

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

111 Hawk Avenue and Zoom

AGENDA

February 8th, 2023 2:00 – 4:00pm

1. Call to Order
2. Approval of the Agenda
3. Minutes
 - Approval of the December 15th, 2022, Regular Meeting Minutes (attached)
4. Old Business (including Standing Items)
 - a) CAO's Monthly Report (For Information)
 - b) Bring Forward List of Pending Items (For Information)
 - c) Transit Service Monthly Statistics (For Information)
5. New Business
 - a) Canmore Electric Bus Purchase (Request for Decision)
 - b) Report on Staff Accommodation (Request for Decision)
 - c) Dogs on the Bus (Request for Decision)
 - d) Presentation of Amended Budget (Request for Decision)
6. Adjournment

Next Meeting – Wednesday March 8th 2023 2:00-4:00pm (111 Hawk Avenue and Zoom)

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

via Zoom Video Meeting

MINUTES

December 15th, 2022 10:00-11:00am

BOARD MEMBERS PRESENT

Joanna McCallum, Town of Canmore – Chair (Virtual)
Dave Schebek, ID9 (Virtual)
Corrie DiManno, Town of Banff (Virtual)
Alex Parkinson, ID9 (Virtual)
Grant Canning, Town of Banff (Virtual)
Tanya Foubert, Town of Canmore (Virtual)

BOARD MEMBERS ABSENT

BVRTSC ADMINISTRATION PRESENT

Steve Nelson, Manager Operations (Virtual)
Mel Booth, Controller (Virtual)

BVRTSC ADMINISTRATION ABSENT

Martin Bean, CAO

ADMINISTRATION PRESENT

Andy Esarte, Town of Canmore (Virtual)
Adrian Field, Town of Banff (Virtual)
Danielle Morine, ID9 (Virtual)
Jed Cochrane, Parks Canada (Virtual)

PUBLIC PRESENT

1. Call to Order

Joanna McCallum calls the meeting to order at 10:09 AM.

2. Approval of the Agenda

BVRTSC22-068 Corrie DiManno moves to approve the Agenda as presented.

CARRIED UNANIMOUSLY

3. Minutes

- Approval of the November 9th, 2022, Regular Meeting Minutes (attached)

BVRTSC22-069 Grant Canning moves to approve the November 9th, 2022, Regular Meeting Minutes as presented.

CARRIED UNANIMOUSLY

4. Old Business (including Standing Items)

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

5. New Business

- a) Report on Staff Accommodation (Request for Decision)

BVRTSC22-070 Joanna McCallum moves to direct the BVRTSC Administration to move forward with the process of purchasing a unit in Bald Eagle Peak Chalets pending the answers to questions articulated during the December 15th Commission meeting.

CARRIED UNANIMOUSLY

BVRTSC22-071 Joanna McCallum moves to utilize \$20,000 from operating reserves to allow for the rental of an additional interim staff accommodation location for the 2023 year.

CARRIED UNANIMOUSLY

6. Adjournment

BVRTSC22-072 Joanna McCallum moves to adjourn the meeting at 11:20 AM.

CARRIED UNANIMOUSLY

Next Meeting – Wednesday February 8th, 2023 2:00-4:00pm

CAO REPORT



February 2023

Financial:

- Final invoices are currently being received and processed to be able to complete our year end for 2022. Preparation is currently also underway for the audit to be completed by Avail Partners in March, with the proposed dates below:

Summary of dates:

- Everything uploaded to Sharefile: March 6th at the latest
- Testing: End of January/beginning of February
- Fieldwork: March 13th – 14th
- Drafts: April 5th
- Board meeting: April 12th

Transit Service Updates:

- A news release was issued on February 1st regarding Roam's record ridership:
<https://roamtransit.com/2023/02/2022recordridership/>
- Further to previous updates, our Proterra vehicles are on the production line now and will be delivered in April. Challenges with worldwide supply chain are ongoing and administration is seeing that in other areas of purchasing – our recent request for an additional two-way bus radio was met with a delivery timeframe of 6-9 months.
- Roam administration is currently working through summer schedules with Parks Canada and ID9 to determine the best use of resources on summer seasonal routes, with decisions forthcoming in the upcoming weeks.
- Canmore and Banff have both finalized their operating budgets, with additional transit services approved for 2023. The changes to be implemented over the next couple of months are:
 - Additional bus on Route 3 (Canmore/Banff Regional) during peak weekday hours to achieve a 25-minute frequency during these hours
 - Additional hours of service on Route 3 weekends to match the level of service currently being offered on weekends
 - Additional hour of service on Route 3 (Canmore/Banff Regional) in the evening to extend service past midnight, with last departure from Banff shortly after 11pm and last service from Canmore approximately 11:40pm)
 - Additional service on Route 5 (Canmore Local) on weekends and weekdays to complement Route 3 and have consistent 7 day per week service

- Banff has also approved the purchase of two additional electric buses for delivery in 2025

Ridership comparison to 2019:

Ridership Full Year	2019	2022	Increase
1 Gondola	539,609	550,448	2%
2 Tunnel Mtn/Fairmont	422,326	470,753	11%
3 Canmore/Banff Regional	198,004	193,737	-2%
5 Canmore Local	143,415	180,394	26%
8X Lake Louise Express	115,449	132,917	15%
9 Johnston Canyon	10,993	22,263	103%
Total Ridership (All Routes)	1,527,223	1,651,182	8%

General/Health and Safety

- Roam is currently in the middle of training driving instructors as well as drivers. Two drivers have completed training and are operating their first shifts, with another 6 drivers currently being trained. It is anticipated that training will continue through the Spring, with a current goal of having up to 35 new drivers trained prior to the summer season.
- For anyone who has been looking out for our recruitment video, it is now live on our YouTube channel and Careers page! Link here: <https://roamtransit.com/careers/>
- The Roam Training and Storage building hosted Provincial Ministers on February 2nd for an announcement on providing funding for low-income transit programs. This event was attended by Minister Jeremy Nixon (Seniors, Community and Social Services), Minister Matt Jones (Affordability and Utilities) as well as MLA Rosin and the Mayors of Canmore and Banff. Details on how the funding will be distributed is unknown at this time. The committed amounts are \$9 million for Calgary/Edmonton and \$6 million for other municipalities with existing low-income transit programs.

<https://calgaryherald.com/news/local-news/province-commits-6-million-to-support-low-income-transit-programs>

- Administration will be working on a report for the Board on the feasibility and costs of expansion of the Roam Training and Operations Facility. With increases to the fleet planned and our current and future workforce, the need has arisen already to look at changes to the building to accommodate. Initial thoughts to be included in the report are:
 - Increased office space – currently full, with shared office space and two desks occupied in the training room
 - Enclosing outside storage area
 - Increased capacity for bus charging (new transformer, more chargers)
 - Future land and additional space needed

Bow Valley *R*egional Transit Services Commission



BRING FORWARD LIST

BRING FORWARD LIST OF ITEMS PENDING (as February 2023)

ITEM	Date Initiated	Pending Date	Responsible for Completion	Comments:
BVRTSC22-011 Tanya Foubert moves that the Commission direct administration to bring back a report and recommendations by summer of 2022, with public consultation, on potentially allowing leashed dogs on buses without the use of a pet carrier.	March 2022	February 2023	Admin (Fiona Gagnon)	Completed – to be presented Feb 8.
BVRTSC21-117 Davina Bernard moves that the subcommittee of the CAO performance review committee focuses on the following three topics in 2022. 1. CAO updated Contract 2. CAO performance pay structure update 3. CAO performance review structure update.			Board (Joanna, Dave, Corrie)	Removed Davina and added Dave

Bow Valley Regional Transit Services Commission Ridership Statistics

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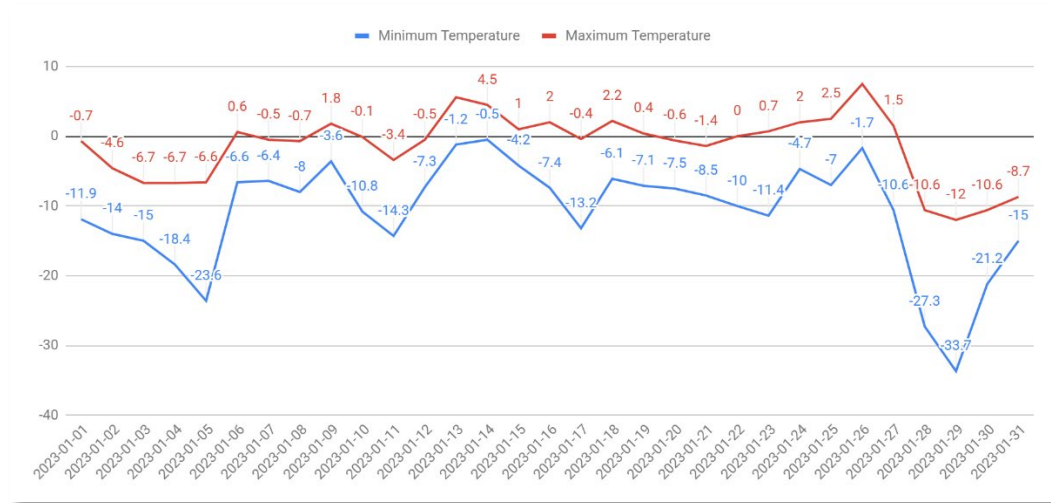
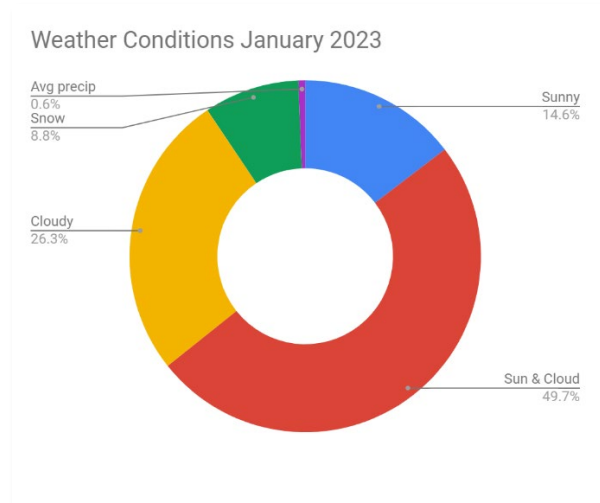


Month	Type	Banff Local	Canmore Local	Canmore - Banff Regional	Lake Louise - Banff Regional
January 2023	Bikes	9	90	93	4
	Winter Sports	2171	303	978	114
	Strollers	74	88	20	12

January 2023

Route	Monthly Ridership Change 2022 to 2023	Comments
Route 1	+140%	January 2022 to January 2023
Route 2	+183%	January 2022 to January 2023
Route 3	+84%	January 2022 to January 2023
Route 4	N/A	January 2022 to January 2023
Route 5	+139%	January 2022 to January 2023
Route 6	N/A	January 2022 to January 2023
Route 8X	+134%	January 2022 to January 2023
Route 9	N/A	January 2022 to January 2023

Weather for January 2023

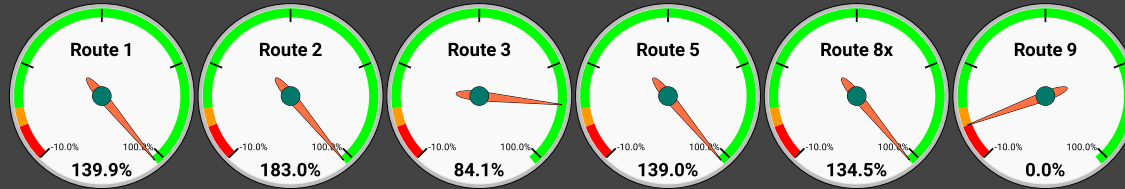


	Route 1 (Inns of Banff/ Gondola)						Route 2 (Tunnel Mtn / Banff Springs Hotel)						Route 3 (Canmore-Banff Regional)						Banff Local Combined Totals (Routes 1, 2, 4)					
Month	2019	2021	2022	2022 YTD	2023	% Change	2019	2021	2022	2022 YTD	2023	% Change	2019	2021	2022	2022 YTD	2023	% Change	2019	2021	2022	2022 YTD	2023	% Change
January	28,912	4,761	16,080	15,648	37,543	139.9%	27,358	4,703	16,870	16,408	46,431	183.0%	15,486	5,499	10,642	10,241	18,854	84.1%	56,270	9,464	32,950	32,056	83,974	161.96%
February	29,757	6,370	19,661		0	0.0%	26,543	5,903	21,518		0	0.0%	12,849	5,781	10,308		0	0.0%	56,300	12,273	41,179	0	0	0.00%
March	34,329	8,668	21,720		0	0.0%	27,413	7,734	24,690		0	0.0%	15,057	7,951	12,705		0	0.0%	61,742	16,402	46,410	0	0	0.00%
April	27,420	6,709	20,918		0	0.0%	22,763	5,643	20,192		0	0.0%	14,618	5,507	12,028		0	0.0%	50,183	12,352	41,110	0	0	0.00%
May	48,522	5,901	37,572		0	0.0%	32,526	5,008	27,452		0	0.0%	16,925	6,850	15,148		0	0.0%	82,195	10,969	66,177	0	0	0.00%
June	66,195	13,551	65,375		0	0.0%	47,222	11,196	50,118		0	0.0%	18,924	9,321	19,058		0	0.0%	117,419	25,282	120,191	0	0	0.00%
July	80,651	31,554	100,148		0	0.0%	61,895	31,179	67,979		0	0.0%	20,422	12,330	22,015		0	0.0%	149,250	65,486	175,448	0	0	0.00%
August	81,196	43,151	93,303		0	0.0%	63,073	34,735	68,183		0	0.0%	20,105	12,610	19,854		0	0.0%	151,601	81,324	167,211	0	0	0.00%
September	59,934	28,975	61,567		0	0.0%	45,951	22,068	53,950		0	0.0%	16,379	11,365	17,364		0	0.0%	109,031	52,752	120,359	0	0	0.00%
October	28,982	16,333	37,893		0	0.0%	21,044	12,439	32,911		0	0.0%	15,563	11,258	17,605		0	0.0%	50,026	28,772	71,200	0	0	0.00%
November	24,776	15,151	30,751		0	0.0%	20,300	13,693	36,146		0	0.0%	15,682	10,446	17,797		0	0.0%	45,076	28,844	66,897	0	0	0.00%
December	28,935	18,948	45,460		0	0.0%	26,238	16,819	50,744		0	0.0%	15,994	10,599	19,213		0	0.0%	55,173	35,767	96,204	0	0	0.00%
YTD	539,609	200,072	550,448	15,648	37,543	139.9%	422,326	171,120	470,753	16,408	46,431	183.0%	198,004	109,517	193,737	10,241	18,854	84.1%	984,266	379,687	1,045,336	32,056	83,974	162.0%

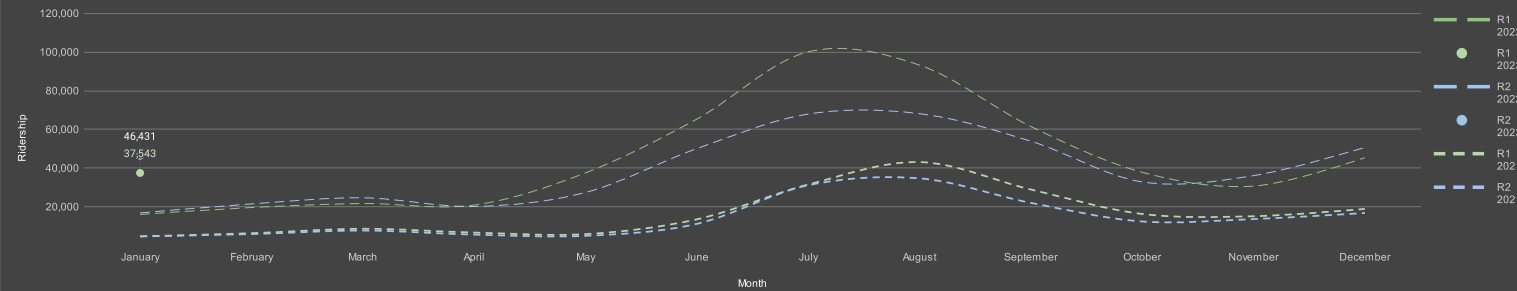
	Route 5 Canmore						Route 4 Cave and Basin						Route 8X (Express Lake Louise - Banff Regional)						Roam TOTAL Ridership (Not including Ont)						On-It (Calgary Regional)					
Month	2019	2021	2022	2022 YTD	2023	% Change	2019	2021	2022	2022 YTD	2023	% Change	2019	2021	2022	2022 YTD	2023	% Change	2019	2021	2022	2022 YTD	2023	% Change	2019	2021	2022	2022 YTD	2023	% Change
January	10,225	6,204	9,224	8,837	21,120	139.0%							4,053	1,117	3,714	3,599	8,439	134.48%	86,034	22,284	56,530	54,733	132,936	142.9%						
February	8,913	6,700	9,789		0	0.0%							2,920	1,017	4,039		0	0.00%	80,982	25,771	65,315	0	0	0.0%						
March	9,759	8,650	12,156		0	0.0%							3,310	1,438	4,295		0	0.00%	89,868	34,441	75,566	0	0	0.0%						
April	9,144	7,360	11,365		0	0.0%							2,926	1,146	4,153		0	0.00%	76,871	26,365	68,656	0	0	0.0%						
May	10,769	6,760	13,066		0	0.0%	1,147	60	1,153		0	0.0%	5,634	1,516	8,437		0	0.00%	120,779	27,604	106,794	0	0	0.0%			1,759	0		
June	12,852	8,250	16,015		0	0.0%	4,002	535	4,688		0	0.0%	15,224	3,454	18,115		0	0.00%	180,155	54,438	190,769	0	0	0.0%	1,271	930	3,840	0	0.0%	
July	14,183	7,581	16,715		0	0.0%	6,704	2,753	7,321		0	0.0%	24,544	10,637	28,200		0	0.00%	232,511	107,890	271,789	0	0	0.0%	3,846	2,607	7,654	0	0.0%	
August	13,675	8,345	17,070		0	0.0%	7,332	3,438	5,725		0	0.0%	24,743	15,688	22,575		0	0.00%	237,528	132,189	252,773	0	0	0.0%	4,847	3,623	6,531	0	0.0%	
September	12,348	8,621	17,042		0	0.0%	3,146	1,709	4,842		0	0.0%	15,154	8,728	16,059		0	0.00%	165,538	88,472	187,374	0	0	0.0%	6,282	2,272	5,019	0	0.0%	
October	14,180	9,215	16,802		0	0.0%	0	0	396		0	0.0%	5,581	3,709	8,061		0	0.00%	86,305	54,346	118,488	0	0	0.0%	4,017					
November	13,841	9,685	19,956		0	0.0%							4,715	2,798	6,021		0	0.00%	79,314	51,773	110,983	0	0	0.0%						
December	13,526	8,870	21,194		0	0.0%							6,645	3,973	9,248		0	0.00%	91,338	59,209	146,145	0	0	0.0%						
YTD	143,415	96,241	161,723	8,837	21,120	139.0%	22,331	8,495	24,135	0	0	#DIV/0!	115,449	55,221	132,917	3,599	8,439	134.48%	1,527,223	684,782	1,651,182	54,733	132,936	1	20,263	9,432	24,803	0	0	0.0%

	Route 6 (Minnewanka)						Route 8S (Scenic Lake Louise - Banff Regional)						Route 9 (Johnston Canyon)						Route 10 (Moraine Lake)					
Month	2019	2021	2022	2022 YTD	2023	% Change	2019	2021	2022	2022 YTD	2023	% Change	2019	2021	2022	2022 YTD	2023	% Change	2019	2021	2022	2022 YTD	2023	% Change
January																	549	0.00%						
February																		0.00%						
March																		0.00%						
April																		0.00%						
May	3985	559	2783		0	0.0%		97						853	1,183		0	0.00%						
June	9966	2857	12662		0	0.0%	795	862				0.0%	1,129	4,412	4,728		0	0.00%						
July	11801	6367	20639		0	0.0%	3,521	1,313	2,183		0	0.0%	3,943	4,176	6,589		0	0.00%						
August	12802	8396	19063		0	0.0%	4,058	2,000	1,640		0	0.0%	4,262	3,826	5,360		0	0.00%						
September	4184	3303	10107		0	0.0%	303	757	0		0	0.0%	1,659	1,448	2,908		0	0.00%		1,498	3,535		0	0.0%
October	0	0	530		0	0.0%								419	897		0	0.00%		973	3,393		0	0.0%
November															312		0	0.00%						
December															286		0	0.00%						
YTD	42,738	21,482	65,784	0	0	0.0%	8,677	5,029	3,823	0	0	0.0%	10,993	14,715	22,045	0	549	0.00%		2,471	6,928	0	0	0.0%

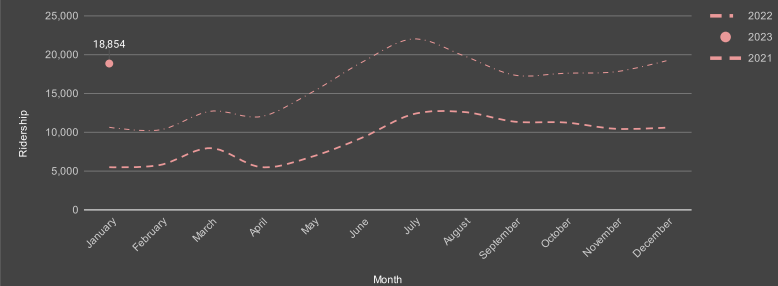
Year to Date % Ridership Change - Comparing 2022 to 2023



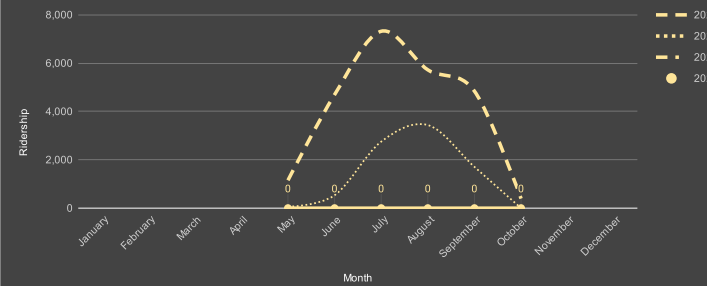
Banff Local (Routes 1 and 2) Ridership Comparison

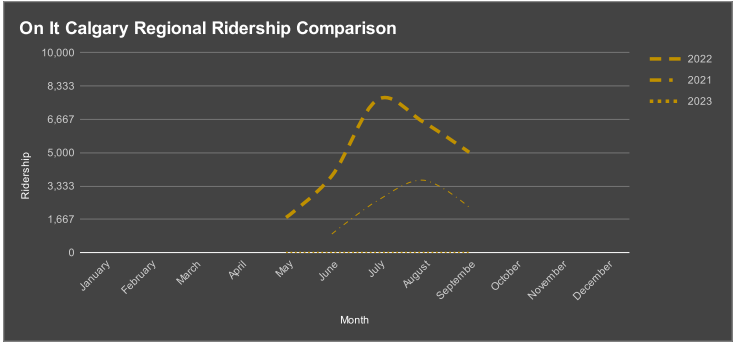
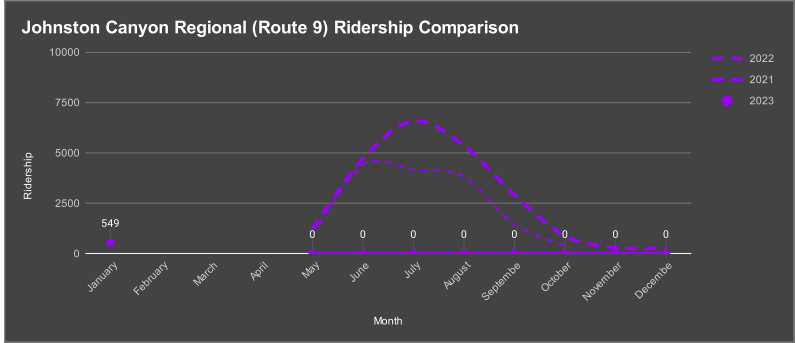
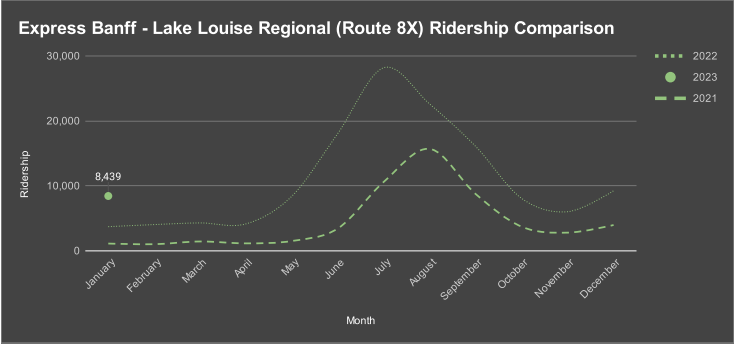
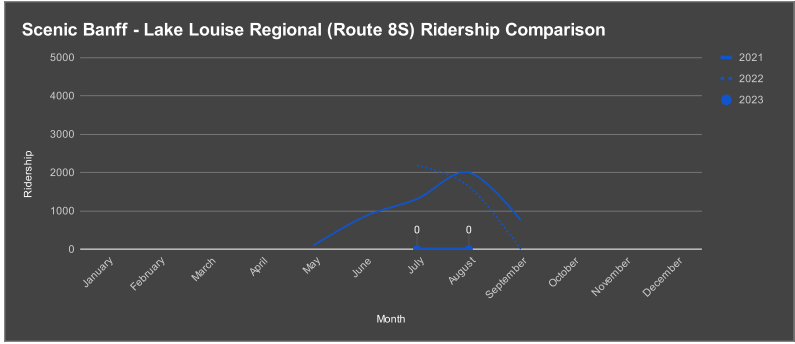
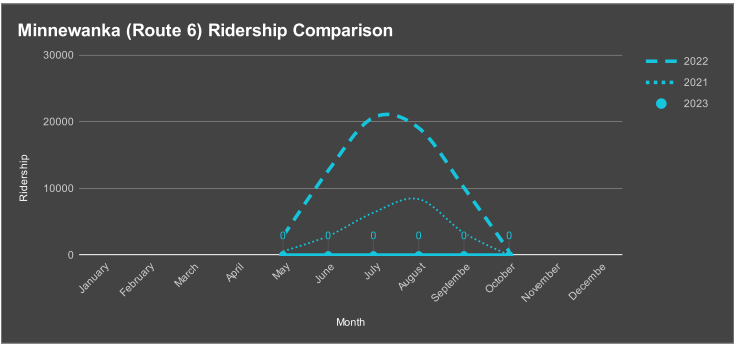
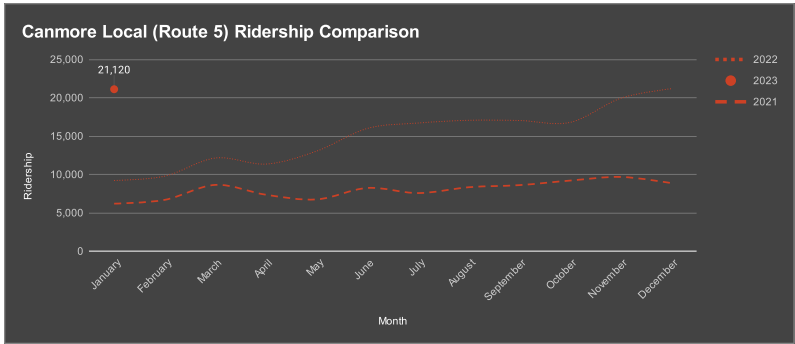


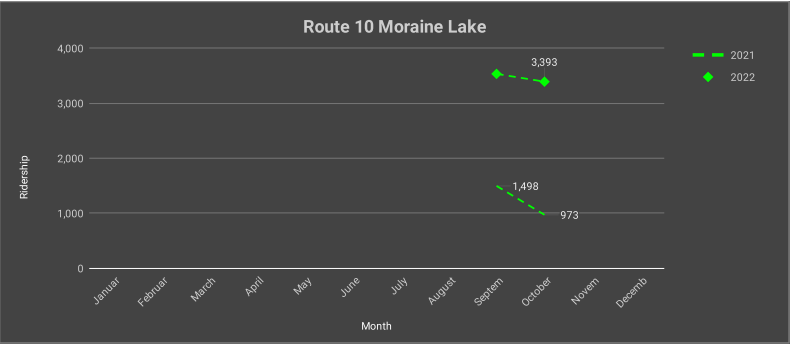
Canmore - Banff Regional (Route 3) Ridership Comparison



Banff Local (Route 4) Ridership Comparison







Bow Valley *Regional* Transit Services Commission

**WHAT'S
NEW!**

NEW BUSINESS

Bow Valley *Regional* Transit Services Commission



Electric Bus Purchase

Report to the Bow Valley Regional Transit Services Commission

Report 2023–01.01 Canmore Proterra Electric Bus Purchase

January 27, 2023 – Report by Martin Bean

SUMMARY/ ISSUE

For 2024, Canmore local service will be expanded to include an additional route in conjunction with Alberta Parks that includes Grassi Lakes, Quarry Lakes and the Canmore Nordic Centre. With Canmore's fleet allocation of 4 buses and increasing reliability issues with the older 30' Vicinity buses, this purchase will ensure sufficient spare capacity for optimal summer season operations. The bus purchase also will enable making the seasonal route year-round, providing enhanced transit for Canmore residents during the winter months. An additional bus purchase will allow for this seasonal route to operate and contribute spare capacity toward the expansion of Canmore local service. The BVRTSC has recently been approved for 80% grant funding through the Federal Rural Transit Solutions fund, supporting enhancements of rural transit offerings.

PREVIOUS COMMISSION DIRECTION/POLICY

Canmore 2016 Municipal Development Plan

- Public Transit – "Operation of regional and local public transit systems that serve visitors and residents will be supported by the Town."

Canmore 2017 – 2018 Budgets and Business Plan

- Strategic Priorities – "Address traffic congestion and parking in downtown core"

Bow Valley Regional Transit Services Commission Strategic and Business Plan 2021-2024

- Mission Statement - "As an essential service, we operate, enhance and grow our regional transit system through innovative and efficient transportation solutions, to ensure that residents and visitors are able to live, work and play in the Bow Valley without the use of a private vehicle"

Administration Recommendation:

That the Commission approve the purchase of an additional electric bus from Proterra through the City of Edmonton's onboarding clause to supplement the Canmore fleet allocation and allow for increased year-round service for Canmore local, to be funded 80% by the Federal Rural Transit Solutions Fund and 20% by Canmore Capital Reserves.

INVESTIGATION

Roam Transit currently has a spare capacity ratio policy of 25-40%, however this policy is being revisited due to experience with the current fleet and parts availability. The fewer vehicles in a fleet or area, the higher the spare ratio needs to be. As vehicles age, maintenance requirements increase and this, coupled with significant parts supply issues, are creating a situation where Roam is experiencing shortage of available vehicles to complete service. With Roam's maintenance operation being located in

Report to the Bow Valley Regional Transit Services Commission

Report 2023–01.01 Canmore Proterra Electric Bus Purchase

January 27, 2023 – Report by Martin Bean

Banff, Canmore local service needs to be at or above 40% spare capacity to operate efficiently without service interruptions. Three of Canmore's fleet are 30' Vicinity diesel buses. These buses have higher than average maintenance needs and downtime.

Due to these issues, and despite a current spare ratio of 50% (three buses for two buses on route), Roam is increasingly short on vehicle capacity to operate Canmore local service, and this has necessitated the need to bring in buses from the Banff garage which are not designated for Canmore local service. With COVID levels of service this was feasible, however this is becoming more difficult with increased service and ridership.

The addition of the electric bus purchased in 2022, and completion of charger infrastructure, means that the spare ratio is adequate for 2023. However, with the addition of the summer Grassi Lakes Route, spare capacity in the summer months in 2024 will be at 33%, which is at the low end of the spare ratio policy. By adding a 5th bus to Canmore's fleet, the spare ratio will increase to 66%, meeting the requirement for current needs and providing some spare capacity for future growth.

Our current ability to purchase through Edmonton's contract has been extended to continue through August of 2023. Proterra has space on their assembly line to enable our deadlines to be met as long as we provide a non-binding letter of intent in the next week and provide a final purchase order by mid-February. The deadline proposed for delivery is March 31st, 2024.

Currently

Canmore has two routes that operate utilizing 30-foot Vicinity buses that carry 24 passengers seated and another 20 standees. The Canmore local service is seeing significantly increased ridership and full buses on a regular basis. Ridership for the month of December 2022 on Canmore local reached 21,194 which represents a 57% increase over 2019. With the increased popularity of Canmore local service, it is recommended that future purchases are 40-foot buses (36 seated and 36 standees) to accommodate the growth in ridership.

Proposed

Purchase a 40-foot Proterra electric vehicle to supplement the current fleet and ensure that Canmore continues to have a reliable and efficient transit service. The City of Edmonton contract with Proterra is currently in its' final year, allowing the BVRTSC to purchase additional vehicles this year without the need to go to RFP. This would allow the purchase of a vehicle that matches our current fleet, reducing the training for both drivers and mechanics, as well as minimizing any inventory parts requirements.

This proposal will assist in both spare capacity to ensure uninterrupted service as well as creating the opportunity to expand the summer seasonal route beginning in 2024 to a year-round offering of supplementary transit routes in Canmore.

Report to the Bow Valley Regional Transit Services Commission

Report 2023–01.01 Canmore Proterra Electric Bus Purchase

January 27, 2023 – Report by Martin Bean

Electric vehicle charging infrastructure within the Canmore Transit Storage building is currently being installed to facilitate the charging of up to three electric buses. This would be the second electric bus to be operating from the Canmore facility and therefore additional infrastructure is not required at this time.

IMPLICATIONS:

- This bus purchase will help to meet the demands of Canmore local transit as it continues to grow.
- Further meeting the goals of livable communities in enabling access to more community programs, entertainment and reducing the dependence on automobile
- Purchasing an additional bus will give increased flexibility on utilization and increase our zero-emission fleet offerings.

BUSINESS PLAN/ BUDGET IMPLICATIONS

- Capital:
 - The capital cost for the purchase of an electric 40-foot bus is approximately \$1,400,000, offset by grant funding (80% for Rural Transit Solutions fund – if approved). It is anticipated that amortization on the vehicle will be approximately \$100,000 per year.
 - The commitment from the Town of Canmore for funding this purchase is \$280,000.
 - The increase in Canmore’s annual capital requisition is estimated to be \$60,000 to fund replacement of the bus. Costs are calculated based on an assumption of a 15-year service life, and a 50% grant for replacement. Reserve contributions for the bus will begin in 2025 to coincide with Canmore’s next budget cycle.
- Operating:
 - The bus will be stored indoors at the Boulder Crescent facility. Canmore’s two electric buses will be permanently housed in two out of the three bays. The remaining three diesel buses will be housed in the third bay, and two outdoor spaces, with the buses rotated indoors when operating in the winter.
 - Increased service to be contemplated for September 2024, based on the results of the Dillon Study to be finalized in early 2023.
 - Annual electric costs at the Boulder Facility are expected to offset any diesel costs for bus operation. Electric buses are expected to have lower operating costs than diesel buses over the full lifecycle of the equipment.

Report to the Bow Valley Regional Transit Services Commission

Report 2023–01.01 Canmore Proterra Electric Bus Purchase

January 27, 2023 – Report by Martin Bean

- Operational costs are based on service levels. No increase to operational cost requisitions is expected, beyond those which Canmore’s Council has already approved for 2023, and 2024.

Proterra Bus Purchase - Delivery March 2024	
USD	\$ 1,050,000
CAD @ 1.35(estimate)	\$ 1,417,500
Extras	
Total Purchase Price (Canadian Dollars)	\$ 1,417,500
<u>Funding Requirement</u>	
Rural Transit Solutions Fund	\$ 1,134,000
Additional Funding Required	\$ 283,500
<u>Other Funding Sources</u>	
BVRTSC Canmore Capital Reserve	\$ 283,500
BVRTSC Canmore Operating Reserve	
Total Amount Funded	\$ 1,417,500
Funding Calculation Check: Should = \$0	\$ -

The capital reserve for bus replacement allocated to Canmore local service is currently at \$705,000 prior to utilizing to purchase this bus. Roam’s capital replacement program is based on an anticipated 50% grant funding being available and if future grants follow the 80% that is provided by the Rural Transit Solutions Fund, there will be adequate available funds for future purchases. Administration will do an analysis over the next year on capital reserve funding and determine whether any shortfalls exist and potentially address with transfers from operating surpluses or increased requisitions in future years.

BRAND IMPACT

Purchasing a bus through this opportunity will improve the Brand image of Roam, as it moves our fleet further towards zero-emission vehicles and promotes a route that will get more people out of private vehicles and onto transit.

RISKS

- All risks associated with a new purchase; operational, safety and human resource risks
- Production challenges and shortages delaying the delivery

Bow Valley *Regional* Transit Services Commission



Staff Housing Proposal

Report to the Bow Valley Regional Transit Services Commission

Report 2022-12.01 Employee Housing Request - revised

January 24, 2023

SUMMARY/ ISSUE

BVRTSC as an organization has been growing in service hours operated, fleet and drivers employed. This growth is primarily in the summer months, and therefore necessitates increasing numbers of staff both in the operations and administrative functions. One of the main challenges in recruiting drivers to come and work in the Bow Valley is the lack of available housing.

Administration has explored several options within the staff housing spectrum:

- Enter into a rental agreement and sublet to employees
- Purchase apartment units or a house to rent to employees

Administration Recommendation:

That the BVRTSC Board direct administration to move forward with the process of purchasing a unit in Bald Eagle Peak Chalets, estimated for completion early 2024.

That the BVRTSC Board direct administration to move forward with the application to finance the project using the Alberta Government loan program for local authorities. Should this application not be accepted the Board directs administration to search out other suitable financing options and report back to the Board.

INVESTIGATION

Last summer Roam had issues with recruitment of qualified candidates residing in the Bow Valley or able to find accommodation in the Bow Valley. Utilizing all available resources to recruit and train, it is estimated that Roam still realized a shortfall of between 12-15 drivers to operate all routes on the frequency required. This resulted in a reduction of planned summer schedules and increased overtime hours being required by and paid to Roam drivers. It is anticipated that the lack of availability of qualified candidates will continue into 2023 and beyond and the BVRTSC needs to act to mitigate the impact of this.

During the 2022 recruitment process, seven drivers cited lack of staff accommodation or transitional housing as the reason for not accepting their employment offer. Additionally, it is estimated that accommodation availability would further create interest in attracting qualified operators to the Bow Valley. Having housing options available for seasonal staff will give Roam an advantage in the recruitment market going forward and will help to alleviate some of the issues that were faced in 2022.

Both the rental and purchase options outlined are based on Bald Eagle Peak Chalets, a new development that is planned for construction Canmore's Teepee Town area. The current estimate for completion and occupancy is January 2024. See Appendix 1 with some drawings/floor plans and

Report to the Bow Valley Regional Transit Services Commission

Report 2022-12.01 Employee Housing Request - revised

January 24, 2023

further information about the development. The project will have 13 Townhouse units and 6 Common Amenity Housing (CAH) employee accommodation units. The CAH units will either be sold or rented and are 5 bedroom and 5 bathroom purpose-built staff accommodation. Each of the bedroom is lockable and has its own 3-piece bathroom and fridge. Common amenities include the kitchen and living area and washer/dryer.

Purchase (Recommended)

The cost is approximately \$693 per square foot, and 1,482 sq ft. We have conducted our analysis based on the 3rd floor option based on a total cost of approximately \$1,027,000.

Advantages to purchasing would include capital appreciation associated with owning the asset, and additionally realizing a drop in operating expenses once the mortgage was paid off. Disadvantages include current high interest rates, additional risk of maintenance expenses and higher annual costs during the initial mortgage period. Additional maintenance expertise/oversight would also be required.

Administration has completed an initial investigation of currently available financing options. The two comparators being presented are:

- a) Alberta Government financing under the loans to Local Authorities program
- b) Bank financing through Alberta Treasury Branch (ATB)

Government of Alberta (Recommended first choice):

Under this loan program, Transit Commissions are eligible to borrow funding for capital projects. The BVRTSC would have to go through an approval process for the project and the funding, therefore acceptance would not be guaranteed. The loan program has not dealt with transit services commissions in the past, so the organization and project would have to go through a more rigorous approval process, and the amount of the deposit (if any) would not be known until the application has been submitted and processed. The interest rates are based on the amortization period chosen, the interest is valid for the full amortization period, and at this stage they are more favorable than the rates supplied by banks. See additional information in Appendix 3

ATB:

Under the Municipal Government Act, a Transit Commission loan cannot be guaranteed by the member municipalities. The BVRTSC would therefore be assessed on the credit worthiness of the organization. Based on recommendations from ATB preliminary numbers have been based on the requirement of a 25% down payment. See additional info Appendix 2

For comparison purposes both financing options are presented based on a 25% deposit and a 20-year amortization.

Operating Cost Recovery:

For both the rental or the purchase option, cost recovery varies based on rental rates, and occupancy

Report to the Bow Valley Regional Transit Services Commission

Report 2022-12.01 Employee Housing Request - revised

January 24, 2023

levels. Subsidized staff housing rental rates are proposed at \$850 per room with 75% occupancy. (Assumption is 100% occupancy for the summer, and 50% occupancy for the shoulder seasons.)

This staff accommodation is going to be utilized as 'transitional' housing, offering employees first come first serve 3-month lease terms to assist them to get established in the Bow Valley and find their own accommodation. Roam will have the option to renew the 3-month lease, and may do this under the following scenarios:

- Seasonal employees that are only living in the Bow Valley for the summer season
- If employees need extra time to find their own accommodation
- If there are rooms available that would not otherwise be rented

Administration will work to maximize the monthly rental revenue. This will be done with a combination of the above rental strategies, and the possibly of different rental rates for summer/winter to match demand.

This accommodation is targeted for employees who are either single or need accommodation for a few months to get themselves established or to move their partner/family to the Bow Valley. This may additionally be beneficial for employees that may live elsewhere and are prepared to 'commute' to the Bow Valley. This will support efforts to offer options to new recruits and increase Roam's capability to hire and keep staff.

Operating costs:

Current assumption is that with 5 rooms, administration of the staff accommodation will be handled internally, so an allocation of \$500 per month has been used.

Following the 2023 summer season, an analysis will be completed on Roam's staff accommodation program to assess effectiveness and occupancy to determine ongoing needs, including additional supplementary rental units. Operational costs on an annual basis including mortgage interest would be shared amongst the routes based on service hours.

Capital costs:

The purchase option would be a capital asset shared amongst all 3 members. As a result, members would have to share equally 1/3 of the cost of the deposit. However, they would also have a 1/3 share interest in the asset when it is sold.

The analysis has been done assuming a 25% deposit of \$257,124. \$50,000 of this will be payable when the offer to purchase is signed, and additional \$50,000 when due diligence is completed, and the remaining balance will be payable on occupancy which is scheduled to be January of 2024.

Financial requirements from the developer are listed below:

\$ 50,000.00 By Deposit within 7 business days from acceptance (certified electronic funds transfer to Developer's real estate broker)

Report to the Bow Valley Regional Transit Services Commission

Report 2022-12.01 Employee Housing Request - revised

January 24, 2023

\$ 50,000.00 *Additional Deposit within 7 business days following the Due Diligence Period (certified electronic funds transfer to Developer's real estate broker)*

\$ 979,057.70 *(more or less) being the balance of Purchase Price to be paid by way of cash and/or mortgage on or before the Possession Date (as defined herein)*

\$ 1,079,057.70 *TOTAL PURCHASE PRICE(Including GST)*

This deposit can be paid from member operating reserves. Based on 2021, year-end operating reserve balances are as follows:

- Banff \$766,919
- Canmore \$293,702
- ID#9 \$358,132

These numbers will be updated based on the completion of 2022 year end

The following is a comparison of net annual operating costs:

Report to the Bow Valley Regional Transit Services Commission

Report 2022-12.01 Employee Housing Request - revised

January 24, 2023

	Rental	Purchase w/ ATB Mortgage	Purchase w/ AB Govt loan
Revenue			
Rental income (subsidized)	\$ 38,250	\$ 38,250	\$ 38,250
Expenses			
Rent	\$ 69,300	\$ -	\$ -
Mortgage/Loan	\$ -	\$ 73,212	\$ 60,362
Condo Insurance	\$ -	\$ 2,400	\$ 2,400
Property tax	\$ -	\$ 5,829	\$ 5,829
Water/Sewer/Garbage	\$ 1,500	\$ 1,500	\$ 1,500
Condo fees	\$ -	\$ 6,000	\$ 6,000
Electricity	\$ 2,400	\$ 2,400	\$ 2,400
Heat	\$ 3,000	\$ 3,000	\$ 3,000
Cleaning	\$ 2,400	\$ 2,400	\$ 2,400
Maintenance	\$ 5,000	\$ 10,000	\$ 10,000
PT Admin	\$ 6,000	\$ 6,000	\$ 6,000
	\$ 89,600	\$ 112,741	\$ 99,891
Net cost per year	\$ 51,350	\$ 74,491	\$ 61,641
Net cost per month	\$ 4,279	\$ 6,208	\$ 5,137
Downpayment		\$ 257,124	\$ 257,124
Finance		\$ 770,550	\$ 770,550
Interest rate		7.27%	4.80%
Interest rate term		5 years	20 years
Total cost of borrowing		\$ 693,534.00	\$ 436,694.00

IMPLICATIONS

Resources required to implement:

- Administration will negotiate agreement to purchase staff accommodation unit with the assistance of BVRTSC's lawyers.
- Internal staff resources will be required to maintain staff housing, collect rent, deal with move ins/outs, estimated cost allocation of \$500 per month is included in total costing above.

BRAND IMPACT

Positive Brand Standard impact through continued operational excellence through hiring and retaining strong drivers and other team members as required

Report to the Bow Valley Regional Transit Services Commission

Report 2022-12.01 Employee Housing Request - revised

January 24, 2023

OPTIONS

- Proceed with rental of the same unit. The units will rent for approximately \$5,500 per month. Plus, additional fees for storage and parking. Advantages to rental would include limited exposure to maintenance costs, and a lower annual cost for the first 20 years. Disadvantages include lack of control of monthly rent costs, and not owning an asset after the initial mortgage period
- Continue to search for other options for purchase and report back to the Board
- Continue to rent staff accommodation on an ad-hoc basis

RISKS

Financial risk associated with the expenditure and level of cost recovery
Interest rate risk based on current economic conditions and interest rates

ATTACHMENTS

Appendix 1 – Eagle Peak Chalets information

Appendix 2 – ATB lending scenarios

Appendix 3 – AB loan program additional information

Appendix 1 – Eagle Peak Chalets information

Report to the Bow Valley Regional Transit Services Commission

Report 2022-12.01 Employee Housing Request - revised

January 24, 2023

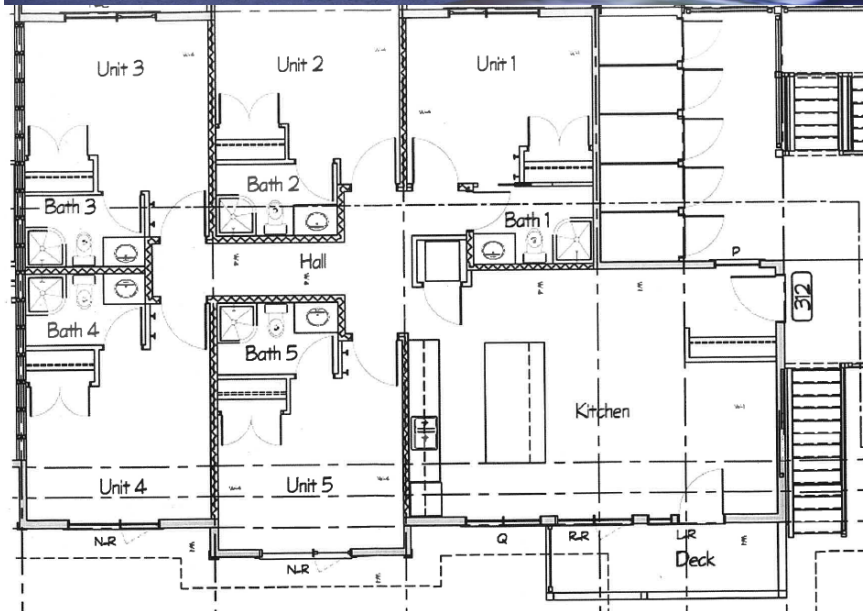
Bald Eagle Peak Chalets

Price List

11-Jan-22

Common Amenity Housing Units

Unit	Level	Developed (SF)	Undeveloped (SF)	Total (SF)	Excl. Lease / Unit / Month + GST	Lease \$/SF Developed /year	Sale Price excl GST	Sake Price \$/SF Developed
112	1	1,422	51	1,473	\$5,000	\$42.20	\$986,163	\$693.57
113	1	1,422	51	1,473	\$5,000	\$42.20	\$986,163	\$693.57
212	2	1,422	51	1,473	\$5,200	\$43.89	\$986,163	\$693.57
213	2	1,422	51	1,473	\$5,200	\$43.89	\$986,163	\$693.57
312	3	1,482	-	1,482	\$5,500	\$44.54	\$1,027,674	\$693.57
313	3	1,482	-	1,482	\$5,500	\$44.54	\$1,027,674	\$693.57



Report to the Bow Valley Regional Transit Services Commission

Report 2022-12.01 Employee Housing Request - revised

January 24, 2023



 **Bald Eagle Peak**Chalets

Canmore Employee Housing Units *Pre-Leases Available*

- Six units total with five bedrooms each
- Individual, lockable rooms featuring 3-piece bath, refrigerator, closet, desk, bookshelf and queen bed
- Access to fully furnished common kitchen, dining & living areas, plus washer & dryer
- 10 assignable parking stalls and 20 assignable gear storage lockers
- Centrally located in Teepee Town
- Ample covered bike storage
- Employers lease for staff; min. 6 months (employees required to sign *Employee Housing Agreement*)
- Lease includes property taxes and condo fees, excludes utilities
- Occupancy Q1 2024

Lease Prices by Floor:
3rd: \$5500/unit/month
2nd: \$5200/unit/month
1st: \$5000/unit/month

Parking: \$100/stall/month
Storage units: \$25/month



LEASE INQUIRIES
W. Dale Hildebrand, P.Eng., M.B.A.,
Partner, REALTOR®
Maxwell Capital Realty
201A, 306 Bow Valley Trail
Canmore, AB T1W 0L1 CANADA
403-869-6200 | dale.hildebrand@shaw.ca
www.canmoremtnhomes.com











Report 2022-12.01 Employee Housing Request - revised

Appendix 2 – ATB lending scenarios

Author: Melanie Booth

Report to the Bow Valley Regional Transit Services Commission

Report 2022-12.01 Employee Housing Request - revised


January 24, 2023

Appendix 3 – AB loan program additional information

Link to loan program information:]

<https://www.alberta.ca/loans-to-local-authorities.aspx>

Current interest rates based on differing amortization:

 **Loans to Local Authorities - Loan Calculator**

Please read the instructions accessed via the button below, fill in the appropriate information, and click "Calculate Loan".

Alter the current LTLA rates by entering new values in the fields below:

1 year rate	<input type="text"/>	3 year rate	<input type="text" value="4.83"/>
5 year rate	<input type="text" value="4.5"/>	10 year rate	<input type="text" value="4.45"/>
15 year rate	<input type="text" value="4.65"/>	20 year rate	<input type="text" value="4.8"/>
25 year rate	<input type="text" value="4.89"/>	30 year rate	<input type="text" value="4.92"/>
40 year rate	<input type="text"/>	50 year rate	<input type="text"/>


Loan calculation performed upon entry of a new value in the field below:






Loan value:	<input type="text" value="\$ 0.00"/>	Calculation as at:	<input type="text" value="1/24/2023, 10:38:05 AM"/>
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© Government of Alberta

Additional regarding the loan program and how it applies to projects and Commissions:

RE: Loan and capital project eligibility

 TBF Local Authority Loans <LocalAuthority
To: Melanie Booth
Cc: Sania Gul

 Reply  Reply All  Forward  

Mon 2023-01-16 7:56 AM


Hi Melanie,


Our loan rates are fixed for the full term of the loan. Any payments in addition to the regularly scheduled payments would be subject to our [Stop-Loss Settlement Policy](#).






As far as financing ratios, we normally will finance 100% of project costs for municipalities and commissions. However, since we have not financed transit commissions previously and are not familiar with their operations, we would have to see the business case, audited financial statements etc. prior to making a final credit decision on any equity contribution by the commission.

Sherri

RE: Loan and capital project eligibility

 TBF Local Authority Loans <LocalAuthorityLoans@gov.ab.ca>
To: Melanie Booth
Cc: Sania Gul

 You forwarded this message on 2022-11-18 12:36 PM.

 Reply  Reply All  Forward  

Fri 2022-11-18 10:39 AM

Hi Melanie,

The application deadlines are six weeks prior to the funding date. You could apply before Oct 31, 2023 for funding on Dec 15, 2023. Since the commission has never applied for borrowing under the program, we recommend that you apply well before the deadline (say Oct 1 or so) so that we have time to fully review the business case, debt limits, etc. Additionally, the program has never received a loan application from a transit commission, so it would be good to have more time to assess how they operate, use debt, etc. If you do need debt extension from Municipal Affairs (not assuming – just if you do), we would appreciate receiving the information sent to MA for the extension.

Given that a housing project is outside the normal operations, we might also seek input from Municipal Affairs. Typically for commissions, we finance the actual infrastructure, i.e. transmission lines, lift stations etc. The municipal members of the commission collect the utility fees and then transfer amounts to the commission for operations. In the case of a transit commission, not all households and businesses use transit so it is a slightly different situation. We would be assessing your business case and revenue/expense projections (including sources of debt repayment) for the evaluation.

The commission will need to pass a bylaw or resolution for the borrowing. We have examples on the website that we recommend you use so that all the requirements of the Municipal Government Act are met. If you'd like me to review the draft bylaw/resolution once you have it ready, I'd be happy to do so.

Sherri

Report to the Bow Valley Regional Transit Services Commission

Report 2022-12.01 Employee Housing Request - revised

January 24, 2023

Loan Calculator

Recalculation options
 Type:

Term:

Deferment:

Calculations based on:
Principal is \$770,550.00

Term is 20 Years

Loan Type is Blended

Deferred payments
NA

Interest rate of 4.8 %

Payment #	Payment	Principal	Interest	Balance
1	\$30,181.11	\$11,687.91	\$18,493.20	\$758,862.09
2	\$30,181.11	\$11,968.42	\$18,212.69	\$746,893.67
3	\$30,181.11	\$12,255.66	\$17,925.45	\$734,638.01
4	\$30,181.11	\$12,549.80	\$17,631.31	\$722,088.21
5	\$30,181.11	\$12,850.99	\$17,330.12	\$709,237.22
6	\$30,181.11	\$13,159.42	\$17,021.69	\$696,077.80
7	\$30,181.11	\$13,475.24	\$16,705.87	\$682,602.56
8	\$30,181.11	\$13,798.65	\$16,382.46	\$668,803.91
9	\$30,181.11	\$14,129.82	\$16,051.29	\$654,674.09
10	\$30,181.11	\$14,468.93	\$15,712.18	\$640,205.16
11	\$30,181.11	\$14,816.19	\$15,364.92	\$625,388.97
12	\$30,181.11	\$15,171.77	\$15,009.34	\$610,217.20
13	\$30,181.11	\$15,535.90	\$14,645.21	\$594,681.30
14	\$30,181.11	\$15,908.76	\$14,272.35	\$578,772.54
15	\$30,181.11	\$16,290.57	\$13,890.54	\$562,481.97
16	\$30,181.11	\$16,681.54	\$13,499.57	\$545,800.43
17	\$30,181.11	\$17,081.90	\$13,099.21	\$528,718.53
18	\$30,181.11	\$17,491.87	\$12,689.24	\$511,226.66
19	\$30,181.11	\$17,911.67	\$12,269.44	\$493,314.99
20	\$30,181.11	\$18,341.55	\$11,839.56	\$474,973.44
21	\$30,181.11	\$18,781.75	\$11,399.36	\$456,191.69
22	\$30,181.11	\$19,232.51	\$10,948.60	\$436,959.18
23	\$30,181.11	\$19,694.09	\$10,487.02	\$417,265.09
24	\$30,181.11	\$20,166.75	\$10,014.36	\$397,098.34
25	\$30,181.11	\$20,650.75	\$9,530.36	\$376,447.59
26	\$30,181.11	\$21,146.37	\$9,034.74	\$355,301.22
27	\$30,181.11	\$21,653.88	\$8,527.23	\$333,647.34
28	\$30,181.11	\$22,173.57	\$8,007.54	\$311,473.77
29	\$30,181.11	\$22,705.74	\$7,475.37	\$288,768.03
30	\$30,181.11	\$23,250.68	\$6,930.43	\$265,517.35
31	\$30,181.11	\$23,808.69	\$6,372.42	\$241,708.66
32	\$30,181.11	\$24,380.10	\$5,801.01	\$217,328.56
33	\$30,181.11	\$24,965.22	\$5,215.89	\$192,363.34

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1/2

1/24/23, 10:48 AM

Calculate Loan

34	\$30,181.11	\$25,564.39	\$4,616.72	\$166,798.95
35	\$30,181.11	\$26,177.94	\$4,003.17	\$140,621.01
36	\$30,181.11	\$26,806.21	\$3,374.90	\$113,814.80
37	\$30,181.11	\$27,449.55	\$2,731.56	\$86,365.25
38	\$30,181.11	\$28,108.34	\$2,072.77	\$58,256.91
39	\$30,181.11	\$28,782.94	\$1,398.17	\$29,473.97
40	\$30,181.11	\$29,473.97	\$707.14	\$0.00
Totals:	\$1,207,244.40	\$770,550.00	\$436,694.40	

Bow Valley *Regional* Transit Services Commission



Dogs on Buses

Report to the Bow Valley Regional Transit Services Commission

Report 2022-03.01 Dogs on Roam Transit (Revised February 2023)

February 1, 2023

SUMMARY/ ISSUE

Currently BVRTSC allows service and crated small dogs on its services. Some passengers have requested to be able to bring their uncaged dogs on board Roam services to allow them to go to local off-leash dog parks, hiking trails, etc. As many dogs are too large or pet owners do not have carriers, this may discourage some locals and visitors from using transit and encourage the use of private vehicles instead.

PREVIOUS COMMISSION DIRECTION/POLICY

The current Pet Policy states:

“Certified assistance animals are allowed on board at no charge. Owners of assistance animals should be prepared to show the animal's verification of training.

Passenger pets are allowed on board at no charge. All pets must be crated in a secure and clean carrier designed and intended for the carrying of animals which is small enough to fit on the owner's lap.

Passengers must hold onto the carrier at all times and are responsible for the safety of their pet. (If there is room on the bus, carriers may be placed beside you on the floor, but the carrier should not block the aisle or restrict passenger movement.)

The pet must remain inside the carrier at all times”.

Leashed dogs, other than service dogs have not previously been allowed on Roam buses and recently requests have increased to allow for transportation of dogs on transit in the Bow Valley.

Administration Recommendation:

- The Commission directs administration to initiate a pilot program to allow leashed dogs on Roam Transit services for a period of one year following overwhelming support at the public feedback phase. (Choice of option 1 or 2)

INVESTIGATION

Requests have been received regularly asking for the allowance of dogs on Roam Transit in both Banff and Canmore. This has been a topic of discussion and letters sent into Roam for a number of years and has been more noticeable with additional attention on dog parks in both municipalities.

Canmore local service will include a route going to Quarry Lake, Canmore Nordic Centre and Grassi Lakes in 2024. This service will increase the demand for leashed dogs to be allowed on board transit. With limited parking, the number of vehicles could be reduced through this initiative.

In May 2022, Roam extended service to the Banff Industrial Area. As one of the off-leash dog parks in Banff is in the Industrial Compound, this has increased demand for transit riding canines.

Report to the Bow Valley Regional Transit Services Commission

Report 2022-03.01 Dogs on Roam Transit (Revised February 2023)

February 1, 2023

Additionally, requests are coming from visitors at the campgrounds who cannot leave the dogs in their tent or trailer for safety and wildlife reasons. Allowing dogs on Roam services would potentially help BVRTSC meet the Strategic and Business Plan 2021 -2024 which states that **“TS 13: Advocate for, advise on and champion disincentives to private vehicle use”**.

Examples of customer requests and feedback:

“Thanks for your prompt reply. Unfortunately, your policy covers only tiny dogs and excludes larger dogs like [REDACTED] who is 50lbs. I would like to point out that he can ride the LRT in Calgary without his kennel and free of charge. From a green point of view your policy isn’t good, because I will just have to drive from Canmore to Banff and back instead”.

“Are dogs allowed on the bus? We plan to hike Six Glaciers and ride the bus from Lake Louise townsite to the Chateau”.

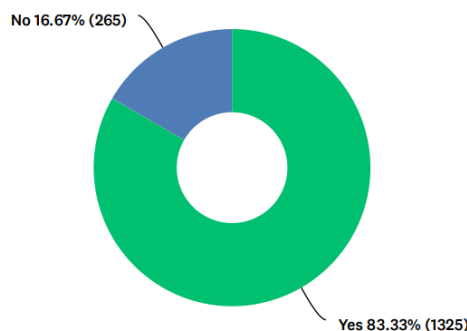
“Regarding your pet policy... Are there any accommodations for dogs that are larger than can be reasonably crated? I have a 40lbs dog [that could] sit on my lap for the duration of the ride.” (From Jan 2023)

“We are at Tunnel Mountain Resort... We have two small dogs with us, and we were planning on bringing them down the hill with us. Will we be able to bring them on the bus with us or will we have to use our own vehicle?” (From March 2022)

Initiated by these customer enquiries and further to the initial report in March 2022, BVRTSC administration released a Public Opinion Survey in January 2023, which ran for 2 weeks and received 1,590 responses. You can see more detailed feedback from this survey in the ‘Attachments’.

Q2 Do you support leashed dogs on buses?

Answered: 1,590 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	83.33%	1,325
No	16.67%	265
TOTAL		1,590

Report to the Bow Valley Regional Transit Services Commission

Report 2022-03.01 Dogs on Roam Transit (Revised February 2023)

February 1, 2023

As well as gathering the public's opinion, administration also asked Roam drivers for their feedback. 63.64% were in favour of allowing leashed dogs on buses, while 36.36% were not. There is detailed staff feedback in the 'Additional' documents for your review.

Of the 104 (CUTA – Canadian Urban Transit Association) in Canada, 94% of transit agencies do not allow uncaged leashed dogs on their services, and 6% of transit agencies allow uncaged leashed dogs on their services: Calgary, Durham Region, Mississauga, Oakville, Montreal (Metro only), and Toronto (off peak only).

Calgary Transit:

"Dogs are welcome on board for free, but there must be a leash on your furry friend. Other animals can also ride for free, but they need to be in a carrier or cage. It is recommended by Calgary Transit that the dog on leash is seated next to the window with the passenger on the aisle side to allow for a comfortable ride for everyone."

Administration reached out to a few of these transit agencies and received feedback from Calgary Transit regarding their policy, and they provided the following statement:

"Calgary Transit allows dogs on leash and all other pets in a cage on our transit system. There have never been any issues or complaints. Our customers love seeing pets on transit and it makes their ride more interesting. Customers also post pictures of the pets on our twitter account. There have never been non-compliance issues with pets/animals on our transit system."

Cheryl Martin – Transit Planner for Calgary Transit

Within the feedback gathered in the Public Opinion Survey there were several comments received regarding Dogs on Calgary Transit.

"I bring my dog on buses in Calgary often. There are zero issues, and it means I can leave my car at home." – Survey feedback from a Visitor to The Bow Valley

Durham Region Transit:

Dogs, cats, and all other household pets are permitted onboard DRT vehicles, leashed or in carrier.

Mississauga Transit:

Pets such as cats and dogs are allowed on MiWay, but they must be leashed or kept in an animal cage. Exotic animals are not allowed.

Windsor Transit:

Passengers are permitted to board a bus with a small pet, provided the pet is secured in a proper pet carrier. The pet must remain in the pet carrier for the duration of the bus ride.

TTC (Toronto Transit):

Leashed dogs or pets secured in an enclosed container are welcome to travel on the TTC during weekends and weekday off-peak periods - that is before 6:30 a.m.; 10 a.m. to 3:30 pm; after 7 p.m.

Brewster Express / Banff Airporter / Sundog Transportation:

These airport / transportation shuttle services do not accept pets.

Discover Banff Tours / Brewster Sightseeing / Banff Adventures:

These Bow Valley tour agencies do not accept pets on their buses.

Report to the Bow Valley Regional Transit Services Commission

Report 2022-03.01 Dogs on Roam Transit (Revised February 2023)

February 1, 2023

BVRTSC Administration also reached out to a variety of service dog associations. Feedback was gained from two of these associations, one of which felt it would be a positive step to include leashed dogs and one who was strongly against this change to our policy. A written statement from CNIB has been included in the 'attached documents', however the other organisation wished to remain anonymous.

Residents and Visitors

The Bow Valley hosts not only a high number of residents with dogs, but also during the peak summer season many travellers bring their pets along for their vacation.

Residents

	Population 2021	Number of officially Licenced Dogs 2022 ¹	Percentage of population with licenced dogs
Banff	8,905	452	5.1%
Canmore	15,990	1240	7.8%
ID9	1,004	10*(2021 number)	1%

¹ Does not include visitors less than 30 Days (Banff) or homeowners that reside for less than 3 months (Canmore).

Visitor accommodation in the Bow Valley (these numbers exclude other visitor accommodation such as – B & B's, Vacation rentals, etc.)

	Number of Hotels	Number of hotels allowing Dogs	Percentage of hotels allowing dogs
Banff	34	20	59%
Canmore	36	22	21%
ID9	9	6	67%
	Number of Campgrounds ²	Number of Sites allowing Dogs	Percentage of sites allowing dogs
Banff	1603	1603	100%
Canmore	245	245	100%
ID9	642	642	100%

² Does not include backcountry or private campsites.

Banff National Park – Parks Canada

After consultation with Parks Canada – Dogs are allowed in the National Park, provided they are always on a leash and under control. Currently dogs are not allowed on any of their summer shuttle services, as well as the Lake Minnewanka trail during the summer. Dogs on leash are allowed on all other Banff National Park trails, however if there is a bear warning within the Park, the trails in the specified zone will be closed to dogs.

Report to the Bow Valley Regional Transit Services Commission

Report 2022-03.01 Dogs on Roam Transit (Revised February 2023)

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PROPOSED

Option 1: Direct Administration to introduce a pilot program with unrestricted time access to leashed dogs on our transit services, limited to services with a travel time of 30 minutes or less.

Option 2: Direct Administration to introduce a pilot program for leashed dogs on board, limited to services with a travel time of 30 minutes or less, restricted to non-peak hours.

Option 3: Status quo - Administration to maintain the current Pet Policy, allowing only dogs in carriers to be transported.

BRAND IMPACT

BVRTSC strives to provide the highest quality of services to be in line with international visitor expectation. Currently the Roam brand is well perceived and informal data seems to show that many customers return to use Roam services in turn helping to reach the transportation goals within the Strategic and Business Plan 2021 -2024. Allowing dogs on the BVRTSC services could strengthen the brand by being accommodating and flexible.

If unfortunate situations occur on board this could negatively impact the brand, especially given the instant nature of social media.

RISKS

Positive Risk:

- Flexibility in our mandate and potential increase in ridership

Negative Risk:

- Passenger and driver concerns around dogs
- Liability concerns (injuries to passengers/other dogs)
- Dog urinating or defecating on board would result in large service delays
- Overload/capacity concerns - Dogs taking space that would normally be available to passengers

ATTACHMENTS

- [Appendix 1 - CNIB Statement](#)
- [Appendix 2 - Drivers Feedback](#)
- [Appendix 3 - Overload Information](#)
- [Appendix 4 - Detailed 'Against' results and comments](#)
- [Appendix 5 - Detailed dog owners' results and comments](#)

Report to the Bow Valley Regional Transit Services Commission

Report 2022-03.01 Dogs on Roam Transit (Revised February 2023)

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Appendix 1 - CNIB Statement

The Canadian National institute for the Blind (CNIB) is a 'Foundation that offers innovative programs and powerful advocacy that empowers people impacted by blindness to live their full dreams and tear down barriers.'

Roam Transit offers a free ride to CNIB card holders to assist them with safe and accessible travel in The Bow Valley.

BVRTSC administration reached out to CNIB to gather their feedback regarding how leashed dogs on transit services may affect service dog users. They provided us with the following statement:



While I understand that many people would like permission to bring leashed dogs on transit, this would certainly pose problems for guide dogs and their handlers.

Guide dogs and service dogs have access rights under the law, meaning that they are allowed to access any place that the public would normally have access to, such as transit. Therapy dogs and emotional support animals do not have access rights, nor do pets. Guide dogs are specifically trained to assist a person who is blind or partially sighted with mobility. Whether its avoiding obstacles, stopping at curbs or steps, or negotiating traffic, guide dogs foster independence for their handlers. They are among the most highly trained dogs in the world, performing tasks that require intensive standardized training. When a guide dog is wearing its harness, it requires its full attention to focus on its job. Unwanted interruptions, such as attention from humans or other dogs, could distract the guide dog from its job, impacting its training and potentially putting both the dog and handler at risk.

Allowing pets on transit would pose significant distractions for guide dogs and their handlers. While I'm sure that most pet owners would have the best of intentions when bringing their dogs on transit, dogs are often highly reactive to one another, and guide dog handlers have enough obstacles to contend with without the introduction of pet dogs barking, lunging, growling, or attempting to play, all of which would take a guide dog's focus away from its very important job.

Allowing pets on transit would create unnecessary barriers for already vulnerable populations and make the transit system less safe and welcoming. For people who are blind or partially sighted, most of whom are not able to drive, the bus may be their only transit option. I'd highly recommend against introducing any unnecessary barriers for these riders.

Report to the Bow Valley Regional Transit Services Commission

Report 2022-03.01 Dogs on Roam Transit (Revised February 2023)

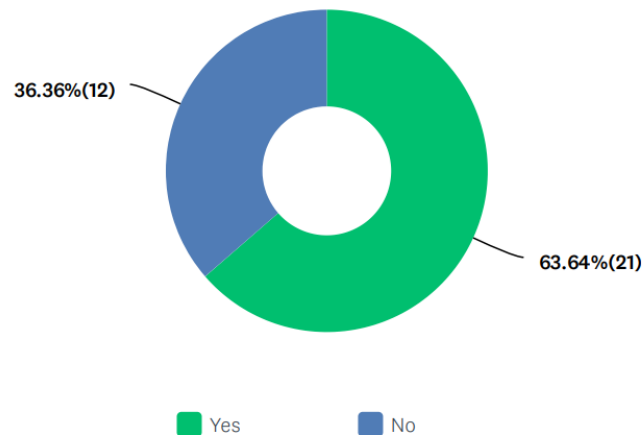
February 1, 2023

Appendix 2 - Drivers Feedback

In addition to gathering public feedback, administration setup a staff only link to the survey so we could gather drivers' feedback regarding allowing leashed dogs on buses, 33 responses were received.

Q2 Do you support leashed dogs on buses?

Answered: 33 Skipped: 0



Positive / For

"Canmore has more dogs than kids and [this] would make it more accessible for everyone to get around with their pets."

"Would like to have dogs on the bus! Always having to explain that dogs can only be on the bus in a cage currently, so would be nice to allow them with a leash."

Cautionary

"Would be cautionary for making sure that owners know their dogs and aren't going to bring them on if they aren't well behaved. Having an altercation on a bus in a confined space would be dangerous and have consequences for bystanders.... Would be a big responsibility for drivers."

"How would we enforce that it's the owner's responsibility? Also, what if someone doesn't like dogs?"

Neutral

"Wouldn't mind it."

"Okay with having dogs on the bus. Just make sure there is space for them."

Negative / Against

"Is there not enough for drivers to do already? This is going down the wrong road. Many owners can't keep control of their pets. I love dogs but do not support this."

"Not really keen on having dogs on the bus. Would be worried about having someone get injured or bit."

Report to the Bow Valley Regional Transit Services Commission

Report 2022-03.01 Dogs on Roam Transit (Revised February 2023)

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Appendix 3 - Overload Information

It is important to consider our capabilities to provide enough service to our current passengers before we look to introducing leashed dogs on our services. With ridership levels at a record high and the expectation that the 2023 season will surpass these levels, we may create additional overloads throughout the peak service times by allowing dogs.

This brings up questions as to whether we introduce limitations to the days, times or services people may be able to bring their leashed dogs on the buses.

Outlined below, is a table indicating service overloads through out the peak summer season. You can see each service broken down with how many days in the month they had any overloaded runs (i.e. the bus was at full capacity, so the driver could not stop to pick people up at a / multiple stops along the route.) A run is the route from the initial bus stop to it's destination. ex. Marmot Crescent to The Banff Gondola is an example of one run on the Route 1. Banff High School Transit Hub to Canmore 9th Street would be one run on the route 3.

	Route 1			Route 2			Route 3		
	Days per month	Days with overloads	%	Days per month	Days with overloads	%	Days per month	Days with overloads	%
June	30	16	53%	30	17	57%	30	5	17%
July	31	18	58%	31	13	42%	31	8	26%
August	31	30	97%	31	20	65%	31	13	42%
September	30	20	67%	30	11	37%	30	2	7%

	Route 4			Route 5			Route 6		
	Days per month	Days with overloads	%	Days per month	Days with overloads	%	Days per month	Days with overloads	%
June	30	1	3%	30	2	7%	30	6	20%
July	31	6	19%	31	3	10%	31	5	16%
August	31	2	6%	31	0	0%	31	7	23%
September	30	1	3%	30	0	0%	30	2	7%

While we did not record how many customers were left at each stop, drivers did record instances where a stop could not board additional passengers, the service was “overloaded”. The busiest recorded day from the summer was Thursday July 7th, when 15 runs were overloaded.

Additional survey comments regarding busy / overloaded buses

“I would say no on some routes, like 1 and 2. There would be no room for anything else. Strollers have been hard enough to get on the bus this summer.” – Driver

“It’s busy enough on the buses as it is. I can’t get my bike on half the time.” – Canmore Resident

“Last summer, and even last week/most weekends, the Local Banff routes were way over capacity and residents and guests routinely experienced drive-bys... It would be irresponsible to allow dogs on the bus

Report to the Bow Valley Regional Transit Services Commission

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who will take up space and cause even greater capacity issues / delays. Most Canadian jurisdictions don't allow this, and we shouldn't either until we can solve our capacity issues." – Banff Resident

"My dog is 100lbs and would easily take up the space of 2 standing humans" – Banff Resident

The survey also asked when people would like to see dogs on the buses. 71.26% (1,333 people) were in favour of unrestricted travel, while 14.03% (223 people) would like to see travel restricted to specific times, the remaining 14.72% (234 people) were not in favour of either of these options.

Additional survey comments regarding time restrictions for leashed dogs

"Only allow non-service dogs to ride the bus during off peak hours." – Canmore Resident

"While I would advocate for unrestricted access, any access is better than none." – Banff Resident

"Roam buses, especially in the summer times, are busy and bustling with passengers." – Banff Resident

"Sometimes there's already not enough room for the people, their stuff and equipment." – Canmore Resident

"Oftentimes the buses are standing room only, which might be exacerbated by allowing dogs as well." – Banff Resident

Report to the Bow Valley Regional Transit Services Commission

Report 2022-03.01 Dogs on Roam Transit (Revised February 2023)

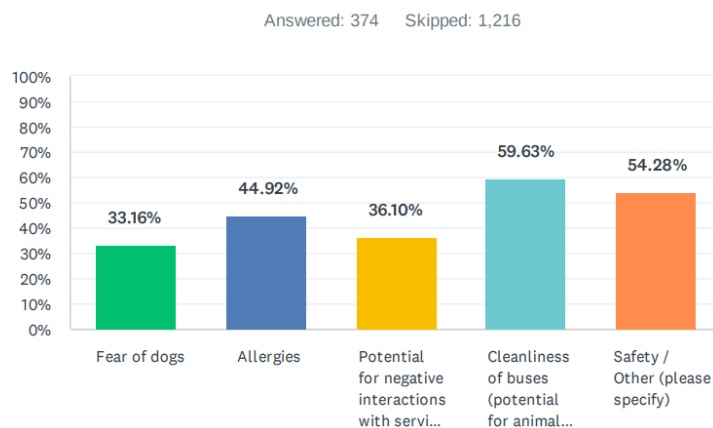
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Appendix 4 - Detailed 'Against' results and comments

Of the 1,590 respondents, 265 people were not in support of allowing leashed dogs on the buses. Administration asked them why they were not in favour of this and allowed them to select as many responses as they felt applied, as well as leave further comments.

[While this was a skippable question, 374 people did answer this while only 265 should have. It is important to note that it does appear these additional 109 people selected 'Other' and many left comments expressing they were in favour / selected 'Yes'.]

Q3 If you answered 'No' to the previous question, which of these are your reasons or concerns? Please select all that apply.



ANSWER CHOICES	RESPONSES	
Fear of dogs	33.16%	124
Allergies	44.92%	168
Potential for negative interactions with service dogs on board	36.10%	135
Cleanliness of buses (potential for animal hair, dirty seats or dog accidents on buses)	59.63%	223
Safety / Other (please specify)	54.28%	203
Total Respondents: 374		

Fear of Dogs

"We [parent and child] had a situation where a service dog was on the bus, and we had to get off at the next stop because of the anxiety it was causing" – Banff Resident

Allergies

"My child is allergic to dogs and has itchy skin when he comes into contact with dogs." – Canmore Resident

Report to the Bow Valley Regional Transit Services Commission

Report 2022-03.01 Dogs on Roam Transit (Revised February 2023)

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Potential for negative interactions with service dogs on board

“While I am on board, I am nervous about some owners not taking responsibility of their dogs on the bus, especially regarding potential interactions with service dogs.” – Canmore Resident

Cleanliness of buses

“I think the cleanliness of the buses will be negatively impacted with dogs being allowed, especially on a rainy or snowy day.” -Banff Resident

Safety / Other

“I am not scared of dogs, but I have frequent interactions with irresponsible owners in and around Canmore... I don’t want to have those interactions in a confined space where I can’t get away from either the dog or the owner.” – Canmore Resident

Report to the Bow Valley Regional Transit Services Commission

Report 2022-03.01 Dogs on Roam Transit (Revised February 2023)

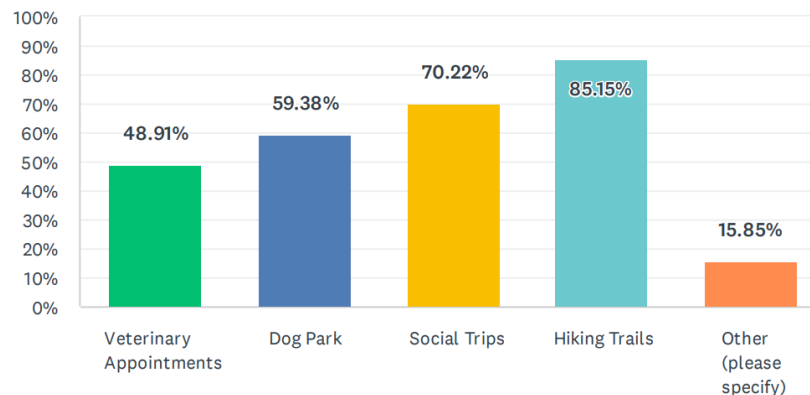
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Appendix 5 - Detailed dog owners' results and comments

Of the 1,590 survey respondents, 1,112 were dog owners. The survey allowed these respondents some additional questions, to gain more detailed feedback on where they would use transit to take their dog, and whether allowing leashed dogs would increase their use of the buses.

Q9 Why would you bring your dog on the bus? Select all that apply.

Answered: 1,098 Skipped: 492



ANSWER CHOICES	RESPONSES	
Veterinary Appointments	48.91%	537
Dog Park	59.38%	652
Social Trips	70.22%	771
Hiking Trails	85.15%	935
Other (please specify)	15.85%	174
Total Respondents: 1,098		

Additional comments from this question

"My dog and I are getting older and sometimes overextend ourselves when walking. It would be convenient to know I could ride back if he and / I are tired." – Banff Resident

"I can manage my dog as her is old and passive, but I 100% don't trust other dogs in this town from previous experiences." – Canmore Resident

"Winter hiking and skiing." – Visitor to The Bow Valley

23 comments mentioned they would use the bus to take their dog to work.

"Going to work, as my workplace allows dogs." – Banff Resident.

83.7% of dog owners said they would use Roam Transit more if they could bring their dog on the bus.

"If the Town wants locals to not drive our vehicles much, then we need to know transit supports our lifestyle choices. A dog is a reason why we drive more than take transit." – Canmore Resident

"If I could have my dog with me, I would be able to use take transit much more frequently than I do now, and I would have an option other than driving." – Banff Resident

Bow Valley *Regional* Transit Services Commission



Amended 2023-2025 Operating and
10-year Capital Budgets

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

NSLR budget changes:

Route 3 additional service 2023

Route 5 additional service 2023

Banff local - Electric bus purchase 2025

Canmore local - Electric bus purchase 2024

	<i>Previously approved budget</i>			<i>Revised budget inc. NSLR</i>			<i>Difference</i>		
	2023	2024	2025	2023	2024	2025	2023	2024	2025
Banff									
Operating	\$ 1,908,055	\$ 1,947,872	\$ 2,007,267	\$ 1,938,543	\$ 1,979,112	\$ 2,257,377	\$ 30,487	\$ 31,240	\$ 250,110
Capital	\$ 626,500	\$ 621,500	\$ 659,800	\$ 626,500	\$ 621,500	\$ 659,800	\$ -	\$ -	\$ -
	\$ 2,534,555	\$ 2,569,372	\$ 2,667,067	\$ 2,565,043	\$ 2,600,612	\$ 2,917,177	\$ 30,487	\$ 31,240	\$ 250,110
Canmore									
Operating	\$ 1,485,870	\$ 1,541,336	\$ 1,588,150	\$ 1,756,898	\$ 1,942,816	\$ 2,313,696	\$ 271,028	\$ 401,480	\$ 725,546
Capital	\$ 295,800	\$ 283,200	\$ 299,000	\$ 295,800	\$ 283,200	\$ 341,900	\$ -	\$ -	\$ 42,900
	\$ 1,781,670	\$ 1,824,536	\$ 1,887,150	\$ 2,052,698	\$ 2,226,016	\$ 2,655,596	\$ 271,028	\$ 401,480	\$ 768,446
ID #9									
Operating	\$ 694,103	\$ 755,830	\$ 776,085	\$ 694,103	\$ 755,830	\$ 776,085	\$ -	\$ -	\$ -
Capital	\$ 78,069	\$ 62,314	\$ 74,766	\$ 78,069	\$ 62,314	\$ 74,766	\$ -	\$ -	\$ -
	\$ 772,173	\$ 818,144	\$ 850,851	\$ 772,173	\$ 818,144	\$ 850,851	\$ -	\$ -	\$ -
Parks Canada*									
Operating	\$ 1,663,008	\$ 1,758,193	\$ 1,805,186	\$ 1,663,008	\$ 1,758,193	\$ 1,805,186	\$ -	\$ -	\$ -
	\$ 1,663,008	\$ 1,758,193	\$ 1,805,186	\$ 1,663,008	\$ 1,758,193	\$ 1,805,186	\$ -	\$ -	\$ -

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

Total difference

\$ 301,516	\$ 432,721	\$ 975,656
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Revised changes:

Rt 3 additional service

Rt 5 additional service

Banff local - electric bus 2025 (operating)

Canmore local - electric bus 2024 (operating)

Canmore local - electric bus 2024 (capital)

\$ 60,976	\$ 62,805	\$ 64,689
\$ 240,540	\$ 369,915	\$ 910,967
		\$ 217,920
	\$ 122,400	\$ 438,000
		\$ 42,900
\$ 301,516	\$ 432,721	\$ 975,656

Town of Banff:

	2022	2023	2024
Town of Canmore	Budget	Previously Approved	Budget
Canmore Local - Route 5	\$ 927,575	\$ 977,287	\$ 996,834
New bus NRLR 24/25			
CB Regional (1/2)	\$ 172,972	\$ 171,012	\$ 174,433
Administrative (1/3)	\$ 188,239	\$ 146,629	\$ 149,447
	\$ 1,288,786	\$ 1,294,928	\$ 1,320,714

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

% Change	% Change	\$ Change	\$ Change
23-23	24-24	23-23	24-24
14.1%	21.0%	\$ 104,333	\$ 148,681
-5.5%	-0.6%	\$ (39,353)	\$ (4,227)
#DIV/0!	#DIV/0!	\$ -	\$ -
36.0%	43.3%	\$ 61,590	\$ 75,570
27.7%	29.0%	\$ 40,648	\$ 43,371
9.4%	15.4%	\$ 167,217	\$ 263,394
% Change	% Change	\$ Change	\$ Change
23-23	24-24	23-23	24-24
36.8%	38.2%	\$ 359,732	\$ 380,762
36.0%	43.3%	\$ 61,590	\$ 75,570
27.7%	29.0%	\$ 40,648	\$ 43,371
35.7%	47.1%	\$ 461,970	\$ 622,102
% Change	% Change	\$ Change	\$ Change
23-23	24-24	23-23	24-24
27.7%	29.0%	\$ 40,648	\$ 43,371
-43.8%	-45.9%	\$ (113,935)	\$ (121,925)
52.4%	84.6%	\$ 40,443	\$ 65,483
30.7%	55.9%	\$ 66,288	\$ 120,941
91.8%	133.6%	\$ 54,166	\$ 78,858
		\$ (59,451)	\$ (159,451)
-2.9%	3.7%	\$ (20,915)	\$ 27,276

Bow Valley Regional Transit Services Commission

2023-2025 APPROVED Operating Budget (inc. NSLR)

ALL ROUTES			
	2023 Approved Budget	2024 Approved Budget	2025 Approved Budget
INCOME			
Advertising & Marketing Revenue			
4200 Advertising & Marketing	\$ 56,244	\$ 57,931	\$ 59,670
Total Advertising & Marketing Revenue	\$ 56,244	\$ 57,931	\$ 59,670
Total Grant Revenue	\$ -	\$ -	\$ -
Interest Revenue			
4810 Interest Income	\$ 20,000	\$ 21,000	\$ 21,630
Total Interest Revenue	\$ 20,000	\$ 21,000	\$ 21,630
Other Income			
4700 Charter Sales	\$ 2,122	\$ 2,185	\$ 2,250
4750 Route Detour Fee	\$ 424	\$ 437	\$ 450
Total Other Income	\$ 2,546	\$ 2,622	\$ 2,700
Partner Programs			
4300 Partner Program Revenue	\$ 519,674	\$ 535,664	\$ 551,734
Total Partner Programs	\$ 519,674	\$ 535,664	\$ 551,734
Total Pass Sales	\$ 3,104,510	\$ 3,234,083	\$ 3,331,107
TOTAL INCOME BEFORE REQUISITIONS	\$ 3,702,973	\$ 3,851,301	\$ 3,966,841
Recoveries - Operating (non-members)			
4500 Recoveries - Operating (non-memb)	\$ 1,663,008	\$ 1,758,193	\$ 1,805,186
Total Recoveries - Operating (non-members)	\$ 1,663,008	\$ 1,758,193	\$ 1,805,186
Total Requisitions - Capital	\$ -	\$ -	\$ 217,920
Requisitions - Operating			
4420-1 Operating Requisition - TOB	\$ 1,938,543	\$ 1,979,112	\$ 2,257,377
4420-2 Operating Requisition - TOC	\$ 1,756,898	\$ 1,942,816	\$ 2,313,696
4420-5 Operating Requisition - ID9	\$ 797,313	\$ 896,122	\$ 902,217
Total Requisitions - Operating	\$ 4,492,754	\$ 4,818,050	\$ 5,473,289
TOTAL INCOME	\$ 9,858,735	\$ 10,427,544	\$ 11,463,237
EXPENSES			
Advertising & Marketing Expenses			
5700 Advertising and Marketing	\$ 186,307	\$ 191,896	\$ 197,654
5715 Commission	\$ 3,205	\$ 3,301	\$ 3,401
Total Advertising & Marketing Expenses	\$ 189,512	\$ 195,198	\$ 201,055
Contracted Services / Professional Fees			
5200 Operating Contracts	\$ 16,222	\$ 16,709	\$ 17,210
5364 Brinks service fees	\$ 12,010	\$ 12,370	\$ 12,743
5611 Accounting Fees	\$ 11,383	\$ 11,725	\$ 12,076
5612 Payroll service fee	\$ 6,729	\$ 6,931	\$ 7,138

Bow Valley Regional Transit Services Commission

2023-2025 APPROVED Operating Budget (inc. NSLR)

ALL ROUTES

	2023 Approved Budget	2024 Approved Budget	2025 Approved Budget
5615 Legal Fees	\$ 6,009	\$ 6,189	\$ 6,376
5623 Security Fee	\$ 20,732	\$ 21,354	\$ 21,994
5624 IT Support	\$ 12,238	\$ 12,605	\$ 12,984
5629 Contract Work	\$ 41,310	\$ 42,549	\$ 43,826
Total Contracted Services / Professional Fees	\$ 126,633	\$ 130,432	\$ 134,347
Fuel Expense			
5270 Fuel	\$ 900,202	\$ 927,208	\$ 955,025
Utilities - electric bus charging	\$ 69,845	\$ 71,940	\$ 74,099
Total Fuel Expense	\$ 970,047	\$ 999,149	\$ 1,029,124
General Operating Expenses			
5351 Office Supplies	\$ 13,838	\$ 14,253	\$ 14,680
5352 Bank Service Charges	\$ 33,458	\$ 34,461	\$ 35,498
5353 Janitorial Supplies & Services	\$ 2,020	\$ 2,081	\$ 2,142
5354 Postage and Office Delivery	\$ 2,995	\$ 3,085	\$ 3,177
5357 Cell Phone	\$ 27,402	\$ 28,224	\$ 29,070
5358 Office Phone	\$ 12,597	\$ 12,975	\$ 13,364
5359 Board meeting expense	\$ 1,408	\$ 1,450	\$ 1,493
5626 Office Rent	\$ 52,795	\$ 54,379	\$ 56,010
5627 Copier	\$ 5,701	\$ 5,872	\$ 6,048
5630 Utilities	\$ 44,309	\$ 45,638	\$ 47,007
Total General Operating Expenses	\$ 196,523	\$ 202,419	\$ 208,489
Infrastructure Maintenance			
5430 Parks Canada Land Rent	\$ 714	\$ 13,678	\$ 14,088
5632 Infrastructure Maintenance Expense	\$ 65,208	\$ 74,661	\$ 76,899
Total Infrastructure Maintenance	\$ 65,922	\$ 88,339	\$ 90,987
Insurance Expense			
5310 General Liability Insurance	\$ 10,457	\$ 10,771	\$ 11,094
5320 Fleet insurance	\$ 169,480	\$ 175,001	\$ 180,250
Total Insurance Expense	\$ 179,937	\$ 185,771	\$ 191,344
Software Fees & Licences			
5362 Software and License Fees	\$ 125,349	\$ 129,110	\$ 132,982
5617 Website	\$ 13,989	\$ 14,409	\$ 14,842
5620 Smart Farebox Software	\$ -	\$ -	\$ -
5622 Bus Prediction Software	\$ 47,807	\$ 49,255	\$ 50,734
Total Software Fees & Licences	\$ 187,145	\$ 192,773	\$ 198,558
Human resources, Training, Travel & Meals			
Staff accomodation	\$ 20,531	\$ 21,147	\$ 21,780
HR - recruitment	\$ 49,508	\$ 50,993	\$ 52,523
HR - retention staffing costs	\$ 15,173	\$ 15,628	\$ 16,098
Hr - staffing costs	\$ 33,354	\$ 34,355	\$ 35,387

Bow Valley Regional Transit Services Commission

2023-2025 APPROVED Operating Budget (inc. NSLR)

ALL ROUTES				
	2023 Approved Budget	2024 Approved Budget	2025 Approved Budget	
5171 Conference Fees	\$ 7,960	\$ 8,199	\$ 8,445	
5172 Meals	\$ 9,366	\$ 9,647	\$ 9,936	
5173 Training	\$ 10,000	\$ 10,300	\$ 10,609	
5180 Travel Expense	\$ 5,722	\$ 5,894	\$ 6,071	
5181 Mileage	\$ 8,046	\$ 8,287	\$ 8,535	
5227 Driver Training	\$ 5,594	\$ 5,762	\$ 5,933	
5356 Memberships	\$ 5,209	\$ 5,365	\$ 5,526	
5619 Business Hosting Expenses	\$ 1,706	\$ 1,758	\$ 1,810	
Total Training, Travel & Meals	\$ 172,169	\$ 177,334	\$ 182,653	
Vehicle Expenses				
5250 Parts	\$ 563,941	\$ 580,859	\$ 598,285	
5255 Vehicle Supplies	\$ 86,774	\$ 89,377	\$ 92,058	
5260 Maintenance Labour	\$ 873,745	\$ 900,077	\$ 927,080	
5420 Bus Storage	\$ 219,109	\$ 225,717	\$ 232,489	
5628 Bus wrap repair	\$ 10,824	\$ 11,148	\$ 11,482	
Total Vehicle Expenses	\$ 1,754,392	\$ 1,807,179	\$ 1,861,394	
Total Wages & Benefits - Administrative	\$ 674,600	\$ 694,838	\$ 715,684	
Total Wages & Benefits - Cleaners	\$ 277,923	\$ 286,261	\$ 294,848	
Total Wages & Benefits - Customer Support	\$ 340,092	\$ 350,295	\$ 360,802	
Wages & Benefits - Drivers				
5221 Drivers Wages	\$ 2,992,696	\$ 3,082,477	\$ 3,174,951	
5223 Drivers Wages - Training	\$ 467,044	\$ 481,056	\$ 495,486	
Total Wages & Benefits - Drivers	\$ 3,459,740	\$ 3,563,532	\$ 3,670,437	
Total Wages & Benefits - Operations	\$ 580,626	\$ 598,152	\$ 1,052,042	
Additional operating funds for NSLR		\$ 122,400	\$ 655,920	
TOTAL OPERATING EXPENSES	\$ 9,175,262	\$ 9,594,071	\$ 10,847,684	
SURPLUS / DEFICIENCY PRIOR TO AMORTIZATION (equal to Parks contribution towards amortization)	\$ 683,473	\$ 833,473	\$ 615,553	
Amortization Expense				
5900 Amortization Exp	\$ 1,745,577	\$ 2,245,577	\$ 2,395,577	
NET INCOME	-\$ 1,062,104	-\$ 1,412,104	-\$ 1,780,024	

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

All Routes

KPI	2022	2023	2023	2024	2024
		Previously			
		Approved	Approved	Approved	Approved
	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 47.36	\$ 46.60	\$ 52.86	\$ 54.34	\$ 53.39
Gross Cost per Service Hour	\$ 146.01	\$ 143.05	\$ 156.57	\$ 167.79	\$ 179.06
Direct Operating Cost per Service Hour	\$ 112.86	\$ 111.35	\$ 123.43	\$ 127.70	\$ 138.55
Overhead per Service Hour	\$ 8.55	\$ 7.90	\$ 8.07	\$ 8.21	\$ 8.07
Lease/Amortization per Service Hour	\$ 24.60	\$ 23.80	\$ 25.07	\$ 31.88	\$ 32.44
Net Cost per Service Hour (CUTA)	\$ 74.06	\$ 72.65	\$ 78.64	\$ 81.57	\$ 93.23
% Cost Recovery (CUTA)	39%	39%	40%	40%	36%
Kilometers	1,910,869	1,959,328	1,868,093	1,808,836	1,808,836
Gross cost per KM	\$ 4.48	\$ 4.72	\$ 5.84	\$ 6.53	\$ 7.31
Ridership	1,441,125	1,562,901	2,194,066	2,216,007	2,238,167
Service Hours	58,579	64,705	69,621	70,437	73,837
Ridership per Service Hour	25	24	32	31	30

exclude 5 on cost recovery

Route 1 - Banff Local Sulphur Mountain

KPI	2022	2023	2023	2024	2024
		Previously			
		Approved	Approved	Approved	Approved
	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 46.66	\$ 46.85	\$ 47.46	\$ 49.81	\$ 51.30
Gross Cost per Service Hour	\$ 135.11	\$ 133.09	\$ 139.82	\$ 150.35	\$ 153.58
Direct Operating Cost per Service Hour	\$ 102.54	\$ 104.56	\$ 109.13	\$ 112.43	\$ 115.83
Overhead per Service Hour	\$ 8.55	\$ 7.90	\$ 8.07	\$ 8.21	\$ 8.07
Lease/Amortization per Service Hour	\$ 24.02	\$ 20.63	\$ 22.62	\$ 29.71	\$ 29.68
Net Cost per Service Hour (CUTA)	\$ 64.43	\$ 65.61	\$ 69.74	\$ 70.83	\$ 72.59
% Cost Recovery (CUTA)	42%	42%	40%	41%	41%
Kilometers	182,376	182,376	212,847	212,847	212,847
Gross cost per KM	\$ 8.57	\$ 9.66	\$ 9.26	\$ 9.96	\$ 10.17
Ridership	539,609	539,609	799,131	807,122	815,194
Service Hours	11,569	13,237	14,098	14,098	14,098
Ridership per Service Hour	47	41	57	57	58

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 2 - Banff Local Tunnel Mountain

KPI	2022	2023	2023	2024	2024
		Previously			
		Approved	Approved	Approved	Approved
	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 42.05	\$ 42.39	\$ 50.15	\$ 52.87	\$ 54.46
Gross Cost per Service Hour	\$ 138.64	\$ 135.78	\$ 141.14	\$ 152.76	\$ 155.96
Direct Operating Cost per Service Hour	\$ 102.99	\$ 105.01	\$ 107.89	\$ 111.20	\$ 114.56
Overhead per Service Hour	\$ 8.55	\$ 7.90	\$ 8.07	\$ 8.21	\$ 8.07
Lease/Amortization per Service Hour	\$ 27.10	\$ 22.87	\$ 25.18	\$ 33.36	\$ 33.33
Net Cost per Service Hour (CUTA)	\$ 69.49	\$ 70.52	\$ 65.82	\$ 66.54	\$ 68.18
% Cost Recovery (CUTA)	38%	38%	43%	44%	44%
Kilometers	222,866	222,866	158,051	158,051	158,051
Gross cost per KM	\$ 6.35	\$ 7.24	\$ 10.91	\$ 11.81	\$ 12.06
Ridership	422,325	422,325	641,366	647,780	654,257
Service Hours	10,209	11,877	12,222	12,222	12,222
Ridership per Service Hour	41	36	52	53	54

Route 3 - Canmore / Banff Regional

KPI	2022	2023	2023	2024	2024
		Previously			
		Approved	Approved	Approved	Approved
	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 78.60	\$ 79.10	\$ 84.85	\$ 87.39	\$ 90.01
Gross Cost per Service Hour	\$ 129.90	\$ 128.68	\$ 137.22	\$ 142.33	\$ 145.85
Direct Operating Cost per Service Hour	\$ 108.04	\$ 106.65	\$ 117.20	\$ 122.17	\$ 125.86
Overhead per Service Hour	\$ 8.55	\$ 7.90	\$ 8.07	\$ 8.21	\$ 8.07
Lease/Amortization per Service Hour	\$ 13.30	\$ 14.13	\$ 11.95	\$ 11.95	\$ 11.92
Net Cost per Service Hour (CUTA)	\$ 38.00	\$ 35.45	\$ 40.42	\$ 42.99	\$ 43.92
% Cost Recovery (CUTA)	67%	69%	68%	67%	67%
Kilometers	511,360	540,301	599,558	540,301	540,301
Gross cost per KM	\$ 2.98	\$ 2.96	\$ 3.29	\$ 3.79	\$ 3.88
Ridership	221,604	231,504	325,304	328,557	331,843
Service Hours	11,750	12,415	14,379	14,379	14,379
Ridership per Service Hour	19	19	23	23	23

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 4 - Cave & Basin

KPI	2022	2023	2023	2024	2024
		Previously			
		Approved	Approved	Approved	Approved
	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 13.02	\$ 13.28	\$ 11.65	\$ 12.00	\$ 12.36
Gross Cost per Service Hour	\$ 170.29	\$ 172.52	\$ 217.90	\$ 223.34	\$ 228.63
Direct Operating Cost per Service Hour	\$ 136.78	\$ 139.52	\$ 180.77	\$ 186.08	\$ 191.54
Overhead per Service Hour	\$ 8.55	\$ 7.90	\$ 8.07	\$ 8.21	\$ 8.07
Lease/Amortization per Service Hour	\$ 24.95	\$ 25.10	\$ 29.06	\$ 29.05	\$ 29.02
Net Cost per Service Hour (CUTA)	\$ 132.32	\$ 134.14	\$ 177.19	\$ 182.29	\$ 187.25
% Cost Recovery (CUTA)	9%	9%	6%	6%	6%
Kilometers	10,618	10,618	7,448	7,448	7,448
Gross cost per KM	\$ 16.30	\$ 16.52	\$ 33.89	\$ 34.74	\$ 35.56
Ridership	21,959	21,959	24,543	24,788	25,036
Service Hours	1,017	1,017	1,159	1,159	1,159
Ridership per Service Hour	22	22	21	21	22

Route 5 - Canmore Local

KPI	2022	2023	2023	2024	2024
		Previously			
		Approved	Approved	Approved	Approved
	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 1.23	\$ 1.22	\$ 0.89	\$ 0.91	\$ 0.94
Gross Cost per Service Hour	\$ 126.29	\$ 130.83	\$ 125.05	\$ 128.30	\$ 131.34
Direct Operating Cost per Service Hour	\$ 101.08	\$ 103.13	\$ 102.64	\$ 105.75	\$ 108.96
Overhead per Service Hour	\$ 8.55	\$ 7.90	\$ 8.07	\$ 8.21	\$ 8.07
Lease/Amortization per Service Hour	\$ 16.66	\$ 19.80	\$ 14.34	\$ 14.33	\$ 14.30
Net Cost per Service Hour (CUTA)	\$ 108.40	\$ 109.82	\$ 109.82	\$ 113.05	\$ 116.09
% Cost Recovery (CUTA) - N/A					
Kilometers	209,034	209,034	261,810	261,810	261,810
Gross cost per KM	\$ 5.61	\$ 6.00	\$ 6.28	\$ 6.44	\$ 6.59
Ridership	143,415	143,415	185,852	187,711	189,588
Service Hours	9,290	9,589	13,140	13,140	13,140
Ridership per Service Hour	15	15	14	14	14

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 6 - Lake Minnewanka

KPI	2022	2023	2023	2024	2024
		Previously			
		Approved	Approved	Approved	Approved
	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 17.08	\$ 17.42	\$ 17.42	\$ 18.29	\$ 18.84
Gross Cost per Service Hour	\$ 187.00	\$ 207.25	\$ 263.14	\$ 286.61	\$ 291.96
Direct Operating Cost per Service Hour	\$ 139.25	\$ 142.04	\$ 181.43	\$ 186.79	\$ 192.32
Overhead per Service Hour	\$ 8.55	\$ 7.90	\$ 8.07	\$ 8.21	\$ 8.07
Lease/Amortization per Service Hour	\$ 39.19	\$ 57.31	\$ 73.64	\$ 91.60	\$ 91.57
Net Cost per Service Hour (CUTA)	\$ 130.73	\$ 132.52	\$ 172.09	\$ 176.72	\$ 181.55
% Cost Recovery (CUTA)	12%	12%	9%	9%	9%
Kilometers	84,492	84,492	67,616	67,616	67,616
Gross cost per KM	\$ 6.16	\$ 6.83	\$ 10.83	\$ 11.80	\$ 12.02
Ridership	42,738	42,738	42,499	42,924	43,353
Service Hours	2,783	2,783	2,783	2,783	2,783
Ridership per Service Hour	15	15	15	15	16

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 8 - Lake Louise / Banff Regional - Winter

KPI	2022	2023	2023	2024	2024
		Previously			
		Approved	Approved	Approved	Approved
	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 52.77	\$ 53.82	\$ 89.10	\$ 93.55	\$ 96.36
Gross Cost per Service Hour	\$ 134.40	\$ 136.22	\$ 150.23	\$ 154.12	\$ 157.83
Direct Operating Cost per Service Hour	\$ 116.12	\$ 118.45	\$ 125.42	\$ 129.18	\$ 133.06
Overhead per Service Hour	\$ 8.55	\$ 7.90	\$ 8.07	\$ 8.21	\$ 8.07
Lease/Amortization per Service Hour	\$ 9.72	\$ 9.87	\$ 16.74	\$ 16.73	\$ 16.70
Net Cost per Service Hour (CUTA)	\$ 71.91	\$ 72.52	\$ 44.39	\$ 43.84	\$ 44.77
% Cost Recovery (CUTA)	42%	43%	67%	68%	68%
Kilometers	292,186	292,186	204,027	204,027	204,027
Gross cost per KM	\$ 1.85	\$ 1.88	\$ 2.96	\$ 3.04	\$ 3.11
Ridership	32,107	32,107	53,566	54,102	54,643
Service Hours	4,026	4,026	4,026	4,026	4,026
Ridership per Service Hour	8	8	13	13	14

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

KPI	2022	2023	2023	2024	2024
		Previously			
		Approved	Approved	Approved	Approved
	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 65.85	\$ 67.17	\$ 67.17	\$ 69.18	\$ 71.26
Gross Cost per Service Hour	\$ 224.88	\$ 227.47	\$ 295.06	\$ 322.52	\$ 328.66
Direct Operating Cost per Service Hour	\$ 154.68	\$ 157.77	\$ 208.69	\$ 214.83	\$ 221.14
Overhead per Service Hour	\$ 8.55	\$ 7.90	\$ 8.07	\$ 8.21	\$ 8.07
Lease/Amortization per Service Hour	\$ 61.65	\$ 61.80	\$ 78.30	\$ 99.48	\$ 99.45
Net Cost per Service Hour (CUTA)	\$ 97.38	\$ 98.51	\$ 149.60	\$ 153.86	\$ 157.95
% Cost Recovery (CUTA)	40%	41%	31%	31%	31%
Kilometers	45,876	45,876	45,876	45,876	45,876
Gross cost per KM	\$ 5.78	\$ 5.85	\$ 7.59	\$ 8.29	\$ 8.45
Ridership	8,757	8,757	10,918	11,027	11,137
Service Hours	1,180	1,180	1,180	1,180	1,180
Ridership per Service Hour	7	7	9	9	9

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

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

KPI	2022	2023	2023	2024	2024
		Previously			
		Approved	Approved	Approved	Approved
	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 85.29	\$ 86.99	\$ 108.94	\$ 112.20	\$ 115.57
Gross Cost per Service Hour	\$ 208.91	\$ 211.36	\$ 248.23	\$ 264.36	\$ 269.83
Direct Operating Cost per Service Hour	\$ 147.51	\$ 150.46	\$ 188.07	\$ 193.55	\$ 199.18
Overhead per Service Hour	\$ 8.55	\$ 7.90	\$ 8.07	\$ 8.21	\$ 8.07
Lease/Amortization per Service Hour	\$ 52.84	\$ 52.99	\$ 52.09	\$ 62.61	\$ 62.58
Net Cost per Service Hour (CUTA)	\$ 70.78	\$ 71.37	\$ 87.21	\$ 89.55	\$ 91.68
% Cost Recovery (CUTA)	55%	55%	56%	56%	56%
Kilometers	275,710	275,710	240,679	240,679	240,679
Gross cost per KM	\$ 3.28	\$ 3.32	\$ 4.90	\$ 5.22	\$ 5.32
Ridership	88,544	88,544	88,544	89,429	90,324
Service Hours	4,326	4,326	4,749	4,749	4,749
Ridership per Service Hour	20	20	19	19	19

Route 9 - Johnston Canyon

KPI	2022	2023	2023	2024	2024
		Previously			
		Approved	Approved	Approved	Approved
	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 100.29	\$ 102.30	\$ 82.23	\$ 84.70	\$ 87.24
Gross Cost per Service Hour	\$ 227.85	\$ 229.96	\$ 264.89	\$ 288.17	\$ 293.82
Direct Operating Cost per Service Hour	\$ 156.12	\$ 158.73	\$ 192.11	\$ 197.77	\$ 203.59
Overhead per Service Hour	\$ 8.55	\$ 7.90	\$ 8.07	\$ 8.21	\$ 8.07
Lease/Amortization per Service Hour	\$ 63.18	\$ 63.33	\$ 64.71	\$ 82.19	\$ 82.16
Net Cost per Service Hour (CUTA)	\$ 64.38	\$ 64.33	\$ 117.95	\$ 121.28	\$ 124.43
% Cost Recovery (CUTA)	61%	61%	41%	41%	41%
Kilometers	41,969	41,969	47,238	47,238	47,238
Gross cost per KM	\$ 6.24	\$ 6.30	\$ 8.02	\$ 8.72	\$ 8.89
Ridership	11,107	11,107	18,169	18,351	18,534
Service Hours	1,150	1,150	1,430	1,430	1,430
Ridership per Service Hour	10	10	13	13	13

BOW VALLEY REGIONAL TRANSIT SERVICES COMMISSION

Route 10 - Moraine Lake

KPI	2022	2023	2023	2024	2024
		Previously			
		Approved	Approved	Approved	Approved
	BUDGET	Budget	Budget	Budget	Budget
Revenue per Service Hour	\$ 57.75	\$ 58.90	\$ 70.12	\$ 73.63	\$ 75.83
Gross Cost per Service Hour		\$ -	\$ 203.72	\$ 208.26	\$ 212.62
Direct Operating Cost per Service Hour		\$ -	\$ 151.20	\$ 155.61	\$ 160.14
Overhead per Service Hour		\$ -	\$ 8.07	\$ 8.21	\$ 8.07
Lease/Amortization per Service Hour		\$ -	\$ 44.44	\$ 44.44	\$ 44.41
Net Cost per Service Hour (CUTA)		\$ -	\$ 89.16	\$ 90.20	\$ 92.38
% Cost Recovery (CUTA)		0%	47%	47%	44%
Kilometers	26,515	26,515	22,943	22,943	22,943
Gross cost per KM	\$ 2.92	\$ 2.96	\$ 4.06	\$ 4.15	\$ 4.23
Ridership	4,174	4,216	4,174	4,216	4,258
Service Hours	544	544	457	457	457
Ridership per Service Hour	8	8	9	9	9

Bow Valley Regional Transit Services Commission

2023-2032 APPROVED Capital Budget (inc. NSLR)

	2023	2024	2025	2026	2027	2028	2029
Banff							
Opening Deferred Capital Contribution Balance	\$ 2,215,982	\$ 2,779,025	\$ 2,879,894	\$ 3,462,944	\$ 2,995,231	\$ 3,323,414	\$ 3,830,609
Anticipated Grant Funding	2,000,000	-	1,500,000	971,600	-	-	-
Municipal Contribution to New Assets	1,000,000	-	1,500,000	-	-	-	-
Banff Capital Requisition							
Banff Local Capital Replacement	514,500	524,800	550,100	676,300	686,500	696,800	707,200
Canmore / Banff Regional Capital Replacement	63,600	64,500	65,500	66,400	67,400	68,400	69,500
Commission Capital Replacement	48,400	32,200	44,200	44,700	45,200	45,600	46,100
Total Banff Capital Requisition	626,500	621,500	659,800	787,400	799,100	810,800	822,800
Capital Projects							
Banff New Capital Assets	(3,000,000)	-	(3,000,000)	-	-	-	-
Banff Local Capital Replacement	(24,162)	(71,527)	(1,000)	(2,126,419)	(401,823)	(286,438)	(26,326)
Canmore / Banff Regional Capital Replacement	(5,886)	(11,434)	(36,570)	(84,987)	(44,235)	(500)	(6,390)
Commission Capital Replacement	(33,409)	(437,669)	(39,180)	(15,307)	(24,859)	(16,667)	(10,000)
Total Capital Projects	(3,063,457)	(520,631)	(3,076,750)	(2,226,713)	(470,917)	(303,605)	(42,716)
Closing Deferred Capital Contribution Balance	\$ 2,779,025	\$ 2,879,894	\$ 3,462,944	\$ 2,995,231	\$ 3,323,414	\$ 3,830,609	\$ 4,610,694

Canmore							
Opening Deferred Capital Contribution Balance	\$ 937,317	\$ 1,139,730	\$ 744,843	\$ 952,796	\$ 1,084,553	\$ 1,225,604	\$ 945,124
Anticipated Grant Funding	-	1,120,000	-	-	-	522,243	-
Municipal Contribution to New Assets	-	280,000	-	-	-	-	-
Canmore Capital Requisition							
Canmore Local Capital Replacement	183,800	186,500	232,200	235,700	239,200	242,700	246,400
Canmore / Banff Regional Capital Replacement	63,600	64,500	65,500	66,400	67,400	68,400	69,500
Commission Capital Replacement	48,400	32,200	44,200	44,700	45,200	45,600	46,100
Total Canmore Capital Requisition	295,800	283,200	341,900	346,800	351,800	356,700	362,000
Capital Projects							
Canmore Project Capital Expenditures	(10,000)	-	(35,000)	(30,000)	(20,000)	-	-
Canmore Operating Capital Expenditures	(44,091)	(1,628,983)	(23,197)	(84,749)	(121,656)	(1,142,256)	(16,538)
Canmore / Banff Regional Capital Replacement	(5,886)	(11,434)	(36,570)	(84,987)	(44,235)	(500)	(6,390)
Commission Capital Replacement	(33,409)	(437,669)	(39,180)	(15,307)	(24,859)	(16,667)	(10,000)
Total Capital Projects	(93,387)	(2,078,087)	(133,947)	(215,043)	(210,750)	(1,159,423)	(32,928)
Closing Deferred Capital Contribution Balance	\$ 1,139,730	\$ 744,843	\$ 952,796	\$ 1,084,553	\$ 1,225,604	\$ 945,124	\$ 1,274,196

Bow Valley Regional Transit Services Commission

2023-2032 APPROVED Capital Budget (inc. NSLR)

	2023	2024	2025	2026	2027	2028	2029
ID#9							
Opening Deferred Capital Contribution Balance	\$ 1,260,321	\$ 1,629,222	\$ 989,970	\$ 1,265,506	\$ 1,664,976	\$ 2,060,944	\$ 1,251,871
Anticipated Grant Funding	-	-	-	-	-	-	-
Parks Canada Capital Contribution	-	-	-	-	-	-	-
Maintenance & Replacement Contributions	324,241	329,104	334,041	339,051	344,137	349,299	354,539
ID#9 Capital Contribution	-	-	-	-	-	-	-
ID#9 Capital Requisition							
Lake Louise / Banff Regional Capital Replacement	29,669	30,114	30,566	31,025	31,490	31,962	32,442
Commission Capital Replacement	48,400	32,200	44,200	44,700	45,200	45,600	46,100
Total ID#9 Capital Requisition	78,069	62,314	74,766	75,725	76,690	77,562	78,542
Capital Projects							
LLB Regional Capital Expenditures	-	(593,002)	(94,091)	-	-	(1,219,268)	(112,233)
Commission Capital Replacement	(33,409)	(437,669)	(39,180)	(15,307)	(24,859)	(16,667)	(10,000)
Total Capital Projects	(33,409)	(1,030,671)	(133,271)	(15,307)	(24,859)	(1,235,935)	(122,233)
Closing Deferred Capital Contribution Balance	\$ 1,629,222	\$ 989,970	\$ 1,265,506	\$ 1,664,976	\$ 2,060,944	\$ 1,251,871	\$ 1,562,718

ALL PARTNERS							
Opening Deferred Capital Contribution Balance	\$ 4,413,620	\$ 5,547,977	\$ 4,614,708	\$ 5,681,246	\$ 5,744,760	\$ 6,609,962	\$ 6,027,604
Anticipated Grant Funding	2,000,000	1,120,000	1,500,000	971,600	-	522,243	-
Proposed Annual Contributions	2,324,610	1,576,119	2,910,507	1,548,976	1,571,727	1,594,362	1,617,881
Capital Projects	(3,190,253)	(3,629,388)	(3,343,969)	(2,457,062)	(706,525)	(2,698,963)	(197,876)
Remaining Unspent End of Year	\$ 5,547,977	\$ 4,614,708	\$ 5,681,246	\$ 5,744,760	\$ 6,609,962	\$ 6,027,604	\$ 7,447,609