of the February 10<sup>th</sup>, 2021 Regular Meeting Minutes (attached)
4. Old Business (including Standing Items)
  - a) CAO's Monthly Report (For Information)
  - b) Bring Forward List of Pending Items (For Information)
  - c) Transit Service Monthly Statistics (For Information)
5. New Business
  - a) BVRTSC2021-02.02 Bus Air Purification System (Presentation by New Flyer) (For Information)
  - b) Report: BVRTSC2021-02.02 Bus Air Purification System (Updated Report) (Request for Decision)
  - c) Report: BVRTSC2021-03.01 Proterra Bus Purchase (Request for Decision)
  - d) Presentation of Q4 Results, KPIs and Proposed Transfer of Reserves (Request for Decision)
6. Adjournment

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

**via: Zoom Video Meeting**

**MINUTES**

**February 10<sup>th</sup>, 2021 2:00-3:30pm**

**BOARD MEMBERS PRESENT**

Vi Sandford, Town of Canmore

Davina Bernard, ID#9

Joanna McCallum, Town of Canmore – Vice Chair

Dave Schebek, ID#9

Brian Standish, Town of Banff – Chair

Chip Olver, Town of Banff

**BOARD MEMBERS ABSENT**

**BVRTSC ADMINISTRATION PRESENT**

Martin Bean, Chief Administrative Officer

Steve Nelson, Operations Manager

Mel Booth, Financial Controller

**ADMINISTRATION PRESENT**

Andy Esarte, Town of Canmore

Danielle Morine, ID9

Adrian Field, Town of Banff

Alex Kolesch, Parks Canada

Daniella Rubeling, Parks Canada

**Members of the Public**

**1. Call to Order**

Brian Standish calls the meeting to order at 2:00 PM

**2. Approval of the Agenda**

Add to the agenda: discussion around revised date of March meeting

**BVRTSC21-68** Chip Olver moves to approve agenda as amended.

**CARRIED UNANIMOUSLY**

**3. Minutes**

- Approval of the January 13<sup>th</sup> 2021 Regular Meeting Minutes (attached)

**BVRTSC21-69** Chip Olver moves to approve the January 13<sup>th</sup>, 2021 Regular Meeting Minutes as presented.

**CARRIED UNANIMOUSLY**

**4. Old Business (including Standing Items)**

- a) CAO's Monthly Report (For Information)
- b) Bring Forward List of Pending Items (For Information)
- c) Transit Service Monthly Statistics (For Information)

**5. New Business**

- a) Report: BVRTSC2021-02.01 Proterra Electric Bus Purchase (Request for Decision)

**BVRTSC21-70** Brian Standish moves that the Commission approve the purchase of an additional electric bus from Proterra through the City of Edmonton's onboarding clause; funding to be provided by GreenTRIP and Parks Canada upon completed signing of an amended Contribution Agreement by the appropriate Parks Canada representative.

**CARRIED UNANIMOUSLY**

- b) Report: BVRTSC2021-02.02 Bus Air Purification System (Request for Decision)

**BVRTSC21-71** Brian Standish moves that the Commission direct Administration to bring back further information on the air purification systems at the next meeting.

**CARRIED UNANIMOUSLY**

6. Discussion around the schedule for March's Regular Commission meeting

March 17<sup>th</sup>, 2021 will be the revised date of the next Regular Commission meeting.

7. Adjournment

**BVRTSC21-72** Brian Standish moves to adjourn the meeting at 2:49PM

**CARRIED UNANIMOUSLY**



# Bow Valley Regional Transit Services Commission



## CAO Report

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## CAO Update – March 2021

### **Financial:**

- The virtual audit has been completed last week with Melanie in constant communication with the auditors as they used SharePoint to review all required documentation. No issues were found during the audit and they will be presenting the final results at the April Commission meeting.

### **Transit Service Updates**

- Parks Canada and the BVRTSC have recently finalized the amended Contribution agreement which allows us to finalize the purchase of a 4<sup>th</sup> Proterra bus to be delivered at or near the end of 2021. This vehicle is funded 1/3 by Parks Canada and 2/3 by the GreenTRIP Provincial grant. A purchase order has been forwarded to Proterra for this purchase.
- Parks Canada will be implementing paid parking in the Lake Louise area this year and further promoting transit. This step is seen by administration as a disincentive to driving private vehicles and will further encourage visitors and residents to use transit as an option.
- Proterra buses have been wrapped with Roam branding and are currently in the process of being readied for shipping. Administration is completing a virtual inspection of these buses prior to departure, with a further live inspection being completed on their arrival in Banff.
- Preparations are underway for summer service changes with some service increases occurring on May 21<sup>st</sup> and some delayed until June 11<sup>th</sup>.



- **OnIt** Calgary to Canmore/Banff dates have been recently finalized, with the service operating from the May long weekend until September 19, 2021. It will operate on a reduced schedule through May and most of June, with increased service through the summer months. Parks Canada, Town of Banff and Town of Canmore will all be contributing to the OnIt program in 2021.
- Canmore Council recently approved the purchase of a new bus pending agreement with Alberta Parks to facilitate having capacity to provide service on a new seasonal route as outlined in the following Council Clip from March 2<sup>nd</sup>:

*Council also approved a new 2021 capital project for \$1,160,000 to plan a seasonal transit route to Quarry Lake, the Nordic Centre, and Grassi Lakes in collaboration with Alberta Parks, to begin operation in 2022, including purchase of a new bus and construction of four new bus stops to be funded mostly by provincial grants with the remainder coming from reserves. Visit <https://canmore.ca/projects/transportation-projects/quarry-lake-paid-parking> for all the details about the program.*

## Future Transit Route

*In collaboration with Alberta Parks and Bow Valley Regional Transit Services Commission (BVRTSC), we are planning to provide bus service in 2022 to Quarry Lake Park, the Canmore Nordic Centre, and Grassi Lakes. In order to service the area, a new Roam bus will be required. The BVRTSC has estimated that the cost of operating the route seasonally would be \$150,000. It is conservatively expected that net revenues of pay parking at Quarry Lake Park will fund the Town of Canmore's annual share of this service.*

*New bus stops will be created along Highway 742, at Quarry Lake, and the Nordic Centre. Bus stop construction will take place in 2021 in advance of route start-up in order to meet grant funding deadlines.*

## General/Health and Safety

- Cleaning protocols and safety messaging is ongoing, with regular reminders being issued to employees and public regarding masks, sanitizing and cleaning.
- Roam is working with Tourism Canmore Kananaskis to ensure our presence in their new destination videos that are being produced. We have committed to providing a bus and driver for their summer video production which is upcoming.

- The collaborative bid that we are involved in for the Alberta Zero Emission Hydrogen Transit project is proceeding to the next step. 10% of the original applicants have been chosen to move to the next step, which is a full proposal due by April 8<sup>th</sup>. Each partner (Strathcona County, Edmonton Transit, Calgary Transit and the BVRTSC) along with consultants and the University of Calgary have placed people on four different committees (Vehicle, Operations, Fuel Supply and Research) to facilitate the completion and submission of this proposal. Should the project receive final approval, Roam is anticipated to receive two hydrogen fuel cell powered buses for a five-month period during the summer of 2023 for use in service, facilitating testing and reporting of performance in mountainous terrain.
- Electrification and alternative energy fuels are the focus of governments around the world – see below articles:
  - [CUTRIC Statement](#)
  - <https://cleanenergycanada.org/ottawa-invests-billions-in-zero-emission-buses/>
- The Roam Transit Operations and Training Centre (name to be confirmed) has been completed, with initial deficiencies being completed by PCL on March 4<sup>th</sup>. Further final completion items are being worked on now and some will be completed in May once the ground has thawed, and snow has disappeared. Some of the items to finish are:
  - Yard and asphalt cleanup
  - Landscaping
  - Signage
  - Solar panels (4-6 weeks starting April 5)
  - Covered storage roof leak repairs





- Roam administration staff are currently finalizing a building orientation document to ensure all employees are trained on traffic flow, safety and use of the new building. This building has numerous state of the art features that will need training and supervision for safe use. Some of the key features that we will be using and our admin, drivers and the maintenance team are looking forward to are:
  - Fully automated bus wash system with dryer
  - AussieRimShine machine – rim polisher
  - Electric bus charging capability
  - Inside parking
  - Training Centre including driving simulator (in late April)
  - Convenience of having fleet in one parking area
- This building allows the opportunity for Roam to substantially step up its' vehicle cleanliness, gives our valuable employees a new and exciting place to work from, and keeps us at the forefront of transit agencies our size and larger!
- The lease between the Town of Banff as the building owner and the BVRTSC as the lessee will be completed shortly and is anticipated to be in place for April 1<sup>st</sup>. Roam staff are currently setting up furniture and other office infrastructure to be ready to operate from this building by this date.
- We are currently planning for an event to be held in May to celebrate the opening of the new building and the arrival of our first zero-emission buses. This event will be

coordinated with all stakeholders, including the Government of Alberta, and will be held either virtually, in-person or a hybrid. Details will be upcoming.

- The Government of Alberta announced a \$1200 one-time payment for front line workers which we have investigated for our employees, however determined that it does not apply to transit drivers.

# Bow Valley *R*egional Transit Services Commission



## BRING FORWARD LIST



**BRING FORWARD LIST OF ITEMS PENDING (as of March 2021)**

<b>ITEM</b>	<b>Date Initiated</b>	<b>Pending Date</b>	<b>Comments:</b>
<b>BVRTSC21-71</b> Brian Standish moves that the Commission direct Administration to bring back further information on the air purification systems at the next meeting.	February 10, 2021	March 17 <sup>th</sup> , 2021	

# Bow Valley Regional Transit Services Commission Ridership Statistics



Month	Type	Banff Local	Canmore Local	Canmore - Banff Regional	Lake Louise - Banff Regional
February 2021	Bikes	4	5	34	5
	Strollers	26	15	8	0
	Winter Sports	301	44	323	25

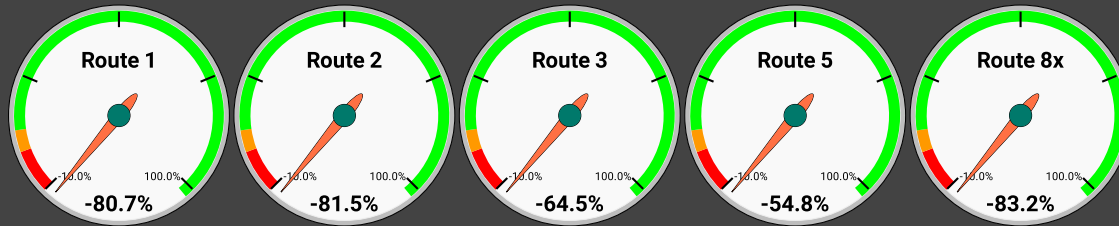
## February 2021

Route	Monthly Ridership Change 2020/2021	Comments
Route 1	-78%	February 2021 to February 2020 (Pre-Pandemic)
Route 2	-80%	February 2021 to February 2020 (Pre-Pandemic)
Route 3	-60%	February 2021 to February 2020 (Pre-Pandemic)
Route 5	-54%	February 2021 to February 2020 (Pre-Pandemic)
Route 8X	-83%	February 2021 to February 2020 (Pre-Pandemic)

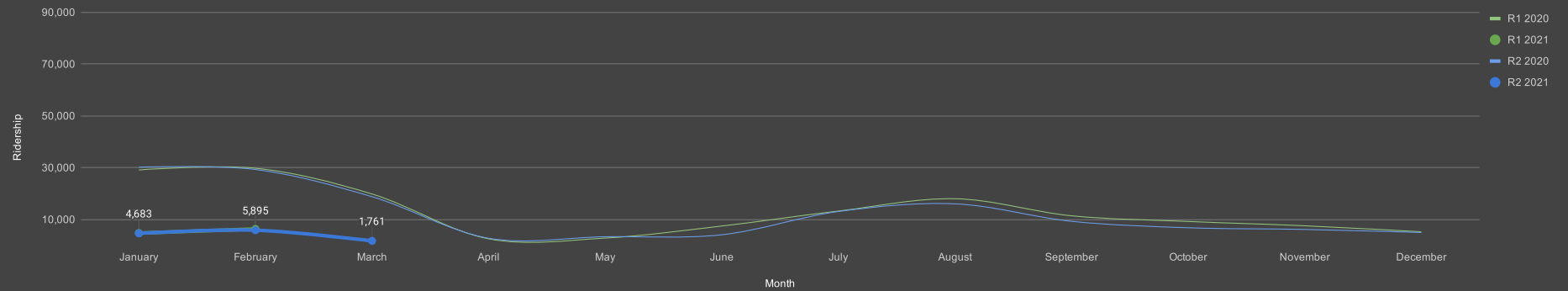
	Route 1 (Inns of Banff/ Gondola)					Route 2 (Tunnel Mtn / Banff Springs Hotel)					Route 3 (Canmore-Banff Regional)					Banff Local Combined Totals (Routes 1, 2, 4, and 7)				
Month	2019	2020	2020 YTD	2021	% Change	2019	2020	2020 YTD	2021	% Change	2019	2020	2020 YTD	2021	% Change	2019	2020	2020 YTD	2021	% Change
January	28,912	29,158	29,158	4,777	-83.6%	27,358	30,240	30,240	4,683	-84.5%	15,486	17,784	17,784	5,504	-69.0%	48,559	60,685	60,685	9,461	-84.4%
February	29,757	29,827	29,827	6,362	-78.7%	26,543	29,325	29,325	5,895	-79.9%	12,849	14,547	14,547	5,736	-60.6%	51,462	60,512	60,512	12,257	-79.7%
March	34,329	19,873	8,028	1,762	-78.0%	27,413	18,827	7,162	1,761	-75.4%	15,057	11,409	4,164	1,718	-58.7%	57,975	39,410	15,190	3,524	-76.8%
April	27,420	2,557		0	0.0%	22,763	2,791		0	0.0%	14,618	4,106		0	0.0%	49,073	5,348	0	0	#DIV/0!
May	48,522	2,856		0	0.0%	32,526	3,386		0	0.0%	16,925	6,279		0	0.0%	73,542	6,242	0	0	#DIV/0!
June	66,195	7,508		0	0.0%	47,222	4,137		0	0.0%	18,924	5,552		0	0.0%	110,813	11,706	0	0	#DIV/0!
July	80,651	13,296		0	0.0%	61,895	13,112		0	0.0%	20,422	6,973		0	0.0%	147,949	26,958	0	0	#DIV/0!
August	81,196	18,047		0	0.0%	63,073	16,071		0	0.0%	20,105	8,330		0	0.0%	138,176	35,135	0	0	#DIV/0!
September	59,934	11,454		0	0.0%	45,951	9,327		0	0.0%	16,379	7,334		0	0.0%	91,739	21,106	0	0	#DIV/0!
October	28,982	9,268		0	0.0%	21,044	6,834		0	0.0%	15,563	7,535		0	0.0%	50,531	16,102	0	0	#DIV/0!
November	24,776	7,594		0	0.0%	20,300	6,189		0	0.0%	15,682	6,388		0	0.0%	44,039	13,783	0	0	#DIV/0!
December	28,935	5,293		0	0.0%	26,238	5,011		0	0.0%	15,994	5,246		0	0.0%	56,719	10,304	0	0	#DIV/0!
YTD	539,609	156,731	67,013	12,902	-80.7%	422,326	145,250	66,727	12,339	-81.5%	198,004	101,483	36,495	12,959	-64.5%	920,577	307,291	136,387	25,241	-81.5%

	Route 5 Canmore					Route 4 Cave and Basin					Route 8X (Express Lake Louise - Banff Regional)					Roam TOTAL Ridership (Not incl. Onlt or Parking Shuttles)				
Month	2019	2020	2020 YTD	2021	% Change	2019	2020	2020 YTD	2021	% Change	2019	2020	2020 YTD	2021	% Change	2019	2020	2020 YTD	2021	% Change
January	10,225	14,620	14,620	6,204	-57.6%				0		4,053	7,617	7,617	1,146	-84.95%	87,464	100,706	100,706	22,315	-77.8%
February	8,913	14,327	14,327	6,596	-54.0%						2,920	5,913	5,913	1,019	-82.77%	82,851	95,299	95,299	25,608	-73.1%
March	9,759	9,321	3,579	1,902	-46.8%						3,310	4,187	1,353	339	-74.95%	91,447	64,327	24,286	7,483	-69.2%
April	9,144	2,506		0	0.0%						2,926	1,088		0	0.00%	78,019	13,048	0	0	0.0%
May	10,769	3,322		0	0.0%	1,147	0			0.0%	5,634	1,585		0	0.00%	120,789	17,428	0	0	0.0%
June	12,852	3,618		0	0.0%	4,002	61			0.0%	15,224	1,446		0	0.00%	175,775	22,322	0	0	0.0%
July	14,183	5,724		0	0.0%	6,704	550			0.0%	24,544	4,150		0	0.00%	221,534	43,805	0	0	0.0%
August	13,675	6,447		0	0.0%	7,332	1,017			0.0%	24,743	7,461		0	0.00%	224,513	57,373	0	0	0.0%
September	12,348	6,119		0	0.0%	3,146	325			0.0%	15,154	3,960		0	0.00%	158,402	40,982	0	0	0.0%
October	14,180	7,837		0	0.0%						5,581	1,747		0	0.00%	86,650	34,177	0	0	0.0%
November	13,841	7,305		0	0.0%						4,715	1,155		0	0.00%	80,773	28,631	0	0	0.0%
December	13,526	5,592		0	0.0%						6,645	1,010		0	0.00%	92,273	22,152	0	0	0.0%
YTD	143,415	86,738	32,526	14,702	-54.8%	22,331	1,953			0.0%	115,449	41,319	14,883	2,504	-83.18%	1,500,490	540,250	220,291	55,406	-74.85%

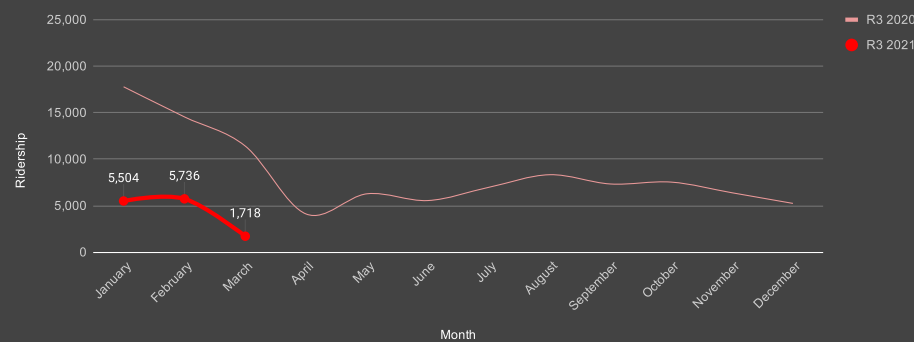
### Year to Date % Ridership Change - Comparing 2020 to 2021



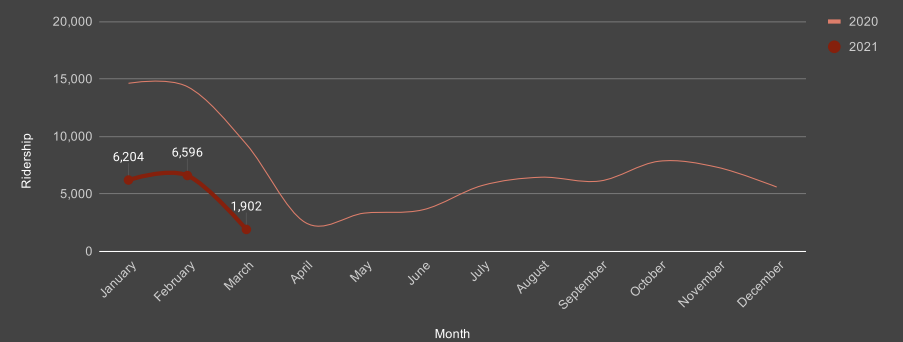
### Banff Local (Routes 1 and 2) Ridership Comparison

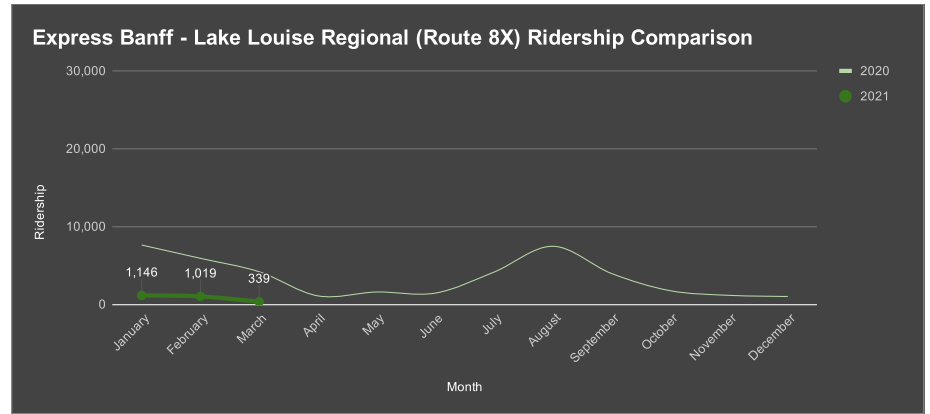


### Canmore - Banff Regional (Route 3) Ridership Comparison



### Canmore Local (Route 5) Ridership Comparison





# Bow Valley *Regional* Transit Services Commission



# Bow Valley *Regional* Transit Services Commission



## Bus Air Purification

# Report to the Bow Valley Regional Transit Services Commission

## Report 2021-02.02 Transit Bus Air Purification

February 2, 2021 (Updated March 4, 2021)

### **SUMMARY/ ISSUE**

With the second wave and the surging number of COVID-19 cases in Alberta BVRTSC wants to ensure that we are doing everything we can to help stop the spread of the virus. Safety and sanitizing on transit buses is critical to public confidence when making their decision to use transit and also contributes to their comfort level when riding transit. Additional safety initiatives are being developed continually and being implemented in transportation applications, including airlines, trains and buses. Roam needs to ensure we are adaptive and can continue to be a leader in ensuring safety and technology.

### **PREVIOUS COMMISSION DIRECTION/POLICY**

Cleaning and sanitizing occurs on a regular basis, with drivers sanitizing at various intervals throughout the day and deeper sanitizing and fogging occurring when back at the compound. Sanitizer is available for passengers at key bus stops and masks are available and required onboard.

#### Administration Recommendation:

- That the Commission direct administration to issue a request for proposal for the installation of COVID targeting air purification systems to be installed on all fleet buses prior to summer 2021 at a cost not to exceed \$160,000.

### **INVESTIGATION**

Numerous transit agencies are investigating the installation of air purification systems for their fleets to ensure the maximum possible cleanliness and sanitizing can occur on a continual basis. Roam is already a leader in sanitizing and this addition would add to the perception of transit and Roam specifically being as safe as possible. The current COVID protocols include:

### Roam COVID-19 Safety Procedures

The following is a list of the current safety procedures in place.

#### *Operational and Employee Back-end Procedures*

- *Mandatory masks for all employees when not able to maintain 2M distancing.*
- *Only essential employees working in offices, others working from home.*
- *All In-Service buses fogged with sanitizer at the end of each day.*
- *Sanitizing procedures tracked.*
- *Encouraging anyone that is not feeling well to stay home and not risk any further interaction.*
- *Provide updated information from Alberta Health Services via our in-office digital dashboards as well as our intranet site to make sure all staff are kept up to date with official fact-based information.*
- *Introduced sick pay and isolation pay for all employees.*



# Report to the Bow Valley Regional Transit Services Commission

## Report 2021-02.02 Transit Bus Air Purification

February 2, 2021 (Updated March 4, 2021)

### *Passenger Facing Procedures*

- *Masks mandatory for all passengers. To be worn for the duration of trip.*
  - *Messaging on buses and LED signs at bus stops regarding “Masks Required”.*
  - *Periodic audio reminders played on buses speaker systems.*
- *Drivers seated behind plexi-glass shielding.*
- *Drivers provided with masks: required to wear them whenever they exit the plexiglass protected driver cockpit.*
- *Frequent touch points on buses sanitized 4 times a day by drivers and recorded on tracking sheets posted on board each bus (seats, stanchions/railings, stop request pulls/buttons).*
- *Drivers provided masks, gloves, and sanitizing spray and wipes.*
- *Options available and promoted for cashless/contactless fare purchase on all routes and services (Token Transit, Ticket Vending Machines).*
- *On board audio asking passengers to exit buses using rear door, avoiding close contact with other passengers.*
- *Printed/posted onboard messaging for customers reminding them of COVID related precautions “cough into your arm” etc.*
- *Frequent posts on SM encouraging proper etiquette for passengers and encouraging everyone to look to Alberta Health Services for information and direction.*
- *Reduced capacity on buses as directed by Alberta Health Services.*
- *Removed on-board garbage bags on all buses.*
- *Roam Administrative staff are in direct contact with the Town of Banff, Town of Canmore, ID#9 Communications leads, making sure we are kept up to date and involved with Emergency Response planning.*

### **Investigation addendum for March 17<sup>th</sup> Meeting**

- New Flyer has sold this system to approximately 40 transit operators to date
- <https://www.masstransitmag.com/safety-security/safety-services-products/press-release/21211034/new-flyer-parts-go-transit-valley-transit-equip-fleets-with-proactive-air-and-surface-purification-system-from-nfi-parts>
- Confidential testing results have been received confirming the effectiveness of the purification system. These results were completed by a large US transit organization on a 60 foot transit bus, operating on a busy urban route over a six day period, 12 hours per day. The results will be shared as a separate document at the request of the vendor.
- From New Flyer regarding question of safety for passengers and operators:

# Report to the Bow Valley Regional Transit Services Commission

## Report 2021-02.02 Transit Bus Air Purification

February 2, 2021 (Updated March 4, 2021)

*Does it produce Hydrogen Peroxide? Is it safe?*

*The unit intentionally creates some hydrogen peroxide as part of the disinfection process, but at a very low concentration.*

- *The highest level recorded in an artificially small space 0.44m<sup>3</sup> was 550 ppb well below the OSHA limit of 1,000 ppb and the CDC limit of 75,000 ppb.*

*Is UV Light a concern?*

- *No. The unit is designed to have zero UV leakage. UV is used to create the High Energy clusters but is contained with the product. If you are servicing the product, simply turn it off.*

*Our system is not an ozone generator. Ozone is only effective at levels much higher than the safe limits (OSHA: 100 ppb, EPA: 75 ppb, FDA: 50 ppb). It is a patented technology that produces High Energy Clusters to attack pathogens and utilizes ozone to create these clusters. The system actually breaks down ozone into oxygen ions where little to no ozone escapes. In laboratory trials ozone levels were below 30 ppb, well below all safe limit requirements. For reference, in real world environments in most cities ozone levels vary between 10ppb to above 50ppb.*

*Our system does not leave any residue or stickiness.*

*An oxidizing agent is a chemical species that transfers electron-negative atoms, usually oxygen, to a pathogen. Our system uses low level oxidizers that are only harmful on a micro level and well below the amount to have an impact on people and materials. These oxidizers (h<sub>2</sub>O<sub>2</sub>) are packaged along with a charged ion cluster that delivers a deadly blow to the outer membrane of microbes. Packaging these ions with oxidizers to form high-energy-clusters (HECs) is what sets apart this unit from other ion generators. Typical ion generated from a standard ion generator only live between 30-300 seconds. However, the HEC's from our unit are energized for up to 4 hours.*

- BVRTSC Administration has submitted an application through the Canadian Healthy Communities Initiative with the Community Foundations of Canada (CFC). If our CFC grant is approved, full funding could be supplied to finance this project. Funding decisions are anticipated to be finalized by the end of April.
  - <https://communityfoundations.ca/initiatives/chci/>

### **PROPOSED**

In addition to the above measures, administration is proposing purchasing an air purification system to be installed on each bus, capable of killing all coronavirus and other airborne and surface contaminants.

The following is an excerpt from New Flyer's system that Brandon Transit has been investigating and will be considering when their RFP is released within the next couple of weeks:

# Report to the Bow Valley Regional Transit Services Commission

## Report 2021-02.02 Transit Bus Air Purification

February 2, 2021 (Updated March 4, 2021)

“Our Proactive Air and Surface Purification system is the **ONLY** self-contained system on the market currently which is both an air **and** surface purification technology. What does this mean for our customer?

- **Where other products only attack airborne or surface pathogens; our system does both continuously. Throughout the day whenever the bus is running all surface areas have a micro layer of HEC and bi-polar ions coating all surfaces constantly as well as latching onto airborne pathogens.**
- **Since our system is self-contained and not dependent on the HVAC system; additional pre or post trip decontamination can continue to take place after the bus has been shut off by utilization of the bus shutdown relay or a timer relay. This means that if the last person on the bus was heavily contaminated and it is a short trip back to the facility the bus can have that finishing decontamination done without having to run the bus. It also means that the bus can go out in optimal condition at the beginning of its route as well.**
- **Since our system is independent; is a cross-functional platform capable of use on just about any vehicle or office space including rail and paratransit without changing products. This reduces purchasing and inventory levels and different maintenance processes.**
- **Since this is an independent system mounted on the ceiling or SDS box it makes for great visibility and maintenance. There is no need to access an enclosed area to check for proper functionality of routine maintenance.**
- **Readily apparent to passengers that they are being protected.**
- **No concern with warranty.**
- **Installation is very simple and straight-forward and only one unit is needed whether a 30, 40 or 60ft, and Double Decker platforms.**
- **99.9% effective on SARS/CO-19, molds, mildews, bacteria, VOC's.**

6483801 KIT-PURIFIER AIR/SURFACE this is the unit and includes the cell and filter \$3888.89 ea CAD, we have 39 pcs in stk Kentucky, if no stk lead time is 8-10 wks

Maintenance parts are:

6483852 CELL-PURIFICATION SYSTEM must be changed every 12-16 months \$866.17ea CAD, we have 4 pcs in stk KY, if no stk lead time is 5-6wks

6483853 FILTER-PURIFICATION SYSTEM 12-PK 2 ea must be changed every 3 months \$86.62 pack CAD, we have 194 in stk KY, if no stk lead time is 4-5 wks”

### **FINANCIAL IMPLICATIONS:**

Based on the above costs and our fleet of 27 buses, our anticipated cost in 2021 would be:

Initial Cost:	\$4000	x 28	=	\$112,000
Filters (6 month supply)	\$90	x 28	=	\$2,520
Installation	\$500	x 28	=	\$14,000

An additional system is currently available and in use in the UK that further protects the driver from Coronavirus and other airborne pathogens, removing more that 95% from inside the driver area. This



## Report to the Bow Valley Regional Transit Services Commission

### Report 2021-02.02 Transit Bus Air Purification

February 2, 2021 (Updated March 4, 2021)

New Flyer Industries Air Purification Presentation:

<https://www.dropbox.com/s/1z1vmvtlipwj28c/Proactive%20Air%20and%20Surface%20Purification%20System%20Presentation-V8.pptx?dl=0>

Airlabs “AirBubbl” Driver Air Purification System:

<https://www.airlabs.com/product/airbubbl/>

<https://vimeo.com/475884455>

# Bow Valley *Regional* Transit Services Commission



## Proterra Bus Purchase

# Report to the Bow Valley Regional Transit Services Commission

## Report 2021–03.01 – Proterra Electric Bus Purchase

March 10, 2021

### **SUMMARY/ ISSUE**

Seasonal summer service to Quarry Lake, Canmore Nordic Centre and Grassi Lakes has been proposed as part of discussions between Alberta Parks, The Town of Canmore and the BVRTSC. With the current fleet in Canmore at capacity on current local routes, an additional bus would be required operate this route. Canmore Town Council has approved the funding to purchase this bus, pending contribution confirmation by Alberta Parks. GreenTRIP funding, which would provide 2/3 of the funding, expires at the end of February 2022. Due to this time constraint, purchasing a prebuilt bus would be the only route that would allow this to proceed.

### **PREVIOUS COMMISSION DIRECTION/POLICY**

Administration Recommendation:

That the Commission approve the purchase of an additional electric bus from Proterra through the City of Edmonton's onboarding clause; funding to be provided by GreenTRIP, the Town of Canmore and Alberta Parks, contingent on Alberta Parks securing necessary approvals to participate.

### **INVESTIGATION**

With the expiry of GreenTRIP funding, it is unknown whether there will be further funding available in the near future that provides as much (2/3) funding to support electric bus purchases. It is anticipated that the move to zero emission buses will continue to have grants available at unknown levels, however typical grants have been at the 40-50% levels.

The bus that is currently being held for a short time frame by Proterra pending our approvals was a part of the Edmonton order, however it was there for a time frame when their other buses were being built. It has been returned to Proterra at this point to be resold.

Although the available bus has some differences from our current Proterra fleet, it is anticipated to meet the needs of the Canmore routes for a minimum of 10 hours per day. This bus will be purchased at a substantially lower cost than the current buses purchased (approximately \$700K USD vs \$1016USD).

This bus would be purchased based on the anticipation of the Grassi Lakes seasonal route operating however would be used year-round on the Canmore local service, with one of the existing buses being moved to the seasonal route. Having an additional bus available for Canmore routes offers more flexibility for opportunities that may arise in the future. Operating an electric bus on Canmore routes will increase the acceptance of transit through decreased emissions and noise pollution.

The Town of Canmore and Alberta Parks are proposed to each contribute \$175,000 to the capital purchase, which will include the bus and associate equipment, including charger.

# Report to the Bow Valley Regional Transit Services Commission

## Report 2021–03.01 – Proterra Electric Bus Purchase

March 10, 2021

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### Currently

Roam currently has fleet availability to serve existing routes 2021 and 2022 however will need an additional bus to service the Quarry/Nordic Centre/Grassi Lakes route should it go ahead in 2023.

### Proposed

Purchase a bus from Proterra that was originally a part of Edmonton's bus purchase agreement, without issuing an RFP due to time constraints based on GreenTRIP funding expiry. This bus is unique from the other purchases as it is an already built bus that has seen a small amount of service and would not be constructed specifically to the same specifications as our other buses.

The purchase price for this bus is \$650,000 USD Plus \$60,000 for wrap and Roam infrastructure plus \$85,000 USD for the charging infrastructure for a total price of \$795,000 USD. At a conservative conversion rate of 1.31, the total cost for this bus and charger will be approximately \$1,040,000 Canadian.

### Option

1. Remain status quo with existing fleet and limit service to be provided.
2. Delay this purchase and explore other grant funding that may be put forward by Federal and Provincial Governments in the future

### **IMPLICATIONS:**

BVRTSC will have increased operational commitments for the 2023 summer season with the requirement to hire more drivers and have an increased commitment from the TOB maintenance group to operate this service.

Purchasing an additional bus will give increased flexibility on utilization and increase our zero-emission fleet offerings.

### **BUSINESS PLAN/ BUDGET IMPLICATIONS**

This purchase requires approximately \$1,000,000 of capital funding (\$667,000 to be paid by GreenTRIP). Operating costs for the service would be paid for by the seasonal route, however there would be reserve funding cost shortfalls by not having a route run on a year-round basis. This shortfall could be mitigated by parking a bus for the winter months when surplus equipment is available. It is anticipated that the full reserve amount for this purchase would be approximately \$40,000 per year.

### **BRAND IMPACT**

Purchasing a bus through this opportunity will improve the Brand image of Roam, as it moves our fleet further towards zero-emission vehicles and promotes a route that will get more people out of private vehicles and onto transit.



## Report to the Bow Valley Regional Transit Services Commission

### Report 2021–03.01 – Proterra Electric Bus Purchase

March 10, 2021

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#### **RISKS**

All risks associated with a new purchase; operational, safety and human resource risks. Financial risk exists for ongoing operational costs should Alberta Parks not continue with a long-term agreement. This risk can be mitigated as the bus purchase would remain the property of the BVRTSC and be used on other services and redeployed as needed.

#### **ATTACHMENTS**

# Bow Valley *Regional* Transit Services Commission



## 2020 Unaudited Financial Results and KPIs

# Report to the Bow Valley Regional Transit Services Commission

## Request for Decision – 2020 Financial Results

March 19, 2021

### SUMMARY/ ISSUE

Briefing to the Board on the draft unaudited 2020 financial results and request for motion to approve 2020 operating & capital reserve transfers.

### PREVIOUS COMMISSION DIRECTION/POLICY

BVRTSC operating Bylaw 3-2011 section 9 details cost allocation for operating requisitions as well as guidance on annual operating surpluses/deficits.

### INVESTIGATION

Administration has prepared the draft unaudited 2020 financial results for the Board's review. These results have the potential to change based on the 2020 audit work which is being completed March 8-10, 2021.

### **2020 Operating Surplus Transfers**

2020 Financial Results with detailed explanations of the surpluses/deficits are attached.

Based on the preliminary 2020 financial results, the following 2020 reserve transfers are being submitted for approval at the March 2021 Board meeting:

Operating Surplus Proposed Transfers	Administrative	Intercept Lot Shuttle	Rt 01 - Banff Local (Sulphur Mtn)	Rt 02 - Banff Local (Tunnel Mtn)	Rt 03 - CB Regional	Rt 04 - Cave and Basin	Rt 05 - Canmore Local	Rt 06 - Lake Minnewanka	Rt 07 - Banff Centre	Rt 08 - LLB Regional Winter	Rt 08S - LLB Regional Summer Scenic	Rt 08X - LLB Regional Summer Express	Rt 09 - Johnston Canyon	Rt 10 - Moraine Lake	Moraine Shuttle	Totals
Town of Banff Operating Reserve	24,744.54	62,000.00	15,074.06	(3,494.33)	(45,880.06)											\$ 52,444.21
Town of Canmore Operating Reserve	24,744.54				168,313.94		45,891.36									\$ 238,949.84
ID19 Operating Reserve	24,744.54									155,844.70		102,900.86				\$ 283,490.10
BVRTSC Operating Reserve Capital Reserve - nonpartner routes	(40,288.99)															\$ (40,288.99)
						21,504.19		48,406.68	16,503.99		12,807.16	37,055.53	12,807.16	8,745.24	8,828.13	\$ 166,658.08
	\$ 33,944.63	\$ 62,000.00	\$ 15,074.06	\$ (3,494.33)	\$ 122,433.88	\$ -	\$ 45,891.36	\$ -	\$ -	\$ 155,844.70	\$ -	\$ 102,900.86	\$ -	\$ -	\$ -	\$ 701,253.24

The reserve transfers above are based on Bylaw 3-2011 that states

“For any Fare Revenue Surplus, the Commission shall put the funds in a reserve to the credit of each Customer whose service the Fare Revenue Surplus pertains to be used to cover future cost overruns and/or reduce the amount of future levies”

Within the administrative surplus there is \$40,000 of previous years operating surplus that is to be released from the BVRTSC operating reserve due to the completion of the 2020 IT systems review. \$30,505 was used for the review, and the credit balance of \$9,495 was split equally among the members.

For non-commission member routes, amounts paid for amortization expense are being transferred to a Capital reserve and held for future replacement of vehicles. This is due to non-commission members not paying into a Capital Requisition.

# Report to the Bow Valley Regional Transit Services Commission

## Request for Decision – 2020 Financial Results

March 19, 2021

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### **Recommended Motion:**

The Board moves to approve the reserve transfers presented in the draft 2020 financial results as follows:

2020 Operating Surplus of \$701,253.24 to be transferred as follows:

- \$52,444.21 to the Town of Banff operating reserve
- \$238,949.84 to the Town of Canmore operating reserve
- \$283,490.10 to the ID#9 operating reserve
- \$40,288.99 out of the BVRTSC operating reserve
- \$166,658.08 to the Capital reserve

### **IMPLICATIONS**

Prior to the auditors releasing the 2020 financial statements they require Board approval for reserve transfers. The above motion is being brought to the Board for approval at the March 2021 meeting so that reserve transfers can be discussed and approved or amended prior to the draft audited financial statement preparation for the April 2021 meeting.

If any changes are required as a result of the 2020 financial statement audit, a motion for the revised reserve transfers will be brought to the April 2021 meeting along with the draft audited financial statements.

### **BUSINESS PLAN/ BUDGET IMPLICATIONS**

Changes to the reserves as outlined above

### **BRAND IMPACT**

None

### **RISKS**

N/A

### **ATTACHMENTS**

- 2020 Financial Reconciliation

Bow Valley Regional Transit Services Commission - 2020																			
	Administrative	Calgary- Banff	Intercept Lot Shuttle	Rt 01 - Banff Local (Sulphur Mtn)	Rt 02 - Banff Local (Tunnel Mtn)	Rt 03 - CB Regional	Rt 04 - Cave and Basin	Rt 05 - Canmore Local	Rt 06 - Lake Minnewanka	Rt 07 - Banff Centre	Rt 08 - LLB Regional Winter	Rt 08S - LLB Regional Summer Scenic	Rt 08X - LLB Regional Summer Express	Rt 09 - Johnston Canyon	Rt 10 - Moraine Lake	Moraine Shuttle	TCA & Grant Income	TOTAL	
Income																			
Bus Pass Sales	0.00			22,542.73	22,346.49	202,388.65	141.03	-4,330.38	0.00	7.61	55,228.87	0.00	54,616.73	-4.00	6,445.80			\$	359,383.53
Farebox Revenue	0.00			54,246.67	52,917.11	151,982.65	881.01	-11.99	-122.70	2,677.87	99,086.30	-49.50	47,289.90	-25.30	14,181.07			\$	423,053.09
Grant Revenue																	122,165.12	\$	122,165.12
Interest Revenue	24,472.56																	\$	24,472.56
Revenue				5,054.04	4,304.00	5,225.68		2,058.48		373.44	1,310.87	0.00	199.98	0.00				\$	18,526.49
Other Income	989.24			1,607.23	1,307.23	116.34		1,202.09	116.34			82.50		570.00				\$	5,990.97
Partner Programs				142,685.45	55,456.57	1,180.00												\$	199,322.02
Recoveries - Capital (non-members)																	10,717.33	\$	10,717.33
Recoveries - Operating (non-members)	-28,246.28	88,813.64		19,622.25	93,442.57		102,641.16		111,986.33	79,424.30		62,530.29	240,971.21	62,729.72	40,569.72	48,154.31		\$	922,639.22
Requisitions - Capital				3,771.04	3,771.04												54,653.07	\$	62,195.15
Requisitions - Operating	428,085.00	8,881.36	62,000.00	403,846.00	470,043.00	499,167.00		715,722.00			336,627.00	0.00	102,900.86	0.00				\$	3,027,272.22
Total Income	\$ 425,300.52	\$ 97,695.00	\$ 62,000.00	\$ 653,375.41	\$ 703,588.01	\$ 860,060.32	\$ 103,663.20	\$ 714,640.20	\$ 111,979.97	\$ 82,483.22	\$ 492,253.04	\$ 62,563.29	\$ 445,978.68	\$ 63,270.42	\$ 61,196.59	\$ 48,154.31	\$ 187,535.52	\$	5,175,737.70
Expenses																			
Expenses	970.15			6,861.92	6,334.84	6,938.80	1,030.64	10,047.36	949.77	1,476.59	3,567.72	534.24	3,746.83	630.30	1,298.18	225.00		\$	44,612.34
Professional Fees	65,438.95	90,195.00		13,110.48	12,275.90	12,335.26	905.80	15,757.92	2,278.20	1,993.51	7,459.92	992.69	6,740.71	943.00	64.00	0.00		\$	230,491.34
Fuel Expense	1.50			47,318.21	47,657.01	105,082.40	3,847.99	66,917.86		3,341.30	47,909.34		26,715.76		6,941.62	4,703.35		\$	360,436.34
Expenses	51,215.06			14,225.41	13,572.74	10,838.47	779.52	4,252.69	1,191.54	1,265.90	2,883.30	505.34	3,177.47	491.94	239.32			\$	104,638.70
Maintenance				3,340.06	3,544.02	1,250.48	217.59	1,793.78	0.00	0.00	93.06	0.00	350.25	0.00	447.40			\$	11,036.64
Insurance Expense	-39.80			11,873.29	8,923.66	8,286.48	1,714.50	9,240.49	4,452.14	2,526.23	1,809.97	4,106.45	9,344.26	4,106.45	772.43	778.72		\$	67,895.27
Licences	7,801.37			19,001.23	17,648.08	17,287.98	3,621.53	14,573.54	6,904.22	4,592.65	6,755.46	6,575.09	16,536.84	6,336.51	1,305.23	1,332.45		\$	130,272.18
Training, Travel & Meals	8,764.88			931.36	771.76	514.91	121.40	479.67	298.37	153.52	332.68	126.48	286.40	123.27				\$	12,904.70
Vehicle Expenses	1,736.07		0.00	153,344.64	167,385.67	128,606.96	30,923.54	116,486.98	39,991.76	12,798.07	60,867.08	18,867.28	62,944.71	19,790.50	7,068.44	5,004.46		\$	825,816.16
Wages & Benefits	255,467.72	7,500.00		368,294.75	428,968.66	446,484.70	38,996.50	429,198.55	7,507.29	37,831.46	204,729.81	8,194.69	195,727.18	8,347.03	34,314.73	27,282.20		\$	2,498,845.27
Total Expenses	\$ 391,355.90	\$ 97,695.00	\$ -	\$ 638,301.35	\$ 707,082.34	\$ 737,626.44	\$ 82,159.01	\$ 668,748.84	\$ 63,573.29	\$ 65,979.23	\$ 336,408.34	\$ 39,902.26	\$ 325,570.41	\$ 40,769.00	\$ 52,451.35		\$ -	\$	4,247,622.76
Surplus / (Deficit)																			
Prior to Amortization	\$ 33,944.62	\$ -	\$ 62,000.00	\$ 15,074.06	\$ (3,494.33)	\$ 122,433.88	\$ 21,504.19	\$ 45,891.36	\$ 48,406.68	\$ 16,503.99	\$ 155,844.70	\$ 22,661.03	\$ 120,408.27	\$ 22,501.42	\$ 8,745.24	\$ -	\$ 187,535.52	\$	879,960.63
Amortization Expense	24,904.17			101,335.84	101,449.01	109,881.86	21,504.19	110,372.06	48,406.68	16,503.99	34,983.70	72,705.13	210,360.95	72,705.13	8,745.24	8,828.13		\$	942,686.08
Net Income	\$ 9,040.45	\$ -	\$ 62,000.00	\$ (86,261.78)	\$ (104,943.34)	\$ 12,552.02	\$ -	\$ (64,480.70)	\$ -	\$ -	\$ 120,861.00	\$ (50,044.10)	\$ (89,952.68)	\$ (50,203.71)	\$ -	\$ -	\$ 187,535.52	\$	(53,897.32)

Bow Valley Regional Transit Services Commission - 2020

Operating Surplus Proposed Transfers	Administrative	Calgary- Banff	Intercept Lot Shuttle	Rt 01 - Banff Local (Sulphur Mtn)	Rt 02 - Banff Local (Tunnel Mtn)	Rt 03 - CB Regional	Rt 04 - Cave and Basin	Rt 05 - Canmore Local	Rt 06 - Lake Minnewanka	Rt 07 - Banff Centre	Rt 08 - LLB Regional Winter	Rt 08S - LLB Regional Summer Scenic	Rt 08X - LLB Regional Summer Express	Rt 09 - Johnston Canyon	Rt 10 - Moraine Lake	Moraine Shuttle	Totals	
Town of Banff Operating Reserve	24,744.54		62,000.00	15,074.06	(3,494.33)	(45,880.06)												\$ 52,444.21
Town of Canmore Operating Reserve	24,744.54					168,313.94		45,891.36										\$ 238,949.84
ID#9 Operating Reserve	24,744.54										155,844.70		102,900.86					\$ 283,490.10
BVRTSC Operating Reserve	(40,288.99)																	\$ (40,288.99)
Capital Reserve - nonpartner routes							21,504.19		48,406.68	16,503.99		12,807.16	37,055.53	12,807.16	8,745.24	8,828.13		\$ 166,658.08
	\$ 33,944.63	\$ -	\$ 62,000.00	\$ 15,074.06	\$ (3,494.33)	\$ 122,433.88	\$ -	\$ 45,891.36	\$ -	\$ -	\$ 155,844.70	\$ -	\$ 102,900.86	\$ -	\$ -			\$ 701,253.24
Note 2												Note 3		Note 3		Note 3		

Accumulated Surplus Reconciliation	Opening Balance	2020 Amortization	2020 TCA Additions	2020 Reserve Transfers	2020 Surplus / (Deficit)	Ending Balance
Unrestricted Surplus (3300)	-	942,686.08	(187,535.52)	(701,253.24)	(53,897.32)	(0.00)
Town of Banff Operating (3100-1)	958,529.86			52,444.21		1,010,974.07
Town of Canmore Operating (3100-2)	189,603.25			238,949.84		428,553.09
Improvement District #9 Operating(3100-5)	469,248.07			283,490.10		752,738.17
BVRTSC Operating (3100-0)	42,740.42			(40,288.99)		2,451.43
routes (3200)	255,135.26			166,658.08		421,793.34
Equity in TCA (3400)	10,017,302.32	(942,686.08)	187,535.52			9,262,151.76
	\$ 11,932,559.18	\$ -	\$ -	\$ -	\$ (53,897.32)	\$ 11,878,661.86

**Note 1:** Was \$40,000 restricted in the BVRTSC operating reserve for the 2020 IT systems review, actual amount spent in 2020 was \$30,500 . Unspent funds of \$9,495 is to be transferred to the BVRTSC-Town of Banff reserve, the BVRTSC-Town of Canmore reserve and the BVRTSC-ID#9 reserve. At \$3,165 per member. The remaining amount of \$288.99 represents \$211.01 of funds being allocated to the BVRTSC Scholarship fund (this is other revenue such as recycling revenue and unclaimed lost/found cash/mask sales) and \$500 being paid out as a scholarship awarded in 2020.

**Note 2:** Town of Canmore most funding allocated to reduce their contriubtions to Rt 3, this is why operating reserves are not equal.

**Note 3:** Increase in amortization in 2020, due to 60/40 cost sharing split Parks only to contribte \$62,699.85 for LL summer routes amortization compared to full amortization in 2019

## 2020 Overall summary of results

Bow Valley Regional Transit Services Commission						
All routes - Actual vs budget vs Prior Year (PY)						
January - December 2020						
	Actual	Budget	Over/ under budget		PY Jan-Sep 2020	Difference from PY
<b>Income</b>						
Bus Pass Sales	359,384	512,557	(153,173)		563,183	(203,799)
Farebox Revenue	423,053	1,792,741	(1,369,688)		1,722,966	(1,299,913)
Interest Revenue	24,473	12,000	12,473		18,526	5,947
Marketing & Advertising Revenue	18,526	53,000	(34,474)		57,074	(38,547)
Other Income	5,991	2,400	3,591		27,721	(21,730)
Partner Programs	199,322	438,586	(239,264)		429,531	(230,209)
Recoveries - Capital (non-members)	-	-	-		-	-
Recoveries - Operating (non-members)	922,639	1,033,174	(110,535)		884,759	37,880
Requisitions - Capital	7,542	-	7,542		11,667	(4,125)
Requisitions - Operating	3,027,272	2,738,195	289,077		2,436,175	591,097
<b>Total Income</b>	<b>4,988,202</b>	<b>6,582,653</b>	<b>(1,594,451)</b>		<b>6,151,602</b>	<b>(1,163,400)</b>
<b>Expenses</b>						
Advertising & Marketing Expenses	44,612	185,061	(140,449)		115,701	(71,089)
Contracted Services / Professional Fees	230,491	324,731	(94,240)		212,230	18,261
Fuel Expense	360,436	704,838	(344,402)		594,238	(233,801)
General Operating Expenses	104,639	120,001	(15,362)		96,249	8,390
Infrastructure Maintenance	11,037	33,889	(22,852)		24,150	(13,113)
Insurance Expense	67,895	83,963	(16,068)		61,873	6,022
Software Fees & Licences	130,272	160,808	(30,536)		124,147	6,125
Training, Travel & Meals	12,905	43,920	(31,015)		34,826	(21,921)
Vehicle Expenses	825,816	1,179,316	(353,500)		825,740	76
Wages & Benefits	2,498,845	3,442,603	(943,758)		2,944,872	(446,027)
<b>Total Expenses</b>	<b>4,286,949</b>	<b>6,279,130</b>	<b>(1,992,181)</b>		<b>5,034,025</b>	<b>(747,076)</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>701,253</b>	<b>303,523</b>	<b>397,730</b>		<b>1,117,577</b>	<b>(416,324)</b>
Amortization Expense	942,686	831,813	110,873		695,651	(663,358)
<b>Net Revenue</b>	<b>(241,433)</b>	<b>(528,290)</b>	<b>286,857</b>		<b>421,926</b>	<b>(663,358)</b>

### Note

- Admin and Route expenses only - excludes Tangible capital assets and grant categories.
- Operating requisitions include allocation of MOST COVID relief funding (discussed below).
- \$166,000 of surplus represents payments made by non-partners to cover amortization expenses. True surplus is \$535,000.

### **Summary of variances**

Due to the impacts of COVID-19 there was large reduction in schedules, ridership, and service hours. This had a large impact on both revenues and operating expenses in 2020.

Actual service hours for 2020 were 37,402, down 33% from budgeted service hours of 55,933.

Actual ridership for 2020 was 550,000 passengers down 65% from budgeted ridership of 1,566,000.

Revenues from bus pass sales/farebox revenues/hotel partner program were \$982,000 down \$1.7 million or 64% from budgeted amounts of \$2,744,000 (PY revenues of \$2,715,000).

Overall operating expenses were \$4,286,000 down almost \$2 million or 32% from budgeted amounts of \$6,279,000 (PY operating expenses of \$5,034,000).

Reduced service hours have led to savings in operating expenses compared to budget, the largest cost savings were as follows:

- Wages and benefits were reduced by \$944,000
- Fuel expenses were reduced by \$344,000
- Vehicle expenses were reduced by \$353,000
- Bus washing expenses were reduced by 65,000

We have seen increased expenses for sanitization, and supplies such as hand sanitizer, face shields etc but these increased costs are still below budgeted amounts due to the overall reduction in service hours. See summary on COVID-19 impacts below.

Wages and benefits were reduced as follows:

- Driver wages down by \$764,000 from budget due to reduced schedules, service hours and temporary lay offs
- Customer service wages were down \$95,000 from budget due to temporary lay-offs, office closures and not hiring summer staff for the Visitor Centre.
- Admin and ops wages were down \$85,000 due to wage reductions for 80% time for April – June 2020.

Fixed costs such as insurance, bus software, office and rental expenses were consistent with budgeted amounts. Most other administrative costs were lower than budget due to managed cost savings due to COVID. Some savings to note:

- Advertising expenses are down \$140,000 mostly due to no printed material for the summer season.
- Savings of \$14,000 from cancellation of security for late night schedules.
- Cell phone expenses down \$10,000 due to reduced number of drivers.
- Driver uniforms down by \$28,000 due to reduced drivers and cost saving measures.
- There was an insurance credit of \$5,000 for parked buses.
- Travel, meals, and conferences down \$31,000 due to cancellations from COVID
- Brinks expense reduced by \$19,000 due to less cash collection.



## **MOST COVID relief funding**

The provincial government provided each of the members with transit specific relief funding based on 2018 ridership numbers. This funding was to be allocated against additional operating expenses and lost revenue due to the COVID-19 pandemic.

Town of Canmore and ID#9 paid this funding directly to BVRTSC. Town of Banff is holding the funds internally in a transit reserve fund.

Below is a summary of COVID-19 impacts based on the parameters of the provincial funding requirements.

For Town of Canmore and ID#9 this funding was allocated as an additional operating requisitions, and essentially increased the amount allocated to the members operating reserves for 2020.

Town of Banff numbers included below for presentation purposes only.

<b><u>MOST funding - summary for 2020</u></b>	<b>Town of Banff</b>				<b>Town of Canmore</b>			<b>Improvement district # 9</b>		
	Route 1	Route 2	50% of Route 3	Total	Route 5	50% of Route 3	Total	Route 8 winter	Route 8X 40%	Total
<b>Funding available</b>				414,747			304,714			139,682
Loss in farebox/pass/hotel revenue (budget vs actual)	390,575	275,885	205,912	872,373	73,527	205,912	279,439	86,615	100,598	187,213
Loss in advertising revenue (budget vs actual)	11,364	11,147	4,065	26,576	7,700	4,065	11,765	-	-	-
<b>Total revenue loss</b>	<b>401,940</b>	<b>287,033</b>	<b>209,977</b>	<b>898,949</b>	<b>81,227</b>	<b>209,977</b>	<b>291,204</b>	<b>86,615</b>	<b>100,598</b>	<b>187,213</b>
Additional operating expenses due to COVID:										
Sheilds - bus/office				3,641			2,430	668	657	1,325
Janitorial supplies	2,620	1,976	729	5,325	1,650	729	2,379	589	558	1,147
Advertising/communication	1,742	1,622	904	4,268	1,791	904	2,695	919	239	1,157
Bus cleaning	4,655	4,655	1,725	11,035	4,440	1,725	6,165	2,520	1,172	3,692
Infrastructure signage changes	3,177	3,131	504	6,812	554	504	1,058	13	140	153
Mask ambassador wages	713	908	418	2,038	859	418	1,277	357	141	499
<b>Total additional expenses</b>	<b>12,906</b>	<b>12,292</b>	<b>4,281</b>	<b>33,120</b>	<b>9,294</b>	<b>4,281</b>	<b>16,005</b>	<b>5,066</b>	<b>2,907</b>	<b>7,973</b>
<b>Total revenue loss and additional costs per route</b>	<b>414,846</b>	<b>299,324</b>	<b>214,258</b>	<b>932,069</b>	<b>90,520</b>	<b>214,258</b>	<b>307,208</b>	<b>91,681</b>	<b>103,505</b>	<b>195,186</b>
<b>Allocation of funding</b>				-	- 90,520	- 214,194	- 304,714	- 91,681	- 48,001	- 139,682
Balance of funding at Dec 31 2020				414,747			-			-

	Bow Valley Regional Transit Services Commission All Routes - Actual vs Budget (pg 1/2) January - December 2020																			
	Administrative		Calgary-Banff		Intercept Lot Shuttle		Rt 01 - Banff Local (Sulphur Mtn)		Rt 02 - Banff Local (Tunnel Mtn)		Rt 03 - CB Regional		Rt 04 - Cave and Basin		Rt 05 - Canmore Local		Rt 06 - Lake Minnewanka		Rt 07 - Banff Centre	
	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
Income																				
Bus Pass Sales	-		-	-	-	-	22,543	39,144	22,346	40,335	202,389	275,000	141		-4,330	35,700	-		8	
Farebox Revenue	-		-	-	-	-	54,247	246,180	52,917	288,725	151,983	502,947	881	12,722	-12	62,450	-123	45,675	2,678	12,145
Interest Revenue	24,473	12,000	-	-	-	-														
Marketing & Advertising Revenue			-	-	-	-	5,054	15,000	4,304	15,000	5,226	12,000			2,058	11,000			373	
Other Income	989		-	-	-	-	1,607	1,200	1,307	1,200	116				1,202		116			
Partner Programs			-	-	-	-	142,685	346,380	55,457	86,206	1,180	6,000								
Recoveries - Operating (non-members)	-28,246		88,814	-		-	19,622		93,443	25,663			102,641	109,846			111,986	221,943	79,424	227,142
Requisitions - Capital							3,771		3,771											
Requisitions - Operating	428,085	428,085	8,881	-	62,000	62,000	403,846	403,846	470,043	470,044	499,167	284,972			715,722	625,202				
Total Income	\$ 425,301	\$ 440,085	\$ 97,695	\$ -	\$ 62,000	\$ 62,000	\$ 653,375	\$1,051,750	\$ 703,588	\$ 927,173	\$ 860,060	\$1,080,919	\$ 103,663	\$ 122,568	\$ 714,640	\$ 734,352	\$ 111,980	\$ 267,618	\$ 82,483	\$ 239,287
Expenses																				
Advertising & Marketing Expenses	970	536	-	-	-	-	6,862	37,230	6,335	35,128	6,939	32,034	1,031	3,060	10,047	22,029	950	6,445	1,477	3,000
Contracted Services / Professional Fees	65,439	60,845	90,195	-	-	62,000	13,110	37,126	12,276	34,554	12,335	39,153	906	2,925	15,758	25,930	2,278	7,382	1,994	1,425
Fuel Expense	2		-	-	-	-	47,318	99,730	47,657	80,652	105,082	196,900	3,848	5,100	66,918	87,400		20,065	3,341	15,000
General Operating Expenses	51,215	56,236	-	-	-	-	14,225	9,667	13,573	9,263	10,838	13,698	780	435	4,253	7,776	1,192	1,997	1,266	800
Infrastructure Maintenance			-	-	-	-	3,340	6,480	3,544	6,480	1,250	3,372	218	1,000	1,794	7,519	-	2,046	-	750
Insurance Expense	-40	5,288	-	-	-	-	11,873	11,316	8,924	8,808	8,286	8,863	1,715	2,062	9,240	8,446	4,452	4,260	2,526	2,000
Software Fees & Licences	7,801	19,000	-	-	-	-	19,001	22,622	17,648	22,052	17,288	20,870	3,622	5,290	14,574	14,870	6,904	10,093	4,593	3,950
Training, Travel & Meals	8,765	30,372	-	-	-	-	931	1,268	772	1,237	515	3,912	121	20	480	2,894	298	1,294	154	125
Vehicle Expenses	1,736	2,050	-	-	-	-	153,345	226,359	167,386	210,504	128,607	204,923	30,924	20,041	116,487	123,602	39,992	40,911	12,798	45,955
Wages & Benefits	255,468	265,758	7,500	-	-	-	368,295	599,952	428,969	518,495	446,485	557,194	38,997	67,835	429,199	433,886	7,507	126,125	37,831	151,429
Total Expenses	\$ 391,356	\$ 440,085	\$ 97,695	\$ -	\$ -	\$ 62,000	\$ 638,301	\$1,051,750	\$ 707,082	\$ 927,173	\$ 737,626	\$1,080,919	\$ 82,159	\$ 107,768	\$ 668,749	\$ 734,352	\$ 63,573	\$ 220,618	\$ 65,979	\$ 224,434
Surplus / Deficiency Prior to Amortization	\$ 33,945	\$ -	\$ -	\$ -	\$ 62,000	\$ -	\$ 15,074	\$ -	\$ (3,494)	\$ -	\$ 122,434	\$ -	\$ 21,504	\$ 14,800	\$ 45,891	\$ -	\$ 48,407	\$ 47,000	\$ 16,504	\$ 14,853
Amortization Expense	24,904	24,089	-	-			101,336	131,224	101,449	121,174	109,882	90,556	21,504	14,800	110,372	109,006	48,407	47,000	16,504	14,853
Net Revenue	\$ 9,040	\$ (24,089)	\$ -	\$ -	\$ 62,000	\$ -	\$ (86,262)	\$ (131,224)	\$ (104,943)	\$ (121,174)	\$ 12,552	\$ (90,556)	\$ -	\$ -	\$ (64,481)	\$ (109,006)	\$ -	\$ -	\$ -	\$ -

	<div>Bow Valley Regional Transit Services Commission</div> <div>All Routes - Actual vs Budget (pg 2/2)</div> <div>January - December 2020</div>													
	Rt 08 - LLB Regional Winter		Rt 08S - LLB Regional Summer Scenic		Rt 08X - LLB Regional Summer Express		Rt 09 - Johnston Canyon		Rt 10 - Moraine Lake		Moraine Lake Park'n'ride		TOTAL	
	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget % of Budget
Income														
Bus Pass Sales	55,229	36,200	-	7,920	54,617	69,291	-4	8,967	6,446	-	-	-	359,384	512,557 70%
Farebox Revenue	99,086	168,000	-50	66,750	47,290	285,307	-25	101,840	14,181	-	-	-	423,053	1,792,741 24%
Interest Revenue										-	-	-	24,473	12,000 204%
Marketing & Advertising Revenue	1,311		-		200		-			-	-	-	18,526	53,000 35%
Other Income			83				570			-	-	-	5,991	2,400 250%
Partner Programs										-	-	-	199,322	438,586 45%
Recoveries - Operating (non-members)			62,530	98,314	240,971	282,405	62,730	67,861	40,570	-	48,154	-	922,639	1,033,174 89%
Requisitions - Capital													7,542	0
Requisitions - Operating	336,627	244,946	0	48,020	102,901	137,935	0	33,145		-	-	-	3,027,272	2,738,195 111%
Total Income	\$ 492,253	\$ 449,146	\$ 62,563	\$ 221,004	\$ 445,979	\$ 774,938	\$ 63,270	\$ 211,813	\$ 61,197	\$ -	\$ 48,154	\$ -	\$ 4,988,202	\$ 6,582,653 76%
Expenses														
Advertising & Marketing Expenses	3,568	12,160	534	4,980	3,747	23,804	630	4,655	1,298	-	225	-	44,612	185,061 24%
Contracted Services / Professional Fees	7,460	18,414	993	6,915	6,741	21,222	943	6,840	64	-	-	-	230,491	324,731 71%
Fuel Expense	47,909	81,291		16,200	26,716	88,900		13,600	6,942	-	4,703	-	360,436	704,838 51%
General Operating Expenses	2,883	3,732	505	3,066	3,177	10,465	492	2,866	239	-		-	104,639	120,001 87%
Infrastructure Maintenance	93	3,152	-	578	350	1,972	-	540	447	-		-	11,037	33,889 33%
Insurance Expense	1,810	4,080	4,106	5,393	9,344	18,406	4,106	5,041	772	-	779	-	67,895	83,963 81%
Software Fees & Licences	6,755	4,530	6,575	7,443	16,537	22,645	6,337	7,443	1,305	-	1,332	-	130,272	160,808 81%
Training, Travel & Meals	333	1,122	126	312	286	1,071	123	293		-		-	12,905	43,920 29%
Vehicle Expenses	60,867	85,796	18,867	39,915	62,945	142,012	19,791	37,248	7,068	-	5,004	-	825,816	1,179,316 70%
Wages & Benefits	204,730	234,869	8,195	86,202	195,727	317,571	8,347	83,287	34,315	-	27,282	-	2,498,845	3,442,603 73%
Total Expenses	\$ 336,408	\$ 449,146	\$ 39,902	\$ 171,004	\$ 325,570	\$ 648,068	\$ 40,769	\$ 161,813	\$ 52,451	\$ -	\$ 39,326	\$ -	\$ 4,286,949	\$ 6,279,130 68%
Surplus / Deficiency Prior to Amortization	\$ 155,845	\$ -	\$ 22,661	\$ 50,000	\$ 120,408	\$ 126,870	\$ 22,501	\$ 50,000	\$ 8,745	\$ -	\$ 8,828	\$ -	\$ 701,253	\$ 303,523
Amortization Expense	34,984	52,241	72,705	50,000	210,361	126,870	72,705	50,000	8,745		8,828		942,686	831,813 113%
Net Revenue	\$ 120,861	\$ (52,241)	\$ (50,044)	\$ -	\$ (89,953)	\$ -	\$ (50,204)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (241,433)	\$ (528,290)

	Bow Valley Regional Transit Services Commission All Routes - Actual vs Prior Year (pg 1/2) January - December 2020																	
	Administrative		Calgary-Banff		Intercept Lot Shuttle		Rt 01 - Banff Local (Sulphur Mtn)		Rt 02 - Banff Local (Tunnel Mtn)		Rt 03 - CB Regional		Rt 04 - Cave and Basin		Rt 05 - Canmore Local		Rt 06 - Lake Minnewanka	
	2020	2019 (PY)	2020	2019 (PY)	2020	2019 (PY)	2020	2019 (PY)	2020	2019 (PY)	2020	2019 (PY)	2020	2019 (PY)	2020	2019 (PY)	2020	2019 (PY)
<b>INCOME</b>																		
Bus Pass Sales	-	0	-	-	-	-	22,543	47,027	22,346	46,894	202,389	315,767	141	76	-4,330	3,935	0	307
Farebox Revenue	-	0	-	-	-	-	54,247	237,184	52,917	236,543	151,983	481,401	881	13,815	-12	21,924	-123	39,800
Interest Revenue	24,473	18,109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marketing & Advertising Revenue			-	-	-	-	5,054	14,987	4,304	13,341	5,226	12,247		352	2,058	9,965		600
Other Income	989	810	-	-	-	-	1,607	3,810	1,307	4,135	116	569			1,202	7,220	116	1,674
Partner Programs			-	-	-	-	142,685	340,782	55,457	85,349	1,180	3,400						
Recoveries - Operating (non-members)	-28,246	9,523	88,814	50,848	-	-	19,622		93,443	25,160			102,641	103,861			111,986	256,446
Requisitions - Capital		2,110					3,771	4,779	3,771	4,779								
Requisitions - Operating	428,085	394,557	8,881	59,691	62,000	43,250	403,846	256,984	470,043	400,862	499,167	234,870			715,722	582,368		
<b>Total Income</b>	<b>425,301</b>	<b>425,110</b>	<b>97,695</b>	<b>110,538</b>	<b>62,000</b>	<b>43,250</b>	<b>653,375</b>	<b>905,553</b>	<b>703,588</b>	<b>817,063</b>	<b>860,060</b>	<b>1,048,253</b>	<b>103,663</b>	<b>118,104</b>	<b>714,640</b>	<b>625,413</b>	<b>111,980</b>	<b>298,826</b>
<b>EXPENSES</b>																		
Advertising & Marketing Expenses	970	4,099	-	-			6,862	21,430	6,335	19,328	6,939	17,635	1,031	2,763	10,047	15,011	950	4,741
Contracted Services / Prof Fees	65,439	32,823	90,195	103,038	-	11,000	13,110	16,691	12,276	13,570	12,335	11,450	906	1,021	15,758	8,832	2,278	2,746
Fuel Expense	2	-	-	-	-	-	47,318	85,745	47,657	62,142	105,082	149,795	3,848	4,642	66,918	79,015		32,973
General Operating Expenses	51,215	47,515	-	-	-	-	14,225	13,858	13,573	13,392	10,838	9,889	780	407	4,253	3,479	1,192	1,024
Infrastructure Maintenance			-	-	-	-	3,340	4,507	3,544	4,757	1,250	1,805	218	12	1,794	9,420	0	732
Insurance Expense	-40	5,039	-	-	-	-	11,873	10,196	8,924	7,662	8,286	7,720	1,715	2,013	9,240	8,049	4,452	4,839
Software Fees & Licences	7,801	7,809	-	-	-	-	19,001	20,287	17,648	18,243	17,288	18,155	3,622	3,843	14,574	15,525	6,904	6,879
Training, Travel & Meals	8,765	27,380	-	-	-	-	931	1,366	772	1,203	515	1,332	121	112	480	1,222	298	261
Vehicle Expenses	1,736	3,357	-	-	-	-	153,345	184,421	167,386	166,631	128,607	109,803	30,924	24,597	116,487	144,225	39,992	25,267
Wages & Benefits	255,468	238,121	7,500	7,500	-	-	368,295	478,431	428,969	408,331	446,485	438,966	38,997	60,745	429,199	407,383	7,507	171,483
<b>Total Expenses</b>	<b>391,356</b>	<b>366,144</b>	<b>97,695</b>	<b>110,538</b>	-	<b>11,000</b>	<b>638,301</b>	<b>836,932</b>	<b>707,082</b>	<b>715,259</b>	<b>737,626</b>	<b>766,551</b>	<b>82,159</b>	<b>100,155</b>	<b>668,749</b>	<b>692,163</b>	<b>63,573</b>	<b>250,947</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>33,945</b>	<b>58,966</b>	<b>-</b>	<b>-</b>	<b>62,000</b>	<b>32,250</b>	<b>15,074</b>	<b>68,621</b>	<b>(3,494)</b>	<b>101,804</b>	<b>122,434</b>	<b>281,702</b>	<b>21,504</b>	<b>17,948</b>	<b>45,891</b>	<b>(66,751)</b>	<b>48,407</b>	<b>47,880</b>
Amortization Expense	24,904	19,160	-	-	-	-	101,335.84	95,001.22	101,449	83,825	109,882	99,594	21,504	17,948	110,372	110,787	48,407	47,880
<b>Net Revenue</b>	<b>9,040</b>	<b>39,806</b>	<b>-</b>	<b>-</b>	<b>62,000</b>	<b>32,250</b>	<b>(86,262)</b>	<b>(26,380)</b>	<b>(104,943)</b>	<b>17,979</b>	<b>12,552</b>	<b>182,109</b>	<b>-</b>	<b>-</b>	<b>(64,481)</b>	<b>(177,537)</b>	<b>-</b>	<b>-</b>

	Bow Valley Regional Transit Services Commission All Routes - Actual vs Prior Year (pg 2/2) January - December 2020																
	Rt 07 - Banff Centre		Rt 08 - LLB Regional Winter		Rt 08S - LLB Regional Summer Scenic		Rt 08X - LLB Regional Summer Express		Rt 09 - Johnston Canyon		Rt 10 - Moraine Lake		Moraine Lake Park'n'ride		TOTAL		
	2020	2019 (PY)	2020	2019 (PY)	2020	2019 (PY)	2020	2019 (PY)	2020	2019 (PY)	2020	2019 (PY)	2020	2019 (PY)	2020	2019 (PY)	Change
<b>INCOME</b>																	
Bus Pass Sales	8	8	55,229	54,171	0	4,684	54,617	82,959	-4	4,811	6,446	2,543	-	-	359,384	563,183	-203,799
Farebox Revenue	2,678	10,793	99,086	191,779	-50	33,110	47,290	400,007	-25	35,875	14,181	20,735	-	-	423,053	1,722,966	-1,299,913
Interest Revenue	-	-	-	-	-	-	-	417	-	-	-	-	-	-	24,473	18,526	5,947
Marketing & Advertising Revenue	373	747	1,311	1,928	-	928	200	990	-	988	-	-	-	-	18,526	57,074	-38,547
Other Income		25		495	83	3,960			570	5,023	-	-	-	-	5,991	27,721	-21,730
Partner Programs											-	-	-	-	199,322	429,531	-230,209
Recoveries - Operating (non-members)	79,424	212,578			62,530	62,846	240,971	70,173	62,730	66,550	40,570	26,775	48,154	-	922,639	884,759	37,880
Requisitions - Capital															7,542	11,667	-4,125
Requisitions - Operating			336,627	259,184	0	6,943	102,901	187,157	0	7,352		2,958	-	-	3,027,272	2,436,175	591,097
<b>Total Income</b>	<b>82,483</b>	<b>224,151</b>	<b>492,253</b>	<b>507,558</b>	<b>62,563</b>	<b>112,471</b>	<b>445,979</b>	<b>741,703</b>	<b>63,270</b>	<b>120,599</b>	<b>61,197</b>	<b>53,011</b>	<b>48,154</b>	<b>-</b>	<b>4,988,202</b>	<b>6,151,602</b>	<b>(1,163,400)</b>
<b>EXPENSES</b>																	0
Advertising & Marketing Expenses	1,477	3,992	3,568	5,488	534	2,360	3,747	15,519	630	2,653	1,298	681	<b>225</b>	-	44,612	115,701	-71,089
Contracted Services / Prof Fees	1,994	1,049	7,460	2,770	993	1,325	6,741	4,621	943	1,103	64	191	-	-	230,491	212,230	18,261
Fuel Expense	3,341	13,544	47,909	59,552		8,102	26,716	80,509		10,147	6,942	8,071	4,703	-	360,436	594,238	-233,801
General Operating Expenses	1,266	741	2,883	2,466	505	260	3,177	2,821	492	284	239	113		-	104,639	96,249	8,390
Infrastructure Maintenance	0	12	93	107	-	714	350	1,296	-	510	447	276		-	11,037	24,150	-13,113
Insurance Expense	2,526	1,835	1,810	1,681	4,106	3,151	9,344	6,513	4,106	3,175	772		779	-	67,895	61,873	6,022
Software Fees & Licences	4,593	5,035	6,755	4,899	6,575	4,669	16,537	13,917	6,337	4,669	1,305	216	1,332	-	130,272	124,147	6,125
Training, Travel & Meals	154	69	333	1,081	126	48	286	690	123	48		13		-	12,905	34,826	-21,921
Vehicle Expenses	12,798	42,672	60,867	48,300	18,867	10,959	62,945	45,353	19,791	11,058	7,068	9,097	5,004	-	825,816	825,740	76
Wages & Benefits	37,831	139,324	204,730	174,768	8,195	44,452	195,727	290,490	8,347	50,523	34,315	34,354	27,282	-	2,498,845	2,944,872	-446,027
<b>Total Expenses</b>	<b>65,979</b>	<b>208,274</b>	<b>336,408</b>	<b>301,113</b>	<b>39,902</b>	<b>76,041</b>	<b>325,570</b>	<b>461,728</b>	<b>40,769</b>	<b>84,169</b>	<b>\$ 52,451</b>	<b>\$ 53,011</b>	<b>\$ 39,326</b>	<b>\$ -</b>	<b>\$ 4,286,949</b>	<b>\$ 5,034,025</b>	<b>\$ (747,076)</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>16,504</b>	<b>15,878</b>	<b>155,845</b>	<b>206,444</b>	<b>22,661</b>	<b>36,430</b>	<b>120,408</b>	<b>279,975</b>	<b>22,501</b>	<b>36,430</b>	<b>\$ 8,745</b>	<b>\$ -</b>	<b>\$ 8,828</b>	<b>\$ -</b>	<b>\$ 701,253</b>	<b>\$ 1,117,577</b>	<b>\$ (416,324)</b>
Amortization Expense	16,504	15,878	34,984	32,150	72,705	36,430	210,361	100,570	72,705	36,430	8,745	-	8,828	-	942,686	695,651	
<b>Net Revenue</b>	<b>-</b>	<b>-</b>	<b>120,861</b>	<b>174,294</b>	<b>(50,044)</b>	<b>-</b>	<b>(89,953)</b>	<b>179,405</b>	<b>(50,204)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(241,433)</b>	<b>421,926</b>	<b>(663,358)</b>

## Bow Valley Regional Transit Services Commission Administrative

	Jan - Mar, 2020			Apr - Jun, 2020			Jul - Sep, 2020			Oct - Dec, 2020			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>															
Interest Revenue	7,568	3,000	252%	7,236.72	3,000.00	241%	5,648	3,000	188%	4,019	3,000	134%	24,473	12,000	204%
Other Income	64	-		66.50	-		74	-		784			989	-	
Recoveries - Operating (non-members)	3,332	-		-11,326.34	-		(7,412)	-		(12,840)			(28,246)	-	
Requisitions - Operating	126,750	126,750	100%	97,015.00	97,015.00	100%	88,979	88,979	100%	115,341	115,341	100%	428,085	428,085	100%
<b>Total Income</b>	<b>\$ 137,715</b>	<b>\$ 129,750</b>	<b>106%</b>	<b>92,992</b>	<b>100,015</b>	<b>93%</b>	<b>87,289</b>	<b>91,979</b>	<b>95%</b>	<b>107,305</b>	<b>118,341</b>	<b>91%</b>	<b>425,301</b>	<b>440,085</b>	<b>97%</b>
<b>Expenses</b>															
Advertising & Marketing Expenses	-60	140	-43%	20	132	15%	127	132	96%	883	132	669%	970	536	181%
Contracted Services / Professional Fees	19,044	24,395	78%	7,111	12,150	59%	4,863	12,150	40%	34,421	12,150	283%	65,439	60,845	108%
General Operating Expenses	13,745	14,053	98%	11,619	14,061	83%	12,068	14,061	86%	13,784	14,061	98%	51,215	56,236	91%
Insurance Expense	1,235	1,319	94%	1,235	1,323	93%	1,235	1,323	93%	(3,744)	1,323	-283%	(40)	5,288	-1%
Software Fees & Licences	1,458	4,753	31%	2,405	4,749	51%	1,940	4,749	41%	1,998	4,749	42%	7,801	19,000	41%
Training, Travel & Meals	3,720	7,593	49%	929	7,593	12%	1,977	7,593	26%	2,139	7,593	28%	8,765	30,372	29%
Vehicle Expenses	125	520	24%	359	510	70%	-	510	0%	1,252	510	246%	1,736	2,050	85%
Wages & Benefits	74,720	76,977	97%	55,991	59,497	94%	43,869	51,461	85%	80,887	77,823	104%	255,467	265,758	96%
<b>Total Expenses</b>	<b>113,988</b>	<b>129,750</b>	<b>88%</b>	<b>79,669</b>	<b>100,015</b>	<b>80%</b>	<b>66,078</b>	<b>91,979</b>	<b>72%</b>	<b>131,620</b>	<b>118,341</b>	<b>111%</b>	<b>391,354</b>	<b>440,085</b>	<b>89%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>23,727</b>	<b>-</b>		<b>13,323</b>	<b>-</b>		<b>21,211</b>	<b>-</b>		<b>(24,315)</b>	<b>-</b>		<b>33,946</b>	<b>-</b>	
<b>Amortization Expense</b>	<b>6,226</b>	<b>6,024</b>	<b>103%</b>	<b>6,226</b>	<b>6,023</b>	<b>103%</b>	<b>6,226</b>	<b>6,021</b>	<b>103%</b>	<b>6,226</b>	<b>6,021</b>	<b>103%</b>	<b>24,904</b>	<b>24,089</b>	<b>103%</b>
<b>Net Revenue</b>	<b>17,501</b>	<b>(6,024)</b>		<b>7,097</b>	<b>(6,023)</b>		<b>14,985</b>	<b>(6,021)</b>		<b>(30,541)</b>	<b>(6,021)</b>		<b>9,042</b>	<b>(24,089)</b>	

1) Interest Revenue is above budget due to a new banking arrangement where interest is earned on entire cash balance. This will allow the Commission to maximize earnings on operating cash balances.

Interest earned is split between operating cash and deferred capital contributions.

2) Non-member allocation - Route 7 deficit

3) Software Fees & Licences are below budget due to timing of implementation of HR/Scheduling/Payroll software, and minimal expenses for website.

4) Under budget due to COVID - no conferences, meals, travel etc for 2020.

Bow Valley Regional Transit Services Commission Route 1 - Banff Local Sulphur Mtn															
	Jan - Mar, 2020			Apr - Jun, 2020			Jul - Sep, 2020			Oct - Dec, 2020			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>															
Bus Pass Sales	11,249	9,687	116%	887	12,386	7%	6,056	6,356	95%	4,352	10,715	41%	22,543	39,144	58%
Farebox Revenue	34,293	41,200	83%	1,890	69,140	3%	12,627	101,040	12%	5,436	34,800	16%	54,247	246,180	22%
Marketing & Advertising Revenue	3,527	2,109	167%	1,394	4,014	35%	133	6,749	2%	-	2,128	0%	5,054	15,000	34%
Other Income	800	170	471%	287	320	90%		539	0%	520	171	304%	1,607	1,200	134%
Partner Programs	70,286	86,595	81%	6,916	86,595	8%	33,448	86,595	39%	32,035	86,595	37%	142,685	346,380	41%
Recoveries - Operating (non-members)	4,887	-		4,912	-		4,912	-		4,912			19,622	-	
Requisitions - Capital										3,771			3,771	-	
Requisitions - Operating	30,257	30,257	100%	112,832	112,832	100%	231,881	231,881	100%	28,876	28,876	100%	403,846	403,846	100%
<b>Total Income</b>	<b>155,300</b>	<b>170,018</b>	<b>91%</b>	<b>129,118</b>	<b>285,287</b>	<b>45%</b>	<b>289,056</b>	<b>433,160</b>	<b>67%</b>	<b>79,902</b>	<b>163,285</b>	<b>49%</b>	<b>653,375</b>	<b>1,051,750</b>	<b>62%</b>
<b>Expenses</b>															
Advertising & Marketing Expenses	3,224	6,058	53%	980	10,069	10%	1,639	15,864	10%	1,020	5,239	19%	6,862	37,230	18%
Contracted Services / Professional Fees	4,089	5,217	78%	5,242	9,935	53%	2,184	16,707	13%	1,595	5,267	30%	13,110	37,126	35%
Fuel Expense	15,840	17,670	90%	8,518	28,999	29%	13,239	41,428	32%	9,721	11,633	84%	47,318	99,730	47%
General Operating Expenses	3,087	1,357	227%	2,253	2,587	87%	3,153	4,351	72%	5,733	1,372	418%	14,225	9,667	147%
Infrastructure Maintenance	163	928	18%		1,730	0%	3,177	2,890	110%		932	0%	3,340	6,480	52%
Insurance Expense	3,042	2,829	108%	3,042	2,829	108%	2,906	2,829	103%	2,882	2,829	102%	11,873	11,316	105%
Software Fees & Licences	4,841	5,403	90%	5,147	5,720	90%	4,735	6,098	78%	4,279	5,401	79%	19,001	22,622	84%
Training, Travel & Meals	612	179	342%	30	339	9%	81	570	14%	208	180	116%	931	1,268	73%
Vehicle Expenses	45,211	37,622	120%	39,471	59,640	66%	38,372	91,190	42%	30,291	37,907	80%	153,345	226,359	68%
Wages & Benefits	84,314	92,755	91%	65,898	163,439	40%	127,175	251,233	51%	90,907	92,525	98%	368,294	599,952	61%
<b>Total Expenses</b>	<b>164,423</b>	<b>170,018</b>	<b>97%</b>	<b>130,581</b>	<b>285,287</b>	<b>46%</b>	<b>196,661</b>	<b>433,160</b>	<b>45%</b>	<b>146,636</b>	<b>163,285</b>	<b>90%</b>	<b>638,301</b>	<b>1,051,750</b>	<b>61%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>(9,123)</b>	<b>-</b>		<b>(1,463)</b>	<b>-</b>		<b>92,396</b>	<b>-</b>		<b>(66,734)</b>	<b>-</b>		<b>15,075</b>	<b>-</b>	
Amortization Expense	26,060	32,809	79%	26,060	32,805	79%	24,591.47	32,805	75%	24,624	32,805	75%	101,336	131,224	77%
<b>Net Revenue</b>	<b>(35,183)</b>	<b>(32,809)</b>		<b>(27,523)</b>	<b>(32,805)</b>		<b>67,804</b>	<b>(32,805)</b>		<b>(91,358)</b>	<b>(32,805)</b>		<b>(86,261)</b>	<b>(131,224)</b>	

Actual service hours 2020 - 6,531.5, down from budgeted service hours of 11,179.5 (Down 4,648)

- 1) Pass sales and farebox revenue are down due to COVID reduced ridership and fare free period from March 20 - May 31
- 2) Marketing revenue down due to COVID reduced ridership and cancellation of advertising contracts
- 3) Other income consists of warranty revenue.
- 4) Hotel partner revenue down because fare free period and reduced contract amounts due to COVID
- 5) Parks canda contriubtion - service to hot springs, was budgeted in partner program line.
- 6) Below budget due to COVID cost savings and not doing printed material this summer
- 7) Below budget but based on contract services used - bus washing down due to reduced service hours, security contract cancelled, and contract contingency not used.
- 8) Below budget due to reduced scheduled and service hours
- 9) Over budget, includes Janitorial supplies (COVID related expenses for PPE and cleaning supplies) which was not budgeted. Also \$3,700 for hotel partner program cards and stamps off set by capital requisitions.
- 10) Vehicle expenses were below budget based on actual expense incurred. Reduced maintenence cost due to reduced service hours.
- 11) All Wages lower than budget. Driver wages approximately \$190K less due to reduced service hours
- 12) Below budget due to new electric buses were shedueled to arrive in 2020 and were included in amortization estimate.

**Bow Valley Regional Transit Services Commission  
Route 2 - Banff Local Tunnel Mtn**

	Jan - Mar, 2020			Apr - Jun, 2020			Jul - Sep, 2020			Oct - Dec, 2020			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>															
Bus Pass Sales	11,237	9,687	116%	824	12,327	7%	6,162	7,587	81%	4,123	10,734	38%	22,346	40,335	55%
Farebox Revenue	30,002	37,200	81%	1,750	70,647	2%	14,669	147,778	10%	6,495	33,100	20%	52,917	288,725	18%
Marketing & Advertising Revenue	2,902	2,451	118%	1,269	3,776	34%	133	6,292	2%	-	2,481	0%	4,304	15,000	29%
Other Income	1,020	195	523%	287	303	95%	-	503	0%		199	0%	1,307	1,200	109%
Partner Programs	18,537	21,550	86%	2,975	21,552	14%	21,298	21,552	99%	12,647	21,552	59%	55,457	86,206	64%
Recoveries - Operating (non-members)	-	-		13,897	9,623	144%	66,714	16,040	416%	12,832	-		93,443	25,663	364%
Requisitions - Capital										3,771			3,771	-	
Requisitions - Operating	97,732	97,732	100%	117,015	117,015	100%	159,273	159,273	100%	96,023	96,024	100%	470,043	470,044	100%
<b>Total Income</b>	<b>161,431</b>	<b>168,815</b>	<b>96%</b>	<b>138,017</b>	<b>235,243</b>	<b>59%</b>	<b>268,249</b>	<b>359,025</b>	<b>75%</b>	<b>135,891</b>	<b>164,090</b>	<b>83%</b>	<b>703,588</b>	<b>927,173</b>	<b>76%</b>
<b>Expenses</b>															
Advertising & Marketing Expenses	2,481	6,511	38%	954	8,990	11%	1,452	13,928	10%	1,448	5,699	25%	6,335	35,128	18%
Contracted Services / Professional Fees	3,985	5,645	71%	5,094	8,697	59%	1,731	14,495	12%	1,609	5,717	28%	12,419	34,554	36%
Fuel Expense	15,437	16,346	94%	5,635	20,342	28%	17,646	34,098	52%	8,940	9,866	91%	47,657	80,652	59%
General Operating Expenses	1,987	1,516	131%	2,106	2,331	90%	3,640	3,887	94%	5,697	1,529	373%	13,430	9,263	145%
Infrastructure Maintenance	226	928	24%	62	1,730	4%	3,193	2,890	110%	62	932	7%	3,544	6,480	55%
Insurance Expense	2,286	2,202	104%	2,286	2,202	104%	2,184	2,202	99%	2,168	2,202	98%	8,924	8,808	101%
Software Fees & Licences	4,841	5,573	87%	4,721	5,465	86%	3,850	5,436	71%	4,236	5,578	76%	17,648	22,052	80%
Training, Travel & Meals	479	204	235%	30	310	10%	74	519	14%	188	204	92%	772	1,237	62%
Vehicle Expenses	45,211	39,022	116%	40,095	52,895	76%	49,332	79,272	62%	32,749	39,315	83%	167,386	210,504	80%
Wages & Benefits	84,232	90,868	93%	60,751	132,281	46%	172,178	202,298	85%	111,807	93,048	120%	428,969	518,495	83%
<b>Total Expenses</b>	<b>161,164</b>	<b>168,815</b>	<b>95%</b>	<b>121,734</b>	<b>235,243</b>	<b>52%</b>	<b>255,279</b>	<b>359,025</b>	<b>71%</b>	<b>168,905</b>	<b>164,090</b>	<b>103%</b>	<b>707,082</b>	<b>927,173</b>	<b>76%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>267</b>	<b>-</b>		<b>16,283</b>	<b>-</b>		<b>12,969</b>	<b>-</b>		<b>(33,014)</b>	<b>-</b>		<b>(3,494)</b>	<b>-</b>	
Amortization Expense	26,060	30,292	86%	26,060	30,294	86%	24,705	30,294	82%	24,624	30,294	81%	101,449	121,174	84%
<b>Net Revenue</b>	<b>(25,793)</b>	<b>(30,292)</b>		<b>(9,777)</b>	<b>(30,294)</b>		<b>(11,735)</b>	<b>(30,294)</b>		<b>(57,638)</b>	<b>(30,294)</b>		<b>(104,943)</b>	<b>(121,174)</b>	

Actual service hours 2020 - 7,271.75, down from budgeted service hours of 9,599.25 (Down 2,327.50)

- 1) Pass sales and farebox revenue are down due to COVID reduced ridership and fare free period from March 20 - May 31
- 2) Marketing revenue down due to COVID reduced ridership and cancellation of advertising contracts
- 3) Other income consists of warranty revenue.
- 4) Hotel partner revenue down because fare free period and reduced contract amounts due to COVID, also Banff Springs new member, so not as low as it would have been without this addition
- 5) Parks Canada contribution - service to Tunnel Mtn campground and additional bus on Rt 2 for COVID summer
- 6) Below budget due to COVID cost savings and not doing printed material this summer
- 7) Below budget but based on contract services used - bus washing down due to reduced service hours, security contract cancelled, and contract contingency not used.
- 8) Below budget due to reduced scheduled and service hours
- 9) Over budget, includes Janitorial supplies (COVID related expenses for PPE and cleaning supplies) which was not budgeted. Also \$3,700 for hotel partner program cards and stamps off set by capital requisitions.
- 10) Vehicle expenses were below budget based on actual expense incurred. Reduced maintenance cost due to reduced service hours.
- 11) All Wages lower than budget. Driver wages approximately \$77K less due to reduced service hours
- 12) Below budget due to new electric buses were scheduled to arrive in 2020 and were included in amortization estimate.



Bow Valley Regional Transit Services Commission Route 3 - Canmore / Banff Regional															
	Jan - Mar, 2020			Apr - Jun, 2020			Jul - Sep, 2020			Oct - Dec, 2020			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
Income															
Bus Pass Sales	78,771	68,747	115%	13,696	68,751	20%	59,621	68,751	87%	50,300	68,751	73%	202,389	275,000	74%
Farebox Revenue	82,122	107,665	76%	10,283	135,708	8%	36,556	150,181	24%	23,022	109,393	21%	151,983	502,947	30%
Marketing & Advertising Revenue	4,250	2,895	147%	976	3,009	32%		3,175	0%		2,921	0%	5,226	12,000	44%
Other Income				116									116	-	
Partner Programs	448	1,500	30%	132	1,500	9%	428	1,500	29%	172	1,500	11%	1,180	6,000	20%
Requisitions - Operating	81,149	81,144	100%	61,489	61,488	100%	53,348	53,352	100%	303,181	88,988	341%	499,167	284,972	175%
Total Income	246,740	261,951	94%	86,692	270,456	32%	149,953	276,959	54%	376,675	271,553	139%	860,060	1,080,919	80%
Expenses													-	-	
Advertising & Marketing Expenses	3,383	7,736	44%	1,508	8,034	19%	1,115	8,459	13%	933	7,805	12%	6,939	32,034	22%
Contracted Services / Professional Fees	5,179	9,451	55%	3,652	9,819	37%	1,211	10,355	12%	2,293	9,528	24%	12,335	39,153	32%
Fuel Expense	40,332	47,255	85%	17,967	51,545	35%	25,918	48,885	53%	20,866	49,215	42%	105,082	196,900	53%
General Operating Expenses	2,661	3,307	80%	2,358	3,435	69%	3,325	3,623	92%	2,495	3,333	75%	10,838	13,698	79%
Infrastructure Maintenance	129	820	16%	148	844	18%	936	888	105%	38	820	5%	1,250	3,372	37%
Insurance Expense	2,122	2,212	96%	2,122	2,217	96%	2,027	2,217	91%	2,015	2,217	91%	8,286	8,863	93%
Software Fees & Licences	4,605	5,210	88%	4,440	5,218	85%	3,825	5,233	73%	4,418	5,209	85%	17,288	20,870	83%
Training, Travel & Meals	217	945	23%	38	981	4%	75	1,034	7%	185	952	19%	515	3,912	13%
Vehicle Expenses	35,326	49,452	71%	36,232	51,390	71%	27,356	54,205	50%	29,692	49,876	60%	128,607	204,923	63%
Wages & Benefits	120,486	135,568	89%	70,785	136,973	52%	132,240	142,057	93%	122,972	142,596	86%	446,483	557,194	80%
Total Expenses	214,441	261,956	82%	139,250	270,456	51%	198,028	276,956	72%	185,907	271,551	68%	737,625	1,080,919	68%
Surplus / Deficiency Prior to Amortization	32,299	(5)		(52,557)	-		(48,075)	3		190,769	2		122,435	-	
Amortization Expense	28,111	22,642	124%	28,111.05	22,638.00	124%	27,097	22,638	120%	26,562	22,638	117%	109,882	90,556	121%
Net Revenue	4,188	(22,647)		(80,668)	(22,638)		(75,172)	(22,635)		164,206	(22,636)		12,553	(90,556)	

Actual service hours 2020 - 7,593, down from budgeted service hours of 9,750 (Down 2,157)

- 1) Pass sales and farebox revenue are down due to COVID reduced ridership and fare free period from March 20 - May 31
- 2) Marketing revenue down due to COVID reduced ridership and cancellation of advertising contracts
- 3) Hotel partner revenue down because reduced hotel occupancy and ridership
- 4) Above budget - Includes Town of Canmore contribution via MOST funding of \$214,194
- 5) Below budget due to COVID cost savings and not doing printed material this summer
- 6) Below budget but based on contract services used - bus washing down due to reduced service hours, security contract cancelled, and contract contingency not used.
- 7) Below budget due to reduced scheduled and service hours
- 7) Vehicle expenses were below budget based on actual expense incurred. Reduced maintenance cost due to reduced service hours.
- 8) All Wages lower than budget. Driver wages approximately \$92K less due to reduced service hours
- 10) Actual amortization was greater than estimate which was based on 2019 forecasted amount.

**Bow Valley Regional Transit Services Commission  
Route 4 - Cave & Basin**

	Jan - Mar, 2020			Apr - Jun, 2020			Jul - Sep, 2020			Oct - Dec, 2020			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>															
Bus Pass Sales	-	-		-	-		141	-					141	-	1
Farebox Revenue	-32	-		32	3,711	1%	882	9,011	10%				881	12,722	7%
Recoveries - Operating (non-members)	12,594	4,576	275%	16,684	35,662	47%	61,533	69,608	88%	11,830	-		102,641	109,846	93%
<b>Total Income</b>	<b>12,562</b>	<b>4,576</b>	<b>275%</b>	<b>16,716</b>	<b>39,373</b>	<b>42%</b>	<b>62,556</b>	<b>78,619</b>	<b>80%</b>	<b>11,830</b>	<b>-</b>		<b>103,663</b>	<b>122,568</b>	<b>85%</b>
<b>Expenses</b>															
Advertising & Marketing Expenses	284	-		206	859	24%	541	2,201	25%	-	-		1,031	3,060	34%
Contracted Services / Professional Fees	290	-		277	819	34%	339	2,106	16%	-	-		906	2,925	31%
Fuel Expense	-	-		245	1,710	14%	3,603	3,390	106%	-	-		3,848	5,100	75%
General Operating Expenses	-	-		98	122	80%	670	313	214%	11	-		780	435	179%
Infrastructure Maintenance	-	-		110	281	39%	107	719	15%	-	-		218	1,000	22%
Insurance Expense	-	-		654	773	85%	1,061	1,289	82%	-	-		1,715	2,062	83%
Software Fees & Licences	-	-		1,339	1,936	69%	2,308	3,354	69%	(25)	-		3,622	5,290	68%
Training, Travel & Meals	102	-		-	6	0%	5	14	36%	14	-		121	20	607%
Vehicle Expenses	11,539	-		2,982	5,626	53%	12,151	14,415	84%	4,252	-		30,924	20,041	154%
Wages & Benefits	2,212	4,576	48%	2,385	21,691	11%	33,775	41,568	81%	625	-		38,997	67,835	57%
<b>Total Expenses</b>	<b>14,427</b>	<b>4,576</b>	<b>315%</b>	<b>8,295</b>	<b>33,823</b>	<b>25%</b>	<b>54,560</b>	<b>69,369</b>	<b>79%</b>	<b>4,877</b>	<b>-</b>		<b>82,159</b>	<b>107,768</b>	<b>76%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>(1,866)</b>	<b>-</b>		<b>8,421</b>	<b>5,550</b>		<b>7,996</b>	<b>9,250</b>		<b>6,953</b>	<b>-</b>		<b>21,504</b>	<b>14,800</b>	
Amortization Expense	-	-		8,701	5,550	157%	12,803	9,250	138%	0.00	0.00		21,504	14,800	145%
<b>Net Revenue</b>	<b>(1,866)</b>	<b>-</b>		<b>(280)</b>	<b>-</b>		<b>(4,807)</b>	<b>-</b>		<b>6,953</b>	<b>-</b>		<b>(0)</b>	<b>-</b>	

Actual service hours 2020 - 680, down from budgeted service hours of 1,083 (Down 403). Route did not start running till Jun 26 and the Cave and Basin facility was not open for the summer due to COVID

- 1) Sales from ticket vending machines
- 2) Farebox revenue down due to COVID reduced ridership and fare free period from March 20 - May 31 routes as incurred.
- 3) Below budget due to COVID cost savings and not doing printed material this summer
- 4) Below budget but based on contract services used - bus washing down due to reduced service hours
- 5) Below budget due to reduced scheduled and service hours
- 6) Vehicle Expenses are above budget based on actual costs incurred.
- 7) All Wages lower than budget. Driver wages approximately \$25K less due to reduced service hours
- 9) Surplus of \$21K is not a true surplus, as it represents a payment for the amortization costs of the bus utilized for Rt 4. Parks Canada's contribution agreement does not allow Capital Requisitions so payments are instead made to cover amortization expense, with the total amount being transferred to a capital reserve for future vehicle replacement.
- 10) Actual amortization was greater than estimate which was based on 2019 forecasted amount.

**Bow Valley Regional Transit Services Commission  
Route 5 - Canmore Local**

	Jan - Mar, 2020			Apr - Jun, 2020			Jul - Sep, 2020			Oct - Dec, 2020			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>															
Bus Pass Sales	-4,255	8,925	-48%	-15	8,925	0%	(43)	8,925	0%	(18)	8,925	0%	(4,330)	35,700	-12%
Farebox Revenue	-3	15,614	0%	-3	15,612	0%	(6)	15,612	0%	-	15,612	0%	(12)	62,450	0%
Marketing & Advertising Revenue	1,499	2,741	55%	559	2,741	20%	-	2,773	0%		2,745	0%	2,058	11,000	19%
Other Income	1,060	-		143	-		-	-					1,202	-	
Requisitions - Operating	157,860	157,860	100%	151,776	151,776	100%	153,048	153,048	100%	253,038	162,518	156%	715,722	625,202	114%
<b>Total Income</b>	<b>156,161</b>	<b>185,140</b>	<b>84%</b>	<b>152,459</b>	<b>179,054</b>	<b>85%</b>	<b>153,000</b>	<b>180,358</b>	<b>85%</b>	<b>253,020</b>	<b>189,800</b>	<b>133%</b>	<b>714,640</b>	<b>734,352</b>	<b>97%</b>
<b>Expenses</b>															
Advertising & Marketing Expenses	6,597	5,496	120%	1,105	5,489	20%	1,170	5,548	21%	1,175	5,496	21%	10,047	22,029	46%
Contracted Services / Professional Fees	6,240	6,462	97%	4,676	6,462	72%	1,707	6,538	26%	3,311	6,468	51%	15,934	25,930	61%
Fuel Expense	22,363	23,140	97%	9,572	20,730	46%	17,299	21,920	79%	17,684	21,610	82%	66,918	87,400	77%
General Operating Expenses	940	1,938	49%	817	1,937	42%	1,487	1,961	76%	833	1,940	43%	4,077	7,776	52%
Infrastructure Maintenance	1,240	1,874	66%	-	1,874	0%	554	1,895	29%		1,876	0%	1,794	7,519	24%
Insurance Expense	2,367	2,110	112%	2,367	2,112	112%	2,261	2,112	107%	2,246	2,112	106%	9,240	8,446	109%
Software Fees & Licences	3,891	3,718	105%	3,643	3,716	98%	3,131	3,721	84%	3,908	3,715	105%	14,574	14,870	98%
Training, Travel & Meals	193	721	27%	37	721	5%	72	730	10%	177	722	25%	480	2,894	17%
Vehicle Expenses	27,840	30,808	90%	31,702	30,793	103%	26,327	31,159	84%	30,619	30,842	99%	116,487	123,602	94%
Wages & Benefits	105,846	108,873	97%	62,867	105,220	60%	122,016	104,774	116%	138,468	115,019	120%	429,197	433,886	99%
<b>Total Expenses</b>	<b>177,516</b>	<b>185,140</b>	<b>96%</b>	<b>116,785</b>	<b>179,054</b>	<b>65%</b>	<b>176,025</b>	<b>180,358</b>	<b>98%</b>	<b>198,421</b>	<b>189,800</b>	<b>105%</b>	<b>668,748</b>	<b>734,352</b>	<b>91%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>(21,355)</b>	<b>-</b>		<b>35,674</b>	<b>-</b>		<b>(23,025)</b>	<b>-</b>		<b>54,599</b>	<b>-</b>		<b>45,893</b>	<b>-</b>	
Amortization Expense	28,287	27,250	104%	28,287	27,252	104%	27,068	27,252	99%	26,729	27,252	98%	110,372	109,006	101%
<b>Net Revenue</b>	<b>(49,643)</b>	<b>(27,250)</b>		<b>7,387</b>	<b>(27,252)</b>		<b>(50,093)</b>	<b>(27,252)</b>		<b>27,870</b>	<b>(27,252)</b>		<b>(64,479)</b>	<b>(109,006)</b>	

Actual service hours 2020 - 7,883.75, consistent with budgeted service hours of 7,787

- 1) Farebox revenue and Pass Sales are negative due to refunds for customers that had paid for passes prior to fare free, and fare free was not budgeted
- 2) Marketing revenue down due to COVID reduced ridership and cancellation of advertising contracts
- 3) Other Income consists of warranty reimbursements received.
- 4) Above budget - Includes Town of Canmore contribution via MOST funding of \$90,520
- 5) Below budget due to COVID cost savings and not doing printed material this summer
- 6) Below budget but based on contract services used - bus washing down due to reduced service hours, security contract cancelled, and contract contingency not used.
- 7) Fuel allocated by total service hours, but less than budgeted amounts.
- 8) Vehicle expenses were below budget based on actual expense incurred.

**Bow Valley Regional Transit Services Commission  
Route 6 - Lake Minnewanka**

	Jan - Mar, 2020			Apr - Jun, 2020			Jul - Sep, 2020			Oct - Dec, 2020			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>															
Farebox Revenue	-123	-		-	14,606	0%	-	31,069	0%				(123)	45,675	0%
Other Income	-	-		116	-		-	-					116	-	
Recoveries - Operating (non-members)	10,723	13,325	80%	53,976	89,534	60%	37,447	119,084	31%	9,840	-		111,986	221,943	50%
<b>Total Income</b>	<b>10,600</b>	<b>13,325</b>	<b>80%</b>	<b>54,093</b>	<b>104,140</b>	<b>52%</b>	<b>37,447</b>	<b>150,153</b>	<b>25%</b>	<b>9,840</b>	<b>-</b>		<b>111,980</b>	<b>267,618</b>	<b>42%</b>
<b>Expenses</b>															
Advertising & Marketing Expenses	552	682	81%	269	2,316	12%	129	3,447	4%	-	-		950	6,445	15%
Contracted Services / Professional Fees	768	-		638	2,689	24%	872	4,693	19%	-	-		2,278	7,382	31%
Fuel Expense	-	-		-	8,269	0%	-	11,796	0%	-	-		-	20,065	0%
General Operating Expenses	-	-		267	726	37%	894	1,271	70%	30	-		1,192	1,997	60%
Infrastructure Maintenance	-	-		-	745	0%	-	1,301	0%	-	-		-	2,046	0%
Insurance Expense	-	-		1,698	1,597	106%	2,754	2,663	103%	-	-		4,452	4,260	105%
Software Fees & Licences	-	-		2,527	3,780	67%	4,427	6,313	70%	(50)	-		6,904	10,093	68%
Training, Travel & Meals	247	-		-	471	0%	13	823	2%	38	-		298	1,294	23%
Vehicle Expenses	5,504	-		20,881	14,904	140%	6,431	26,007	25%	7,176	-		39,992	40,911	98%
Wages & Benefits	6,110	12,643	48%	6,831	51,018	13%	(5,885)	62,464	-9%	451	-		7,507	126,125	6%
<b>Total Expenses</b>	<b>13,181</b>	<b>13,325</b>	<b>99%</b>	<b>33,112</b>	<b>86,515</b>	<b>38%</b>	<b>9,636</b>	<b>120,778</b>	<b>8%</b>	<b>7,645</b>	<b>-</b>		<b>63,573</b>	<b>220,618</b>	<b>29%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>(2,581)</b>	<b>-</b>		<b>20,981</b>	<b>17,625</b>		<b>27,811</b>	<b>29,375</b>		<b>2,195</b>	<b>-</b>		<b>48,407</b>	<b>47,000</b>	
Amortization Expense	-	-		19,678	17,625	112%	28,729	29,375	98%	-	-		48,407	47,000	103%
<b>Net Revenue</b>	<b>(2,581)</b>	<b>-</b>		<b>1,303</b>	<b>-</b>		<b>(917)</b>	<b>-</b>		<b>2,195</b>	<b>-</b>		<b>(0)</b>	<b>-</b>	

Route did not run in 2020

- 1) No fare revenue due to route not running
- 2) Recoveries below budget because route did not run, so included mostly fixed cost and other budgeted allocations such as driver training, operations planning etc.
- 3) Below budget due to COVID cost savings and not doing printed material this summer
- 4) Below budget but based on contract services used - fixed allocation for accounting, IT etc, bus washing down due to route not running
- 5) Below budget due to route not operating
- 6) Fixed expenses allocated to route
- 7) Vehicle Expenses are below budget based on actual costs incurred - \$11K repair for Trout bus and monthly costs for inspections etc even when route not running
- 8) Expenses incurred for summer routes - ops planning, training etc. Expectation that route would be running as planned (Q3 negative is a reallocation to correct wages based on service hours)
- 9) Surplus of \$48K is not a true surplus, as it represents a payment for the amortization costs of the bus utilized for Rt 6. Parks Canada's contribution agreement does not allow Capital Requisitions so payments are instead made to cover amortization expense, with the total amount being transferred to a capital reserve for future vehicle replacement.

**Bow Valley Regional Transit Services Commission  
Route 7 - Banff Centre**

	Jan - Mar, 2020			Apr - Jun, 2020			Jul - Sep, 2020			Oct - Dec, 2020			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>															
Bus Pass Sales	8	-					-						8	-	
Farebox Revenue	2,706	3,037	89%	-3	3,036	0%	(26)	3,036	-1%		3,036	0%	2,678	12,145	22%
Marketing & Advertising Revenue	280	-		93	-		-	-					373	-	
Recoveries - Operating (non-members)	47,846	57,963	83%	11,326	55,771	20%	7,412	54,812	14%	12,840	58,596	22%	79,424	227,142	35%
<b>Total Income</b>	<b>50,840</b>	<b>61,000</b>	<b>83%</b>	<b>11,417</b>	<b>58,807</b>	<b>19%</b>	<b>7,387</b>	<b>57,848</b>	<b>13%</b>	<b>12,840</b>	<b>61,632</b>	<b>21%</b>	<b>82,483</b>	<b>239,287</b>	<b>34%</b>
<b>Expenses</b>															
Advertising & Marketing Expenses	915	745	123%	322	746	43%	59	754	8%	181	755	24%	1,477	3,000	49%
Contracted Services / Professional Fees	698	359	194%	477	352	135%	270	357	76%	607	357	170%	2,051	1,425	144%
Fuel Expense	3,412	3,730	91%	-71	3,730	-2%	-	3,770	0%		3,770	0%	3,341	15,000	22%
General Operating Expenses	296	205	144%	269	197	137%	384	199	193%	259	199	130%	1,208	800	151%
Infrastructure Maintenance	-	186	0%	-	186	0%	-	189	0%		189	0%	-	750	0%
Insurance Expense	647	498	130%	647	500	129%	618	501	123%	615	501	123%	2,526	2,000	126%
Software Fees & Licences	1,146	992	116%	1,287	988	130%	1,044	987	106%	1,115	983	113%	4,593	3,950	116%
Training, Travel & Meals	59	35	169%	12	30	41%	24	30	79%	58	30	195%	154	125	123%
Vehicle Expenses	2,610	11,431	23%	3,074	11,424	27%	3,146	11,551	27%	3,968	11,549	34%	12,798	45,955	28%
Wages & Benefits	37,352	39,108	96%	1,694	36,940	5%	(1,698)	35,796	-5%	483	39,585	1%	37,831	151,429	25%
<b>Total Expenses</b>	<b>47,135</b>	<b>57,289</b>	<b>82%</b>	<b>7,712</b>	<b>55,093</b>	<b>14%</b>	<b>3,848</b>	<b>54,134</b>	<b>7%</b>	<b>7,285</b>	<b>57,918</b>	<b>13%</b>	<b>65,979</b>	<b>224,434</b>	<b>29%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>3,705</b>	<b>3,711</b>		<b>3,705</b>	<b>3,714</b>		<b>3,539</b>	<b>3,714</b>		<b>5,555</b>	<b>3,714</b>		<b>16,504</b>	<b>14,853</b>	
Amortization Expense	4,226	3,711	114%	4,226	3,714	114%	4,060	3,714	109%	3,993	3,714	108%	16,504	14,853	111%
<b>Net Revenue</b>	<b>(521)</b>	<b>-</b>		<b>(521)</b>	<b>-</b>		<b>(521)</b>	<b>-</b>		<b>1,562</b>	<b>-</b>		<b>0</b>	<b>-</b>	

Route stopped operating March 20 2020, Banff Centre facilities and events have not operated due to COVID

- 1) Farebox revenues less due to route not running from March 20th
- 2) Approximately \$51K in revenue from the Banff Centre, the remaining \$28K is the route 7 fixed cost deficit that has been transferred to admin
- 3) Below budget due to COVID cost savings and not doing printed material this summer
- 4) Below budget due to route not operating from March 20
- 5) Fixed expenses allocated to route based on budgeted allocation
- 6) Vehicle Expenses are below budget based on actual costs incurred - monthly costs for inspections etc even when route not running
- 7) All Wages lower than budget due to route not running from March 20, driver wages approximately \$92K less
- 9) Surplus of \$16K is not a true surplus, as it represents non-member payment for the amortization costs of the bus utilized for Rt 7. with the total amount being transferred to a capital reserve for vehicle replacement.

**Bow Valley Regional Transit Services Commission  
Route 8 - Lake Louise / Banff Regional Winter**

	Jan - Mar, 2020			Apr - Jun, 2020			Jul - Sep, 2020			Oct - Dec, 2020			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>															
Bus Pass Sales	28,727	13,575	212%	489	6,788	7%	5,942	2,262	263%	20,071	13,575	148%	55,229	36,200	153%
Farebox Revenue	83,470	65,770	127%	-604	27,690	-2%	2,416	10,350	23%	13,804	64,190	22%	99,085	168,000	59%
Marketing & Advertising Revenue	1,108	-		203	-		-	-					1,311	-	
Requisitions - Operating	92,375	92,375	100%	48,069	48,069	100%	8,674	8,674	100%	187,509	95,828	196%	336,627	244,946	137%
<b>Total Income</b>	<b>205,680</b>	<b>171,720</b>	<b>120%</b>	<b>48,156</b>	<b>82,547</b>	<b>58%</b>	<b>17,032</b>	<b>21,286</b>	<b>80%</b>	<b>221,384</b>	<b>173,593</b>	<b>128%</b>	<b>492,252</b>	<b>449,146</b>	<b>110%</b>
<b>Expenses</b>															
Advertising & Marketing Expenses	1,375	4,661	30%	633	2,259	28%	211	534	39%	1,349	4,706	29%	3,568	12,160	29%
Contracted Services / Professional Fees	3,812	7,071	54%	2,166	3,419	63%	19	777	3%	1,599	7,147	22%	7,597	18,414	41%
Fuel Expense	25,946	31,213	83%	5,645	15,092	37%	1,206	3,430	35%	15,112	31,556	48%	47,909	81,291	59%
General Operating Expenses	1,091	1,435	76%	403	692	58%	305	157	194%	948	1,448	65%	2,747	3,732	74%
Infrastructure Maintenance	80	1,211	7%	-	585	0%	13	133	10%		1,223	0%	93	3,152	3%
Insurance Expense	696	1,530	45%	348	765	45%	100	255	39%	665	1,530	43%	1,810	4,080	44%
Software Fees & Licences	2,173	1,703	128%	1,699	851	200%	388	267	145%	2,495	1,709	146%	6,755	4,530	149%
Training, Travel & Meals	147	431	34%	29	208	14%	46	47	99%	110	436	25%	333	1,122	30%
Vehicle Expenses	33,804	32,941	103%	13,258	15,929	83%	1,989	3,619	55%	11,816	33,307	35%	60,867	85,796	71%
Wages & Benefits	82,979	89,524	93%	28,265	42,747	66%	11,133	12,067	92%	82,352	90,531	91%	204,729	234,869	87%
<b>Total Expenses</b>	<b>152,104</b>	<b>171,720</b>	<b>89%</b>	<b>52,446</b>	<b>82,547</b>	<b>64%</b>	<b>15,411</b>	<b>21,286</b>	<b>72%</b>	<b>116,446</b>	<b>173,593</b>	<b>67%</b>	<b>336,408</b>	<b>449,146</b>	<b>75%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>53,576</b>	<b>-</b>		<b>(4,290)</b>	<b>-</b>		<b>1,621</b>	<b>-</b>		<b>104,938</b>	<b>-</b>		<b>155,845</b>	<b>-</b>	
Amortization Expense	15,548	19,590	79%	5,183	9,796	53%		3,265	0%	14,253	19,590	73%	34,984	52,241	67%
<b>Net Revenue</b>	<b>38,028</b>	<b>(19,590)</b>		<b>(9,473)</b>	<b>(9,796)</b>		<b>1,621</b>	<b>(3,265)</b>		<b>90,685</b>	<b>(19,590)</b>		<b>120,861</b>	<b>(52,241)</b>	

Actual service hours 2020 - 3,244.50, down from budgeted service hours of 3,910.50 (Down 660)

- 1) Farebox Revenue and pass sales combined below budget - very strong Q1 which made up for reductions from COVID
- 2) Above budget - Includes ID#9 contribution via MOST funding of \$91,681
- 3) Below budget due to COVID cost savings and not doing printed material this summer
- 4) Below budget but based on contract services used - bus washing down due to reduced service hours, and contract contingency not used.
- 5) Below budget due to reduced scheduled and service hours
- 6) Budget overestimated insurance expense for Route 8 winter
- 6) Vehicle expenses were below budget based on actual expense incurred.
- 7) All Wages similar to budget, except driver wages which is approximately \$27K less due to reduced service hours
- 8) Amortization below budget - estimate was based on 2 MCI buses for winter, actual allocation consistent with prior year based on 1 MCI

Bow Valley Regional Transit Services Commission Route 8S - Lake Louise / Banff Regional Summer Scenic															
	Jan - Mar, 2020			Apr - Jun, 2020			Jul - Sep, 2020			Oct - Dec, 2020			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>															
Bus Pass Sales	-50	-		-	2,276	0%	-	5,644	0%				(50)	7,920	-1%
Farebox Revenue	-	-		-	22,250	0%	-	44,500	0%				-	66,750	0%
Other Income	-	-		-	-		83						83	-	
Recoveries - Operating (non-members)	9,574	6,264	153%	36,051	39,389	92%	12,449	52,661	24%	4,456	-		62,530	98,314	64%
Requisitions - Operating	3,060	3,060	100%	19,238	19,238	100%	25,722	25,722	100%	(48,020)	-		-	48,020	0%
<b>Total Income</b>	<b>12,585</b>	<b>9,324</b>	<b>135%</b>	<b>55,289</b>	<b>83,153</b>	<b>66%</b>	<b>38,253</b>	<b>128,527</b>	<b>30%</b>	<b>(43,564)</b>	<b>-</b>		<b>62,563</b>	<b>221,004</b>	<b>28%</b>
<b>Expenses</b>															
Advertising & Marketing Expenses	224	623	36%	238	1,786	13%	71	2,571	3%	-	-		534	4,980	11%
Contracted Services / Professional Fees	326	-		274	2,520	11%	393	4,395	9%	-	-		993	6,915	14%
Fuel Expense	-	-		-	5,902	0%	-	10,298	0%		-		-	16,200	0%
General Operating Expenses	-	-		113	1,116	10%	379	1,950	19%	13	-		505	3,066	16%
Infrastructure Maintenance	-	-		-	210	0%	-	368	0%		-		-	578	0%
Insurance Expense	-	-		1,566	2,022	77%	2,540	3,371	75%	-	-		4,106	5,393	76%
Software Fees & Licences	1,250	-		1,822	2,785	65%	3,147	4,658	68%	356	-		6,575	7,443	88%
Training, Travel & Meals	105	-		-	114	0%	6	198	3%	16	-		126	312	41%
Vehicle Expenses	3,871	-		5,074	14,543	35%	4,683	25,372	18%	5,240	-		18,867	39,915	47%
Wages & Benefits	5,928	8,701	68%	6,035	33,405	18%	(3,967)	44,096	-9%	199	-		8,195	86,202	10%
<b>Total Expenses</b>	<b>11,704</b>	<b>9,324</b>	<b>126%</b>	<b>15,122</b>	<b>64,403</b>	<b>23%</b>	<b>7,252</b>	<b>97,277</b>	<b>7%</b>	<b>5,824</b>	<b>-</b>		<b>39,902</b>	<b>171,004</b>	<b>23%</b>
<b>Net Operating Income</b>	<b>881</b>	<b>-</b>		<b>40,167</b>	<b>18,750</b>		<b>31,001</b>	<b>31,250</b>		<b>(49,388)</b>	<b>-</b>		<b>22,661</b>	<b>50,000</b>	
Amortization Expense	-	-		29,418	18,750	157%	43,287	31,250	139%	-	-		72,705	50,000	145%
<b>Net Revenue</b>	<b>881</b>	<b>-</b>		<b>10,749</b>	<b>-</b>		<b>(12,286)</b>	<b>-</b>		<b>(49,388)</b>	<b>-</b>		<b>(50,044)</b>	<b>-</b>	

Route did not run in 2020

- 1) No fare revenue due to route not running
- 2) Recoveries (non-members) below budget due to COVID and parks portion of net expenses below budget
- 3) Member recoveries below budget - ID#9 contribution of 40% of net expenses and budgeted reserve transfer was fully contributed through deferred capital
- 4) Below budget due to COVID cost savings and not doing printed material this summer
- 5) Below budget but based on contract services used - fixed allocation for accounting, IT etc, bus washing down due to route not running
- 6) Below budget due to route not operating
- 7) Fixed expenses allocated to route
- 8) Vehicle Expenses are below budget based on actual costs incurred - monthly costs for inspections etc even when route not running
- 9) Expenses incurred for summer routes - training etc. Expectation that route would be running as planned (Q3 negative is a reallocation to correct wages based on service hours)
- 10) Surplus of \$22K is not a true surplus, as it represents a payment for the amortization costs of the bus utilized for Rt 8S. Parks Canada's contribution agreement does not allow Capital Requisitions so payments are instead made to cover amortization expense, with the total amount being transferred to a capital reserve for future vehicle replacement.

12,807 Transfer to Capital reserve for future replacement of Route 8X vehicles

9,854 Transfer to the BVRTSC/ID#9 operating reserve, surplus from ID#9 requisition related to Route 8S

22,661

Current year amortization higher than prior year - Parks contribution of 60% of net expenses plus budgeted reserve transfer only required a \$12,000 contribution from parks to amortization

- 11) Amortization below budget - estimate based on bus cost for useful life, rather than breaking down into components with different amortization time frames, actual amortization higher.

**Bow Valley Regional Transit Services Commission  
Route 8X - Lake Louise / Banff Regional Summer Express**

	Jan - Mar, 2019			Apr - Jun, 2020			Jul - Sep, 2020			Oct - Dec, 2020			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>															
Farebox Revenue	-1,197	-		7,228	25,126	29%	47,388	44,165	107%				53,420	69,291	77%
Interest Revenue	-	-		4,760	102,907	5%	43,727	182,400	24%				48,487	285,307	17%
Marketing & Advertising Revenue	100	-		100	-		-	-					200	-	
Recoveries - Operating (non-members)	40,672	29,349	139%	107,472	109,422	98%	82,891	143,634	58%	9,936	-		240,971	282,405	85%
Requisitions - Operating	14,334	14,334	100%	53,446	53,446	100%	70,155	70,155	100%	(35,034)	-		102,901	137,935	75%
<b>Total Income</b>	<b>53,909</b>	<b>43,683</b>	<b>123%</b>	<b>173,006</b>	<b>290,901</b>	<b>59%</b>	<b>244,161</b>	<b>440,354</b>	<b>55%</b>	<b>(25,098)</b>	<b>-</b>		<b>445,979</b>	<b>774,938</b>	<b>58%</b>
<b>Expenses</b>															
Advertising & Marketing Expenses	741	6,666	11%	2,114	8,363	25%	879	8,775	10%	13	-		3,747	23,804	16%
Contracted Services / Professional Fees	1,194	0		3,909	7,733	51%	1,638	13,489	12%	-	-		6,741	21,222	32%
Fuel Expense	-	-		5,198	32,389	16%	21,518	56,511	38%	-	-		26,716	88,900	30%
General Operating Expenses	-	-		629	3,812	17%	2,501	6,653	38%	47	-		3,177	10,465	30%
Infrastructure Maintenance	-	-		110	718	15%	240	1,254	19%		-		350	1,972	18%
Insurance Expense	-	-		4,626	6,902	67%	7,503	11,504	65%	(2,784)	-		9,344	18,406	51%
Software Fees & Licences	5,000	-		3,935	8,481	46%	7,292	14,164	51%	310	-		16,537	22,645	73%
Training, Travel & Meals	207	-		-	391	0%	21	680	3%	59	-		286	1,071	27%
Vehicle Expenses	9,805	-		14,018	51,741	27%	25,361	90,271	28%	13,761	-		62,945	142,012	44%
Wages & Benefits	26,847	37,017	73%	31,034	122,795	25%	135,065	157,759	86%	2,782	-		195,727	317,571	62%
<b>Total Expenses</b>	<b>43,794</b>	<b>43,683</b>	<b>100%</b>	<b>65,573</b>	<b>243,325</b>	<b>27%</b>	<b>202,016</b>	<b>361,060</b>	<b>56%</b>	<b>14,187</b>	<b>-</b>		<b>325,570</b>	<b>648,068</b>	<b>50%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>10,116</b>	<b>-</b>		<b>107,433</b>	<b>47,576</b>		<b>42,145</b>	<b>79,294</b>		<b>(39,286)</b>	<b>-</b>		<b>120,408</b>	<b>126,870</b>	
Amortization Expense	-	-		84,996	47,576	179%	125,365	79,294	158%	-	-		210,361	126,870	166%
<b>Net Revenue</b>	<b>10,116</b>	<b>-</b>		<b>22,437</b>	<b>-</b>		<b>(83,220)</b>	<b>-</b>		<b>(39,286)</b>	<b>-</b>		<b>(89,953)</b>	<b>-</b>	

Actual service hours 2020 - 2,532.5, down from budgeted service hours of 4,611.75 (Down 2,079.25)

- 1) Pass sales and farebox revenue are down due to COVID reduced ridership and fare free period from March 20 - May 31
- 2) Recoveries (non-members) below budget due to COVID and parks portion of net expenses below budget
- 3) Member recoveries below budget - Includes ID#9 contribution via MOST funding of \$48,000, and ID#9 portion of net expenses was below budget
- 4) Below budget due to COVID cost savings and not doing printed material this summer
- 5) Below budget but based on contract services used - bus washing down due to reduced service hours, and contract contingency not used.
- 6) Below budget due to reduced scheduled and service hours
- 7) Budget overestimated insurance expense for Route 8 winter
- 8) Vehicle expenses were below budget based on actual expense incurred. Reduced maintenance cost due to reduced service hours.
- 9) All Wages lower than budget. Driver wages approximately \$111K less due to reduced service hours
- 10) Surplus of \$120K is not a true surplus, as it represents a payment for the amortization costs of the bus utilized for Rt 8X. Parks Canada's contribution agreement does not allow Capital Requisitions so payments are instead made to cover amortization expense, with the total amount being transferred to a capital reserve for future vehicle replacement. Total surplus is as follows:

37,056 Transfer to Capital reserve for future replacement of Route 8X vehicles  
102,900 Total transfer to the BVRTSC/ID#9 operating reserve, surplus from ID#9 requisition for Route 8X, Route 8S & Route 9  
(9,854) Transfer to the BVRTSC/ID#9 operating reserve, surplus from ID#9 requisition related to Route 8S  
(9,694) Transfer to the BVRTSC/ID#9 operating reserve, surplus from ID#9 requisition related to Route 9  
**120,407**

Current year amortization higher than prior year - Parks contribution of 60% of net expenses plus budgeted reserve transfer only required a \$37,000 contribution from parks to amortization

- 11) Amortization higher than budget - estimate was based on 2 MCI buses for full year and 2 MCI for summer only, actual allocation consistent with prior year based on 3 MCI for full year, and 1 MCI summer only.

Also, estimate based on bus cost for useful life, rather than breaking down into components with different amortization time frames, actual amortization higher.



## Bow Valley Regional Transit Services Commission Route 9 - Johnson Canyon

	Jan - Mar, 2020			Apr - Jun, 2020			Jul - Sep, 2020			Oct - Dec, 2020			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>															
Bus Pass Sales	-4	-		-	2,674	0%	-	6,293	0%				(4)	8,967	0%
Farebox Revenue	-25	-		-	33,965	0%	-	67,875	0%				(25)	101,840	0%
Other Income	488	-		-	-		83	-					570	-	
Recoveries - Operating (non-members)	9,020	6,139	147%	34,285	28,961	118%	16,000	32,761	49%	3,424	-		62,730	67,861	92%
Requisitions - Operating	2,997	2,998	100%	14,145	14,145	100%	16,002	16,002	100%	(33,144)			-	33,145	0%
<b>Total Income</b>	<b>12,475</b>	<b>9,137</b>	<b>137%</b>	<b>48,430</b>	<b>79,745</b>	<b>61%</b>	<b>32,085</b>	<b>122,931</b>	<b>26%</b>	<b>(29,720)</b>	<b>-</b>		<b>63,270</b>	<b>211,813</b>	<b>30%</b>
<b>Expenses</b>															
Advertising & Marketing Expenses	323	582	56%	237	1,669	14%	70	2,404	3%	-	-		630	4,655	14%
Contracted Services / Professional Fees	317	-		254	2,493	10%	372	4,347	9%	-	-		943	6,840	14%
Fuel Expense	-	-		-	4,955	0%	-	8,645	0%				-	13,600	0%
General Operating Expenses	-	-		110	1,043	11%	369	1,823	20%	13	-		492	2,866	17%
Infrastructure Maintenance	-	-		-	196	0%	-	344	0%				-	540	0%
Insurance Expense	-	-		1,566	1,890	83%	2,540	3,151	81%	-	-		4,106	5,041	81%
Software Fees & Licences	1,250	-		1,820	2,785	65%	3,141	4,658	67%	126	-		6,337	7,443	85%
Training, Travel & Meals	102	-		-	107	0%	6	186	3%	16	-		123	293	42%
Vehicle Expenses	3,871	-		4,831	13,569	36%	4,678	23,679	20%	6,411	-		19,791	37,248	53%
Wages & Benefits	5,857	8,554	68%	4,475	32,288	14%	(2,418)	42,445	-6%	433	-		8,347	83,287	10%
<b>Total Expenses</b>	<b>11,719</b>	<b>9,136</b>	<b>128%</b>	<b>13,294</b>	<b>60,995</b>	<b>22%</b>	<b>8,758</b>	<b>91,682</b>	<b>10%</b>	<b>6,998</b>	<b>-</b>		<b>40,769</b>	<b>161,813</b>	<b>25%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>756</b>	<b>1</b>		<b>35,136</b>	<b>18,750</b>		<b>23,327</b>	<b>31,249</b>		<b>(36,718)</b>	<b>-</b>		<b>22,501</b>	<b>50,000</b>	
Amortization Expense	-	-		29,418	18,750	157%	43,287	31,250	139%	-	-		72,705	50,000	145%
<b>Net Revenue</b>	<b>756</b>	<b>1</b>		<b>5,719</b>	<b>-</b>		<b>(19,960)</b>	<b>(1)</b>		<b>(36,718)</b>	<b>-</b>		<b>(50,204)</b>	<b>-</b>	

Route did not run in 2020

- 1) No fare revenue due to route not running
- 2) Recoveries (non-members) below budget due to COVID and parks portion of net expenses below budget
- 3) Member recoveries below budget - ID#9 contribution of 40% of net expenses and budgeted reserve transfer was fully contributed through deferred capital
- 4) Below budget due to COVID cost savings and not doing printed material this summer
- 5) Below budget but based on contract services used - fixed allocation for accounting, IT etc, bus washing down due to route not running
- 6) Below budget due to route not operating
- 7) Fixed expenses allocated to route
- 8) Vehicle Expenses are below budget based on actual costs incurred - monthly costs for inspections etc even when route not running
- 9) Expenses incurred for summer routes - training etc. Expectation that route would be running as planned (Q3 negative is a reallocation to correct wages based on service hours)
- 10) Surplus of \$22K is not a true surplus, as it represents a payment for the amortization costs of the bus utilized for Rt 8S. Parks Canada's contribution agreement does not allow Capital Requisitions so payments are instead made to cover amortization expense, with the total amount being transferred to a capital reserve for future vehicle replacement.

12,807 Transfer to Capital reserve for future replacement of Route 8X vehicles

9,694 Transfer to the BVRTSC/ID#9 operating reserve, surplus from ID#9 requisition related to Route 8S

22,501

Current year amortization higher than prior year - Parks contribution of 60% of net expenses plus budgeted reserve transfer only required a \$12,000 contribution from parks to amortization

- 11) Amortization below budget - estimate based on bus cost for useful life, rather than breaking down into components with different amortization time frames, actual amortization higher.

<b>Bow Valley Regional Transit Services Commission</b>			
<b>Route 10 - Moraine Lake</b>			
<b>January - December, 2020</b>			
	<b>Total</b>		
	<b>Actual</b>	<b>Budget</b>	<b>% of Budget</b>
<b>Income</b>			
Bus Pass Sales	6,446	-	
Farebox Revenue	14,181	-	
Recoveries - Operating (non-members)	40,570	-	
<b>Total Income</b>	<b>61,197</b>	<b>-</b>	
<b>Expenses</b>			
Advertising & Marketing Expenses	1,298	-	
Contracted Services / Professional Fees	64	-	
Fuel Expense	6,942	-	
General Operating Expenses	239	-	
Infrastructure Maintenance	447	-	
Insurance Expense	772	-	
Software Fees & Licences	1,305	-	
Vehicle Expenses	7,068	-	
Wages & Benefits	34,315	-	
<b>Total Expenses</b>	<b>52,451</b>	<b>-</b>	
<b>Surplus / Deficiency Prior to Amortization</b>	<b>8,745</b>	<b>-</b>	
Amortization Expense	8,745	-	
<b>Net Revenue</b>	<b>0</b>	<b>-</b>	

1

*Route was not included in 2020 budget.*

1) Full recovery of net expenses from Parks Canada

Bow Valley Regional Transit Services Commission Moraine Lake Park'n'ride			
January - December, 2020			
	Total		
	Actual	Budget	% of Budget
<b>Income</b>			
Bus Pass Sales	-	-	
Farebox Revenue	-	-	
Recoveries - Operating (non-members)	48,154	-	
<b>Total Income</b>	48,154	-	
<b>Expenses</b>			
Advertising & Marketing Expenses	225	-	
Contracted Services / Professional Fees	-	-	
Fuel Expense	4,703	-	
Insurance Expense	779	-	
Software Fees & Licences	1,332	-	
Vehicle Expenses	5,004	-	
Wages & Benefits	27,282	-	
<b>Total Expenses</b>	39,326	-	
<b>Surplus / Deficiency Prior to Amortization</b>	8,828	-	
Amortization Expense	8,828	-	
<b>Net Revenue</b>	-	-	

1  
1  
2

*Shuttle was not included in 2020 budget.*

- 1) Revenues directly to Parks Canada
- 2) Full recovery of net expenses from Parks Canada

**Bow Valley Regional Transit Services Commission**  
**2020 Quarterly KPIs with 2019 Actuals**

All Routes	January - December 2020			
	2020	2020	COMP	2019
	ACTUAL	BUDGET	%	ACTUAL
Revenue per Service Hour	\$ 26.88	\$ 50.05	-46.3%	\$ 56.93
Gross Cost per Service Hour	\$ 137.12	\$ 125.81	9.0%	\$ 113.46
Direct Operating Cost per Service Hour	\$ 99.96	\$ 102.19	-2.2%	\$ 91.52
Overhead per Service Hour	\$ 10.38	\$ 7.65	35.6%	\$ 6.87
Lease/Amortization per Service Hour	\$ 26.78	\$ 15.97	67.7%	\$ 15.07
Net Cost per Service Hour (CUTA)	\$ 83.46	\$ 59.79	39.6%	\$ 41.46
% Cost Recovery (CUTA)	30%	46%		58%
Gross cost per KM	\$ 4.73			\$ 3.75
Route KM	1,085,373			1,488,736
Ridership	549,189	1,566,153	-64.9%	1,524,582
Service Hours	37,402	55,933	-33.1%	49,178
Ridership per Service Hour	15	28	-47.6%	31

\* NEW calculation starting 2021. 2020/2019 data so that there is comparative numbers in 2021

Cost recovery % excludes route 5

**Bow Valley Regional Transit Services Commission**  
**2020 Quarterly KPIs with 2019 Actuals**

<b>Route 1 - Banff Local Sulphur Mtn</b>	<b>January - December 2020</b>			
	2020	2020	COMP	2019
	ACTUAL	BUDGET	%	ACTUAL
Revenue per Service Hour	\$ 34.62	\$ 57.95	-40.3%	\$ 67.86
Gross Cost per Service Hour	\$ 124.45	\$ 113.90	9.3%	\$ 105.49
Direct Operating Cost per Service Hour	\$ 93.19	\$ 91.33	2.0%	\$ 86.74
Overhead per Service Hour	\$ 10.54	\$ 7.65	37.7%	\$ 6.87
Lease/Amortization per Service Hour	\$ 20.72	\$ 14.91	38.9%	\$ 11.88
Net Cost per Service Hour (CUTA)	\$ 69.11	\$ 41.03	68.4%	\$ 25.75
% Cost Recovery (CUTA)	33%	59%		72%
Gross cost per KM	\$ 7.56			\$ 6.52
Route KM	107,452			153,340
Ridership	156,732	568,572	-72.4%	539,609
Service Hours	6,532	11,180	-41.6%	9,487
Ridership per Service Hour	24	51	-52.8%	57

**Bow Valley Regional Transit Services Commission**  
**2020 Quarterly KPIs with 2019 Actuals**

<b>Route 2 - Banff Local Tunnel Mtn</b>	<b>January - December 2020</b>			
	2020	2020	COMP	2019
	ACTUAL	BUDGET	%	ACTUAL
Revenue per Service Hour	\$ 18.75	\$ 44.95	-58.3%	\$ 48.83
Gross Cost per Service Hour	\$ 122.40	\$ 117.30	4.4%	\$ 108.27
Direct Operating Cost per Service Hour	\$ 93.17	\$ 93.39	-0.2%	\$ 88.65
Overhead per Service Hour	\$ 10.54	\$ 7.65	37.7%	\$ 6.87
Lease/Amortization per Service Hour	\$ 18.69	\$ 16.25	15.0%	\$ 12.76
Net Cost per Service Hour (CUTA)	\$ 84.96	\$ 56.10	51.4%	\$ 46.69
% Cost Recovery (CUTA)	18%	44%		51%
Gross cost per KM	\$ 7.96			\$ 7.88
Route KM	111,793			108,678
Ridership	145,250	453,768	-68.0%	422,326
Service Hours	7,271	9,599	-24.3%	7,911
Ridership per Service Hour	20	47	-57.7%	53

**Bow Valley Regional Transit Services Commission**  
**2020 Quarterly KPIs with 2019 Actuals**

<b>Route 3 - Canmore / Banff Regional</b>	<b>January - December 2020</b>			
	2020	2020	COMP	2019
	ACTUAL	BUDGET	%	ACTUAL
Revenue per Service Hour	\$ 47.53	\$ 81.64	-41.8%	\$ 99.11
Gross Cost per Service Hour	\$ 122.82	\$ 128.24	-4.2%	\$ 112.79
Direct Operating Cost per Service Hour	\$ 97.15	\$ 110.86	-12.4%	\$ 91.29
Overhead per Service Hour	\$ 10.54	\$ 7.65	37.7%	\$ 6.87
Lease/Amortization per Service Hour	\$ 15.14	\$ 9.72	55.8%	\$ 14.63
Net Cost per Service Hour (CUTA)	\$ 60.15	\$ 36.88	63.1%	\$ (0.95)
% Cost Recovery (CUTA)	44%	69%		101%
Gross cost per KM	\$ 2.58			\$ 2.31
Route KM	361,429			400,470
Ridership	101,483	193,966	-47.7%	198,004
Service Hours	7,593	9,750	-22.1%	8,207
Ridership per Service Hour	13	20	-32.8%	24

**Bow Valley Regional Transit Services Commission**  
**2020 Quarterly KPIs with 2019 Actuals**

<b>Route 4 - Cave &amp; Basin</b>	<b>January - December 2020</b>			
	2020	2020	COMP	2019
	ACTUAL	BUDGET	%	ACTUAL
Revenue per Service Hour	\$ 1.50	\$ 11.75	-87.2%	\$ 14.01
Gross Cost per Service Hour	\$ 163.65	\$ 121.26	35.0%	\$ 123.44
Direct Operating Cost per Service Hour	\$ 120.82	\$ 99.51	21.4%	\$ 98.53
Overhead per Service Hour	\$ 10.54	\$ 7.65	37.7%	\$ 6.87
Lease/Amortization per Service Hour	\$ 32.29	\$ 14.10	129.1%	\$ 18.05
Net Cost per Service Hour (CUTA)	\$ 129.86	\$ 95.42	36.1%	\$ 91.38
% Cost Recovery (CUTA)	1%	11%		13%
Gross cost per KM	\$ 10.25			\$ 9.36
Route KM	10,854			13,399
Ridership	1,953	20,306	-90.4%	21,959
Service Hours	680	1,083	-37.2%	1,017
Ridership per Service Hour	3	19	-84.7%	22



**Bow Valley Regional Transit Services Commission**  
**2020 Quarterly KPIs with 2019 Actuals**

<b>Route 5 - Canmore Local</b>	<b>January - December 2020</b>			
	<b>2020</b>	<b>2020</b>	<b>COMP</b>	<b>2019</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>%</b>	<b>ACTUAL</b>
Revenue per Service Hour	\$ (0.14)	\$ 14.02	-101.0%	\$ 5.64
Gross Cost per Service Hour	\$ 110.03	\$ 116.39	-5.5%	\$ 112.49
Direct Operating Cost per Service Hour	\$ 84.83	\$ 94.30	-10.1%	\$ 90.71
Overhead per Service Hour	\$ 10.54	\$ 7.65	37.7%	\$ 6.87
Lease/Amortization per Service Hour	\$ 14.67	\$ 14.43	1.6%	\$ 14.91
Net Cost per Service Hour (CUTA)	\$ 95.50	\$ 87.94	8.6%	\$ 91.94
% Cost Recovery (CUTA)	0%	14%		6%
Gross cost per KM	\$ 5.09			\$ 4.50
Route KM	170,404			190,558
Ridership	86,737	137,031	-36.7%	143,755
Service Hours	7,884	7,787	1.2%	7,630
Ridership per Service Hour	11	18	-37.5%	19

**Bow Valley Regional Transit Services Commission**  
**2020 Quarterly KPIs with 2019 Actuals**

<b>Route 7 - Banff Centre</b>	<b>January - December 2020</b>			
	2020	2020	COMP	2019
	ACTUAL	BUDGET	%	ACTUAL
Revenue per Service Hour	\$ 5.46	\$ 4.74	15.2%	\$ 4.37
Gross Cost per Service Hour	\$ 158.50	\$ 101.48	56.2%	\$ 91.96
Direct Operating Cost per Service Hour	\$ 117.82	\$ 87.60	34.5%	\$ 78.71
Overhead per Service Hour	\$ 10.54	\$ 7.65	37.7%	\$ 6.87
Lease/Amortization per Service Hour	\$ 30.14	\$ 6.23	383.9%	\$ 6.39
Net Cost per Service Hour (CUTA)	\$ 122.90	\$ 90.51	35.8%	\$ 81.20
% Cost Recovery (CUTA)	4%	5%		0%
Gross cost per KM	\$ 13.63			\$ 8.60
Route KM	6,512			28,286
Ridership	3,324	16,676	-80.1%	16,620
Service Hours	560	2,562	-78.1%	2,646
Ridership per Service Hour	6	7	-8.8%	6

**Bow Valley Regional Transit Services Commission**  
**2020 Quarterly KPIs with 2019 Actuals**

<b>Route 8 - Lake Louise / Banff Regional Winter</b>	<b>January - December 2020</b>			
	2020	2020	COMP	2019
	ACTUAL	BUDGET	%	ACTUAL
Revenue per Service Hour	\$ 47.97	\$ 52.22	-8.1%	\$ 87.70
Gross Cost per Service Hour	\$ 125.67	\$ 136.30	-7.8%	\$ 124.93
Direct Operating Cost per Service Hour	\$ 103.69	\$ 114.86	-9.7%	\$ 106.33
Overhead per Service Hour	\$ 10.54	\$ 7.65	37.7%	\$ 6.87
Lease/Amortization per Service Hour	\$ 11.45	\$ 13.79	-17.0%	\$ 11.74
Net Cost per Service Hour (CUTA)	\$ 66.26	\$ 70.29	-5.7%	\$ 25.49
% Cost Recovery (CUTA)	42%	43%		0%
Gross cost per KM	\$ 2.65			\$ 2.47
Route KM	154,123			142,919
Ridership	24,024	26,644	-9.8%	33,732
Service Hours	3,245	3,911	-17.0%	2,832
Ridership per Service Hour	7	7	8.7%	12

**Bow Valley Regional Transit Services Commission**  
**2020 Quarterly KPIs with 2019 Actuals**

Route 8X - Lake Louise / Banff Regional Express - Summer	January - December 2020			
	2020	2020	COMP	2019
	ACTUAL	BUDGET	%	ACTUAL
Revenue per Service Hour	\$ 40.32	\$ 76.89	-47.6%	\$ 104.94
Gross Cost per Service Hour	\$ 222.83	\$ 176.12	26.5%	\$ 129.18
Direct Operating Cost per Service Hour	\$ 128.56	\$ 140.53	-8.5%	\$ 100.12
Overhead per Service Hour	\$ 10.54	\$ 7.65	37.7%	\$ 6.87
Lease/Amortization per Service Hour	\$ 83.73	\$ 27.94	199.7%	\$ 22.20
Net Cost per Service Hour (CUTA)	\$ 98.78	\$ 71.29	38.6%	\$ 2.05
% Cost Recovery (CUTA)	29%	52%		0%
Gross cost per KM	\$ 4.81			\$ 2.16
Route KM	117,220			275,416
Ridership	17,295	76,930	-77.5%	81,717
Service Hours	2,533	4,612	-45.1%	4,612
Ridership per Service Hour	7	17	-59.1%	18

**Bow Valley Regional Transit Services Commission**  
**2020 Quarterly KPIs with 2019 Actuals**

<b>Route 10 - Moraine Lake</b>	<b>January - December 2020</b>			
	<b>2020</b>	<b>2020</b>	<b>COMP</b>	<b>2019</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>%</b>	<b>ACTUAL</b>
Revenue per Service Hour	\$ 37.93	\$ -	0.0%	\$ 49.21
Gross Cost per Service Hour	\$ 123.75	\$ -	0.0%	\$ 119.33
Direct Operating Cost per Service Hour	\$ 96.46	\$ -	0.0%	\$ 112.07
Overhead per Service Hour	\$ 10.54	\$ -	0.0%	\$ 6.87
Lease/Amortization per Service Hour	\$ 16.75	\$ -	0.0%	\$ 0.39
Net Cost per Service Hour (CUTA)	\$ 69.07	\$ -	0.0%	\$ 69.73
% Cost Recovery (CUTA)	35%	0%	0.0%	41%
Gross cost per KM	\$ 2.30			\$ 2.53
Route KM	29,305			22,331
Ridership	3,419	0	0.0%	4,452
Service Hours	544	0	0.0%	473
Ridership per Service Hour	6	0	0.0%	9

**New KPI added to 2021 budget**

Route	Budget KM	Budget 2021		Actual 2020		Actual 2019	
		Gross cost per		Gross cost per		Gross cost	
		KM		KM		per KM	
Rt 1	150,875	\$	7.44	\$	7.56	\$	6.52
Rt 2	189,485	\$	5.36	\$	7.96	\$	7.88
Rt 3	399,122	\$	2.74	\$	2.58	\$	2.31
Rt 4	11,214	\$	13.48	\$	10.25	\$	9.36
Rt 5	209,410	\$	4.26	\$	5.09	\$	4.50
Rt 6	81,851	\$	5.01	\$	-	\$	3.35
Rt 7	-	\$	-	\$	13.63	\$	8.60
Rt 8	238,082	\$	1.99	\$	2.65	\$	2.47
Rt 8X	239,061	\$	3.06	\$	4.81	\$	2.16
Rt 8S	46,255	\$	5.05	\$	-	\$	4.39
Rt 9	42,316	\$	5.37	\$	-	\$	4.05
Rt 10	32,818	\$	2.40	\$	2.30	\$	2.53
<b>All routes</b>	<b>1,640,489</b>	<b>\$</b>	<b>3.95</b>	<b>\$</b>	<b>4.73</b>	<b>\$</b>	<b>3.75</b>