

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

via: Zoom Video Meeting

AGENDA

September 8th, 2021 2:00-3:30pm

1. Call to Order
2. Approval of the Agenda
3. Minutes
 - Approval of the August 11th, 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) Presentation of Proposed 2022-2024 Operating Budget (Request for Decision)
 - b) Presentation of Proposed 2022 – 2031 Capital Budget (Request for Decision)
6. Adjournment

Next Meeting – 111 Hawk Avenue or via Zoom – Wednesday October 13th at 2:00pm

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

via: Zoom Video Meeting

MINUTES

August 11th, 2021 2:00-4:00pm

BOARD MEMBERS PRESENT

Vi Sandford, Town of Canmore

Davina Bernard, ID#9

Brian Standish, Town of Banff – Chair

Joanna McCallum, Town of Canmore – Vice Chair

BOARD MEMBERS ABSENT

Dave Schebek, ID#9

Chip Olver, Town of Banff

BVRTSC ADMINISTRATION PRESENT

Martin Bean, Chief Administrative Officer

Steve Nelson, Operations Manager

Mel Booth, Financial Controller

ADMINISTRATION PRESENT

Danielle Morine, ID9

Patti Youngberg, Parks Canada

Andy Esarte, Town of Canmore

Adrian Field, Town of Banff

ADMINISTRATION ABSENT

Alex Kolesch, Parks Canada

Members of the Public

Greg Colgan, Reporter Rocky Mountain Outlook

1. Call to Order – Meeting delayed for approximately 1 hour to achieve quorum

Brian Standish calls the meeting to order at 3:06 PM

2. Approval of the Agenda

BVRTSC21-94 Brian Standish moves approval of the Agenda as amended.

CARRIED UNANIMOUSLY

3. Minutes

- Approval of the June 9th, 2021 Regular Meeting Minutes (attached)

BVRTSC21-95 Davina Bernard moves to accept 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) Presentation of Q2 Results (For Information Only)
- b) Presentation of draft 2022-2024 Operating Budget (Request for Decision)

BVRTSC21-96 Brian Standish moves to accept the draft 2022-2024 Operating Budget as presented.

CARRIED UNANIMOUSLY

- c) Presentation of draft 2022 – 2031 Capital Budget (Request for Decision)

BVRTSC21-97 Joanna McCallum moves to accept the draft 2022 – 2031 Capital Budget as presented.

CARRIED UNANIMOUSLY

- d) New Service Level Requests for consideration (Request for Decision)

- Human Resources Coordinator Role (Full Time)

BVRTSC21-98 Joanna McCallum moves to approve the New Service Level Request for a Human Resources Coordinator and direct administration to include this in the proposed operating budget to be presented at the September 9th Commission meeting.

CARRIED UNANIMOUSLY

- Dispatch Coordinator Role (Part Time)

BVRTSC21-99 Davina Bernard moves to approve the New Service Level Request for Dispatch Coordinator and direct administration to include this in the proposed operating budget to be presented at the September 9th Commission meeting.

CARRIED UNANIMOUSLY

e) Elevated HR Driver Compensation Review (Request for Decision)

BVRTSC21-100 Davina Bernard moves that the Commission direct administration to adopt the recommendation in the Elevated HR driver compensation review and increase vacation time for all staff to start at 3 weeks and progress to a maximum of 5 weeks, beginning in 2022.

CARRIED UNANIMOUSLY

BVRTSC21-101 Vi Sanford moves that the Commission direct administration to report back to the Board with a compensation policy for staff, considering recommendations contained within the compensation review, by February of 2022.

CARRIED UNANIMOUSLY

f) Report on return to in person Board meetings (Request for Decision)

BVRTSC21-102 Brian Standish moves that the Commission resume in-person Board meetings in October of 2021 to be held at the Roam Training and Operations Centre with Zoom or another online platform being available for those who are unable to attend in person.

CARRIED UNANIMOUSLY

g) Face Covering Policy P3 (Request for Decision)

The Commission will wait until Friday August 13th after the Town of Banff's Council meeting to reconvene before deciding.

h) In Camera Session (Human Resources)

BVRTSC21-103 Brian Standish moves the meeting In Camera at 5:05PM

CARRIED UNANIMOUSLY

Commission comes Out of Camera at 5:22 PM

6. Adjournment

Brian Standish adjourns the meeting at 5:25 PM.

Next Meeting – Via Zoom – Wednesday September 8th at 2:00pm

Bow Valley Regional Transit Services Commission



CAO UPDATE

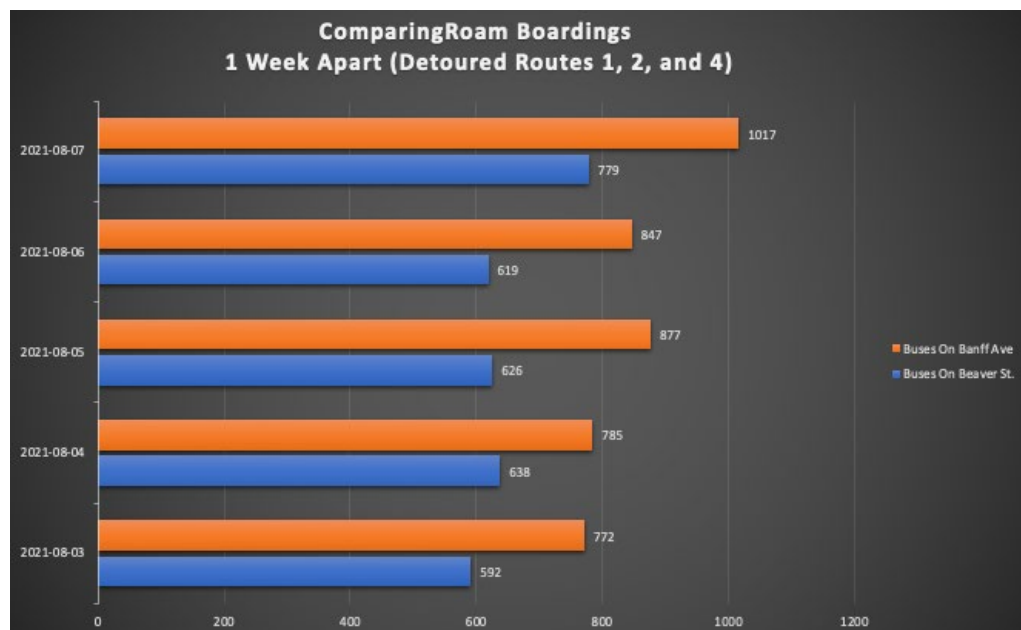
CAO Update – September 2021

Financial:

- 25% deposits have recently been paid on the two purchased Proterra buses due for delivery at the end of this year.
- Final payments will be paid on the transit simulator following a planned on-site final acceptance test in early October. The simulator is currently operating, with instructor training to be completed in October.

Transit Service Updates

- As reported in the previous Board meeting, an incident with a bus rendered the Wolf Street gate inoperable for a week in early August, forcing Roam to reroute to Beaver Street for this period. This meant that there were no buses traveling in the Banff Avenue pedestrian zone for a week. Although this was not optimal for transit service, it did give administration an opportunity to analyze a week of data to determine impact to ridership. The results are below, including passengers that walked to either end of Banff Avenue to access the first stops outside the pedestrian zone. The chart below shows a 32% drop in ridership during the week that service was not on Banff Avenue. For 2021, this is a drop of 1044 riders for a one-week period.



- Planning is under way for fall route changes that will be occurring on September 20th. Key changes that will be occurring on this day:
 - Route 1 (Gondola/Banff Ave) – drops from 3 buses to 1 bus
 - Route 2 (Tunnel/Fairmont) –
 - Route 3 (CB Regional) – no change to service
 - Route 4 (Cave and Basin) – service ends for the year
 - Route 5 (Canmore Local) – no change to service
 - Route 6 (Minnewanka) – service ends for the year
 - Route 8X (LL Regional) – service drops to 1 bus from 3
 - Route 8S (LL Scenic) – service ends for the year
 - Route 9 (Johnston Canyon) – service is extended until Thanksgiving weekend
 - Route 10 (Banff to Moraine) – service begins until Thanksgiving weekend
 - Parking lot shuttle – service ends for the season
 - OnIt – service ends for the season

General/Health and Safety

- Roam has submitted an application to CUTA for consideration for their Annual National Awards, with finalists announced during the annual conference occurring on October 4-6. Roam is being considered in the category of Environmental Sustainability for the construction of our Zero Emission Training and Operations Facility as well as electric bus purchases with the following criteria:

Environmental Sustainability

This revised award category recognizes businesses and transit systems whose activities or projects achieved a positive impact on current environmental issues and challenges facing the transit industry. The outcomes may include entirely new concepts, processes or the redevelopment of existing equipment that result in protection of scarce resources, cost saving or measurable environmental benefits.

- With the recent wildfire situation, we are ensuring we are in conversation with local agencies as future evacuation plans are updated and modified. Roam is a key part of the Bow Valley's evacuation plan, and a regular review is necessary to ensure that all information is up to date. Currently we have provided updated information to the Town of Banff, Bow Valley Regional Housing, Parks Canada, ID9 and the Town of Canmore.

- ViriCiti electric bus telematic software is in the process of being installed in the Proterra buses and will allow us to monitor electricity consumption as well as bus state of charge on a real time basis. This will also serve as the base data for an analysis to be completed over the fall and winter on electricity consumption vs. diesel consumption.
- Administration just received our Carrier Profile from Alberta Transportation, which is distributed every 6 months. The Carrier Profile shows that we are in good standing with a “satisfactory” rating and no concerns at this time.
- Roam is experiencing significant issues with driver shortages due to people leaving for various reasons, including medical, other employment and school. We are working through this with overtime and scheduling as efficiently as possible however we see this trend continuing in future years.
- With the extension of restrictions until at least September 27th, face coverings are still mandatory on all public transit within the province of Alberta.
- The BVRTSC has recently implemented a mandatory vaccination policy as a further method by which to assist in keeping all employees, passengers, and the general public as safe as possible. This policy will require that all current and future employees will have their two doses of an approved vaccine by the Thanksgiving weekend in October.

Bow Valley *Regional* Transit Services Commission



BRING FORWARD LIST

BRING FORWARD LIST OF ITEMS PENDING (as of September 2021)

ITEM	Date Initiated	Pending Date	Comments:
BVRTSC21-76 Chip Olver moves to request Administration to continue to research air purification systems and report back to the Commission at a future meeting.	March 17 th , 2021	Fall 2021	Will follow what larger transit agencies are doing with trials and report at a later date
BVRTSC21-101 Vi Sandford moves that the Commission direct administration to report back to the Board with a compensation policy for staff, considering recommendations contained within the compensation review, by February of 2022.	August 11, 2021	February 2022	

Bow Valley Regional Transit Services Commission Ridership Statistics



Month	Type	Banff Local	Canmore Local	Canmore - Banff Regional	Lake Louise - Banff Regional
August 2021	Bikes	382	312	1060	258
	Strollers	183	92	55	7
	Winter Sports	0	4	0	18

August 2021

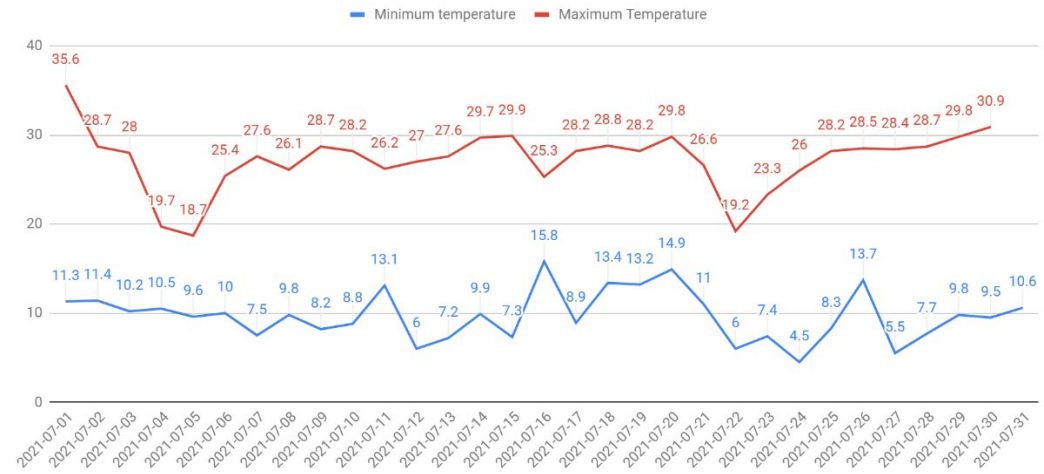
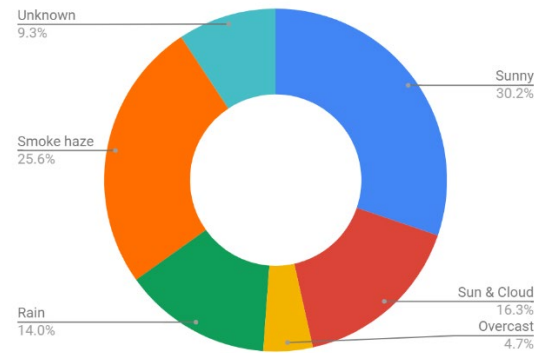
Route	Monthly Ridership Change 2020/2021	Comments
Route 1	+136%	August 2021 to August 2020 (Pandemic)
Route 2	+113%	August 2021 to August 2020 (Pandemic)
Route 3	+51%	August 2021 to August 2020 (Pandemic)
Route 4	+237%	August 2021 to August 2020 (Pandemic)
Route 5	+28%	August 2021 to August 2020 (Pandemic)
Route 8X	+110%	August 2021 to August 2020 (Pandemic)

Route 9 Reservations – August 2021

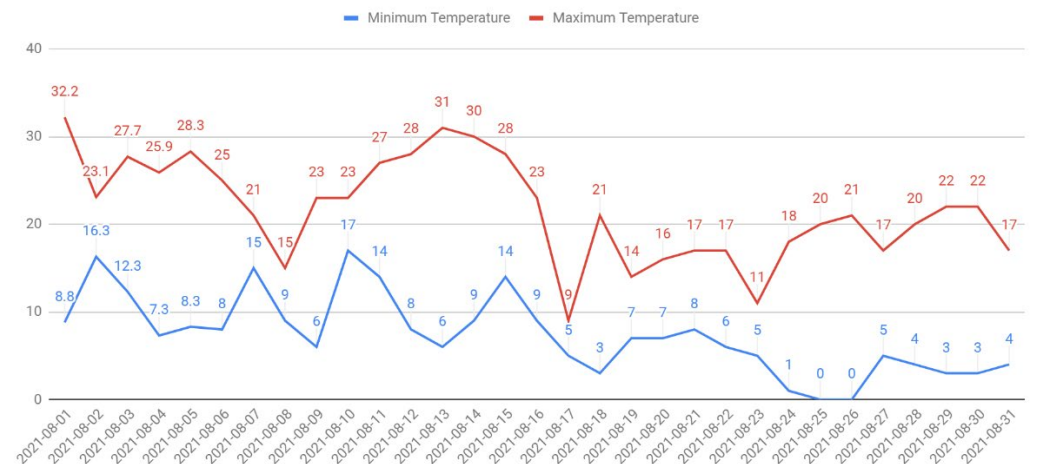
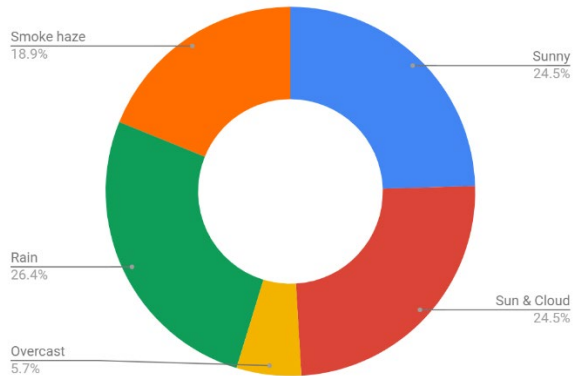
Pass Riders – 538	Reservations – 2936	Cash Fares – 381	Token Transit - 321	Total Ridership = 4176
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Weather for July and August 2021

Weather conditions July 2021



Weather conditions August 2021

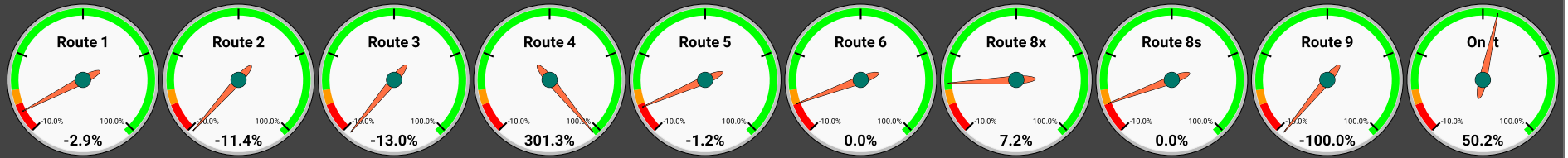


	Route 1 (Inns of Banff/ Gondola)					Route 2 (Tunnel Mtn / Banff Springs Hotel)					Route 3 (Canmore-Banff Regional)					Banff Local Combined Totals (Routes 1, 2, 4, and 6)					Train Station Park & Ride			
Month	2019	2020	2020 YTD	2021	% Change	2019	2020	2020 YTD	2021	% Change	2019	2020	2020 YTD	2021	% Change	2019	2020	2020 YTD	2021	% Change	2020	2020 YTD	2021	% Change
January	28,912	29,158	29,158	4,761	-83.7%	27,358	30,240	30,240	4,703	-84.4%	15,486	17,784	17,784	5,499	-69.1%	56,270	59,398	59,398	9,464	-84.07%	0			
February	29,757	29,827	29,827	6,370	-78.6%	26,543	29,325	29,325	5,903	-79.9%	12,849	14,547	14,547	5,781	-60.3%	56,300	59,152	59,152	12,273	-79.25%				
March	34,329	19,875	19,875	8,668	-56.4%	27,413	18,828	18,828	7,734	-58.9%	15,057	11,410	11,410	7,951	-30.3%	61,742	38,703	38,703	16,402	-57.62%				
April	27,420	2,557	2,875	6,709	133.4%	22,763	2,791	3,088	4,918	59.3%	14,618	4,106	4,577	5,507	20.3%	50,183	5,348	5,963	11,627	94.99%				
May	48,522	2,856	2,856	5,901	106.6%	32,526	3,386	3,386	5,008	47.9%	16,925	6,279	6,279	6,849	9.1%	82,195	6,242	6,242	10,963	75.63%				
June	66,195	7,508	7,582	13,551	78.7%	47,222	4,137	4,224	11,196	165.1%	18,924	5,552	5,749	9,321	62.1%	117,419	11,706	11,930	25,282	111.92%	0	0	78	0.0%
July	80,651	13,296	13,296	31,329	135.6%	61,895	13,112	13,110	31,165	137.7%	20,422	6,973	6,973	12,327	76.8%	149,250	26,958	26,952	65,244	142.07%	0	0	622	0.0%
August	81,196	18,048	18,048	42,668	136.4%	63,073	16,072	16,072	34,206	112.8%	20,105	8,331	8,331	12,610	51.4%	151,601	35,139	35,139	80,312	128.56%	0	0	1466	0.0%
September	59,934	11,454		0	0.0%	45,951	9,327		0	0.0%	16,379	7,334		0	0.0%	109,031	21,106	0	0	0.00%	0	0	0	0.0%
October	28,982	9,268		0	0.0%	21,044	6,834		0	0.0%	15,563	7,535		0	0.0%	50,026	16,102	0	0	0.00%				
November	24,776	7,594		0	0.0%	20,300	6,189		0	0.0%	15,682	6,388		0	0.0%	45,076	13,783	0	0	0.00%				
December	28,935	5,293		0	0.0%	26,238	5,011		0	0.0%	15,994	5,246		0	0.0%	55,173	10,304	0	0	0.00%				
YTD	539,609	156,734	123,517	119,957	-2.9%	422,326	145,252	118,273	104,833	-11.4%	198,004	101,485	75,650	65,845	-13.0%	984,266	303,941	243,479	231,567	-4.9%	0	0	2,166	0.0%

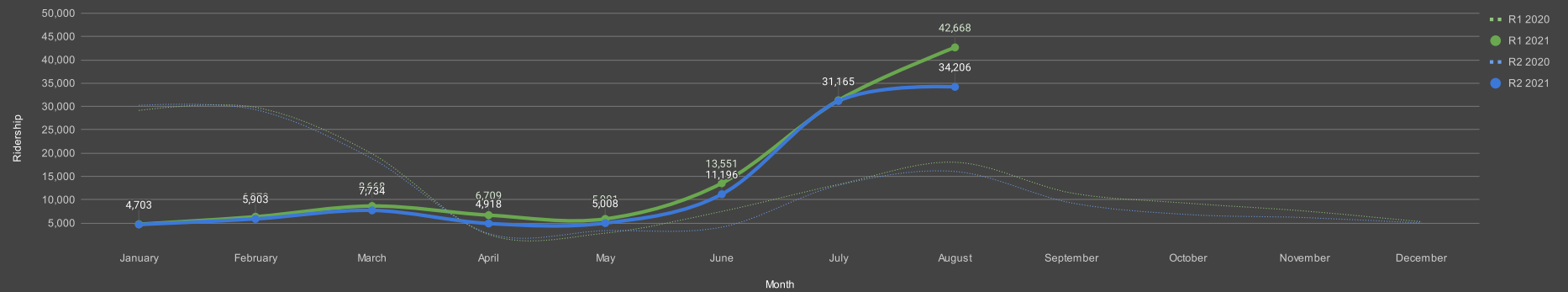
	Route 5 Canmore					Route 4 Cave and Basin					Route 8X (Express Lake Louise - Banff Regional)					Roam TOTAL Ridership (Not incl. Onlt or Parking Shuttles)					On-It (Calgary Regional)				
Month	2019	2020	2020 YTD	2021	% Change	2019	2020	2020 YTD	2021	% Change	2019	2020	2020 YTD	2021	% Change	2019	2020	2020 YTD	2021	% Change	2019	2020	2020 YTD	2021	% Change
January	10,225	14,620	14,620	6,204	-57.6%						4,053	7,617	7,617	1,116	-85.35%	86,034	99,419	99,419	22,283	-77.6%					
February	8,913	14,327	14,327	6,597	-54.0%						2,920	5,913	5,913	1,018	-82.78%	80,982	93,939	93,939	25,669	-72.7%					
March	9,759	9,323	9,323	8,650	-7.2%						3,310	4,187	4,187	1,438	-65.66%	89,868	63,623	63,623	34,441	-45.9%					
April	9,144	2,506	2,800	7,360	162.9%						2,926	1,088	1,187	1,146	-3.45%	76,871	13,048	14,527	25,640	76.5%					
May	10,769	3,322	3,322	6,760	103.5%						5,634	1,585	1,585	1,516	-4.35%	120,779	17,428	18,378	26,647	45.0%					
June	12,852	3,618	3,731	8,250	121.1%	4,002	61	124	535	331.5%	15,224	1,446	1,476	3448	133.60%	180,155	22,566	28,160	49,953	77.4%	1,271	244	244	792	0.0%
July	14,183	5,724	5,726	7,488	30.8%	6,704	550	546	2,750	403.7%	24,544	4,150	4,150	10618	155.86%	232,511	45,370	49,290	103,869	110.7%	3,846	1565	1,530	1,826	224.6%
August	13,675	6,447	6,447	8,250	28.0%	7,332	1,019	1,019	3,438	237.4%	24,743	7,462	7,462	15692	110.29%	237,528	59,513	63,205	128,510	103.3%	4,847	2134	2,134	3,251	19.3%
September	12,348	6,119		0	0.0%	3,146	325			0.0%	15,154	3,960		0	0.00%	165,538	39,500	0	-2	0.0%	6,282	2134	2,134	3,251	52.3%
October	14,180	7,837		0	0.0%						5,581	1,747		0	0.00%	86,306	33,221	0	0	0.0%	4,017	981	0	0	0.0%
November	13,841	7,305		0	0.0%						4,715	1,155		0	0.00%	79,314	28,631	0	0	0.0%					
December	13,526	5,592		0	0.0%						6,645	1,010		0	0.00%	91,338	22,152	0	0	0.0%					
YTD	143,415	86,740	60,296	59,559	-1.2%	22,331	1,953	1,689	6,777	301.3%	115,449	41,320	33,577	35,992	7.19%	1,527,224	538,410	430,540	417,011	-3.14%	20,263	4,924	3,908	5,869	50.2%

	Route 6 (Minnewanka)					Route 8S (Scenic Lake Louise - Banff Regional)				Route 9 (Johnston Canyon)				Route 10 (Moraine Lake)			
Month	2019	2020	2020 YTD	2021	% Change	2019	2020 YTD	2021	% Change	2019	2020 YTD	2021	% Change	2020	2020 YTD	2021	% Change
January																	0
February																	
March																	
April																	
May	3985	0	0	559	0.0%			97				853					
June	9966	0	0	2,857	0.0%	795	0	862	8.4%	1,129	0	4412	290.79%				
July	11801	0	0	6,367	0.0%	3,521	0	1,313	-62.7%	3,943	0	4176	5.91%				
August	12802	0	0	8,396	0.0%	4,058	0	2,000	-50.7%	4,262	0	3826	-10.23%				
September	4184	0	0	0	0.0%	303	0	0	-100.0%	1,659	0		-100.00%	2,463			0.0%
October														956			0.0%
November																	
December																	
YTD	42,738		0	18,179	0.0%	8,677	0	4,272	0.0%	10,993	0	13,267	-100.00%	3,419		0	0.0%

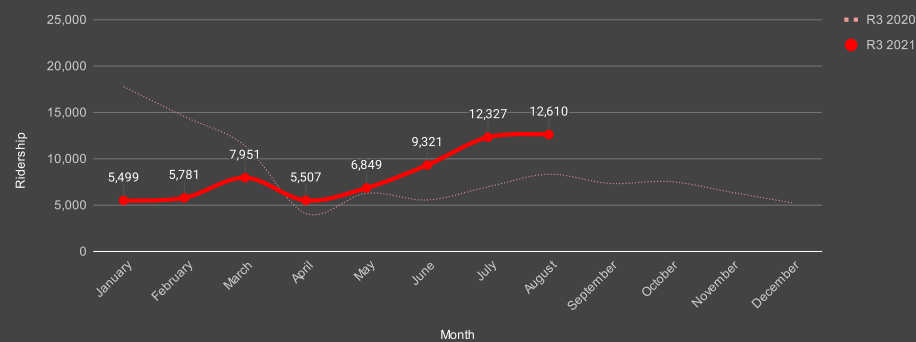
Year to Date % Ridership Change - Comparing 2020 to 2021



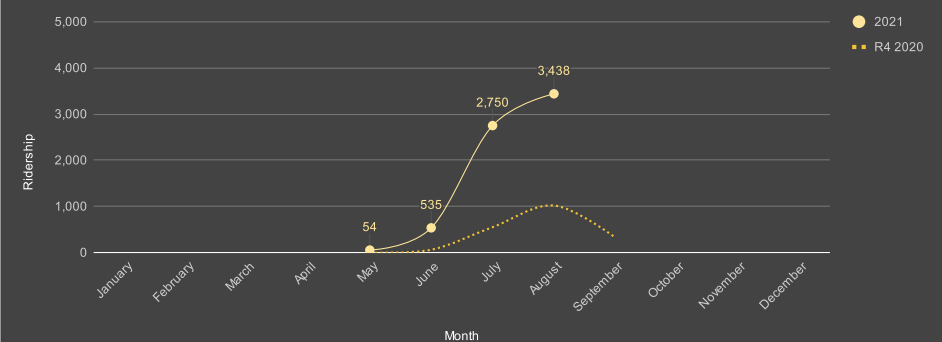
Banff Local (Routes 1 and 2) Ridership Comparison



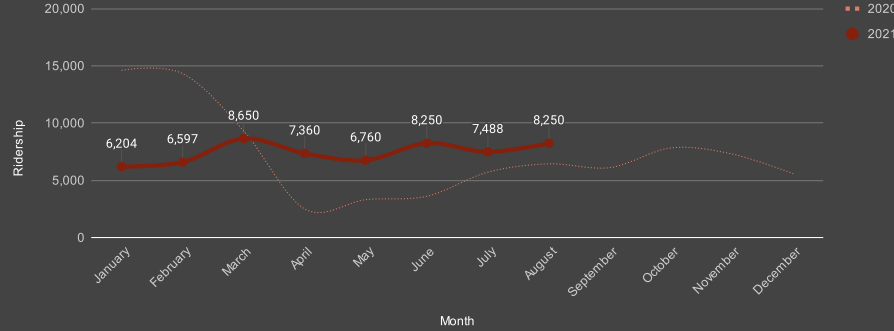
Canmore - Banff Regional (Route 3) Ridership Comparison



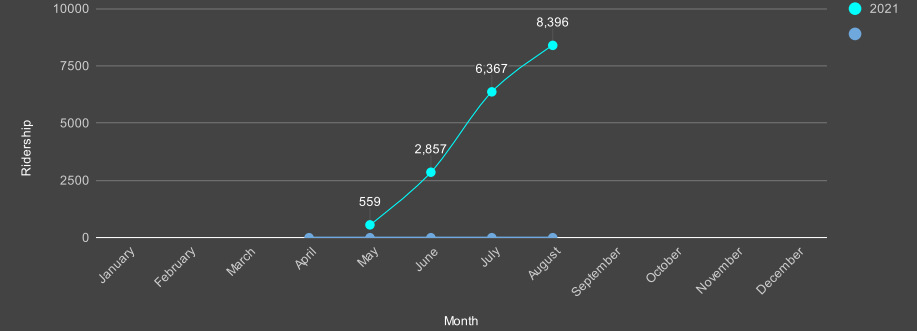
Banff Local (Route 4) Ridership Comparison



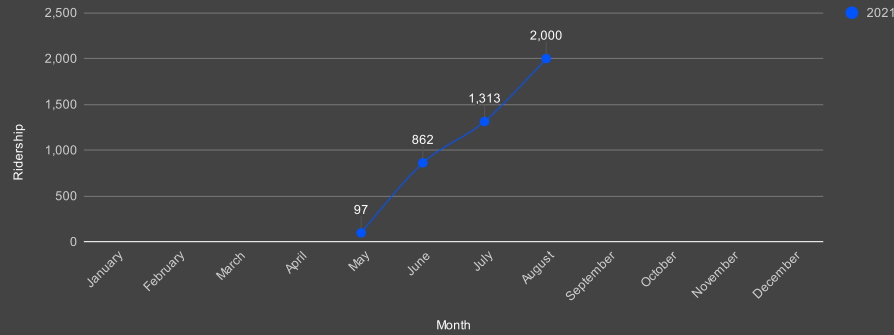
Canmore Local (Route 5) Ridership Comparison



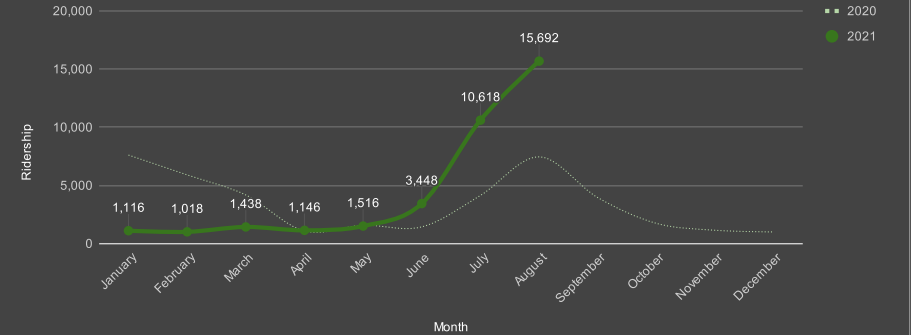
Minnewanka (Route 6) Ridership Comparison



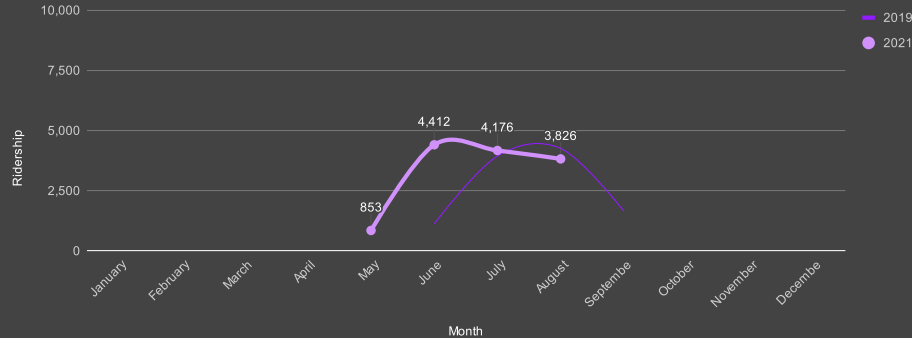
Scenic Banff - Lake Louise Regional (Route 8S) Ridership Comparison



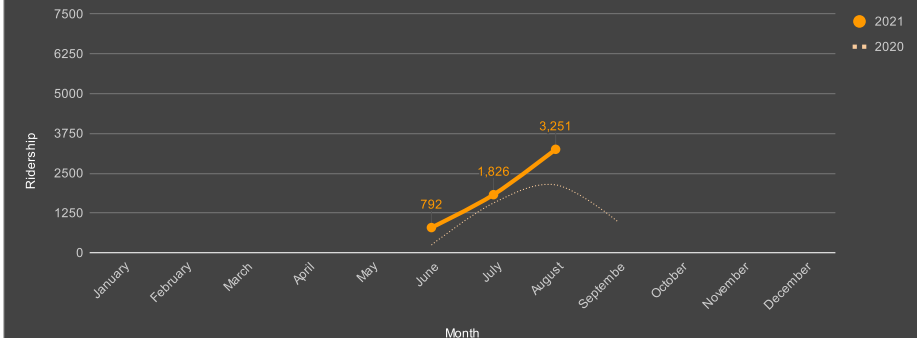
Express Banff - Lake Louise Regional (Route 8X) Ridership Comparison



Johnston Canyon Regional (Route 9) Ridership Comparison



On It Calgary Regional Ridership Comparison



Bow Valley *R*egional Transit Services Commission

**WHAT'S
NEW!**

NEW BUSINESS

Bow Valley *R*egional Transit Services Commission



2022- 2024 Proposed Operating Budget

2022 – 2031 Proposed Capital Plan

Proposed motions:

... moves to approve the proposed 2022-2024 Operating Budget as presented

...moves to approve the proposed 2022-2031 Capital Plan as presented

Addition of NSLR - approved at August 11 board meeting
Summary of Requisitions - 2022-2024

Changes to proposed budget include the following new service level requests that were approved at the August 11, 2021 board meeting:

- * Human Resources Co-ordinator
- * Dispatch Co-ordinator - Part-time
- * Increase in driver vacation

	<i>Aug 11 meeting</i>			<i>Sep 9 meeting</i>			<i>Difference</i>		
	2022	2023	2024	2022	2023	2024	2022	2023	2024
Banff	Proposed Budget			Proposed Budget			Proposed Budget		
Operating	\$ 1,097,863	\$ 1,068,964	\$ 1,090,234	\$ 1,140,743	\$ 1,112,764	\$ 1,134,908	\$ 42,880	\$ 43,800	\$ 44,674
Capital	\$ 636,500	\$ 645,700	\$ 655,100	\$ 636,500	\$ 645,700	\$ 655,100	\$ -	\$ -	\$ -
	\$ 1,734,363	\$ 1,714,664	\$ 1,745,334	\$ 1,777,243	\$ 1,758,464	\$ 1,790,008	\$ 42,880	\$ 43,800	\$ 44,674
Canmore	Proposed Budget			Proposed Budget			Proposed Budget		
Operating	\$ 1,100,635	\$ 1,071,791	\$ 1,093,115	\$ 1,129,271	\$ 1,101,061	\$ 1,122,970	\$ 28,636	\$ 29,270	\$ 29,855
Capital	\$ 214,600	\$ 275,600	\$ 278,900	\$ 214,600	\$ 275,600	\$ 278,900	\$ -	\$ -	\$ -
	\$ 1,315,235	\$ 1,347,391	\$ 1,372,015	\$ 1,343,871	\$ 1,376,661	\$ 1,401,870	\$ 28,636	\$ 29,270	\$ 29,855
ID #9	Proposed Budget			Proposed Budget			Proposed Budget		
Operating	\$ 716,456	\$ 684,625	\$ 697,552	\$ 746,338	\$ 715,018	\$ 728,554	\$ 29,882	\$ 30,393	\$ 31,002
Capital	\$ 66,631	\$ 67,269	\$ 68,014	\$ 66,631	\$ 67,269	\$ 68,014	\$ -	\$ -	\$ -
	\$ 783,087	\$ 751,894	\$ 765,566	\$ 812,969	\$ 782,287	\$ 796,568	\$ 29,882	\$ 30,393	\$ 31,002
Parks Canada*	Proposed Budget			Proposed Budget			Proposed Budget		
Operating	\$ 1,097,181	\$ 1,164,996	\$ 1,183,495	\$ 1,142,761	\$ 1,211,487	\$ 1,230,916	\$ 45,580	\$ 46,491	\$ 47,421
	\$ 1,097,181	\$ 1,164,996	\$ 1,183,495	\$ 1,142,761	\$ 1,211,487	\$ 1,230,916	\$ 45,580	\$ 46,491	\$ 47,421
Total NSLR impact							\$ 146,978	\$ 149,954	\$ 152,953

*includes contributions to Rt1, Rt2, Rt 4, Rt 6, Rt 8S, Rt 8X, Rt 9, Rt 10

Bow Valley Regional Transit Services Commission

2022-2024 Proposed Operating Budget

ALL ROUTES										
	2020 Actual	Q2 2021 Actual	2021 Forecast	2021 Budget	2022 Previously Approved Budget	2022 Proposed Budget	2023 Proposed Budget	2024 Proposed Budget		
INCOME										
Advertising & Marketing Revenue										
4200 Advertising & Marketing	\$ 18,451	\$ 9,153	\$ 38,990	\$ 54,060	\$ 55,141	\$ 55,141	\$ 56,244	\$ 57,367		
4201 Print Fees Revenue	\$ 75	\$ 800	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Advertising & Marketing Revenue	\$ 18,526	\$ 9,953	\$ 39,790	\$ 54,060	\$ 55,141	\$ 55,141	\$ 56,244	\$ 57,367		
Farebox Revenue										
4100 Farebox Income	\$ 448,300	\$ 91,404	\$ 829,267	\$ 1,148,201	\$ 1,829,184	\$ 1,818,942	\$ 1,865,768	\$ 1,903,084		
4110 Transit Voucher Reimbursement	-\$ 25,247	-\$ 31	-\$ 106	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Farebox Revenue	\$ 423,053	\$ 91,373	\$ 829,161	\$ 1,148,201	\$ 1,829,184	\$ 1,818,942	\$ 1,865,768	\$ 1,903,084		
Interest Revenue										
4810 Interest Income	\$ 24,473	\$ 5,100	\$ 15,098	\$ 20,000	\$ 12,000	\$ 12,000	\$ 12,240	\$ 12,485		
Total Interest Revenue	\$ 24,473	\$ 5,100	\$ 15,098	\$ 20,000	\$ 12,000	\$ 12,000	\$ 12,240	\$ 12,485		
Other Income										
4700 Charter Sales	\$ 1,228	\$ 260	\$ 1,428	\$ 2,040	\$ 2,080	\$ 2,080	\$ 2,122	\$ 2,164		
4750 Route Detour Fee	\$ -	\$ -	\$ 236	\$ 408	\$ 416	\$ 416	\$ 424	\$ 432		
4820 Foreign Exchange Rev/Exp	\$ 778	-\$ 0	-\$ 0	\$ -	\$ -	\$ -	\$ -	\$ -		
4830 Warranty Income	\$ 3,774	\$ 330	\$ 330	\$ -	\$ -	\$ -	\$ -	\$ -		
4840 Other Revenue	\$ 211	\$ 114	\$ 114	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Other Income	\$ 5,991	\$ 704	\$ 2,108	\$ 2,448	\$ 2,496	\$ 2,496	\$ 2,546	\$ 2,596		
Partner Programs										
4300 Partner Program Revenue	\$ 199,322	\$ 89,554	\$ 349,168	\$ 390,171	\$ 429,178	\$ 480,041	\$ 489,642	\$ 499,434		
Total Partner Programs	\$ 199,322	\$ 89,554	\$ 349,168	\$ 390,171	\$ 429,178	\$ 480,041	\$ 489,642	\$ 499,434		
Pass Sales										
4150 Pass Revenue	\$ 378,585	\$ 257,715	\$ 484,745	\$ 383,775	\$ 499,553	\$ 595,132	\$ 647,035	\$ 659,975		
4600 SmartCard Fee	\$ 4,035	\$ 714	\$ 714	\$ -	\$ -	\$ -	\$ -	\$ -		
5710 Vendor Discounts - Pass Purchase	-\$ 23,237	-\$ 14,921	-\$ 14,921	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Pass Sales	\$ 359,384	\$ 243,508	\$ 470,538	\$ 383,775	\$ 499,553	\$ 595,132	\$ 647,035	\$ 659,975		
TOTAL INCOME BEFORE REQUISITIONS	\$ 1,030,749	\$ 440,193	\$ 1,705,865	\$ 1,998,654	\$ 2,827,551	\$ 2,963,752	\$ 3,073,474	\$ 3,134,942		
Recoveries - Operating (non-members)										
4500 Recoveries - Operating (non-memb)	\$ 874,485	\$ 464,672	\$ 1,122,029	\$ 1,085,762	\$ 1,315,260	\$ 1,201,054	\$ 1,449,323	\$ 1,473,508		
Total Recoveries - Operating (non-members)	\$ 874,485	\$ 464,672	\$ 1,122,029	\$ 1,085,762	\$ 1,315,260	\$ 1,201,054	\$ 1,449,323	\$ 1,473,508		
Requisitions - Capital										
Total Requisitions - Capital	\$ 7,542	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Requisitions - Operating										
4420-1 Operating Requisition - TOB	\$ 1,221,072	\$ 560,410	\$ 1,075,464	\$ 1,075,464	\$ 1,206,428	\$ 1,140,743	\$ 1,112,764	\$ 1,134,908		
4420-2 Operating Requisition - TOC	\$ 1,223,978	\$ 514,014	\$ 1,000,381	\$ 1,000,380	\$ 1,047,407	\$ 1,129,271	\$ 1,101,061	\$ 1,122,970		
4420-5 Operating Requisition - ID9	\$ 582,223	\$ 192,241	\$ 613,796	\$ 613,796	\$ 693,330	\$ 794,889	\$ 758,777	\$ 767,450		
Total Requisitions - Operating	\$ 3,027,272	\$ 1,266,665	\$ 2,689,641	\$ 2,689,639	\$ 2,947,165	\$ 3,064,903	\$ 2,972,602	\$ 3,025,329		
TOTAL INCOME	\$ 4,940,048	\$ 2,171,530	\$ 5,517,534	\$ 5,774,056	\$ 7,089,977	\$ 7,229,709	\$ 7,495,399	\$ 7,633,779		
EXPENSES										
Advertising & Marketing Expenses										
5226 Drivers recruitment	\$ 6,880	\$ 1,657	\$ 5,255	\$ 16,800	\$ 37,647	\$ 37,647	\$ 38,400	\$ 39,167		
5616 Recruitment Costs - Admin	\$ 1,480	\$ 25	\$ 1,872	\$ 3,690	\$ 3,764	\$ 4,570	\$ 4,661	\$ 4,756		
5700 Advertising and Marketing	\$ 36,027	\$ 17,652	\$ 70,528	\$ 91,051	\$ 150,362	\$ 148,502	\$ 153,370	\$ 156,438		
5715 Commission	\$ -	\$ -	\$ 1,344	\$ 2,400	\$ 2,448	\$ 2,424	\$ 2,472	\$ 2,521		
Total Advertising & Marketing Expenses	\$ 44,387	\$ 19,334	\$ 78,999	\$ 113,941	\$ 194,221	\$ 193,143	\$ 198,903	\$ 202,882		

Bow Valley Regional Transit Services Commission

2022-2024 Proposed Operating Budget

ALL ROUTES									
	2020 Actual	Q2 2021 Actual	2021 Forecast	2021 Budget	2022 Previously Approved Budget	2022 Proposed Budget	2023 Proposed Budget	2024 Proposed Budget	
Contracted Services / Professional Fees									
5200 Operating Contracts	\$ 55,143	\$ 12,373	\$ 108,487	\$ 151,858	\$ 10,506	\$ 10,506	\$ 10,716	\$ 10,930	
5364 Brinks service fees	\$ 3,953	\$ 1,350	\$ 7,633	\$ 10,875	\$ 11,175	\$ 11,270	\$ 11,495	\$ 11,725	
5611 Accounting Fees	\$ 17,609	\$ 11,300	\$ 11,483	\$ 12,740	\$ 12,995	\$ 11,260	\$ 11,485	\$ 11,715	
5612 Payroll service fee	\$ 5,730	\$ 2,279	\$ 4,468	\$ 3,955	\$ 4,135	\$ 5,535	\$ 5,646	\$ 5,759	
5615 Legal Fees	\$ 2,987	\$ 878	\$ 3,606	\$ 4,886	\$ 4,989	\$ 5,189	\$ 5,293	\$ 5,399	
5623 Security Fee	\$ 1,260	\$ -	\$ 8,561	\$ 15,332	\$ 15,640	\$ 15,640	\$ 15,953	\$ 16,272	
5624 IT Support	\$ 6,256	\$ 3,829	\$ 7,262	\$ 6,439	\$ 6,823	\$ 9,989	\$ 10,189	\$ 10,391	
5629 Contract Work	\$ 137,553	\$ 6,000	\$ 18,502	\$ 25,000	\$ 40,500	\$ 40,500	\$ 41,310	\$ 42,136	
Total Contracted Services / Professional Fees	\$ 230,491	\$ 38,008	\$ 170,001	\$ 231,085	\$ 106,763	\$ 109,889	\$ 112,087	\$ 114,327	
Fuel Expense									
5270 Fuel	\$ 355,733	\$ 181,548	\$ 534,112	\$ 623,710	\$ 742,536	\$ 644,752	\$ 670,712	\$ 684,125	
Utilities - electric bus charging	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ 6,120	\$ 6,242	
Total Fuel Expense	\$ 355,733	\$ 181,548	\$ 534,112	\$ 623,710	\$ 742,536	\$ 650,752	\$ 676,832	\$ 690,367	
General Operating Expenses									
5351 Office Supplies	\$ 13,969	\$ 3,879	\$ 8,916	\$ 9,322	\$ 12,326	\$ 12,326	\$ 12,573	\$ 12,822	
5352 Bank Service Charges	\$ 6,980	\$ 4,957	\$ 10,241	\$ 9,422	\$ 9,661	\$ 15,741	\$ 16,056	\$ 16,376	
5353 Janitorial Supplies & Services	\$ 13,367	\$ 527	\$ 1,063	\$ 1,040	\$ 1,066	\$ 1,916	\$ 1,954	\$ 1,993	
5354 Postage and Office Delivery	\$ 1,057	\$ 33	\$ 1,580	\$ 2,682	\$ 2,744	\$ 2,776	\$ 2,832	\$ 2,888	
5355 Miscellaneous Expense	\$ 50	\$ 57	\$ 57	\$ -	\$ -	\$ -	\$ -	\$ -	
5357 Cell Phone	\$ 11,114	\$ 3,006	\$ 15,237	\$ 21,606	\$ 22,190	\$ 22,990	\$ 23,450	\$ 23,919	
5358 Office Phone	\$ 8,459	\$ 3,952	\$ 9,166	\$ 10,081	\$ 10,565	\$ 11,215	\$ 11,439	\$ 11,668	
5359 Board meeting expense	\$ 1,125	\$ -	\$ 675	\$ 1,353	\$ 1,380	\$ 1,380	\$ 1,408	\$ 1,436	
5626 Office Rent	\$ 39,896	\$ 21,633	\$ 46,107	\$ 47,783	\$ 50,549	\$ 30,456	\$ 31,065	\$ 31,686	
5627 Copier	\$ 4,426	\$ 2,655	\$ 4,633	\$ 3,736	\$ 3,888	\$ 4,988	\$ 5,088	\$ 5,189	
5630 Utilities	\$ 4,196	\$ 2,020	\$ 4,280	\$ 4,516	\$ 4,606	\$ 4,606	\$ 4,698	\$ 4,792	
Total General Operating Expenses	\$ 104,639	\$ 42,718	\$ 101,954	\$ 111,541	\$ 118,975	\$ 108,394	\$ 110,562	\$ 112,769	
Infrastructure Maintenance									
5430 Parks Canada Land Rent	\$ 400	\$ 158	\$ 362	\$ 403	\$ 411	\$ 411	\$ 419	\$ 427	
5632 Infrastructure Maintenance Expense	\$ 10,637	\$ 17,080	\$ 36,139	\$ 33,693	\$ 35,132	\$ 35,132	\$ 35,834	\$ 36,550	
Total Infrastructure Maintenance	\$ 11,037	\$ 17,239	\$ 36,502	\$ 34,096	\$ 35,543	\$ 35,543	\$ 36,253	\$ 36,977	
Insurance Expense									
5310 General Liability Insurance	\$ 4,716	\$ 3,647	\$ 5,989	\$ 4,682	\$ 4,776	\$ 8,580	\$ 8,752	\$ 8,927	
5320 Fleet insurance	\$ 62,400	\$ 34,163	\$ 79,476	\$ 83,443	\$ 85,112	\$ 95,766	\$ 97,098	\$ 99,041	
Total Insurance Expense	\$ 67,117	\$ 37,810	\$ 85,465	\$ 88,125	\$ 89,888	\$ 104,346	\$ 105,849	\$ 107,968	
Software Fees & Licences									
5362 Software and License Fees	\$ 33,122	\$ 20,905	\$ 39,658	\$ 42,820	\$ 43,676	\$ 57,825	\$ 58,982	\$ 60,160	
5617 Website	\$ 5,576	\$ 1,763	\$ 8,582	\$ 12,240	\$ 12,737	\$ 12,737	\$ 12,992	\$ 13,251	
5620 Smart Farebox Software	\$ 47,034	\$ 22,537	\$ 56,619	\$ 63,000	\$ 64,260	\$ 57,529	\$ 58,680	\$ 59,853	
5622 Bus Prediction Software	\$ 43,207	\$ 21,737	\$ 45,100	\$ 43,100	\$ 43,962	\$ 45,868	\$ 46,785	\$ 47,721	
Total Software Fees & Licences	\$ 128,940	\$ 66,943	\$ 149,960	\$ 161,160	\$ 164,635	\$ 173,959	\$ 177,438	\$ 180,985	
Training, Travel & Meals									
5171 Conference Fees	\$ 350	\$ 649	\$ 3,401	\$ 5,500	\$ 7,804	\$ 7,804	\$ 7,960	\$ 8,119	
5172 Meals	\$ 1,444	\$ 99	\$ 3,761	\$ 7,320	\$ 14,343	\$ 9,087	\$ 9,269	\$ 9,453	
5173 Training	\$ 614	\$ 1,995	\$ 3,097	\$ 2,200	\$ 2,244	\$ 7,500	\$ 7,650	\$ 7,803	
5180 Travel Expense	\$ 326	\$ -	\$ 2,772	\$ 5,500	\$ 5,610	\$ 5,610	\$ 5,722	\$ 5,837	
5181 Mileage	\$ 1,945	\$ 643	\$ 2,943	\$ 4,335	\$ 5,532	\$ 5,532	\$ 5,643	\$ 5,754	
5227 Driver Training	\$ 2,831	\$ 294	\$ 2,733	\$ 4,400	\$ 4,565	\$ 4,565	\$ 4,656	\$ 4,749	
5356 Memberships	\$ 5,386	\$ 3,032	\$ 5,537	\$ 5,007	\$ 5,107	\$ 5,107	\$ 5,209	\$ 5,313	
5619 Business Hosting Expenses	\$ 10	\$ -	\$ -	\$ -	\$ 1,673	\$ 1,673	\$ 1,706	\$ 1,741	
Total Training, Travel & Meals	\$ 12,905	\$ 6,712	\$ 24,244	\$ 34,262	\$ 46,878	\$ 46,878	\$ 47,816	\$ 48,769	

Bow Valley Regional Transit Services Commission

2022-2024 Proposed Operating Budget

ALL ROUTES									
	2020 Actual	Q2 2021 Actual	2021 Forecast	2021 Budget	2022 Previously Approved Budget	2022 Proposed Budget	2023 Proposed Budget	2024 Proposed Budget	
Vehicle Expenses									
5225 Drivers uniforms	\$ 5,378	\$ 8,286	\$ 23,541	\$ 26,076	\$ 26,985	\$ 26,985	\$ 27,525	\$ 28,075	
5228 Driver recognition	\$ 3,043	\$ 536	\$ 2,856	\$ 4,057	\$ 4,291	\$ 4,291	\$ 4,377	\$ 4,463	
5250 Parts	\$ 269,715	\$ 127,527	\$ 300,576	\$ 294,135	\$ 376,076	\$ 423,347	\$ 441,823	\$ 450,660	
5255 Vehicle Supplies	\$ 34,201	\$ 18,954	\$ 45,549	\$ 45,198	\$ 69,878	\$ 60,437	\$ 61,646	\$ 62,879	
5260 Maintenance Labour	\$ 403,384	\$ 240,491	\$ 523,514	\$ 515,473	\$ 668,205	\$ 615,351	\$ 644,312	\$ 657,199	
5410 Bus Lease	\$ 59,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5420 Bus Storage	\$ 43,287	\$ 49,884	\$ 143,252	\$ 153,595	\$ 194,201	\$ 214,298	\$ 218,584	\$ 222,955	
5628 Bus wrap repair	\$ 1,298	\$ 1,700	\$ 7,090	\$ 9,046	\$ 9,226	\$ 9,226	\$ 9,411	\$ 9,598	
Total Vehicle Expenses	\$ 820,812	\$ 447,378	\$ 1,046,378	\$ 1,047,580	\$ 1,348,862	\$ 1,353,935	\$ 1,407,677	\$ 1,435,829	
Wages & Benefits - Administrative									
5110 Wages - Administrative	\$ 351,010	\$ 164,325	\$ 381,632	\$ 431,072	\$ 484,146	\$ 532,647	\$ 547,668	\$ 558,620	
5131 CPP & EI	\$ 16,871	\$ 10,972	\$ 10,972	\$ -	\$ -	\$ -	\$ -	\$ -	
5133 Health Benefits	\$ 7,595	\$ 3,837	\$ 3,837	\$ -	\$ -	\$ -	\$ -	\$ -	
5134 LAPP	\$ 33,069	\$ 15,906	\$ 15,906	\$ -	\$ -	\$ -	\$ -	\$ -	
5135 WCB - Admin	\$ 7,051	\$ 3,790	\$ 3,790	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Wages & Benefits - Administrative	\$ 415,597	\$ 198,830	\$ 416,137	\$ 431,072	\$ 484,146	\$ 532,647	\$ 547,668	\$ 558,620	
Wages & Benefits - Cleaners									
5635 Wages - Cleaners	\$ -	\$ -	\$ -	\$ -	\$ 204,698	\$ 200,065	\$ 216,136	\$ 220,459	
5635 Cleaners - Training	\$ -	\$ 404	\$ 404	\$ -	\$ -	\$ -	\$ -	\$ -	
5637 Cleaners - CPP&EI	\$ -	\$ 15,437	\$ 15,437	\$ -	\$ -	\$ -	\$ -	\$ -	
5636 Cleaners - WCB	\$ -	\$ 376	\$ 376	\$ -	\$ -	\$ -	\$ -	\$ -	
5287 Cleaners - LAPP	\$ -	\$ 1,147	\$ 1,147	\$ -	\$ -	\$ -	\$ -	\$ -	
5286 Health Benefits - Cleaners	\$ -	\$ 1,256	\$ 1,256	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Wages & Benefits - Cleaners	\$ -	\$ 18,620	\$ 18,620	\$ -	\$ 204,698	\$ 200,065	\$ 216,136	\$ 220,459	
Wages & Benefits - Customer Support									
5631 Wages - Customer Centre Support	\$ 59,810	\$ 44,338	\$ 120,388	\$ 137,287	\$ 181,999	\$ 257,112	\$ 266,726	\$ 272,061	
5633 Customer Centre Support - CPP&EI	\$ 4,043	\$ 3,117	\$ 3,117	\$ -	\$ -	\$ -	\$ -	\$ -	
5634 Customer Centre Support - WCB	\$ 1,215	\$ 1,006	\$ 1,006	\$ -	\$ -	\$ -	\$ -	\$ -	
5682 Customer Service - LAPP	\$ 4,070	\$ 3,983	\$ 3,983	\$ -	\$ -	\$ -	\$ -	\$ -	
5683 Health Benefits - Customer Service	\$ 5,958	\$ 3,397	\$ 3,397	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Wages & Benefits - Customer Support	\$ 75,097	\$ 55,840	\$ 131,890	\$ 137,287	\$ 181,999	\$ 257,112	\$ 266,726	\$ 272,061	
Wages & Benefits - Drivers									
5221 Drivers Wages	\$ 1,314,251	\$ 604,081	\$ 1,711,773	\$ 1,960,218	\$ 2,460,498	\$ 2,308,122	\$ 2,373,947	\$ 2,421,427	
5223 Drivers Wages - Training	\$ 47,196	\$ 72,142	\$ 82,013	\$ 100,000	\$ 160,424	\$ 160,099	\$ 163,301	\$ 166,567	
5231 Drivers CPP & EI	\$ 94,911	\$ 48,276	\$ 48,276	\$ -	\$ -	\$ -	\$ -	\$ -	
5232 LAPP - Drivers	\$ 91,418	\$ 43,068	\$ 43,068	\$ -	\$ -	\$ -	\$ -	\$ -	
5233 Health Benefits - Drivers	\$ 56,017	\$ 24,189	\$ 24,189	\$ -	\$ -	\$ -	\$ -	\$ -	
5234 WCB - Drivers	\$ 27,579	\$ 15,311	\$ 15,311	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Wages & Benefits - Drivers	\$ 1,631,372	\$ 807,068	\$ 1,924,631	\$ 2,060,218	\$ 2,620,922	\$ 2,468,221	\$ 2,537,248	\$ 2,587,994	
Wages & Benefits - Operations									
5220 Wages - Operations	\$ 290,633	\$ 142,219	\$ 321,228	\$ 355,097	\$ 405,029	\$ 468,882	\$ 478,260	\$ 487,824	
5281 Operations - CPP & EI	\$ 16,396	\$ 10,596	\$ 10,596	\$ -	\$ -	\$ -	\$ -	\$ 3	
5282 Operations - LAPP	\$ 27,704	\$ 13,806	\$ 13,806	\$ -	\$ -	\$ -	\$ -	\$ -	
5283 Operations - Health Benefits	\$ 8,879	\$ 4,666	\$ 4,666	\$ -	\$ -	\$ -	\$ -	\$ -	
5284 Operations - WCB	\$ 5,887	\$ 3,223	\$ 3,223	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Wages & Benefits - Operations	\$ 349,498	\$ 174,510	\$ 353,519	\$ 355,097	\$ 405,029	\$ 468,882	\$ 478,260	\$ 487,827	
TOTAL OPERATING EXPENSES	\$ 4,247,623	\$ 2,112,556	\$ 5,072,410	\$ 5,429,174	\$ 6,745,095	\$ 6,703,766	\$ 6,919,454	\$ 7,057,835	
SURPLUS / DEFICIENCY PRIOR TO AMORTIZATION	\$ 692,425	\$ 58,973	\$ 445,124	\$ 344,882	\$ 344,882	\$ 525,943	\$ 575,944	\$ 575,944	
Amortization Expense									
5900 Amortization Exp	\$ 933,858	\$ 496,042	\$ 1,064,978	\$ 1,064,972	\$ 1,214,972	\$ 1,441,125	\$ 1,539,793	\$ 1,539,793	
Total Amortization Expense	\$ 933,858	\$ 496,042	\$ 1,064,978	\$ 1,064,972	\$ 1,214,972	\$ 1,441,125	\$ 1,539,793	\$ 1,539,793	
NET INCOME	-\$ 241,433	-\$ 437,069	-\$ 619,854	-\$ 720,090	-\$ 870,090	-\$ 915,182	-\$ 963,849	-\$ 963,849	

Requisitions - 2022 to 2024

	2021	2022	2023	2022	2023	2024	% Change	% Change	\$ Change	\$ Change
Town of Banff:	Budget	Previously Approved Budget		Proposed			22-22	23-23	22-22	23-23
Banff Local - Route 1	\$ 385,698	\$ 418,212	\$ 427,028	\$ 385,839	\$ 393,556	\$ 401,429	-7.7%	-7.8%	\$ (32,372)	\$ (33,472)
Banff Local - Route 2	\$ 386,339	\$ 474,035	\$ 377,937	\$ 393,693	\$ 401,566	\$ 409,599	-16.9%	6.3%	\$ (80,342)	\$ 23,629
CB Regional (1/2)	\$ 157,350	\$ 160,949	\$ 164,167	\$ 172,972	\$ 171,012	\$ 174,433	7.5%	4.2%	\$ 12,023	\$ 6,845
Administrative (1/3)	\$ 146,076	\$ 153,232	\$ 156,297	\$ 188,239	\$ 146,629	\$ 149,447	22.8%	-6.2%	\$ 35,007	\$ (9,668)
	\$ 1,075,464	\$ 1,206,428	\$ 1,125,429	\$ 1,140,743	\$ 1,112,764	\$ 1,134,908	-5.4%	-1.1%	\$ (65,685)	\$ (12,665)
Town of Canmore	Budget	Previously Approved Budget		Proposed			22-22	23-23	22-22	23-23
Canmore Local - Route 5	\$ 696,954	\$ 733,226	\$ 747,892	\$ 768,059	\$ 783,420	\$ 799,089	4.8%	4.8%	\$ 34,833	\$ 35,528
CB Regional (1/2)	\$ 157,350	\$ 160,949	\$ 164,167	\$ 172,972	\$ 171,012	\$ 174,433	7.5%	4.2%	\$ 12,023	\$ 6,845
Administrative (1/3)	\$ 146,076	\$ 153,232	\$ 156,297	\$ 188,239	\$ 146,629	\$ 149,447	22.8%	-6.2%	\$ 35,007	\$ (9,668)
	\$ 1,000,380	\$ 1,047,407	\$ 1,068,356	\$ 1,129,271	\$ 1,101,061	\$ 1,122,970	7.8%	3.1%	\$ 81,863	\$ 32,705
Improvement District No. 9	Budget	Previously Approved Budget		Proposed			22-22	23-23	22-22	23-23
Administrative (1/3)	\$ 146,076	\$ 153,232	\$ 156,297	\$ 188,239	\$ 146,629	\$ 149,447	22.8%	-6.2%	\$ 35,007	\$ (9,668)
LLB Regional - Winter	\$ 174,897	\$ 273,710	\$ 279,183	\$ 255,061	\$ 260,162	\$ 265,365	-6.8%	-6.8%	\$ (18,649)	\$ (19,021)
LLB Regional - Rt 8S	\$ 69,198	\$ 59,448	\$ 59,639	\$ 76,967	\$ 77,186	\$ 77,407	29.5%	29.4%	\$ 17,519	\$ 17,547
LLB Regional - Rt 8X	\$ 157,178	\$ 164,352	\$ 165,057	\$ 215,409	\$ 215,812	\$ 216,220	31.1%	30.8%	\$ 51,056	\$ 50,755
JCB Regional - Rt 9	\$ 66,447	\$ 42,542	\$ 42,552	\$ 59,214	\$ 58,987	\$ 59,011	39.2%	38.6%	\$ 16,672	\$ 16,435
LLB Regional Reserve *	\$ 38,595	\$ 46,500	\$ 51,221	-\$ 48,551	-\$ 43,759	-\$ 38,896			\$ (95,051)	\$ (94,980)
Adjustment for over \$300K maximum for LL summer routes **	-\$ 31,418									
	\$ 620,973	\$ 739,785	\$ 753,949	\$ 746,338	\$ 715,018	\$ 728,554	0.9%	-5.2%	\$ 6,554	\$ (38,931)

** ID#9 contribution is greater than \$300K for LL routes - however they still pay for the 8X 10pm departure seperately, so this calculation is only implemented when LL summer routes are > \$330,000

* Amortization is higher than maintenace replacement reserve resulting in reserve adjustment to ID#9 to bring contribution down to 40%

	2021	2022	2023	2022	2023	2024	% Change	% Change	\$ Change	\$ Change
Parks Canada	Budget	Previously Approved Budget		Proposed			22-22	23-23	22-22	23-23
Banff Local - Route 1	\$ 22,277	\$ 22,723	\$ 22,723	\$ 23,177	\$ 23,641	\$ 24,114	2.0%	4.0%	\$ 454	\$ 918
Banff Local - Route 2	\$ 27,177	\$ 26,701	\$ 27,235	\$ 27,235	\$ 27,780	\$ 28,335	2.0%	2.0%	\$ 534	\$ 545
Cave & Basin - Rt 4	\$ 131,357	\$ 124,693	\$ 126,890	\$ 150,258	\$ 152,775	\$ 155,341	20.5%	20.4%	\$ 25,566	\$ 25,885
Lake Minnewanka - Rt 6	\$ 358,915	\$ 376,167	\$ 382,748	\$ 446,611	\$ 503,412	\$ 510,343	18.7%	31.5%	\$ 70,444	\$ 120,664
LLB Regional - Rt 8S	\$ 117,478	\$ 104,742	\$ 106,604	\$ 99,508	\$ 101,385	\$ 103,303	-5.0%	-4.9%	\$ (5,234)	\$ (5,219)
LLB Regional - Rt 8X	\$ 266,840	\$ 289,570	\$ 295,037	\$ 278,494	\$ 283,474	\$ 288,557	-3.8%	-3.9%	\$ (11,076)	\$ (11,563)
JCB Regional - Rt 9	\$ 112,808	\$ 74,953	\$ 76,062	\$ 76,556	\$ 77,482	\$ 78,754	2.1%	1.9%	\$ 1,603	\$ 1,420
Adjustment for over \$300K maximum for LL summer routes **	\$ 31,418			\$ -	\$ -	\$ -			\$ -	
Moraine Lake - Rt 10	\$ 48,911	\$ 42,509	\$ 43,357	\$ 40,921	\$ 41,539	\$ 42,169	-3.7%	-4.2%	\$ (1,588)	\$ (1,818)
	\$ 1,117,180	\$ 1,062,058	\$ 1,080,656	\$ 1,142,761	\$ 1,211,487	\$ 1,230,916	7.6%	12.1%	\$ 80,703	\$ 130,831

*** Note - Revenues for Rt 9 are higher this is why net contributions are lower.

Rt 8X, 8S, 9 have contributions from ID#9 this is why Rt 4 and Rt 6 contriubtions are higher. Also Rt 6 is allocated 2.5 buses leading to increased fixed expenses.

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

All Routes

KPI	2021	2021	2022	2022	2023	2024
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 21.65	\$ 42.09	\$ 49.70	\$ 54.04	\$ 53.60	\$ 54.67
Gross Cost per Service Hour	\$ 127.96	\$ 137.90	\$ 140.41	\$ 149.02	\$ 148.02	\$ 150.44
Direct Operating Cost per Service Hour	\$ 94.19	\$ 106.88	\$ 110.83	\$ 113.43	\$ 112.08	\$ 114.32
Overhead per Service Hour	\$ 9.04	\$ 8.33	\$ 8.12	\$ 9.18	\$ 8.96	\$ 9.14
Lease/Amortization per Service Hour	\$ 24.72	\$ 22.68	\$ 21.46	\$ 26.41	\$ 26.98	\$ 26.98
Net Cost per Service Hour (CUTA)	\$ 81.58	\$ 73.12	\$ 69.25	\$ 68.57	\$ 67.44	\$ 68.79
% Cost Recovery (CUTA)	21%	37%	42%	44%	44%	44%
Kilometers	#####	1,640,489	1,667,874	1,910,869	1,959,328	1,959,328
Gross cost per KM	\$ 4.17	\$ 3.95	\$ 4.77	\$ 4.26	\$ 4.31	\$ 4.38
Ridership	190,062	1,114,381	1,525,185	1,540,415	1,562,901	1,563,109
Service Hours	20,064	46,949	56,606	54,577	57,068	57,068
Ridership per Service Hour	9	24	27	28	27	27

Route 1 - Banff Local Sulphur Mountain

KPI	2021	2021	2022	2022	2023	2024
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 25.55	\$ 50.57	\$ 57.77	\$ 62.57	\$ 63.82	\$ 65.10
Gross Cost per Service Hour	\$ 126.08	\$ 131.42	\$ 131.01	\$ 138.39	\$ 139.63	\$ 141.89
Direct Operating Cost per Service Hour	\$ 86.06	\$ 98.49	\$ 97.32	\$ 102.32	\$ 104.37	\$ 106.46
Overhead per Service Hour	\$ 9.04	\$ 8.33	\$ 8.12	\$ 9.18	\$ 8.96	\$ 9.14
Lease/Amortization per Service Hour	\$ 30.99	\$ 24.59	\$ 25.57	\$ 26.88	\$ 26.30	\$ 26.30
Net Cost per Service Hour (CUTA)	\$ 69.55	\$ 56.26	\$ 47.67	\$ 48.93	\$ 49.50	\$ 50.49
% Cost Recovery (CUTA)	27%	47%	55%	56%	56%	56%
Kilometers	57,295	150,875	150,875	182,376	182,376	182,376
Gross cost per KM	\$ 7.43	\$ 7.44	\$ 9.71	\$ 7.83	\$ 7.90	\$ 8.03
Ridership	45,960	395,276	539,609	539,609	539,609	539,609
Service Hours	3,376	8,539	11,180	10,321	10,321	10,321
Ridership per Service Hour	14	46	48	52	52	52

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 2 - Banff Local Tunnel Mountain

KPI	2021	2021	2022	2022	2023	2024
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 15.85	\$ 44.49	\$ 46.63	\$ 55.63	\$ 56.74	\$ 57.88
Gross Cost per Service Hour	\$ 130.64	\$ 133.21	\$ 135.50	\$ 142.74	\$ 143.87	\$ 146.14
Direct Operating Cost per Service Hour	\$ 91.04	\$ 98.92	\$ 98.93	\$ 102.74	\$ 104.80	\$ 106.89
Overhead per Service Hour	\$ 9.04	\$ 8.33	\$ 8.12	\$ 9.18	\$ 8.96	\$ 9.14
Lease/Amortization per Service Hour	\$ 30.56	\$ 25.95	\$ 28.45	\$ 30.82	\$ 30.11	\$ 30.11
Net Cost per Service Hour (CUTA)	\$ 84.24	\$ 62.77	\$ 60.42	\$ 56.29	\$ 57.01	\$ 58.15
% Cost Recovery (CUTA)	16%	41%	44%	50%	50%	50%
Kilometers	46,206	189,485	189,485	222,866	222,866	222,866
Gross cost per KM	\$ 9.14	\$ 5.36	\$ 6.86	\$ 5.74	\$ 5.78	\$ 5.88
Ridership	39,462	307,620	422,325	422,325	422,325	422,325
Service Hours	3,234	7,619	9,599	8,961	8,961	8,961
Ridership per Service Hour	12	40	44	47	47	47

Route 3 - Canmore / Banff Regional

KPI	2021	2021	2022	2022	2023	2024
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 42.70	\$ 65.63	\$ 84.92	\$ 78.60	\$ 79.10	\$ 80.68
Gross Cost per Service Hour	\$ 118.18	\$ 119.32	\$ 136.31	\$ 130.59	\$ 129.87	\$ 132.19
Direct Operating Cost per Service Hour	\$ 96.13	\$ 99.94	\$ 117.94	\$ 108.04	\$ 106.65	\$ 108.78
Overhead per Service Hour	\$ 9.04	\$ 8.33	\$ 8.12	\$ 9.18	\$ 8.96	\$ 9.14
Lease/Amortization per Service Hour	\$ 13.01	\$ 11.04	\$ 10.26	\$ 13.36	\$ 14.27	\$ 14.27
Net Cost per Service Hour (CUTA)	\$ 62.48	\$ 42.65	\$ 41.14	\$ 38.62	\$ 36.51	\$ 37.24
% Cost Recovery (CUTA)	41%	61%	67%	67%	68%	68%
Kilometers	171,269	399,122	399,122	511,360	540,301	540,301
Gross cost per KM	\$ 2.68	\$ 2.74	\$ 3.33	\$ 3.00	\$ 2.98	\$ 3.04
Ridership	40,908	145,810	198,004	221,604	231,504	231,504
Service Hours	3,891	9,171	9,750	11,750	12,415	12,415
Ridership per Service Hour	11	16	20	19	19	19

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 4 - Cave & Basin

KPI	2021	2021	2022	2022	2023	2024
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 1.05	\$ 8.99	\$ 12.22	\$ 13.02	\$ 13.28	\$ 13.55
Gross Cost per Service Hour	\$ 149.97	\$ 140.85	\$ 136.45	\$ 170.98	\$ 173.72	\$ 176.69
Direct Operating Cost per Service Hour	\$ 120.09	\$ 117.57	\$ 113.69	\$ 136.78	\$ 139.52	\$ 142.31
Overhead per Service Hour	\$ 9.04	\$ 8.33	\$ 8.12	\$ 9.18	\$ 8.96	\$ 9.14
Lease/Amortization per Service Hour	\$ 20.84	\$ 14.95	\$ 14.63	\$ 25.01	\$ 25.24	\$ 25.24
Net Cost per Service Hour (CUTA)	\$ 128.08	\$ 116.91	\$ 109.59	\$ 132.95	\$ 135.20	\$ 137.90
% Cost Recovery (CUTA)	1%	7%	10%	9%	9%	9%
Kilometers	4,313	11,214	11,214	10,618	10,618	10,618
Gross cost per KM	\$ 9.91	\$ 13.48	\$ 13.18	\$ 16.37	\$ 16.63	\$ 16.91
Ridership	589	16,469	21,959	21,959	21,959	21,959
Service Hours	285	1,074	1,083	1,017	1,017	1,017
Ridership per Service Hour	2	15	20	22	22	22

Route 5 - Canmore Local

KPI	2021	2021	2022	2022	2023	2024
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 0.26	\$ 1.44	\$ 1.47	\$ 1.47	\$ 1.50	\$ 1.53
Gross Cost per Service Hour	\$ 100.38	\$ 114.29	\$ 118.72	\$ 129.10	\$ 135.39	\$ 137.61
Direct Operating Cost per Service Hour	\$ 78.47	\$ 90.81	\$ 95.63	\$ 100.14	\$ 102.14	\$ 104.19
Overhead per Service Hour	\$ 9.04	\$ 8.33	\$ 8.12	\$ 9.18	\$ 8.96	\$ 9.14
Lease/Amortization per Service Hour	\$ 12.87	\$ 15.14	\$ 14.97	\$ 19.78	\$ 24.28	\$ 24.28
Net Cost per Service Hour (CUTA)	\$ 87.26	\$ 97.71	\$ 102.28	\$ 107.85	\$ 109.60	\$ 111.79
% Cost Recovery (CUTA) - N/A						
Kilometers	96,108	209,410	209,410	209,034	209,034	209,034
Gross cost per KM	\$ 4.95	\$ 4.26	\$ 4.41	\$ 4.81	\$ 5.04	\$ 5.12
Ridership	43,821	108,438	143,415	143,415	143,415	143,415
Service Hours	4,738	7,798	7,787	7,784	7,784	7,784
Ridership per Service Hour	9	14	18	18	18	18

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 6 - Lake Minnewanka

KPI	2021	2021	2022	2022	2023	2024
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 4.27	\$ 9.43	\$ 16.02	\$ 17.08	\$ 17.42	\$ 17.77
Gross Cost per Service Hour	\$ 137.05	\$ 152.06	\$ 151.89	\$ 187.69	\$ 208.45	\$ 211.46
Direct Operating Cost per Service Hour	\$ 105.49	\$ 125.13	\$ 126.96	\$ 139.25	\$ 142.04	\$ 144.88
Overhead per Service Hour	\$ 9.04	\$ 8.33	\$ 8.12	\$ 9.18	\$ 8.96	\$ 9.14
Lease/Amortization per Service Hour	\$ 22.52	\$ 18.60	\$ 16.81	\$ 39.26	\$ 57.45	\$ 57.45
Net Cost per Service Hour (CUTA)	\$ 110.25	\$ 124.03	\$ 119.07	\$ 131.36	\$ 133.58	\$ 136.25
% Cost Recovery (CUTA)	4%	7%	12%	12%	12%	12%
Kilometers	27,723	81,851	81,851	84,492	84,492	84,492
Gross cost per KM	\$ 4.12	\$ 5.01	\$ 5.51	\$ 6.18	\$ 6.87	\$ 6.97
Ridership	3,416	32,054	42,738	42,738	42,738	42,738
Service Hours	833	2,696	2,967	2,783	2,783	2,783
Ridership per Service Hour	4	12	14	15	15	15

Route 7 - Banff Centre

KPI	2021	2021	2022	2022	2023	2024
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour			\$ -	\$ 4.64	\$ 5.44	\$ 5.55
Gross Cost per Service Hour			\$ -	\$ 180.39	\$ 80.60	\$ 82.05
Direct Operating Cost per Service Hour			\$ -	\$ 147.29	\$ 63.86	\$ 65.14
Overhead per Service Hour			\$ -	\$ 9.18	\$ 8.96	\$ 9.14
Lease/Amortization per Service Hour			\$ -	\$ 23.92	\$ 7.78	\$ 7.78
Net Cost per Service Hour (CUTA)			\$ -	\$ 151.83	\$ 67.38	\$ 68.73
% Cost Recovery (CUTA)			0%	3%	7%	7%
Kilometers	-	-	27,385	7,867	27,385	27,385
Gross cost per KM			\$ 10.60	\$ 16.88	\$ 7.54	\$ 7.68
Ridership	0	0	16,620	4,076	16,620	16,786
Service Hours	0	0	2,562	736	2,562	2,562
Ridership per Service Hour			0	6	6	7

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 8 - Lake Louise / Banff Regional - Winter

KPI	2021	2021	2022	2022	2023	2024
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 26.70	\$ 57.84	\$ 54.33	\$ 52.77	\$ 53.82	\$ 54.90
Gross Cost per Service Hour	\$ 131.39	\$ 144.11	\$ 153.09	\$ 135.09	\$ 137.41	\$ 139.96
Direct Operating Cost per Service Hour	\$ 98.09	\$ 111.15	\$ 124.32	\$ 116.12	\$ 118.45	\$ 120.81
Overhead per Service Hour	\$ 9.04	\$ 8.33	\$ 8.12	\$ 9.18	\$ 8.96	\$ 9.14
Lease/Amortization per Service Hour	\$ 24.27	\$ 24.62	\$ 20.64	\$ 9.78	\$ 10.01	\$ 10.01
Net Cost per Service Hour (CUTA)	\$ 80.43	\$ 61.65	\$ 78.11	\$ 72.54	\$ 73.58	\$ 75.05
% Cost Recovery (CUTA)	25%	48%	41%	42%	42%	42%
Kilometers	91,795	238,082	238,082	292,186	292,186	292,186
Gross cost per KM	\$ 2.71	\$ 1.99	\$ 2.51	\$ 1.86	\$ 1.89	\$ 1.93
Ridership	5,610	25,013	32,107	32,107	32,107	32,107
Service Hours	1,890	3,281	3,911	4,026	4,026	4,026
Ridership per Service Hour	3	8	8	8	8	8

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

KPI	2021	2021	2022	2022	2023	2024
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 18.55	\$ 29.98	\$ 61.77	\$ 65.85	\$ 67.17	\$ 68.51
Gross Cost per Service Hour	\$ 197.38	\$ 196.42	\$ 201.40	\$ 225.58	\$ 228.67	\$ 232.01
Direct Operating Cost per Service Hour	\$ 129.35	\$ 135.28	\$ 143.47	\$ 154.68	\$ 157.77	\$ 160.93
Overhead per Service Hour	\$ 9.04	\$ 8.33	\$ 8.12	\$ 9.18	\$ 8.96	\$ 9.14
Lease/Amortization per Service Hour	\$ 58.99	\$ 52.81	\$ 49.81	\$ 61.71	\$ 61.94	\$ 61.94
Net Cost per Service Hour (CUTA)	\$ 119.84	\$ 113.63	\$ 89.82	\$ 98.01	\$ 99.56	\$ 101.55
% Cost Recovery (CUTA)	13%	21%	41%	40%	40%	40%
Kilometers	19,098	46,255	46,255	45,876	45,876	45,876
Gross cost per KM	\$ 4.13	\$ 5.05	\$ 5.48	\$ 5.80	\$ 5.88	\$ 5.97
Ridership	959	6,587	8,757	8,757	8,757	8,757
Service Hours	400	1,190	1,258	1,180	1,180	1,180
Ridership per Service Hour	2	6	7	7	7	7

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

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

KPI	2021	2021	2022	2022	2023	2024
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 29.20	\$ 72.31	\$ 80.00	\$ 85.29	\$ 86.99	\$ 88.73
Gross Cost per Service Hour	\$ 230.14	\$ 194.86	\$ 187.51	\$ 209.60	\$ 212.55	\$ 215.74
Direct Operating Cost per Service Hour	\$ 166.73	\$ 146.61	\$ 146.90	\$ 147.51	\$ 150.46	\$ 153.47
Overhead per Service Hour	\$ 9.04	\$ 8.33	\$ 8.12	\$ 9.18	\$ 8.96	\$ 9.14
Lease/Amortization per Service Hour	\$ 54.37	\$ 39.92	\$ 32.49	\$ 52.91	\$ 53.13	\$ 53.13
Net Cost per Service Hour (CUTA)	\$ 146.57	\$ 82.63	\$ 75.03	\$ 71.41	\$ 72.43	\$ 73.88
% Cost Recovery (CUTA)	17%	47%	52%	54%	55%	55%
Kilometers	78,242	239,061	239,061	275,710	275,710	275,710
Gross cost per KM	\$ 3.03	\$ 3.06	\$ 3.62	\$ 3.29	\$ 3.33	\$ 3.38
Ridership	4,072	68,756	88,544	88,544	88,544	88,544
Service Hours	1,029	3,751	4,612	4,326	4,326	4,326
Ridership per Service Hour	4	18	19	20	20	20

Route 9 - Johnston Canyon

KPI	2021	2021	2022	2022	2023	2024
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 95.76	\$ 32.00	\$ 94.07	\$ 100.29	\$ 102.30	\$ 104.34
Gross Cost per Service Hour	\$ 202.83	\$ 196.16	\$ 199.03	\$ 228.54	\$ 231.16	\$ 234.51
Direct Operating Cost per Service Hour	\$ 133.29	\$ 133.66	\$ 139.82	\$ 156.12	\$ 158.73	\$ 161.90
Overhead per Service Hour	\$ 9.04	\$ 8.33	\$ 8.12	\$ 9.18	\$ 8.96	\$ 9.14
Lease/Amortization per Service Hour	\$ 60.50	\$ 54.17	\$ 51.09	\$ 63.24	\$ 63.47	\$ 63.47
Net Cost per Service Hour (CUTA)	\$ 46.56	\$ 109.99	\$ 53.87	\$ 65.01	\$ 65.39	\$ 66.70
% Cost Recovery (CUTA)	67%	23%	64%	61%	61%	61%
Kilometers	24,027	42,316	42,316	41,969	41,969	41,969
Gross cost per KM	\$ 3.29	\$ 5.37	\$ 5.76	\$ 6.26	\$ 6.33	\$ 6.42
Ridership	5,265	8,358	11,107	11,107	11,107	11,107
Service Hours	390	1,159	1,226	1,150	1,150	1,150
Ridership per Service Hour	14	7	9	10	10	10

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 10 - Moraine Lake

KPI	2021	2021	2022	2022	2023	2024
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour		\$ 34.99	\$ 46.66	\$ 57.75	\$ 58.90	\$ 60.08
Gross Cost per Service Hour			\$ -	\$ 143.14	\$ 145.44	\$ 147.95
Direct Operating Cost per Service Hour			\$ -	\$ 114.61	\$ 116.90	\$ 119.24
Overhead per Service Hour			\$ -	\$ 9.18	\$ 8.96	\$ 9.14
Lease/Amortization per Service Hour			\$ -	\$ 19.35	\$ 19.57	\$ 19.57
Net Cost per Service Hour (CUTA)			\$ -	\$ 66.05	\$ 66.96	\$ 68.30
% Cost Recovery (CUTA)			0%	30%	40%	47%
Kilometers	-	32,818	32,818	26,515	26,515	26,515
Gross cost per KM		\$ 2.40	\$ 2.44	\$ 2.94	\$ 2.98	\$ 3.03
Ridership	0	0	0	4,174	4,216	4,258
Service Hours	0	673	673	544	544	544
Ridership per Service Hour		0	0	8	8	8

Bow Valley Regional Transit Services Commission

2022-2031 Proposed Capital Budget

2022-2031 Capital Budget Summary

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Banff										
Opening Deferred Capital Contribution Balance	\$ 1,267,661	\$ 1,796,276	\$ 2,394,852	\$ 2,829,322	\$ 3,417,171	\$ 2,882,383	\$ 3,107,131	\$ 2,252,875	\$ 2,688,354	\$ 2,888,921
Anticipated Grant Funding	-	-	-	-	971,600	-	-	-	-	-
Municipal Contribution to New Assets	-	-	-	-	-	-	-	-	-	-
Banff Capital Requisition										
Banff Local Capital Replacement	537,200	545,200	553,400	561,600	570,000	578,600	587,200	596,000	605,000	614,000
Canmore / Banff Regional Capital Replacement	61,900	62,900	63,800	64,700	65,700	66,700	67,700	68,700	69,700	70,700
Commission Capital Replacement	37,400	37,600	37,900	38,300	38,700	39,100	39,400	39,800	40,200	40,600
Total Banff Capital Requisition	636,500	645,700	655,100	664,600	674,400	684,400	694,300	704,500	714,900	725,300
Capital Projects										
Banff New Capital Assets	-	-	-	-	-	-	-	-	-	-
Banff Local Capital Replacement	(32,841)	(24,162)	(71,527)	(1,000)	(2,080,494)	(390,558)	(1,531,390)	(252,631)	(155,862)	(257,460)
Canmore / Banff Regional Capital Replacement	(51,711)	(5,886)	(11,434)	(36,570)	(84,987)	(44,235)	(500)	(6,390)	(348,471)	(46,918)
Commission Capital Replacement	(23,333)	(17,076)	(137,669)	(39,180)	(15,307)	(24,859)	(16,667)	(10,000)	(10,000)	(10,000)
Total Capital Projects	(107,885)	(47,124)	(220,631)	(76,750)	(2,180,788)	(459,652)	(1,548,556)	(269,021)	(514,333)	(314,378)
Closing Deferred Capital Contribution Balance	\$ 1,796,276	\$ 2,394,852	\$ 2,829,322	\$ 3,417,171	\$ 2,882,383	\$ 3,107,131	\$ 2,252,875	\$ 2,688,354	\$ 2,888,921	\$ 3,299,842

Canmore										
Opening Deferred Capital Contribution Balance	\$ 698,417	\$ 619,112	\$ 817,158	\$ 717,971	\$ 866,924	\$ 938,882	\$ 1,139,888	\$ 1,320,152	\$ 1,602,162	\$ 1,546,291
Anticipated Grant Funding	666,667	-	-	-	-	-	522,243	-	269,014	-
Municipal Contribution to New Assets	333,333	-	-	-	-	-	522,243	-	269,014	-
Canmore Capital Requisition										
Canmore Local Capital Replacement	115,300	174,600	177,200	179,900	182,600	185,300	188,100	190,900	193,700	196,600
Canmore / Banff Regional Capital Replacement	61,900	62,900	63,800	64,700	65,700	66,700	67,700	68,700	69,700	70,700
Commission Capital Replacement	37,400	37,600	37,900	38,300	38,700	39,100	39,400	39,800	40,200	40,600
Total Canmore Capital Requisition	214,600	275,100	278,900	282,900	287,000	291,100	295,200	299,400	303,600	307,900
Capital Projects										
Canmore Project Capital Expenditures	(30,000)	(10,000)	-	(35,000)	(30,000)	(20,000)	-	-	-	-
Canmore Operating Capital Expenditures	(1,188,861)	(44,091)	(228,983)	(23,197)	(84,749)	(1,000)	(1,142,256)	(1,000)	(539,028)	-
Canmore / Banff Regional Capital Replacement	(51,711)	(5,886)	(11,434)	(36,570)	(84,987)	(44,235)	(500)	(6,390)	(348,471)	(46,918)
Commission Capital Replacement	(23,333)	(17,076)	(137,669)	(39,180)	(15,307)	(24,859)	(16,667)	(10,000)	(10,000)	(10,000)
Total Capital Projects	(1,293,905)	(77,054)	(378,087)	(133,947)	(215,043)	(90,094)	(1,159,423)	(17,390)	(897,499)	(56,918)
Closing Deferred Capital Contribution Balance	\$ 619,112	\$ 817,158	\$ 717,971	\$ 866,924	\$ 938,882	\$ 1,139,888	\$ 1,320,152	\$ 1,602,162	\$ 1,546,291	\$ 1,797,272

Bow Valley Regional Transit Services Commission

2022-2031 Proposed Capital Budget

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ID#9										
Opening Deferred Capital Contribution Balance	\$ 495,201	\$ 842,263	\$ 1,216,697	\$ 883,145	\$ 1,152,781	\$ 1,546,250	\$ 1,936,118	\$ 1,120,845	\$ 1,425,393	\$ 1,523,427
Anticipated Grant Funding	-	-	-	-	-	-	-	-	-	-
Parks Canada Capital Contribution	-	-	-	-	-	-	-	-	-	-
Maintenance & Replacement Contributions	319,449	324,241	329,104	334,041	339,051	344,137	349,299	354,539	359,857	365,255
ID#9 Capital Contribution	-	-	-	-	-	-	-	-	-	-
ID#9 Capital Requisition										
Lake Louise / Banff Regional Capital Replacement	29,231	29,669	30,114	30,566	31,025	31,490	31,962	32,442	32,928	33,422
Commission Capital Replacement	37,400	37,600	37,900	38,300	38,700	39,100	39,400	39,800	40,200	40,600
Total ID#9 Capital Requisition	66,631	67,269	68,014	68,866	69,725	70,590	71,362	72,242	73,128	74,022
Capital Projects										
LLB Regional Capital Expenditures	(15,685)	-	(593,002)	(94,091)	-	-	(1,219,268)	(112,233)	(324,951)	(104,157)
Commission Capital Replacement	(23,333)	(17,076)	(137,669)	(39,180)	(15,307)	(24,859)	(16,667)	(10,000)	(10,000)	(10,000)
Total Capital Projects	(39,019)	(17,076)	(730,671)	(133,271)	(15,307)	(24,859)	(1,235,935)	(122,233)	(334,951)	(114,157)
Closing Deferred Capital Contribution Balance	\$ 842,263	\$ 1,216,697	\$ 883,145	\$ 1,152,781	\$ 1,546,250	\$ 1,936,118	\$ 1,120,845	\$ 1,425,393	\$ 1,523,427	\$ 1,848,547

ALL PARTNERS										
Opening Deferred Capital Contribution Balance	\$ 2,461,279	\$ 3,257,650	\$ 4,428,707	\$ 4,430,438	\$ 5,436,877	\$ 5,367,515	\$ 6,183,138	\$ 4,693,872	\$ 5,715,909	\$ 5,958,639
Anticipated Grant Funding	666,667	-	-	-	971,600	-	522,243	-	269,014	-
Proposed Annual Contributions	1,570,513	1,312,310	1,331,119	1,350,407	1,370,176	1,390,227	1,932,405	1,430,681	1,720,499	1,472,477
Capital Projects	(1,440,809)	(141,253)	(1,329,388)	(343,969)	(2,411,137)	(574,605)	(3,943,914)	(408,644)	(1,746,784)	(485,454)
Remaining Unspent End of Year	\$ 3,257,650	\$ 4,428,707	\$ 4,430,438	\$ 5,436,877	\$ 5,367,515	\$ 6,183,138	\$ 4,693,872	\$ 5,715,909	\$ 5,958,639	\$ 6,945,662
Check	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0