

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

Zoom Video Meeting

AGENDA

August 10, 2022 2:00-3:30pm

1. Call to Order
2. Approval of the Agenda
3. Minutes
 - Approval of the June 8th, 2022 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 2nd Quarter financial results
 - b) Presentation of Draft Operating and Capital Budgets (
 - c) Presentation of New Service Level Requests (Request for Decision)
 - Transit Planning/Data Analyst
 - Transit Support and Training Officers
 - BVRTSC Spare Bus 2024
 - CB Regional Additional Service Hours
6. Adjournment

Next meeting – 111 Hawk Avenue and Zoom – September 14th, 2-3:30pm

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

Held via: Zoom Video Meeting

MINUTES

June 8, 2022 2:00-3:30pm

BOARD MEMBERS PRESENT

Joanna McCallum, Town of Canmore - Chair

Davina Bernard, ID#9 – Vice Chair

Corrie DiManno, Town of Banff

Dave Schebek, ID9

BOARD MEMBERS ABSENT

Tanya Foubert, Town of Canmore

Grant Canning, Town of Banff

BVRTSC ADMINISTRATION PRESENT

Mel Booth, Financial Controller

Steve Nelson, Manager Operations

ADMINISTRATION PRESENT

Adrian Field, Town of Banff

Patti Youngberg, Parks Canada

Andy Esarte, Town of Canmore

Alex Kolesch, Parks Canada

Daniella Rubeling, Parks Canada

Danielle Morine, ID9

ADMINISTRATION ABSENT

Martin Bean, Chief Administrative Officer

Members of the Public

Greg Colgan, RMO

1. Call to Order

Joanna McCallum called meeting to order at 2:02PM

2. Approval of the Agenda

BVRTSC22-027 Corrie DiManno moved to approve the agenda as presented.

CARRIED UNANIMOUSLY

3. Minutes

- Approval of the May 11th, 2022, Regular Meeting Minutes (attached)

BVRTSC22-028 Corrie DiManno moved to approve 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)

Personnel committee to meet near end of June.

- c) Transit Service Monthly Statistics (For Information)

5. New Business

- a) Presentation of report on charger installation (Request for Decision)

BVRTSC22-029 Davina Bernard moved to Direct administration to secure a contractor to install the new 150KW charger at 111 Hawk Avenue based on quotations received from Mike's Electric and Peco Exodus.

CARRIED UNANIMOUSLY

- b) Update on Driver shortage and Proposed Schedule Changes (For Information Only)

6. Adjournment

July meeting is canceled due to scheduling conflicts

BVRTSC22-030... Corrie DiManno moved to adjourn the meeting at 2:27 PM.

CARRIED UNANIMOUSLY

CAO REPORT



CAO Update – August 2022

Financial:

- “The BVRTSC has signed an agreement for RESTOR funding and will be receiving \$1,162,420.96 as a result of this funding”. Administration has followed up with the Province on the timing this funding and will execute distribution of funds once they Federal transfer is received – no update on that timing.
- Q2 results are positive and will be presented today. Summer revenues for Roam and OnIt routes are anticipated to be positive with the increased ridership that is being seen.

Transit Service Updates:

- The Roam operations team is working diligently to provide the best service possible for the summer months while dealing with severe staff shortages and excessive passenger volumes.
- Route 3 (CB Regional) and Route 5 (Canmore local) have seen changes to the schedules in the mornings to allow for more time to complete the route due to traffic and lower speed limits in both towns.
- Route 1 to and from the Gondola has seen ridership that is 24% above the previous record of ridership in July of 2019, carrying over 100,000 riders in one month. This ridership level, along with traffic challenges, has created issues for buses staying on time and having capacity for carrying all passengers.
- Route 2 (Tunnel, BSH) has also seen record ridership in a month, 10% over 2019 levels. Route 2 has seen challenges in carrying capacity as people tend to head back towards the campground around the same time in the afternoon, with long line ups and waits for buses around 5-6pm.
- Roam admin has been trying to counter this issue by adding a “floater” bus whenever a bus and driver are available to do a few runs in the afternoon and alleviate some of the congestion.

- Route 4, 6, 8S and 9 typically run close to schedule, although Route 4 does see some delays as it travels through Banff Avenue pedestrian zone.
- Route 8X has been extremely busy also, with the reservation system being both positive and negative with the increase in ridership. Over the course of the summer administration has analyzed the challenges and made some operational changes and signage changes to assist in alleviating customer frustration and improve our service. At times drivers and ambassadors have been faced with angry customers who don't get on a bus because they didn't know about the reservation system or chose not to make a reservation, not knowing how busy it would be. A big part of the problem was riders traveling between LL Lakeshore and LL Village taking away seats from people trying to get to Banff. We have corrected this through eliminating the transfers between the village and lakeshore until the Fall (with ID9 and Parks consultation). This has created some challenges with locals who use the bus to get up and down for groceries etc..

Ridership comparison to 2019:

Ridership YTD (end of July)	2019	2022	Increase
1 Gondola	315,786	281,474	-11%
2 Tunnel Mtn/Fairmont	245,720	228,819	-7%
3 Canmore/Banff Regional	114,281	101,904	-11%
4 Cave and Basin	11,853	13,172	11%
5 Canmore Local	75,845	88,330	16%
6 Lake Minnewanka	25,752	36,084	40%
8X Lake Louise Express	58,611	70,953	21%
9 Johnston Canyon	5,072	12,500	146%
Onlt	9,964	13,221	33%

Ridership July Only	2019	2022	Increase
1 Gondola	80,651	100,148	24%
2 Tunnel Mtn/Fairmont	61,895	67,979	10%
3 Canmore/Banff Regional	20,422	22,015	8%
4 Cave and Basin	6,704	7,321	9%
5 Canmore Local	14,183	16,715	18%
6 Lake Minnewanka	11,801	20,639	75%
8X Lake Louise Express	24,544	28,200	15%
9 Johnston Canyon	3,943	6,589	67%
Onlt	4,847	7,626	57%

General/Health and Safety

- The Customer Service desk at the Visitor Centre is extremely successful, with our team assisting customers with information for all routes and reservations for 8X, 8S and 9. The volume of customers has been overwhelming, with line ups most of the day and our 2 Visitor Experience team members fully engaged all day. This has led to our phones and emails not being able to be answered in a timely manner and to senior admin answering numerous voicemails and emails. Staffing on the customer service side has recently reached a level where we are confident we can provide a high level of service for locals and guests.
- Our staffing challenges on both the driver and customer service side have created lower customer satisfaction levels and we have been seeing some poor reviews on Google, Facebook, and TripAdvisor. These reviews are being responded to and should diminish with the additional mitigation that we have put in place.
- Driver burnout is a looming challenge this season and administration is working to support our team and make changes to mitigate this.
- The Banff resident pass program took a lot of time on the administration side; however, we are now at a point where we are caught up and just processing the new applications that come in.
- Marketing of transit has been strong on several fronts this year, with promotions like the one attached from Travel Alberta helping to spread the message:
<https://www.youtube.com/watch?v=cFor8h9iAns>

Bow Valley *Regional* Transit Services Commission



BRING FORWARD LIST

BRING FORWARD LIST OF ITEMS PENDING (as of August 2022)

ITEM	Date Initiated	Pending Date	Responsible for Completion	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	No Date Assigned	Admin	Will follow what larger transit agencies are doing with trials and report at a later date
BVRTSC22-011 Tanya Foubert moves that the Commission direct administration to bring back a report and recommendations by summer of 2022, with public consultation, on potentially allowing leashed dogs on buses without the use of a pet carrier.	March 2022	October 2022	Admin (Fiona Gagnon)	Moved from summer 2022 to fall 2022
BVRTSC21-117 Davina Bernard moves that the subcommittee of the CAO performance review committee focuses on the following three topics in 2022. 1. CAO updated Contract 2. CAO performance pay structure update 3. CAO performance review structure update.			Board (Joanna, Davina, Corrie)	

Bow Valley Regional Transit Services Commission Ridership Statistics



Month	Type	Banff Local	Canmore Local	Canmore - Banff Regional	Lake Louise - Banff Regional
July 2022	Bikes	626	323	1181	134
	Strollers	332	113	53	25
	Winter Sports				

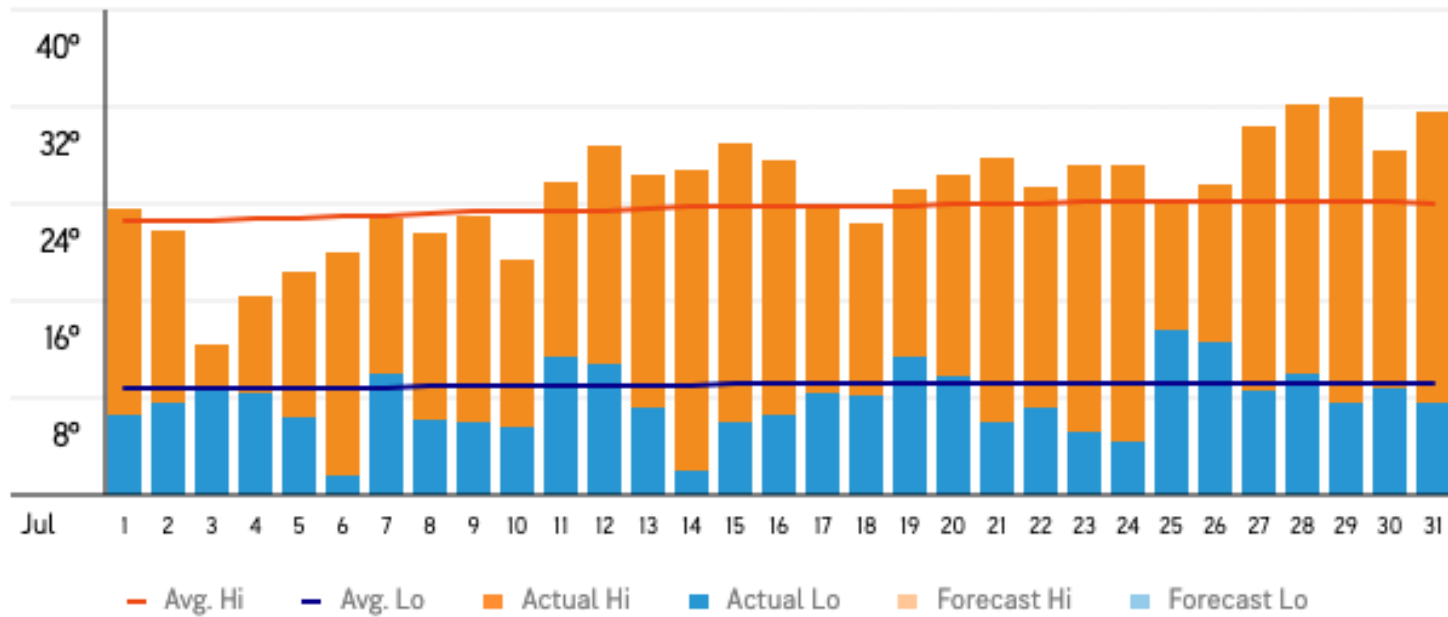
May 2022

Route	Monthly Ridership Change 2021 to 2022	Comments
Route 1	217%	July 2021 to July 2022
Route 2	118%	July 2021 to July 2022
Route 3	78.5%	July 2021 to July 2022
Route 4	165%	July 2021 to July 2022
Route 5	120.5%	July 2021 to July 2022
Route 6	224%	July 2021 to July 2022
Route 8X	165%	July 2021 to July 2022
Route 9	57%	July 2021 to July 2022

Weather for May 2022

TEMPERATURE GRAPH

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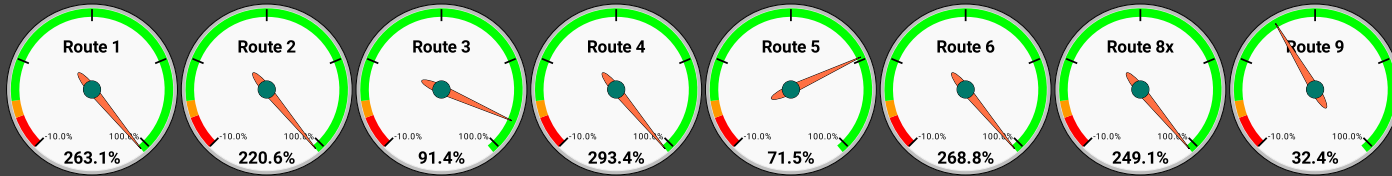


	Route 1 (Inns of Banff/ Gondola)						Route 2 (Tunnel Mtn / Banff Springs Hotel)						Route 3 (Canmore-Banff Regional)						Banff Local Combined Totals (Routes 1, 2, 4)					
Month	2019	2020	2021	2021 YTD	2022	% Change	2019	2020	2021	2021 YTD	2022	% Change	2019	2020	2021	2021 YTD	2022	% Change	2019	2020	2021	2021 YTD	2022	% Change
January	28,912	29,158	4,761	4,761	16,080	237.7%	27,358	30,240	4,703	4,703	16,870	258.7%	15,486	17,784	5,499	5,499	10,642	93.5%	56,270	59,398	9,464	9,464	32,950	248.16%
February	29,757	29,827	6,370	6,370	19,661	208.6%	26,543	29,325	5,903	5,903	21,518	264.5%	12,849	14,547	5,781	5,781	10,308	78.3%	56,300	59,152	12,273	12,273	41,179	235.53%
March	34,329	19,875	8,668	8,668	21,720	150.6%	27,413	18,828	7,734	7,734	24,690	219.2%	15,057	11,410	7,951	7,951	12,705	59.8%	61,742	38,703	16,402	16,402	46,410	182.95%
April	27,420	2,557	6,709	6,709	20,918	211.8%	22,763	2,791	5,643	5,643	20,192	257.8%	14,618	4,106	5,507	5,507	12,028	118.4%	50,183	5,348	12,352	12,352	41,110	232.82%
May	48,522	2,856	5,901	5,901	37,572	536.7%	32,526	3,386	5,008	5,008	27,452	448.2%	16,925	6,279	6,850	6,850	15,148	121.1%	82,195	6,242	10,969	11,528	66,177	474.05%
June	66,195	7,508	13,551	13,551	65,375	382.4%	47,222	4,137	11,196	11,196	50,118	347.6%	18,924	5,552	9,321	9,321	19,058	104.5%	117,419	11,706	25,282	28,139	120,191	327.13%
July	80,651	13,296	31,554	31,554	100,148	217.4%	61,895	13,110	31,179	31,179	67,979	118.0%	20,422	6,973	12,330	12,330	22,015	78.5%	149,250	26,952	65,486	71,853	175,448	144.18%
August	81,196	18,048	43,151		0	0.0%	63,073	16,072	34,735		0	0.0%	20,105	8,331	12,610		0	0.0%	151,601	35,139	81,324		0	0.00%
September	59,934	11,450	28,975		0	0.0%	45,951	9,328	22,068		0	0.0%	16,379	7,335	11,365		0	0.0%	109,031	21,104	52,752		0	0.00%
October	28,982	9,269	16,333		0	0.0%	21,044	6,834	12,439		0	0.0%	15,563	7,535	11,258		0	0.0%	50,026	16,103	28,772		0	0.00%
November	24,776	7,594	15,151		0	0.0%	20,300	6,189	13,693		0	0.0%	15,682	6,388	10,446		0	0.0%	45,076	13,783	28,844		0	0.00%
December	28,935	5,293	18,948		0	0.0%	26,238	5,011	16,819		0	0.0%	15,994	5,246	10,599		0	0.0%	55,173	10,304	35,767		0	0.00%
YTD	539,609	156,731	200,072	77,514	281,474	263.1%	422,326	145,251	171,120	71,366	228,819	220.6%	198,004	101,486	109,517	53,239	101,904	91.4%	984,266	303,934	379,687	162,011	523,465	223.1%

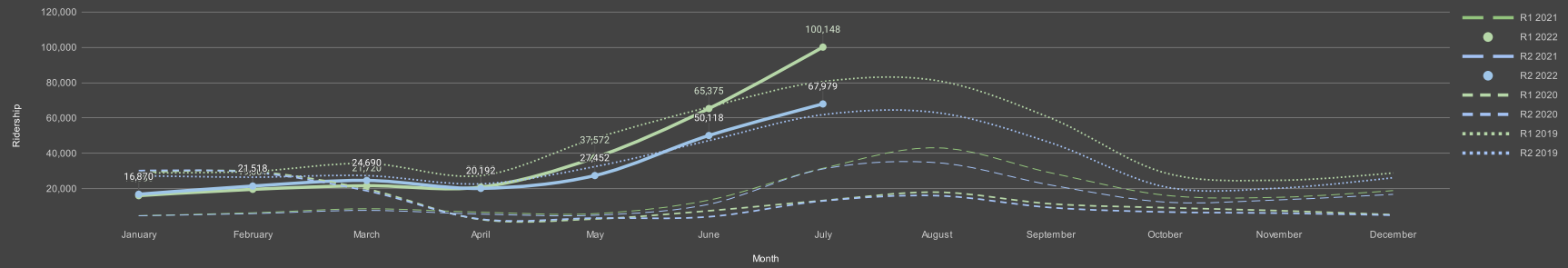
	Route 5 Canmore						Route 4 Cave and Basin						Route 8X (Express Lake Louise - Banff Regional)						Roam TOTAL Ridership (Not incl. Onlt or Parking Shuttles)						On-It (Calgary Regional)					
Month	2019	2020	2021	2021 YTD	2022	% Change	2019	2020	2021	2021 YTD	2022	% Change	2019	2020	2021	2021 YTD	2022	% Change	2019	2020	2021	2021 YTD	2022	% Change	2019	2020	2021	2021 YTD	2022	% Change
January	10,225	14,620	6,204	6,204	9,224	48.7%							4,053	7,617	1,117	1,117	3,714	232.50%	86,034	92,919	22,284	22,284	56,530	153.7%						
February	8,913	14,327	6,700	6,700	9,789	46.1%							2,920	5,913	1,017	1,017	4,039	297.15%	80,982	89,043	25,771	25,771	65,315	153.4%						
March	9,759	9,323	8,650	8,650	12,156	40.5%							3,310	4,187	1,438	1,438	4,295	198.68%	89,868	60,874	34,441	34,441	75,566	119.4%						
April	9,144	2,506	7,360	7,360	11,365	54.4%							2,926	1,088	1,146	1,146	4,153	262.39%	76,871	13,106	26,365	26,365	68,656	160.4%						
May	10,769	3,322	6,760	6,760	13,066	93.3%	1,147	0	60	60	1,153	1821.7%	5,634	1,585	1,516	1,516	8,437	456.53%	120,779	21,344	27,604	27,507	106,794	288.2%	1,271			1,755		
June	12,852	3,619	8,250	8,250	16,015	94.1%	4,002	61	535	535	4,698	778.1%	15,224	1,446	3,454	3,454	18,115	424.46%	180,155	36,221	54,438	54,438	190,769	250.4%	3,846	244	930	930	3,840	312.9%
July	14,183	5,726	7,581	7,581	16,715	120.5%	6,704	546	2,753	2,753	7,321	165.9%	24,544	4,150	10,637	10,637	28,200	165.11%	232,511	69,553	107,890	107,890	271,789	151.9%	4,847	1,565	2,607	2,607	7,626	192.5%
August	13,675	6,447	8,345		0	0.0%	7,332	1,019	3,438		0	0.0%	24,743	7,462	15,688		0	0.0%	237,528	71,039	132,189	0	0	0.0%	6,282	2,134	3,623			0.0%
September	12,348	6,119	8,621		0	0.0%	3,146	326	1,709		0	0.0%	15,154	3,961	8,728		0	0.0%	165,538	43,167	88,472	0	0	0.0%	4,017	981	2,272			0.0%
October	14,180	7,839	9,215		0	0.0%							5,581	1,747	3,709		0	0.0%	86,305	32,432	54,346	0	0	0.0%						
November	13,841	7,305	9,685		0	0.0%							4,715	1,155	2,798		0	0.0%	79,314	27,476	51,773	0	0	0.0%						
December	13,526	5,592	8,870		0	0.0%							6,645	1,010	3,973		0	0.0%	91,338	21,142	59,209	0	0	0.0%						
YTD	143,415	86,745	96,241	51,505	88,330	71.5%	22,331	1,952	8,495	3,348	13,172	293.4%	115,449	41,321	55,221	20,325	70,953	249.09%	1,527,223	578,316	684,782	298,696	835,419	179.69%	20,263	4,924	9,432	3,537	13,221	273.8%

	Route 6 (Minnewanka)					Route 8S (Scenic Lake Louise - Banff Regional)					Route 9 (Johnston Canyon)					Route 10 (Moraine Lake)					
Month	2019	2021	2021 YTD	2022	% Change	2019	2021	2021 YTD	2022	% Change	2019	2021	2021 YTD	2022	% Change	2019	2020	2021	2021 YTD	2022	% Change
January																					
February																					
March																					
April																					
May	3985	559	559	2,783	397.9%		97		0			853	853	1,183	38.69%						
June	9966	2857	2,857	12,662	343.2%	795	862	862	0	-100.0%	1,129	4,412	4,412	4,728	7.16%						
July	11801	6367	6,367	20,639	224.2%	3,521	1,313	1,313	2,183	-38.0%	3,943	4,176	4,176	6,589	57.78%						
August	12802	8396			0.0%	4,058	2,000		0	-100.0%	4,262	3,826			0.00%						
September	4184	3303			0.0%	303	757		0	-100.0%	1,659	1,448			0.00%	1,380	2,463	1,498	0	0.0%	
October												419			0.00%	1,053	955	973	0	0.0%	
November																					
December																					
YTD	42,738	21,482	9,783	36,084	268.8%	8,677	5,029	2,175	2,183	0.4%	10,993	15,134	9,441	12,500	32.40%	2,433	3,418	2,471	0	0	0.4%

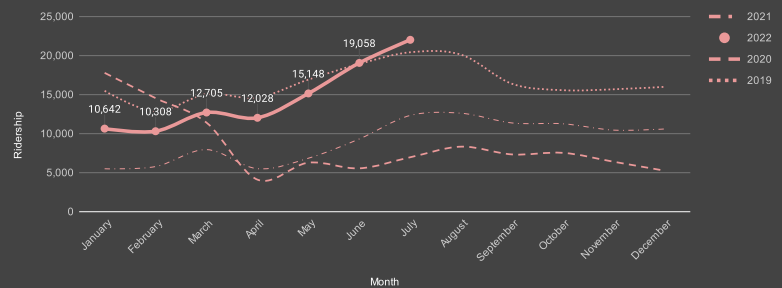
Year to Date % Ridership Change - Comparing 2021 to 2022



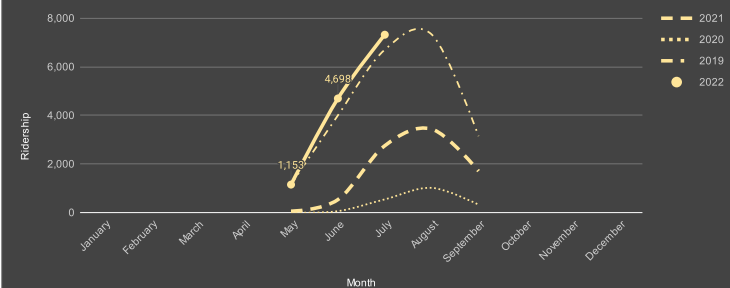
Banff Local (Routes 1 and 2) Ridership Comparison

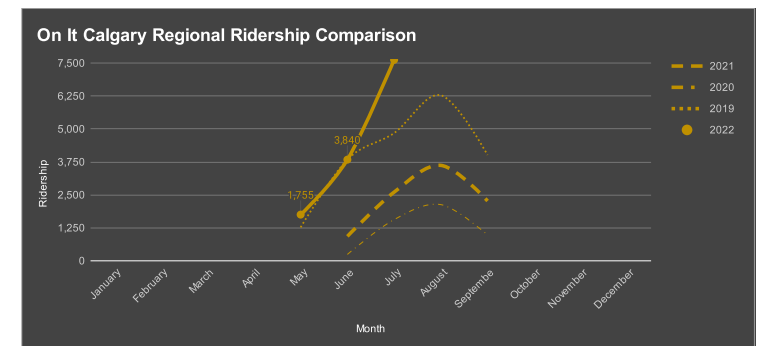
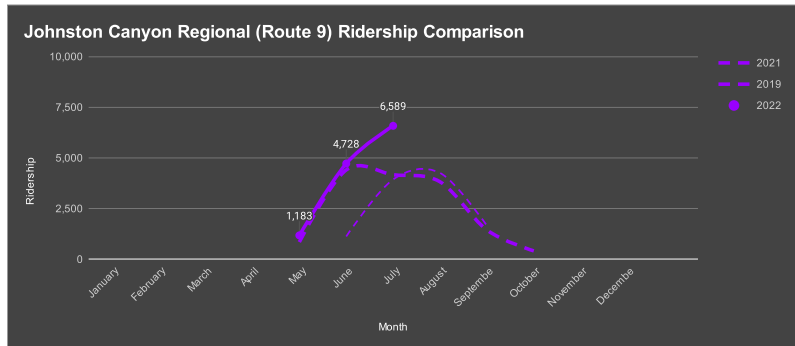
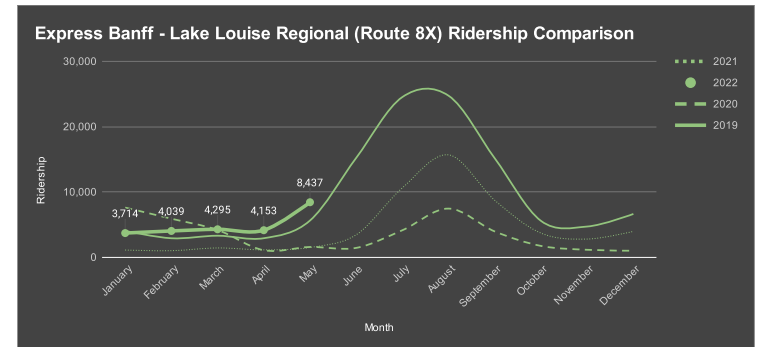
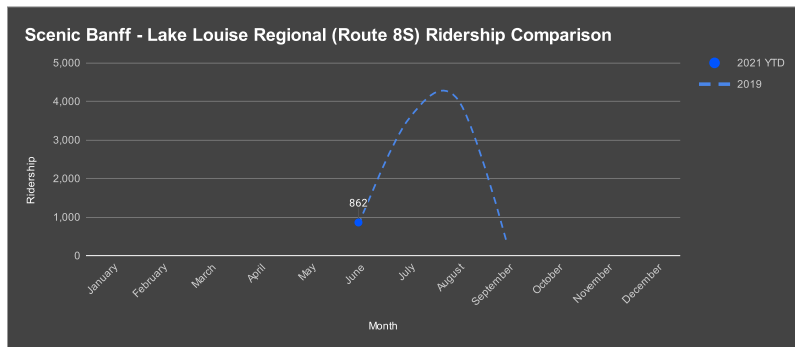
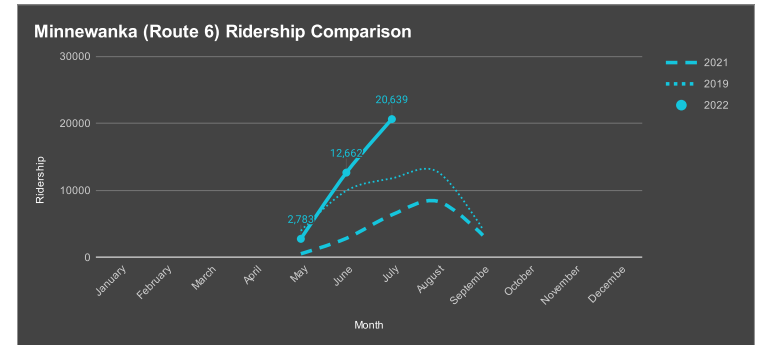
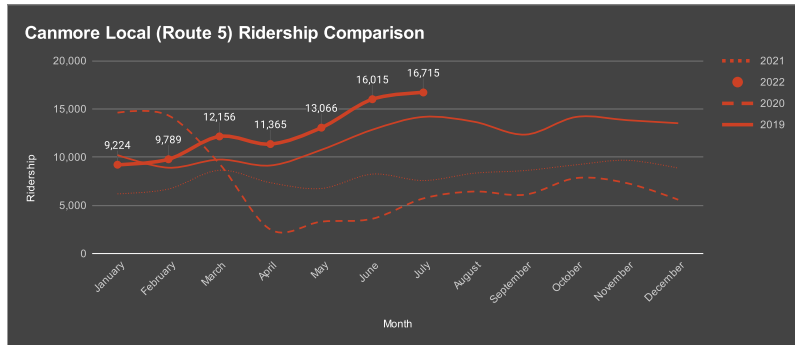


Canmore - Banff Regional (Route 3) Ridership Comparison



Banff Local (Route 4) Ridership Comparison





WHAT'S NEW!

NEW BUSINESS

Bow Valley *Regional* Transit Services Commission



2022 Second Quarter Financial Results

Q2 Overall summary of results

Bow Valley Regional Transit Services Commission						
All routes - Actual vs budget vs Prior Year (PY)						
January - June 2022						
	Actual	Budget	Over/ under budget		PY Jan-Jun 2021	Difference from PY
Income						
Bus Pass Sales	971,408	907,154	64,254		332,279	639,129
Interest Revenue	18,294	6,000	12,294		5,100	9,553
Marketing & Advertising Revenue	10,191	23,172	(12,981)		9,953	(24,980)
Other Income	78,450	941	77,509		704	(12,352)
Partner Programs	208,876	180,786	28,090		89,554	(168,225)
Recoveries - Operating (non-members)	546,204	511,919	34,285		482,640	62,366
Requisitions - Operating	1,636,520	1,793,394	(156,874)		1,280,590	495,431
Total Income	3,469,943	3,423,366	46,577		2,200,821	1,000,921
Gross Profit						
Expenses						
Advertising & Marketing Expenses	44,758	105,898	(61,140)		19,453	(56,280)
Contracted Services / Professional Fees	122,042	58,768	63,274		69,561	(11,754)
Fuel Expense	365,222	291,440	73,782		181,550	(187,997)
General Operating Expenses	81,217	50,805	30,412		43,127	8,584
Infrastructure Maintenance	43,646	15,942	27,704		17,239	(9,337)
Insurance Expense	74,767	51,865	22,902		37,810	12,081
Software Fees & Licences	70,095	84,445	(14,350)		66,818	4,101
Training, Travel & Meals	15,790	23,113	(7,323)		6,593	(13,204)
Vehicle Expenses	731,648	609,593	122,055		447,433	61,606
Wages & Benefits	1,630,929	1,935,900	(304,971)		1,252,771	(482,186)
Total Expenses	3,180,113	3,227,769	(47,656)		2,142,354	(674,385)
Surplus / Deficiency Prior to Amortization	289,829	195,597	94,232		58,467	231,362
Amortization Expense	655,409	655,409	-		496,042	(301,640)
Net Revenue	(365,580)	(459,812)	94,232		(437,575)	71,995

Overall, we are pacing ahead of projections with the surplus prior to amortization approximately \$94,000 ahead of budget.

REVENUE

Pass revenues are \$64,000 higher than budget. All revenues are less than budgeted amounts except for routes 8 and 8X which combined are almost \$200,000 over budgeted revenues.

Partner revenues are also higher than budget, ridership from hotel guests has been high so billing has been higher than budget. There was also the addition of Pursuit programs for gondola and boat cruise clients that were not budgeted. Ridership and revenues are continuing to increase, and we are hoping that this trend will continue.

We are starting to see increased uptake with advertising interest on the buses, but not as much as budgeted. We have a few more contracts for the summer and are working towards improving this number going forward.

Other income is a combination of approximately \$20,000 for the World Cup charter in Canmore, and approximately \$58,000 for warranty refund, which was a combination of warranty claims from late 2019 to early 2021.

Non member recoveries are based on actual expenses incurred.

Member recoveries are based on budgeted amounts except for ID# contributions to Lake Louise routes, which are allocated at the end of the year.

EXPENSES

Overall expenses are down approximately \$48,000 from budget.

Advertising and marketing expenses are increasing, but much less than budgeted amounts. Down by approximately \$38,000. Also, driver recruitment costs are about \$25,000 under budgeted.

Contracted services are down from budget numbers. Most of the contracted services are slightly below budget. And to date contract work only includes On-it and our external HR retainer, so lots of room in the budget going forward.

Overall fuel expenses are approximately \$73,000 greater than budget but based on actual costs. There was a sharp increase in fuel costs in 2022. Also, electricity for charging vehicles was greater than anticipated because electricity rates for the transit storage building were based on market rates rather than being consistent with other TOB facilities. This has been rectified in April, and we are hoping to see a decrease in electricity costs going forward. Hopefully fuel costs will stabilize and reduce going forward.

General operating expenses are greater than budgeted amounts. Office rent allocation was budgeted in vehicle expenses. Also, utilities for the transit storage were not budgeted separately, and the electricity and gas bills have been high. Bank fees are also \$8,000 more than budget due to the high uptake of reservations and use of the vending machines and the associated Moneris fees.

Infrastructure maintenance includes mostly snow removal for the transit storage building which was not budgeted for and the signage changeover for Canmore local routes. There is also \$6,000 of costs for fixing the vandalized vending machines in Canmore. We anticipate that this will be over budget at year end.

Insurance expenses are greater than budgeted. There were some grant programs for insurance that ended, and we are now being charged the full premium. This large increase was not budgeted. Also, AMSC was delayed in getting us invoices the some of the new Proterra from 2021; as such \$7,000 of 2021 insurance is included in 2022.

Software is less than budgeted amounts due to our switch to internal farebox hosting from March 2022 which reduced our annual operating costs by over \$30,000 per year. In the first year there is migration costs which have been included in capital projects.

Most expenses within Training travel and meals are below budget to date. Although as we see covid restrictions ease we anticipate more conferences etc in the last 2 quarters of the year.

Town of Banff vehicle maintenance invoices are approximately \$130,000 over budgeted amounts. There have been a lot of maintenance issues and costs in the first part of the year, and we are hoping that this will settle down over the next 2 quarters.

All wages are less than budgeted amounts for Q2. Some of it is due to cost savings, not all routes running, less service hours than budgeted on some routes, and not being able to hire staff. As we move through our busy summer season, we are hoping to be able to carry forward some of these cost savings into the rest of the year.

	Bow Valley Regional Transit Services Commission All Routes - Actual vs Budget (pg 1/2) January - June 2022																	
	Administrative		Calgary-Banff		Rt 01 - Banff Local (Sulphur Mtn)		Rt 02 - Banff Local (Tunnel Mtn)		Rt 03 - CB Regional		Rt 04 - Cave and Basin		Rt 05 - Canmore Local		Rt 06 - Lake Minnewanka		Rt 07 - Banff Centre	
	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
Income																		
Bus Pass Sales	0				89,851	109,153	83,607	115,259	369,539	414,714	2,967	2,896			7,541	15,020		0
Interest Revenue	18,294	6,000																
Marketing & Advertising Revenue	503				1,895	5,864	1,132	5,972	2,760	5,844	150		1,629	5,492	150			
Other Income	77				4,403	468	4,866	473	4,810		408		25,519					
Partner Programs	0				139,242	125,016	68,670	52,710	964	3,060								
Recoveries - Operating (non-members)	-20,479	-31,176	52,712		10,706	11,586	17,786	13,620			54,081	56,109			163,272	185,646	22,479	31,176
Requisitions - Operating	288,501	288,498	27,305		247,547	247,547	265,290	265,290	180,066	180,066			457,753	457,753				
Total Income	\$ 286,897	\$ 263,322	\$ 80,018	\$ -	\$ 493,644	\$ 499,634	\$ 441,351	\$ 453,324	\$ 558,138	\$ 603,684	\$ 57,605	\$ 59,005	\$ 484,901	\$ 463,245	\$ 170,963	\$ 200,666	\$ 22,479	\$ 31,176
Expenses																		
Advertising & Marketing Expenses	2,298	1,980			6,859	22,876	6,211	20,245	7,206	14,365	740	2,455	13,214	11,649	1,389	4,456	17	5
Contracted Services / Professional Fees	16,818	29,518	80,018		5,744	3,902	3,812	3,990	3,228	3,580	576	393	4,811	9,304	1,732	1,539	0	100
Fuel Expense	281				39,188	36,855	35,174	29,884	105,229	91,690	2,363	1,370	69,384	45,356	14,542	12,018		0
General Operating Expenses	29,609	28,368			8,721	3,022	7,282	2,944	10,393	4,715	1,092	194	5,012	3,354	3,258	619	872	0
Infrastructure Maintenance	2,650				5,683	2,788	5,480	3,028	11,763	1,648	196	262	13,055	4,524	360	722	0	0
Insurance Expense	4,968	6,048			15,920	9,456	13,455	7,698	8,388	5,982	1,114	757	10,460	8,478	5,357	3,021	1,927	1,458
Software Fees & Licences	5,040	11,082			11,194	13,171	10,852	11,760	9,549	9,414	1,342	2,111	7,091	11,790	3,230	4,596	1,526	2,472
Training, Travel & Meals	11,292	19,728			946	575	753	532	688	571	147	33	575	709	391	105	0	0
Vehicle Expenses	6,046	11,802			120,995	99,709	111,413	88,887	152,873	116,864	12,187	10,863	119,194	84,345	37,872	35,113	9,221	17,892
Wages & Benefits	159,769	154,796			229,791	307,275	215,095	284,358	313,532	354,855	28,679	31,398	284,155	283,733	62,861	98,506	462	799
Total Expenses	\$ 238,771	\$ 263,322	\$ 80,018	\$ -	\$ 445,042	\$ 499,629	\$ 409,528	\$ 453,326	\$ 622,851	\$ 603,684	\$ 48,435	\$ 49,836	\$ 526,949	\$ 463,242	\$ 130,992	\$ 160,695	\$ 14,025	\$ 22,726
Surplus / Deficiency Prior to Amortization	\$ 48,126	\$ -	\$ -	\$ -	\$ 48,602	\$ 5	\$ 31,824	\$ (2)	\$ (64,713)	\$ -	\$ 9,170	\$ 9,169	\$ (42,048)	\$ 3	\$ 39,971	\$ 39,971	\$ 8,454	\$ 8,450
Amortization Expense	26,118	26,118			133,788	133,788	133,788	133,788	72,888	72,888	9,170	9,170	73,242	73,242	39,971	39,971	8,454	8,454
Net Income	\$ 22,008	\$ (26,118)	\$ -	\$ -	\$ (85,186)	\$ (133,783)	\$ (101,964)	\$ (133,790)	\$ (137,601)	\$ (72,888)	\$ -	\$ (1)	\$ (115,290)	\$ (73,239)	\$ -	\$ -	\$ -	\$ (4)

	Bow Valley Regional Transit Services Commission All Routes - Actual vs Budget (pg 2/2) January - June 2022												
	Rt 08 - LLB Regional Winter		Rt 08S - LLB Regional Summer Scenic		Rt 08X - LLB Regional Summer Express		Rt 09 - Johnston Canyon		Rt 10 - Moraine Lake		TOTAL		
	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	% of Budget
Income													
Bus Pass Sales	169,086	99,885	857	19,762	219,009	92,421	28,952	38,044	0	0	971,408	907,154	107%
Interest Revenue											18,294	6,000	305%
Marketing & Advertising Revenue	582		247		895		247				10,191	23,172	44%
Other Income	28,166				10,200						78,450	941	8337%
Partner Programs											208,876	180,786	116%
Recoveries - Operating (non-members)			65,151	48,260	98,591	152,885	77,033	37,107	4,872	6,706	546,204	511,919	107%
Requisitions - Operating	170,058	170,058		37,307	0	118,189		28,686			1,636,520	1,793,394	91%
Total Income	\$ 367,892	\$ 269,943	\$ 66,255	\$ 105,329	\$ 328,695	\$ 363,495	\$ 106,233	\$ 103,837	\$ 4,872	\$ 6,706	\$ 3,469,943	\$ 3,423,366	101%
Expenses													
Advertising & Marketing Expenses	2,084	5,288	1,111	3,590	2,489	15,544	1,069	3,445	73	0	44,758	105,898	42%
Contracted Services / Professional Fees	1,402	1,837	786	844	2,362	3,009	754	752	0	0	122,042	58,768	208%
Fuel Expense	49,259	42,919		5,013	41,412	21,475	8,389	4,860		0	365,222	291,440	125%
General Operating Expenses	4,340	3,493	1,529	645	7,146	2,833	1,965	618	0	0	81,217	50,805	160%
Infrastructure Maintenance	3,448	1,882	178	204	653	694	180	190	0	0	43,646	15,942	274%
Insurance Expense	1,775	1,206	2,662	1,812	6,078	4,137	2,662	1,812			74,767	51,865	144%
Software Fees & Licences	4,025	3,345	3,263	3,322	9,647	8,061	3,324	3,321	11	0	70,095	84,445	83%
Training, Travel & Meals	63	615	166	68	607	102	161	75		0	15,790	23,113	68%
Vehicle Expenses	73,622	48,976	18,689	19,933	51,147	55,687	18,321	19,522	67	0	731,648	609,593	120%
Wages & Benefits	155,433	160,382	10,991	43,019	122,883	167,681	42,557	42,392	4,720	6,706	1,630,929	1,935,900	84%
Total Expenses	\$ 295,451	\$ 269,943	\$ 39,375	\$ 78,450	\$ 244,424	\$ 279,223	\$ 79,382	\$ 76,987	\$ 4,872	\$ 6,706	\$ 3,180,113	\$ 3,227,769	99%
Surplus / Deficiency Prior to Amortization	\$ 72,442	\$ -	\$ 26,880	\$ 26,879	\$ 84,271	\$ 84,272	\$ 26,851	\$ 26,850	\$ -	\$ -	\$ 289,829	\$ 195,597	
Amortization Expense	19,989	19,989	26,880	26,880	84,271	84,271	26,850	26,850		0	655,409	655,409	
Net Income	\$ 52,453	\$ (19,989)	\$ -	\$ (1)	\$ -	\$ 1	\$ 1	\$ -	\$ -	\$ -	\$ (365,580)	\$ (459,812)	

	Bow Valley Regional Transit Services Commission All Routes - Actual vs Prior Year (pg 1/2) January - June 2022															
	Administrative		Calgary-Banff		Rt 01 - Banff Local (Sulphur Mtn)		Rt 02 - Banff Local (Tunnel Mtn)		Rt 03 - CB Regional		Rt 04 - Cave and Basin		Rt 05 - Canmore Local		Rt 06 - Lake Minnewanka	
	Jan - Jun 2022	Jan - Jun 2021 (PY)	Jan - Jun 2022	Jan - Jun 2021 (PY)	Jan - Jun 2022	Jan - Jun 2021 (PY)	Jan - Jun 2022	Jan - Jun 2021 (PY)	Jan - Jun 2022	Jan - Jun 2021 (PY)	Jan - Jun 2022	Jan - Jun 2021 (PY)	Jan - Jun 2022	Jan - Jun 2021 (PY)	Jan - Jun 2022	Jan - Jun 2021 (PY)
INCOME																
Bus Pass Sales	0	0			89,851	20,578	83,607	23,474	369,539	160,830	2,967	300	-6		7,541	3,505
Farebox Revenue	0					-1		-4		-14		0	0			0
Grant Revenue																
Interest Revenue	18,294	5,100														
Marketing & Advertising Revenue	503	467			1,895	2,264	1,132	2,274	2,760	2,050	150		1,629	1,236	150	55
Other Income	77	114			4,403	130	4,866	130	4,810		408		25,519			
Partner Programs	0				139,242	63,426	68,670	25,492	964	636						
Recoveries - Operating (non-members)	-20,479	-17,414	52,712	17,968	10,706	9,824	17,786	12,832			54,081	39,475			163,272	101,935
Requisitions - Operating	288,501	232,167	27,305	13,925	247,547	193,688	265,290	200,988	180,066	176,690			457,753	348,280		
Total Income	286,897	220,435	80,018	31,893	493,644	289,909	441,351	265,185	558,138	340,192	57,605	39,775	484,901	349,510	170,963	105,494
EXPENSES																
Advertising & Marketing Expenses	2,298	2,248			6,859	3,129	6,211	3,003	7,206	4,389	740	164	13,214	3,953	1,389	426
Contracted Services / Professional Fees	16,818	15,289	80,018	31,893	5,744	2,769	3,812	2,750	3,228	3,756	576	566	4,811	5,198	1,732	1,617
Fuel Expense	281	2			39,188	25,200	35,174	21,932	105,229	43,170	2,363	2,340	69,384	39,933	14,542	7,444
General Operating Expenses	29,609	22,839			8,721	4,037	7,282	4,014	10,393	5,827	1,092	107	5,012	2,165	3,258	289
Infrastructure Maintenance	2,650				5,683	3,996	5,480	4,079	11,763	2,890	196	518	13,055	63	360	653
Insurance Expense	4,968	3,787			15,920	6,657	13,455	5,002	8,388	4,672	1,114	722	10,460	5,167	5,357	1,873
Software Fees & Licences	5,040	4,238			11,194	9,457	10,852	9,074	9,549	9,312	1,342	1,431	7,091	8,405	3,230	2,960
Training, Travel & Meals	11,292	6,353			946	41	753	41	688	51	147	5	575	49	391	7
Vehicle Expenses	6,046	794			120,995	75,915	111,413	73,273	152,873	88,994	12,187	8,748	119,194	74,326	37,872	20,534
Wages & Benefits	159,769	131,545			229,791	159,327	215,095	171,214	313,532	210,949	28,679	19,624	284,155	232,546	62,861	52,068
Total Expenses	238,771	187,095	80,018	31,893	445,042	290,529	409,528	294,382	622,851	374,011	48,435	34,225	526,949	371,806	130,992	87,869
Surplus / Deficiency Prior to Amortization	48,126	33,339	-	0	48,602	(620)	31,824	(29,196)	(64,713)	(33,819)	9,170	5,550	(42,048)	(22,295)	39,971	17,625
Amortization Expense	26,118	27,372			133,788	100,002	133,788	94,410	72,888	45,300	9,170	5,550	73,242	54,504	39,971	17,625
Net Income	22,008	5,967	-	0	(85,186)	(100,622)	(101,964)	(123,606)	(137,601)	(79,119)	-	0	(115,290)	(76,799)	-	-

	Bow Valley Regional Transit Services Commission All Routes - Actual vs Prior Year (pg 2/2) January - June 2022														
	Rt 07 - Banff Centre		Rt 08 - LLB Regional Winter		Rt 08S - LLB Regional Summer Scenic		Rt 08X - LLB Regional Summer Express		Rt 09 - Johnston Canyon		Rt 10 - Moraine Lake		TOTAL		
	Jan - Jun 2022	Jan - Jun 2021 (PY)	Jan - Jun 2022	Jan - Jun 2021 (PY)	Jan - Jun 2022	Jan - Jun 2021 (PY)	Jan - Jun 2022	Jan - Jun 2021 (PY)	Jan - Jun 2022	Jan - Jun 2021 (PY)	Jan - Jun 2022	Jan - Jun 2021 (PY)	Jan - Jun 2022	Jan - Jun 2021 (PY)	Change
INCOME															
Bus Pass Sales		0	169,086	49,430	857	7,360	219,009	29,577	28,952	37,245	0	0	971,408	332,293	639,115
Farebox Revenue		0		-12		0		0		0		0	0	-31	31
Grant Revenue													0	0	0
Interest Revenue													18,294	5,100	13,194
Marketing & Advertising Revenue			582	1,042	247	55	895	455	247	55			10,191	9,953	237
Other Income			28,166			165	10,200			165			78,450	704	77,746
Partner Programs													208,876	89,554	119,322
Recoveries - Operating (non-members)	22,479	17,414			65,151	67,161	98,591	195,962	77,033	37,484	4,872		546,204	482,640	63,564
Requisitions - Operating			170,058	114,852			0	0					1,636,520	1,280,590	355,930
Total Income	22,479	17,414	367,892	165,312	66,255	74,741	328,695	225,994	106,233	74,949	\$ 4,872	\$ -	\$ 3,469,943	\$ 2,200,804	\$ 1,269,139
EXPENSES															0
Advertising & Marketing Expenses	17	0	2,084	985	1,111	234	2,489	687	1,069	234	73	0	44,758	19,453	25,305
Contracted Services / Professional Fees	0	0	1,402	2,062	786	783	2,362	2,117	754	702	0	59	122,042	69,561	52,481
Fuel Expense		0	49,259	20,782		3,642	41,412	13,348	8,389	3,758		0	365,222	181,550	183,672
General Operating Expenses	872	0	4,340	2,287	1,529	256	7,146	728	1,965	579	0		81,217	43,127	38,089
Infrastructure Maintenance	0	0	3,448	325	178	1,561	653	1,426	180	1,728	0		43,646	17,239	26,407
Insurance Expense	1,927	1,388	1,775	1,151	2,662	1,726	6,078	3,940	2,662	1,726			74,767	37,810	36,957
Software Fees & Licences	1,526	1,725	4,025	3,879	3,263	3,318	9,647	9,603	3,324	3,416	11	0	70,095	66,818	3,277
Training, Travel & Meals	0	0	63	25	166	8	607	9	161	5			15,790	6,593	9,197
Vehicle Expenses	9,221	6,891	73,622	42,575	18,689	12,997	51,147	30,371	18,321	12,015	67	0	731,648	447,433	284,215
Wages & Benefits	462	0	155,433	111,311	10,991	27,183	122,883	109,250	42,557	27,754	4,720	0	1,630,929	1,252,771	378,158
Total Expenses	14,025	10,004	295,451	185,381	39,375	51,707	244,424	171,478	79,382	51,915	\$ 4,872	\$ 59	\$ 3,180,113	\$ 2,142,354	\$ 1,037,759
Surplus / Deficiency Prior to Amortization	8,454	7,410	72,442	(20,069)	26,880	23,034	84,271	54,516	26,851	23,034	\$ 0	\$ (59)	\$ 289,829	\$ 58,450	\$ 231,380
Amortization Expense	8,454	7,410	19,989	43,285	26,880	23,034	84,271	54,516	26,850	23,034			655,409	496,042	
Net Income	-	-	52,453	(63,354)	-	-	-	-	1	-	0	(59)	(365,580)	(437,592)	72,013

Bow Valley Regional Transit Services Commission									
Administrative									
	Jan - Mar, 2022			Apr - Jun, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
Income									
Interest Revenue	2,521	3,000	84%	15,773	3,000	526%	18,294	6,000	305%
Marketing & Advertising Revenue	253			250			503		
Other Income	-10			87			77		
Recoveries - Operating (non-members)	-11,009	-15,643	70%	(9,470)	(15,533)	61%	(20,479)	(31,176)	66%
Requisitions - Operating	156,549	156,546	100%	131,952	131,952	100%	288,501	288,498	100%
Total Income	\$ 148,305	\$ 143,903	103%	138,591	119,419	116%	286,897	263,322	109%
Expenses									
Advertising & Marketing Expenses	843	990	85%	1,455	990	147%	2,298	1,980	116%
Contracted Services / Professional Fees	7,142	18,259	39%	9,676	11,259	86%	16,818	29,518	57%
Fuel Expense	126			155			281		
General Operating Expenses	15,208	14,184	107%	14,402	14,184	102%	29,609	28,368	104%
Infrastructure Maintenance	2,304			346					
Insurance Expense	2,484	3,024	82%	2,484	3,024	82%	4,968	6,048	82%
Software Fees & Licences	2,256	5,541	41%	2,784	5,541	50%	5,040	11,082	45%
Training, Travel & Meals	2,227	9,864	23%	9,065	9,864	92%	11,292	19,728	57%
Vehicle Expenses	5,058	5,901	86%	988	5,901	17%	6,046	11,802	51%
Wages & Benefits	87,747	86,141	102%	72,022	68,655	105%	159,769	154,796	103%
Total Expenses	125,395	143,904	87%	113,376	119,418	95%	238,771	263,322	91%
Surplus / Deficiency Prior to Amortization	22,910	(1)		25,216	1	25215.6	48,126	-	
Amortization Expense	13,059	13,059	100%	13,059	13,059	100%	26,118	26,118	100%
Net Income	9,851	(13,060)		12,157	(13,058)		22,008	(26,118)	

- 1) Operating balance high, so interest higher. Due to operating reserves, parks payment for new proterra.
- 2) Non-member allocation for route 7 - to date costs less than budget, so allocation less
- 3) Contracted Services are below budget. To date only Elevated HR fees, no contract contingency used.
- 4) Infrastructure maintenance expenses include some additional signage and R&M expenses for Hawk Ave
- 5) Large increase in insurance compared to budget numbers.
- 6) No spending to date on HR/Scheduling software
- 7) Conferences, training and travel under budget but based on actual expenses.
- 8) Vehicle expenses under budget - budget included allocation for Lion electric bus which was cancelled.

Bow Valley Regional Transit Services Commission Route 1 - Banff Local Sulphur Mtn									
	Jan - Mar, 2022			Apr - Jun, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
Income									
Bus Pass Sales	31,068	42,673	73%	58,782	66,480	88%	89,851	109,153	82%
Marketing & Advertising Revenue	751	2,094	36%	1,144	3,770	30%	1,895	5,864	32%
Other Income	4,403	166	2653%		302	0%	4,403	468	941%
Partner Programs	58,843	62,508	94%	80,399	62,508	129%	139,242	125,016	111%
Recoveries - Operating (non-members)	4,912	5,793	85%	5,794	5,793		10,706	11,586	92%
Requisitions - Operating	76,763	76,763	100%	170,784	170,784	100%	247,547	247,547	100%
Total Income	176,740	189,997	93%	316,903	309,637	102%	493,644	499,634	99%
Expenses									
Advertising & Marketing Expenses	3,604	10,049	36%	3,254	12,827	25%	6,859	22,876	30%
Contracted Services / Professional Fees	2,563	1,392	184%	3,181	2,510	127%	5,744	3,902	147%
Fuel Expense	15,617	13,161	119%	23,571	23,694	99%	39,188	36,855	106%
General Operating Expenses	4,449	1,079	412%	4,272	1,943	220%	8,721	3,022	289%
Infrastructure Maintenance	3,708	997	372%	1,975	1,791	110%	5,683	2,788	204%
Insurance Expense	9,732	4,728	206%	6,188	4,728	131%	15,920	9,456	168%
Software Fees & Licences	4,075	6,523	62%	7,119	6,648	107%	11,194	13,171	85%
Training, Travel & Meals	139	201	69%	806	374	216%	946	575	164%
Vehicle Expenses	44,627	38,722	115%	76,368	60,987	125%	120,995	99,709	121%
Wages & Benefits	91,094	113,142	81%	138,698	194,133	71%	229,791	307,275	75%
Total Expenses	179,609	189,994	95%	265,433	309,635	86%	445,042	499,629	89%
Surplus / Deficiency Prior to Amortization	(2,868)	3		51,471	2		48,602	5	
Amortization Expense	66,894	66,894	100%	66,894	66,894	100%	133,788	133,788	100%
Net Income	(69,762)	(66,891)		(15,423)	(66,892)		(85,186)	(133,783)	

1) Farebox revenue included with pass sales in 2022. Behind budget, but ridership and revenues are continuing to increase

2) Less Advertising and Marketing activity than anticipated so currently is less than budget

3) Other income is warranty income

4) Brewster agreement for gondola passengers was not included in budget.

5) Advertising less than budget, but based on actual expenses to date.

6) General operating expenses above budget due to utilities for transit storage building being higher than budgeted. Electricity rates are now in line with other TOB building, so hopefully show improvement in 2023.

7) Infrastructure maintenance higher than budgeted due to snow removal costs that were not included in budget.

8) Insurance costs greater than budget. Annual bill is approximately \$25K higher than budgeted amounts, and AMSC was late in billing for some 2021 premiums for the additional Proterra buses which were allocated to January.

9) Vehicle expenses approximately \$20K higher than budgeted amounts, but based on actual billings to date.

10) To date, all wages less than budgeted amounts.

Bow Valley Regional Transit Services Commission Route 2 - Banff Local Tunnel Mtn									
	Jan - Mar, 2022			Apr - Jun, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
Income									
Bus Pass Sales	30,613	42,315	72%	52,995	72,944	73%	83,607	115,259	73%
Marketing & Advertising Revenue	338	2,372	14%	794	3,600	22%	1,132	5,972	19%
Other Income	4,866	185	2631%		288	0%	4,866	473	1029%
Partner Programs	32,229	26,355	122%	36,441	26,355	138%	68,670	52,710	130%
Recoveries - Operating (non-members)	6,416	6,810	94%	11,370	6,810	167%	17,786	13,620	131%
Requisitions - Operating	110,644	110,644	100%	154,646	154,646	100%	265,290	265,290	100%
Total Income	185,106	188,681	98%	256,245	264,643	97%	441,351	453,324	97%
Expenses									
Advertising & Marketing Expenses	3,422	9,149	37%	2,789	11,096	25%	6,211	20,245	31%
Contracted Services / Professional Fees	2,568	1,581	162%	1,244	2,409	52%	3,812	3,990	96%
Fuel Expense	19,423	11,871	164%	15,751	18,013	87%	35,174	29,884	118%
General Operating Expenses	3,890	1,172	332%	3,392	1,772	191%	7,282	2,944	247%
Infrastructure Maintenance	3,665	1,219	301%	1,816	1,809	100%	5,480	3,028	181%
Insurance Expense	8,499	3,849	221%	4,956	3,849	129%	13,455	7,698	175%
Software Fees & Licences	4,075	5,832	70%	6,777	5,928	114%	10,852	11,760	92%
Training, Travel & Meals	115	209	55%	638	323	197%	753	532	142%
Vehicle Expenses	44,869	37,243	120%	66,544	51,644	129%	111,413	88,887	125%
Wages & Benefits	93,146	116,557	80%	121,949	167,801	73%	215,095	284,358	76%
Total Expenses	183,672	188,682	97%	225,856	264,644	85%	409,528	453,326	90%
Surplus / Deficiency Prior to Amortization	1,435	(1)		30,389	(1)		31,824	(2)	
Amortization Expense	66,894	66,894	100%	66,894	66,894	100%	133,788	133,788	100%
Net Income	(65,459)	(66,895)		(36,505)	(66,895)		(101,964)	(133,790)	

1) Farebox revenue included with pass sales in 2022. Behind budget, but ridership and revenues are continuing to increase

2) Less Advertising and Marketing activity than anticipated so currently is less than budget

3) Other income is warranty income

4) Partner programs higher than budgeted. Caribou occupancy was high, so Q1 was billed at maximum allowable rate, also rates for the Springs higher than budgeted.

5) Advertising less than budget, but based on actual expenses to date.

6) Majority of route 2 has been the E-buses, electricity costs have been higher than anticipated because the contract for the transit storage building has been based on market rate rather than fixed like the other TOB buildings. This has been adjusted in Q2 and we expect costs to be closer to budget going forward.

7) General operating expenses above budget due to utilities for transit storage building being higher than budgeted. Electricity rates are now in line with other TOB building, so hopefully should as high going forward. Also, office rent portion of transit storage was budgeted in vehicle expenses.

8) Infrastructure maintenance higher than budgeted due to snow removal costs that were not included in budget.

9) Insurance costs greater than budget. Annual bill is approximately \$25K higher than budgeted amounts, and AMSC was late in billing for some 2021 premiums for the additional Proterra buses which were allocated to January.

10) Vehicle expenses approximately \$20K higher than budgeted amounts, but based on actual billings to date.

11) To date, all wages less than budgeted amounts.

Bow Valley Regional Transit Services Commission Route 3 - Canmore / Banff Regional										
	Jan - Mar, 2022			Apr - Jun, 2022			Total			
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	
Income										
Bus Pass Sales	139,286	188,639	74%	230,253	226,075	102%	369,539	414,714	89%	1
Marketing & Advertising Revenue	1,070	2,726	39%	1,690	3,118	54%	2,760	5,844	47%	2
Other Income	4,810						4,810	-		3
Partner Programs	44	1,530	3%	920	1,530	60%	964	3,060	32%	
Requisitions - Operating	94,524	94,524	100%	85,542	85,542	100%	180,066	180,066	100%	
Total Income	239,733	287,419	83%	318,405	316,265	101%	558,138	603,684	92%	
Expenses										
Advertising & Marketing Expenses	3,341	6,796	49%	3,865	7,569	51%	7,206	14,365	50%	4
Contracted Services / Professional Fees	1,553	1,673	93%	1,675	1,907	88%	3,228	3,580	90%	
Fuel Expense	48,152	42,769	113%	57,077	48,921	117%	105,229	91,690	115%	5
General Operating Expenses	4,677	2,199	213%	5,716	2,516	227%	10,393	4,715	220%	6
Infrastructure Maintenance	3,676	772	476%	8,087	876	923%	11,763	1,648	714%	7
Insurance Expense	4,194	2,991	140%	4,194	2,991	140%	8,388	5,982	140%	8
Software Fees & Licences	3,478	4,690	74%	6,071	4,724	129%	9,549	9,414	101%	
Training, Travel & Meals	106	267	40%	582	304	192%	688	571	121%	
Vehicle Expenses	65,782	55,129	119%	87,092	61,735	141%	152,873	116,864	131%	9
Wages & Benefits	151,229	170,133	89%	162,303	184,722	88%	313,532	354,855	88%	10
Total Expenses	286,188	287,419	100%	336,662	316,265	106%	622,851	603,684	103%	
Surplus / Deficiency Prior to Amortization	(46,455)	-		(18,257)	-		(64,713)	-		
Amortization Expense	36,444	36,444	100%	36,444	36,444	100%	72,888	72,888	100%	
Net Income	(82,899)	(36,444)		(54,701)	(36,444)		(137,601)	(72,888)		

1) Farebox revenue included with pass sales in 2022. Behind budget, but ridership and revenues are continuing to increase

2) Less Advertising and Marketing activity than anticipated so currently is less than budget

3) Other income is warranty income

4) Advertising less than budget, but based on actual expenses to date.

5) Fuel costs higher than budget due to large increases in rates charged for diesel.

6) General operating expenses above budget due to utilities for transit storage building being higher than budgeted. Electricity rates are now in line with other TOB building, so hopefully should be as high going forward. Also, office rent portion of transit storage was budgeted in vehicle expenses.

7) Infrastructure maintenance higher than budgeted due to snow removal costs that were not included in budget. Also \$6K paid to fix vandalized Canmore vending machines.

8) Insurance costs greater than budget. Annual bill is approximately \$25K higher than budgeted amounts

9) Vehicle expenses approximately \$40K higher than budgeted amounts, but based on actual billings to date.

10) To date, all wages less than budgeted amounts.

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

	Jan - Mar, 2022			Apr - Jun, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
Income									
Bus Pass Sales	-			2,967	2,896	102%	2,967	2,896	102%
Marketing & Advertising Revenue				150			150	-	
Other Income	408						408	-	
Recoveries - Operating (non-members)	7,599	10,151	75%	46,481	45,958	101%	54,081	56,109	96%
Total Income	8,007	10,151	79%	49,598	48,854	102%	57,605	59,005	98%
Expenses									
Advertising & Marketing Expenses	140	984	14%	600	1,471	41%	740	2,455	30%
Contracted Services / Professional Fees	160	260	62%	416	133	312%	576	393	146%
Fuel Expense		0		2,363	1,370	172%	2,363	1,370	172%
General Operating Expenses	555	0		537	194	277%	1,092	194	563%
Infrastructure Maintenance	34	0		162	262	62%	196	262	75%
Insurance Expense	0	0		1,114	757	147%	1,114	757	147%
Software Fees & Licences	158	0		1,184	2,111	56%	1,342	2,111	64%
Training, Travel & Meals	18	0		129	33	391%	147	33	447%
Vehicle Expenses	4,797	1,485	323%	7,390	9,378	79%	12,187	10,863	112%
Wages & Benefits	1,907	7,422	26%	26,772	23,976	112%	28,679	31,398	91%
Total Expenses	7,768	10,151	77%	40,667	39,685	102%	48,435	49,836	97%
Surplus / Deficiency Prior to Amortization	239	-		8,931	9,169		9,170	9,169	
Amortization Expense				9,170	9,170	100%	9,170	9,170	100%
Net Income	239	-		(239)	(1)		(0)	(1)	

1
2

3

1) Other income is warranty income

2) Recoveries based on actual expenses.

3) Most expenses fairly close to budgeted amounts to date.

Bow Valley Regional Transit Services Commission Route 5 - Canmore Local

	Jan - Mar, 2022			Apr - Jun, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
Income									
Marketing & Advertising Revenue	607	2,547	24%	1,022	2,945	35%	1,629	5,492	30%
Other Income	25,519						25,519	-	
Requisitions - Operating	224,719	224,719	100%	233,034.00	233,034.00	100%	457,753	457,753	100%
Total Income	250,845	227,266	110%	234,056	235,979	99%	484,901	463,245	105%
Expenses									
Advertising & Marketing Expenses	8,771	5,496	160%	4,443	6,153	72%	13,214	11,649	113%
Contracted Services / Professional Fees	2,375	4,316	55%	2,436	4,988	49%	4,811	9,304	52%
Fuel Expense	30,041	21,042	143%	39,344	24,314	162%	69,384	45,356	153%
General Operating Expenses	3,002	1,561	192%	2,010	1,793	112%	5,012	3,354	149%
Infrastructure Maintenance	10,216	2,100	486%	2,838	2,424	117%	13,055	4,524	289%
Insurance Expense	5,398	4,239	127%	5,062	4,239	119%	10,460	8,478	123%
Software Fees & Licences	2,739	5,873	47%	4,352	5,917	74%	7,091	11,790	60%
Training, Travel & Meals	88	329	27%	488	380	128%	575	709	81%
Vehicle Expenses	49,888	39,248	127%	69,306	45,097	154%	119,194	84,345	141%
Wages & Benefits	138,643	143,061	97%	145,512	140,672	103%	284,155	283,733	100%
Total Expenses	251,161	227,265	111%	275,788	235,977	117%	526,949	463,242	114%
Surplus / Deficiency Prior to Amortization	(316)	1		(41,732)	2		(42,048)	3	
Amortization Expense	36,621	36,621	100%	36,621	36,621	100%	73,242	73,242	100%
Net Income	(36,937)	(36,620)		(78,353)	(36,619)		(115,290)	(73,239)	

- 1) Less Advertising and Marketing activity than anticipated so currently is less than budget
- 2) Other income includes \$20K of charter income and \$5K warranty income
- 3) Contracted services is below budget due to no security to date.
- 4) Fuel costs higher than budget due to large increases in rates charged for diesel. Also includes additional fuel for 12 day world cup charter which was not budgeted.
- 5) General operating expenses above budget due to utilities for transit storage building being higher than budgeted.
- 6) Infrastructure maintenance higher than budget due to signage changes for 5T and 5C
- 7) Insurance costs greater than budget. Annual bill is approximately \$25K higher than budgeted amounts
- 8) Vehicle expenses approximately \$30K higher than budgeted amounts, but based on actual billings to date.
- 9) Wages consistent with budget, but also includes driver wages for 12 days of world cup charter that was not budgeted for.

Bow Valley Regional Transit Services Commission
Route 6 - Lake Minnewanka

	Jan - Mar, 2022			Apr - Jun, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
Income									
Bus Pass Sales	-			7,541	15,020	50%	7,541	15,020	50%
Marketing & Advertising Revenue				150			150	-	
Recoveries - Operating (non-members)	19,158	23,380	82%	144,114	162,266	89%	163,272	185,646	88%
Total Income	19,158	23,380	82%	151,805	177,286	86%	170,963	200,666	85%
Expenses									
Advertising & Marketing Expenses	193	1,506	13%	1,196	2,950	41%	1,389	4,456	31%
Contracted Services / Professional Fees	480	1,100	44%	1,252	439	285%	1,732	1,539	113%
Fuel Expense		0		14,542	12,018	121%	14,542	12,018	121%
General Operating Expenses	1,663	0		1,595	619	258%	3,258	619	526%
Infrastructure Maintenance	29	0		331	722	46%	360	722	50%
Insurance Expense	0	0		5,357	3,021	177%	5,357	3,021	177%
Software Fees & Licences	316	0		2,914	4,596	63%	3,230	4,596	70%
Training, Travel & Meals	48	0		343	105	326%	391	105	372%
Vehicle Expenses	12,869	3,714	347%	25,003	31,399	80%	37,872	35,113	108%
Wages & Benefits	4,472	17,060	26%	58,389	81,446	72%	62,861	98,506	64%
Total Expenses	20,070	23,380	86%	110,923	137,315	81%	130,992	160,695	82%
Surplus / Deficiency Prior to Amortization	(912)	-		40,883	39,971		39,971	39,971	
Amortization Expense				39,971	39,971	100%	39,971	39,971	100%
Net Income	(912)	-		912	-		(0)	-	

1) Farebox revenue included with pass sales in 2022. Behind budget, but ridership and revenues are continuing to increase

2) Recoveries based on actual expenses.

3) Advertising less than budget, but based on actual expenses to date.

4) Fuel costs higher than budget due to large increases in rates charged for diesel.

5) General operating expenses above budget due to utilities for transit storage building being higher than budgeted. Electricity rates are now in line with other TOB building, so hopefully should as high going forward. Also, office rent portion of transit storage was budgeted in vehicle expenses.

6) Insurance costs greater than budget. Annual bill is approximately \$25K higher than budgeted amounts

7) To date, all wages less than budgeted amounts.

Bow Valley Regional Transit Services Commission Route 7 - Banff Centre

	Jan - Mar, 2022			Apr - Jun, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
Income									
Recoveries - Operating (non-members)	11,009	15,643	70%	11,470	15,533	74%	22,479	31,176	72%
Total Income	11,009	15,643	70%	11,470	15,533	74%	22,479	31,176	72%
Expenses									
Advertising & Marketing Expenses	0	5	0%	17	-		17	5	330%
Contracted Services / Professional Fees	0	100	0%	-	-		-	100	0%
General Operating Expenses	546	0		326	-		872	-	
Insurance Expense	964	729	132%	964	729	132%	1,927	1,458	132%
Software Fees & Licences	580	1,236	47%	946	1,236	77%	1,526	2,472	62%
Vehicle Expenses	4,611	8,946	52%	4,611	8,946	52%	9,221	17,892	52%
Wages & Benefits	82	399	21%	380	400	95%	462	799	58%
Total Expenses	6,782	11,415	59%	7,243	11,311	64%	14,025	22,726	62%
Surplus / Deficiency Prior to Amortization	4,227	4,228		4,227	4,222		8,454	8,450	
Amortization Expense	4,227	4,227	100%	4,227	4,227	100%	8,454	8,454	100%
Net Income	-	1		-	(5)		-	(4)	

Fixed expenses for route 7 bus only. Allocated to admin to split amount members

Current year also includes some training allocation because route was budgeted to start in the fall.

Bow Valley Regional Transit Services Commission Route 8 - Lake Louise / Banff Regional Winter										
	Jan - Mar, 2022			Apr - Jun, 2022			Total			
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	
Income										
Bus Pass Sales	98,716	65,112	152%	70,369	34,773	202%	169,086	99,885	169%	1
Marketing & Advertising Revenue	337			245						
Other Income	28,166						28,166	-		2
Requisitions - Operating	107,700	107,700	100%	62,358	62,358	100%	170,058	170,058	100%	
Total Income	234,920	172,812	136%	132,972	97,131	137%	367,892	269,943	136%	
Expenses										
Advertising & Marketing Expenses	1,508	3,410	44%	576	1,878	31%	2,084	5,288	39%	3
Contracted Services / Professional Fees	840	1,181	71%	562	656	86%	1,402	1,837	76%	
Fuel Expense	29,625	27,591	107%	19,634	15,328	128%	49,259	42,919	115%	4
General Operating Expenses	2,671	2,247	119%	1,669	1,246	134%	4,340	3,493	124%	
Infrastructure Maintenance	3,448	1,210	285%	-	672	0%	3,448	1,882	183%	5
Insurance Expense	1,183	804	147%	592	402	147%	1,775	1,206	147%	
Software Fees & Licences	1,734	2,216	78%	2,291	1,129	203%	4,025	3,345	120%	
Training, Travel & Meals	20	395	5%	42	220	19%	63	615	10%	
Vehicle Expenses	38,089	30,162	126%	35,533	18,814	189%	73,622	48,976	150%	6
Wages & Benefits	93,339	103,595	90%	62,095	56,787	109%	155,433	160,382	97%	7
Total Expenses	172,457	172,811	100%	122,994	97,132	127%	295,451	269,943	109%	
Surplus / Deficiency Prior to Amortization	62,463	1		9,978	(1)		72,442	-		
Amortization Expense	13,326	13,326	100%	6,663	6,663	100%	19,989	19,989	100%	
Net Income	49,137	(13,325)		3,315	(6,664)		52,453	(19,989)		

1) Farebox revenue included with pass sales in 2022. Ahead of budget, and we hope to keep this going for the remainder of the year.

2) Other income is warranty income

3) Advertising less than budget, but based on actual expenses to date.

4) Fuel costs higher than budget due to large increases in rates charged for diesel.

5) Infrastructure maintenance higher than budgeted due to Snow removal costs that were not included in budget.

6) Vehicle expenses approximately \$20K higher than budgeted amounts, but based on actual billings to date.

7) To date, all wages less than budgeted amounts.

Bow Valley Regional Transit Services Commission Route 8S - Lake Louise / Banff Regional Summer Scenic									
	Jan - Mar, 2022			Apr - Jun, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
Income									
Bus Pass Sales				857	19,762	4%	857	19,762	4%
Marketing & Advertising Revenue				247			247	-	
Recoveries - Operating (non-members)	11,720	8,308	141%	53,431	39,952	134%	65,151	48,260	135%
Requisitions - Operating		6,422	0%		30,885	0%	-	37,307	0%
Total Income	11,720	14,730	80%	54,535	90,599	60%	66,255	105,329	63%
Expenses									
Advertising & Marketing Expenses	387	1,290	30%	723	2,300	31%	1,111	3,590	31%
Contracted Services / Professional Fees	200	500	40%	586	344	170%	786	844	93%
Fuel Expense		0			5,013	0%	-	5,013	0%
General Operating Expenses	828	0		701	645	109%	1,529	645	237%
Infrastructure Maintenance	38	0		140	204	69%	178	204	87%
Software Fees & Licences	1,506	0		1,757	3,322	53%	3,263	3,322	98%
Training, Travel & Meals	20	0		145	68	214%	166	68	244%
Vehicle Expenses	7,303	4,500	162%	11,386	15,433	74%	18,689	19,933	94%
Wages & Benefits	4,380	8,441	52%	6,611	34,578	19%	10,991	43,019	26%
Total Expenses	14,664	14,731	100%	24,711	63,719	39%	39,375	78,450	50%
Net Operating Income	(2,944)	(1)		29,824	26,880		26,880	26,879	
Amortization Expense		-		26,880	26,880	100%	26,880	26,880	100%
Net Income	(2,944)	(1)		2,944	-		(0)	(1)	

- 1) Route not funning till July. Pass sales are from reservation system.
- 2) Recoveries based on actual expenses.
- 3) Allocation for ID#9 requisitions not done till year end.
- 4) General operating expenses is transit storage utilities office rent and utilities.
- 5) Vehicle expenses mostly fixed costs for bus maintenace and transit storage
- 6) Wages to date are only driver training and operations planning allocation.

Bow Valley Regional Transit Services Commission Route 8X - Lake Louise / Banff Regional Summer Express									
	Jan - Mar, 2022			Apr - Jun, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
Income									
Bus Pass Sales				219,009	92,421	237%	219,009	92,421	237%
Marketing & Advertising Revenue				895			895	-	
Other Income	10,200						10,200	-	
Recoveries - Operating (non-members)	44,798	30,379	147%	53,793	122,506	44%	98,591	152,885	64%
Requisitions - Operating	0	23,485	0%		94,704	0%	-	118,189	0%
Total Income	54,998	53,864	102%	273,697	309,631	88%	328,695	363,495	90%
Expenses									
Advertising & Marketing Expenses	449	6,375	7%	2,040	9,169	22%	2,489	15,544	16%
Contracted Services / Professional Fees	600	1,700	35%	1,762	1,309	135%	2,362	3,009	79%
Fuel Expense		0		41,412	21,475	193%	41,412	21,475	193%
General Operating Expenses	1,793	0		5,352	2,833	189%	7,146	2,833	252%
Infrastructure Maintenance	138	0		514	694	74%	653	694	94%
Insurance Expense	0	0		6,078	4,137	147%	6,078	4,137	147%
Software Fees & Licences	5,742	0		3,905	8,061	48%	9,647	8,061	120%
Training, Travel & Meals	75	0		532	102	522%	607	102	596%
Vehicle Expenses	15,433	9,000	171%	35,713	46,687	76%	51,147	55,687	92%
Wages & Benefits	21,185	36,789	58%	101,699	130,892	78%	122,883	167,681	73%
Total Expenses	45,416	53,864	84%	199,008	225,359	88%	244,424	279,223	88%
Surplus / Deficiency Prior to Amortization	9,583	-		74,688	84,272		84,271	84,272	
Amortization Expense		-		84,271	84,271	100%	84,271	84,271	100%
Net Income	9,583	-		(9,583)	1		0	1	

1) Farebox revenue included with pass sales in 2022. Ahead of budget, and we hope to keep this going for the remainder of the year.

2) Other income is warranty income

3) Recoveries based on actual expenses.

4) Allocation for ID#9 requisitions not done till year end.

5) Still minimal Advertising and Marketing activity, just starting up for the summer season, so less than budget

6) Fuel costs higher than budget due to large increases in rates charged for diesel.

7) General operating expenses is transit storage utilities office rent and utilities.

8) Insurance costs greater than budget. Annual bill is approximately \$25K higher than budgeted amounts

9) Remix software, budget for this is over the summer months

10) To date, all wages less than budgeted amounts.

Bow Valley Regional Transit Services Commission Route 9 - Johnson Canyon

	Jan - Mar, 2022			Apr - Jun, 2022			Total			
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	
Income										
Bus Pass Sales				28,952.41	38,044.00	76%	28,952	38,044	76%	1
Marketing & Advertising Revenue				247.28			247	-		
Recoveries - Operating (non-members)	14,075	8,228	171%	62,958.49	28,879.00	218%	77,033	37,107	208%	2
Requisitions - Operating		6,361	0%		22,325.00	0%	-	28,686	0%	3
Total Income	14,075	14,589	96%	92,158	89,248	103%	106,233	103,837	102%	
Expenses										
Advertising & Marketing Expenses	185	1,260	15%	884	2,185	40%	1,069	3,445	31%	4
Contracted Services / Professional Fees	200	500	40%	554	252	220%	754	752	100%	
Fuel Expense		0		8,389	4,860	173%	8,389	4,860	173%	5
General Operating Expenses	819	0		1,146	618	185%	1,965	618	318%	6
Infrastructure Maintenance	37	0		143	190	75%	180	190	95%	
Insurance Expense	0	0		2,662	1,812	147%	2,662	1,812	147%	
Software Fees & Licences	1,506	0		1,818	3,321	55%	3,324	3,321	100%	
Training, Travel & Meals	20	0		141	75	189%	161	75	215%	
Vehicle Expenses	7,141	4,500	159%	11,180	15,022	74%	18,321	19,522	94%	
Wages & Benefits	4,357	8,328	52%	38,199	34,064	112%	42,557	42,392	100%	
Total Expenses	14,265	14,588	98%	65,117	62,399	104%	79,382	76,987	103%	
Surplus / Deficiency Prior to Amortization	(190)	1		27,041	26,849		26,851	26,850		
Amortization Expense		-		26,850	26,850	100%	26,850	26,850	100%	
Net Income	(190)	1		191	(1)		1	-		

- 1) Farebox revenue included with pass sales in 2022. Behind budget, but ridership and revenues are continuing to increase
- 2) Recoveries based on actual expenses.
- 3) Allocation for ID#9 requisitions not done till year end.
- 4) Still minimal Advertising and Marketing activity, just starting up for the summer season, so less that budget
- 5) Fuel costs higher than budget due to large increases in rates charged for diesel.
- 6) General operating expenses is transit storage utilities office rent and utilities.

Bow Valley Regional Transit Services Commission Route 10 - Moraine Lake									
	Jan - Mar, 2022			Apr - Jun, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
Income									
Recoveries - Operating (non-members)	1,558	3,686	42%	3,314	3,020	110%	4,872	6,706	73%
Total Income	1,558	3,686	42%	3,314	3,020	110%	4,872	6,706	73%
Expenses									
Advertising & Marketing Expenses	73	-		-	-		73	-	
Contracted Services / Professional Fees	0	-		-	-		0	-	
Fuel Expense		-		-	-		-	-	
General Operating Expenses	-	-		-	-		-	-	
Infrastructure Maintenance		-		-	-		-	-	
Software Fees & Licences	8	-		3	-		11	-	
Training, Travel & Meals		-		-	-		-	-	
Vehicle Expenses	67	-		-	-		67	-	
Wages & Benefits	1,482	3,686	40%	3,237	3,020	107%	4,720	6,706	70%
Total Expenses	1,631	3,686	44%	3,240	3,020	107%	4,872	6,706	73%
Surplus / Deficiency Prior to Amortization	(74)	-		74	-		0	-	
Amortization Expense		-		-	-		-	-	
Net Income	(74)	-		74	-		0	-	

1

1) Recoveries based on actual expenses.

Bow Valley Regional Transit Services Commission
2022 Quarterly KPIs with 2021 Actuals

All Routes	January - June 2022				
	2022	2022	COMP	2021	2019
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 53.79	\$ 46.38	16.0%	\$ 21.66	\$ 53.14
Gross Cost per Service Hour	\$ 159.34	\$ 161.70	-1.5%	\$ 130.52	\$ 115.27
Direct Operating Cost per Service Hour	\$ 117.23	\$ 119.47	-1.9%	\$ 95.78	\$ 92.35
Overhead per Service Hour	\$ 10.22	\$ 10.73	-4.8%	\$ 9.93	\$ 8.90
Lease/Amortization per Service Hour	\$ 31.89	\$ 31.50	1.2%	\$ 24.81	\$ 14.03
Net Cost per Service Hour (CUTA)	\$ 73.66	\$ 83.82	-12.1%	\$ 84.05	\$ 48.11
% Cost Recovery (CUTA)	52%	36%		20%	52%
Gross cost per KM	\$ 5.97	\$ 4.75		\$ 4.25	
Route KM	629,541	815,618		616,076	
Ridership	563,630	611,445	-7.8%	190,062	638,379
Service Hours	23,583	23,977	-1.6%	20,064	21,694
Ridership per Service Hour	24	26	-6.3%	9	29

Cost recovery % excludes route 5

Bow Valley Regional Transit Services Commission
2022 Quarterly KPIs with 2021 Actuals

Route 1 - Banff Local Sulphur Mtn	January - June 2022				2019
	2022	2022	COMP	2021	
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 21.68	\$ 55.32	-60.8%	\$ 25.59	\$ 70.99
Gross Cost per Service Hour	\$ 148.12	\$ 157.53	-6.0%	\$ 126.98	\$ 105.93
Direct Operating Cost per Service Hour	\$ 100.78	\$ 109.92	-8.3%	\$ 85.91	\$ 83.46
Overhead per Service Hour	\$ 10.22	\$ 10.73	-4.8%	\$ 9.93	\$ 8.90
Lease/Amortization per Service Hour	\$ 37.12	\$ 36.87	0.7%	\$ 31.13	\$ 13.57
Net Cost per Service Hour (CUTA)	\$ 89.32	\$ 65.33	36.7%	\$ 70.26	\$ 21.37
% Cost Recovery (CUTA)	20%	46%		27%	77%
Gross cost per KM	\$ 11.98	\$ 9.99		\$ 7.48	
Route KM	52,308	68,530		57,295	
Ridership	181,326	220,388	-17.7%	45,960	234,920
Service Hours	4,231	4,347	-2.7%	3,376	4,236
Ridership per Service Hour	43	51	-15.5%	14	55

Bow Valley Regional Transit Services Commission
2022 Quarterly KPIs with 2021 Actuals

Route 2 - Banff Local Tunnel Mtn	January - June 2022				2019
	2022	2022	COMP	2021	
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 61.14	\$ 44.64	37.0%	\$ 15.89	\$ 45.70
Gross Cost per Service Hour	\$ 156.70	\$ 162.08	-3.3%	\$ 131.54	\$ 107.67
Direct Operating Cost per Service Hour	\$ 105.47	\$ 111.23	-5.2%	\$ 90.89	\$ 84.35
Overhead per Service Hour	\$ 10.22	\$ 10.73	-4.8%	\$ 9.93	\$ 8.90
Lease/Amortization per Service Hour	\$ 41.02	\$ 40.13	2.2%	\$ 30.71	\$ 14.42
Net Cost per Service Hour (CUTA)	\$ 54.55	\$ 77.32	-29.5%	\$ 84.94	\$ 47.55
% Cost Recovery (CUTA)	53%	37%		16%	49%
Gross cost per KM	\$ 12.92	\$ 7.42		\$ 9.20	
Route KM	45,342	85,295		46,206	
Ridership	160,840	169,100	-4.9%	39,462	183,660
Service Hours	3,737	3,907	-4.4%	3,234	3,685
Ridership per Service Hour	43	43	-0.6%	12	50

Bow Valley Regional Transit Services Commission
2022 Quarterly KPIs with 2021 Actuals

Route 3 - Canmore / Banff Regional	January - June 2022				2019 ACTUAL
	2022 ACTUAL	2022 BUDGET	COMP %	2021 ACTUAL	
Revenue per Service Hour	\$ 84.30	\$ 77.04	9.4%	\$ 42.70	\$ 93.05
Gross Cost per Service Hour	\$ 142.88	\$ 134.86	6.0%	\$ 119.08	\$ 112.48
Direct Operating Cost per Service Hour	\$ 115.24	\$ 106.44	8.3%	\$ 96.00	\$ 91.80
Overhead per Service Hour	\$ 10.22	\$ 10.73	-4.8%	\$ 9.93	\$ 8.90
Lease/Amortization per Service Hour	\$ 17.42	\$ 17.69	-1.5%	\$ 13.14	\$ 11.79
Net Cost per Service Hour (CUTA)	\$ 41.15	\$ 40.13	2.5%	\$ 63.24	\$ 7.65
% Cost Recovery (CUTA)	67%	66%		40%	92%
Gross cost per KM	\$ 3.69	\$ 3.10		\$ 2.70	
Route KM	204,536	239,316		171,269	
Ridership	79,889	104,810	-23.8%	40,908	93,542
Service Hours	5,289	5,499	-3.8%	3,891	4,042
Ridership per Service Hour	15	19	-20.7%	11	23

Bow Valley Regional Transit Services Commission
2022 Quarterly KPIs with 2021 Actuals

Route 4 - Cave & Basin	January - June 2022				
	2022	2022	COMP	2021	2019
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 21.16	\$ 11.29	87.4%	\$ 1.05	\$ 11.91
Gross Cost per Service Hour	\$ 148.40	\$ 241.86	-38.6%	\$ 150.86	\$ 114.73
Direct Operating Cost per Service Hour	\$ 107.59	\$ 182.71	-41.1%	\$ 120.09	\$ 96.57
Overhead per Service Hour	\$ 10.22	\$ 10.73	-4.8%	\$ 9.93	\$ 8.90
Lease/Amortization per Service Hour	\$ 30.59	\$ 48.42	-36.8%	\$ 20.84	\$ 9.27
Net Cost per Service Hour (CUTA)	\$ 96.65	\$ 182.16	-46.9%	\$ 128.97	\$ 93.56
% Cost Recovery (CUTA)	18%	6%		1%	11%
Gross cost per KM	\$ 10.28	\$ 13.48		\$ 10.25	
Route KM	6,066				
Ridership	5,851	4,676	25.1%	589	7,168
Service Hours	420	257	63.8%	285	285
Ridership per Service Hour	14	18	-23.6%	2	25

Bow Valley Regional Transit Services Commission
2022 Quarterly KPIs with 2021 Actuals

Route 5 - Canmore Local	January - June 2022				2019
	2022	2022	COMP	2021	
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 0.44	\$ 1.23	-64.2%	\$ 0.26	\$ 10.18
Gross Cost per Service Hour	\$ 141.15	\$ 132.14	6.8%	\$ 101.27	\$ 115.39
Direct Operating Cost per Service Hour	\$ 113.22	\$ 103.21	9.7%	\$ 78.47	\$ 91.27
Overhead per Service Hour	\$ 10.22	\$ 10.73	-4.8%	\$ 9.93	\$ 8.90
Lease/Amortization per Service Hour	\$ 17.70	\$ 18.19	-2.7%	\$ 12.87	\$ 15.23
Net Cost per Service Hour (CUTA)	\$ 123.00	\$ 112.71	9.1%	\$ 88.15	\$ 89.98
% Cost Recovery (CUTA)	0%	1%		0%	10%
Gross cost per KM	\$ 8.86	\$ 5.87		\$ 4.99 *	
Route KM	73,671	100,332		96,108 *	
Ridership	71,615	62,799	14.0%	43,821	60,777
Service Hours	4,623	4,459	3.7%	4,738	3,722
Ridership per Service Hour	15	14	10.0%	9	16

Bow Valley Regional Transit Services Commission
2022 Quarterly KPIs with 2021 Actuals

Route 6 - Lake Minnewanka	January - June 2022				2019
	2022	2022	COMP	2021	
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 35.22	\$ 15.93	121.1%	\$ 4.27	\$ 13.30
Gross Cost per Service Hour	\$ 192.62	\$ 224.62	-14.2%	\$ 137.94	\$ 104.61
Direct Operating Cost per Service Hour	\$ 128.66	\$ 162.53	-20.8%	\$ 105.49	\$ 76.96
Overhead per Service Hour	\$ 10.22	\$ 10.73	-4.8%	\$ 9.93	\$ 8.90
Lease/Amortization per Service Hour	\$ 53.74	\$ 51.35	4.7%	\$ 22.52	\$ 18.75
Net Cost per Service Hour (CUTA)	\$ 103.66	\$ 157.34	-34.1%	\$ 111.15	\$ 72.56
% Cost Recovery (CUTA)	25%	9%		4%	15%
Gross cost per KM	6.38	\$ 5.01		\$ -	*
Route KM	28,454				*
Ridership	15,445	12,957	19.2%	3,416	13,802
Service Hours	943	943	0.0%	833	1,035
Ridership per Service Hour	16	14	19.2%	4	13

Bow Valley Regional Transit Services Commission
2022 Quarterly KPIs with 2021 Actuals

Route 8 - Lake Louise / Banff Regional Winter	January - June 2022				
	2022	2022	COMP	2021	2019
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 73.45	\$ 43.24	69.9%	\$ 26.70	\$ 71.01
Gross Cost per Service Hour	\$ 147.88	\$ 137.33	7.7%	\$ 132.28	\$ 104.35
Direct Operating Cost per Service Hour	\$ 124.41	\$ 114.58	8.6%	\$ 97.97	\$ 89.94
Overhead per Service Hour	\$ 10.22	\$ 10.73	-4.8%	\$ 9.93	\$ 8.90
Lease/Amortization per Service Hour	\$ 13.25	\$ 12.02	10.3%	\$ 24.39	\$ 5.51
Net Cost per Service Hour (CUTA)	\$ 61.18	\$ 82.07	-25.5%	\$ 81.20	\$ 27.82
% Cost Recovery (CUTA)	55%	35%		25%	72%
Gross cost per KM	\$ 3.35	\$ 1.89		\$ 2.72	
Route KM	101,829	167,648		91,795	
Ridership	20,334	10,150	100.3%	5,610	15,232
Service Hours	2,310	2,310	0.0%	1,890	1,632
Ridership per Service Hour	9	4	100.3%	3	9

Bow Valley Regional Transit Services Commission
2022 Quarterly KPIs with 2021 Actuals

Route 8X - Lake Louise / Banff Regional Express - Summer	January - June 2022				2019
	2022	2022	COMP	2021	
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 138.41	\$ 63.05	119.5%	\$ 29.20	\$ 76.68
Gross Cost per Service Hour	\$ 218.21	\$ 259.81	-16.0%	\$ 231.03	\$ 169.79
Direct Operating Cost per Service Hour	\$ 146.29	\$ 184.40	-20.7%	\$ 166.73	\$ 142.09
Overhead per Service Hour	\$ 10.22	\$ 10.73	-4.8%	\$ 9.93	\$ 8.90
Lease/Amortization per Service Hour	\$ 61.71	\$ 64.68	-4.6%	\$ 54.37	\$ 18.80
Net Cost per Service Hour (CUTA)	\$ 18.09	\$ 132.08	-86.3%	\$ 147.46	\$ 74.31
% Cost Recovery (CUTA)	88%	32%		17%	51%
Gross cost per KM	\$ 3.61	\$ 3.06		\$ -	*
Route KM	96,033				*
Ridership	22,419	20,839	7.6%	4,072	18,722
Service Hours	1,589	1,466	8.4%	1,029	1,598
Ridership per Service Hour	14	14	-0.7%	4	12

Bow Valley Regional Transit Services Commission
2022 Quarterly KPIs with 2021 Actuals

Route 9 - Johnston Canyon	January - June 2022				2019
	2022	2022	COMP	2021	
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 89.39	\$ 97.67	-8.5%	\$ -	\$ 50.20
Gross Cost per Service Hour	\$ 252.35	\$ 278.41	-9.4%	\$ -	\$ 358.05
Direct Operating Cost per Service Hour	\$ 169.14	\$ 189.91	-10.9%	\$ -	\$ 243.30
Overhead per Service Hour	\$ 10.22	\$ 10.73	-4.8%	\$ -	\$ 8.90
Lease/Amortization per Service Hour	\$ 72.99	\$ 77.77	-6.2%	\$ -	\$ 105.85
Net Cost per Service Hour (CUTA)	\$ 89.97	\$ 102.96	-12.6%	\$ -	\$ 202.00
% Cost Recovery (CUTA)	50%	49%		0%	20%
Gross cost per KM	5.22	\$ 5.37		\$ -	*
Route KM	21,303				*
Ridership	5,911	3,468	70.4%	0	1,129
Service Hours	441	390	13.2%	0	95
Ridership per Service Hour	13	9	50.6%	0	12

Bow Valley *Regional* Transit Services Commission



Draft Operating and Capital Budgets

"... moves to accept the draft 2023 – 2025 BVRTSC Operating Budget as presented"

"... moves to accept the draft 2023 – 2032 BVRTSC Capital Budget as presented"

OVERALL BUDGET ASSUMPTIONS

Service hours

2023 budget is presented with 66,484 service hours:

- Increase from previously approved budget of approximately 1,800 hours

Differences:

- Assumed Route 7 is not running
- Small daily increases to service hours for changes to 5T and 5C and route 3
- Increases in service hours for adding sufficient driver breaks into all schedules
- In the previously approved there was a 'late summer start' assumption of mid June for the 4th bus in routes 1 and 2
- Route 9 is scheduled to go to Thanksgiving.

Ridership assumptions

2023 budget is presented with the following assumptions for ridership:

- Ridership will return to 2019 ridership per service hour based on 2023 budgeted service hours
- 1% increases in ridership forecast for 2024 and 2025

Pass/Farebox revenue assumptions

2023 budget is presented with the following assumptions for pass/farebox revenue:

- Anticipated revenue collected is consistent with previously approved budget levels.
- Except for
 - Route 3 where the estimate has increased by \$200,000
 - Routes 8 and 8X that have seen high revenue numbers to date in 2022, so these have been assumed to return to 2019 revenue per service hour levels.

General budget assumptions

2023 operating budget is presented with the following general assumptions:

- Two new Proterra electric buses for Banff in early 2023. To replace the 2 hybrids.
- Route 7 is not running, and the Deer cutaway assumed to be a spare for Route 4 and a Commission spare for the other half of the year.
- Three more electric buses for Park Canada to be split amongst Parks operating routes.
- Revenue line items such as advertising and charter sales have been kept consistent with previously approved budget levels
- Most expense line items are consistent with previously approved budget levels, taking out the amounts that were included for Route 7
- Inflation estimates for 2024 and 2025 have increased to 3%

Other notes:

- Pass/farebox revenues are only one line item rather than splitting between there different revenue sources such as Token Transit, farebox, Vending, reservations etc. 2022 should be a full year with all these sources at a 'post pandemic' level. More analysis will be done about proportions of revenue by source later in the year.
- Interest revenue estimates have increased based on higher average operating balances
- Partner program revenue has increased. Banff springs contributions have increased to reflect the current contract, and we have added amounts for Pursuit for the Gondola and Boat cruise programs.
 - We have also had to reduce amounts that were based on staff revenue such as Pursuit and Rimrock to reflect Banff local fare free program.
- A new category of human resources expenses has been included with training and meals. This is to recognize the costs associated with our increasing staff base, and the need to dedicate time and resources to training, engagement, and retention. This has resulted in some additional expenses such as staff accommodation, and retention, and some increases to existing expenses such as training. We have also moved a few expenses to this area that make more sense:
 - Recruitment expenses have been moved from advertising to this section.
 - Uniforms and driver recognition have been moved from vehicle expenses to this section.
- Bank charges have increased to reflect Moneris fees associated with vending machines and the reservation system.
- Town of Banff rental costs:
 - \$31,000 budgeted for rent for 221 Beaver Street
 - \$218,000 budgeted for rent for 111 Hawk Ave
 - Approximately \$20,000 of the Hawk Ave rent has been allocated to office rent to charge routes for the administration offices. The rest of this rental has been allocated to Bus storage.
 - The 2022 budget did not include the additional utilities associated with the Hawk Ave location. The 2023 budget includes an extra \$36,000 for gas, electric and water for the Hawk Ave location.
 - The 2022 budget also did not include winter snow removal for this location. This has been added to the bus storage line item and split among winter routes.
- Fuel costs have seen a significant increase in 2022. The average cost per litre for 2022 is up almost 50% from 2021 average costs. Also included with fuel is the charging for electric buses. We have fairly limited information to date about the costs of running the electric vehicles in comparison to diesel buses. We only started tracking the electricity meter usage for the chargers in November 2021, and until the end of April 2022 electricity was being charged at a

much higher rate than the other TOB facility contracts resulting in inflated electricity prices compared to what we would expect going forward. As such calculations to date on the average price per km for both electric buses and diesel buses are very similar.

- Based on the analysis above we estimated a charging cost per month and have moved this from the fuel line item to reflect the increase in electric bus fleet.
 - Proportions between these two items may not be accurate, but going forward we hope to see the costs savings associated with the electric vehicles. However, to be more conservative in the current budget, fuel costs are leaning more towards the increased costs of diesel than the cost savings from electric buses.
- Infrastructure maintenance has increased from previously approved amounts. With the addition of the transit storage building and the ticket vending machines we are finding increased costs in this area.
- Insurance costs have increased from previously approved amounts. We experienced large unforeseen increases in 2022 based on the removal of subsidies. As per discussions with our insurance advisor we have based 2023 cost estimates on an increase from 2022 amounts of an additional 10% and considered the increases in fleet size.
- Software costs overall have decreased from previous estimates.
 - We moved from external to internal hosting of our farebox software which has resulted in removing the line item associated with 'smart farebox software', and a savings of over \$60,000
 - We have included in our budget approximately \$30,000 for new dispatch software. This was previously budgeted as a capital project, but the costs are mostly annual fees so impact operating instead.
 - We have also added additional software for ridership analytics, driver pre and post trip inspections, token transit validators and vending machine annual costs.
 - Per bus software for electric buses has also been included in this area.
- Maintenance labour has increased and is based on estimates provided from the Town of Banff. Increases are due to:
 - Increasing fleet size
 - Allocating an additional mechanic to work on Roam buses
 - Allocation of parts person to try to improve timeliness of parts orders and reduce downtime.
- Customer service wages have increased. The move to the Visitor's Centre location has been busier than anticipated. Also, the allocation of these wages has changed to reflect the customer service time spent on summer routes, and reservable routes.

BVRTSC 2023 BUDGET COMMENTS

- Driver wages have increased.
 - Driver wages are up almost \$150,000, this increase is due to:
 - Increases in service hours
 - Adding time for appropriate driver breaks.
 - Increase in number of full-time staff resulting in higher costs for associated benefits.
 - Increases in driver wages and change in wage structure to incorporate a scale based on employment length.
 - Increases to driver vacation rates.
 - Increase in training by \$100,000 to reflect the increasing focus on year-round training
- Operations wages have increased. 2022 assumption was that the new dispatch position was going to be part-time. This has not happened, so full position is allocated to operations. Also, we have increased on call rates for operations staff.
- Amortization has increased based on increasing fleet size.

PROPOSED REQUISITION SUMMARY

The requisitions in this budget are based on the following funding allocations:

- Banff Local (Route 1 & 2) Town of Banff
- Canmore Local (Route 5) Town of Canmore
- CB Regional (Route 3) ½ Town of Banff, ½ Town of Canmore
- LLB Regional Winter (Route 8) – ID9
- LLB Regional Summer Express & Scenic (Route 8X & 8S) – ID9 & Parks
- Johnston Canyon (Route 9) – ID9 & Parks
- Lake Minnewanka (Route 6), Cave & Basin (Route 4), Moraine Lake (Route 10) - Parks
- Administrative/Commission – 1/3 Town of Banff, 1/3 Town of Canmore, 1/3 ID9

The following is a summary of proposed requisitions, see attached operating and capital budgets for details:

BVRTSC 2023 BUDGET COMMENTS

Summary of Requisitions - 2023-2025						
	2022	2023	2024	2023	2024	2025
Banff	Budget	Previously Approved Budget		DRAFT Budget		
Operating	\$1,576,845	\$ 1,771,325	\$ 1,715,718	\$1,839,920	\$1,877,692	\$1,934,984
Capital	\$ 636,500	\$ 645,700	\$ 655,100	\$ 623,300	\$ 621,500	\$ 648,000
	\$2,213,345	\$ 2,417,025	\$ 2,370,818	\$2,463,220	\$2,499,192	\$2,582,984
	2022	2023	2024	2023	2024	2025
Canmore	Budget	Previously Approved Budget		DRAFT Budget		
Operating	\$1,288,786	\$ 1,294,928	\$ 1,320,714	\$1,481,024	\$1,536,344	\$1,583,010
Capital	\$ 214,600	\$ 275,100	\$ 278,900	\$ 292,600	\$ 283,200	\$ 287,200
	\$1,503,386	\$ 1,570,028	\$ 1,599,614	\$1,773,624	\$1,819,544	\$1,870,210
	2022	2023	2024	2023	2024	2025
ID #9	Budget	Previously Approved Budget		DRAFT Budget		
Operating	\$ 746,338	\$ 715,018	\$ 728,554	\$ 641,213	\$ 701,354	\$ 719,976
Capital	\$ 66,631	\$ 67,269	\$ 68,014	\$ 74,869	\$ 62,314	\$ 62,966
	\$ 812,969	\$ 782,288	\$ 796,569	\$ 716,083	\$ 763,668	\$ 782,943
	2022	2023	2024	2023	2024	2025
Parks Canada*	Budget	Previously Approved Budget		DRAFT Budget		
Operating	\$1,142,761	\$ 1,211,487	\$ 1,230,916	\$1,550,854	\$1,642,674	\$1,686,204
	\$1,142,761	\$ 1,211,487	\$ 1,230,916	\$1,550,854	\$1,642,674	\$1,686,204

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

BVRTSC NEW SERVICE LEVEL REQUESTS

The following new service level requests have been proposed:

These are not included in the initial draft budget. If approved they will be added into the 2nd draft – see below for the projected changes to the requisitions based on the addition of the above NSLRs:

NSLR - Impact on requisitions	Banff	Canmore	ID#9	Non-member	Total
Transit support and training officer	45,788	25,168	30,346	86,698	188,000
Transit planning/data analyst	22,375	22,375	22,375	22,375	89,500
Total	68,163	47,543	52,721	109,073	277,500

OPERATING BUDGET DETAILED DISCUSSION

All routes

Overall revenue before requisitions is up by \$630,000 from the previously approved budget due to increases for fare/pass revenue and partner programs discussed above.

Overall operating expenses are up by \$860,000 from the previously approved budget. Largest cost increases are in the following areas:

- Vehicle maintenance increase of \$188,000
- Driver wages increase of \$243,000
- Fuel increase of \$222,000
- Insurance increase of \$55,000
- Utilities increase of \$39,000

Overall amortization estimate has increased by \$205,000 due to new buses.

The overall result:

- Increase in member contributions by \$240,000
- Increase in non-member contributions by \$100,000 (Parks +\$340,000, Banff Centre -\$240,000)

Admin – Commission expenses

Overall budget has increased requisitions by approximately \$90,000. Variance from previously approved 2023 budget is predominantly based on the following:

- Banff centre route assumed not running at all, as such no route surplus of \$70,000 to split among members.
- Decrease of \$28,000 for admin wages due to increased allocation to routes.
- Increase of \$12,000 for training and travel due to increase in number of administrative staff and new HR expenses discussed above.
- Increase of \$16,000 for vehicle expenses for route 7 commission spare discussed above.

Banff Local – Route 1

Operating requisitions have increased by \$81,000. Variance from previously approved 2023 budget is predominantly based on the following:

- Increase in partner program revenue by \$48,000
- Increase in fuel of \$20,000
- Increase in driver wages of \$40,000
- Increase in vehicle maintenance expenses of \$40,000
- Increase in non-driver wages by approximately \$10,000
- Addition of staff accommodation and additional HR expenses \$7,000
- Reduction in software expenses of \$7,000

- Addition of utilities for transit storage of \$7,000
- Increase in insurance \$5,000

Banff Local – Route 2

Operating requisitions have decreased by \$56,000. Variance from previously approved 2023 budget is predominantly based on the following:

- Increase in partner program revenue by \$109,000.
- Increase in fuel of \$10,000
- Increase in driver wages of \$16,000
- Increase in vehicle maintenance expenses of \$16,000
- Addition of staff accommodation and additional HR expenses \$5,000
- Reduction in software expenses of \$6,000
- Addition of utilities for transit storage of \$5,000
- Increase in insurance \$4,000

Canmore / Banff Regional – Route 3

Operating requisitions have increased by \$27,000. Variance from previously approved 2023 budget is predominantly based on the following:

- Increase in farebox/pass revenue by \$200,000
- Increase in fuel of \$68,000
- Increase in driver wages of \$53,000
- Increase in TOB vehicle maintenance expenses of \$50,000
- Increase in non driver wages by approximately \$17,000
- Addition of utilities for transit storage of \$5,000
- Increase in insurance \$9,000
- Increase in bank service charges of \$8,000

Canmore Local – Route 5

Operating requisitions have increased by \$142,000. Variance from previously approved 2023 budget is predominantly based on the following:

- Increase in fuel of \$58,000
- Increase in driver wages of \$52,000
- Increase in TOB vehicle maintenance expenses of \$40,000
- Increase in insurance \$4,000

Lake Louise / Banff Regional (Winter) – Route 8

BVRTSC 2023 BUDGET COMMENTS

Operating requisitions have decreased by \$125,000. Variance from previously approved 2023 budget is predominantly based on the following:

- Increase in farebox/pass revenue by \$125,000
- Increase in fuel by \$10,000.

Banff Centre – Route 7

Removed from budget.

Cave & Basin – Cave & Basin Route 4 and Minnewanka Route 6

Operating requisitions have increased by \$172,000. Variance from previously approved 2023 budget is predominantly based on the following:

- Allocation of additional buses for both routes.
- Allocation of additional customer service time for summer routes.
- Staff accommodation and other additional HR costs.
- Increases in vehicle maintenance expenses
- Increases in driver wages.
- Increases in fuel costs.
- Addition of utilities for transit storage building
- Additional buses for insurance, amortization etc

Lake Louise / Banff Regional (Summer) – Route 8X, 8S & 9

Operating requisitions have increased by \$155,000. Variance from previously approved 2023 budget is predominantly based on the following:

- Increases in farebox/pass revenues for route 8X
- Service hours for route 9 until thanksgiving
- Allocation of additional electric buses for all routes.
- Allocation of additional customer service time for summer routes.
- Staff accommodation and other additional HR costs.
- Increases in vehicle maintenance expenses
- Increases in fuel costs.
- Addition utilities for transit storage building
- Additional buses for insurance, amortization etc

CAPITAL BUDGET DETAILED DISCUSSION

2023 capital budget is presented with the following general assumptions:

- Overall capital requisitions are fairly similar to previously approved amounts.
- Capital replacement contributions for the Lion electric bus have been removed from the commission replacement contributions based on decision to cancel this order.
- Commission capital we have also added \$20,000 to 2023 requisitions for office modifications and furniture for the 221 Beaver Street office to take out customer service counter and accommodate additional staff.
- Commission capital also has an additional \$20,000 for the purchase of a Hybrid plug in driver support vehicle. Currently there is approximately \$30,000 already approved in capital projects for replacement of 2 of our vehicles. This is additional top up to these amounts to enable us to get a hybrid.
- Banff:
 - Removal of the 2 replacement reserves for the hybrids, and all related component parts
 - Replaced with 2 new Proterra costs which have higher contributions due to higher initial costs.
 - In the previous budgets component parts were assumed for the first 3 Banff Proterra, based on new battery packs, engine, transmission etc. However, after discussions with Mike from Proterra battery pack replacements are included with the purchase price, and there are minimal other significant replacement components over the life of the bus. Replacement of these component parts have been removed resulting in decreased contributions in 2023.

Bow Valley Regional Transit Services Commission 2023-2025 DRAFT Operating Budget

ALL ROUTES										
	2021 Actual	Q2 2022 Actual	2022 Forecast	2022 Budget	2023 Previously Approved Budget	2023 Amended Budget	2024 Amended Budget	2025 Amended Budget		
INCOME										
Advertising & Marketing Revenue										
4200 Advertising & Marketing	\$ 24,384	\$ 8,334	\$ 40,303	\$ 55,141	\$ 56,244	\$ 56,244	\$ 57,931	\$ 59,670		
4201 Print Fees Revenue	\$ 1,850	\$ 1,950	\$ 1,950	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Advertising & Marketing Revenue	\$ 26,234	\$ 10,284	\$ 42,253	\$ 55,141	\$ 56,244	\$ 56,244	\$ 57,931	\$ 59,670		
Grant Revenue										
4900 Grant Income	\$ 11,241	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Grant Revenue	\$ 11,241	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Interest Revenue										
4810 Interest Income	\$ 13,311	\$ 18,294	\$ 24,294	\$ 12,000	\$ 12,240	\$ 20,000	\$ 21,000	\$ 21,630		
Total Interest Revenue	\$ 13,311	\$ 18,294	\$ 24,294	\$ 12,000	\$ 12,240	\$ 20,000	\$ 21,000	\$ 21,630		
Other Income										
4700 Charter Sales	\$ 2,660	\$ 20,485	\$ 21,780	\$ 2,080	\$ 2,122	\$ 2,122	\$ 2,185	\$ 2,250		
4750 Route Detour Fee	\$ -	\$ -	\$ 260	\$ 416	\$ 424	\$ 424	\$ 437	\$ 450		
4820 Foreign Exchange Rev/Exp	\$ 8,814	\$ 22	\$ 22	\$ -	\$ -	\$ -	\$ -	\$ -		
4830 Warranty Income	\$ 330	\$ 57,888	\$ 57,888	\$ -	\$ -	\$ -	\$ -	\$ -		
4840 Other Revenue	\$ 203	\$ 99	\$ 99	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Other Income	\$ 12,007	\$ 78,450	\$ 80,005	\$ 2,496	\$ 2,546	\$ 2,546	\$ 2,622	\$ 2,700		
Partner Programs										
4300 Partner Program Revenue	\$ 257,117	\$ 208,876	\$ 389,651	\$ 361,561	\$ 344,622	\$ 519,674	\$ 535,664	\$ 551,734		
Total Partner Programs	\$ 257,117	\$ 208,876	\$ 389,651	\$ 361,561	\$ 344,622	\$ 519,674	\$ 535,664	\$ 551,734		
Total Pass Sales	\$ 1,200,241	\$ 971,314	\$ 2,421,536	\$ 2,357,372	\$ 2,614,184	\$ 3,063,326	\$ 3,191,664	\$ 3,287,415		
TOTAL INCOME BEFORE REQUISITIONS	\$ 1,520,151	\$ 1,287,218	\$ 2,957,739	\$ 2,788,569	\$ 3,029,835	\$ 3,661,790	\$ 3,808,882	\$ 3,923,149		
Recoveries - Operating (non-members)										
4500 Recoveries - Operating (non-memb)	\$ 1,094,238	\$ 493,491	\$ 1,182,618	\$ 1,200,968	\$ 1,449,245	\$ 1,550,854	\$ 1,642,674	\$ 1,686,204		
Total Recoveries - Operating (non-members)	\$ 1,094,238	\$ 493,491	\$ 1,182,618	\$ 1,200,968	\$ 1,449,245	\$ 1,550,854	\$ 1,642,674	\$ 1,686,204		
Total Requisitions - Capital	\$ 5,121	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Requisitions - Operating										
4420-1 Operating Requisition - TOB	\$ 1,075,464	\$ 699,037	\$ 1,576,846	\$ 1,576,845	\$ 1,771,325	\$ 1,839,920	\$ 1,877,692	\$ 1,934,984		
4420-2 Operating Requisition - TOC	\$ 1,000,381	\$ 643,953	\$ 1,288,792	\$ 1,288,786	\$ 1,294,928	\$ 1,481,024	\$ 1,536,344	\$ 1,583,010		
4420-5 Operating Requisition - ID9	\$ 349,971	\$ 266,225	\$ 610,710	\$ 794,975	\$ 758,855	\$ 744,423	\$ 841,646	\$ 846,108		
Total Requisitions - Operating	\$ 2,425,816	\$ 1,609,215	\$ 3,476,348	\$ 3,660,607	\$ 3,825,109	\$ 4,065,367	\$ 4,255,683	\$ 4,364,102		
TOTAL INCOME	\$ 5,045,326	\$ 3,389,925	\$ 7,616,705	\$ 7,650,144	\$ 8,304,189	\$ 9,278,011	\$ 9,707,239	\$ 9,973,455		
EXPENSES										
Advertising & Marketing Expenses										
5226 Drivers recruitment	\$ 3,256	\$ 10,839	\$ 14,750	\$ 39,839	\$ 43,284	\$ -	\$ -	\$ -		
5616 Recruitment Costs - Admin	\$ 744	\$ 112	\$ 2,465	\$ 4,591	\$ 4,701	\$ -	\$ -	\$ -		
5700 Advertising and Marketing	\$ 44,970	\$ 33,806	\$ 132,322	\$ 165,092	\$ 181,793	\$ 178,672	\$ 184,032	\$ 189,554		
5715 Commission	\$ -	\$ -	\$ 1,553	\$ 2,706	\$ 3,001	\$ 3,001	\$ 3,091	\$ 3,184		
Total Advertising & Marketing Expenses	\$ 48,970	\$ 44,758	\$ 151,091	\$ 212,228	\$ 232,780	\$ 181,673	\$ 187,123	\$ 192,738		
Contracted Services / Professional Fees										
5200 Operating Contracts	\$ 19,588	\$ 7,438	\$ 14,021	\$ 12,656	\$ 13,329	\$ 13,329	\$ 13,729	\$ 14,141		
5364 Brinks service fees	\$ 3,688	\$ 2,687	\$ 9,636	\$ 11,798	\$ 12,616	\$ 11,811	\$ 12,165	\$ 12,531		
5611 Accounting Fees	\$ 11,300	\$ 12,000	\$ 12,100	\$ 11,260	\$ 11,485	\$ 11,383	\$ 11,725	\$ 12,076		
5612 Payroll service fee	\$ 5,879	\$ 3,002	\$ 6,507	\$ 5,991	\$ 6,499	\$ 6,395	\$ 6,587	\$ 6,784		
5615 Legal Fees	\$ 1,416	\$ 744	\$ 3,878	\$ 5,500	\$ 5,760	\$ 5,658	\$ 5,828	\$ 6,004		
5623 Security Fee	\$ 675	\$ 4,800	\$ 15,225	\$ 17,550	\$ 19,972	\$ 19,972	\$ 20,571	\$ 21,189		
5624 IT Support	\$ 6,735	\$ 5,354	\$ 11,224	\$ 10,327	\$ 10,834	\$ 10,470	\$ 10,784	\$ 11,110		
5629 Contract Work	\$ 12,000	\$ 6,000	\$ 26,250	\$ 40,500	\$ 41,310	\$ 41,310	\$ 42,549	\$ 43,826		
Total Contracted Services / Professional Fees	\$ 61,281	\$ 42,024	\$ 98,840	\$ 115,581	\$ 121,806	\$ 120,328	\$ 123,938	\$ 127,661		
Fuel Expense										
5270 Fuel	\$ 534,531	\$ 346,363	\$ 737,781	\$ 680,220	\$ 736,777	\$ 886,446	\$ 913,039	\$ 940,431		
Utilities - electric bus charging	\$ 14,954	\$ 18,859	\$ 22,936	\$ 6,714	\$ 7,535	\$ 80,192	\$ 82,598	\$ 85,076		
Total Fuel Expense	\$ 549,485	\$ 365,222	\$ 760,717	\$ 686,934	\$ 744,312	\$ 966,638	\$ 995,637	\$ 1,025,507		
General Operating Expenses										
5351 Office Supplies	\$ 9,761	\$ 7,357	\$ 14,510	\$ 12,923	\$ 13,750	\$ 13,490	\$ 13,895	\$ 14,312		
5352 Bank Service Charges	\$ 18,846	\$ 15,006	\$ 24,425	\$ 16,261	\$ 17,296	\$ 32,714	\$ 33,695	\$ 34,709		

Bow Valley Regional Transit Services Commission

2023-2025 DRAFT Operating Budget

ALL ROUTES									
	2021 Actual	Q2 2022 Actual	2022 Forecast	2022 Budget	2023 Previously Approved Budget	2023 Amended Budget	2024 Amended Budget	2025 Amended Budget	
5353 Janitorial Supplies & Services	\$ 752	\$ -	\$ 1,116	\$ 1,959	\$ 2,026	\$ 1,975	\$ 2,035	\$ 2,095	
5354 Postage and Office Delivery	\$ 267	\$ 161	\$ 1,796	\$ 2,843	\$ 2,954	\$ 2,934	\$ 3,022	\$ 3,113	
5357 Cell Phone	\$ 11,199	\$ 7,730	\$ 21,428	\$ 23,960	\$ 25,173	\$ 25,011	\$ 25,762	\$ 26,536	
5358 Office Phone	\$ 8,166	\$ 4,450	\$ 10,871	\$ 11,747	\$ 12,378	\$ 12,091	\$ 12,454	\$ 12,827	
5359 Board meeting expense	\$ 295	\$ -	\$ 690	\$ 1,380	\$ 1,408	\$ 1,408	\$ 1,450	\$ 1,493	
5626 Office Rent	\$ 45,105	\$ 23,904	\$ 39,132	\$ 30,456	\$ 31,065	\$ 51,563	\$ 53,110	\$ 54,704	
5627 Copier	\$ 3,989	\$ 1,711	\$ 4,623	\$ 5,251	\$ 5,562	\$ 5,484	\$ 5,648	\$ 5,816	
5630 Utilities	\$ 36,011	\$ 20,855	\$ 23,157	\$ 4,606	\$ 4,698	\$ 43,968	\$ 45,287	\$ 46,646	
Total General Operating Expenses	\$ 134,510	\$ 81,217	\$ 141,791	\$ 111,387	\$ 116,310	\$ 190,638	\$ 196,357	\$ 202,251	
Infrastructure Maintenance									
5430 Parks Canada Land Rent	\$ 233	\$ 217	\$ 444	\$ 447	\$ 504	\$ 704	\$ 13,678	\$ 14,088	
5632 Infrastructure Maintenance Expense	\$ 29,601	\$ 43,401	\$ 66,134	\$ 38,453	\$ 41,879	\$ 61,649	\$ 71,333	\$ 73,472	
Total Infrastructure Maintenance	\$ 29,834	\$ 43,618	\$ 66,578	\$ 38,900	\$ 42,383	\$ 62,353	\$ 85,011	\$ 87,560	
Insurance Expense									
5310 General Liability Insurance	\$ 7,344	\$ 4,754	\$ 9,044	\$ 8,580	\$ 8,752	\$ 10,457	\$ 10,771	\$ 11,094	
5320 Fleet insurance	\$ 74,727	\$ 70,014	\$ 125,011	\$ 102,568	\$ 109,946	\$ 163,300	\$ 168,635	\$ 173,693	
Total Insurance Expense	\$ 82,071	\$ 74,767	\$ 134,054	\$ 111,148	\$ 118,698	\$ 173,757	\$ 179,406	\$ 184,787	
Software Fees & Licences									
5362 Software and License Fees	\$ 44,629	\$ 32,375	\$ 64,587	\$ 59,890	\$ 62,909	\$ 122,134	\$ 125,798	\$ 129,571	
5617 Website	\$ 5,836	\$ 3,099	\$ 10,527	\$ 13,220	\$ 13,895	\$ 13,635	\$ 14,044	\$ 14,466	
5620 Smart Farebox Software	\$ 55,125	\$ 12,471	\$ 45,713	\$ 61,592	\$ 66,402	\$ -	\$ -	\$ -	
5622 Bus Prediction Software	\$ 47,919	\$ 22,150	\$ 48,573	\$ 49,055	\$ 52,894	\$ 46,135	\$ 47,533	\$ 48,960	
Total Software Fees & Licences	\$ 153,510	\$ 70,095	\$ 169,400	\$ 183,757	\$ 196,101	\$ 181,904	\$ 187,375	\$ 192,997	
Human resources, Training, Travel & Meals									
Staff accomodation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,511	\$ 21,126	\$ 21,759	
HR - recruitment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,964	\$ 49,403	\$ 50,886	
HR - retention staffing costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,686	\$ 15,127	\$ 15,582	
Hr - staffing costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,965	\$ 32,924	\$ 33,913	
5171 Conference Fees	\$ 2,338	\$ 1,151	\$ 5,051	\$ 7,804	\$ 7,960	\$ 7,960	\$ 8,199	\$ 8,445	
5172 Meals	\$ 1,674	\$ 6,424	\$ 11,035	\$ 9,134	\$ 9,357	\$ 9,331	\$ 9,611	\$ 9,899	
5173 Training	\$ 3,512	\$ 878	\$ 4,628	\$ 7,500	\$ 7,650	\$ 10,000	\$ 10,300	\$ 10,609	
5180 Travel Expense	\$ 3,942	\$ 17	\$ 2,825	\$ 5,610	\$ 5,722	\$ 5,722	\$ 5,894	\$ 6,071	
5181 Mileage	\$ 2,116	\$ 735	\$ 3,763	\$ 5,680	\$ 5,923	\$ 5,897	\$ 6,074	\$ 6,255	
5227 Driver Training	\$ 184	\$ 2,618	\$ 5,488	\$ 4,957	\$ 5,395	\$ 5,316	\$ 5,476	\$ 5,638	
5356 Memberships	\$ 5,579	\$ 3,966	\$ 6,522	\$ 5,107	\$ 5,209	\$ 5,209	\$ 5,365	\$ 5,526	
5619 Business Hosting Expenses	\$ -	\$ -	\$ 834	\$ 1,673	\$ 1,706	\$ 1,706	\$ 1,758	\$ 1,810	
Total Training, Travel & Meals	\$ 19,346	\$ 15,790	\$ 40,147	\$ 47,465	\$ 48,923	\$ 166,268	\$ 171,256	\$ 176,393	
Vehicle Expenses									
5225 Drivers uniforms	\$ 12,716	\$ 13,872	\$ 31,171	\$ 28,920	\$ 31,161	\$ -	\$ -	\$ -	
5228 Driver recognition	\$ 5,076	\$ 527	\$ 3,293	\$ 4,624	\$ 4,999	\$ -	\$ -	\$ -	
5250 Parts	\$ 397,121	\$ 223,853	\$ 492,080	\$ 450,872	\$ 494,900	\$ 540,612	\$ 556,830	\$ 573,535	
5255 Vehicle Supplies	\$ 60,425	\$ 30,005	\$ 68,252	\$ 64,369	\$ 69,228	\$ 83,183	\$ 85,678	\$ 88,248	
5260 Maintenance Labour	\$ 488,082	\$ 362,132	\$ 738,530	\$ 654,673	\$ 720,136	\$ 837,837	\$ 863,092	\$ 888,985	
5420 Bus Storage	\$ 151,492	\$ 96,716	\$ 216,141	\$ 224,598	\$ 241,937	\$ 216,086	\$ 222,603	\$ 229,282	
5628 Bus wrap repair	\$ 1,950	\$ -	\$ 5,833	\$ 9,741	\$ 10,370	\$ 10,370	\$ 10,681	\$ 11,001	
Total Vehicle Expenses	\$ 1,135,964	\$ 731,648	\$ 1,559,843	\$ 1,437,797	\$ 1,572,730	\$ 1,688,088	\$ 1,738,885	\$ 1,791,051	
Total Wages & Benefits - Administrative	\$ 412,753	\$ 253,383	\$ 530,735	\$ 546,542	\$ 573,902	\$ 574,743	\$ 591,985	\$ 609,745	
Total Wages & Benefits - Cleaners	\$ 104,590	\$ 72,308	\$ 182,869	\$ 211,332	\$ 242,988	\$ 273,442	\$ 281,645	\$ 290,094	
Total Wages & Benefits - Customer Support	\$ 156,207	\$ 65,660	\$ 213,996	\$ 274,340	\$ 300,087	\$ 330,651	\$ 340,571	\$ 350,786	
Wages & Benefits - Drivers									
5221 Drivers Wages	\$ 2,005,019	\$ 918,437	\$ 2,333,604	\$ 2,482,938	\$ 2,708,667	\$ 2,853,271	\$ 2,938,869	\$ 3,027,036	
5223 Drivers Wages - Training	\$ 78,012	\$ 92,526	\$ 130,670	\$ 166,399	\$ 176,242	\$ 275,072	\$ 283,324	\$ 291,824	
Total Wages & Benefits - Drivers	\$ 2,083,031	\$ 1,010,963	\$ 2,464,274	\$ 2,649,337	\$ 2,884,908	\$ 3,128,343	\$ 3,222,193	\$ 3,318,860	
Total Wages & Benefits - Operations	\$ 374,165	\$ 228,655	\$ 482,192	\$ 497,453	\$ 532,316	\$ 555,712	\$ 572,383	\$ 589,553	
TOTAL OPERATING EXPENSES	\$ 5,345,715	\$ 3,100,107	\$ 6,996,526	\$ 7,124,200	\$ 7,728,245	\$ 8,594,538	\$ 8,873,766	\$ 9,139,982	
SURPLUS / DEFICIENCY PRIOR TO AMORTIZATION (equal to Parks contriubtion towards amortization)	-\$ 300,389	\$ 289,817	\$ 620,179	\$ 525,944	\$ 575,944	\$ 683,473	\$ 833,473	\$ 833,473	
Amortization Expense									
5900 Amortization Exp	\$ 1,171,628	\$ 655,409	\$ 1,441,134	\$ 1,441,125	\$ 1,539,793	\$ 1,745,577	\$ 2,095,577	\$ 2,095,577	
NET INCOME	-\$ 1,472,017	-\$ 365,592	-\$ 820,955	-\$ 915,181	-\$ 963,849	-\$ 1,062,104	-\$ 1,262,104	-\$ 1,262,104	

2023 to 2025

Town of Banff:

	2022 Budget	2023 Previously Approved Budget	2024 Previously Approved Budget
Banff Local - Route 1	\$ 622,004	\$ 739,013	\$ 706,727
Banff Local - Route 2	\$ 593,630	\$ 714,671	\$ 685,110
CB Regional (1/2)	\$ 172,972	\$ 171,012	\$ 174,433
Administrative (1/3)	\$ 188,239	\$ 146,629	\$ 149,447
	\$ 1,576,845	\$ 1,771,325	\$ 1,715,718

Town of Canmore

	2022 Budget	2023 Previously Approved Budget	2024 Previously Approved Budget
Canmore Local - Route 5	\$ 927,575	\$ 977,287	\$ 996,834
CB Regional (1/2)	\$ 172,972	\$ 171,012	\$ 174,433
Administrative (1/3)	\$ 188,239	\$ 146,629	\$ 149,447
	\$ 1,288,786	\$ 1,294,928	\$ 1,320,714

Improvement District No. 9

	2022 Budget	2023 Previously Approved Budget	2024 Previously Approved Budget
Administrative (1/3)	\$ 188,239	\$ 146,629	\$ 149,447
LLB Regional - Winter	\$ 255,061	\$ 260,162	\$ 265,365
LLB Regional - Rt 8S	\$ 76,967	\$ 77,186	\$ 77,407
LLB Regional - Rt 8X	\$ 215,409	\$ 215,812	\$ 216,220
JCB Regional - Rt 9	\$ 59,214	\$ 58,987	\$ 59,011
LLB Regional Reserve *	-\$ 48,551	-\$ 43,759	-\$ 38,896
Adjustment for over \$300K maximum for LL summer routes **			
	\$ 746,338	\$ 715,018	\$ 728,554

** 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%

Parks Canada

	2022 Budget	2023 Previously Approved Budget	2024 Previously Approved Budget
Banff Local - Route 1	\$ 23,177	\$ 23,641	\$ 24,114
Banff Local - Route 2	\$ 27,235	\$ 27,780	\$ 28,335
Cave & Basin - Rt 4	\$ 150,258	\$ 152,775	\$ 155,341
Lake Minnewanka - Rt 6	\$ 446,611	\$ 503,412	\$ 510,343
LLB Regional - Rt 8S	\$ 99,508	\$ 101,385	\$ 103,303
LLB Regional - Rt 8X	\$ 278,494	\$ 283,474	\$ 288,557
JCB Regional - Rt 9	\$ 76,556	\$ 77,482	\$ 78,754
Adjustment for over \$300K maximum for LL summer routes **	\$ -	\$ -	\$ -
Moraine Lake - Rt 10	\$ 40,921	\$ 41,539	\$ 42,169
	\$ 1,142,761	\$ 1,211,487	\$ 1,230,916

2023	2024 Draft	2025
\$ 820,071	\$ 831,435	\$ 856,762
\$ 658,130	\$ 663,178	\$ 683,459
\$ 184,882	\$ 201,013	\$ 207,235
\$ 176,838	\$ 182,066	\$ 187,528
\$ 1,839,920	\$ 1,877,692	\$ 1,934,984

2023	2024 Draft	2025
\$ 1,119,304	\$ 1,153,265	\$ 1,188,247
\$ 184,882	\$ 201,013	\$ 207,235
\$ 176,838	\$ 182,066	\$ 187,528
\$ 1,481,024	\$ 1,536,344	\$ 1,583,010

2023	2024 Draft	2025
\$ 176,838	\$ 182,066	\$ 187,528
\$ 134,375	\$ 131,232	\$ 135,171
\$ 111,185	\$ 136,323	\$ 137,462
\$ 265,723	\$ 320,300	\$ 322,449
\$ 105,375	\$ 129,780	\$ 130,777
-\$ 103,210	-\$ 198,347	-\$ 193,410
-\$ 49,073	-\$ 58,055	-\$ 67,278
\$ 641,213	\$ 701,354	\$ 719,976

% Change 23-23	% Change 24-24	\$ Change 23-23	\$ Change 24-24
11.0%	17.6%	\$ 81,058	\$ 124,707
-7.9%	-3.2%	\$ (56,542)	\$ (21,932)
8.1%	15.2%	\$ 13,870	\$ 26,580
20.6%	21.8%	\$ 30,209	\$ 32,619
3.9%	9.4%	\$ 68,595	\$ 161,975

% Change 23-23	% Change 24-24	\$ Change 23-23	\$ Change 24-24
14.5%	15.7%	\$ 142,016	\$ 156,431
8.1%	15.2%	\$ 13,870	\$ 26,580
20.6%	21.8%	\$ 30,209	\$ 32,619
14.4%	16.3%	\$ 186,095	\$ 215,630

% Change 23-23	% Change 24-24	\$ Change 23-23	\$ Change 24-24
20.6%	21.8%	\$ 30,209	\$ 32,619
-48.3%	-50.5%	\$ (125,787)	\$ (134,133)
44.0%	76.1%	\$ 33,999	\$ 58,916
23.1%	48.1%	\$ 49,911	\$ 104,080
78.6%	119.9%	\$ 46,388	\$ 70,769
		\$ (59,451)	\$ (159,451)
-10.3%	-3.7%	\$ (73,805)	\$ (27,201)

2023	2024 Draft	2025
\$ 24,823	\$ 26,064	\$ 26,846
\$ 29,169	\$ 30,627	\$ 31,546
\$ 211,591	\$ 216,817	\$ 222,198
\$ 616,334	\$ 677,536	\$ 690,044
\$ 131,087	\$ 135,319	\$ 138,679
\$ 313,285	\$ 317,941	\$ 325,303
\$ 124,237	\$ 128,823	\$ 131,934
\$ 49,073	\$ 58,055	\$ 67,278
\$ 51,255	\$ 51,492	\$ 52,376
\$ 1,550,854	\$ 1,642,674	\$ 1,686,204

% Change 23-23	% Change 24-24	\$ Change 23-23	\$ Change 24-24
5.0%	8.1%	\$ 1,182	\$ 1,950
5.0%	8.1%	\$ 1,389	\$ 2,292
38.5%	39.6%	\$ 58,817	\$ 61,476
22.4%	32.8%	\$ 112,922	\$ 167,193
29.3%	31.0%	\$ 29,702	\$ 32,016
10.5%	10.2%	\$ 29,811	\$ 29,384
60.3%	63.6%	\$ 46,755	\$ 50,069
		\$ 49,073	
23.4%	22.1%	\$ 9,715	\$ 9,323
28.0%	33.5%	\$ 339,366	\$ 411,758

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

All Routes

KPI	2022	2022	2023	2023	2024	2025
			Previously			
	YTD		Approved	Approved	Approved	Approved
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 50.16	\$ 47.36	\$ 46.60	\$ 54.74	\$ 56.93	\$ 58.64
Gross Cost per Service Hour	\$ 157.43	\$ 146.01	\$ 143.05	\$ 155.23	\$ 164.68	\$ 168.67
Direct Operating Cost per Service Hour	\$ 120.55	\$ 112.86	\$ 111.35	\$ 120.99	\$ 124.94	\$ 128.69
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 7.98	\$ 8.22	\$ 8.46
Lease/Amortization per Service Hour	\$ 27.61	\$ 24.60	\$ 23.80	\$ 26.26	\$ 31.52	\$ 31.52
Net Cost per Service Hour (CUTA)	\$ 79.66	\$ 74.06	\$ 72.65	\$ 74.23	\$ 76.22	\$ 78.51
% Cost Recovery (CUTA)	39%	39%	39%	42%	43%	43%
exclude 5 on cost recovery						
Kilometers (KM will be added for Sept meeting)	596,978	1,910,869	1,959,328	-	-	-
Gross cost per KM	\$ 6.26	\$ 4.48	\$ 4.72			
Ridership	563,630	1,441,125	1,562,901	2,194,066	2,216,007	2,238,167
Service Hours	23,735	58,579	64,705	66,484	66,484	66,484
Ridership per Service Hour	24	25	24	33	33	34

Route 1 - Banff Local Sulphur Mountain

KPI	2022	2022	2023	2023	2024	2025
			Previously			
	YTD		Approved	Approved	Approved	Approved
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 54.59	\$ 46.66	\$ 46.85	\$ 47.46	\$ 49.81	\$ 51.30
Gross Cost per Service Hour	\$ 147.16	\$ 135.11	\$ 133.09	\$ 138.11	\$ 148.69	\$ 152.29
Direct Operating Cost per Service Hour	\$ 105.18	\$ 102.54	\$ 104.56	\$ 107.48	\$ 110.73	\$ 114.08
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 7.98	\$ 8.22	\$ 8.46
Lease/Amortization per Service Hour	\$ 32.72	\$ 24.02	\$ 20.63	\$ 22.65	\$ 29.75	\$ 29.75
Net Cost per Service Hour (CUTA)	\$ 59.85	\$ 64.43	\$ 65.61	\$ 68.00	\$ 69.13	\$ 71.23
% Cost Recovery (CUTA)	48%	42%	42%	41%	42%	42%
Kilometers	57,295	182,376	182,376	-	-	-
Gross cost per KM	\$ 10.87	\$ 8.57	\$ 9.66			
Ridership	181,326	539,609	539,609	799,131	807,122	815,194
Service Hours	4,231	11,569	13,237	14,098	14,098	14,098
Ridership per Service Hour	43	47	41	57	57	58

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 2 - Banff Local Tunnel Mountain

KPI	2022	2022	2023	2023	2024	2025
			Previously			
	YTD		Approved	Approved	Approved	Approved
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 41.05	\$ 42.05	\$ 42.39	\$ 50.15	\$ 52.87	\$ 54.46
Gross Cost per Service Hour	\$ 155.74	\$ 138.64	\$ 135.78	\$ 139.68	\$ 151.36	\$ 154.93
Direct Operating Cost per Service Hour	\$ 109.58	\$ 102.99	\$ 105.01	\$ 106.49	\$ 109.75	\$ 113.07
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 7.98	\$ 8.22	\$ 8.46
Lease/Amortization per Service Hour	\$ 36.90	\$ 27.10	\$ 22.87	\$ 25.21	\$ 33.39	\$ 33.39
Net Cost per Service Hour (CUTA)	\$ 77.79	\$ 69.49	\$ 70.52	\$ 64.32	\$ 65.09	\$ 67.08
% Cost Recovery (CUTA)	35%	38%	38%	44%	45%	45%
Kilometers	46,206	222,866	222,866	-	-	-
Gross cost per KM	\$ 12.60	\$ 6.35	\$ 7.24			
Ridership	160,840	422,325	422,325	641,366	647,780	654,257
Service Hours	3,737	10,209	11,877	12,222	12,222	12,222
Ridership per Service Hour	43	41	36	52	53	54

Route 3 - Canmore / Banff Regional

KPI	2022	2022	2023	2023	2024	2025
			Previously			
	YTD		Approved	Approved	Approved	Approved
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 70.58	\$ 78.60	\$ 79.10	\$ 87.23	\$ 89.84	\$ 92.54
Gross Cost per Service Hour	\$ 141.92	\$ 129.90	\$ 128.68	\$ 135.28	\$ 140.52	\$ 144.38
Direct Operating Cost per Service Hour	\$ 117.77	\$ 108.04	\$ 106.65	\$ 114.59	\$ 119.59	\$ 123.21
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 7.98	\$ 8.22	\$ 8.46
Lease/Amortization per Service Hour	\$ 14.88	\$ 13.30	\$ 14.13	\$ 12.71	\$ 12.71	\$ 12.71
Net Cost per Service Hour (CUTA)	\$ 56.46	\$ 38.00	\$ 35.45	\$ 35.34	\$ 37.96	\$ 39.13
% Cost Recovery (CUTA)	56%	67%	69%	71%	70%	70%
Kilometers	171,269	511,360	540,301	-	-	-
Gross cost per KM	\$ 4.38	\$ 2.98	\$ 2.96	#DIV/0!	#DIV/0!	#DIV/0!
Ridership	79,889	221,604	231,504	325,304	328,557	331,843
Service Hours	5,289	11,750	12,415	13,514	13,514	13,514
Ridership per Service Hour	15	19	19	24	24	25

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 4 - Cave & Basin

KPI	2022	2022	2023	2023	2024	2025
			Previously			
	YTD		Approved	Approved	Approved	Approved
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 7.42	\$ 13.02	\$ 13.28	\$ 11.65	\$ 12.00	\$ 12.36
Gross Cost per Service Hour	\$ 147.44	\$ 170.29	\$ 172.52	\$ 202.96	\$ 208.06	\$ 213.31
Direct Operating Cost per Service Hour	\$ 115.25	\$ 136.78	\$ 139.52	\$ 165.89	\$ 170.75	\$ 175.76
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 7.98	\$ 8.22	\$ 8.46
Lease/Amortization per Service Hour	\$ 22.92	\$ 24.95	\$ 25.10	\$ 29.09	\$ 29.09	\$ 29.09
Net Cost per Service Hour (CUTA)	\$ 117.10	\$ 132.32	\$ 134.14	\$ 162.22	\$ 166.97	\$ 171.86
% Cost Recovery (CUTA)	6%	9%	9%	7%	7%	7%
Kilometers	4,313	10,618	10,618	-	-	-
Gross cost per KM	\$ 14.37	\$ 16.30	\$ 16.52			
Ridership	5,851	21,959	21,959	24,543	24,788	25,036
Service Hours	420	1,017	1,017	1,159	1,159	1,159
Ridership per Service Hour	14	22	22	21	21	22

Route 5 - Canmore Local

KPI	2022	2022	2023	2023	2024	2025
			Previously			
	YTD		Approved	Approved	Approved	Approved
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 0.34	\$ 1.23	\$ 1.22	\$ 1.07	\$ 1.11	\$ 1.14
Gross Cost per Service Hour	\$ 136.05	\$ 126.29	\$ 130.83	\$ 129.29	\$ 132.68	\$ 136.18
Direct Operating Cost per Service Hour	\$ 110.35	\$ 101.08	\$ 103.13	\$ 104.07	\$ 107.23	\$ 110.48
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 7.98	\$ 8.22	\$ 8.46
Lease/Amortization per Service Hour	\$ 16.44	\$ 16.66	\$ 19.80	\$ 17.23	\$ 17.23	\$ 17.23
Net Cost per Service Hour (CUTA)	\$ 119.27	\$ 108.40	\$ 109.82	\$ 110.98	\$ 114.34	\$ 117.80
% Cost Recovery (CUTA) - N/A						
Kilometers	96,108	209,034	209,034	-	-	-
Gross cost per KM	\$ 6.76	\$ 5.61	\$ 6.00			
Ridership	71,615	143,415	143,415	185,852	187,711	189,588
Service Hours	4,775	9,290	9,589	10,867	10,867	10,867
Ridership per Service Hour	15	15	15	17	17	17

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 6 - Lake Minnewanka

KPI	2022	2022	2023	2023	2024	2025
	YTD		Previously			
	Jan - June	BUDGET	Approved	Approved	Approved	Approved
			Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 8.16	\$ 17.08	\$ 17.42	\$ 17.42	\$ 18.29	\$ 18.84
Gross Cost per Service Hour	\$ 191.66	\$ 187.00	\$ 207.25	\$ 247.55	\$ 270.65	\$ 275.94
Direct Operating Cost per Service Hour	\$ 138.91	\$ 139.25	\$ 142.04	\$ 165.90	\$ 170.79	\$ 175.83
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 7.98	\$ 8.22	\$ 8.46
Lease/Amortization per Service Hour	\$ 43.49	\$ 39.19	\$ 57.31	\$ 73.67	\$ 91.64	\$ 91.64
Net Cost per Service Hour (CUTA)	\$ 140.02	\$ 130.73	\$ 132.52	\$ 156.46	\$ 160.72	\$ 165.46
% Cost Recovery (CUTA)	6%	12%	12%	10%	10%	10%
Kilometers	27,723	84,492	84,492	-	-	-
Gross cost per KM	\$ 6.52	\$ 6.16	\$ 6.83			
Ridership	15,445	42,738	42,738	42,499	42,924	43,353
Service Hours	943	2,783	2,783	2,783	2,783	2,783
Ridership per Service Hour	16	15	15	15	15	16

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 8 - Lake Louise / Banff Regional - Winter

KPI	2022	2022	2023	2023	2024	2025
	YTD		Previously			
	Jan - June	BUDGET	Approved	Approved	Approved	Approved
			Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 73.45	\$ 52.77	\$ 53.82	\$ 89.10	\$ 93.55	\$ 96.36
Gross Cost per Service Hour	\$ 146.92	\$ 134.40	\$ 136.22	\$ 147.22	\$ 151.13	\$ 155.17
Direct Operating Cost per Service Hour	\$ 127.90	\$ 116.12	\$ 118.45	\$ 122.47	\$ 126.15	\$ 129.93
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 7.98	\$ 8.22	\$ 8.46
Lease/Amortization per Service Hour	\$ 9.75	\$ 9.72	\$ 9.87	\$ 16.77	\$ 16.77	\$ 16.77
Net Cost per Service Hour (CUTA)	\$ 63.72	\$ 71.91	\$ 72.52	\$ 41.36	\$ 40.81	\$ 42.04
% Cost Recovery (CUTA)	54%	42%	43%	68%	70%	70%
Kilometers	91,795	292,186	292,186	-	-	-
Gross cost per KM	\$ 3.70	\$ 1.85	\$ 1.88			
Ridership	20,334	32,107	32,107	53,566	54,102	54,643
Service Hours	2,310	4,026	4,026	4,026	4,026	4,026
Ridership per Service Hour	9	8	8	13	13	14

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

KPI	2022	2022	2023	2023	2024	2025
	YTD		Previously			
	Jan - June	BUDGET	Approved	Approved	Approved	Approved
			Budget	Budget	Budget	Budget
Revenue per Service Hour	#DIV/0!	\$ 65.85	\$ 67.17	\$ 67.17	\$ 69.18	\$ 71.26
Gross Cost per Service Hour	#DIV/0!	\$ 224.88	\$ 227.47	\$ 281.19	\$ 308.34	\$ 314.47
Direct Operating Cost per Service Hour	#DIV/0!	\$ 154.68	\$ 157.77	\$ 194.88	\$ 200.60	\$ 206.49
Overhead per Service Hour	#DIV/0!	\$ 8.55	\$ 7.90	\$ 7.98	\$ 8.22	\$ 8.46
Lease/Amortization per Service Hour	#DIV/0!	\$ 61.65	\$ 61.80	\$ 78.33	\$ 99.52	\$ 99.52
Net Cost per Service Hour (CUTA)	#DIV/0!	\$ 97.38	\$ 98.51	\$ 135.69	\$ 139.63	\$ 143.69
% Cost Recovery (CUTA)	#DIV/0!	40%	41%	33%	33%	33%
Kilometers	-	45,876	45,876	-	-	-
Gross cost per KM	#DIV/0!	\$ 5.78	\$ 5.85			
Ridership	0	8,757	8,757	10,918	11,027	11,137
Service Hours	0	1,180	1,180	1,180	1,180	1,180
Ridership per Service Hour	#DIV/0!	7	7	9	9	9

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

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

KPI	2022	2022	2023	2023	2024	2025
			Previously			
	YTD		Approved	Approved	Approved	Approved
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 138.41	\$ 85.29	\$ 86.99	\$ 108.94	\$ 112.20	\$ 115.57
Gross Cost per Service Hour	\$ 217.25	\$ 208.91	\$ 211.36	\$ 239.52	\$ 255.49	\$ 261.11
Direct Operating Cost per Service Hour	\$ 153.85	\$ 147.51	\$ 150.46	\$ 179.42	\$ 184.63	\$ 190.00
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 7.98	\$ 8.22	\$ 8.46
Lease/Amortization per Service Hour	\$ 54.14	\$ 52.84	\$ 52.99	\$ 52.12	\$ 62.64	\$ 62.64
Net Cost per Service Hour (CUTA)	\$ 24.70	\$ 70.78	\$ 71.37	\$ 78.47	\$ 80.65	\$ 82.89
% Cost Recovery (CUTA)	85%	55%	55%	58%	58%	58%
Kilometers	78,242	275,710	275,710	-	-	-
Gross cost per KM	\$ 4.41	\$ 3.28	\$ 3.32			
Ridership	22,419	88,544	88,544	88,544	89,429	90,324
Service Hours	1,589	4,326	4,326	4,749	4,749	4,749
Ridership per Service Hour	14	20	20	19	19	19

Route 9 - Johnston Canyon

KPI	2022	2022	2023	2023	2024	2025
			Previously			
	YTD		Approved	Approved	Approved	Approved
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 66.25	\$ 100.29	\$ 102.30	\$ 82.23	\$ 84.70	\$ 87.24
Gross Cost per Service Hour	\$ 251.39	\$ 227.85	\$ 229.96	\$ 251.46	\$ 274.44	\$ 280.10
Direct Operating Cost per Service Hour	\$ 180.11	\$ 156.12	\$ 158.73	\$ 178.74	\$ 184.00	\$ 189.41
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 7.98	\$ 8.22	\$ 8.46
Lease/Amortization per Service Hour	\$ 62.02	\$ 63.18	\$ 63.33	\$ 64.74	\$ 82.23	\$ 82.23
Net Cost per Service Hour (CUTA)	\$ 123.12	\$ 64.38	\$ 64.33	\$ 104.49	\$ 107.52	\$ 110.64
% Cost Recovery (CUTA)	35%	61%	61%	44%	44%	44%
Kilometers	24,027	41,969	41,969	-	-	-
Gross cost per KM	\$ 4.61	\$ 6.24	\$ 6.30			
Ridership	5,911	11,107	11,107	18,169	18,351	18,534
Service Hours	441	1,150	1,150	1,430	1,430	1,430
Ridership per Service Hour	13	10	10	13	13	13

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 10 - Moraine Lake

KPI	2022	2022	2023	2023	2024	2025
			Previously			
	YTD		Approved	Approved	Approved	Approved
	Jan - June	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour		\$ 57.75	\$ 58.90	\$ 70.12	\$ 73.63	\$ 75.83
Gross Cost per Service Hour			\$ -	\$ 191.00	\$ 195.26	\$ 199.65
Direct Operating Cost per Service Hour			\$ -	\$ 138.55	\$ 142.57	\$ 146.72
Overhead per Service Hour			\$ -	\$ 7.98	\$ 8.22	\$ 8.46
Lease/Amortization per Service Hour			\$ -	\$ 44.47	\$ 44.47	\$ 44.47
Net Cost per Service Hour (CUTA)			\$ -	\$ 76.41	\$ 77.16	\$ 79.35
% Cost Recovery (CUTA)			0%	47%	47%	48%
Kilometers		26,515	26,515	-	-	-
Gross cost per KM		\$ 2.92	\$ 2.96			
Ridership		4,174	4,216	4,174	4,216	4,258
Service Hours		544	544	457	457	457
Ridership per Service Hour		8	8	9	9	9

Bow Valley Regional Transit Services Commission

2023-2032 Approved Capital Budget

2023-2032 Capital Budget Summary

	2022	2023	2024	2025	2026	2027	2028	2029
Banff								
Opening Deferred Capital Contribution Balance	\$ 1,677,767	\$ 2,215,982	\$ 2,778,825	\$ 3,179,694	\$ 3,750,944	\$ 3,153,231	\$ 3,349,414	\$ 2,401,217
Anticipated Grant Funding	-	2,000,000	-	-	971,600	-	-	-
Municipal Contribution to New Assets	-	1,000,000	-	-	-	-	-	-
Banff Capital Requisition								
Banff Local Capital Replacement	537,200	514,500	524,800	550,100	558,300	566,700	575,200	583,800
Canmore / Banff Regional Capital Replacement	62,600	63,600	64,500	65,500	66,400	67,400	68,400	69,500
Commission Capital Replacement	46,300	45,200	32,200	32,400	32,700	33,000	33,300	33,600
Total Banff Capital Requisition	646,100	623,300	621,500	648,000	657,400	667,100	676,900	686,900
Capital Projects								
Banff New Capital Assets	-	(3,000,000)	-	-	-	-	-	-
Banff Local Capital Replacement	(32,841)	(24,162)	(71,527)	(1,000)	(2,126,419)	(401,823)	(1,607,931)	(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)	(30,409)	(137,669)	(39,180)	(15,307)	(24,859)	(16,667)	(10,000)
Total Capital Projects	(107,885)	(3,060,457)	(220,631)	(76,750)	(2,226,713)	(470,917)	(1,625,097)	(269,021)
Closing Deferred Capital Contribution Balance	\$ 2,215,982	\$ 2,778,825	\$ 3,179,694	\$ 3,750,944	\$ 3,153,231	\$ 3,349,414	\$ 2,401,217	\$ 2,819,096

Canmore								
Opening Deferred Capital Contribution Balance	\$ 1,007,022	\$ 937,317	\$ 1,139,530	\$ 1,044,643	\$ 1,197,896	\$ 1,274,053	\$ 1,358,704	\$ 1,543,367
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	183,800	186,500	189,300	192,100	195,000	197,900	200,900
Canmore / Banff Regional Capital Replacement	62,600	63,600	64,500	65,500	66,400	67,400	68,400	69,500
Commission Capital Replacement	46,300	45,200	32,200	32,400	32,700	33,000	33,300	33,600
Total Canmore Capital Requisition	224,200	292,600	283,200	287,200	291,200	295,400	299,600	304,000
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)	(121,656)	(1,142,256)	(16,538)
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)	(30,409)	(137,669)	(39,180)	(15,307)	(24,859)	(16,667)	(10,000)
Total Capital Projects	(1,293,905)	(90,387)	(378,087)	(133,947)	(215,043)	(210,750)	(1,159,423)	(32,928)
Closing Deferred Capital Contribution Balance	\$ 937,317	\$ 1,139,530	\$ 1,044,643	\$ 1,197,896	\$ 1,274,053	\$ 1,358,704	\$ 1,543,367	\$ 1,814,440

Bow Valley Regional Transit Services Commission

2023-2032 Approved Capital Budget

	2022	2023	2024	2025	2026	2027	2028	2029
ID#9								
Opening Deferred Capital Contribution Balance	\$ 904,360	\$ 1,260,321	\$ 1,629,022	\$ 1,289,770	\$ 1,553,506	\$ 1,940,976	\$ 2,324,744	\$ 1,503,371
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	46,300	45,200	32,200	32,400	32,700	33,000	33,300	33,600
Total ID#9 Capital Requisition	75,531	74,869	62,314	62,966	63,725	64,490	65,262	66,042
Capital Projects								
LLB Regional Capital Expenditures	(15,685)	-	(593,002)	(94,091)	-	-	(1,219,268)	(112,233)
Commission Capital Replacement	(23,333)	(30,409)	(137,669)	(39,180)	(15,307)	(24,859)	(16,667)	(10,000)
Total Capital Projects	(39,019)	(30,409)	(730,671)	(133,271)	(15,307)	(24,859)	(1,235,935)	(122,233)
Closing Deferred Capital Contribution Balance	\$ 1,260,321	\$ 1,629,022	\$ 1,289,770	\$ 1,553,506	\$ 1,940,976	\$ 2,324,744	\$ 1,503,371	\$ 1,801,718

ALL PARTNERS								
Opening Deferred Capital Contribution Balance	\$ 3,589,149	\$ 4,413,620	\$ 5,547,377	\$ 5,514,108	\$ 6,502,346	\$ 6,368,260	\$ 7,032,862	\$ 5,447,955
Anticipated Grant Funding	666,667	2,000,000	-	-	971,600	-	522,243	-
Proposed Annual Contributions	1,598,613	2,315,010	1,296,119	1,332,207	1,351,376	1,371,127	1,913,305	1,411,481
Capital Projects	(1,440,809)	(3,181,253)	(1,329,388)	(343,969)	(2,457,062)	(706,525)	(4,020,455)	(424,182)
Remaining Unspent End of Year	\$ 4,413,620	\$ 5,547,377	\$ 5,514,108	\$ 6,502,346	\$ 6,368,260	\$ 7,032,862	\$ 5,447,955	\$ 6,435,254

Bow Valley *R*egional Transit Services Commission



New Service Level Requests

1. *Transit Scheduler/Planner*
2. *Transit Support and Training Officers (2 positions)*
3. *BVRTSC Spare Electric Shuttle Buses*
4. *Route 3 Additional Service Hours*

Bow Valley *Regional* Transit Services Commission

NEW SERVICE LEVEL REQUEST

Requestor: Steve Nelson

Date of Request: August 10th, 2022

Title of Initiative: Transit Planning/Data Analyst (Full-time)

Objective:

The BVRTSC has seen continual significant growth in service hours operated, fleet size and strong transit ridership. With this success comes a desire by the Commission and its members to continue to improve the existing Roam services; adapt routes and schedules based on increased traffic congestion and customer demand; provide insightful KPIs in a timely manner and make information-based decisions for short and long-term service expansion.

In order to provide the Commission and its members with this level of service Administration is recommending that the Commission consider the creation of a Transit Planning/Data Analyst role.

Summary:

With seasonal routing and service adjustments as well as longer term strategic planning required for more widespread service expansion, the need for additional staff to assist with analyzing, planning, and scheduling Roam services has grown substantially. What is currently achieved by one staff member for current Roam services is no longer sustainable given the number of current routes and complexity of bus types and drivers; let alone any future expansion plans.

Currently all route Planning and Scheduling is performed in-house.

- Route creation based on field observations, discussions with drivers, customers, and Commission partners.
- Scheduling of buses taking into consideration seasonal travel/traffic patterns, travel time of buses, required driver breaks, customer/Commission service expectations, in coordination with all other Roam services.
- Coordination of the creation and printing of bus schedules for web publication as well as bus stop signage – at times can include 50+ unique bus stop signs.
- Coordination of separate unique schedules for drivers (report times, break times, shift change times).

The ability to be pro-active when it comes to informed decision making and data provision to our partners is extremely important. Roam Transit is very well positioned when it comes to ITS (Intelligent Transit/Transportation Systems) currently in place. Some examples are:

- APC (Automatic Passenger Counting)
- Smart Fareboxes (records all boardings based on date/time/location)
- AVL (Automated Vehicle Location – live bus location which also records Schedule Adherence)
- E-bus performance monitoring and diagnostics (battery state of charge, range, optimal driver performance)
- Optibus (to be implemented fall 2022) and Remix - planning and scheduling software

Having advanced ITS systems in place is helpful, however not having the staff to take full advantage of this information has proved to be very challenging. Due to volume of data and the expansion of services:

- Roam currently struggles to proactively take full advantage of these tools and their potential when considering new services or adjusting existing services.
- Types of analysis would include:
 - Schedule adherence and adjustment
 - eBus performance and charging strategies
 - Ridership trends and patterns
 - Rider origin and destination travel patterns
- A Planning/Data Analyst would be responsible for this analysis and reporting.

Finally, in addition to the analysis using our existing ITS system, Roam Transit is also very keen to proactively connect with our current customer base.

- Rider Surveys - These are most often on-board surveys such as origin/destination ((ie. Where did you board and where are you going?)), travel times, and rider satisfaction.
- These surveys can be completed with paper pencil by passengers, or through mobile/online surveys.
- The Planning/Data Analyst would be responsible for implementing these surveys and the reporting of findings.

Finding a successful applicant with the appropriate experience may be challenging though we believe the role would be attractive and fulfilling for the right candidate. There are Transit Planning courses and training available through CUTA (Canadian Urban Transit Assoc.), and we have enough in-house experience to help this position succeed.

Administration believes it is necessary to implement this position in a full-time capacity. Planning for scheduled/seasonal changes typically takes up about a month's time twice a year. In between these seasonal service changes is the opportunity to focus on existing service improvements for the next season, as well as longer term planning for future growth and the data analysis tasks required to assist with these seasonal, and future expansion plans.

Cost to Implement:

Recruitment: \$500
Computer/Phone: \$3,000
Total: \$3,500

Ongoing Operational Cost per year:

Salary: \$70,000
Benefits: \$18,000
IT/Computer/Phone: \$1,000

Total: \$89,000

Total additional cost to Commission: \$89,000

Consistent with other admin expenses this will be split between admin and other routes based on service hours and increase in summer service.

Resources Required to Implement:

Supervision by the Manager of Operations.
Existing office space can be utilized within BVRTSC administration office

Resources Required to Maintain:

Supervision will be required involving the Manager of Operations as well as close interaction with other team members such as the Controller and Customer Service Manager

Return on Investment:

The addition of a Planning/Data Analyst role would allow for the ability to proactively provide information/data-based decision making with regards to route planning and service expansion. This will directly benefit Roam customer by improving the timeliness and accuracy of route expansion and improvements.

Brand Standard Impact:

Positive Brand Standard impact through effective and timely route expansion and/or customization resulting in continually improving customer experience.

Estimated Delivery Date: January 2023

Commission Strategic Priority? Yes/No

Bow Valley *Regional* Transit Services Commission

NEW SERVICE LEVEL REQUEST

Requestor: Martin Bean

Date of Request: August 10, 2022

Title of Initiative: Transit Support and Training Officer (2 Positions)

Objective:

BVRTSC continues to grow in service hours operated, fleet and drivers employed. With this growth, a need for increased training, operations management and redefining of duties is needed to meet quality of service and operational needs. Our operation is vibrant 7 days per week, 20 hours per day and with an employee base of over 80 people, year-round training and increased on-road support and supervision is required.

Description:

- Overlapping positions to provide 7 day per week coverage with two main roles:
 - MELT (Mandatory Entry Level Training) Qualified Trainers. To train drivers from a class 5 to a class 2 license, trainers need to be licensed by the Province. Roam currently has two drivers trained as MELT trainers; however their primary duties are driving. These two additional positions would be dedicated with no primary driving responsibilities.
 - Operational on-road support for drivers and ambassadors. These positions (when not training) will be providing on-road support and guidance to our front-line team. A requirement of the position will be to have approximately 75% of the shift being out on the road, either moving throughout our communities providing support to drivers or riding on buses to provide similar support.

Summary:

- For 2023, service hours have increased to 66,484 with a front-line employee base of over 75 drivers and ambassadors.
- Recruiting and training has evolved from a 2-month process prior to the summer season to a year-round endeavour to ensure adequate staff to meet service requirements. Without additional MELT trainers, our driving pool will not be able to reach a level that meets our needs. The pool of drivers with the correct license has essentially been fully depleted and it is now necessary to train drivers who have never driven large vehicles before and guide

them through the full process to obtain their class 2 license and become Roam Operators. With the reduced labour pool in the Bow Valley, Roam needs to be continually hiring.

- It is anticipated that Roam will have to hire approximately 25-30 drivers over the next 6 to 8 months and this trend will continue. With the added concern of a reduced labour pool being available, Roam currently has approximately 35% of drivers over the age of 60.
- As with most organizations in the Bow Valley, Roam is struggling to find enough employees
- Roam dispatchers work 10 hours per day, beginning early in the morning (around 5:30am) and leave around 4:30pm. Through this summer, they have been working later plus taking the on-call phone (receiving 3-10 additional calls after hours). This is leading to excessive lieu time being accrued and staff burnout. Having additional support working on a later day shift (until approx. 8pm) through busy times will improve service, employee retention and job satisfaction.
- In the summer months, Roam has over 20 buses operating late into the evenings and in the winter months there will be more than 10 operating, with winter road conditions a significant factor.
- Service excellence is a key to the brand and quick and efficient response is required to any mechanical or passenger issues, seven days per week.
- Improved safety through having supervisory personnel available to attend any required situations in a timelier manner.
- Improved safety through having an on-road supervision on a regular basis. Reduced accident and incident damage through improved training and practical guidance on an ongoing basis. Currently we train drivers and then they are on their own with minimal support as our operations team is fully engaged in their duties in the office, with little additional time to provide on-road guidance.

Cost to Implement:

Recruitment \$500
Computer/Phone \$3,000
Total: \$3,500
Vehicle (included in separate NSL)

Ongoing Operational Cost per year:

Salary:	\$72,800 (\$35 per hour x 40 hours/Week)
Benefits:	\$18,928
IT/Computer/Phone:	\$1,000
Mileage	\$1,000
Total	\$93,728 per position x 2 positions = \$187,456

Resources Required to Implement:

Supervision by the Operations Supervisor and Operations Manager
Existing office space can be utilized within BVRTSC compound office
Communication support for messaging and public information
Vehicle already accounted for in capital budget to add to small vehicle shared pool

Resources Required to Maintain:

Supervision will be required from the Operations Manager for approximately two hours per week and continual coordination with the Operations Supervisor and dispatch team.

Return on Investment:

Ensuring a high standard of customer service and safety through progressive and proactive operational support. Operational support is critical for employee well-being and satisfaction, resulting in higher team member morale, safety and retention.

Achieving an employee base that allows Roam to meet service requirements approved by the Board and our partner Councils. Without these positions, it is highly unlikely that Roam will meet these requirements and will not have any ability for growth moving forward.

Brand Standard Impact:

Positive Brand Standard impact through increased operational excellence through shortened response time. Increased employee satisfaction through improved response times and availability of supervision.

Estimated Delivery Date: January 2023
Commission Strategic Priority? Yes/No

Bow Valley Regional Transit Services Commission

NEW SERVICE LEVEL REQUEST

Requestor: Martin Bean

Original Date of Request: August 14, 2019. Updated August 5, 2022

Title of Initiative: BVRTSC Spare Electric Shuttle Buses

Objective:

**** This is an updated request from the original approved purchase of a Lion Electric Shuttle bus that was canceled in 2021.**

With the increases in service experienced over the last few years, the spare capacity of Roam has decreased significantly. With the fleet continuing to grow and the additional service area traveled regularly (Canmore and Lake Louise), our current spare capacity is inadequate.

This proposal seeks to obtain an electric shuttle bus to allow for additional capacity on local routes that currently use our two cutaway buses as well as being a backup for other routes. This meets the goal of investing in new technology (electric) and ensuring reliability.

Administration Recommendation:

The Board direct administration to begin the procurement process through RFP to purchase two accessible electric transit shuttle buses to act as spares for all routes to be delivered in Spring 2024 and funded as outlined up to a maximum dollar value of \$900,000. This purchase is to be contingent on receiving 80% grant funding through the Federal Rural Transit fund.

Summary:

Our spare capacity policy allows for our spare ratio to be at 25% minimum to 40% maximum, not including the smaller cutaway buses. This was based on a time when the cutaways were not used on regular routes and were available as a last resort backup for other routes.

- Currently Route 4 (Cave and Basin) operates 7 days per week throughout the summer. In years prior to 2018, Route 4 only operated 3 days per week, allowing maintenance to be done on the non-service days. There is no backup bus for this route.
- Smaller shuttle buses, while not having the capacity of large vehicles, can be used on multiple routes during lower demand times and can assist with overloads.
- Purchasing smaller buses, less than 24 passengers, allows for more flexibility in hiring drivers as the requirement is a class 4 license vs. class 2 for larger vehicles.
- Canmore local service has one spare bus. On numerous occasions, two Canmore buses have been out of service, necessitating the need for a cutaway or a full-size bus to go to Canmore.
- In the summer of 2022, we have currently seen many days with only one operational spare bus

and multiple days with no spare buses due to parts and labour issues with suppliers.

- With the older fleet buses, we are seeing more repairs requiring longer term fixes and being towed or driven to Calgary for repairs at Cummins, Big Rig or other suppliers.
- Spare ratio including the cutaway buses is at 30% and this has proven to be insufficient with our current fleet make up.

Cost to Implement

Bus Purchase	\$900,000
Grant Funding	<u>\$(720,000)</u>
Net Cost	\$180,000

Net cost could be funded initially through the Commission Capital Reserve and then reimbursed through capital requisitions over the lifetime of the Spare bus.

Resources Required to Implement

- Administration time to prepare and administer RFP, monitor production and accept delivery of the bus.
- Maintenance time to prepare bus for service once delivered.

Resources Required to Maintain

- Annual maintenance costs and amortization costs to be split amongst the routes that the vehicles operate on.

Brand Standard Impact:

Positive brand impact through additional exposure to Roam Brand by having an additional new bus on the road.

Positive brand impact through further investment in electric technology

Estimated Delivery Date:

Purchase to commence upon approval of Commission budget and confirmation of grant funding, with delivery anticipated to be in February of 2024

Options:

- Wait for grant funding to be approved and re-submit request at that time. Amend budget to reflect this at a later date.
- Amend approval to one bus vs. two and adjust costs to reflect this.

Commission Strategic Priority?

Yes

Meets priority of providing excellent customer service and also investing in new technology.

Bow Valley *Regional* Transit Services Commission

NEW SERVICE LEVEL REQUEST

Requestor: Martin Bean

Date of Request: August 5, 2022

Title of Initiative: Route 3 (Canmore/Banff Regional) Additional Service

Objective:

Banff/Canmore Regional Service has been extremely successful; however it has been identified that the frequency and capacity of service may not needs of some residents and visitors and opportunities for increased ridership exist. Increased service availability of service is needed to encourage people to continue making the decision to use transit.

Administration Recommendation:

That the Commission move to endorse:

Increasing service for the second bus on weekends to match the weekdays service through the addition of 4.5 service hours per weekend day beginning in February of 2023 subject to approval by both Canmore and Banff Town Councils.

Increase evening service every evening to extend the last bus leaving Banff by one hour to approximately 11:15 and leaving Canmore at approximately 11:45pm beginning in February of 2023 subject to the approval of Canmore and Banff Town Councils.

Summary:

- The results of the HarGroup survey indicate that “More Frequent Service” and “Bus Service Ending Later in the Evening” are the most desired enhancements to the system.
- Route 3 has an already approved increase planned to add a 3rd bus on weekdays during peak periods. This will further the gap between weekday and weekend service, necessitating this weekend expansion.
- **Weekends:** Currently the second bus on weekends begins service at 10am and runs until approximately 8:45. This proposal has the second bus on weekends matching the weekday service, which runs from shortly after 6am until approximately 9:30pm.

- **Extra hour 7 days per week:** Roam administration is regularly receiving feedback that Route 3 service does not meet the needs of employers in the Valley as the last bus leaves Banff shortly after 10pm. This addition would allow for providing service from Banff at approximately 11:15pm and from Canmore at approximately 11:45pm daily
- Since implementing additional frequency in 2016, ridership has continued to grow at a substantial rate, with cost recovery on CB Regional being well above other services and well above CUTA stats for any transit agency.
- It is anticipated that ridership will continue to grow and create a capacity issue over the next few years. With this projection, it is predicted that the additional hours on weekends will alleviate the capacity issue and allow for further ridership increase. The additional late-night hour will help to meet community goals and allow more residents to move between communities without the use of a vehicle. With the prior addition to service, ridership has grown at a phenomenal rate, and it is anticipated that ridership will continue to grow.
- Economic, environmental and social benefits will be increased through visitors using the service, as well as residents moving between the communities for appointments, recreation, social interaction and educational opportunities
- The busiest month in 2015 was July and Route 3 averaged 298 passengers per day. With route expansion and growth, Route 3 in July of 2022 averaged 710 riders per day.
- Route 3 has a planned cost recovery of 71% for 2023. For planning purposes, it is assumed that the additional hours will have a cost recovery of approximately 40%, being lower ridership times and taking time to build. \$72 per hour is the net cost result of the additional service.

Cost to Implement:

- Marketing and advertising of additional service - \$1,000

Ongoing Operational Cost per year:

- Weekend Service Increase:

$$4.5 \text{ hours per weekend day} \times 104 \text{ days} \times \$72 = \$33,696$$

- Additional Evening Service:

$$1 \text{ hour} \times 365 \text{ days} \times \$72 = \$26,280$$

$$\text{Total of both initiatives} = \$59,976$$

Resources Required to Implement:

- Website changes and schedule change implementation.
- Additional driver hour scheduling

Resources Required to Maintain:

- Dispatch, driver and vehicle cleaning schedules will require slight adjustment

Return on Investment:

- Increasing availability of service for both residents and visitors as well as making our communities more liveable through opportunities to use transit versus private vehicles.

Brand Standard Impact:

- Positive Brand Standard impact through increased service offerings and meeting the needs of residents and visitors.

Estimated Delivery Date: January 2023

Commission Strategic Priority? Yes/No