

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

via: Zoom Video Meeting

AGENDA

October 13th, 2021 2:00-3:30pm

1. Call to Order
2. Approval of the Agenda
3. Minutes
 - Approval of the September 8th, 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 Final 2022-2024 Operating Budget (Request for Decision)
 - b) Presentation of Proposed Final 2022 – 2031 Capital Budget (Request for Decision)
 - c) In Camera Session – HR Matter (Zoom Breakout Room)
6. Adjournment

Next Meeting – via Zoom – Wednesday November 10th at 2:00pm

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

via: Zoom Video Meeting

MINUTES

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

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

Dave Schebek, ID#9

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

Danielle Morine, ID9

Patti Youngberg, Parks Canada

Andy Esarte, Town of Canmore

Adrian Field, Town of Banff

Alex Kolesch, Parks Canada

Daniella Rubeling, Parks Canada

ADMINISTRATION ABSENT

Members of the Public

Greg Colgan, Reporter Rocky Mountain Outlook

1. Call to Order

Brian calls the meeting to order at 2:04PM

2. Approval of the Agenda

Brian Standish would like to add an In-Camera Session for an HR related discussion.

BVRTSC21-104 Brian Standish moves to accept the Agenda as amended.

CARRIED UNANIMOUSLY

3. Minutes

- Approval of the August 11th, 2021, Regular Meeting Minutes (attached)

BVRTSC21-105 Vi Sanford moves to accept the August 11th, 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) Presentation of Proposed 2022-2024 Operating Budget (Request for Decision)

BVRTSC21-106 Davina Bernard moves to accept the Proposed 2022-2024 Operating Budget as presented.

CARRIED UNANIMOUSLY

- b) Presentation of Proposed 2022 – 2031 Capital Budget (Request for Decision)

BVRTSC21-107 Brian Standish moves to accept the Proposed 2022 – 2031 Capital Budget as presented.

CARRIED UNANIMOUSLY

BVRTSC21-108

Brian Standish moves the meeting 'In Camera' at 2:22PM

CARRIED UNANIMOUSLY

BVRTSC21-109

Davina Bernard moved to come 'Out of Camera' at 3:09PM

CARRIED UNANIMOUSLY

6. Adjournment

BVRTSC21-110

Brian Standish moves to adjourn the meeting at 3:10PM

Next Meeting – via Zoom – Wednesday October 13th at 2:00pm

Bow Valley Regional Transit Services Commission



CAO UPDATE

CAO Update – October 2021

Financial:

- No further announcements have been made on any extensions to the GreenTRIP program therefore we are working towards the goal of having all current projects finalized and paid for by Feb 28, 2022. Any funds not allocated at that time will revert back to the Province unless the program is extended.
- Progress payments on the two additional Proterra buses will be sent out later in October.

Transit Service Updates

- Reservations have been available all summer on Routes 8S (Lake Louise Scenic and 9 (Johnston Canyon), with the addition of a reservation service for Route 10 (Moraine Lake) and Route 8X (Lake Louise Express) in the Fall. The current plan is to continue reservations on the Lake Louise Express service on a year-round basis. In planning this service, administration has addressed the challenge that locals have in guaranteeing a spot on the bus during busy visitor times by offering reservations available on a 10 ride and a monthly pass at a small surcharge.
 - Administration will be analyzing the success of the reservation service and bringing back a report to the Board in December (added to Bring Forward).
- Roam continues to see numerous positive comments on drivers, ambassadors, and our office customer service team such as the one below:

Hi! I'm a tourist on my 3rd trip to Canmore/Banff and I wanted to say ALL the Roam transit drivers I've had are excellent.

I want to give extra praise to the driver of the 9 to Johnston Canyon that left Banff High School at 9am on 29-Sep. I was looking confused and on my phone at the terminal, and she got off the bus to double check if I wanted to catch her bus before she left.

I was waiting for a different bus, but that level of caring is really great!

I love to hike but I can't drive. Roam Transit is a big part of why I keep coming back to Banff. Your drivers are part of why the experience is so good.

*Thank you,
R McKee*

General/Health and Safety

- With the introduction of September 30th as a National Day for Truth and Reconciliation statutory holiday, Roam has chosen to recognize this holiday as an important day in the history of our country. From the Federal Government website:

This day is an important step in the reconciliation process. It provides an opportunity to recognize and commemorate the tragic history and ongoing legacy of residential schools, and to honour their survivors, their families and communities.

- Roam will be exchanging the observation of this holiday for the currently observed Easter Monday and will continue to observe 12 statutory holidays.
- Roam has been selected as the winner of the CUTA Annual National Award for 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.

<https://cutaawards2021.ca/eng.html#es>

- Roam has been selected by Rocky Mountain Outlook readers as the best use of tax dollars for fare free transit offerings. This award represents the votes of readers in both Banff and Canmore. See following email excerpt from RMO:

*"It is my honour to inform you of your wins for our Best of The Bow Readership Awards. **The Roam Bus** is being celebrated for the following:*

Best Use of Tax Dollars-Free Roam Bus 1st Place in both Banff and Canmore"

- The principal designer and software/hardware technician from Sym2B spent the first week of October in Banff finalizing adjustments to our simulator and training our key

staff on procedures for operation. The next stage for simulator integration and completion will be the ongoing design of Bow Valley specific locations and scenarios.

- The Canmore Tourism Task Force
- The BVRTSC observed National Truth and Reconciliation Day as a statutory holiday. This key day for Canada was observed by displaying acknowledgement on our destination signs, social media messaging and orange shirts for all of our drivers. In addition, we are investigating an online educational course to be offered to all employees. See below messaging:

▪ **Truth and Reconciliation Day - Orange Shirt Day - Destination Signs**

IMPORTANT INFO FOR ALL DRIVERS TOMORROW SEPT 30th Hi everyone, Tomorrow September 30th marks Canada's first Truth and Reconciliation Day. The day honours the lost children and Survivors of residential schools, their families and communities. Both the National Day for Truth and Reconciliation and Orange Shirt Day take place on September 30th. Roam is providing it's employees working on the 30th and optionally on Oct 1st an orange shirt to wear. The shirts will be available to our drivers in the Banff driver's room, and will be delivered to Canmore. Please choose your size and take one. Wearing an orange shirt while on shift is not mandatory for Roam employees, but it is encouraged. In addition, all drivers are asked to please use P/R code 16 on their buses all day Sept 30th. This will display "EVERY CHILD MATTERS". This National Day for Truth and Reconciliation, explore the rich and diverse cultures, voices, experiences and stories of the First Nations, Inuit, and Métis peoples. Whether you want to read, listen, watch, or try, start your learning journey today. Information can be found here <https://www.rcaanc-cirnac.gc.ca/eng/1621447127773/1621447157184>

- A couple of comments received back from our drivers are below regarding the observation of this holiday:

Hi Steve, Thank you for Roam to recognize this day. I worked 3 years in Morley with Chiniki, Bearspaws and Wesley Bands. I heard those terrible stories of residential schools back then.

I agree, as a Métis person in the company in has been nice to know that a day is being recognized for all the native cultures.

- Roam is currently finalizing the completion of our mandatory vaccination policy, with a small percentage of employees choosing not to be vaccinated at this time. With the safety of all employees and passengers as our primary goal, we are confident that our decision to not allow unvaccinated people to work currently is the best route for the organization.

- Roam has signed on as a sponsor of the Rotary Festival of Trees and will be providing in-kind advertising on our interior bus panels through the Christmas season to ensure our strong involvement in this positive charitable community event.

<https://rotaryclubofcanmore.ca/page/festival-of-trees>

Bow Valley *Regional* Transit Services Commission



BRING FORWARD LIST

BRING FORWARD LIST OF ITEMS PENDING (as of October 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	January 2022	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	
BVRTSC21-83 Davina Bernard moves that the Commission direct Administration to pilot an online reservation system through Betterez for the Route 9 (Johnston Canyon) and Route 8S (Lake Louise Scenic) transit offerings for the summer of 2021.	October 13, 2021	December 2021	Report back on the success of the summer pilot program

Bow Valley Regional Transit Services Commission Ridership Statistics



Month	Type	Banff Local	Canmore Local	Canmore - Banff Regional	Lake Louise - Banff Regional
September 2021	Bikes	228	233	719	138
	Strollers	101	93	41	14
	Winter Sports	1	1	2	15

September 2021

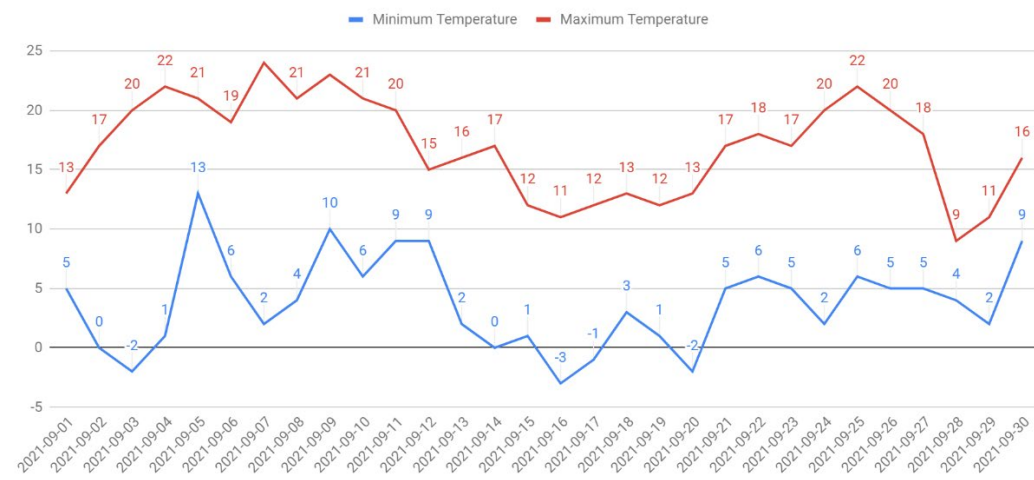
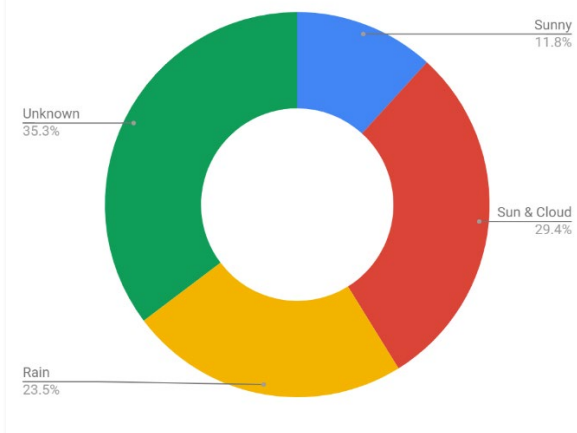
Route	Monthly Ridership Change 2020/2021	Comments
Route 1	+153%	September 2021 to September 2020 (Pandemic)
Route 2	+98%	September 2021 to September 2020 (Pandemic)
Route 3	+55%	September 2021 to September 2020 (Pandemic)
Route 4	+424%	September 2021 to September 2020 (Pandemic)
Route 5	+41%	September 2021 to September 2020 (Pandemic)
Route 8X	+120%	September 2021 to September 2020 (Pandemic)

Route 9 (Johnston Canyon) Reservations – September 2021

Pass Riders – 395	Reservations – 446	Cash Fares – 393	Token Transit - 214	Total Ridership = 1448
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Weather for September 2021

Weather conditions September 2021

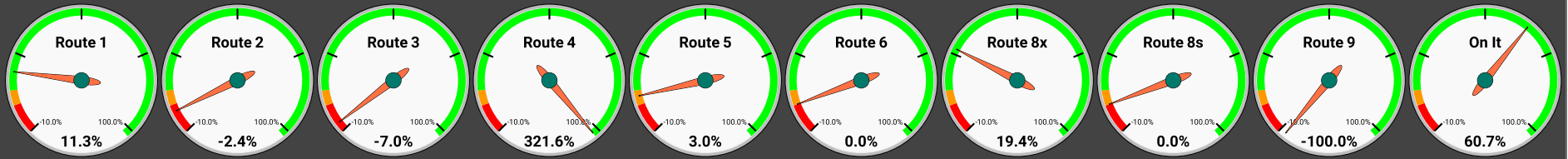


	Route 1 (Inns of Banff/ Gondola)					Route 2 (Tunnel Mtn / Banff Springs Hotel)					Route 3 (Canmore-Banff Regional)					Banff Local Combined Totals (Routes 1, 2, 4)				
Month	2019	2020	2020 YTD	2021	% Change	2019	2020	2020 YTD	2021	% Change	2019	2020	2020 YTD	2021	% Change	2019	2020	2020 YTD	2021	% Change
January	28,912	29,158	29,158	4,761	-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%
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	6,850	9.1%	82,195	6,242	6,242	10,969	75.73%
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%
July	80,651	13,296	13,296	31,554	137.3%	61,895	13,112	13,110	31,179	137.8%	20,422	6,973	6,973	12,330	76.8%	149,250	26,958	26,952	65,486	142.97%
August	81,196	18,048	18,048	43,151	139.1%	63,073	16,072	16,072	34,735	116.1%	20,105	8,331	8,331	12,610	51.4%	151,601	35,139	35,139	81,324	131.44%
September	59,934	11,454	11,450	28,975	153.1%	45,951	9,327	9,328	18,476	98.1%	16,379	7,334	7,335	11,365	54.9%	109,031	21,106	21,766	49,160	125.86%
October	28,982	9,268	1,355	2,079	53.4%	21,044	6,834	1,067	1,690	58.4%	15,563	7,535	851	783	-8.0%	50,026	16,102	2,422	3,769	55.62%
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			0.00%
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	136,322	151,719	11.3%	422,326	145,252	128,668	125,542	-2.4%	198,004	101,485	83,836	77,997	-7.0%	984,266	303,941	267,667	285,756	6.8%

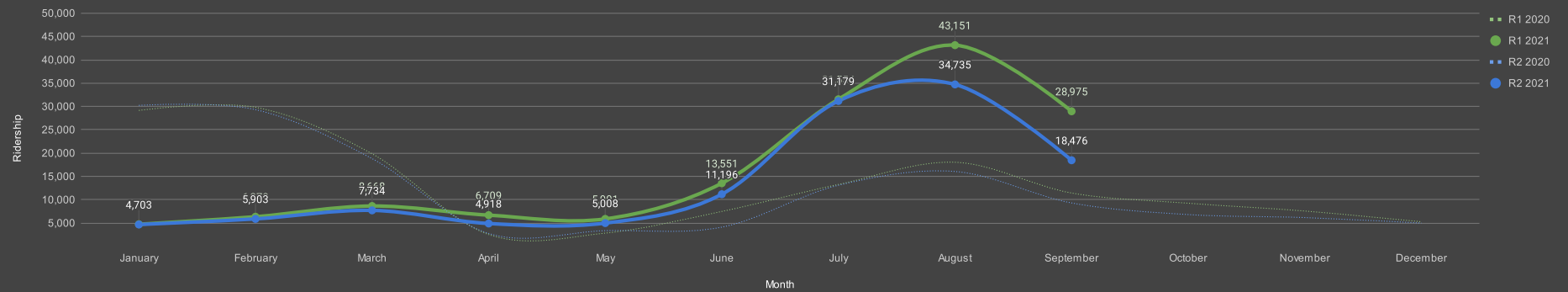
	Route 5 Canmore					Route 4 Cave and Basin					Route 8X (Express Lake Louise - Banff Regional)					Roam TOTAL Ridership (Not incl. Onlt or Parking Shuttles)				
Month	2019	2020	2020 YTD	2021	% Change	2019	2020	2020 YTD	2021	% Change	2019	2020	2020 YTD	2021	% Change	2019	2020	2020 YTD	2021	% Change
January	10,225	14,620	14,620	6,204	-57.6%						4,053	7,617	7,617	1,117	-85.34%	86,034	99,419	99,419	22,284	-77.6%
February	8,913	14,327	14,327	6,700	-53.2%						2,920	5,913	5,913	1,017	-82.80%	80,982	93,939	93,939	25,771	-72.6%
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	6,759	103.5%	1,147	0	0	60	0.0%	5,634	1,585	1,585	1,516	-4.35%	120,779	17,428	18,378	26,653	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	3,454	134.01%	180,155	22,566	28,160	49,959	77.4%
July	14,183	5,724	5,726	7,581	32.4%	6,704	550	546	2,753	404.2%	24,544	4,150	4,150	10,637	156.31%	232,511	45,370	49,290	104,226	111.5%
August	13,675	6,447	6,447	8,345	29.4%	7,332	1,019	1,019	3,438	237.4%	24,743	7,462	7,462	15,688	110.24%	237,528	59,513	63,205	129,613	105.1%
September	12,348	6,119	6,119	8,621	40.9%	3,146	325	326	1,709	424.2%	15,154	3,960	3,961	8728	120.35%	165,538	41,963	42,222	83,167	97.0%
October	14,180	7,837	817	769	-5.9%						5,581	1,747	264	388	46.97%	86,306	33,738	4,705	5,709	21.3%
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	67,232	69,239	3.0%	22,331	1,953	2,015	8,495	321.6%	115,449	41,320	37,802	45,129	19.38%	1,527,224	541,390	477,467	507,463	6.28%

	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	3,303	0.0%	303	0	757	149.8%	1,659	0	1448	-12.72%	2,463	2,463	1,498	-39.2%
October														956	517	351	-32.1%
November																	
December																	
YTD	42,738	0	0	21,482	0.0%	8,677	0	5,029	0.0%	10,993	0	14,715	-100.00%	3,419	2,980	1,849	-38.0%

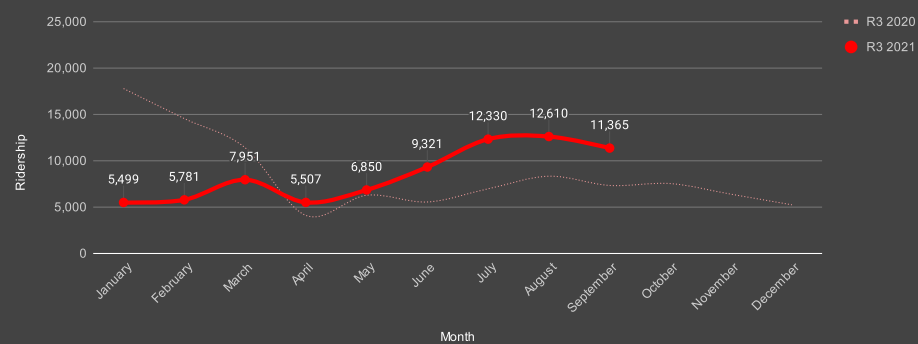
Year to Date % Ridership Change - Comparing 2020 to 2021



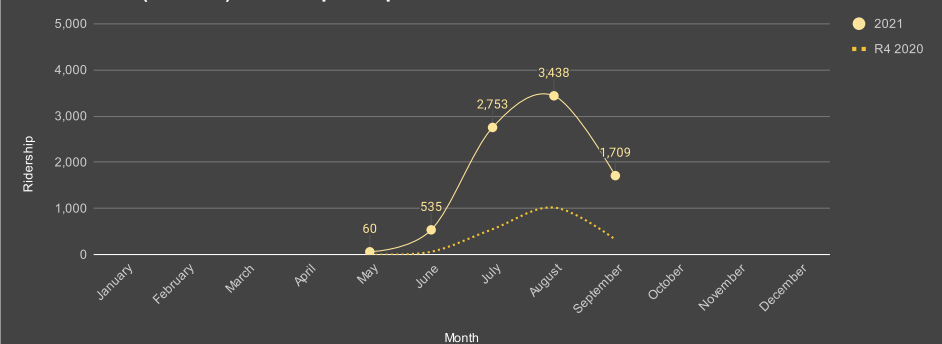
Banff Local (Routes 1 and 2) Ridership Comparison

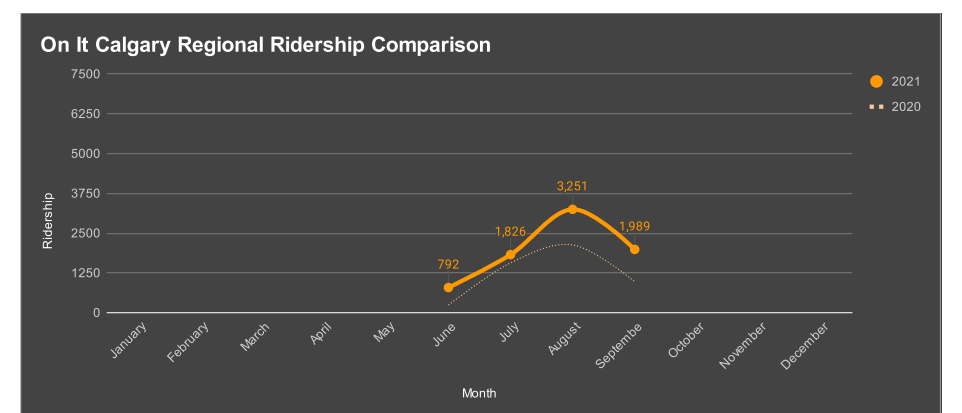
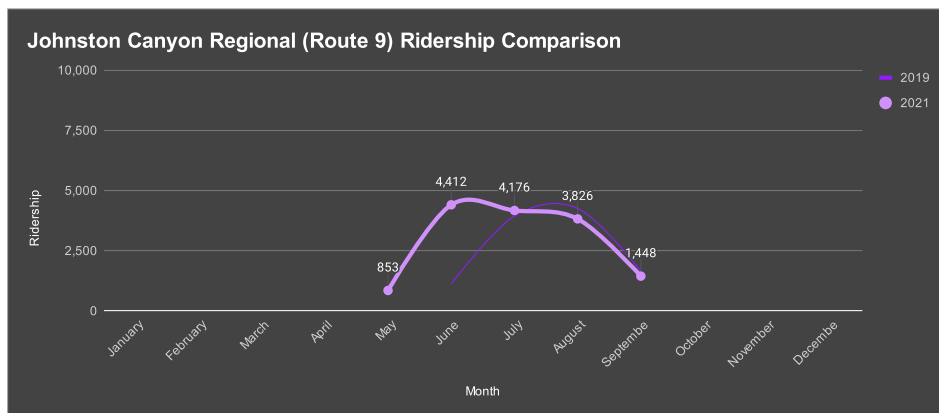
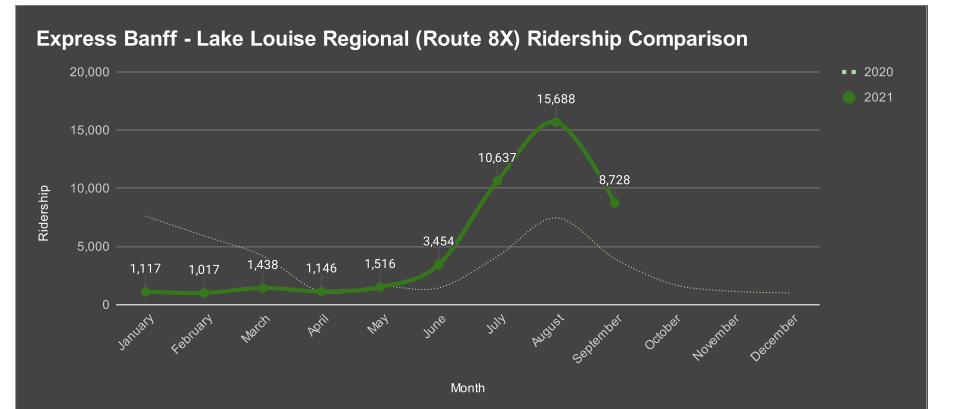
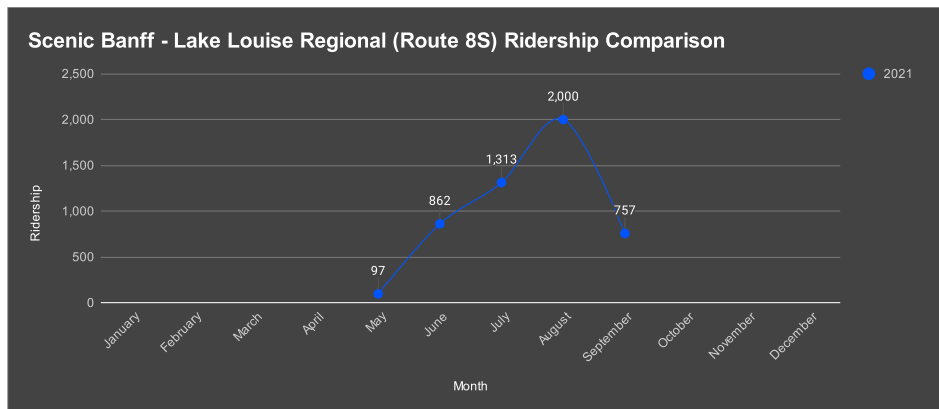
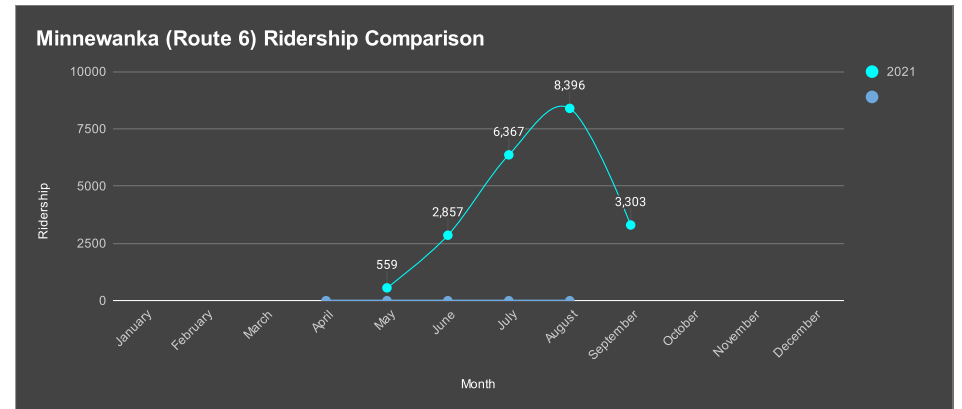
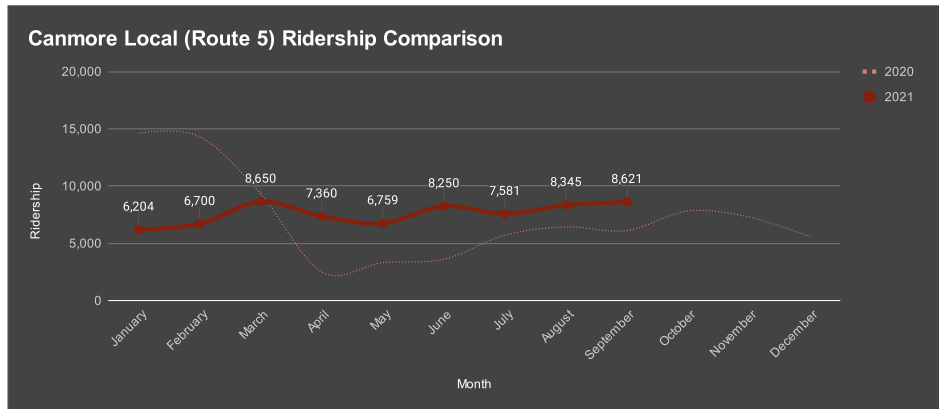


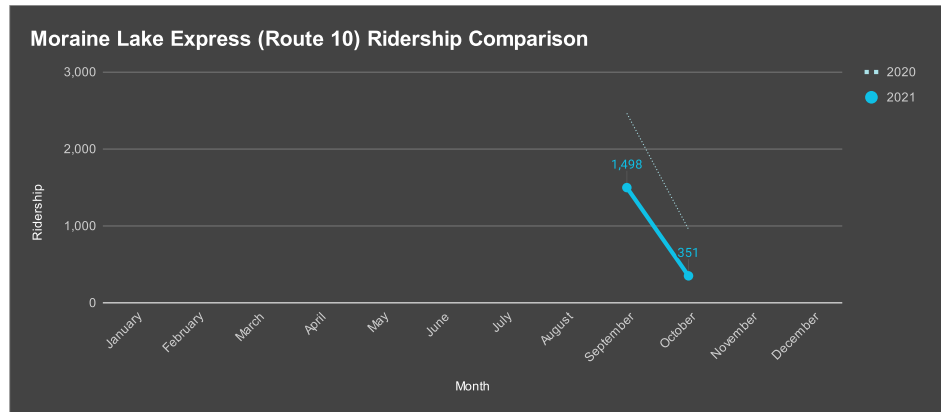
Canmore - Banff Regional (Route 3) Ridership Comparison



Banff Local (Route 4) Ridership Comparison







** September 2020 had one more week of Route 10 service, accounting for some of the ridership reduction

WHAT'S NEW!

NEW BUSINESS

Bow Valley *Regional* 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

Requisitions - 2022 to 2024

	2021	2022	2023	2022	2023	2024	% Change	% Change	\$ Change	\$ Change
Town of Banff:	Budget	Previously Approved Budget		Approved			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		Approved			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		Approved			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		Approved			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

2022-2024 Approved Operating Budget

ALL ROUTES				
	2022 Approved Budget	2023 Approved Budget	2024 Approved Budget	
INCOME				
Advertising & Marketing Revenue				
4200 Advertising & Marketing	\$ 55,141	\$ 56,244	\$ 57,367	
Total Advertising & Marketing Revenue	\$ 55,141	\$ 56,244	\$ 57,367	
Farebox Revenue				
4100 Farebox Income	\$ 1,818,942	\$ 1,865,768	\$ 1,903,084	
Total Farebox Revenue	\$ 1,818,942	\$ 1,865,768	\$ 1,903,084	
Interest Revenue				
4810 Interest Income	\$ 12,000	\$ 12,240	\$ 12,485	
Total Interest Revenue	\$ 12,000	\$ 12,240	\$ 12,485	
Other Income				
4700 Charter Sales	\$ 2,080	\$ 2,122	\$ 2,164	
4750 Route Detour Fee	\$ 416	\$ 424	\$ 432	
Total Other Income	\$ 2,496	\$ 2,546	\$ 2,596	
Partner Programs				
4300 Partner Program Revenue	\$ 480,041	\$ 489,642	\$ 499,434	
Total Partner Programs	\$ 480,041	\$ 489,642	\$ 499,434	
Pass Sales				
4150 Pass Revenue	\$ 595,132	\$ 647,035	\$ 659,975	
Total Pass Sales	\$ 595,132	\$ 647,035	\$ 659,975	
TOTAL INCOME BEFORE REQUISITIONS	\$ 2,963,752	\$ 3,073,474	\$ 3,134,942	
Recoveries - Operating (non-members)				
4500 Recoveries - Operating (non-memb)	\$ 1,201,054	\$ 1,449,323	\$ 1,473,508	
Total Recoveries - Operating (non-members)	\$ 1,201,054	\$ 1,449,323	\$ 1,473,508	
Requisitions - Operating				
4420-1 Operating Requisition - TOB	\$ 1,140,743	\$ 1,112,764	\$ 1,134,908	
4420-2 Operating Requisition - TOC	\$ 1,129,271	\$ 1,101,061	\$ 1,122,970	
4420-5 Operating Requisition - ID9	\$ 794,889	\$ 758,777	\$ 767,450	
Total Requisitions - Operating	\$ 3,064,903	\$ 2,972,602	\$ 3,025,329	
TOTAL INCOME	\$ 7,229,709	\$ 7,495,399	\$ 7,633,779	
EXPENSES				
Advertising & Marketing Expenses				
5226 Drivers recruitment	\$ 37,647	\$ 38,400	\$ 39,167	
5616 Recruitment Costs - Admin	\$ 4,570	\$ 4,661	\$ 4,756	
5700 Advertising and Marketing	\$ 148,502	\$ 153,370	\$ 156,438	
5715 Commission	\$ 2,424	\$ 2,472	\$ 2,521	
Total Advertising & Marketing Expenses	\$ 193,143	\$ 198,903	\$ 202,882	
Contracted Services / Professional Fees				

Bow Valley Regional Transit Services Commission

2022-2024 Approved Operating Budget

ALL ROUTES				
	2022 Approved Budget	2023 Approved Budget	2024 Approved Budget	
5200 Operating Contracts	\$ 10,506	\$ 10,716	\$ 10,930	
5364 Brinks service fees	\$ 11,270	\$ 11,495	\$ 11,725	
5611 Accounting Fees	\$ 11,260	\$ 11,485	\$ 11,715	
5612 Payroll service fee	\$ 5,535	\$ 5,646	\$ 5,759	
5615 Legal Fees	\$ 5,189	\$ 5,293	\$ 5,399	
5623 Security Fee	\$ 15,640	\$ 15,953	\$ 16,272	
5624 IT Support	\$ 9,989	\$ 10,189	\$ 10,391	
5629 Contract Work	\$ 40,500	\$ 41,310	\$ 42,136	
Total Contracted Services / Professional Fees	\$ 109,889	\$ 112,087	\$ 114,327	
Fuel Expense				
5270 Fuel	\$ 644,752	\$ 670,712	\$ 684,125	
Utilities - electric bus charging	\$ 6,000	\$ 6,120	\$ 6,242	
Total Fuel Expense	\$ 650,752	\$ 676,832	\$ 690,367	
General Operating Expenses				
5351 Office Supplies	\$ 12,326	\$ 12,573	\$ 12,822	
5352 Bank Service Charges	\$ 15,741	\$ 16,056	\$ 16,376	
5353 Janitorial Supplies & Services	\$ 1,916	\$ 1,954	\$ 1,993	
5354 Postage and Office Delivery	\$ 2,776	\$ 2,832	\$ 2,888	
5357 Cell Phone	\$ 22,990	\$ 23,450	\$ 23,919	
5358 Office Phone	\$ 11,215	\$ 11,439	\$ 11,668	
5359 Board meeting expense	\$ 1,380	\$ 1,408	\$ 1,436	
5626 Office Rent	\$ 30,456	\$ 31,065	\$ 31,686	
5627 Copier	\$ 4,988	\$ 5,088	\$ 5,189	
5630 Utilities	\$ 4,606	\$ 4,698	\$ 4,792	
Total General Operating Expenses	\$ 108,394	\$ 110,562	\$ 112,769	
Infrastructure Maintenance				
5430 Parks Canada Land Rent	\$ 411	\$ 419	\$ 427	
5632 Infrastructure Maintenance Expense	\$ 35,132	\$ 35,834	\$ 36,550	
Total Infrastructure Maintenance	\$ 35,543	\$ 36,253	\$ 36,977	
Insurance Expense				
5310 General Liability Insurance	\$ 8,580	\$ 8,752	\$ 8,927	
5320 Fleet insurance	\$ 95,766	\$ 97,098	\$ 99,041	
Total Insurance Expense	\$ 104,346	\$ 105,849	\$ 107,968	
Software Fees & Licences				
5362 Software and License Fees	\$ 57,825	\$ 58,982	\$ 60,160	
5617 Website	\$ 12,737	\$ 12,992	\$ 13,251	
5620 Smart Farebox Software	\$ 57,529	\$ 58,680	\$ 59,853	
5622 Bus Prediction Software	\$ 45,868	\$ 46,785	\$ 47,721	
Total Software Fees & Licences	\$ 173,959	\$ 177,438	\$ 180,985	
Training, Travel & Meals				

Bow Valley Regional Transit Services Commission

2022-2024 Approved Operating Budget

ALL ROUTES				
	2022 Approved Budget	2023 Approved Budget	2024 Approved Budget	
5171 Conference Fees	\$ 7,804	\$ 7,960	\$ 8,119	
5172 Meals	\$ 9,087	\$ 9,269	\$ 9,453	
5173 Training	\$ 7,500	\$ 7,650	\$ 7,803	
5180 Travel Expense	\$ 5,610	\$ 5,722	\$ 5,837	
5181 Mileage	\$ 5,532	\$ 5,643	\$ 5,754	
5227 Driver Training	\$ 4,565	\$ 4,656	\$ 4,749	
5356 Memberships	\$ 5,107	\$ 5,209	\$ 5,313	
5619 Business Hosting Expenses	\$ 1,673	\$ 1,706	\$ 1,741	
Total Training, Travel & Meals	\$ 46,878	\$ 47,816	\$ 48,769	
Vehicle Expenses				
5225 Drivers uniforms	\$ 26,985	\$ 27,525	\$ 28,075	
5228 Driver recognition	\$ 4,291	\$ 4,377	\$ 4,463	
5250 Parts	\$ 423,347	\$ 441,823	\$ 450,660	
5255 Vehicle Supplies	\$ 60,437	\$ 61,646	\$ 62,879	
5260 Maintenance Labour	\$ 615,351	\$ 644,312	\$ 657,199	
5420 Bus Storage	\$ 214,298	\$ 218,584	\$ 222,955	
5628 Bus wrap repair	\$ 9,226	\$ 9,411	\$ 9,598	
Total Vehicle Expenses	\$ 1,353,935	\$ 1,407,677	\$ 1,435,829	
Wages & Benefits - Administrative				
5110 Wages - Administrative	\$ 532,647	\$ 547,668	\$ 558,620	
Total Wages & Benefits - Administrative	\$ 532,647	\$ 547,668	\$ 558,620	
Wages & Benefits - Cleaners				
5635 Wages - Cleaners	\$ 200,065	\$ 216,136	\$ 220,459	
Total Wages & Benefits - Cleaners	\$ 200,065	\$ 216,136	\$ 220,459	
Wages & Benefits - Customer Support				
5631 Wages - Customer Centre Support	\$ 257,112	\$ 266,726	\$ 272,061	
Total Wages & Benefits - Customer Support	\$ 257,112	\$ 266,726	\$ 272,061	
Wages & Benefits - Drivers				
5221 Drivers Wages	\$ 2,308,122	\$ 2,373,947	\$ 2,421,427	
5223 Drivers Wages - Training	\$ 160,099	\$ 163,301	\$ 166,567	
Total Wages & Benefits - Drivers	\$ 2,468,221	\$ 2,537,248	\$ 2,587,994	
Wages & Benefits - Operations				
5220 Wages - Operations	\$ 468,882	\$ 478,260	\$ 487,824	
Total Wages & Benefits - Operations	\$ 468,882	\$ 478,260	\$ 487,827	
TOTAL OPERATING EXPENSES	\$ 6,703,766	\$ 6,919,454	\$ 7,057,835	
SURPLUS / DEFICIENCY PRIOR TO AMORTIZATION	\$ 525,943	\$ 575,944	\$ 575,944	
Amortization Expense				
5900 Amortization Exp	\$ 1,441,125	\$ 1,539,793	\$ 1,539,793	
Total Amortization Expense	\$ 1,441,125	\$ 1,539,793	\$ 1,539,793	
NET INCOME	-\$ 915,182	-\$ 963,849	-\$ 963,849	

Bow Valley Regional Transit Services Commission

2022-2031 Approved Capital Budget

2022-2031 Capital Budget Summary

	2022	2023	2024	2025	2026	2027	2028	2029
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
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
Canmore / Banff Regional Capital Replacement	61,900	62,900	63,800	64,700	65,700	66,700	67,700	68,700
Commission Capital Replacement	37,400	37,600	37,900	38,300	38,700	39,100	39,400	39,800
Total Banff Capital Requisition	636,500	645,700	655,100	664,600	674,400	684,400	694,300	704,500
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)
Canmore / Banff Regional Capital Replacement	(51,711)	(5,886)	(11,434)	(36,570)	(84,987)	(44,235)	(500)	(6,390)
Commission Capital Replacement	(23,333)	(17,076)	(137,669)	(39,180)	(15,307)	(24,859)	(16,667)	(10,000)
Total Capital Projects	(107,885)	(47,124)	(220,631)	(76,750)	(2,180,788)	(459,652)	(1,548,556)	(269,021)
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

Canmore								
Opening Deferred Capital Contribution Balance	\$ 698,417	\$ 619,112	\$ 817,158	\$ 717,971	\$ 866,924	\$ 938,882	\$ 1,139,888	\$ 1,320,152
Anticipated Grant Funding	666,667	-	-	-	-	-	522,243	-
Municipal Contribution to New Assets	333,333	-	-	-	-	-	522,243	-
Canmore Capital Requisition								
Canmore Local Capital Replacement	115,300	174,600	177,200	179,900	182,600	185,300	188,100	190,900
Canmore / Banff Regional Capital Replacement	61,900	62,900	63,800	64,700	65,700	66,700	67,700	68,700
Commission Capital Replacement	37,400	37,600	37,900	38,300	38,700	39,100	39,400	39,800
Total Canmore Capital Requisition	214,600	275,100	278,900	282,900	287,000	291,100	295,200	299,400
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)
Canmore / Banff Regional Capital Replacement	(51,711)	(5,886)	(11,434)	(36,570)	(84,987)	(44,235)	(500)	(6,390)
Commission Capital Replacement	(23,333)	(17,076)	(137,669)	(39,180)	(15,307)	(24,859)	(16,667)	(10,000)
Total Capital Projects	(1,293,905)	(77,054)	(378,087)	(133,947)	(215,043)	(90,094)	(1,159,423)	(17,390)
Closing Deferred Capital Contribution Balance	\$ 619,112	\$ 817,158	\$ 717,971	\$ 866,924	\$ 938,882	\$ 1,139,888	\$ 1,320,152	\$ 1,602,162

Bow Valley Regional Transit Services Commission

2022-2031 Approved Capital Budget

	2022	2023	2024	2025	2026	2027	2028	2029
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
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
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
Commission Capital Replacement	37,400	37,600	37,900	38,300	38,700	39,100	39,400	39,800
Total ID#9 Capital Requisition	66,631	67,269	68,014	68,866	69,725	70,590	71,362	72,242
Capital Projects								
LLB Regional Capital Expenditures	(15,685)	-	(593,002)	(94,091)	-	-	(1,219,268)	(112,233)
Commission Capital Replacement	(23,333)	(17,076)	(137,669)	(39,180)	(15,307)	(24,859)	(16,667)	(10,000)
Total Capital Projects	(39,019)	(17,076)	(730,671)	(133,271)	(15,307)	(24,859)	(1,235,935)	(122,233)
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

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
Anticipated Grant Funding	666,667	-	-	-	971,600	-	522,243	-
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
Capital Projects	(1,440,809)	(141,253)	(1,329,388)	(343,969)	(2,411,137)	(574,605)	(3,943,914)	(408,644)
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

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

All Routes

KPI	2021	2021	2022	2022	2023	2024
			Previously			
	YTD		Approved	Approved	Approved	Approved
	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	Approved	Approved	Approved
	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	Approved	Approved	Approved
	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	Approved	Approved	Approved
	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	Approved	Approved	Approved
	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	Approved	Approved	Approved
	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	Approved	Approved	Approved
	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	Approved	Approved	Approved
	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	Approved	Approved	Approved
	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	Approved	Approved	Approved
	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	Approved	Approved	Approved
	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	Approved	Approved	Approved
	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	Approved	Approved	Approved
	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