

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

**via: Zoom Video Meeting**

**AGENDA**

**November 9th, 2022      2:00-3:30pm**

1. Call to Order
2. Approval of the Agenda
3. Minutes
  - Approval of the October 17<sup>th</sup>, 2022, Regular Meeting Minutes (attached)
  - Approval of the October 17<sup>th</sup>, 2022 Annual Organizational 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 Quarter 3 Financial results (For Information Only)
  - b) Discussion of Banff's Proposed Fare Free Regional Service for Residents (For Discussion)
  - c) Appointment of Chair and Vice Chair of the BVRTSC for 2022 (Request for Decision)
  - d) Confirmation of meeting dates and times for 2022/2023 (For Information Only)
6. Adjournment

Next Meeting –

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

**Zoom Video Meeting**

**MINUTES**

**October 17<sup>th</sup>, 2022 2:00-3:30pm**

**BOARD MEMBERS PRESENT**

Joanna McCallum, Town of Canmore - Chair

Dave Schebek, ID9 (Virtual)

Tanya Foubert, Town of Canmore

Corrie DiManno, Town of Banff

**BOARD MEMBERS ABSENT**

Vice Chair – Vacant

ID9 – Vacant until November Meeting

Grant Canning, Town of Banff

**BVRTSC ADMINISTRATION PRESENT**

Martin Bean, CAO

Steve Nelson, Manager Operations

**ADMINISTRATION PRESENT**

Patti Youngberg, Parks Canada

Andy Esarte, Town of Canmore (Virtual)

Daniella Rubeling, Parks Canada

Adrian Field, Town of Banff

**ADMINISTRATION ABSENT**

Jed Cochrane, Parks Canada

Danielle Morine, ID9

**PUBLIC PRESENT**

Greg Colgan, Rocky Mountain Outlook

Davina Bernard, Member of the Public

**1. Call to Order**

Joanna McCallum calls the meeting to order at 2:12PM

## 2. Approval of the Agenda

Corrie DiManno asks to add discussion around a potential Town of Banff New Service Level Request related to fare free transit on Route 8X and Route 3

**BVRTSC22-049** Joanna McCallum moves to add new item 5C to the Agenda

**CARRIED UNANIMOUSLY**

**BVRTSC22-050** Joanna McCallum moves to approve the Agenda as amended

**CARRIED UNANIMOUSLY**

## 3. Minutes

- Approval of the September 14<sup>th</sup>, 2022 Regular Meeting Minutes (attached)

Amendment of “BVRTSC22-045” motion, change to “direct” not “directs”.

**BVRTSC22-051** Corrie DiManno moves to approve the Minutes as amended

**CARRIED UNANIMOUSLY**

## 4. Old Business (including Standing Items)

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

## 5. New Business

- a) Presentation of Proposed Final 2023-2025 Operating Budget (Request for Decision)

**BVRTSC22-052** Joanna McCallum moves to approve the proposed 2023-2025 Operating Budget as presented.

**CARRIED UNANIMOUSLY**

- b) Presentation of Proposed Final 2023 – 2032 Capital Budget (Request for Decision)

**BVRTSC22-053** ... Joanna McCallum moves to approve the proposed 2023-2032 Capital Plan as presented.

**CARRIED UNANIMOUSLY**

- c) Discussion around a Town of Banff New Service Level Request related to Fare Free transit on Route 8X and Route 3. Administration to gather information and bring back information and positions for a further discussion at the November Commission meeting.

**6. Adjournment**

**BVRTSC22-054** Tanya Foubert moves to adjourn the meeting at 2:49PM

**CARRIED UNANIMOUSLY**

**BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION  
ANNUAL ORGANIZATIONAL MEETING**

**111 Hawk Avenue and via Zoom**

**MINUTES**

**October 17, 2022 – Approximately 3:30 pm (Immediately Following Regular Meeting)**

**BOARD MEMBERS PRESENT**

Joanna McCallum, Town of Canmore - Chair  
Dave Schebek, ID9 (Virtual)  
Tanya Foubert, Town of Canmore  
Corrie DiManno, Town of Banff

**BOARD MEMBERS ABSENT**

Vice Chair – Vacant  
ID9 – Vacant until November Meeting  
Grant Canning, Town of Banff

**VRTSC ADMINISTRATION PRESENT**

Martin Bean, CAO  
Steve Nelson, Manager Operations

**ADMINISTRATION PRESENT**

Patti Youngberg, Parks Canada  
Andy Esarte, Town of Canmore (Virtual)  
Daniella Rubeling, Parks Canada  
Adrian Field, Town of Banff

**ADMINISTRATION ABSENT**

Jed Cochrane, Parks Canada  
Danielle Morine, ID9

**PUBLIC PRESENT**

Greg Colgan, Rocky Mountain Outlook  
Davina Bernard, Member of the Public

1. Call to Order

Joanna McCallum calls the meeting to order at 2:50PM

2. Approval of the Agenda

**BVRTSC22- 055**

Dave Schebek moves to approve the Agenda as presented.

**CARRIED UNANIMOUSLY**

3. Motion to adopt the 2023 Operating & Capital Budgets (*see October 17, 2022 Regular Meeting Package*)

**BVRTSC22-056**

Tanya Foubert moves to adopt the 2023 Operating and Capital Budgets as approved at the October 17, 2022 regular Commission meeting.

**CARRIED UNANIMOUSLY**

4. Ratification of 2021-2024 Updated Strategic Plan

**BVRTSC22-057**

Joanna McCallum moves to ratify the 2021 to 2024 BVRTSC Strategic Plan as presented, with a progress update to be provided to the new Board at the January 2023 Commission meeting.

**CARRIED UNANIMOUSLY**

5. Appointment of Avail Chartered Accountants for Audit of 2021 Financials

**BVRTSC22-058**

Corrie DiManno moves to accept Avail LLP Professional Chartered Accountants as the appointed chartered accountants for the BVRTSC 2021 financial audit.

**CARRIED UNANIMOUSLY**

6. Setting Dates and Location of Meetings until the 2022 AOM

**BVRTSC22-059**

Joanna McCallum moves that for 2022/2023, the Commission will continue with regular meetings on the 2<sup>nd</sup> Wednesday of every month at 2pm via Zoom or in person as safety protocols permit.

**CARRIED UNANIMOUSLY**

7. Adjournment

**BVRTSC22-060**

Dave Schebek moves to Adjourn the meeting at 2:55PM.

**CARRIED UNANIMOUSLY**

## CAO REPORT





## CAO Update – October 2022

### Financial:

- Federal ICIP (Investing in Canada Plan) funding applications are due by December 12<sup>th</sup>, based on projects that have already been identified. Projects that are funded under ICIP need to be completed by March of 2026

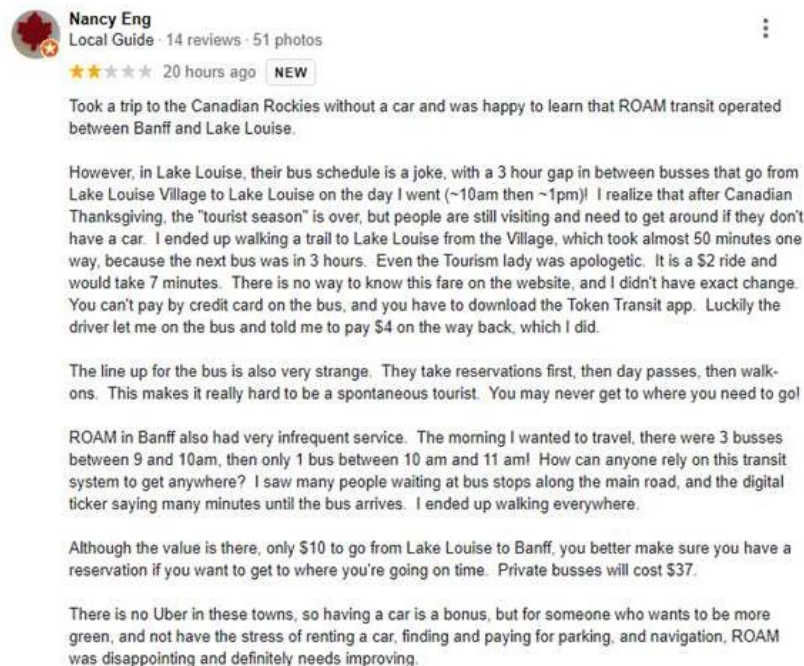
### Transit Service Updates:

- Route 1 had an extra bus on it for Halloween!!



- Ridership on Routes 1 and 2 in Banff is remaining strong with the addition of service this winter. October ridership, with 70,804 passenger rides, is 41.5% over October of 2019
- From May 20 to October 31<sup>st</sup>, resident free rides are:
  - Resident Adult 60,112
  - Resident Senior 2,082
  - Resident Youth 1,897
  - Hotel Staff Passes 81,577

- Canmore local service remains strong utilizing the new service design with one bus on each side of the valley. Passenger rides are up 12% over 2019.
- Route 9 to Johnston Canyon service is being advertised and promoted and it is anticipated that ridership will grow as awareness increases over the next few months.
- Both Route 10 (Moraine Lake) and 8X (Lake Louise Express) showed extremely strong ridership, boosted by the ability to use the Parks Lake Connector and by a very warm and sunny summer and fall.
- As administration plans for next summer and execute on service delivery this coming winter, we need to ensure that we are focusing on not only improvements to the transit service provided but also improvements to our communication. Signage, queuing, social media, and website improvements are needed to assist in eliminating reviews like the one below:



### Ridership comparison to 2019:

- Total Roam ridership for 2022 to the end of October is 1,393,130 as compared to 1,349,177 in 2019 – an increase of 3.2%

Ridership YTD (end of October)	2019	2022	Increase
1 Gondola	485,898	474,237	-2%
2 Tunnel Mtn/Fairmont	375,788	383,863	2%
3 Canmore/Banff Regional	166,328	156,727	-6%
4 Cave and Basin	21,959	23,739	8%
5 Canmore Local	116,048	138,320	19%
6 Lake Minnewanka	42,738	65,784	54%
8S Lake Louise Scenic	10,993	3,823	-65%
8X Lake Louise Express	115,449	117,648	2%
9 Johnston Canyon	10,993	21,665	97%
Onlt	20,263	24,803	22%

October Ridership	2019	2022	Increase
1 Gondola	28,982	37,893	31%
2 Tunnel Mtn/Fairmont	21,044	32,911	56%
3 Canmore/Banff Regional	15,563	17,605	13%
4 Cave and Basin	0	396	
5 Canmore Local	14,180	15,878	12%
6 Lake Minnewanka	0	530	
8S Lake Louise Scenic	0	0	
8X Lake Louise Express	6,645	8,061	21%
9 Johnston Canyon	0	897	
Onlt	0	0	

- Route 8S only operated July and August Friday, Saturday, Sunday in 2022 compared to full summer 7 days per week in 2019

Ridership comparison – summer months only:

Summer Months - June to Sept	2019	2022	Increase
1 Gondola	287,976	320,393	11%
2 Tunnel Mtn/Fairmont	218,141	240,230	10%
3 Canmore/Banff Regional	75,830	78,921	4%
4 Cave and Basin	21,184	22,586	7%
5 Canmore Local	53,058	66,842	26%
6 Lake Minnewanka	38,753	62,471	61%
8X Lake Louise Express	79,665	84,949	7%
8S LL Scenic	8,677	3,823	-56%
9 Johnston Canyon	10,993	19,585	78%
Route 10	2,433	6,928	185%
Onlt	18,992	23,044	21%

### General/Health and Safety

- Roam administration is currently creating a number of training videos to assist in allowing operations team members to learn practically on a flexible schedule. The training videos will provide instruction in a number of areas of vehicle operation, including pre-trip inspections, installing tire socks, fare box operations and many more.
- With the addition of a new team member handling our marketing and social media, we have gained design knowledge and experience to handle more projects in house. This will be beneficial both financially and operationally, with the ability to react quickly to required additions and changes.
- The Roam Team had a staff event in Canmore in October, which began with a 90-minute Cluesolvers challenge around downtown in groups of 4 to 6 and then finished with a social gathering at the Wood. Planning is now underway for the first Christmas party to be held in a few years – it will be at the Coast Hotel in Canmore on December 1<sup>st</sup>.

- The ops team is preparing for the first training session for new drivers to begin in January of 2022. It is anticipated that multiple classes will be operating throughout the Spring, with a current target of 30 new drivers to be in place prior to summer.
- With the first snowfall of the season, recurrent winter driver training began on November 2<sup>nd</sup> and will continue over the next few weeks. Drivers will participate in classroom, simulator, and on-road training.

# Bow Valley *Regional* Transit Services Commission



## BRING FORWARD LIST

## BRING FORWARD LIST OF ITEMS PENDING (as November 2022)

ITEM	Date Initiated	Pending Date	Responsible for Completion	Comments:
<b>BVRTSC22-011</b> 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
<b>BVRTSC21-117</b> 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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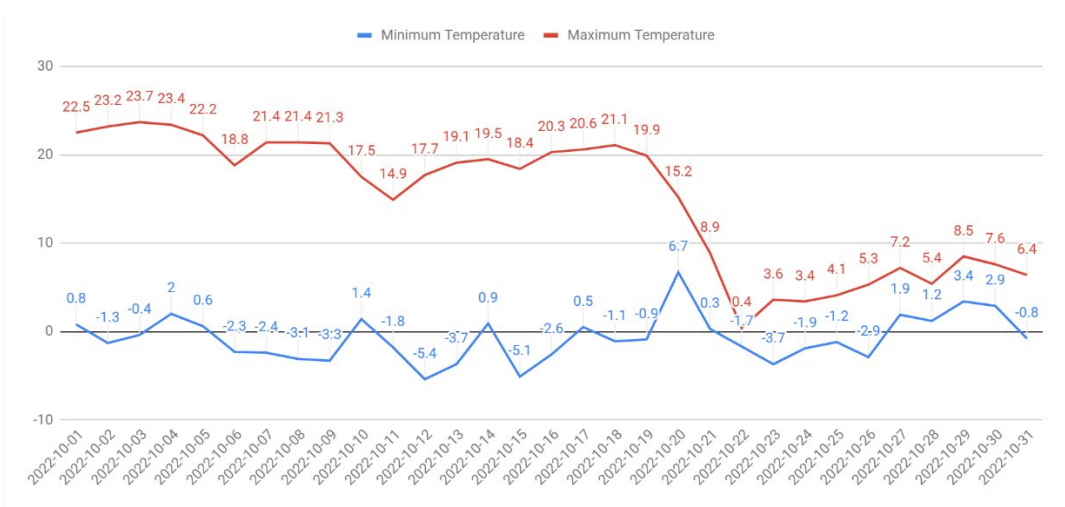
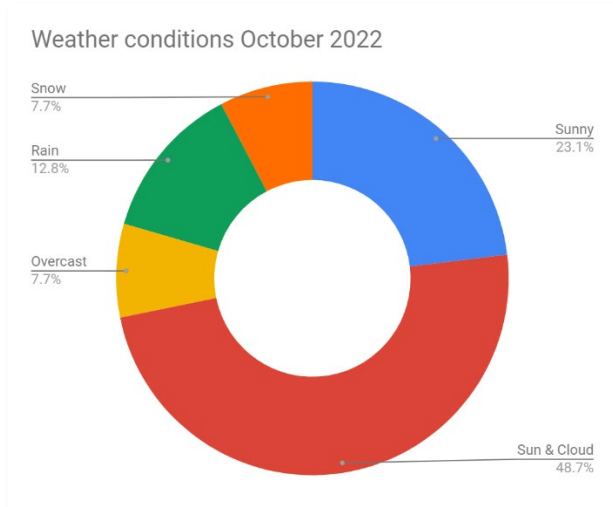
Month	Type	Banff Local	Canmore Local	Canmore - Banff Regional	Lake Louise - Banff Regional
October 2022	Bikes	198	406	690	47
	Strollers	90	127	30	4
	Winter Sports	19	3	14	10

## October 2022

Route	Monthly Ridership Change 2021 to 2022	Comments
Route 1	+128%	October 2021 to October 2022 (Pandemic)
Route 2	+170%	October 2021 to October 2022 (Pandemic)
Route 3	+56%	October 2021 to October 2022 (Pandemic)
Route 4	N/A	October 2021 to October 2022 (Pandemic)
Route 5	+72%	October 2021 to October 2022 (Pandemic)
Route 6	N/A	October 2021 to October 2022 (Pandemic)
Route 8X	+117%	October 2021 to October 2022 (Pandemic)
Route 9	+114%	October 2021 to October 2022 (Pandemic)



## Weather for October 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	19,854	57.4%	151,601	35,139	81,324	89,720	167,211	86.37%
September	59,934	11,450	28,975	28,975	61,567	112.5%	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	120,359	128.16%
October	28,982	9,269	16,333	16,333	37,207	127.8%	21,044	6,834	12,439	12,439	33,597	170.1%	15,563	7,535	11,258	11,258	17,605	56.4%	50,026	16,103	28,772	28,772	70,804	146.09%
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	165,973	473,551	185.3%	422,326	145,251	171,120	140,608	384,549	173.5%	198,004	101,486	109,517	88,472	156,727	77.1%	984,266	303,934	379,687	333,255	881,839	164.6%

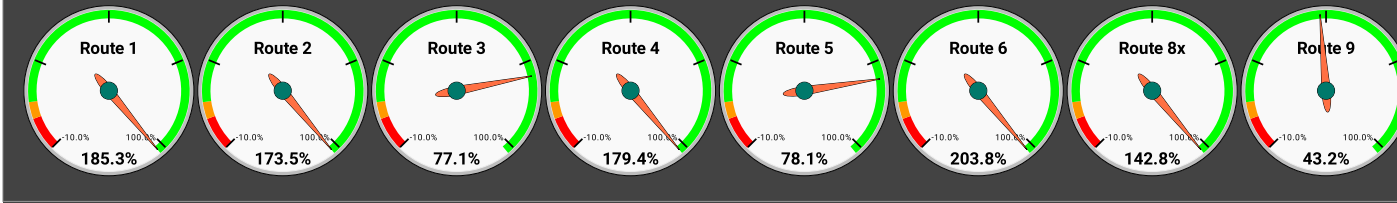
23,044

	Route 5 Canmore						Route 4 Cave and Basin						Route 8X (Express Lake Louise - Banff Regional)						Roam TOTAL Ridership (Not including OnIt)						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	252,773	91.2%	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	4,842	183.3%	15,154	3,961	8,728	8,728	16,059	83.99%	165,538	51,895	88,472	88,472	187,374	111.8%	4,017	981	2,272	2,272	5,019	120.9%
October	14,180	7,839	9,215	9,215	15,878	72.3%							5,581	1,747	3,709	3,709	8,061	117.34%	86,305	36,141	54,346	54,346	116,638	114.6%						
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	77,686	138,320	78.1%	22,331	1,952	8,495	8,495	23,739	179.4%	115,449	41,321	55,221	48,450	117,648	142.82%	1,527,223	606,441	684,782	573,703	1,392,204	142.67%	20,263	4,924	9,432	9,432	24,803	163.0%

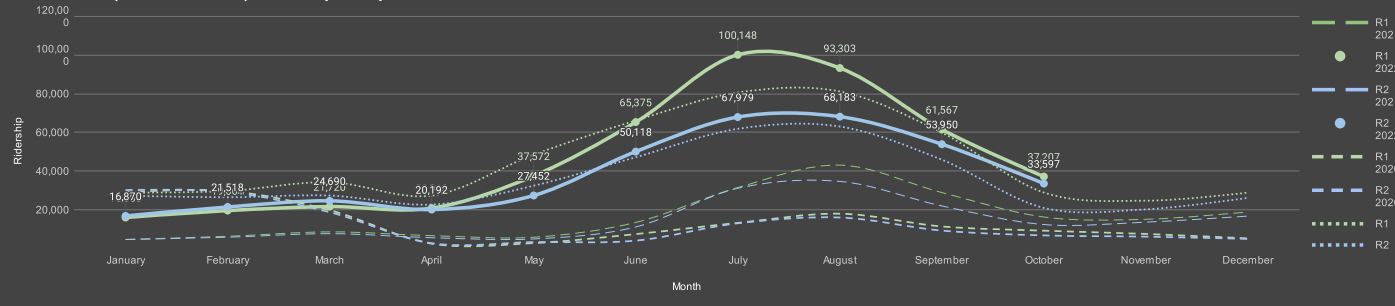
	Route 6 (Minnewanka)					Route 8S (Scenic Lake Louise - Banff Regional)					Route 9 (Johnston Canyon)					Route 10 (Moraine Lake)					
Month	2019	2021	2021 YTD	2022	% Change	2019	2021	2021 YTD	2022	% Change	2019	2021	2021 YTD	2022	% Change	2019	2020	2021	2021 YTD	2022	% Change
January																					
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	10,107	206.0%	303	757	757	0	-100.0%	1,659	1,448	1,448	2,908	100.83%	1,380	2,463	1,498	1,498	3,535	136.0%
October												419	419	897	114.08%	1,053	955	973	973	3,393	248.7%
November																					
December																					
YTD	42,738	21,482	21,482	65,254	203.8%	8,677	6,029	4,932	3,823	-22.5%	10,993	15,134	15,134	21,665	43.16%	2,433	3,418	2,471	2,471	6,928	180.4%

1,270,266

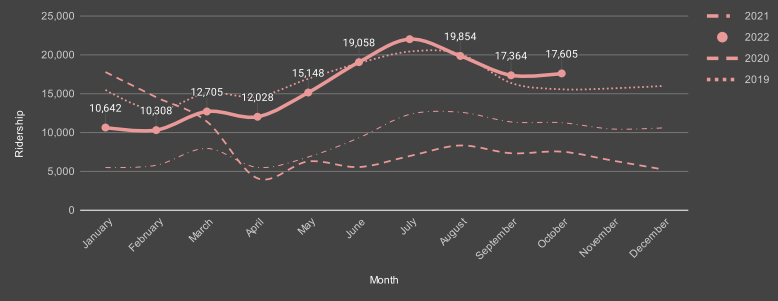
## Year to Date % Ridership Change - Comparing 2021 to 2022



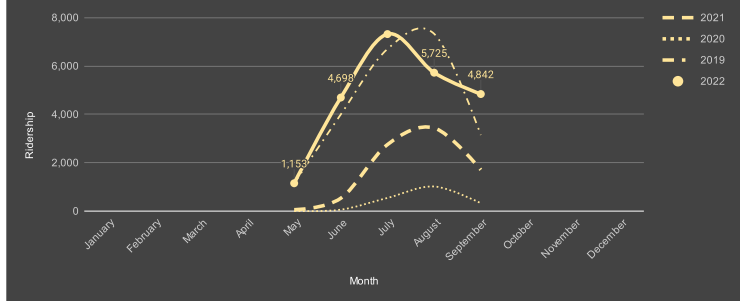
## Banff Local (Routes 1 and 2) Ridership Comparison

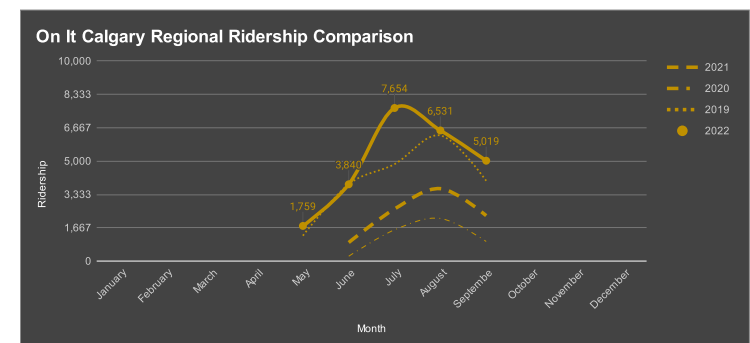
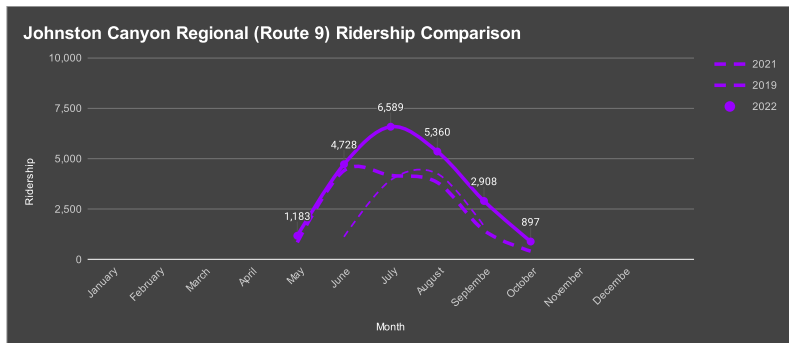
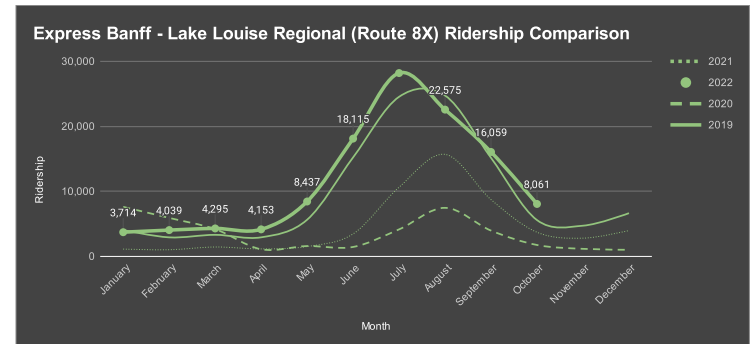
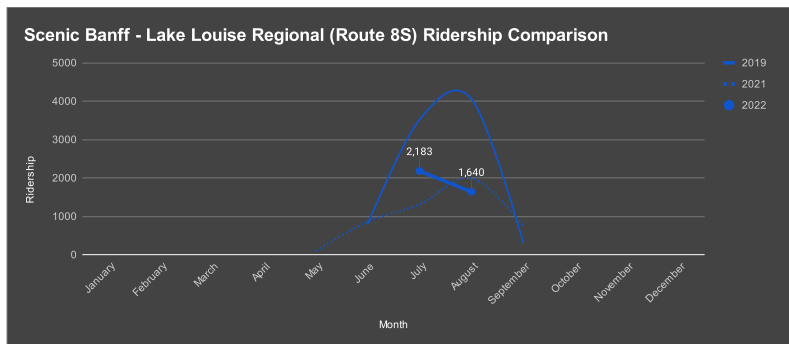
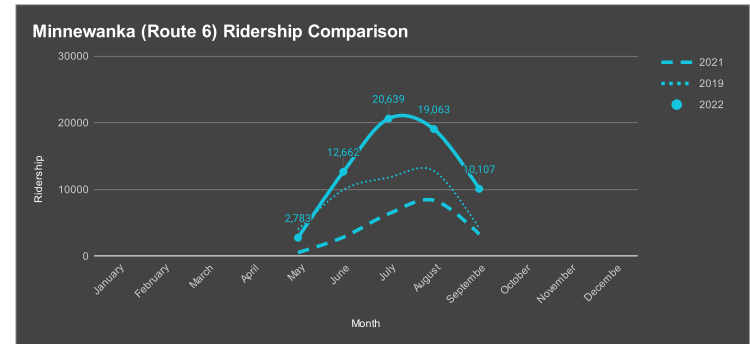
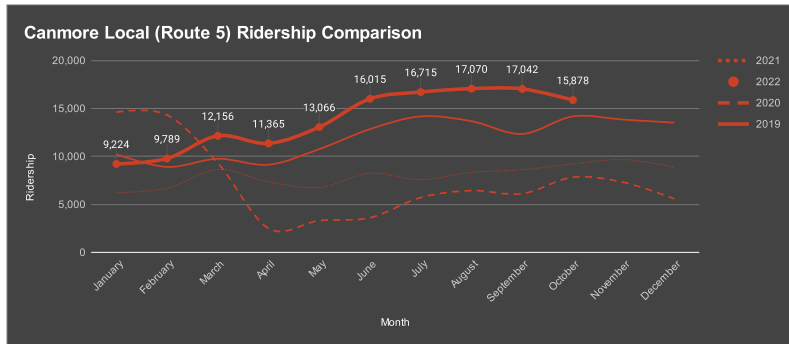


## Canmore - Banff Regional (Route 3) Ridership Comparison

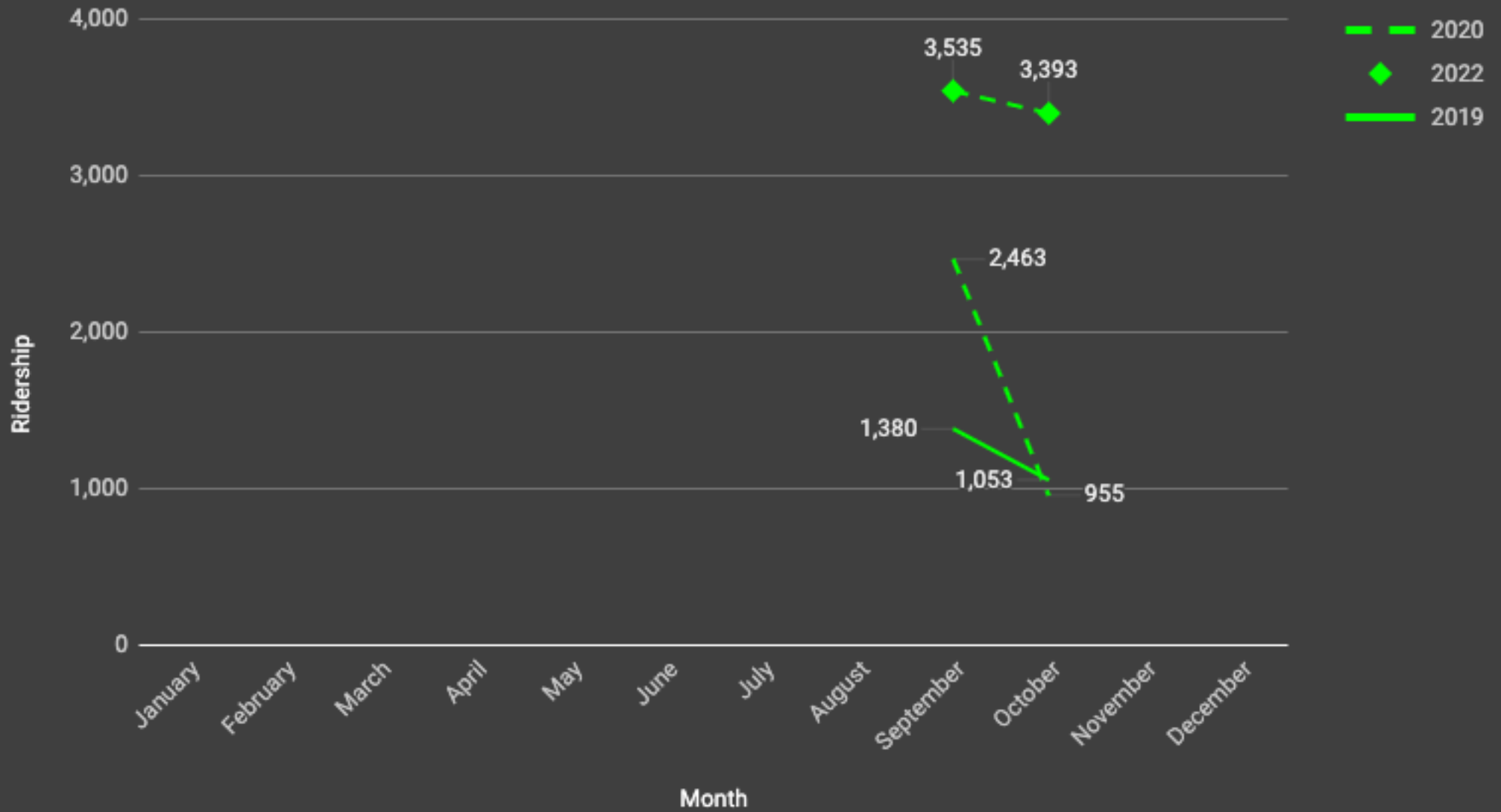


## Banff Local (Route 4) Ridership Comparison





## Route 10 Moraine Lake



# WHAT'S NEW!

NEW BUSINESS

# Bow Valley *Regional* Transit Services Commission



## Quarter 3 2022 Financial Results

## Q3 Overall summary of results

Bow Valley Regional Transit Services Commission						
All routes - Actual vs budget vs Prior Year (PY)						
January - September 2022						
	Actual	Budget	Over/ under budget		PY Jan-Jun 2021	Difference from PY
<b>Income</b>						
Bus Pass Sales	2,201,044	1,932,172	268,872		931,125	1,269,919
Interest Revenue	55,612	9,000	46,612		7,365	9,553
Marketing & Advertising Revenue	24,312	41,111	(16,799)		19,440	(24,980)
Other Income	90,506	1,872	88,634		1,592	(12,352)
Partner Programs	432,568	271,179	161,389		189,122	(168,225)
Recoveries - Operating (non-members)	1,013,135	1,099,135	(86,000)		982,957	62,366
Requisitions - Operating	2,520,232	2,809,328	(289,096)		1,896,324	495,431
<b>Total Income</b>	<b>6,337,408</b>	<b>6,163,797</b>	<b>173,611</b>		<b>4,027,924</b>	<b>1,631,711</b>
<b>Gross Profit</b>						
<b>Expenses</b>						
Advertising & Marketing Expenses	56,571	173,041	(116,470)		33,635	(56,280)
Contracted Services / Professional Fees	186,967	90,147	96,820		191,671	(11,754)
Fuel Expense	618,817	531,706	87,111		398,477	(187,997)
General Operating Expenses	135,193	85,570	49,623		94,675	8,584
Infrastructure Maintenance	52,497	29,623	22,874		25,712	(9,337)
Insurance Expense	128,601	90,790	37,811		67,918	12,081
Software Fees & Licences	107,093	151,356	(44,263)		111,877	4,101
Training, Travel & Meals	23,185	35,624	(12,439)		9,987	(13,204)
Vehicle Expenses	1,267,953	1,129,374	138,579		778,359	61,606
Wages & Benefits	3,007,734	3,329,842	(322,108)		2,362,264	(482,186)
<b>Total Expenses</b>	<b>5,584,611</b>	<b>5,647,073</b>	<b>(62,462)</b>		<b>4,074,575</b>	<b>(674,385)</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>752,797</b>	<b>516,724</b>	<b>236,073</b>		<b>(46,650)</b>	<b>799,448</b>
Amortization Expense	1,198,672	1,198,672	-		871,615	(301,640)
<b>Net Revenue</b>	<b>(445,875)</b>	<b>(681,948)</b>	<b>236,073</b>		<b>(918,265)</b>	<b>472,391</b>

### REVENUE

Overall revenues prior to requisitions are approximately \$550,000 ahead of budget.

Pass revenues are \$268,000 higher than budget, and almost 1.3 million ahead of 2021. Route 3 is approximately \$75,000 ahead of budget, and 8 and 8X combined are almost \$375,000 over budgeted revenues.

Partner revenues are \$161,000 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.



Advertising revenue is below budget by \$16,000. We are starting to see increased uptake with advertising interest on the buses, but not as much as budgeted.

Other income is a combination of approximately \$20,000 for the World Cup charter in Canmore, and approximately \$70,000 for warranty refunds.

Interest revenue is higher than budget by \$46,000. Operating balances are high due to operating reserves, RESTOR funding and Parks payments for Proterra buses. As such operating allocation for interest is higher than budgeted.

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 \$62,000 from budget.

Advertising and marketing expenses are increasing, but much less than budgeted amounts. Down by approximately \$85,000. Also, driver recruitment costs are about \$25,000 under budget.

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 for Q4.

Overall fuel expenses are approximately \$87,000 greater than budget but based on actual costs. There was a sharp increase in fuel costs in 2022 from all our fuel providers. We are also starting to see the cost savings with electric vehicles and solar in the transit storage building. These benefits will help to balance out some of the diesel increases for some routes.

General operating expenses are greater than budgeted amounts. Office rent allocation was budgeted in vehicle expenses, and utilities for the transit storage were not budgeted. Bank fees are also \$30,000 more than budget due to the high uptake of reservations and use of the vending machines and the associated Moneris fees.

Infrastructure maintenance is \$23,000 over budget and 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 \$12,000 of costs for repairs and maintenance on the vending machines.

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.

All expenses within Training travel and meals are below budget to date. Although as we see covid restrictions ease we anticipate more conferences, Christmas party etc in the last quarter of the year.

Vehicle expenses are over budget by \$138,000. Transit storage is below budget, but expenses budgeted in this section have been allocated to general operating expenses. Town of Banff vehicle maintenance invoices are approximately \$175,000 over budgeted amounts. There have been a lot of maintenance issues and costs in the first 3 quarters of the year, and we are hoping that this will settle down over the next quarter, but we anticipate that this will be over budget at year end.

Wages and benefits are under budget by \$322,000. All wages are less than budgeted amounts except for the cleaners which is \$20,000 over budget. Driver wages are \$185,000 under budget mostly due to not being able to hire all the drivers that we needed, and the cut back in service hours of some routes. As we move through the fall/winter, we anticipate that this will be under budget at year end.

	Bow Valley Regional Transit Services Commission All Routes - Actual vs Budget (pg 1/2) January - September 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	
	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
Income																
Bus Pass Sales	0				204,978	233,049	180,146	265,757	756,095	679,515	9,937	13,236	-371		38,775	47,521
Interest Revenue	55,612	9,000														
Marketing & Advertising Revenue	503				5,215	11,976	4,452	11,492	5,025	9,172	600		3,287	8,471	600	
Other Income	77				10,431	957	10,894	915	4,810		408		25,519			
Partner Programs	0				276,599	187,524	118,608	79,065	1,760	4,590					35,601	
Recoveries - Operating (non-members)	-31,175	-46,914	84,437		16,500	17,379	29,155	20,430			145,088	148,773			396,631	442,897
Requisitions - Operating	412,242	412,239	54,532		506,750	506,750	445,348	445,348	232,194	232,194			686,151	686,151		
Total Income	\$ 437,259	\$ 374,325	\$ 138,969	\$ -	\$ 1,020,473	\$ 957,635	\$ 788,604	\$ 823,007	\$ 999,884	\$ 925,471	\$ 156,033	\$ 162,009	\$ 714,586	\$ 694,622	\$ 471,608	\$ 490,418
Expenses																
Advertising & Marketing Expenses	2,761	2,970			8,728	38,743	7,676	33,964	8,476	22,194	1,050	4,866	15,220	17,662	2,207	8,247
Contracted Services / Professional Fees	21,619	40,777	128,969		7,449	7,969	7,038	7,688	4,744	5,618	809	790	6,717	14,356	2,351	2,396
Fuel Expense	528				50,146	75,268	49,346	57,506	162,546	143,914	7,249	5,429	107,028	69,964	46,565	35,467
General Operating Expenses	46,577	42,552			13,381	6,169	11,137	5,665	20,177	7,400	1,609	761	5,970	5,171	4,945	1,836
Infrastructure Maintenance	2,972				7,081	5,691	6,581	5,764	16,491	2,580	500	1,040	13,229	6,977	480	2,129
Insurance Expense	7,453	9,072			22,109	14,184	18,411	11,547	12,583	8,973	2,971	2,021	15,521	12,717	14,285	8,054
Software Fees & Licences	7,997	16,623			17,024	19,993	15,958	17,835	13,503	14,156	2,823	5,798	10,131	17,711	7,224	12,310
Training, Travel & Meals	18,490	29,592			984	1,180	783	1,024	714	898	154	122	613	1,093	408	306
Vehicle Expenses	8,675	17,703			228,367	191,822	200,291	163,085	241,944	182,144	27,405	35,742	185,741	129,970	76,714	92,857
Wages & Benefits	221,625	215,035	10,000		466,645	596,608	405,884	518,931	488,079	537,595	87,010	80,986	450,374	418,997	209,840	220,232
Total Expenses	\$ 338,697	\$ 374,324	\$ 138,969	\$ -	\$ 821,913	\$ 957,627	\$ 723,106	\$ 823,009	\$ 969,257	\$ 925,472	\$ 131,580	\$ 137,555	\$ 810,543	\$ 694,618	\$ 365,019	\$ 383,834
Surplus / Deficiency Prior to Amortization	\$ 98,563	\$ 1	\$ -	\$ -	\$ 198,560	\$ 8	\$ 65,498	\$ (2)	\$ 30,627	\$ (1)	\$ 24,453	\$ 24,454	\$ (95,957)	\$ 4	\$ 106,589	\$ 106,584
Amortization Expense	39,177	39,177			200,682	200,682	200,682	200,682	109,332	109,332	24,453	24,453	109,863	109,863	106,589	106,589
Net Income	\$ 59,386	\$ (39,176)	\$ -	\$ -	\$ (2,122)	\$ (200,674)	\$ (135,184)	\$ (200,684)	\$ (78,705)	\$ (109,333)	\$ 0	\$ 1	\$ (205,820)	\$ (109,859)	\$ -	\$ (5)

Bow Valley Regional Transit Services Commission															
All Routes - Actual vs Budget (pg 2/2)															
January - September 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		
	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	% of Budget
Income															
Bus Pass Sales		0	199,219	112,294	27,739	77,687	660,343	368,924	93,865	115,283	30,317	18,906	2,201,044	1,932,172	114%
Interest Revenue													55,612	9,000	618%
Marketing & Advertising Revenue			582		618		2,811		618				24,312	41,111	59%
Other Income			28,166				10,200						90,506	1,872	4835%
Partner Programs													432,568	271,179	160%
Recoveries - Operating (non-members)	33,175	46,914			108,818	96,990	95,351	273,484	131,708	74,036	3,446	25,146	1,013,135	1,099,135	92%
Requisitions - Operating			183,015	183,015		74,978	0	211,419		57,234			2,520,232	2,809,328	90%
Total Income	\$ 33,175	\$ 46,914	\$ 410,982	\$ 295,309	\$ 137,174	\$ 249,655	\$ 768,706	\$ 853,827	\$ 226,192	\$ 246,553	\$ 33,764	\$ 44,052	\$ 6,337,408	\$ 6,163,797	103%
Expenses															
Advertising & Marketing Expenses	17	605	2,110	5,751	1,834	6,399	4,598	25,136	1,778	6,066	117	438	56,571	173,041	33%
Contracted Services / Professional Fees	0	100	1,503	1,995	1,298	1,513	3,295	5,567	1,077	1,244	97	134	186,967	90,147	207%
Fuel Expense		0	52,937	46,598	4,153	14,795	106,870	63,381	25,398	14,343	6,052	5,041	618,817	531,706	116%
General Operating Expenses	1,036	0	4,846	3,793	3,222	1,909	17,768	8,355	3,805	1,829	720	130	135,193	85,570	158%
Infrastructure Maintenance	0	0	3,533	2,043	196	602	1,061	2,051	238	562	134	184	52,497	29,623	177%
Insurance Expense	2,891	2,187	1,972	1,340	7,100	4,832	16,207	11,031	7,100	4,832			128,601	90,790	142%
Software Fees & Licences	2,207	3,708	4,516	3,701	5,365	8,907	14,581	21,595	5,653	8,907	111	112	107,093	151,356	71%
Training, Travel & Meals	0	0	63	668	173	204	634	306	168	219	1	12	23,185	35,624	65%
Vehicle Expenses	13,832	26,838	97,105	57,075	39,452	45,270	106,025	136,496	34,771	44,725	7,632	5,647	1,267,953	1,129,374	112%
Wages & Benefits	512	799	160,928	172,345	29,772	93,546	349,238	355,187	113,926	92,228	13,902	27,353	3,007,734	3,329,842	90%
Total Expenses	\$ 20,494	\$ 34,237	\$ 329,513	\$ 295,309	\$ 92,565	\$ 177,977	\$ 620,276	\$ 629,105	\$ 193,915	\$ 174,955	\$ 28,764	\$ 39,051	\$ 5,584,611	\$ 5,647,073	99%
Surplus / Deficiency Prior to Amortization	\$ 12,681	\$ 12,677	\$ 81,469	\$ -	\$ 44,609	\$ 71,678	\$ 148,429	\$ 224,722	\$ 32,277	\$ 71,598	\$ 5,000	\$ 5,001	\$ 752,797	\$ 516,724	
Amortization Expense	12,681	12,681	22,210	22,210	71,680	71,680	224,723	224,723	71,600	71,600	5,000	5,000	1,198,672	1,198,672	
Net Income	\$ -	\$ (4)	\$ 59,259	\$ (22,210)	\$ (27,071)	\$ (2)	\$ (76,294)	\$ (1)	\$ (39,323)	\$ (2)	\$ -	\$ 1	\$ (445,875)	\$ (681,948)	

	Bow Valley Regional Transit Services Commission All Routes - Actual vs Prior Year (pg 1/2) January - September 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 - Sep 2022	Jan - Sep 2021 (PY)	Jan - Sep 2022	Jan - Sep 2021 (PY)	Jan - Sep 2022	Jan - Sep 2021 (PY)	Jan - Sep 2022	Jan - Sep 2021 (PY)	Jan - Sep 2022	Jan - Sep 2021 (PY)	Jan - Sep 2022	Jan - Sep 2021 (PY)	Jan - Sep 2022	Jan - Sep 2021 (PY)	Jan - Sep 2022	Jan - Sep 2021 (PY)
<b>INCOME</b>																
Bus Pass Sales	0	0			204,978	84,231	180,146	71,484	756,095	323,851	9,937	4,947	-371	-39	38,775	13,363
Farebox Revenue	0					-1		-4		-14		0		0		-18
Grant Revenue		324				721		797		1,015		78		1,134		107
Interest Revenue	55,612	7,365														
Marketing & Advertising Revenue	503	747			5,215	4,627	4,452	4,792	5,025	3,763	600		3,287	2,378	600	378
Other Income	77	127			10,431	568	10,894	568	4,810		408		25,519			
Partner Programs	0				276,599	127,393	118,608	53,796	1,760	1,180					35,601	6,753
Recoveries - Operating (non-members)	-31,175	-28,869	84,437	88,809	16,500	14,735	29,155	19,247			145,088	109,751			396,631	295,142
Requisitions - Operating	412,242	322,908	54,532	68,827	506,750	334,023	445,348	296,546	232,194	225,422			686,151	513,795		
<b>Total Income</b>	<b>437,259</b>	<b>302,602</b>	<b>138,969</b>	<b>157,636</b>	<b>1,020,473</b>	<b>566,297</b>	<b>788,604</b>	<b>447,225</b>	<b>999,884</b>	<b>555,216</b>	<b>156,033</b>	<b>114,776</b>	<b>714,586</b>	<b>517,268</b>	<b>471,608</b>	<b>315,725</b>
<b>EXPENSES</b>																
Advertising & Marketing Expenses	2,761	2,528			8,728	5,799	7,676	5,372	8,476	6,462	1,050	557	15,220	5,629	2,207	1,777
Contracted Services / Professional Fees	21,619	19,081	128,969	142,636	7,449	3,991	7,038	3,710	4,744	4,785	809	801	6,717	6,782	2,351	2,232
Fuel Expense	528	13			50,146	45,406	49,346	36,331	162,546	87,386	7,249	5,311	107,028	58,718	46,565	30,764
General Operating Expenses	46,577	36,459			13,381	10,375	11,137	8,902	20,177	11,085	1,609	1,429	5,970	5,736	4,945	4,144
Infrastructure Maintenance	2,972	200			7,081	5,721	6,581	5,804	16,491	3,201	500	539	13,229	1,031	480	1,544
Insurance Expense	7,453	5,680			22,109	9,986	18,411	7,503	12,583	7,008	2,971	1,926	15,521	7,751	14,285	4,994
Software Fees & Licences	7,997	6,070			17,024	15,002	15,958	13,749	13,503	14,044	2,823	3,879	10,131	12,243	7,224	8,302
Training, Travel & Meals	18,490	9,060			984	168	783	154	714	179	154	21	613	164	408	51
Vehicle Expenses	8,675	13,525			228,367	137,187	200,291	123,113	241,944	130,127	27,405	20,704	185,741	110,057	76,714	51,014
Wages & Benefits	221,625	174,483	10,000	7,500	466,645	345,247	405,884	316,277	488,079	350,316	87,010	64,810	450,374	347,523	209,840	163,904
<b>Total Expenses</b>	<b>338,697</b>	<b>267,100</b>	<b>138,969</b>	<b>150,136</b>	<b>821,913</b>	<b>578,882</b>	<b>723,106</b>	<b>520,915</b>	<b>969,257</b>	<b>614,592</b>	<b>131,580</b>	<b>99,976</b>	<b>810,543</b>	<b>555,633</b>	<b>365,019</b>	<b>268,725</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>98,563</b>	<b>35,502</b>	<b>-</b>	<b>7,500</b>	<b>198,560</b>	<b>(12,584)</b>	<b>65,498</b>	<b>(73,690)</b>	<b>30,627</b>	<b>(59,376)</b>	<b>24,453</b>	<b>14,800</b>	<b>(95,957)</b>	<b>(38,364)</b>	<b>106,589</b>	<b>47,000</b>
Amortization Expense	39,177	41,058			200,682	150,003	200,682	141,615	109,332	67,950	24,453	14,800	109,863	81,756	106,589	47,000
<b>Net Income</b>	<b>59,386</b>	<b>(5,556)</b>	<b>-</b>	<b>7,500</b>	<b>(2,122)</b>	<b>(162,587)</b>	<b>(135,184)</b>	<b>(215,305)</b>	<b>(78,705)</b>	<b>(127,326)</b>	<b>0</b>	<b>-</b>	<b>(205,820)</b>	<b>(120,120)</b>	<b>-</b>	<b>(0)</b>

1

	Bow Valley Regional Transit Services Commission All Routes - Actual vs Prior Year (pg 2/2) January - September 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 - Sep 2022	Jan - Sep 2021 (PY)	Jan - Sep 2022	Jan - Sep 2021 (PY)	Jan - Sep 2022	Jan - Sep 2021 (PY)	Jan - Sep 2022	Jan - Sep 2021 (PY)	Jan - Sep 2022	Jan - Sep 2021 (PY)	Jan - Sep 2022	Jan - Sep 2021 (PY)	Jan - Sep 2022	Jan - Sep 2021 (PY)	Change
<b>INCOME</b>															
Bus Pass Sales		0	199,219	65,377	27,739	32,961	660,343	241,302	93,865	81,379	30,317	12,282	2,201,044	931,139	1,269,905
Farebox Revenue		0		-12		-40		-60		0		0	0	-149	149
Grant Revenue						81		801		84			0	5,142	-5,142
Interest Revenue													55,612	7,365	48,247
Marketing & Advertising Revenue			582	1,042	618	328	2,811	957	618	428			24,312	19,440	4,873
Other Income			28,166			165	10,200			165			90,506	1,592	88,914
Partner Programs													432,568	189,122	243,445
Recoveries - Operating (non-members)	33,175	28,869			108,818	106,572	95,351	252,316	131,708	85,985	3,446	10,400	1,013,135	982,957	30,178
Requisitions - Operating			183,015	134,803			0	0					2,520,232	1,896,324	623,908
<b>Total Income</b>	<b>33,175</b>	<b>28,869</b>	<b>410,982</b>	<b>201,211</b>	<b>137,174</b>	<b>140,068</b>	<b>768,706</b>	<b>495,316</b>	<b>226,192</b>	<b>168,040</b>	<b>\$ 33,764</b>	<b>\$ 22,682</b>	<b>\$ 6,337,408</b>	<b>\$ 4,032,931</b>	<b>\$ 2,304,477</b>
<b>EXPENSES</b>															0
Advertising & Marketing Expenses	17	0	2,110	1,053	1,834	948	4,598	2,512	1,778	998	117	0	56,571	33,635	22,936
Contracted Services / Professional Fees	0	0	1,503	2,122	1,298	1,255	3,295	3,212	1,077	972	97	92	186,967	191,671	-4,703
Fuel Expense		0	52,937	25,234	4,153	17,280	106,870	66,685	25,398	21,520	6,052	3,829	618,817	398,477	220,340
General Operating Expenses	1,036	1,028	4,846	2,963	3,222	1,917	17,768	7,175	3,805	2,741	720	721	135,193	94,675	40,517
Infrastructure Maintenance	0	0	3,533	327	196	2,547	1,061	1,960	238	2,623	134	215	52,497	25,712	26,785
Insurance Expense	2,891	2,082	1,972	1,278	7,100	4,336	16,207	10,506	7,100	4,470		399	128,601	67,918	60,683
Software Fees & Licences	2,207	2,622	4,516	4,429	5,365	6,505	14,581	17,689	5,653	6,783	111	561	107,093	111,877	-4,784
Training, Travel & Meals	0	0	63	70	173	26	634	71	168	23	1		23,185	9,987	13,198
Vehicle Expenses	13,832	12,023	97,105	55,721	39,452	25,978	106,025	69,924	34,771	25,858	7,632	3,129	1,267,953	778,359	489,594
Wages & Benefits	512	0	160,928	128,672	29,772	74,266	349,238	295,781	113,926	85,070	13,902	8,415	3,007,734	2,362,264	645,470
<b>Total Expenses</b>	<b>20,494</b>	<b>17,754</b>	<b>329,513</b>	<b>221,868</b>	<b>92,565</b>	<b>135,058</b>	<b>620,276</b>	<b>475,516</b>	<b>193,915</b>	<b>151,058</b>	<b>\$ 28,764</b>	<b>\$ 17,361</b>	<b>\$ 5,584,611</b>	<b>\$ 4,074,575</b>	<b>\$ 1,510,036</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>12,681</b>	<b>11,115</b>	<b>81,469</b>	<b>(20,658)</b>	<b>44,609</b>	<b>5,009</b>	<b>148,429</b>	<b>19,800</b>	<b>32,277</b>	<b>16,982</b>	<b>\$ 5,000</b>	<b>\$ 5,321</b>	<b>\$ 752,797</b>	<b>(41,644)</b>	<b>\$ 794,441</b>
Amortization Expense	12,681	11,115	22,210	48,094	71,680	57,866	224,723	145,376	71,600	59,662	5,000	5,321	1,198,672	871,615	
<b>Net Income</b>	<b>-</b>	<b>-</b>	<b>59,259</b>	<b>(68,752)</b>	<b>(27,071)</b>	<b>(52,857)</b>	<b>(76,294)</b>	<b>(125,576)</b>	<b>(39,323)</b>	<b>(42,679)</b>	<b>-</b>	<b>-</b>	<b>(445,875)</b>	<b>(913,259)</b>	<b>467,384</b>

Bow Valley Regional Transit Services Commission													
Administrative													
	Jan - Mar, 2022			Apr - Jun, 2022			Jul - Sep, 2022			Total			
	Actual	Budget	% of Budget	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%	37,318	3,000	1244%	55,612	9,000	618%	1
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%	(10,696)	(15,738)	68%	(31,175)	(46,914)	66%	2
Requisitions - Operating	156,549	156,546	100%	131,952	131,952	100%	123,741	123,741	100%	412,242	412,239	100%	
Total Income	\$ 148,305	\$ 143,903	103%	138,591	119,419	116%	150,363	111,003	135%	437,259	374,325	117%	
Expenses													
Advertising & Marketing Expenses	843	990	85%	1,455	990	147%	463	990	47%	2,761	2,970	93%	
Contracted Services / Professional Fees	7,142	18,259	39%	9,676	11,259	86%	4,802	11,259	43%	21,619	40,777	53%	3
Fuel Expense	126			155			247			528			
General Operating Expenses	15,208	14,184	107%	15,080	14,184	106%	16,289	14,184	115%	46,577	42,552	109%	4
Infrastructure Maintenance	2,304			346			322			2,972			5
Insurance Expense	2,484	3,024	82%	2,484	3,024	82%	2,484	3,024	82%	7,453	9,072	82%	6
Software Fees & Licences	2,256	5,541	41%	2,784	5,541	50%	2,957	5,541	53%	7,997	16,623	48%	7
Training, Travel & Meals	2,227	9,864	23%	9,065	9,864	92%	7,199	9,864	73%	18,490	29,592	62%	8
Vehicle Expenses	5,058	5,901	86%	988	5,901	17%	2,629	5,901	45%	8,675	17,703	49%	9
Wages & Benefits	87,747	86,141	102%	72,022	68,655	105%	61,856	60,239	103%	221,625	215,035	103%	10
Total Expenses	125,395	143,904	87%	114,054	119,418	96%	99,247	111,002	89%	338,697	374,324	90%	
Surplus / Deficiency Prior to Amortization	22,910	(1)		24,537	1		51,115	1		98,563	1		
Amortization Expense	13,059	13,059	100%	13,059	13,059	100%	13,059	13,059	100%	39,177	39,177	100%	
Net Income	9,851	(13,060)		11,478	(13,058)		38,056	(13,058)		59,386	(39,176)		

1) Operating balance high, so interest higher. Due to operating reserves, parks payment for new proterras, and RESTOR funding received.

2) Non-member allocation for route 7 - to date costs less than budget, so allocation less

3) Contracted Services are below budget. IT consulting is above budget due, and no contract contingency used.

4) General operating expenses over budget. Bank fees are higher due to increase in pass sales so the amount allocated to admin is also higher. Also utilities are higher due to transit storage building utilities not being budgeted.

5) Infrastructure maintenance expenses include some additional signage and R&M expenses for Hawk Ave

6) Insurance is under budget. Lion electric bus was budgeted in Admin for 2022, but this order was cancelled.

7) No spending to date on HR/Schedulling software

8) Conferences, training and travel under budget but based on actual expenses.

9) Vehicle expenses under budget - budget included allocation for Lion electric bus which was cancelled.

10) Wages are slightly over budget. New advertising/communications staff member was hired full-time and has graphic design skills, so we should see a decrease in adverting expenses going forward.

**Bow Valley Regional Transit Services Commission**  
**Route 1 - Banff Local Sulphur Mtn**

	Jan - Mar, 2022			Apr - Jun, 2022			Jul - Sep, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>												
Bus Pass Sales	31,068	42,673	73%	58,782	66,480	88%	115,128	123,896	93%	204,978	233,049	88%
Marketing & Advertising Revenue	751	2,094	36%	1,144	3,770	30%	3,320	6,112	54%	5,215	11,976	44%
Other Income	4,403	166	2653%		302	0%	6,028	489	1233%	10,431	957	1090%
Partner Programs	58,843	62,508	94%	80,399	62,508	129%	137,357	62,508	220%	276,599	187,524	148%
Recoveries - Operating (non-members)	4,912	5,793	85%	5,794	5,793		5,794	5,793		16,500	17,379	95%
Requisitions - Operating	76,763	76,763	100%	170,784	170,784	100%	259,203	259,203	100%	506,750	506,750	100%
<b>Total Income</b>	<b>176,740</b>	<b>189,997</b>	<b>93%</b>	<b>316,903</b>	<b>309,637</b>	<b>102%</b>	<b>526,829</b>	<b>458,001</b>	<b>115%</b>	<b>1,020,473</b>	<b>957,635</b>	<b>107%</b>
<b>Expenses</b>												
Advertising & Marketing Expenses	3,604	10,049	36%	3,254	12,827	25%	1,865	15,867	12%	8,724	38,743	23%
Contracted Services / Professional Fees	2,563	1,392	184%	3,181	2,510	127%	1,705	4,067	42%	7,449	7,969	93%
Fuel Expense	15,617	13,161	119%	23,571	23,694	99%	10,958	38,413	29%	50,146	75,268	67%
General Operating Expenses	4,449	1,079	412%	4,272	1,943	220%	4,660	3,147	148%	13,381	6,169	217%
Infrastructure Maintenance	3,708	997	372%	1,975	1,791	110%	1,398	2,903	48%	7,081	5,691	124%
Insurance Expense	9,732	4,728	206%	6,188	4,728	131%	6,188	4,728	131%	22,109	14,184	156%
Software Fees & Licences	4,075	6,523	62%	7,119	6,648	107%	5,830	6,822	85%	17,024	19,993	85%
Training, Travel & Meals	139	201	69%	806	374	216%	38	605	6%	984	1,180	83%
Vehicle Expenses	44,627	38,722	115%	76,368	60,987	125%	107,372	92,113	117%	228,367	191,822	119%
Wages & Benefits	91,094	113,142	81%	138,698	194,133	71%	236,854	289,333	82%	466,645	596,608	78%
<b>Total Expenses</b>	<b>179,609</b>	<b>189,994</b>	<b>95%</b>	<b>265,433</b>	<b>309,635</b>	<b>86%</b>	<b>376,868</b>	<b>457,998</b>	<b>82%</b>	<b>821,909</b>	<b>957,627</b>	<b>86%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>(2,868)</b>	<b>3</b>		<b>51,471</b>	<b>2</b>		<b>149,962</b>	<b>3</b>		<b>198,564</b>	<b>8</b>	
Amortization Expense	66,894	66,894	100%	66,894	66,894	100%	66,894	66,894	100%	200,682	200,682	100%
<b>Net Income</b>	<b>(69,762)</b>	<b>(66,891)</b>		<b>(15,423)</b>	<b>(66,892)</b>		<b>83,068</b>	<b>(66,891)</b>		<b>(2,118)</b>	<b>(200,674)</b>	

Service hours less than budget by approximately 1,100 - due to 4th bus not operating for summer season.

- 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 program revenue above budet. Brewster agreement for gondola passengers was not included in budget. Also hotel occupancy and ridership was high, so billing was larger than anticipated.
- 5) Advertising less than budget, but based on actual expenses to date.
- 6) Fuel costs less than budget. Less service hours than budget. Also starting to see the benefits of Electric bus usage and credits from solar panels over the summer.
- 7) General operating expenses above budget. Bank fees are higher, transit storage utilites not budgeted and office rent portion of transit storage was budgeted in vehicle expenses.
- 8) Infrastructure maintenance higher than budgeted due Vending machine expenses and 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 \$35K higher than budgeted amounts, but based on actual TOB billings to date.
- 10) To date, all wages less than budgeted amounts due to service hours being less than budget.



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

	Jan - Mar, 2022			Apr - Jun, 2022			Jul - Sep, 2022			Total			
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	
<b>Income</b>													
Bus Pass Sales	30,613	42,315	72%	52,995	72,944	73%	96,539	150,498	64%	180,146	265,757	68%	1
Marketing & Advertising Revenue	338	2,372	14%	794	3,600	22%	3,320	5,520	60%	4,452	11,492	39%	2
Other Income	4,866	185	2631%		288	0%	6,028	442	1364%	10,894	915	1191%	3
Partner Programs	32,229	26,355	122%	36,441	26,355	138%	49,938	26,355	189%	118,608	79,065	150%	4
Recoveries - Operating (non-members)	6,416	6,810	94%	11,370	6,810	167%	11,370	6,810	167%	29,155	20,430	143%	5
Requisitions - Operating	110,644	110,644	100%	154,646	154,646	100%	180,058	180,058	100%	445,348	445,348	100%	
<b>Total Income</b>	<b>185,106</b>	<b>188,681</b>	<b>98%</b>	<b>256,245</b>	<b>264,643</b>	<b>97%</b>	<b>347,253</b>	<b>369,683</b>	<b>94%</b>	<b>788,604</b>	<b>823,007</b>	<b>96%</b>	
<b>Expenses</b>													
Advertising & Marketing Expenses	3,422	9,149	37%	2,792	11,096	25%	1,462	13,719	11%	7,676	33,964	23%	6
Contracted Services / Professional Fees	2,568	1,581	162%	1,244	2,409	52%	3,227	3,698	87%	7,038	7,688	92%	
Fuel Expense	19,423	11,871	164%	15,751	18,013	87%	14,172	27,622	51%	49,346	57,506	86%	7
General Operating Expenses	3,890	1,172	332%	3,392	1,772	191%	3,855	2,721	142%	11,137	5,665	197%	8
Infrastructure Maintenance	3,665	1,219	301%	1,816	1,809	100%	1,101	2,736	40%	6,581	5,764	114%	9
Insurance Expense	8,499	3,849	221%	4,956	3,849	129%	4,956	3,849	129%	18,411	11,547	159%	10
Software Fees & Licences	4,075	5,832	70%	6,777	5,928	114%	5,106	6,075	84%	15,958	17,835	89%	
Training, Travel & Meals	115	209	55%	638	323	197%	30	492	6%	783	1,024	76%	
Vehicle Expenses	44,869	37,243	120%	66,544	51,644	129%	88,878	74,198	120%	200,291	163,085	123%	11
Wages & Benefits	93,146	116,557	80%	121,949	167,801	73%	190,789	234,573	81%	405,884	518,931	78%	12
<b>Total Expenses</b>	<b>183,672</b>	<b>188,682</b>	<b>97%</b>	<b>225,859</b>	<b>264,644</b>	<b>85%</b>	<b>313,575</b>	<b>369,683</b>	<b>85%</b>	<b>723,106</b>	<b>823,009</b>	<b>88%</b>	
<b>Surplus / Deficiency Prior to Amortization</b>	<b>1,435</b>	<b>(1)</b>		<b>30,386</b>	<b>(1)</b>		<b>33,677</b>	<b>-</b>		<b>65,498</b>	<b>(2)</b>		
Amortization Expense	66,894	66,894	100%	66,894	66,894	100%	66,894	66,894	100%	200,682	200,682	100%	
<b>Net Income</b>	<b>(65,459)</b>	<b>(66,895)</b>		<b>(36,508)</b>	<b>(66,895)</b>		<b>(33,217)</b>	<b>(66,894)</b>		<b>(135,184)</b>	<b>(200,684)</b>		

Service hours less than budget by approximately 850 - due to 3rd bus not operating for summer season.

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 program revenue above budget. Hotel occupancy and ridership was high, so billing was larger than anticipated.

5) Parks billing for Rt 2 - Billings based on new contribution agreement.

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

7) Fuel costs less than budget. Less service hours than budget. Also starting to see the benefits of Electric bus usage and credits from solar panels over the summer.

8) General operating expenses above budget. Bank fees are higher, transit storage utilities not budgeted and office rent portion of transit storage was budgeted in vehicle expenses.

9) Infrastructure maintenance higher than budget due to vending machine expenses, and snow removal costs that were not included in budget.

10) 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.

11) Vehicle expenses approximately \$35K higher than budgeted amounts, but based on actual TOB billings to date.

12) To date, all wages less than budgeted amounts due to service hours being less than budget.

**Bow Valley Regional Transit Services Commission  
Route 3 - Canmore / Banff Regional**

	Jan - Mar, 2022			Apr - Jun, 2022			Jul - Sep, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>												
Bus Pass Sales	139,286	188,639	74%	230,253	226,075	102%	386,557	264,801	146%	756,095	679,515	111%
Marketing & Advertising Revenue	1,070	2,726	39%	1,690	3,118	54%	2,265	3,328	68%	5,025	9,172	55%
Other Income	4,810									4,810	-	
Partner Programs	44	1,530	3%	920	1,530	60%	796	1,530	52%	1,760	4,590	38%
Requisitions - Operating	94,524	94,524	100%	85,542	85,542	100%	52,128	52,128	100%	232,194	232,194	100%
<b>Total Income</b>	<b>239,733</b>	<b>287,419</b>	<b>83%</b>	<b>318,405</b>	<b>316,265</b>	<b>101%</b>	<b>441,746</b>	<b>321,787</b>	<b>137%</b>	<b>999,884</b>	<b>925,471</b>	<b>108%</b>
<b>Expenses</b>												
Advertising & Marketing Expenses	3,341	6,796	49%	3,868	7,569	51%	1,267	7,829	16%	8,476	22,194	38%
Contracted Services / Professional Fees	1,553	1,673	93%	1,675	1,907	88%	1,516	2,038	74%	4,744	5,618	84%
Fuel Expense	48,152	42,769	113%	57,077	48,921	117%	57,317	52,224	110%	162,546	143,914	113%
General Operating Expenses	4,677	2,199	213%	5,716	2,516	227%	9,784	2,685	364%	20,177	7,400	273%
Infrastructure Maintenance	3,676	772	476%	8,087	876	923%	4,727	932	507%	16,491	2,580	639%
Insurance Expense	4,194	2,991	140%	4,194	2,991	140%	4,194	2,991	140%	12,583	8,973	140%
Software Fees & Licences	3,478	4,690	74%	6,071	4,724	129%	3,954	4,742	83%	13,503	14,156	95%
Training, Travel & Meals	106	267	40%	582	304	192%	26	327	8%	714	898	80%
Vehicle Expenses	65,782	55,129	119%	87,092	61,735	141%	89,071	65,280	136%	241,944	182,144	133%
Wages & Benefits	151,229	170,133	89%	162,303	184,722	88%	174,546	182,740	96%	488,079	537,595	91%
<b>Total Expenses</b>	<b>286,188</b>	<b>287,419</b>	<b>100%</b>	<b>336,665</b>	<b>316,265</b>	<b>106%</b>	<b>346,403</b>	<b>321,788</b>	<b>108%</b>	<b>969,257</b>	<b>925,472</b>	<b>105%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>(46,455)</b>	<b>-</b>		<b>(18,260)</b>	<b>-</b>		<b>95,342</b>	<b>(1)</b>		<b>30,627</b>	<b>(1)</b>	
Amortization Expense	36,444	36,444	100%	36,444	36,444	100%	36,444	36,444	100%	109,332	109,332	100%
<b>Net Income</b>	<b>(82,899)</b>	<b>(36,444)</b>		<b>(54,704)</b>	<b>(36,444)</b>		<b>58,898</b>	<b>(36,445)</b>		<b>(78,705)</b>	<b>(109,333)</b>	

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Service hours less than budget by approximately 700 - due to weekday 3rd bus being pushed to 2023.

- 1) Farebox revenue included with pass sales in 2022. Above budget, and 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. Bank fees are higher, transit storage utilities not budgeted and office rent portion of transit storage was budgeted in vehicle expenses.
- 7) Infrastructure maintenance higher than budgeted due to vending machine expenses, and snow removal costs that were not included in budget.
- 8) Insurance costs greater than budget. Annual bill is approximately \$25K higher than budgeted amounts
- 9) Vehicle expenses approximately \$60K higher than budgeted amounts, but based on actual TOB billings to date.
- 10) To date, all wages less than budgeted amounts due to service hours being less than budget.

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

	Jan - Mar, 2022			Apr - Jun, 2022			Jul - Sep, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>												
Bus Pass Sales	-			2,967	2,896	102%	6,970	10,340	67%	9,937	13,236	75%
Marketing & Advertising Revenue				150			450			600	-	
Other Income	408									408	-	
Recoveries - Operating (non-members)	7,599	10,151	75%	46,481	45,958	101%	91,007	92,664	98%	145,088	148,773	98%
<b>Total Income</b>	<b>8,007</b>	<b>10,151</b>	<b>79%</b>	<b>49,598</b>	<b>48,854</b>	<b>102%</b>	<b>98,428</b>	<b>103,004</b>	<b>96%</b>	<b>156,033</b>	<b>162,009</b>	<b>96%</b>
<b>Expenses</b>												
Advertising & Marketing Expenses	140	984	14%	600	1,471	41%	310	2,411	13%	1,050	4,866	22%
Contracted Services / Professional Fees	160	260	62%	416	133	312%	233	397	59%	809	790	102%
Fuel Expense		0		2,363	1,370	172%	4,885	4,059	120%	7,249	5,429	134%
General Operating Expenses	555	0		537	194	277%	518	567	91%	1,609	761	211%
Infrastructure Maintenance	34	0		162	262	62%	305	778	39%	500	1,040	48%
Insurance Expense	0	0		1,114	757	147%	1,857	1,264	147%	2,971	2,021	147%
Software Fees & Licences	158	0		1,184	2,111	56%	1,480	3,687	40%	2,823	5,798	49%
Training, Travel & Meals	18	0		129	33	391%	6	89	7%	154	122	126%
Vehicle Expenses	4,797	1,485	323%	7,390	9,378	79%	15,218	24,879	61%	27,405	35,742	77%
Wages & Benefits	1,907	7,422	26%	26,772	23,976	112%	58,332	49,588	118%	87,010	80,986	107%
<b>Total Expenses</b>	<b>7,768</b>	<b>10,151</b>	<b>77%</b>	<b>40,667</b>	<b>39,685</b>	<b>102%</b>	<b>83,144</b>	<b>87,719</b>	<b>95%</b>	<b>131,579</b>	<b>137,555</b>	<b>96%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>239</b>	<b>-</b>		<b>8,931</b>	<b>9,169</b>		<b>15,284</b>	<b>15,285</b>		<b>24,454</b>	<b>24,454</b>	
Amortization Expense				9,170	9,170	100%	15,283	15,283	100%	24,453	24,453	100%
<b>Net Income</b>	<b>239</b>	<b>-</b>		<b>(239)</b>	<b>(1)</b>		<b>1</b>	<b>2</b>		<b>1</b>	<b>1</b>	

1) Revenues for the summer season were less than budgeted amounts.

2) Recoveries based on actual expenses.

3) Overall total expenses fairly close to budgeted amounts to date.

Bow Valley Regional Transit Services Commission Route 5 - Canmore Local												
	Jan - Mar, 2022			Apr - Jun, 2022			Jul - Sep, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>												
Marketing & Advertising Revenue	607	2,547	24%	1,114.99	2,945	38%	1,565	2,979	53%	3,287	8,471	39%
Other Income	25,519									25,519	-	
Requisitions - Operating	224,719	224,719	100%	233,034.00	233,034.00	100%	228,398	228,398	100%	686,151	686,151	100%
<b>Total Income</b>	<b>250,845</b>	<b>227,266</b>	<b>110%</b>	<b>234,056</b>	<b>235,979</b>	<b>99%</b>	<b>229,685</b>	<b>231,377</b>	<b>99%</b>	<b>714,586</b>	<b>694,622</b>	<b>103%</b>
<b>Expenses</b>												
Advertising & Marketing Expenses	8,771	5,496	160%	4,445	6,153	72%	2,004	6,013	33%	15,220	17,662	86%
Contracted Services / Professional Fees	2,375	4,316	55%	2,436	4,988	49%	1,906	5,052	38%	6,717	14,356	47%
Fuel Expense	30,041	21,042	143%	39,344	24,314	162%	37,643	24,608	153%	107,028	69,964	153%
General Operating Expenses	3,002	1,561	192%	2,010	1,793	112%	958	1,817	53%	5,970	5,171	115%
Infrastructure Maintenance	10,216	2,100	486%	2,838	2,424	117%	175	2,453	7%	13,229	6,977	190%
Insurance Expense	5,398	4,239	127%	5,062	4,239	119%	5,062	4,239	119%	15,521	12,717	122%
Software Fees & Licences	2,739	5,873	47%	4,352	5,917	74%	3,041	5,921	51%	10,131	17,711	57%
Training, Travel & Meals	88	329	27%	488	380	128%	37	384	10%	613	1,093	56%
Vehicle Expenses	49,888	39,248	127%	69,306	45,097	154%	66,546	45,625	146%	185,741	129,970	143%
Wages & Benefits	138,643	143,061	97%	145,512	140,672	103%	166,220	135,264	123%	450,374	418,997	107%
<b>Total Expenses</b>	<b>251,161</b>	<b>227,265</b>	<b>111%</b>	<b>275,791</b>	<b>235,977</b>	<b>117%</b>	<b>283,592</b>	<b>231,376</b>	<b>123%</b>	<b>810,543</b>	<b>694,618</b>	<b>117%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>(316)</b>	<b>1</b>		<b>(41,735)</b>	<b>2</b>		<b>(53,907)</b>	<b>1</b>		<b>(95,957)</b>	<b>4</b>	
Amortization Expense	36,621	36,621	100%	36,621	36,621	100%	36,621	36,621	100%	109,863	109,863	100%
<b>Net Income</b>	<b>(36,937)</b>	<b>(36,620)</b>		<b>(78,356)</b>	<b>(36,619)</b>		<b>(90,528)</b>	<b>(36,620)</b>		<b>(205,820)</b>	<b>(109,859)</b>	

Service hours approximately 500 more than budget due to changes from old schedule to 5T and 5C

- 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 cleaning costs being below budget and no security costs.
- 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. All route 5 fuel is purchased through FasGas, average rate per litre is \$1.61 in 2022 compared to \$1.26 for fuel for the rest of the fleet purchased through Parks Canada.
- 5) Infrastructure maintenance higher than budget due to signage changes for 5T and 5C
- 6) Savings in software costs due to internal hosting.
- 7) Vehicle expenses approximately \$50K higher than budgeted amounts, but based on actual TOB billings to date.
- 9) Driver and ops wages above budget due to increased service hours, and 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			Jul - Sep, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>												
Bus Pass Sales	-			7,541	15,020	50%	31,234	32,501	96%	38,775	47,521	82%
Marketing & Advertising Revenue				150			450			600	-	
Partner Programs							35,601			35,601	-	
Recoveries - Operating (non-members)	19,158	23,380	82%	144,114	162,266	89%	233,359	257,251	91%	396,631	442,897	90%
<b>Total Income</b>	<b>19,158</b>	<b>23,380</b>	<b>82%</b>	<b>151,805</b>	<b>177,286</b>	<b>86%</b>	<b>300,644</b>	<b>289,752</b>	<b>104%</b>	<b>471,608</b>	<b>490,418</b>	<b>96%</b>
<b>Expenses</b>												
Advertising & Marketing Expenses	193	1,506	13%	1,198	2,950	41%	816	3,791	22%	2,207	8,247	27%
Contracted Services / Professional Fees	480	1,100	44%	1,252	439	285%	619	857	72%	2,351	2,396	98%
Fuel Expense		0		14,542	12,018	121%	32,023	23,449	137%	46,565	35,467	131%
General Operating Expenses	1,663	0		1,595	619	258%	1,687	1,217	139%	4,945	1,836	269%
Infrastructure Maintenance	29	0		331	722	46%	121	1,407	9%	480	2,129	23%
Insurance Expense	0	0		5,357	3,021	177%	8,928	5,033	177%	14,285	8,054	177%
Software Fees & Licences	316	0		2,914	4,596	63%	3,994	7,714	52%	7,224	12,310	59%
Training, Travel & Meals	48	0		343	105	326%	17	201	8%	408	306	133%
Vehicle Expenses	12,869	3,714	347%	25,003	31,399	80%	38,842	57,744	67%	76,714	92,857	83%
Wages & Benefits	4,472	17,060	26%	58,389	81,446	72%	146,978	121,726	121%	209,840	220,232	95%
<b>Total Expenses</b>	<b>20,070</b>	<b>23,380</b>	<b>86%</b>	<b>110,924</b>	<b>137,315</b>	<b>81%</b>	<b>234,024</b>	<b>223,139</b>	<b>105%</b>	<b>365,019</b>	<b>383,834</b>	<b>95%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>(912)</b>	<b>-</b>		<b>40,881</b>	<b>39,971</b>		<b>66,620</b>	<b>66,613</b>		<b>106,589</b>	<b>106,584</b>	
Amortization Expense				39,971	39,971	100%	66,618	66,618	100%	106,589	106,589	100%
<b>Net Income</b>	<b>(912)</b>	<b>-</b>		<b>910</b>	<b>-</b>		<b>2</b>	<b>(5)</b>		<b>0</b>	<b>(5)</b>	

1) Revenues for the summer season were less than budgeted amounts.

2) Partner revenue from Lake minnewanka boat tours not budgeted.

3) Recoveries based on actual expenses.

4) Overall total expenses fairly close to budgeted amounts to date.

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

	Jan - Mar, 2022			Apr - Jun, 2022			Jul - Sep, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>												
Recoveries - Operating (non-members)	11,009	15,643	70%	11,470	15,533	74%	10,696	15,738	68%	33,175	46,914	71%
<b>Total Income</b>	<b>11,009</b>	<b>15,643</b>	<b>70%</b>	<b>11,470</b>	<b>15,533</b>	<b>74%</b>	<b>10,696</b>	<b>15,738</b>	<b>68%</b>	<b>33,175</b>	<b>46,914</b>	<b>71%</b>
<b>Expenses</b>												
Advertising & Marketing Expenses	0	5	0%	17	-			600	0%	17	605	3%
Contracted Services / Professional Fees	0	100	0%	-	-		-	-		-	100	0%
General Operating Expenses	546	0		326	-		164	-		1,036	-	
Insurance Expense	964	729	132%	964	729	132%	964	729	132%	2,891	2,187	132%
Software Fees & Licences	580	1,236	47%	946	1,236	77%	681	1,236	55%	2,207	3,708	60%
Vehicle Expenses	4,611	8,946	52%	4,611	8,946	52%	4,611	8,946	52%	13,832	26,838	52%
Wages & Benefits	82	399	21%	380	400	95%	49	-		512	799	64%
<b>Total Expenses</b>	<b>6,782</b>	<b>11,415</b>	<b>59%</b>	<b>7,243</b>	<b>11,311</b>	<b>64%</b>	<b>6,469</b>	<b>11,511</b>	<b>56%</b>	<b>20,494</b>	<b>34,237</b>	<b>60%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>4,227</b>	<b>4,228</b>		<b>4,227</b>	<b>4,222</b>		<b>4,227</b>	<b>4,227</b>		<b>12,681</b>	<b>12,677</b>	
Amortization Expense	4,227	4,227	100%	4,227	4,227	100%	4,227	4,227	100%	12,681	12,681	100%
<b>Net Income</b>	<b>-</b>	<b>1</b>		<b>-</b>	<b>(5)</b>		<b>-</b>	<b>-</b>		<b>-</b>	<b>(4)</b>	

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			Jul - Sep, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>												
Bus Pass Sales	98,716	65,112	152%	70,369	34,773	202%	30,133	12,409	243%	199,219	112,294	177%
Marketing & Advertising Revenue	337			245								
Other Income	28,166									28,166	-	
Requisitions - Operating	107,700	107,700	100%	62,358	62,358	100%	12,957	12,957	100%	183,015	183,015	100%
<b>Total Income</b>	<b>234,920</b>	<b>172,812</b>	<b>136%</b>	<b>132,972</b>	<b>97,131</b>	<b>137%</b>	<b>43,090</b>	<b>25,366</b>	<b>170%</b>	<b>410,982</b>	<b>295,309</b>	<b>139%</b>
<b>Expenses</b>												
Advertising & Marketing Expenses	1,508	3,410	44%	576	1,878	31%	26	463	6%	2,110	5,751	37%
Contracted Services / Professional Fees	840	1,181	71%	562	656	86%	101	158	64%	1,503	1,995	75%
Fuel Expense	29,625	27,591	107%	19,634	15,328	128%	3,678	3,679	100%	52,937	46,598	114%
General Operating Expenses	2,671	2,247	119%	1,669	1,246	134%	507	300	169%	4,846	3,793	128%
Infrastructure Maintenance	3,448	1,210	285%	-	672	0%	85	161	53%	3,533	2,043	173%
Insurance Expense	1,183	804	147%	592	402	147%	197	134	147%	1,972	1,340	147%
Software Fees & Licences	1,734	2,216	78%	2,291	1,129	203%	490	356	138%	4,516	3,701	122%
Training, Travel & Meals	20	395	5%	42	220	19%	1	53	1%	63	668	9%
Vehicle Expenses	38,089	30,162	126%	35,533	18,814	189%	23,483	8,099	290%	97,105	57,075	170%
Wages & Benefits	93,339	103,595	90%	62,095	56,787	109%	5,494	11,963	46%	160,928	172,345	93%
<b>Total Expenses</b>	<b>172,457</b>	<b>172,811</b>	<b>100%</b>	<b>122,994</b>	<b>97,132</b>	<b>127%</b>	<b>34,062</b>	<b>25,366</b>	<b>134%</b>	<b>329,513</b>	<b>295,309</b>	<b>112%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>62,463</b>	<b>1</b>		<b>9,978</b>	<b>(1)</b>		<b>9,028</b>	<b>-</b>		<b>81,469</b>	<b>-</b>	
Amortization Expense	13,326	13,326	100%	6,663	6,663	100%	2,221	2,221	100%	22,210	22,210	100%
<b>Net Income</b>	<b>49,137</b>	<b>(13,325)</b>		<b>3,315</b>	<b>(6,664)</b>		<b>6,807</b>	<b>(2,221)</b>		<b>59,259</b>	<b>(22,210)</b>	

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

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

6) To date, all wages slightly less than budgeted amounts.

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

	Jan - Mar, 2022			Apr - Jun, 2022			Jul - Sep, 2022			Total			
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	
<b>Income</b>													
Bus Pass Sales				219,009	92,421	237%	441,335	276,503	160%	660,343	368,924	179%	1
Marketing & Advertising Revenue				895			1,917			2,811	-		
Other Income	10,200									10,200	-		2
Recoveries - Operating (non-members)	44,798	30,379	147%	53,793	122,506	44%	(3,241)	120,599	-3%	95,351	273,484	35%	3
Requisitions - Operating	0	23,485	0%		94,704	0%		93,230	0%	-	211,419	0%	4
<b>Total Income</b>	<b>54,998</b>	<b>53,864</b>	<b>102%</b>	<b>273,697</b>	<b>309,631</b>	<b>88%</b>	<b>440,011</b>	<b>490,332</b>	<b>90%</b>	<b>768,706</b>	<b>853,827</b>	<b>90%</b>	
<b>Expenses</b>													
Advertising & Marketing Expenses	449	6,375	7%	2,043	9,169	22%	2,105	9,592	22%	4,598	25,136	18%	5
Contracted Services / Professional Fees	600	1,700	35%	1,762	1,309	135%	933	2,558	36%	3,295	5,567	59%	
Fuel Expense		0		41,412	21,475	193%	65,458	41,906	156%	106,870	63,381	169%	6
General Operating Expenses	1,793	0		5,352	2,833	189%	10,622	5,522	192%	17,768	8,355	213%	7
Infrastructure Maintenance	138	0		514	694	74%	409	1,357	30%	1,061	2,051	52%	
Insurance Expense	0	0		6,078	4,137	147%	10,129	6,894	147%	16,207	11,031	147%	8
Software Fees & Licences	5,742	0		3,905	8,061	48%	4,934	13,534	36%	14,581	21,595	68%	9
Training, Travel & Meals	75	0		532	102	522%	26	204	13%	634	306	207%	
Vehicle Expenses	15,433	9,000	171%	35,713	46,687	76%	54,878	80,809	68%	106,025	136,496	78%	10
Wages & Benefits	21,185	36,789	58%	101,699	130,892	78%	226,355	187,506	121%	349,238	355,187	98%	11
<b>Total Expenses</b>	<b>45,416</b>	<b>53,864</b>	<b>84%</b>	<b>199,011</b>	<b>225,359</b>	<b>88%</b>	<b>375,849</b>	<b>349,882</b>	<b>107%</b>	<b>620,276</b>	<b>629,105</b>	<b>99%</b>	
<b>Surplus / Deficiency Prior to Amortization</b>	<b>9,583</b>	<b>-</b>		<b>74,685</b>	<b>84,272</b>		<b>64,161</b>	<b>140,450</b>	<b>0.456827</b>	<b>148,429</b>	<b>224,722</b>		
<b>Amortization Expense</b>		<b>-</b>		<b>84,271</b>	<b>84,271</b>	<b>100%</b>	<b>140,452</b>	<b>140,452</b>	<b>100%</b>	<b>224,723</b>	<b>224,723</b>	<b>100%</b>	
<b>Net Income</b>	<b>9,583</b>	<b>-</b>		<b>(9,586)</b>	<b>1</b>		<b>(76,291)</b>	<b>(2)</b>		<b>(76,294)</b>	<b>(1)</b>		

1) Pass sales for the summer season much higher than budget.

2) Other income is warranty income

3) Recoveries based on actual expenses.

4) Proportions and allocation for ID#9 requisitions not done till year end.

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

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

7) General operating expenses above budget. Bank fees are higher, transit storage utilities not budgeted and office rent portion of transit storage was budgeted in vehicle expenses.

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

9) Savings in software costs due to internal hosting.

10) Vehicle expenses are below budget to date. For period not operating monthly base charge per bus.

11) All wages consistent with budgeted amounts.



**Bow Valley Regional Transit Services Commission**  
**Route 8S - Lake Louise / Banff Regional Summer Scenic**

	Jan - Mar, 2022			Apr - Jun, 2022			Jul - Sep, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>												
Bus Pass Sales				857	19,762	4%	26,882	57,925	46%	27,739	77,687	36%
Marketing & Advertising Revenue				247			371			618	-	
Recoveries - Operating (non-members)	11,720	8,308	141%	53,431	39,952	134%	43,667	48,730	90%	108,818	96,990	112%
Requisitions - Operating		6,422	0%		30,885	0%		37,671	0%	-	74,978	0%
<b>Total Income</b>	<b>11,720</b>	<b>14,730</b>	<b>80%</b>	<b>54,535</b>	<b>90,599</b>	<b>60%</b>	<b>70,920</b>	<b>144,326</b>	<b>49%</b>	<b>137,174</b>	<b>249,655</b>	<b>55%</b>
<b>Expenses</b>												
Advertising & Marketing Expenses	387	1,290	30%	723	2,300	31%	722	2,809	26%	1,833	6,399	29%
Contracted Services / Professional Fees	200	500	40%	586	344	170%	513	669	77%	1,298	1,513	86%
Fuel Expense		0			5,013	0%	4,153	9,782	42%	4,153	14,795	28%
General Operating Expenses	828	0		701	645	109%	1,693	1,264	134%	3,222	1,909	169%
Infrastructure Maintenance	38	0		140	204	69%	18	398	5%	196	602	33%
Software Fees & Licences	1,506	0		1,757	3,322	53%	2,103	5,585	38%	5,365	8,907	60%
Training, Travel & Meals	20	0		145	68	214%	7	136	5%	173	204	85%
Vehicle Expenses	7,303	4,500	162%	11,386	15,433	74%	20,762	25,337	82%	39,452	45,270	87%
Wages & Benefits	4,380	8,441	52%	6,611	34,578	19%	18,781	50,527	37%	29,772	93,546	32%
<b>Total Expenses</b>	<b>14,664</b>	<b>14,731</b>	<b>100%</b>	<b>24,711</b>	<b>63,719</b>	<b>39%</b>	<b>53,190</b>	<b>99,527</b>	<b>53%</b>	<b>92,564</b>	<b>177,977</b>	<b>52%</b>
<b>Net Operating Income</b>	<b>(2,944)</b>	<b>(1)</b>		<b>29,824</b>	<b>26,880</b>		<b>17,730</b>	<b>44,799</b>	<b>0.39577</b>	<b>44,610</b>	<b>71,678</b>	
Amortization Expense		-		26,880	26,880	100%	44,800	44,800	100%	71,680	71,680	100%
<b>Net Income</b>	<b>(2,944)</b>	<b>(1)</b>		<b>2,944</b>	<b>-</b>		<b>(27,070)</b>	<b>(1)</b>		<b>(27,070)</b>	<b>(2)</b>	

Service hours less than budget by approximately 900 - due to limited weekend schedule

- 1) Limited service hours compared to budget. Revenue and expenses much less than budget.
- 2) Recoveries based on actual expenses.
- 3) Proportions, and allocation for ID#9 requisitions not done till year end.

Bow Valley Regional Transit Services Commission Route 9 - Johnson Canyon												
	Jan - Mar, 2022			Apr - Jun, 2022			Jul - Sep, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>												
Bus Pass Sales				28,952.41	38,044.00	76%	64,913	77,239	84%	93,865	115,283	81%
Marketing & Advertising Revenue				247.28			371			618	-	
Recoveries - Operating (non-members)	14,075	8,228	171%	62,958.49	28,879.00	218%	54,675	36,929	148%	131,708	74,036	178%
Requisitions - Operating		6,361	0%		22,325.00	0%		28,548	0%	-	57,234	0%
<b>Total Income</b>	<b>14,075</b>	<b>14,589</b>	<b>96%</b>	<b>92,158</b>	<b>89,248</b>	<b>103%</b>	<b>119,959</b>	<b>142,716</b>	<b>84%</b>	<b>226,192</b>	<b>246,553</b>	<b>92%</b>
<b>Expenses</b>												
Advertising & Marketing Expenses	185	1,260	15%	885	2,185	41%	708	2,621	27%	1,778	6,066	29%
Contracted Services / Professional Fees	200	500	40%	554	252	220%	324	492	66%	1,077	1,244	87%
Fuel Expense		0		8,389	4,860	173%	17,008	9,483	179%	25,398	14,343	177%
General Operating Expenses	819	0		1,146	618	185%	1,841	1,211	152%	3,805	1,829	208%
Infrastructure Maintenance	37	0		143	190	75%	58	372	16%	238	562	42%
Insurance Expense	0	0		2,662	1,812	147%	4,437	3,020	147%	7,100	4,832	147%
Software Fees & Licences	1,506	0		1,818	3,321	55%	2,329	5,586	42%	5,653	8,907	63%
Training, Travel & Meals	20	0		141	75	189%	7	144	5%	168	219	77%
Vehicle Expenses	7,141	4,500	159%	11,180	15,022	74%	16,450	25,203	65%	34,771	44,725	78%
Wages & Benefits	4,357	8,328	52%	38,199	34,064	112%	71,369	49,836	143%	113,926	92,228	124%
<b>Total Expenses</b>	<b>14,265</b>	<b>14,588</b>	<b>98%</b>	<b>65,118</b>	<b>62,399</b>	<b>104%</b>	<b>114,532</b>	<b>97,968</b>	<b>117%</b>	<b>193,915</b>	<b>174,955</b>	<b>111%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>(190)</b>	<b>1</b>		<b>27,040</b>	<b>26,849</b>		<b>5,426</b>	<b>44,748</b>		<b>32,277</b>	<b>71,598</b>	
Amortization Expense		-		26,850	26,850	100%	44,750	44,750	100%	71,600	71,600	100%
<b>Net Income</b>	<b>(190)</b>	<b>1</b>		<b>190</b>	<b>(1)</b>		<b>(39,324)</b>	<b>(2)</b>		<b>(39,323)</b>	<b>(2)</b>	

**Approximately 300 more service hours than budget**

- 1) Revenues for the summer season were less than budgeted amounts.
- 2) Recoveries based on actual expenses.
- 3) Proportions and 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 than budget
- 5) Fuel costs higher than budget due to large increases in rates charged for diesel and increase in service hours
- 6) General operating expenses above budget. Bank fees are higher, transit storage utilities not budgeted and office rent portion of transit storage was budgeted in vehicle expenses.
- 7) Insurance costs greater than budget. Annual bill is approximately \$25K higher than budgeted amounts
- 8) Savings in software costs due to internal hosting.
- 9) Vehicle expenses are below budget to date. For period not operating monthly base charge per bus.
- 10) All wages higher than budgeted amounts due to higher service hours.

**Bow Valley Regional Transit Services Commission  
Route 10 - Moraine Lake**

	Jan - Mar, 2022			Apr - Jun, 2022			Jul - Sep, 2022			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>												
Bus Pass Sales							30,317	18,906	160%	30,317	18,906	160%
Recoveries - Operating (non-members)	1,558	3,686	42%	3,314	3,020	110%	(1,425)	18,440	-8%	3,446	25,146	14%
<b>Total Income</b>	<b>1,558</b>	<b>3,686</b>	<b>42%</b>	<b>3,314</b>	<b>3,020</b>	<b>110%</b>	<b>28,892</b>	<b>37,346</b>	<b>77%</b>	<b>33,764</b>	<b>44,052</b>	<b>77%</b>
<b>Expenses</b>												
Advertising & Marketing Expenses	73	-		-	-		43	438	10%	117	438	27%
Contracted Services / Professional Fees	0	-		-	-		96	134	72%	97	134	72%
Fuel Expense	-	-		-	-		6,052	5,041	120%	6,052	5,041	120%
General Operating Expenses	-	-		-	-		720	130	553%	720	130	553%
Infrastructure Maintenance	-	-		-	-		134	184	73%	134	184	73%
Software Fees & Licences	8	-		3	-		99	112	89%	111	112	99%
Training, Travel & Meals	-	-		-	-		1	12	8%	1	12	8%
Vehicle Expenses	67	-		-	-		7,565	5,647	134%	7,632	5,647	135%
Wages & Benefits	1,482	3,686	40%	3,237	3,020	107%	9,182	20,647	44%	13,902	27,353	51%
<b>Total Expenses</b>	<b>1,631</b>	<b>3,686</b>	<b>44%</b>	<b>3,240</b>	<b>3,020</b>	<b>107%</b>	<b>23,892</b>	<b>32,345</b>	<b>74%</b>	<b>28,764</b>	<b>39,051</b>	<b>74%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>(74)</b>	<b>-</b>		<b>74</b>	<b>-</b>		<b>5,000</b>	<b>5,001</b>		<b>5,000</b>	<b>5,001</b>	
Amortization Expense	-	-		-	-		5,000	5,000	100%	5,000	5,000	100%
<b>Net Income</b>	<b>(74)</b>	<b>-</b>		<b>74</b>	<b>-</b>		<b>-</b>	<b>1</b>		<b>0</b>	<b>1</b>	

1) Recoveries based on actual expenses.

1

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

All Routes	January - September 2022				
	2022	2022	COMP	2021	2019
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 63.46	\$ 49.70	27.7%	\$ 29.45	\$ 53.14
Gross Cost per Service Hour	\$ 152.88	\$ 151.28	1.1%	\$ 124.43	\$ 115.27
Direct Operating Cost per Service Hour	\$ 117.94	\$ 116.67	1.1%	\$ 87.60	\$ 92.35
Overhead per Service Hour	\$ 7.26	\$ 8.08	-10.2%	\$ 14.32	\$ 8.90
Lease/Amortization per Service Hour	\$ 27.68	\$ 26.52	4.4%	\$ 22.51	\$ 14.03
Net Cost per Service Hour (CUTA)	\$ 61.74	\$ 75.05	-17.7%	\$ 72.46	\$ 48.11
% Cost Recovery (CUTA)	60%	40%		29%	52%
Gross cost per KM	\$ 5.65	\$ 4.59		\$ 3.88	
Route KM	1,172,333	1,491,053		1,240,041	
Ridership	1,275,546	1,289,238	-1.1%	519,147	638,379
Service Hours	43,301	45,194	-4.2%	38,713	21,694
Ridership per Service Hour	29	29	3.3%	13	29

Cost recovery % excludes route 5

We are working on KM for both 2023 budgets and accuracy of reporting current year. We hope to have this completed for the Q4 reports

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

<b>Route 1 - Banff Local Sulphur Mtn</b>	<b>January - September 2022</b>				
	2022	2022	COMP	2021	2019
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 64.51	\$ 48.83	32.1%	\$ 31.85	\$ 63.65
Gross Cost per Service Hour	\$ 140.94	\$ 139.42	1.1%	\$ 118.88	\$ 96.92
Direct Operating Cost per Service Hour	\$ 106.72	\$ 107.86	-1.1%	\$ 81.47	\$ 79.78
Overhead per Service Hour	\$ 7.26	\$ 8.08	-10.2%	\$ 14.32	\$ 5.89
Lease/Amortization per Service Hour	\$ 26.96	\$ 23.47	14.9%	\$ 23.09	\$ 11.24
Net Cost per Service Hour (CUTA)	\$ 49.47	\$ 67.12	-26.3%	\$ 63.95	\$ 22.03
% Cost Recovery (CUTA)	57%	42%		33%	74%
Gross cost per KM	\$ 10.58	\$ 8.84		\$ 6.75	
Route KM	102,619	139,956		119,957	
Ridership	436,344	463,951	-6.0%	149,640	456,916
Service Hours	7,701	8,878	-13.3%	6,809	7,900
Ridership per Service Hour	57	52	8.4%	22	58

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

Route 2 - Banff Local Tunnel Mtn	January - September 2022				2019
	2022	2022	COMP	2021	
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 47.00	\$ 47.52	-1.1%	\$ 22.01	\$ 49.10
Gross Cost per Service Hour	\$ 146.38	\$ 145.12	0.9%	\$ 130.91	\$ 99.63
Direct Operating Cost per Service Hour	\$ 108.20	\$ 109.47	-1.2%	\$ 91.67	\$ 81.35
Overhead per Service Hour	\$ 7.26	\$ 8.08	-10.2%	\$ 14.32	\$ 5.89
Lease/Amortization per Service Hour	\$ 30.93	\$ 27.56	12.2%	\$ 24.92	\$ 12.39
Net Cost per Service Hour (CUTA)	\$ 68.45	\$ 70.04	-2.3%	\$ 83.97	\$ 38.15
% Cost Recovery (CUTA)	41%	40%		21%	56%
Gross cost per KM	\$ 11.69	\$ 6.65		\$ 7.75	
Route KM	83,660	164,122		100,197	
Ridership	350,952	363,951	-3.6%	127,444	354,744
Service Hours	6,683	7,518	-11.1%	5,934	6,324
Ridership per Service Hour	53	48	8.5%	21	56

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

<b>Route 3 - Canmore / Banff Regional</b>	<b>January - September 2022</b>				
	2022	2022	COMP	2021	2019
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 96.56	\$ 80.32	20.2%	\$ 50.54	\$ 98.88
Gross Cost per Service Hour	\$ 143.76	\$ 128.84	11.6%	\$ 86.60	\$ 107.40
Direct Operating Cost per Service Hour	\$ 121.85	\$ 107.23	13.6%	\$ 60.77	\$ 90.28
Overhead per Service Hour	\$ 7.26	\$ 8.08	-10.2%	\$ 14.32	\$ 5.89
Lease/Amortization per Service Hour	\$ 14.65	\$ 13.53	8.2%	\$ 11.51	\$ 11.23
Net Cost per Service Hour (CUTA)	\$ 32.54	\$ 34.99	-7.0%	\$ 24.55	\$ (2.71)
% Cost Recovery (CUTA)	75%	70%		67%	103%
Gross cost per KM	\$ 3.60	\$ 2.96		\$ 1.95	
Route KM	317,930	375,621		289,542	
Ridership	139,122	168,828	-17.6%	77,214	150,765
Service Hours	7,955	8,631	-7.8%	6,506	6,209
Ridership per Service Hour	17	20	-10.6%	12	24

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

Route 4 - Cave & Basin	January - September 2022				
	2022	2022	COMP	2021	2019
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 8.03	\$ 13.02	-38.3%	\$ 4.69	\$ 14.02
Gross Cost per Service Hour	\$ 122.62	\$ 168.33	-27.2%	\$ 326.71	\$ 115.39
Direct Operating Cost per Service Hour	\$ 96.52	\$ 135.32	-28.7%	\$ 297.30	\$ 94.59
Overhead per Service Hour	\$ 7.26	\$ 8.08	-10.2%	\$ 14.32	\$ 5.89
Lease/Amortization per Service Hour	\$ 18.84	\$ 24.92	-24.4%	\$ 15.10	\$ 14.90
Net Cost per Service Hour (CUTA)	\$ 95.75	\$ 130.38	-26.6%	\$ 306.92	\$ 86.46
% Cost Recovery (CUTA)	8%	9%		2%	14%
Gross cost per KM	\$ 8.83	\$ 13.48		\$ 10.25	
Route KM	18,923				
Ridership	23,739	21,959	8.1%	8,495	21,959
Service Hours	1,363	1,017	34.1%	1,055	1,017
Ridership per Service Hour	17	22	-19.4%	8	22



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

<b>Route 5 - Canmore Local</b>	<b>January - September 2022</b>				
	2022	2022	COMP	2021	2019
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 1.12	\$ 1.23	-9.0%	\$ 0.33	\$ 8.32
Gross Cost per Service Hour	\$ 132.84	\$ 125.91	5.5%	\$ 85.37	\$ 108.43
Direct Operating Cost per Service Hour	\$ 109.80	\$ 100.99	8.7%	\$ 58.53	\$ 87.84
Overhead per Service Hour	\$ 7.26	\$ 8.08	-10.2%	\$ 14.32	\$ 5.89
Lease/Amortization per Service Hour	\$ 15.79	\$ 16.84	-6.3%	\$ 12.52	\$ 14.70
Net Cost per Service Hour (CUTA)	\$ 115.93	\$ 107.84	7.5%	\$ 72.52	\$ 85.41
% Cost Recovery (CUTA)	1%	1%		0%	9%
Gross cost per KM	\$ 8.06	\$ 5.60		\$ 4.14 *	
Route KM	121,727	154,762		147,204 *	
Ridership	122,442	102,476	19.5%	68,470	101,868
Service Hours	7,382	6,878	7.3%	7,135	5,675
Ridership per Service Hour	17	15	11.3%	10	18

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

Route 6 - Lake Minnewanka	January - September 2022				
	2022	2022	COMP	2021	2019
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 31.10	\$ 17.08	82.1%	\$ 7.59	\$ 15.13
Gross Cost per Service Hour	\$ 162.33	\$ 185.17	-12.3%	\$ 87.49	\$ 107.49
Direct Operating Cost per Service Hour	\$ 119.33	\$ 137.92	-13.5%	\$ 54.67	\$ 84.55
Overhead per Service Hour	\$ 7.26	\$ 8.08	-10.2%	\$ 14.32	\$ 5.89
Lease/Amortization per Service Hour	\$ 35.75	\$ 39.17	-8.7%	\$ 18.49	\$ 17.05
Net Cost per Service Hour (CUTA)	\$ 95.48	\$ 128.93	-25.9%	\$ 61.40	\$ 75.31
% Cost Recovery (CUTA)	25%	12%		11%	17%
Gross cost per KM	5.36	\$ 5.01		\$ 2.53	*
Route KM	92,581			93,052	*
Ridership	65,254	42,783	52.5%	21,482	42,738
Service Hours	3,059	2,783	9.9%	2,696	2,806
Ridership per Service Hour	21	15	38.8%	8	15

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

Route 8 - Lake Louise / Banff Regional Winter	January - September 2022				2019
	2022	2022	COMP	2021	
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 90.90	\$ 44.77	103.0%	\$ 32.06	\$ 72.83
Gross Cost per Service Hour	\$ 148.40	\$ 135.55	9.5%	\$ 127.43	\$ 101.40
Direct Operating Cost per Service Hour	\$ 131.38	\$ 117.75	11.6%	\$ 88.83	\$ 90.57
Overhead per Service Hour	\$ 7.26	\$ 8.08	-10.2%	\$ 14.32	\$ 5.89
Lease/Amortization per Service Hour	\$ 9.76	\$ 9.72	0.4%	\$ 24.28	\$ 4.94
Net Cost per Service Hour (CUTA)	\$ 47.74	\$ 81.06	-41.1%	\$ 71.09	\$ 23.63
% Cost Recovery (CUTA)	66%	36%		31%	76%
Gross cost per KM	\$ 3.31	\$ 1.87		\$ 2.65	
Route KM	112,407	182,018		99,758	
Ridership	24,331	14,030	73.4%	7,330	16,791
Service Hours	2,508	2,508	0.0%	2,072	1,728
Ridership per Service Hour	10	6	73.4%	4	10

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

Route 8X - Lake Louise / Banff Regional Express - Summer	January - September 2022				2019
	2022	2022	COMP	2021	
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 143.61	\$ 85.29	68.4%	\$ 63.47	\$ 105.20
Gross Cost per Service Hour	\$ 188.38	\$ 206.33	-8.7%	\$ 144.51	\$ 119.62
Direct Operating Cost per Service Hour	\$ 132.29	\$ 145.43	-9.0%	\$ 91.03	\$ 97.66
Overhead per Service Hour	\$ 7.26	\$ 8.08	-10.2%	\$ 14.32	\$ 5.89
Lease/Amortization per Service Hour	\$ 48.83	\$ 52.82	-7.5%	\$ 39.16	\$ 16.07
Net Cost per Service Hour (CUTA)	\$ (4.06)	\$ 68.23	-106.0%	\$ 41.87	\$ (1.64)
% Cost Recovery (CUTA)	103%	56%		60%	102%
Gross cost per KM	\$ 3.58	\$ 3.24		\$ 2.39 *	
Route KM	246,464	275,710		231,147 *	
Ridership	85,236	88,544	-3.7%	37,411	81,717
Service Hours	4,689	4,326	8.4%	3,816	4,612
Ridership per Service Hour	18	20	-11.2%	10	18

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

Route 8S - Lake Louise / Banff Regional Scenic - Summer	January - September 2022				2019
	2022	2022	COMP	2021	
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 105.02	\$ 65.85	59.5%	\$ -	\$ 53.36
Gross Cost per Service Hour	\$ 616.48	\$ 220.57	179.5%	\$ -	\$ 138.03
Direct Operating Cost per Service Hour	\$ 342.83	\$ 150.86	127.3%	\$ -	\$ 97.66
Overhead per Service Hour	\$ 7.26	\$ 8.08	-10.2%	\$ -	\$ 5.89
Lease/Amortization per Service Hour	\$ 266.39	\$ 61.63	332.3%	\$ -	\$ 34.48
Net Cost per Service Hour (CUTA)	\$ 245.07	\$ 93.09	163.2%	\$ -	\$ 50.20
% Cost Recovery (CUTA)	30%	41%		0%	52%
Gross cost per KM	19.85	\$ 5.67		\$ 5.81 *	
Route KM	8,387	45,876		59,916 *	
Ridership	3,823	8,767	-56.4%	0	8,677
Service Hours	270	1,180	-77.1%	0	731
Ridership per Service Hour	14	7	90.5%	0	12

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

Route 9 - Johnston Canyon	January - September 2022				
	2022	2022	COMP	2021	2019
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 66.08	\$ 100.29	-34.1%	\$ 64.88	\$ 50.73
Gross Cost per Service Hour	\$ 193.87	\$ 223.44	-13.2%	\$ 137.43	\$ 132.63
Direct Operating Cost per Service Hour	\$ 135.63	\$ 152.20	-10.9%	\$ 74.84	\$ 96.20
Overhead per Service Hour	\$ 7.26	\$ 8.08	-10.2%	\$ 14.32	\$ 5.89
Lease/Amortization per Service Hour	\$ 50.98	\$ 63.15	-19.3%	\$ 48.28	\$ 30.54
Net Cost per Service Hour (CUTA)	\$ 76.80	\$ 59.99	28.0%	\$ 24.28	\$ 51.36
% Cost Recovery (CUTA)	46%	63%		73%	50%
Gross cost per KM	4.99	\$ 6.12		\$ 2.36 *	
Route KM	55,601	41,969		73,713 *	
Ridership	20,768	11,107	87.0%	15,134	10,993
Service Hours	1,430	1,150	24.4%	1,264	827
Ridership per Service Hour	15	10	50.3%	12	13

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

<b>Route 10 - Moraine Lake</b>	<b>January - September 2022</b>				
	2022	2022	COMP	2021	2019
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL
Revenue per Service Hour	\$ 116.16	\$ 57.95	0.0%	\$ 51.34	\$ 56.75
Gross Cost per Service Hour	\$ 137.52	\$ 143.97	0.0%	\$ 89.55	\$ 136.19
Direct Operating Cost per Service Hour	\$ 110.21	\$ 119.70	0.0%	\$ 51.94	\$ 130.01
Overhead per Service Hour	\$ 7.26	\$ 8.08	0.0%	\$ 14.32	\$ 5.89
Lease/Amortization per Service Hour	\$ 20.06	\$ 16.19	0.0%	\$ 23.30	\$ 0.29
Net Cost per Service Hour (CUTA)	\$ 1.30	\$ 69.83	0.0%	\$ 14.92	\$ 79.15
% Cost Recovery (CUTA)	99%	45%	0.0%	77%	42%
Gross cost per KM	\$ 2.98			\$ 1.96 *	
Route KM	12,034			10,949 *	
Ridership	3,535	2,842	0.0%	1,498	1,101
Service Hours	261	326	0.0%	239	172
Ridership per Service Hour	14	9	0.0%	6	6

2022 Capital Project Budget				
Description	Project # / GL Code	Opening Budget	Actual spending Q3	Remaining Budget
<b>Banff Local Route Assets</b>				
Wolf Battery Pack Replacement	18-6103	55,000		55,000
Wolf Bus Refurbishment	18-6104	17,378		17,378
Goat Bus Refurbishment	18-6105	14,365		14,365
Grizzly Bear Bus Refurbishment	18-6106	21,591	1,300	20,291
Wolf Bus Transmission	19-6101	40,600		40,600
Coyote Transmission - replaced before budgeted				0
Goat Bus Transmission	19-6102	40,600		40,600
Grizzly Bear Bus Transmission	19-6103	40,600		40,600
Goat Battery Pack Replacement	19-6104	55,825		55,825
Bear Battery Pack Replacement	20-6101	56,662	99,237	-42,575
Ticket vending machine	20-6104	18,253		18,253
Wolf bus wrap	21-6102	8,898		8,898
Goat bus wrap	21-6103	8,898		8,898
Bear bus wrap	21-6104	8,898		8,898
Arrival prediction signs	21-6105	50,000		50,000
Smart Card Stock	22-6100	1,000	15,603	-14,603
Wolf Camera	22-6101	10,614		10,614
Goat Camera	22-6102	10,614		10,614
Bear Camera	22-6103	10,614		10,614
New Proterra 1 - Goat replacement	22-6104		375,075	-375,075
New Proterra 2 - Grizzly replacement	22-6105		375,075	-375,075
		<b>470,411</b>	<b>866,290</b>	<b>-395,879</b>
* Note actual capital projects still includes replacement for Goat/Grizzly components. These amounts will be used toward new Proterra replacement buses.				
**New Proterra were not included in intital budget, capital reserve balances for Goat and Grizzly will be used for these projects				
<b>Canmore Local Route Assets</b>				
Bus Stop and Transit wayfinding signs	20-6205	2,180		2,180
Bus Stop and Transit wayfinding signs	21-6201	10,000		10,000
Driver swap vehicle	21-6202	12,170		12,170
Smart Card Stock	22-6200	1,000		1,000
Canmore Proterra	21-6204	1,000,000	916,421	83,579
Cougar engine	22-6201	68,989	18,750	50,239
Lynx engine	22-6202	68,989		68,989
Cougar bus wrap	22-6203	12,206		12,206
Lynx bus wrap	22-6204	12,206		12,206
Cougar bike rack	22-6205	2,123		2,123
Lynx bike rack	22-6206	2,123		2,123
Cougar Camera	22-6207	10,614		10,614
Lynx Camera	22-6208	10,614		10,614
Arrival prediction signs	22-6209	30,000		30,000
		<b>1,243,214</b>	<b>935,171</b>	<b>278,043</b>
<b>Canmore/Banff Regional Route Assets</b>				
Moose Bus Refurbishment	19-6308	9,845		9,845
Moose engine	20-6307	66,965	71,794	-4,829
Sheep engine	21-6301	8,666		8,666
Moose bus wrap	21-6302	10,525		10,525
Sheep bus wrap	21-6303	10,525		10,525
Moose transmission	21-6304	41,827		41,827
Sheep transmission	21-6305	41,827		41,827
Moose bike rack	21-6306	2,092		2,092
Sheep bike rack	21-6307	2,092		2,092
Smart Card Stock	22-6300	1,000	7,239	-6,239
Black bear engine	22-6301	68,989	67,376	1,613
Black bear bus wrap	22-6302	12,206		12,206
Moose camera	22-6303	10,614		10,614
Sheep camera	22-6304	10,614		10,614
		<b>297,786</b>	<b>146,409</b>	<b>151,378</b>
<b>Lake Louise/Banff Regional Route Assets</b>				
Ticket vending machine	20-6410	43,000		43,000
Driver Training equipment	20-6411	74,847	49,745	25,102
Driver vehicle swap	22-6400	15,680		15,680
		<b>133,527</b>	<b>49,745</b>	<b>68,102</b>
<b>Commission General Assets</b>				
Dispatch Software	19-6015	50,000	30,182	19,818
Operations vehicle	22-6000	15,000	15,239	-239
Visitors centre set up	22-6001	10,000	1,293	8,707
Farebox hosting	22-6002	15,000	56,397	-41,397
Office Equipment, Furniture, Renovations	22-6003	20,000	13,967	6,033
Office IT, Computers, Wiring	22-6004	10,000	4,554	5,446
		<b>120,000</b>	<b>121,632</b>	<b>-1,632</b>
***Farebox hosting migration and capital costs included here. Budget only included server costs. Migration costs are to be absorbed by significantly lower operating costs going forward.				
<b>Parks Projects</b>				
Parks Proterra - minniwanka	21-6400	1,500,000	1,274,305	225,695
Parks Proterra - 3 new	22-6401	4,500,000	1,125,225	3,374,775
Additional spending - Equicharge charging study			35,285	
		<b>6,000,000</b>	<b>2,434,815</b>	<b>3,600,470</b>
	Carry forward codes			
<b>TOTAL</b>		<b>8,264,938</b>	<b>4,554,062</b>	<b>3,700,481</b>