

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

111 Hawk Avenue and Zoom Video Meeting

AGENDA

October 17th, 2022 2:00-3:30pm

1. Call to Order
2. Approval of the Agenda
3. Minutes
 - Approval of the September 14th, 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 Proposed Final 2023-2025 Operating Budget (Request for Decision)
 - b) Presentation of Proposed Final 2023 – 2032 Capital Budget (Request for Decision)
6. Adjournment

Next meeting – 111 Hawk Avenue and Zoom – Wednesday November 9th, 2-3:30pm

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

Zoom Video Meeting

MINUTES

September 14, 2022 2:00-3:30pm

BOARD MEMBERS PRESENT

Joanna McCallum, Town of Canmore - Chair
Dave Schebek, ID9
Tanya Foubert, Town of Canmore
Grant Canning, Town of Banff
Davina Bernard, ID#9 – Vice Chair

BOARD MEMBERS ABSENT

Corrie DiManno, Town of Banff

BVRTSC ADMINISTRATION PRESENT

Martin Bean, CAO
Mel Booth, Financial Controller
Steve Nelson, Manager Operations

ADMINISTRATION PRESENT

Patti Youngberg, Parks Canada
Andy Esarte, Town of Canmore
Daniella Rubeling, Parks Canada
Danielle Morine, ID9
Adrian Field, Town of Banff
Jed Cochrane, Parks Canada

ADMINISTRATION ABSENT

PUBLIC PRESENT

Greg Colgan, Rocky Mountain Outlook

1. Call to Order

Meeting called to order at 2:02PM

2. Approval of the Agenda

BVRTSC22-041 Dave Schebek moves to approve Agenda as presented

CARRIED UNANIMOUSLY

3. Minutes

- Approval of the August 10th, 2022 Regular Meeting Minutes (attached)

BVRTSC22-042 Grant Canning moves to approve the Minutes as presented

CARRIED UNANIMOUSLY

4. Old Business (including Standing Items)

a) CAO's Monthly Report (For Information)

- Lake Louise Bus Stops – Davina Bernard asked that Administration respond directly to Louise locals to inform them of the return of service at Village North and South bus stops.
- Discussion of 5-year fare review to be completed by the end of 2023

b) Bring Forward List of Pending Items (For Information)

Fare Review discussion – Plan for the new Planning/Data Analyst position to complete the review. Compare fare amounts as well as fare types and options for customers.

c) Transit Service Monthly Statistics (For Information)

5. New Business

a) Presentation of Proposed Operating and Capital Budgets (Request for Decision)

BVRTSC22-043 Dave Schebek moves to approve the proposed 2023-2025 Operating Budget as presented.

CARRIED UNANIMOUSLY

BVRTSC22-044 Tanya Foubert moves to approve the proposed 2023-2032 Capital Plan as presented.

CARRIED UNANIMOUSLY

b) Presentation of Request to Utilize Canmore Reserves for Transit Study (Request for

Decision)

BVRTSC22-045 Tanya Foubert moves to directs administration to allocate up to \$35,000 from BVRTSC Canmore operating reserves to fund a Canmore Local Transit Services Review utilizing Dillon Consulting to begin in September 2022.

CARRIED UNANIMOUSLY

c) In Camera Session – HR Item

BVRTSC22-046 Dave Schebek moves to go In Camera at 2:24 PM

CARRIED UNANIMOUSLY

Out of Camera at 2:41 PM

BVRTSC22-047 Tanya Foubert moves to approve the CAO job description as presented

CARRIED UNANIMOUSLY

6. Adjournment

BVRTSC22-048 Tanya Foubert moves to adjourn the meeting 2:45 PM

CARRIED UNANIMOUSLY

Next meeting – 111 Hawk Avenue and Zoom October 17th, 2-4pm

CAO REPORT



CAO Update – October 2022

Financial:

- Administration is working towards a paperless office and as part of this initiative, we have transitioned over 98% of our suppliers to electronic payments. Currently we are only having to produce 3 or 4 cheques per month.

Transit Service Updates:

- Roam supported Truth and Reconciliation day with the following messaging going out to our Team:

Friday September 30th: Truth and Reconciliation Day

Hi, I just wanted to remind everyone that tomorrow is Truth and Reconciliation Day. This day of remembrance is an important piece of the 94 calls to action that the Truth and Reconciliation Commission of Canada recommended to the Canadian government. Truth and Reconciliation day recognizes the suffering and genocide of indigenous peoples in the Canadian residential school system. Roam transit operators will be wearing orange shirts to show their support for indigenous communities. For those who are working tomorrow please check your mail slot for your orange shirt. We also ask that you please put PR Code 16 on the Luminator (Front Bus Display) (Friday Only).

- Banff local routes are now operating with two buses on each route for the majority of the day, operating on a frequency of approximately 25 minutes. This has been instrumental in eliminating the challenges that the reduced fall service has created in the past when passenger volumes are still high.

Ridership on Routes 1 and 2 in Banff has averaged 2521 per day for the first 10 days of October as compared to an average of 1894 in 2019

- Banff fare free for residents program ridership (not including hotel partner staff) from May until October 10th:
 - Banff resident adult: 48,728
 - Banff resident senior: 1,724
 - Banff resident youth: 1,469

- Route 9 to Johnston Canyon service will continue on weekends through the winter months. As of the weekend after Thanksgiving, service will be available during daylight hours on Saturdays and Sundays.
- Route 8X has reverted to picking up and dropping off in the Village once again for the trip between the Village and the Lakeshore. This is one of the biggest challenges that faces the Lake Louise service, and a solution is required prior to next summer season to alleviate upset customers (primarily locals).
- Canmore local service is showing strong ridership and continues to trend over 2019 levels. The revised schedule implemented earlier this year has created an easier transition for riders using both Route 3 and 5.
- Dillon Consulting has been contracted for a Canmore Transit Service Review and they are currently at the data gathering stage. In early November, BVRTSC Administration, Canmore Administration and Dillon will be meeting to move this study to the next stage.

Ridership comparison to 2019:

- Total Roam ridership for 2022 to the end of September is 1,311,435 as compared to 1,270,266 in 2019 – an increase of 3.2%

Ridership YTD (end of September) 2019	2022	Increase	
1 Gondola	456,916	435,195	-5%
2 Tunnel Mtn/Fairmont	354,744	350,952	-1%
3 Canmore/Banff Regional	150,765	138,650	-8%
4 Cave and Basin	22,331	23,367	5%
5 Canmore Local	101,868	122,422	20%
6 Lake Minnewanka	42,738	64,890	52%
8X Lake Louise Express	98,508	109,587	11%
9 Johnston Canyon	10,993	21,052	92%
Onlt	20,263	24,803	22%

Ridership September Only	2019	2022	Increase
1 Gondola	59,934	60,418	1%
2 Tunnel Mtn/Fairmont	45,951	53,950	17%
3 Canmore/Banff Regional	16,379	17,364	6%
4 Cave and Basin	3,146	4,470	42%
5 Canmore Local	12,348	17,042	38%
6 Lake Minnewanka	4,184	9,743	133%
8X Lake Louise Express	15,154	16,059	6%
9 Johnston Canyon	1,659	3,192	92%
Onlt	4,017	5,019	25%

General/Health and Safety

- The BVRTSC is a member of CUTRIC (Canadian Urban Transit Research and Innovation Consortium). Bio from their website:

The Canadian Urban Transit Research & Innovation Consortium (CUTRIC) is a socially responsible non-profit organization that spearheads, designs, and launches technology and commercialization projects that advance next-generation zero-carbon mobility and transportation solutions across Canada.

Roam was recently invited to present to a national audience during a CUTRIC webinar. I completed a 20-minute presentation on Roam Transit and our road to electrification.

- Roam is continuing to partner with the Canmore Eagles to support their game day attendance through discounted bus passes. Eagles fans can travel from Banff to Canmore and back for the price of a game ticket. Both the Eagles and Roam discount fares/ticket prices to support this initiative. Roam is included in Eagles marketing as a result of this initiative.
- Roam has been voted “Best Use of Tax Dollars” in both Banff and Canmore in the Best of the Bow Awards for this year. The award winners were circulated in the RMO on October 6, 2022
- Fare free transit was the topic of a seminar at the recent APTA show in Seattle. Kansas City Area Transportation Authority is the largest agency to offer fare free transit through a 3-year pilot called “Zero Fare KC”. Funding for this is being provided by the city and through federal pandemic relief funds – they are looking for alternative sources to be able to continue the program once the pandemic relief funding is not available after 2023 – the total cost is approximately \$8 million per year with the city providing \$4.8 million. The general theme was strong support for the zero fare program in making transit accessible for all.

Bow Valley *Regional* Transit Services Commission



BRING FORWARD LIST

BRING FORWARD LIST OF ITEMS PENDING (as October 2022)

ITEM	Date Initiated	Pending Date	Responsible for Completion	Comments:
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	January 2023	Admin (Fiona Gagnon)	Moved from summer 2022 to late 2022 due to administration workload
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

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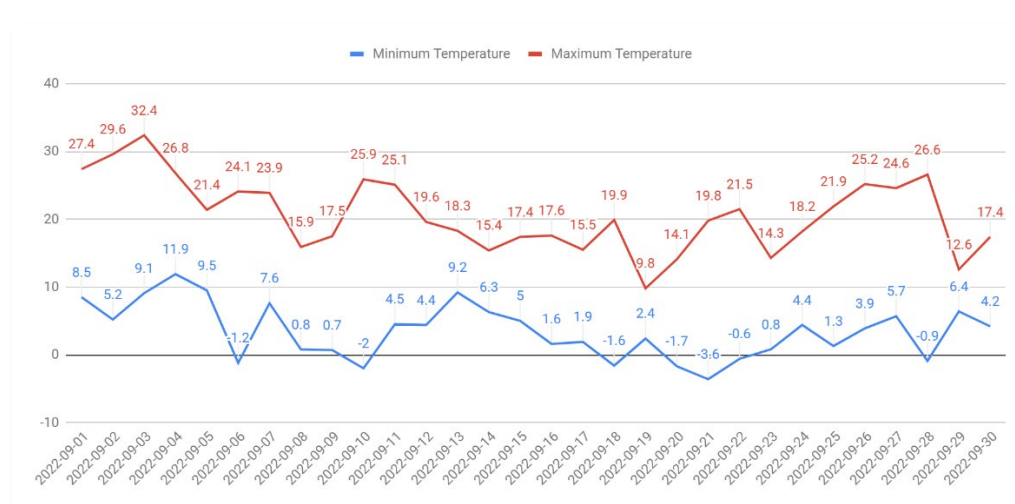
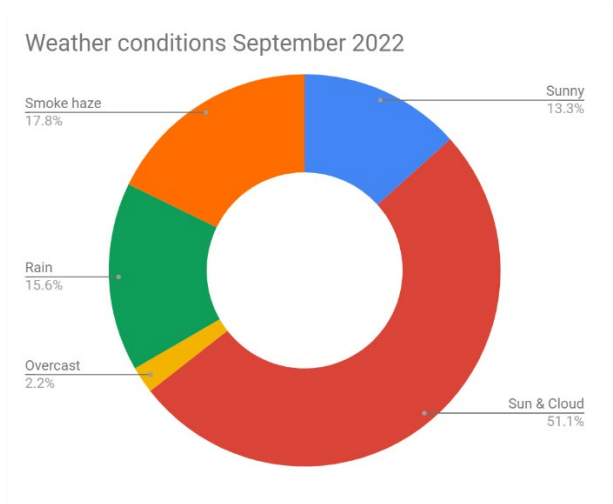


Month	Type	Banff Local	Canmore Local	Canmore - Banff Regional	Lake Louise - Banff Regional
September 2022	Bikes	427	521	1015	115
	Strollers	220	190	27	13
	Winter Sports	11	6	2	2

September 2022

Route	Monthly Ridership Change 2021 to 2022	Comments
Route 1	+109%	September 2021 to September 2022 (Pandemic)
Route 2	+145%	September 2021 to September 2022 (Pandemic)
Route 3	+53%	September 2021 to September 2022 (Pandemic)
Route 4	+162%	September 2021 to September 2022 (Pandemic)
Route 5	+98%	September 2021 to September 2022 (Pandemic)
Route 6	+195%	September 2021 to September 2022 (Pandemic)
Route 8X	+84%	September 2021 to September 2022 (Pandemic)
Route 9	+120%	September 2021 to September 2022 (Pandemic)

Weather for September 2022



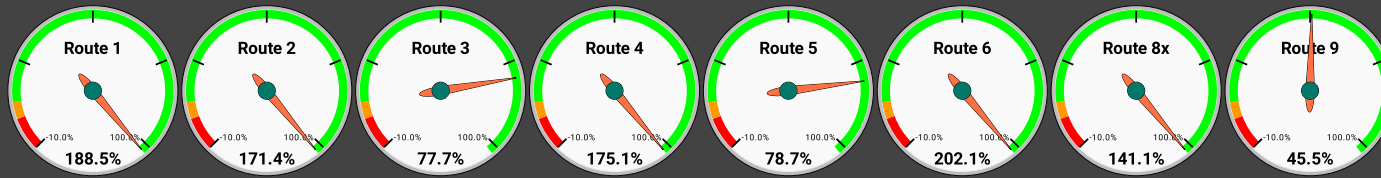
	Route 1 (Inns of Banff/ Gondola)						Route 2 (Tunnel Mtn / Banff Springs Hotel)						Route 3 (Canmore-Banff Regional)						Banff Local Combined Totals (Routes 1, 2, 4)					
Month	2019	2020	2021	2021 YTD	2022	% Change	2019	2020	2021	2021 YTD	2022	% Change	2019	2020	2021	2021 YTD	2022	% Change	2019	2020	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	25,262	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	43,151	93,303	116.2%	63,073	16,072	34,735	34,735	68,183	96.3%	20,105	8,331	12,610	12,610	19,382	53.7%	151,601	35,139	81,324	89,720	167,211	86.37%
September	59,934	11,450	28,975	28,975	60,418	108.5%	45,951	9,328	22,068	22,068	53,950	144.5%	16,379	7,335	11,365	11,365	17,364	52.8%	109,031	21,104	52,752	52,752	118,838	125.28%
October	28,982	9,269	16,333	6,047	14,027	132.0%	21,044	6,834	12,439	5,285	11,189	111.7%	15,563	7,535	11,258	3,617	5,003	38.3%	50,026	16,103	28,772	11,332	25,216	122.52%
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	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	0.00%
YTD	539,609	166,731	200,072	155,687	449,222	188.5%	422,326	145,251	171,120	133,454	362,141	171.4%	198,004	101,486	109,517	80,831	143,653	77.7%	984,266	303,934	379,687	315,815	834,730	164.3%

	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	27,604	106,794	288.2%	1,271				1,759	
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	7,654	193.6%
August	13,675	6,447	8,345	8,345	17,070	104.6%	7,332	1,019	3,438	3,438	5,725	66.5%	24,743	7,462	15,688	15,688	22,575	43.90%	237,528	86,727	132,189	132,189	252,301	90.9%	6,282	2,134	3,623	3,623	6,531	80.3%
September	12,348	6,119	8,621	8,621	17,042	97.7%	3,146	326	1,709	1,709	4,470	161.6%	15,154	3,961	8,728	8,728	16,059	83.99%	165,538	51,895	88,472	88,472	185,773	110.0%	4,017	981	2,272	2,272	5,019	120.9%
October	14,180	7,839	9,215	2,715	4,766	75.5%							5,581	1,747	3,709	1,453	1,772	21.95%	86,305	33,885	54,346	19,558	37,942	94.0%						
November	13,841	7,305	9,685		0	0.0%							4,715	1,155	2,798	0	0	0.00%	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	0.00%	91,338	21,142	59,209	0	0	0.0%						
YTD	143,415	86,745	96,241	71,186	127,288	78.7%	22,331	1,952	8,495	8,495	23,367	175.1%	115,449	41,321	55,221	46,194	111,359	141.07%	1,527,223	604,185	684,782	538,915	1,311,435	143.35%	20,263	4,924	9,432	9,432	24,803	163.0%

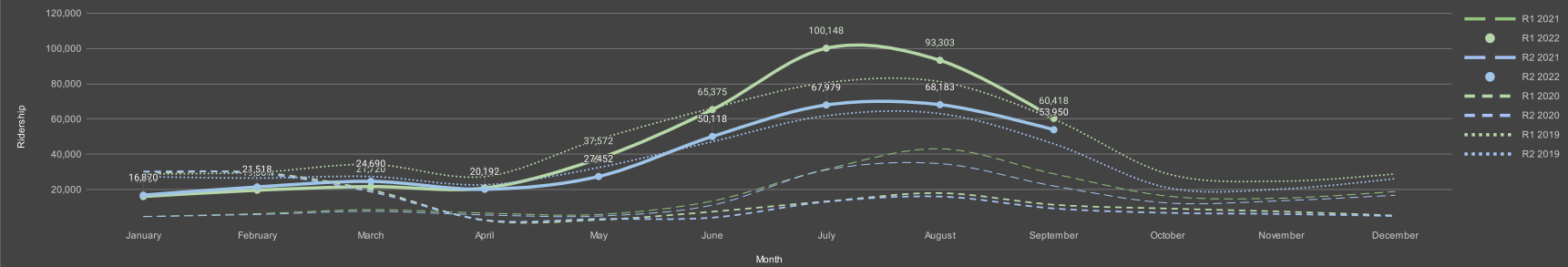
	Route 6 (Minnewanka)					Route 8S (Scenic Lake Louise - Banff Regional)					Route 9 (Johnston Canyon)					Route 10 (Moraine Lake)					
Month	2019	2021	2021 YTD	2022	% Change	2019	2021	2021 YTD	2022	% Change	2019	2021	2021 YTD	2022	% Change	2019	2020	2021	2021 YTD	2022	% Change
January																					
February																					
March																					
April																					
May	3985	559	559	2,783	397.9%		97				853	853	1,183	38.69%							
June	9966	2857	2,857	12,662	343.2%	795	862	862		-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	66.3%	3,943	4,176	4,176	6,589	57.78%						
August	12802	8396	8,396	19,063	127.0%	4,058	2,000	2,000	1,640	-18.0%	4,262	3,826	3,826	5,360	40.09%						
September	4184	3303	3,303	9,743	195.0%	303	757	757	0	-100.0%	1,659	1,448	1,448	3,192		1,380	2,463	1,498	1,498	3,535	136.0%
October												419	90	491	445.56%	1,053	955	973	351	694	97.7%
November																					
December																					
YTD	42,738	21,482	21,482	64,890	202.1%	8,677	5,029	4,932	3,823	-22.5%	10,993	15,134	14,805	21,543	45.51%	2,433	3,418	2,471	1,849	4,229	128.7%

1,270,266

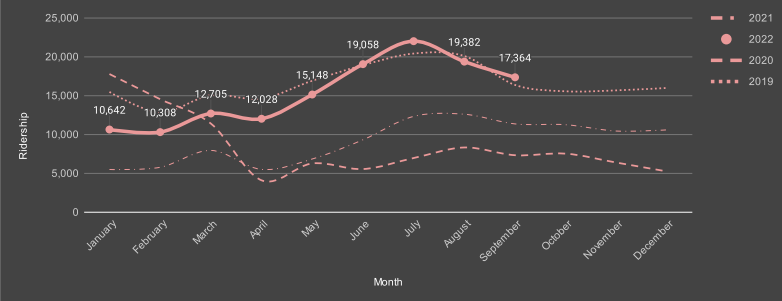
Year to Date % Ridership Change - Comparing 2021 to 2022



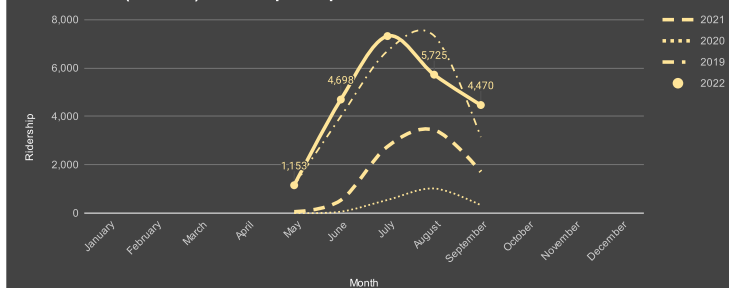
Banff Local (Routes 1 and 2) Ridership Comparison

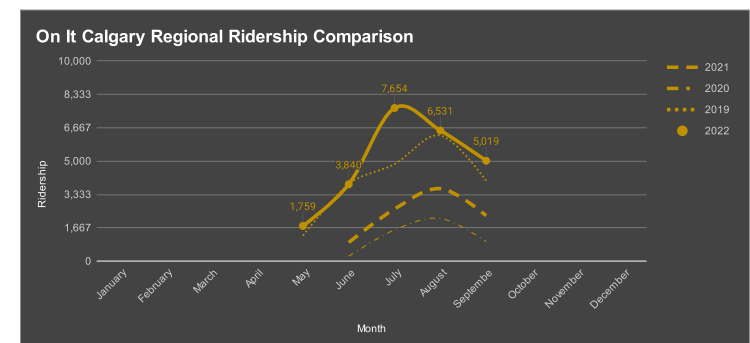
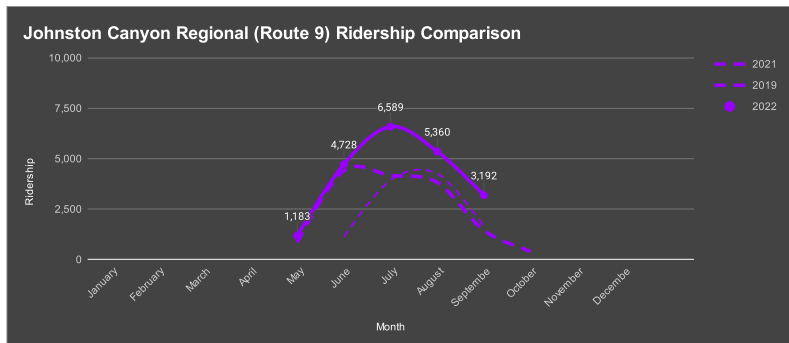
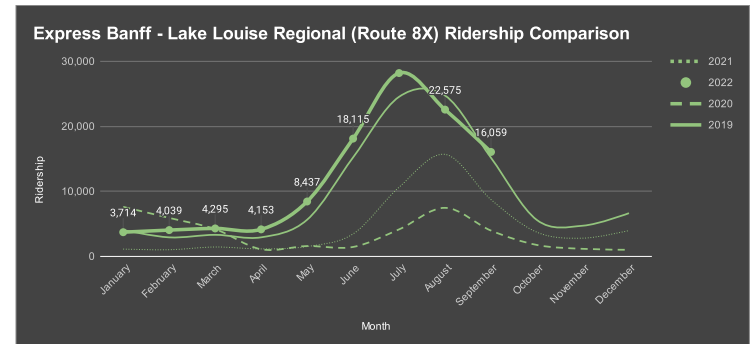
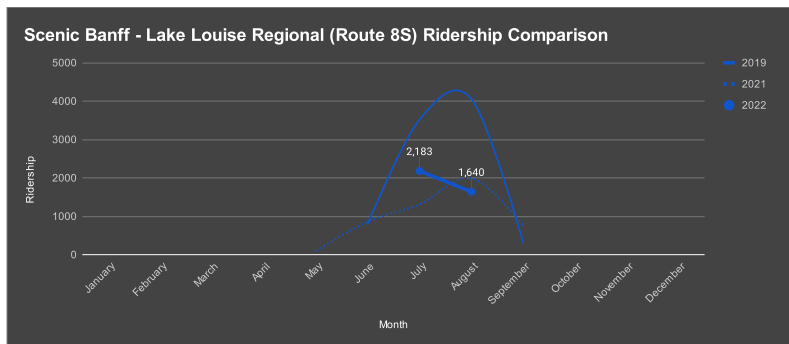
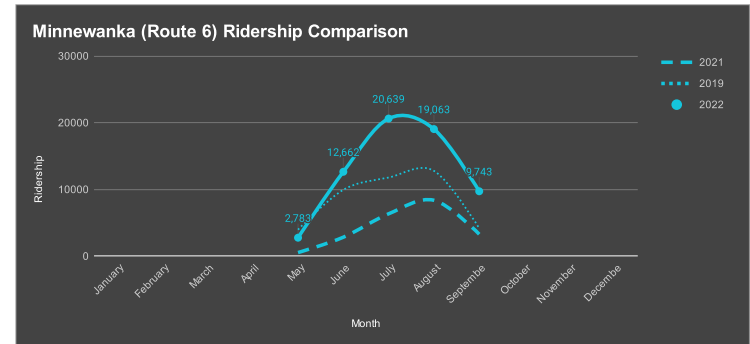
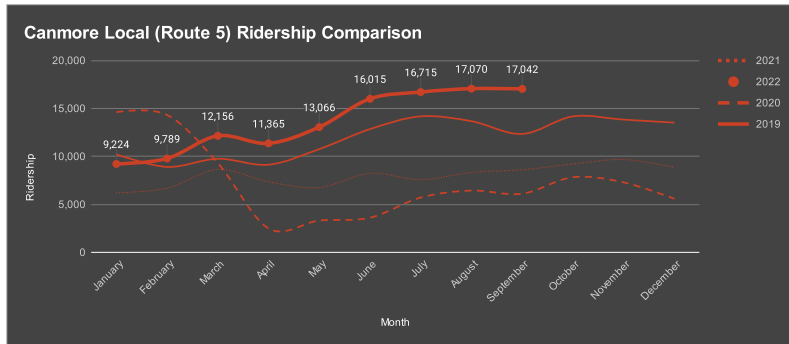


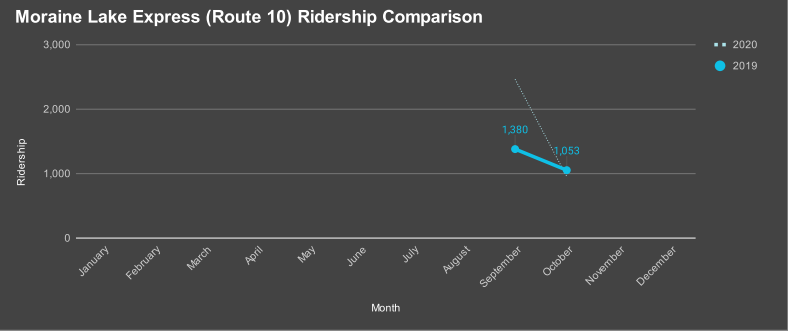
Canmore - Banff Regional (Route 3) Ridership Comparison



Banff Local (Route 4) Ridership Comparison







Bow Valley *Regional* Transit Services Commission

**WHAT'S
NEW!**

NEW BUSINESS

Bow Valley *Regional* Transit Services Commission



2023- 2025 Proposed Operating Budget

2023 – 2032 Proposed Capital Plan

Proposed motions:

... moves to approve the proposed 2023-2025 Operating Budget as presented

...moves to approve the proposed 2023-2032 Capital Plan as presented

Bow Valley Regional Transit Services Commission
Summary of Requisitions - 2023-2025

<i>Proposed budget</i>			
	2023	2024	2025
Banff			
Operating	\$ 1,908,055	\$ 1,947,872	\$ 2,007,267
Capital	\$ 626,500	\$ 621,500	\$ 659,800
	<u>\$ 2,534,555</u>	<u>\$ 2,569,372</u>	<u>\$ 2,667,067</u>
	2023	2024	2025
Canmore			
Operating	\$ 1,485,870	\$ 1,541,336	\$ 1,588,150
Capital	\$ 295,800	\$ 283,200	\$ 299,000
	<u>\$ 1,781,670</u>	<u>\$ 1,824,536</u>	<u>\$ 1,887,150</u>
	2023	2024	2025
ID #9			
Operating	\$ 694,103	\$ 755,830	\$ 776,085
Capital	\$ 78,069	\$ 62,314	\$ 74,766
	<u>\$ 772,173</u>	<u>\$ 818,144</u>	<u>\$ 850,851</u>
	2023	2024	2025
Parks Canada*			
Operating	\$ 1,663,008	\$ 1,758,193	\$ 1,805,186
	<u>\$ 1,663,008</u>	<u>\$ 1,758,193</u>	<u>\$ 1,805,186</u>

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

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

All Routes

KPI	2022	2022	2023	2023	2024	2025
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	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	\$ 158.81	\$ 168.36	\$ 172.47
Direct Operating Cost per Service Hour	\$ 120.55	\$ 112.86	\$ 111.35	\$ 124.10	\$ 128.14	\$ 131.99
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 8.45	\$ 8.70	\$ 8.96
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	\$ 77.81	\$ 79.91	\$ 82.31
% Cost Recovery (CUTA)	39%	39%	39%	41%	42%	42%
Kilometers - will be done for Oct 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	Proposed	Proposed	Proposed
	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	\$ 140.23	\$ 150.88	\$ 154.54
Direct Operating Cost per Service Hour	\$ 105.18	\$ 102.54	\$ 104.56	\$ 109.13	\$ 112.43	\$ 115.83
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 8.45	\$ 8.70	\$ 8.96
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	\$ 70.12	\$ 71.32	\$ 73.49
% Cost Recovery (CUTA)	48%	42%	42%	40%	41%	41%
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	Proposed	Proposed	Proposed
	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	\$ 141.56	\$ 153.29	\$ 156.92
Direct Operating Cost per Service Hour	\$ 109.58	\$ 102.99	\$ 105.01	\$ 107.89	\$ 111.20	\$ 114.56
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 8.45	\$ 8.70	\$ 8.96
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	\$ 66.20	\$ 67.03	\$ 69.07
% Cost Recovery (CUTA)	35%	38%	38%	43%	44%	44%
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	Proposed	Proposed	Proposed
	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	\$ 138.30	\$ 143.63	\$ 147.58
Direct Operating Cost per Service Hour	\$ 117.77	\$ 108.04	\$ 106.65	\$ 117.14	\$ 122.22	\$ 125.91
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 8.45	\$ 8.70	\$ 8.96
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	\$ 38.36	\$ 41.08	\$ 42.34
% Cost Recovery (CUTA)	56%	67%	69%	69%	69%	69%
Kilometers	171,269	511,360	540,301			
Gross cost per KM	\$ 4.38	\$ 2.98	\$ 2.96			
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	Proposed	Proposed	Proposed
	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	\$ 218.31	\$ 223.87	\$ 229.59
Direct Operating Cost per Service Hour	\$ 115.25	\$ 136.78	\$ 139.52	\$ 180.77	\$ 186.08	\$ 191.54
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 8.45	\$ 8.70	\$ 8.96
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	\$ 177.57	\$ 182.77	\$ 188.14
% Cost Recovery (CUTA)	6%	9%	9%	6%	6%	6%
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	Proposed	Proposed	Proposed
	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	\$ 127.66	\$ 131.00	\$ 134.45
Direct Operating Cost per Service Hour	\$ 110.35	\$ 101.08	\$ 103.13	\$ 101.97	\$ 105.07	\$ 108.25
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 8.45	\$ 8.70	\$ 8.96
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	\$ 109.35	\$ 112.66	\$ 116.08
% 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
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	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	\$ 263.56	\$ 287.13	\$ 292.92
Direct Operating Cost per Service Hour	\$ 138.91	\$ 139.25	\$ 142.04	\$ 181.43	\$ 186.79	\$ 192.32
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 8.45	\$ 8.70	\$ 8.96
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	\$ 172.47	\$ 177.21	\$ 182.44
% Cost Recovery (CUTA)	6%	12%	12%	9%	9%	9%
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
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	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	\$ 150.64	\$ 154.65	\$ 158.79
Direct Operating Cost per Service Hour	\$ 127.90	\$ 116.12	\$ 118.45	\$ 125.42	\$ 129.18	\$ 133.06
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 8.45	\$ 8.70	\$ 8.96
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	\$ 44.77	\$ 44.33	\$ 45.66
% Cost Recovery (CUTA)	54%	42%	43%	67%	68%	68%
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
			Previously			
	YTD		Approved	Proposed	Proposed	Proposed
	Jan - June	BUDGET	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	\$ 295.47	\$ 323.05	\$ 329.63
Direct Operating Cost per Service Hour	#DIV/0!	\$ 154.68	\$ 157.77	\$ 208.69	\$ 214.83	\$ 221.14
Overhead per Service Hour	#DIV/0!	\$ 8.55	\$ 7.90	\$ 8.45	\$ 8.70	\$ 8.96
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	\$ 149.98	\$ 154.35	\$ 158.85
% Cost Recovery (CUTA)	#DIV/0!	40%	41%	31%	31%	31%
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	Proposed	Proposed	Proposed
	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	\$ 248.64	\$ 264.89	\$ 270.79
Direct Operating Cost per Service Hour	\$ 153.85	\$ 147.51	\$ 150.46	\$ 188.07	\$ 193.55	\$ 199.18
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 8.45	\$ 8.70	\$ 8.96
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	\$ 87.59	\$ 90.04	\$ 92.57
% Cost Recovery (CUTA)	85%	55%	55%	55%	55%	56%
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	Proposed	Proposed	Proposed
	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	\$ 265.30	\$ 288.69	\$ 294.78
Direct Operating Cost per Service Hour	\$ 180.11	\$ 156.12	\$ 158.73	\$ 192.11	\$ 197.77	\$ 203.59
Overhead per Service Hour	\$ 9.26	\$ 8.55	\$ 7.90	\$ 8.45	\$ 8.70	\$ 8.96
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	\$ 118.33	\$ 121.77	\$ 125.32
% Cost Recovery (CUTA)	35%	61%	61%	41%	41%	41%
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	Proposed	Proposed	Proposed
	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			\$ -	\$ 204.13	\$ 208.78	\$ 213.58
Direct Operating Cost per Service Hour			\$ -	\$ 151.20	\$ 155.61	\$ 160.14
Overhead per Service Hour			\$ -	\$ 8.45	\$ 8.70	\$ 8.96
Lease/Amortization per Service Hour			\$ -	\$ 44.47	\$ 44.47	\$ 44.47
Net Cost per Service Hour (CUTA)			\$ -	\$ 89.54	\$ 90.68	\$ 93.27
% Cost Recovery (CUTA)			0%	47%	47%	44%
Kilometers	-	26,515	26,515			
Gross cost per KM		\$ 2.92	\$ 2.96			
Ridership	0	4,174	4,216	4,174	4,216	4,258
Service Hours	0	544	544	457	457	457
Ridership per Service Hour		8	8	9	9	9

2023 to 2025

Town of Banff:

	2022	2023	2024
	Budget	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	2023	2024
	Budget	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	2023	2024
	Budget	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 maintnenace replacement reserve resulting in reserve adjustment to ID#9 to bring contribution down to 40%

Parks Canada

	2022	2023	2024
	Budget	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	2025
	Proposed	
\$ 843,346	\$ 855,408	\$ 881,455
\$ 675,319	\$ 680,883	\$ 701,693
\$ 202,114	\$ 218,763	\$ 225,517
\$ 187,277	\$ 192,818	\$ 198,602
\$ 1,908,055	\$ 1,947,872	\$ 2,007,267
2023	2024	2025
	Proposed	
\$ 1,096,479	\$ 1,129,755	\$ 1,164,031
\$ 202,114	\$ 218,763	\$ 225,517
\$ 187,277	\$ 192,818	\$ 198,602
\$ 1,485,870	\$ 1,541,336	\$ 1,588,150
2023	2024	2025
	Proposed	
\$ 187,277	\$ 192,818	\$ 198,602
\$ 146,227	\$ 143,440	\$ 147,743
\$ 117,629	\$ 142,890	\$ 144,230
\$ 282,100	\$ 337,161	\$ 339,820
\$ 113,153	\$ 137,869	\$ 139,100
-\$ 103,210	-\$ 198,347	-\$ 193,410

-\$ 49,073	-\$ 58,055	-\$ 67,278
\$ 694,103	\$ 755,830	\$ 776,085

% Change	% Change	\$ Change	\$ Change
23-23	24-24	23-23	24-24
14.1%	21.0%	\$ 104,333	\$ 148,681
-5.5%	-0.6%	\$ (39,353)	\$ (4,227)
18.2%	25.4%	\$ 31,102	\$ 44,330
27.7%	29.0%	\$ 40,648	\$ 43,371
7.7%	13.5%	\$ 136,730	\$ 232,154

% Change	% Change	\$ Change	\$ Change
23-23	24-24	23-23	24-24
12.2%	13.3%	\$ 119,191	\$ 132,922
18.2%	25.4%	\$ 31,102	\$ 44,330
27.7%	29.0%	\$ 40,648	\$ 43,371
14.7%	16.7%	\$ 190,941	\$ 220,622

% Change	% Change	\$ Change	\$ Change
23-23	24-24	23-23	24-24
27.7%	29.0%	\$ 40,648	\$ 43,371
-43.8%	-45.9%	\$ (113,935)	\$ (121,925)
52.4%	84.6%	\$ 40,443	\$ 65,483
30.7%	55.9%	\$ 66,288	\$ 120,941
91.8%	133.6%	\$ 54,166	\$ 78,858
		\$ (59,451)	\$ (159,451)

-2.9%	3.7%	\$ (20,915)	\$ 27,276
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2023	2024	2025
	Proposed	
\$ 24,823	\$ 26,064	\$ 26,846
\$ 29,169	\$ 30,627	\$ 31,546
\$ 228,826	\$ 234,569	\$ 240,484
\$ 659,573	\$ 722,072	\$ 735,917
\$ 140,937	\$ 145,535	\$ 149,196
\$ 337,997	\$ 343,402	\$ 351,521
\$ 135,574	\$ 140,422	\$ 143,889
\$ 49,073	\$ 58,055	\$ 67,278
\$ 57,036	\$ 57,446	\$ 58,509
\$ 1,663,008	\$ 1,758,193	\$ 1,805,186

% Change	% Change	\$ Change	\$ Change
23-23	24-24	23-23	24-24
5.0%	8.1%	\$ 1,182	\$ 1,950
5.0%	8.1%	\$ 1,389	\$ 2,292
49.8%	51.0%	\$ 76,052	\$ 79,228
31.0%	41.5%	\$ 156,161	\$ 211,729
39.0%	40.9%	\$ 39,552	\$ 42,232
19.2%	19.0%	\$ 54,523	\$ 54,845
75.0%	78.3%	\$ 58,092	\$ 61,668
		\$ 49,073	
37.3%	36.2%	\$ 15,496	\$ 15,277
37.3%	42.8%	\$ 451,520	\$ 527,277

Bow Valley Regional Transit Services Commission

2023-2025 PROPOSED Operating Budget

ALL ROUTES				
	2023 Proposed Budget	2024 Proposed Budget	2025 Proposed Budget	
INCOME				
Advertising & Marketing Revenue				
4200 Advertising & Marketing	\$ 56,244	\$ 57,931	\$ 59,670	
4201 Print Fees Revenue	\$ -	\$ -	\$ -	
Total Advertising & Marketing Revenue	\$ 56,244	\$ 57,931	\$ 59,670	
Grant Revenue				
4900 Grant Income	\$ -	\$ -	\$ -	
Total Grant Revenue	\$ -	\$ -	\$ -	
Interest Revenue				
4810 Interest Income	\$ 20,000	\$ 21,000	\$ 21,630	
Total Interest Revenue	\$ 20,000	\$ 21,000	\$ 21,630	
Other Income				
4700 Charter Sales	\$ 2,122	\$ 2,185	\$ 2,250	
4750 Route Detour Fee	\$ 424	\$ 437	\$ 450	
4820 Foreign Exchange Rev/Exp	\$ -	\$ -	\$ -	
4830 Warranty Income	\$ -	\$ -	\$ -	
4840 Other Revenue	\$ -	\$ -	\$ -	
Total Other Income	\$ 2,546	\$ 2,622	\$ 2,700	
Partner Programs				
4300 Partner Program Revenue	\$ 519,674	\$ 535,664	\$ 551,734	
Total Partner Programs	\$ 519,674	\$ 535,664	\$ 551,734	
Total Pass Sales	\$ 3,063,326	\$ 3,191,664	\$ 3,287,415	
TOTAL INCOME BEFORE REQUISITIONS	\$ 3,661,790	\$ 3,808,882	\$ 3,923,149	
Recoveries - Operating (non-members)				
4500 Recoveries - Operating (non-memb)	\$ 1,663,008	\$ 1,758,193	\$ 1,805,186	
Total Recoveries - Operating (non-members)	\$ 1,663,008	\$ 1,758,193	\$ 1,805,186	
Total Requisitions - Capital	\$ -	\$ -	\$ -	
Requisitions - Operating				
4420-1 Operating Requisition - TOB	\$ 1,908,055	\$ 1,947,872	\$ 2,007,267	
4420-2 Operating Requisition - TOC	\$ 1,485,870	\$ 1,541,336	\$ 1,588,150	
4420-5 Operating Requisition - ID9	\$ 797,313	\$ 896,122	\$ 902,217	
Total Requisitions - Operating	\$ 4,191,238	\$ 4,385,330	\$ 4,497,634	
TOTAL INCOME	\$ 9,516,036	\$ 9,952,405	\$ 10,225,969	
EXPENSES				
Advertising & Marketing Expenses				
5226 Drivers recruitment	\$ -	\$ -	\$ -	
5616 Recruitment Costs - Admin	\$ -	\$ -	\$ -	

Bow Valley Regional Transit Services Commission

2023-2025 PROPOSED Operating Budget

ALL ROUTES

	2023 Proposed Budget	2024 Proposed Budget	2025 Proposed Budget
5700 Advertising and Marketing	\$ 178,672	\$ 184,032	\$ 189,554
5715 Commission	\$ 3,001	\$ 3,091	\$ 3,184
Total Advertising & Marketing Expenses	\$ 181,673	\$ 187,123	\$ 192,738
Contracted Services / Professional Fees			
5200 Operating Contracts	\$ 13,329	\$ 13,729	\$ 14,141
5364 Brinks service fees	\$ 11,811	\$ 12,165	\$ 12,531
5611 Accounting Fees	\$ 11,383	\$ 11,725	\$ 12,076
5612 Payroll service fee	\$ 6,395	\$ 6,587	\$ 6,784
5615 Legal Fees	\$ 5,658	\$ 5,828	\$ 6,004
5623 Security Fee	\$ 19,972	\$ 20,571	\$ 21,189
5624 IT Support	\$ 11,970	\$ 12,329	\$ 12,699
5629 Contract Work	\$ 41,310	\$ 42,549	\$ 43,826
Total Contracted Services / Professional Fees	\$ 121,828	\$ 125,483	\$ 129,250
Fuel Expense			
5270 Fuel	\$ 857,318	\$ 883,038	\$ 909,529
Utilities - electric bus charging	\$ 69,845	\$ 71,940	\$ 74,099
Total Fuel Expense	\$ 927,163	\$ 954,978	\$ 983,628
General Operating Expenses			
5351 Office Supplies	\$ 13,490	\$ 13,895	\$ 14,312
5352 Bank Service Charges	\$ 32,714	\$ 33,695	\$ 34,709
5353 Janitorial Supplies & Services	\$ 1,975	\$ 2,035	\$ 2,095
5354 Postage and Office Delivery	\$ 2,934	\$ 3,022	\$ 3,113
5357 Cell Phone	\$ 26,511	\$ 27,307	\$ 28,125
5358 Office Phone	\$ 12,091	\$ 12,454	\$ 12,827
5359 Board meeting expense	\$ 1,408	\$ 1,450	\$ 1,493
5626 Office Rent	\$ 51,563	\$ 53,110	\$ 54,704
5627 Copier	\$ 5,484	\$ 5,648	\$ 5,816
5630 Utilities	\$ 43,968	\$ 45,287	\$ 46,646
Total General Operating Expenses	\$ 192,138	\$ 197,902	\$ 203,840
Infrastructure Maintenance			
5430 Parks Canada Land Rent	\$ 704	\$ 13,678	\$ 14,088
5632 Infrastructure Maintenance Expense	\$ 61,649	\$ 71,333	\$ 73,472
Total Infrastructure Maintenance	\$ 62,353	\$ 85,011	\$ 87,560
Insurance Expense			
5310 General Liability Insurance	\$ 10,457	\$ 10,771	\$ 11,094
5320 Fleet insurance	\$ 163,300	\$ 168,635	\$ 173,693
Total Insurance Expense	\$ 173,757	\$ 179,406	\$ 184,787
Software Fees & Licences			
5362 Software and License Fees	\$ 122,134	\$ 125,798	\$ 129,571
5617 Website	\$ 13,635	\$ 14,044	\$ 14,466

Bow Valley Regional Transit Services Commission

2023-2025 PROPOSED Operating Budget

ALL ROUTES

	2023 Proposed Budget	2024 Proposed Budget	2025 Proposed Budget
5620 Smart Farebox Software	\$ -	\$ -	\$ -
5622 Bus Prediction Software	\$ 46,135	\$ 47,533	\$ 48,960
Total Software Fees & Licences	\$ 181,904	\$ 187,375	\$ 192,997
Human resources, Training, Travel & Meals			
Staff accomodation	\$ 20,511	\$ 21,126	\$ 21,759
HR - recruitment	\$ 48,964	\$ 50,433	\$ 51,946
HR - retention staffing costs	\$ 14,686	\$ 15,127	\$ 15,582
Hr - staffing costs	\$ 31,965	\$ 32,924	\$ 33,913
5171 Conference Fees	\$ 7,960	\$ 8,199	\$ 8,445
5172 Meals	\$ 9,331	\$ 9,611	\$ 9,899
5173 Training	\$ 10,000	\$ 10,300	\$ 10,609
5180 Travel Expense	\$ 5,722	\$ 5,894	\$ 6,071
5181 Mileage	\$ 7,897	\$ 8,134	\$ 8,376
5227 Driver Training	\$ 5,316	\$ 5,476	\$ 5,638
5356 Memberships	\$ 5,209	\$ 5,365	\$ 5,526
5619 Business Hosting Expenses	\$ 1,706	\$ 1,758	\$ 1,810
Total Training, Travel & Meals	\$ 169,268	\$ 174,346	\$ 179,574
Vehicle Expenses			
5225 Drivers uniforms	\$ -	\$ -	\$ -
5228 Driver recognition	\$ -	\$ -	\$ -
5250 Parts	\$ 540,612	\$ 556,830	\$ 573,535
5255 Vehicle Supplies	\$ 83,183	\$ 85,678	\$ 88,248
5260 Maintenance Labour	\$ 837,837	\$ 863,092	\$ 888,985
5420 Bus Storage	\$ 216,086	\$ 222,603	\$ 229,282
5628 Bus wrap repair	\$ 10,370	\$ 10,681	\$ 11,001
Total Vehicle Expenses	\$ 1,688,088	\$ 1,738,885	\$ 1,791,051
Total Wages & Benefits - Administrative	\$ 662,743	\$ 682,625	\$ 703,104
Total Wages & Benefits - Cleaners	\$ 273,442	\$ 281,645	\$ 290,094
Total Wages & Benefits - Customer Support	\$ 330,651	\$ 340,571	\$ 350,786
Wages & Benefits - Drivers			
5221 Drivers Wages	\$ 2,853,271	\$ 2,938,869	\$ 3,027,036
5223 Drivers Wages - Training	\$ 458,572	\$ 472,329	\$ 486,498
Total Wages & Benefits - Drivers	\$ 3,311,843	\$ 3,411,198	\$ 3,513,534
Total Wages & Benefits - Operations	\$ 555,712	\$ 572,383	\$ 589,553
TOTAL OPERATING EXPENSES	\$ 8,832,563	\$ 9,118,932	\$ 9,392,496
SURPLUS / DEFICIENCY PRIOR TO AMORTIZATION (equal to Parks contriubtion towards amortization)	\$ 683,473	\$ 833,473	\$ 833,473
Amortization Expense			
5900 Amortization Exp	\$ 1,745,577	\$ 2,095,577	\$ 2,095,577
NET INCOME	-\$ 1,062,104	-\$ 1,262,104	-\$ 1,262,104

Bow Valley Regional Transit Services Commission

2023-2032 Proposed Capital Budget

2023-2032 Capital Budget Summary

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Banff											
Opening Deferred Capital Contribution Balance	\$ 1,677,767	\$ 2,215,982	\$ 2,779,025	\$ 2,879,894	\$ 3,462,944	\$ 2,877,231	\$ 3,085,614	\$ 2,149,717	\$ 2,580,096	\$ 2,744,746	\$ 3,093,952
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	592,500	595,200	550,700
Canmore / Banff Regional Capital Replacement	62,600	63,600	64,500	65,500	66,400	67,400	68,400	69,500	70,500	71,500	72,600
Commission Capital Replacement	46,300	48,400	32,200	44,200	44,700	45,200	45,600	46,100	46,600	47,100	47,600
Total Banff Capital Requisition	646,100	626,500	621,500	659,800	669,400	679,300	689,200	699,400	709,600	713,800	670,900
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)	(186,478)	(307,676)	(1,000)
Canmore / Banff Regional Capital Replacement	(51,711)	(5,886)	(11,434)	(36,570)	(84,987)	(44,235)	(500)	(6,390)	(348,471)	(46,918)	(500)
Commission Capital Replacement	(23,333)	(33,409)	(437,669)	(39,180)	(15,307)	(24,859)	(16,667)	(10,000)	(10,000)	(10,000)	(10,000)
Total Capital Projects	(107,885)	(3,063,457)	(520,631)	(76,750)	(2,226,713)	(470,917)	(1,625,097)	(269,021)	(544,949)	(364,594)	(11,500)
Closing Deferred Capital Contribution Balance	\$ 2,215,982	\$ 2,779,025	\$ 2,879,894	\$ 3,462,944	\$ 2,877,231	\$ 3,085,614	\$ 2,149,717	\$ 2,580,096	\$ 2,744,746	\$ 3,093,952	\$ 3,753,352
Canmore											
Opening Deferred Capital Contribution Balance	\$ 1,007,022	\$ 937,317	\$ 1,139,730	\$ 744,843	\$ 909,896	\$ 998,053	\$ 1,094,904	\$ 1,291,867	\$ 1,575,440	\$ 1,536,969	\$ 1,713,079
Anticipated Grant Funding	666,667	-	-	-	-	-	522,243	-	269,014	-	-
Municipal Contribution to New Assets	333,333	-	-	-	-	-	522,243	-	269,014	-	-
Canmore Capital Requisition											
Canmore Local Capital Replacement	115,300	183,800	186,500	189,300	192,100	195,000	197,900	200,900	203,900	206,900	210,000
Canmore / Banff Regional Capital Replacement	62,600	63,600	64,500	65,500	66,400	67,400	68,400	69,500	70,500	71,500	72,600
Commission Capital Replacement	46,300	48,400	32,200	44,200	44,700	45,200	45,600	46,100	46,600	47,100	47,600
Total Canmore Capital Requisition	224,200	295,800	283,200	299,000	303,200	307,600	311,900	316,500	321,000	325,500	330,200
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)	(539,028)	(92,471)	(1,000)
Canmore / Banff Regional Capital Replacement	(51,711)	(5,886)	(11,434)	(36,570)	(84,987)	(44,235)	(500)	(6,390)	(348,471)	(46,918)	(500)
Commission Capital Replacement	(23,333)	(33,409)	(437,669)	(39,180)	(15,307)	(24,859)	(16,667)	(10,000)	(10,000)	(10,000)	(10,000)
Total Capital Projects	(1,293,905)	(93,387)	(678,087)	(133,947)	(215,043)	(210,750)	(1,159,423)	(32,928)	(897,499)	(149,390)	(11,500)
Closing Deferred Capital Contribution Balance	\$ 937,317	\$ 1,139,730	\$ 744,843	\$ 909,896	\$ 998,053	\$ 1,094,904	\$ 1,291,867	\$ 1,575,440	\$ 1,536,969	\$ 1,713,079	\$ 2,031,779

Bow Valley Regional Transit Services Commission

2023-2032 Proposed Capital Budget

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ID#9											
Opening Deferred Capital Contribution Balance	\$ 904,360	\$ 1,260,321	\$ 1,629,222	\$ 989,970	\$ 1,265,506	\$ 1,664,976	\$ 2,060,944	\$ 1,251,871	\$ 1,562,718	\$ 1,667,152	\$ 1,998,772
Anticipated Grant Funding	-	-	-	-	-	-	-	-	-	-	-
Parks Canada Capital Contribution		-	-	-	-	-	-	-	-	-	-
Maintenance & Replacement Contributions	319,449	324,241	329,104	334,041	339,051	344,137	349,299	354,539	359,857	365,255	370,734
ID#9 Capital Contribution	-	-	-	-	-	-	-	-	-	-	-
ID#9 Capital Requisition											
Lake Louise / Banff Regional Capital Replacement	29,231	29,669	30,114	30,566	31,025	31,490	31,962	32,442	32,928	33,422	33,924
Commission Capital Replacement	46,300	48,400	32,200	44,200	44,700	45,200	45,600	46,100	46,600	47,100	47,600
Total ID#9 Capital Requisition	75,531	78,069	62,314	74,766	75,725	76,690	77,562	78,542	79,528	80,522	81,524
Capital Projects											
LLB Regional Capital Expenditures	(15,685)	-	(593,002)	(94,091)	-	-	(1,219,268)	(112,233)	(324,951)	(104,157)	-
Commission Capital Replacement	(23,333)	(33,409)	(437,669)	(39,180)	(15,307)	(24,859)	(16,667)	(10,000)	(10,000)	(10,000)	(10,000)
Total Capital Projects	(39,019)	(33,409)	(1,030,671)	(133,271)	(15,307)	(24,859)	(1,235,935)	(122,233)	(334,951)	(114,157)	(10,000)
Closing Deferred Capital Contribution Balance	\$ 1,260,321	\$ 1,629,222	\$ 989,970	\$ 1,265,506	\$ 1,664,976	\$ 2,060,944	\$ 1,251,871	\$ 1,562,718	\$ 1,667,152	\$ 1,998,772	\$ 2,441,029

ALL PARTNERS											
Opening Deferred Capital Contribution Balance	\$ 3,589,149	\$ 4,413,620	\$ 5,547,977	\$ 4,614,708	\$ 5,638,346	\$ 5,540,260	\$ 6,241,462	\$ 4,693,455	\$ 5,718,254	\$ 5,948,868	\$ 6,805,803
Anticipated Grant Funding	666,667	2,000,000	-	-	971,600	-	522,243	-	269,014	-	-
Proposed Annual Contributions	1,598,613	2,324,610	1,296,119	1,367,607	1,387,376	1,407,727	1,950,205	1,448,981	1,738,999	1,485,077	1,453,357
Capital Projects	(1,440,809)	(3,190,253)	(2,229,388)	(343,969)	(2,457,062)	(706,525)	(4,020,455)	(424,182)	(1,777,400)	(628,141)	(33,000)
Remaining Unspent End of Year	\$ 4,413,620	\$ 5,547,977	\$ 4,614,708	\$ 5,638,346	\$ 5,540,260	\$ 6,241,462	\$ 4,693,455	\$ 5,718,254	\$ 5,948,868	\$ 6,805,803	\$ 8,226,161