

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

**111 Hawk Avenue and MS Teams**

**AGENDA**

**March 11<sup>th</sup>, 2026 2:00-4:00pm**

1. Call to Order
2. Approval of the Agenda
3. Minutes
  - Approval of the February 11<sup>th</sup>, 2026 Regular Meeting Minutes (attached)
4. Regular Agenda Items
  - a) CEO Report (For Information)
  - b) Bring Forward List of Pending Items (For Information)
  - c) Transit Service Monthly Statistics (For Information)
5. New Business
  - a) Skijoring Report (For Information Only)
  - b) Introduction of new Director of Finance and Administration (For Information Only)
  - c) Presentation of Year End Financials (Request for Decision)
6. Next Regular Meeting – Thursday April 16<sup>th</sup>, 2026 2- 4pm

To be held at: 111 Hawk Avenue, Banff and Microsoft Teams
7. Adjournment

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

**111 Hawk Avenue and MS Teams**

**MINUTES**

**February 11<sup>th</sup>, 2026 2:00-4:00pm**

**BOARD MEMBERS PRESENT**

Dave Schebek, ID9 (Chair)  
Tanya Foubert, Town of Canmore (Virtual)  
Don Beaulieu, ID9  
Brian Standish, Town of Banff  
Sean Krausert, Town of Canmore

**BOARD MEMBERS ABSENT**

Barb Pelham, Town of Banff (Vice Chair)

**BVRTSC ADMINISTRATION PRESENT**

Martin Bean, CEO  
Mel Booth, Director of Finance and Administration  
Steve Nelson, Director of Service Delivery

**ADMINISTRATION PRESENT**

Dustin Schinbein, Town of Canmore  
Adrian Field, Town of Banff (Virtual)  
Kimberly Fisher, Parks Canada (Virtual)  
Dwight Bourdin, Parks Canada  
Danielle Duffy, ID9 (Virtual)

**PUBLIC PRESENT**

Marek Cerny (Virtual)

**1. Call to Order**

Dave Schebek calls the meeting to order at 2:03PM

**2. Approval of the Agenda**

**BVRTSC26-06** Dave Schebek moves to accept the agenda as presented.

**CARRIED UNANIMOUSLY**

3. Minutes

- Approval of the January 14<sup>th</sup>, 2026 Regular Meeting Minutes (attached)

**BVRTSC26-07** Dave Schebek moves to accept the January 14<sup>th</sup> meeting minutes as presented.

**CARRIED UNANIMOUSLY**

4. Regular Agenda Items

- a) CEO Report (For Information)

Administration to share 2024 Dillon Fleet and Facilities Study with new Board members

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

- c) Transit Service Monthly Statistics (For Information)

5. New Business

- a) Approval of Amended 2026 Operating and Capital Budgets (Request for Decision)

**BVRTSC26-08** Dave Schebek moves to approve the amended 2026– 2028 BVRTSC Operating Budget as presented.

**CARRIED UNANIMOUSLY**

**BVRTSC26-09** Sean Krausert moves to approve the amended 2026-2035 BVRTSC Capital Budget as presented.

**CARRIED UNANIMOUSLY**

6. Next Regular Meeting – Wednesday March 11<sup>th</sup>, 2026 2- 4pm

To be held at: 111 Hawk Avenue, Banff and Microsoft Teams

7. Adjournment

**BVRTSC26-10** Dave Schebek moves to adjourn the meeting at 2:29PM

**CARRIED UNANIMOUSLY**

CEO and Admin Report



March 2026

### **Financial:**

- The annual audit field work was scheduled for March 5<sup>th</sup>. Audit results will be presented to the Board at the April 16<sup>th</sup> Board meeting.
- The final submission for payment under the Rural Transit Solutions Fund for the purchase of electric buses and chargers is anticipated to be submitted this week.
- 2026 annual requisitions have been billed based on amended budgeted amounts.
- Mel's last day is March 18<sup>th</sup>, allowing for 2 weeks of handover with her replacement.

### **Human Resources:**

- The position of Director, Finance and Administration Position has been filled. Matt Simmonds started last week, enabling some transition time before Melanie's departure.
- The organization has transitioned to a new name in one of our departments – Transit Vehicle Detail Department is the new name, replacing Wash Bay. This is in alignment with other similar roles and role duties.
- Interviews are currently ongoing for Office Administrator and Transit Operators, with recruiting beginning for our seasonal Customer Experience Specialists
- The Human Resources and Training Teams will be hosting the 2<sup>nd</sup> Annual Roam Open House on March 27<sup>th</sup> from 10AM-12PM and 2-4PM. This is to promote Roam in the Bow Valley as an Employer of Choice.
- Roam is signed up for two Job Fairs in the Bow Valley, one in Banff on March 26<sup>th</sup> and one in Canmore on April 17<sup>th</sup>.

### **Transit and Operational Updates:**

- Route 7 went into service on Sunday March 1<sup>st</sup> and uptake has been swift! 70+ boardings on the first day! Lots of positive comments from drivers and customers expressing thanks for the service – Banff Centre employees getting to and from work, Banff locals using the service to get themselves (and their hockey bags!) to the Fenlands.
- Route adjustment for Route 5T in Canmore which now includes service to the Gateway area of Three Sisters. Positive reviews from drivers with no major impacts to the schedule.

Some unfortunate first day jitters with at least one driver missing the stops on their first trip of the route.

- In person kick off meeting was held with Matawan and Roam staff this past week to review the overall project scope, identify key individuals on the project team, as well as confirm hardware requirements. Everyone is very excited to see this project moving forward with anticipated pilot testing in the fall and full roll out in November.
- The temporary office trailer Development Permit with the Town of Banff has been approved, and we are working with the supplier and trades as well as meeting with Town of Banff to ensure a smooth installation. Roam is working hard to coordinate a move in date prior to April 1<sup>st</sup>.
- Management and HR recently held 2 evening information (and pizza) meetings with all the members of the wash crew, with a focus was on showing appreciation for each member of the team for the work they perform late into the night and how important their efforts are to Roam's success. Our HR Team (Michelle and April) produced an uplifting Power Point which included public feedback noting how clean our buses are and the impact that has in rider experience. The evenings were well received, and we plan to continue this initiative in the future.
- Electrical work within the outside canopy area has been completed and our drivers and Transit Detailers are excited to have this newly expanded electrical service to help ensure buses are warm in the winter mornings, and that the small 24V on board battery systems are well charged.
- Transit App Usage:

## Trip trends

From A to B to X, Y or Z, Transit gets riders on the GO and helps them find their way with ease - here's more on how your riders have been getting around.

- **Riders started 4,019 GO trips** to get step-by-step navigation [while helping to improve real-time vehicle locations](#).
  - That's 101% more than in January 2025 with 1,999 trips
- **Top 3 most popular lines** (users tapped on these lines the most from the home screen)
  - 3 with 25,635 taps this month (17,077 taps in January 2025)
  - 2 with 23,751 taps this month (18,368 taps in January 2025)
  - 1 with 21,622 taps this month (19,421 taps in January 2025)

## App usage at a glance

Let's get right to it: how many of your riders use the Transit app and how often do they open it?

- **Transit welcomed 677 new Roam Public Transit riders aboard** as they downloaded the app for the first time
  - That's 40% more than in January 2025 with 482 riders
- **A total of 7,046 riders** have opened Transit this month
  - That's 50% more than in January 2025 with 4,690 riders
- **Altogether, they opened the app 281,354 times** (that's an average of 40 times per rider!)
  - That's 33% more than in January 2025 with 212,054 times
- **An average weekday had 1,249 riders** opening Transit
  - That's 42% more than in January 2025 with 881 riders
- **Riders planned 25,318 trips** this month
  - That's 49% more than in January 2025 with 17,025 trips

## **Transit Maintenance Update:**

- Electric Bus battery replacement going on with the help of E-force on 1037 expected to be fully operational.
- The lot in the Banff Industrial Area that Roam is leasing from the Town of Banff at 102 Falcon street lot has been cleaned up and two buses moved to the lot 1031 and 1033. There was a significant amount of leftover junk that had to be removed from the lot to enable bus parking.
- Transit Fleet Technician work has streamlined the flow of Buses to Operation's and minor repairs are being handled at the Roam Transit Facility, rather than the Town of Banff Garage. Communication is ongoing with the Town of Banff Fleet Manager to determine and control which projects and items can be repaired by Roam and which need to continue to be completed at ToB.

## **General/Health and Safety**

### **Safety:**

- The trainers drove Route 7 using different vehicle types to assess potential risks and operational challenges. A route like this can present challenges such as tight turns, limited turnaround space, winter traction issues, visibility concerns, and passenger loading areas that may not be designed for larger buses. The Fenlands and Banff centre did a great job setting up for this route and accommodating our needs.
- The Safety Team has started the annual review of policies, site inspections, and job hazard assessments across all departments and positions.
- Field supervisors have been out supporting drivers with challenges caused by fluctuating temperatures, especially in Lake Louise where snow accumulation followed by warmer temperatures made the shelter unsafe. Parks has since addressed the issue, but the shelter was unusable for a period of time.



### Training:

- Two trainers are currently completing their tests to obtain their Alberta Transportation instructor accreditation. This is a long process involving studying and practical evaluation, but it is necessary to maintain our driving school accreditation.
- Four new trainees started on February 23rd, and two returning staff are upgrading their licenses. Training is progressing well and all should move into the shadowing portion of their training by the end of March.
- Senior staff completed mentor training so they can better support trainees during the shadowing phase and help ensure consistency in training and information provided.
- Training for Route 7 went well. For the first time, we created a route video and shared it on our training webpage so drivers can review it on their own time. Feedback on this approach has been positive.
- The Training Department is currently booking lessons and road tests with our partner driving school in Calgary, and there are currently have five students enrolled in the process.

## Marketing & Customer Experience

### Customer Service Seasonal Hiring

Recruitment for our Seasonal Customer Service positions is underway, with two returning team members confirmed for the upcoming season.

### Rimrock Banff

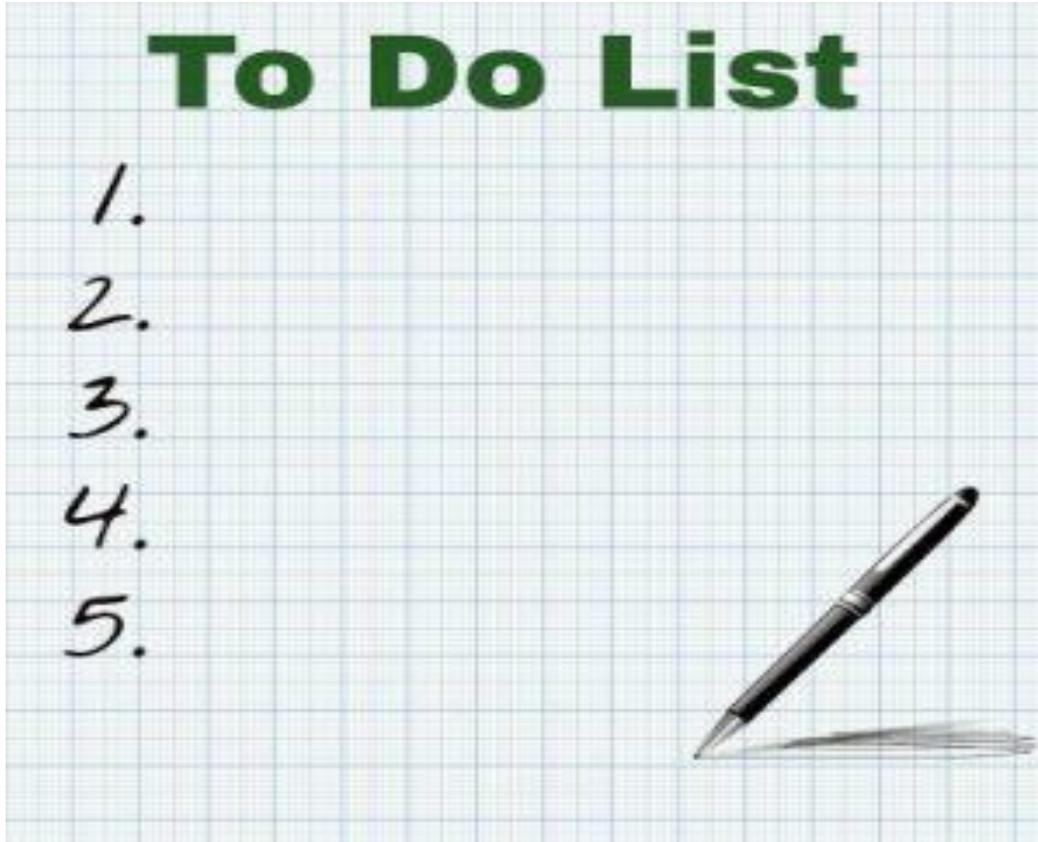
Roam was invited to participate in a hardhat tour of the Rimrock Banff redevelopment project, providing early insight into the changes on site and future visitor impact.



### BLLT's Responsible Visitation Campaign

We recently attended the BLLT PR and Communications Working Group meeting, which included a presentation by Erin Steeves - Tourism Jasper on crisis communications and key lessons learned after the devastating fire in 2024. The meeting also included discussion on the “Shift into Park Mode” initiative and how members including, Roam can support and amplify the five responsible travel pillars: Go Car-Free, Co-exist with Wildlife, Reduce Waste, Be Safe in the Mountains, and Respect Community to help influence positive visitor behaviour.





**BRING FORWARD LIST**

## BRING FORWARD LIST OF ITEMS PENDING (as of March 2026)

ITEM	Date Initiated	Pending Date	Responsible for Completion	Comments:
<p><b>BVRTSC25-07</b> Dave Schebek moves to direct administration to obtain consultant quotations and proceed with phase two of the Capital Plan Study, to be funded by a grant of \$50,000 secured from the Rural Transit Solutions Fund.</p> <p style="text-align: center;"><b>CARRIED UNANIMOUSLY</b></p>	March 12, 2025	March 31, 2026  Presentation on April 16	Martin/Steve	Phase Two will expand on infrastructure and further capital requirements supported by funding from the Rural Transit Solutions Fund. Consultant has been hired and is in the process of completing the study. Study to be completed by end of March and presented to Board at April meeting.
<p><b>BVRTSC24-75</b> Dave Schebek moves to direct Commission members to perform a Board Self-Assessment in 2025 led by Elevated HR.</p> <p><b>BVRTSC25-23</b> Sean Krausert moves to amend item BVRTSC24-75 (Board Self-Assessment) to adjust completion date to Q4 2026</p> <p style="text-align: center;"><b>CARRIED UNANIMOUSLY</b></p>	Nov 13, 2024	Q4 2026	Board and Elevated HR	Moved in July meeting to be completed by Q4 2026  Will arrange meeting with Elevated HR to begin this process in Q2 2026
<p><b>BVRTSC24-76</b> Tanya Foubert moves to initiate a BVRTSC Bylaw Review in 2025, with each Board Member providing comments to the CEO and Board Chair on any suggested amendments by the end of Q1, 2025, with the intent of having the review completed by the end of Q2, 2025.</p> <p><b>BVRTSC25-24</b> Sean Krausert moves to amend motion BVRTSC24-76 (BVRTSC Bylaw Review) to revise the timeline for work to be completed to the end of Q2 2026.</p> <p style="text-align: center;"><b>CARRIED UNANIMOUSLY</b></p>	Nov 13, 2024	Q2, 2026	Board, Administration and Outside Consultant	Moved in July 2025 meeting to be completed by Q2 2026.  Initial discussions have begun to have this review completed by Avail LLP  Meetings occurred with Avail January 14-16, 2026
<p><b>BVRTSC26-04</b> Barb Pelham moves that the Commission directs Administration to move forward with the purchase of a new faring system based on the evaluated RFP results, to be funded through Commission farebox replacement savings, ICIP grant</p>	Jan 14, 2026	October 2026	Steve/Martin	Contract has been awarded to Matawan.  Kick off meeting to occur in mid-February

funding and the balance to come from General Commission reserves. To a maximum of \$260,000.00  <b>CARRIED UNANIMOUSLY</b>				Implementation timeframe anticipate after Thanksgiving weekend.
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Month	Type	Banff Local	Canmore Local	Canmore-Banff Regional	Lake Louise - Banff Regional
February 2026	Ridership	109,943	32,478	31,112	12,040
	Banff Residents	38,469	-	-	-
	Bikes	12	218	143	3
	Winter Sports	0	375	1,520	62
	Strollers	166	153	27	10
	Mobility Devices	2	7	0	0

Route	Monthly Ridership Change 2025 - 2026	Comment
Route 1	-8.00%	Change from February 2025 to February 2026
Route 2	10.37%	Change from February 2025 to February 2026
Route 3	12.26%	Change from February 2025 to February 2026
Route 5	-7.00%	Change from February 2025 to February 2026
Route 8X	12.09%	Change from February 2025 to February 2026
Route 9	1.00%	Change from February 2025 to February 2026
Route 12		Change from February 2025 to February 2026

<b>Banff Resident Pass Usage - YTD</b>	81,196
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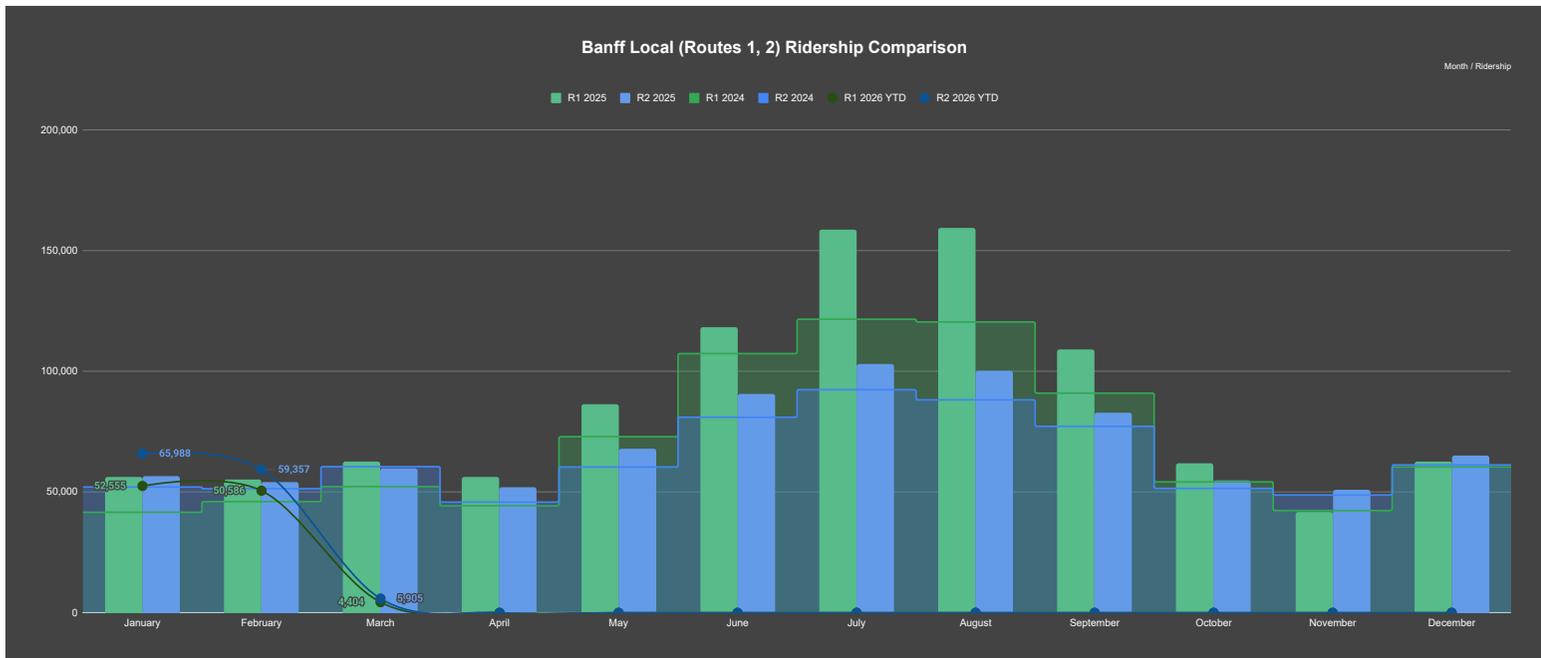
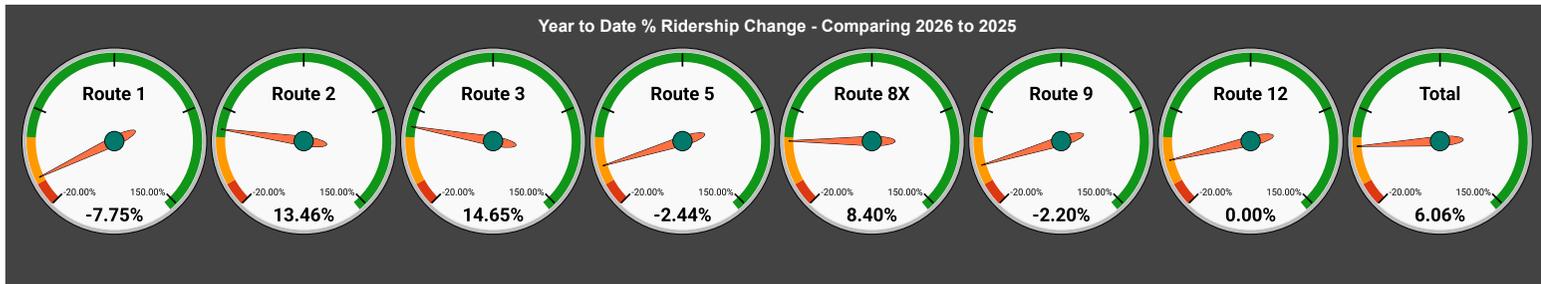
3/4/2026

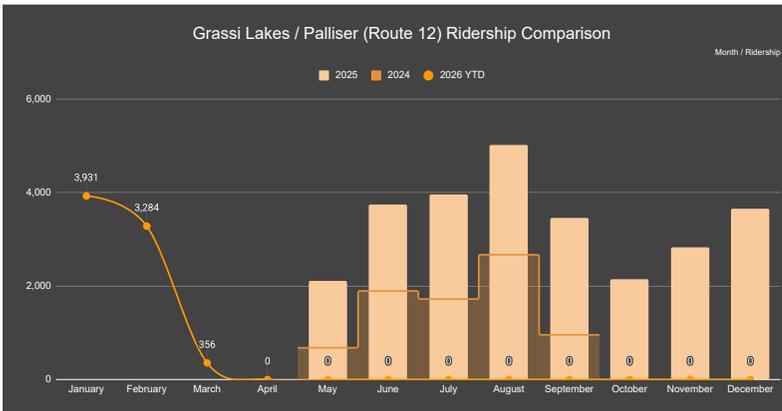
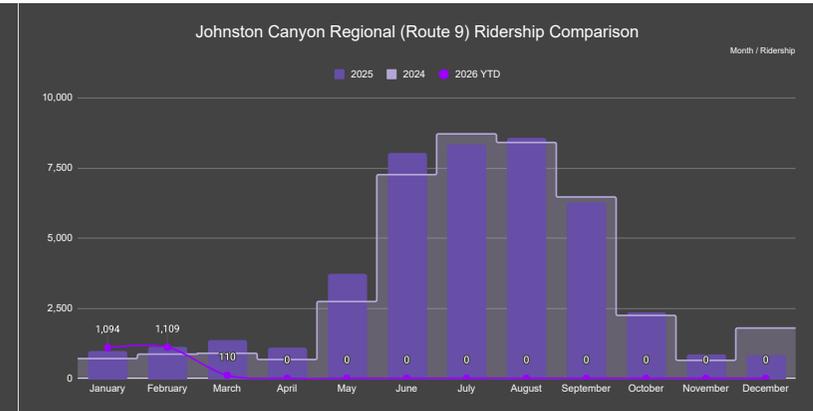
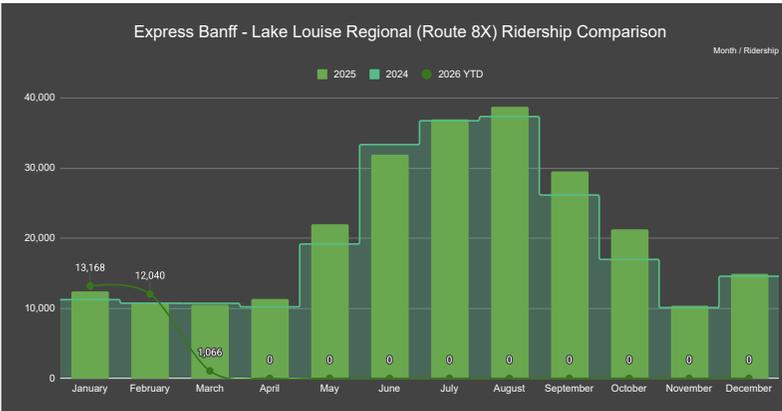
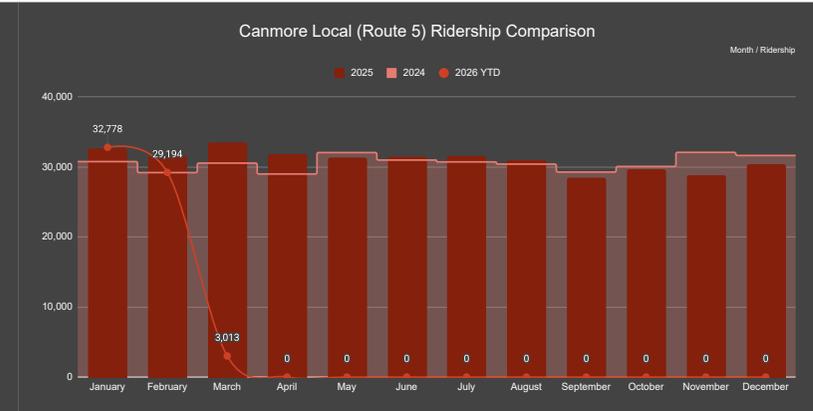
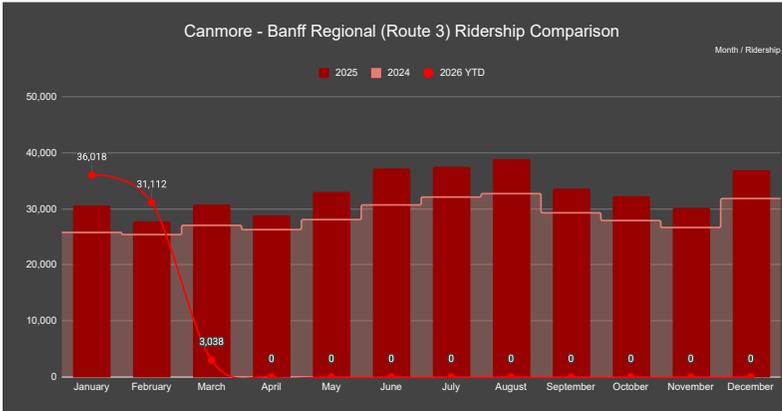
Route 1 (Inns of Banff/ Gondola)								Route 2 (Tunnel Mtn / Banff Springs Hotel)						Banff Local ( Route 1 & 2)							
Month	R1 2023	R1 2024	R1 2025	R1 2025 YTD	R1 2026 YTD	% Change -25	% Change -24	R2 2023	R2 2024	R2 2025	R2 2025 YTD	R2 2026 YTD	% Change -25	% Change -24	2023	2024	2025	2025 YTD	2026 YTD	% Change -25	% Change -24
January	40,636	41,644	55,849	55,849	52,555	-5.90%	26.20%	49,989	52,117	56,298	56,298	65,988	17.21%	26.62%	90,625	93,761	112,147	112,147	118,543	5.70%	26.43%
February	40,833	46,080	54,982	54,982	50,586	-8.00%	9.78%	47,270	51,430	53,782	53,782	59,357	10.37%	15.41%	88,103	97,510	108,764	108,764	109,943	1.08%	12.75%
March	47,979	52,307	62,270	5,752	4,404	-23.44%		53,488	60,558	59,439	5,598	5,905	5.48%		101,467	112,865	121,709	11,350	10,309	-9.17%	
April	41,098	44,341	55,942	0	0	0.00%		44,739	45,853	51,665	0	0	0.00%		85,837	90,194	107,607	0	0	0.00%	
May	67,740	72,973	86,000	0	0	0.00%		55,890	60,403	67,770	0	0	0.00%		123,630	133,376	153,770	0	0	0.00%	
June	103,499	107,404	117,880	0	0	0.00%		76,511	81,019	90,437	0	0	0.00%		180,010	188,423	208,317	0	0	0.00%	
July	125,827	121,640	158,541	0	0	0.00%		93,346	92,431	102,863	0	0	0.00%		219,173	214,071	261,404	0	0	0.00%	
August	122,140	120,506	159,082	0	0	0.00%		91,695	88,241	100,070	0	0	0.00%		213,835	208,747	259,152	0	0	0.00%	
September	88,508	91,008	108,944	0	0	0.00%		75,616	77,274	82,399	0	0	0.00%		164,124	168,282	191,343	0	0	0.00%	
October	52,404	54,243	61,561	0	0	0.00%		46,459	51,530	54,504	0	0	0.00%		98,863	105,773	116,065	0	0	0.00%	
November	33,628	42,368	41,420	0	0	0.00%		43,420	48,789	50,696	0	0	0.00%		77,048	91,157	92,116	0	0	0.00%	
December	49,418	60,432	62,429	0	0	0.00%		54,587	61,275	64,931	0	0	0.00%		104,005	121,707	127,360	0	0	0.00%	
YTD	813,710	854,946	1,024,900	116,583	107,545	-7.75%	-	733,010	770,920	834,854	115,678	131,250	13.46%	-	1,546,720	1,625,866	1,859,754	232,261	238,795	2.81%	-

Route 3 (Canmore-Banff Regional)								Route 5 (Canmore Local)						Route 5C (Cougar Creek)							
Month	2023	2024	2025	2025 YTD	2026 YTD	% Change -25	% Change -24	2023	2024	2025	2025 YTD	2026 YTD	% Change -25	% Change -24	2023	2024	2025	2025 YTD	2026 YTD	% Change -25	% Change -24
January	23,255	25,792	30,602	30,602	36,018	17.70%	39.65%	22,810	30,744	32,549	32,549	32,778	0.70%	6.62%		19,797	21,263	21,263	20,339	-4.35%	2.64%
February	21,303	25,415	27,714	27,714	31,112	12.26%	22.42%	22,119	29,174	31,393	31,393	29,194	-7.00%	0.07%		17,830	20,299	20,299	18,301	-9.84%	2.64%
March	23,824	27,059	30,832	2,886	3,038	5.27%		25,116	30,530	33,308	2,669	3,013	12.89%		18,442	20,995	1,666	1,901	14.11%		
April	23,622	26,296	28,811	0	0	0.00%		23,308	28,976	31,706	0	0	0.00%		17,958	19,907	0	0	0.00%		
May	26,946	28,087	32,990	0	0	0.00%		27,143	32,036	31,162	0	0	0.00%		18,563	18,653	0	0	0.00%		
June	30,304	30,702	37,229	0	0	0.00%		28,039	30,963	31,377	0	0	0.00%		17,076	18,436	0	0	0.00%		
July	31,836	32,104	37,548	0	0	0.00%		28,691	30,700	31,405	0	0	0.00%		17,115	17,768	0	0	0.00%		
August	32,667	32,717	38,910	0	0	0.00%		27,658	30,390	30,883	0	0	0.00%		15,005	17,118	17,398	0	0	0.00%	
September	28,533	29,297	33,579	0	0	0.00%		25,056	29,249	28,385	0	0	0.00%		14,113	16,643	16,288	0	0	0.00%	
October	28,139	27,917	32,319	0	0	0.00%		26,233	30,044	29,480	0	0	0.00%		15,771	18,359	17,878	0	0	0.00%	
November	27,903	26,674	30,133	0	0	0.00%		26,722	32,065	28,696	0	0	0.00%		16,468	20,611	18,300	0	0	0.00%	
December	31,157	31,841	36,925	0	0	0.00%		29,271	31,613	30,280	0	0	0.00%		18,122	20,228	20,389	0	0	0.00%	
YTD	329,489	343,901	397,592	61,202	70,168	14.65%	-	312,166	366,484	370,624	66,611	64,985	-2.44%	-	79,479	219,740	227,574	43,228	40,541	-6.22%	-

Route 5T (Three Sisters)								Route 7 (Banff Centre/Fenlands)						Route 8X (Express Lake Louise - Banff Regional)							
Month	2023	2024	2025	2025 YTD	2026 YTD	% Change -25	% Change -24	2023	2024	2025	2025 YTD	2026 YTD	% Change -25	% Change -24	2023	2024	2025	2025 YTD	2026 YTD	% Change -25	% Change -24
January		10,947	11,286	11,286	12,439	10.22%	13.63%								9,788	11,227	12,444	12,444	13,168	5.82%	17.29%
February		11,344	11,094	11,094	10,893	-1.81%	-3.98%								9,363	10,714	10,741	10,741	12,040	12.09%	12.38%
March		12,088	12,313	1,003	1,112	10.87%						147			10,205	10,694	10,522	1,053	1,066	1.23%	
April		11,018	11,799	0	0	0.00%						0			10,013	10,196	11,353	0	0	0.00%	
May		13,473	12,509	0	0	0.00%						0			17,400	19,167	21,980	0	0	0.00%	
June		13,887	12,941	0	0	0.00%						0			34,555	33,350	31,936	0	0	0.00%	
July		13,585	13,637	0	0	0.00%						0			41,826	36,750	36,899	0	0	0.00%	
August	12,653	13,272	13,485	0	0	0.00%						0			43,140	37,346	38,692	0	0	0.00%	
September	10,943	12,606	12,097	0	0	0.00%						0			31,100	26,149	29,556	0	0	0.00%	
October	10,462	11,685	11,601	0	0	0.00%						0			17,351	16,962	21,247	0	0	0.00%	
November	11,318	11,454	10,396	0	0	0.00%						0			10,248	10,089	10,339	0	0	0.00%	
December	11,149	11,385	9,891	0	0	0.00%						0			14,463	14,565	14,970	0	0	0.00%	
YTD	56,525	146,744	143,049	23,383	24,444	4.54%	-	0	0	0	0	147	0.00%	-	249,462	237,209	250,679	24,238	26,274	8.40%	-

Month	Route 9 (Johnston Canyon)						Route 12 (Grassi Lakes/Palliser)						Roam Total Ridership (All Routes)								
	2023	2024	2025	2025 YTD	2026 YTD	% Change - 25	% Change - 24	2023	2024	2025	2025 YTD	2026 YTD	% Change - 25	% Change - 24	2023	2024	2025	2025 YTD	2026 YTD	% Change - 25	% Change - 24
January	584	704	953	953	1,094	14.80%	55.40%					3,931			147,062	162,228	188,695	188,695	205,532	8.92%	26.69%
February	986	862	1,098	1,098	1,109	1.00%	28.65%					3,284			141,874	163,675	179,710	179,710	186,682	3.88%	14.06%
March	707	893	1,327	314	110	-64.97%						356			161,319	182,041	197,698	18,272	17,892	-2.08%	
April	1,014	671	1,060	0	0	0.00%						0			143,794	156,333	180,537	0	0	0.00%	
May	2,602	2,738	3,701	0	0	0.00%						0			206,716	223,226	256,860	0	0	0.00%	
June	6,185	7,265	8,023	0	0	0.00%		680	2,109	0	0	0	0.00%		308,030	314,985	348,560	0	0	0.00%	
July	7,409	8,719	8,323	0	0	0.00%		1,896	3,740	0	0	0	0.00%		371,077	357,132	416,129	0	0	0.00%	
August	6,897	8,413	8,556	0	0	0.00%		1,723	3,960	0	0	0	0.00%		366,644	351,975	419,466	0	0	0.00%	
September	5,776	6,468	6,251	0	0	0.00%		2,671	5,025	0	0	0	0.00%		284,961	287,951	317,916	0	0	0.00%	
October	1,884	2,243	2,326	0	0	0.00%		957	2,156	0	0	0	0.00%		179,071	190,907	207,162	0	0	0.00%	
November	590	641	814	0	0	0.00%			2,834	0	0	0	0.00%		142,511	160,626	164,932	0	0	0.00%	
December	1,117	1,793	802	0	0	0.00%			3,651	0	0	0	0.00%		180,013	201,519	213,988	0	0	0.00%	
YTD	35,751	41,410	43,234	2,365	2,313	-2.20%	-	0	7,927	26,940	0	7,571	0.00%	-	2,633,072	2,752,598	3,091,653	386,677	410,106	6.06%	-





# Bow Valley *R*egional Transit Services Commission



## NEW BUSINESS

# Bow Valley *R*egional Transit Services Commission



## Skijoring Report – Banff January 2026

# Report to the Bow Valley Regional Transit Services Commission

## Report 2026-03.01 Skijoring Impact Report

March 5, 2026

### **SUMMARY/ ISSUE**

On January 17<sup>th</sup> and 18<sup>th</sup>, Banff hosted a Skijoring event hosted by Banff Lake Louise Tourism and Skijor Canada. The event was highly popular and drew very high crowds. Transit was impacted through being detoured off Banff Avenue for a period of 4 days and also through higher volume. This report is to provide information on the impacts to transit service and to inform future planning.

#### **Administration Recommendation:**

This report is for information only and no decisions are required.

### **INVESTIGATION**

Description of event from Skijor Canada Website:

*“Skijor Canada and Banff & Lake Louise Tourism present a FREE exhibition of our exhilarating sport during the [SnowDays Festival](#). Join us for a weekend of festivities in this iconic mountain town. Suit up SkijorStyle for a spectator fashion show, strut your stuff down Banff Avenue to cheer on your favourite Skijorlings or catch the action snug-style with our live stream into local venues. Book a hotel, frolic with our crew at the Official Après Skijor party Saturday Night at [Melissa’s Misssteak](#) hit the slopes or SnowDays exhibits for your best winter weekend ever!*”

#### **What to expect:**

- *An action-packed skijor show including trick riding and stunt skiing.*
- *Big screens with instant replays and participant interviews.*
- *A [SkijorStyle](#) fashion show competition. Brush off your yeti boots, dig out your grandma’s fur coat, your pappy’s trapper hat and anything neon in your attic. Mash with leather, fringe and mod tech gear to show us your signature #SkijorStyle, win prizes and be featured in our Style Files!”*

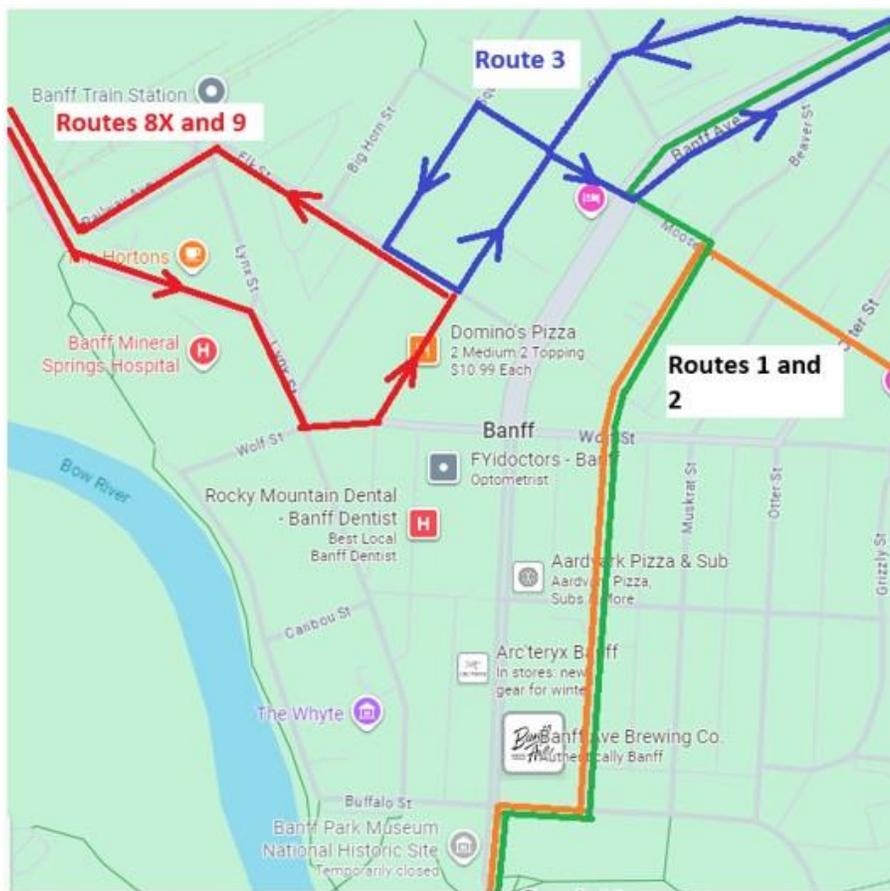
# Report to the Bow Valley Regional Transit Services Commission

## Report 2026-03.01 Skijoring Impact Report

March 5, 2026

Roam services were moved off Banff Avenue on Friday January 16<sup>th</sup> and were back on Banff Avenue on the afternoon of Monday January 19<sup>th</sup>. The routes that were impacted were:

- Route 1 and 2 (Banff Local) – Temporary stops were set up on Beaver Street in locations as close as possible to existing stops to limit the additional walking for people.
- Route 3 (Canmore/Banff Regional) – A temporary stop was set up on Marten St. and Route 3 completed a detour enabling it to access this stop.
- Route 8X (Banff-LL Regional) and Route 9 (Johnston Canyon) – Routing was changed to come in on Wolf Street to Marten Street and a temporary stop was set up behind the IGA on Marten Street.



# Report to the Bow Valley Regional Transit Services Commission

## Report 2026-03.01 Skijoring Impact Report

March 5, 2026

### **BUS STOP CLOSURES**

- Moose Hotel
- Elk Street Hub
- Wolf Street
- Caribou West
- Buffalo East
- Caribou East
- Banff High School Hub

### **SUMMARY OBSERVATIONS**

Roam worked with BLLT, the Town of Banff and CRPS to help facilitate the Skijoring event in Banff on January 17<sup>th</sup> and 18<sup>th</sup>. Significant changes were necessary to Roam routes, including detours off main routing and multiple stop closures. Although there was concern that people wouldn't be able to find or access buses easily, ridership spiked on a number of routes.

#### **Positives:**

- Increased ridership on local and regional services, particularly routes 2 (Tunnel Mtn) and 3 (Canmore/Banff Regional).
  - *Route 1 saw a 3% increase in ridership compared to previous Saturday (Rimrock closed).*
  - *Route 2 saw an 84% increase in ridership compared to previous Saturday.*
  - *Route 3 saw a 71% increase in ridership compared to previous Saturday.*
  - *Roam exceeded its daily ridership record to date from July 2025 (4,149) on Saturday at 4,672 boardings.*
- Roam allowed for people to attend the event without using personal vehicles and further impacting congestion.
- Ambassadors and BLLT staff were able to direct passengers to the location of bus stops. Roam scheduled additional Ambassadors for the weekend to help with wayfinding and BLLT also had their Visitor Services staff out providing directions to spectators and others.

# Report to the Bow Valley Regional Transit Services Commission

## Report 2026-03.01 Skijoring Impact Report

March 5, 2026

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### Challenges:

- Increased ridership created long waits for people from Canmore attempting to use the bus to get to Banff; this challenge impacted regular riders as well as Skijoring spectators. 9 overloads throughout the weekend were reported by drivers, primarily on Saturday.



- Roam routes were diverted onto non-transit streets with no permanent transit infrastructure, creating travel on congested streets and multiple vehicles parked in bus stops throughout the weekend.
- Wayfinding for passengers was challenging; however, this was offset by additional Ambassadors on site.
- Passenger behaviour was at times challenging, with party atmosphere spectators mixing with families attending the event. Drivers were required to ask people on a number of occasions not to bring alcohol on the bus.

# Report to the Bow Valley Regional Transit Services Commission

## Report 2026-03.01 Skijoring Impact Report

March 5, 2026

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- Spectators were climbing on structures in the downtown area, including Roam bus shelters.



- OTP (On Time Performance) was impacted by approximately 25% as compared to the previous weekend.
- Roam buses had challenges routes due to illegally parked vehicles.

### **INVESTIGATION**

Roam has been in meetings with stakeholders, including the Town of Banff and BLLT, and will continue to monitor the plans for next year, and if the event goes ahead again, create mitigating strategies to enable more seamless transit use for the weekend.

# Report to the Bow Valley Regional Transit Services Commission

## Report 2026-03.01 Skijoring Impact Report

March 5, 2026

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### **OPTIONS**

Not applicable at this point

### **BRAND IMPACT**

Reputation risk

### **RISKS**

Safety risk

Operational challenges

Reputational risk

# Bow Valley *R*egional Transit Services Commission



## 2024 Unaudited Financial Results and KPIs

## 2025 Overall summary of results

<b>Bow Valley Regional Transit Services Commission</b>						
<b>All routes - Actual vs budget vs Prior Year (PY)</b>						
<b>January - December 2025</b>						
	<b>Actual</b>	<b>Budget</b>	<b>Over/ under budget</b>		<b>PY Jan- Dec 2024</b>	<b>Difference from PY</b>
<b>Income</b>						
Bus Pass Sales	5,022,466	4,538,447	484,019		4,601,799	420,667
Grant Revenue	-	-	-		-	-
Interest Revenue	82,847	150,000	(67,153)		184,422	(101,574)
Marketing & Advertising Revenue	51,029	59,669	(8,640)		72,507	(21,478)
Other Income	37,626	2,699	34,927		40,669	(3,043)
Partner Programs	790,591	669,299	121,292		718,222	72,369
Recoveries - Operating (non-members)	2,168,356	2,659,670	(491,313)		2,554,872	(386,516)
Requisitions - Capital	13,408	-	13,408		12,733	675
Requisitions - Operating	6,752,506	7,529,496	(776,990)		5,387,360	1,365,146
<b>Total Income</b>	<b>14,918,829</b>	<b>15,609,280</b>	<b>(690,451)</b>		<b>13,572,583</b>	<b>1,346,246</b>
<b>Expenses</b>						
Advertising & Marketing Expenses	103,175	111,096	(7,921)		79,092	24,083
Contracted Services / Professional Fees	461,983	417,663	44,319		1,088,168	(626,186)
Fuel Expense	948,461	1,051,563	(103,102)		1,026,452	(77,990)
General Operating Expenses	223,669	232,729	(9,060)		211,661	12,008
Infrastructure Maintenance	52,782	101,149	(48,368)		48,507	4,275
Insurance Expense	242,989	284,372	(41,383)		210,052	32,937
Software Fees & Licences	272,447	274,692	(2,245)		254,083	18,364
Staff, Training, Travel & Meals	149,922	231,638	(81,715)		153,700	(3,777)
Transit storage facility	403,949	491,457	(87,508)		421,054	(17,105)
Vehicle Expenses	3,455,433	3,630,646	(175,213)		3,182,970	272,463
Wages & Benefits	7,945,795	7,956,133	(10,338)		6,972,350	973,444
<b>Total Expenses</b>	<b>14,260,604</b>	<b>14,783,138</b>	<b>(522,535)</b>		<b>13,648,089</b>	<b>612,515</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>658,225</b>	<b>826,141</b>	<b>(167,916)</b>		<b>(75,506)</b>	<b>733,732</b>
Amortization Expense	2,695,451	2,904,049	(208,598)		2,145,478	549,973
Loss on Sale of TCA	7,016	-	7,016		355,046	(348,030)
<b>Net Revenue</b>	<b>(2,044,242)</b>	<b>(2,077,908)</b>	<b>33,666</b>	<b>-</b>	<b>(2,576,031)</b>	<b>531,789</b>

Overall, we finished the year behind projections with the surplus prior to amortization approximately \$168,000 less than budget.

Note – excludes the table above does not include the 'Tangible Capital Asset' class.

Service hours were down from budgeted amounts by approximately 2,400.

## REVENUE

Overall pass revenues are up approximately \$484,000 from budget and approximately \$420,000 higher than PY.

- Routes 1 & 2 revenues combined were consistent with budget
- Route 3 revenues are \$65,000 above budget.
- Route 8 summer/winter revenues are \$340,000 above budget (inc Rt 10 revenue budget).
- Route 9 revenue are \$80,000 above budget.

Pass revenues are up due to increased ridership, and the increases in fares collected for LL regional routes and super passes.

Partner revenues are \$121,000 above budget and \$72,000 higher than prior year. Pursuit billing for Gondola ridership was approximately \$170,000 higher than budgeted amounts and for Rimrock were \$50,000 below budgeted amounts due to renovation closures.

Other revenue includes insurance reimbursements, charter sales and warranty revenue, and foreign exchange revenue.

Interest is under budgeted amounts. Includes CIBC investment interest on operating reserve amounts and interest on ATB operating accounts and is dependent on allocation of ATB operating interest between operating and capital balances. In 2025 there was a higher allocation to capital balances than operating. Less than PY due to decreasing interest rates, and lower operating balances.

Non member recoveries are based on actual expenses incurred. Actual costs for Parks routes were lower than budgeted, due to higher revenues for Rt 8 (winter and summer) and Rt 9. Also, there was reduced service hours compared to budget on Rt 6 and Rt 8X and from the discontinuation of Rt 10, which lead to a decrease in costs.

Member recoveries are based on budgeted amounts except:

- ID9 contributions to Lake Louise summer routes of \$276,000 was allocated to the maintenance and replacement reserve.
- ID9 contributions were reduced by \$500,000 to account for use of operating reserves to pay for current year requisition payments.

Capital requisitions are for Banff using deferred funds for hotel partner program expenses.

## EXPENSES

Overall expenses are down approximately \$522,000 from budget and up \$612,000 from PY.

The only significant expense discrepancies are coming from fuel, staffing expenses, transit storage building and vehicle maintenance costs. All other expenses are below budgeted numbers, except for contracted services which is the only line item that is above budget.

Large expense variances:

*Fuel*

Fuel costs lower than budgeted by approximately \$103,000. There were 2,400 less service hours than budget. Also, more usage of electric buses reducing overall fuel costs, especially with the introduction of 3 new nova electric, and 3 new hybrids to reduce fuel costs

*Staffing Expenses*

Overall, under budget mostly due to staff accommodation. We did not rent the Banff house in 2025 because the owners moved back in Dec 2024. This was budgeted for the full year, and we did not replace this with an alternative rental. Also, the Canmore staff accommodation unit had strong occupancy, and the rental revenue received was more than the direct costs for this unit.

*Transit Storage building*

Utilities and R&M on the transit storage building were less than budgeted amounts. In previous years there was high repair costs for the garage doors and the chargers, these costs were less in 2025.

*Vehicle expenses*

Budgeted on the high side for vehicle maintenance based on the cost increases we had seen in the previous year. TOB maintenance expenses ended out being approximately \$230,000 less than budgeted amounts. There was also \$60,000 spent on accident repairs which was not budgeted. There was some revenues from insurance reimbursements to reduce these cost overages.

Small expense variances:

*Contracted services*

Low ridership and revenues on the Calgary-Banff Onit service led to overages in contracted services for this route. Banff and Canmore have fixed contributions for this route, so differences were billed to Parks Canada.

*Infrastructure maintenance expenses*

Less costs for signage changeovers as we move towards QR codes instead of fixed schedule signage. Also, less maintenance on the vending machines than previous years.

*Insurance expense*

The six new Nova buses arrived later than anticipated. Insurance expense was budgeted for the full year, but the busses did not arrive until May.

**Bow Valley Regional Transit Services Commission  
All Routes - Actual vs Budget (pg 1/2)**

January - December 2025

	Administrative		Calgary-Banff		Rt 01 - Banff Local (Sulphur Mtn)		Rt 02 - Banff Local (Tunnel Mtn)		Rt 03 - CB Regional		Rt 04 - Cave and Basin		Rt 05 - Canmore Local		Rt 06 - Lake Minnewanka	
	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
	<b>Income</b>															
Bus Pass Sales	-				355,811	396,728	343,883	305,303	1,681,232	1,616,699	20,590	9,896	-		39,366	41,138
Interest Revenue	82,847	150,000														
Marketing & Advertising Revenue	3,953				11,476	16,887	9,507	16,888	13,504	13,510	170		7,160	12,384	532	
Other Income	31,320				3,807	1,349	1,990	1,350			121				388	
Partner Programs					551,736	410,845	204,747	221,609	5,488	5,250					28,620	31,595
Recoveries - Operating (non-members)			267,821	154,500	26,731	27,367	66,112	63,093			308,117	307,707			789,151	862,373
Requisitions - Capital					6,704		6,704									
Requisitions - Operating	667,209	667,208	80,500	80,500	1,573,508	1,573,505	1,364,415	1,364,414	1,070,320	1,070,321			1,825,048	1,825,053		
<b>Total Income</b>	<b>785,329</b>	<b>817,208</b>	<b>348,321</b>	<b>235,000</b>	<b>2,529,773</b>	<b>2,426,682</b>	<b>1,997,357</b>	<b>1,972,658</b>	<b>2,770,545</b>	<b>2,705,780</b>	<b>328,999</b>	<b>317,603</b>	<b>1,832,208</b>	<b>1,837,437</b>	<b>858,057</b>	<b>935,106</b>
<b>Expenses</b>																
Advertising & Marketing Expenses	23,017				19,071	26,487	16,050	25,062	19,863	19,566	1,010	1,722	11,612	14,756	2,277	3,052
Contracted Services / Professional Fees	68,007	99,761	333,321	220,000	6,419	17,479	10,363	17,302	9,208	10,723	1,216	2,154	10,648	14,091	1,740	3,791
Fuel Expense	983	500			122,445	124,367	101,724	91,173	263,846	317,991	7,493	5,663	131,207	157,275	31,695	33,134
General Operating Expenses	68,439	70,507			18,115	16,285	17,235	14,230	25,050	43,685	1,571	1,780	7,494	9,832	3,099	4,289
Infrastructure Maintenance	1,133	212			9,600	15,211	8,240	15,800	10,331	31,435	1,241	1,689	3,250	19,219	2,851	3,457
Insurance Expense	39,364	30,377			39,437	49,220	30,100	37,455	27,704	32,632	7,612	8,265	21,395	29,525	16,473	17,756
Software Fees & Licences	48,867	92,760			43,832	34,478	38,522	26,428	43,502	19,564	4,822	9,082	31,120	19,818	9,565	14,229
Staff, Training, Travel & Meals	82,180	85,033			10,625	24,480	9,098	19,319	11,095	17,080	2,132	4,406	8,623	18,005	5,206	8,762
Transit storage facility	7,490	7,065			73,250	94,245	62,132	68,541	66,369	91,393	10,824	14,129	53,458	49,193	16,804	21,194
Vehicle Expenses	137,504	25,000			615,992	687,124	535,860	559,033	621,009	758,008	84,799	53,205	490,837	530,016	148,106	126,862
Wages & Benefits	426,180	405,993	15,000	15,000	1,314,306	1,337,306	1,128,986	1,098,315	1,388,724	1,363,703	161,148	165,508	1,029,658	975,707	357,340	395,462
<b>Total Expenses</b>	<b>903,163</b>	<b>817,208</b>	<b>348,321</b>	<b>235,000</b>	<b>2,273,091</b>	<b>2,426,682</b>	<b>1,958,310</b>	<b>1,972,658</b>	<b>2,486,700</b>	<b>2,705,780</b>	<b>283,867</b>	<b>267,603</b>	<b>1,799,302</b>	<b>1,837,437</b>	<b>595,156</b>	<b>631,988</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>- 117,834 - 0</b>	<b>- 0</b>	<b>- 0</b>	<b>- 0</b>	<b>256,682</b>	<b>0</b>	<b>39,047</b>	<b>-</b>	<b>283,845</b>	<b>0</b>	<b>45,132</b>	<b>50,000</b>	<b>32,906</b>	<b>-</b>	<b>262,901</b>	<b>303,118</b>
Amortization Expense	177,392	167,354			586,761	609,676	514,927	549,732	246,281	204,110	45,132	50,000	210,085	229,817	262,901	303,118
Gain/Loss on Sale of TCA	- 16,582				3,235		3,235		1,773		535		4,613		591	
<b>Net Income</b>	<b>- 278,644 - 167,354</b>	<b>- 167,354</b>	<b>- 0</b>	<b>- 0</b>	<b>333,315 - 609,676</b>	<b>- 609,676</b>	<b>479,115 - 549,732</b>	<b>- 549,732</b>	<b>35,791 - 204,110</b>	<b>- 204,110</b>	<b>535</b>	<b>0</b>	<b>- 181,792 - 229,817</b>	<b>- 229,817</b>	<b>- 591</b>	<b>-</b>

**Bow Valley Regional Transit Services Commission**  
**All Routes - Actual vs Budget (pg 2/2)**

January - December 2025

	Rt 08 - LLB Regional Winter (Extra parks bus)		Rt 08 - LLB Regional Winter		Rt 08S - LLB Regional Summer Scenic		Rt 08X - LLB Regional Summer Express		Rt 09 - Johnston Canyon		Rt 10 - Moraine Lake		Rt 11 - Lake Louise local		Rt 12 - Grassi Lakes		Rt 12 - Winter		TOTAL			
	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	% of Budget	
<b>Income</b>																						
Bus Pass Sales	618,773	790,663	415,979			29,182	1,278,893	1,115,724	210,044	130,427		63,491	57,894	39,196					5,022,466	4,538,447	111%	
Interest Revenue															814				82,847	150,000	55%	
Marketing & Advertising Revenue	1,837		764				1,262		50										51,029	59,669	86%	
Other Income																			37,626	2,699	1394%	
Partner Programs																			790,591	669,299	118%	
Recoveries - Operating (non-members)		217,148	173,051			52,366	174,148	530,357	241,199	248,903		86,159			122,025	109,696			2,168,356	2,659,670	82%	
Requisitions - Capital																			13,408	-		
Requisitions - Operating	- 225,532	244,466				50,303	23,010	40,607		239,091			123,960	123,960	118,133	250,068	131,935		6,752,506	7,529,496	90%	
<b>Total Income</b>	<b>395,078</b>	<b>1,252,277</b>	<b>589,794</b>	-	-	<b>131,850</b>	<b>1,477,314</b>	<b>1,686,688</b>	<b>451,293</b>	<b>618,421</b>		<b>149,650</b>	<b>181,854</b>	<b>163,156</b>	<b>240,972</b>	<b>359,764</b>	<b>131,935</b>	-	<b>14,918,829</b>	<b>15,609,280</b>	<b>96%</b>	
<b>Expenses</b>																						
Advertising & Marketing Expenses	2,333	4,593	1,337		-	2,277	3,582	6,780	1,085	2,129		386	564	990	940	3,296	435		103,175	111,096	93%	
Contracted Services / Professional Fees	2,128	5,060	1,405		-	1,754	12,758	18,863	2,665	3,653		378	629	400	816	2,254	660		461,983	417,663	111%	
Fuel Expense	83,555	142,501	51,798			3,443	83,643	108,306	38,376	30,358		13,556	14,973	9,944	8,522	13,352	8,202		948,461	1,051,563	90%	
General Operating Expenses	17,595	20,417	12,134			3,173	44,227	37,777	7,041	6,517		2,134	684	784	416	1,319	571		223,669	232,729	96%	
Infrastructure Maintenance	2,766	5,323	1,389			977	4,823	2,905	1,187	912		497	837	424	1,808	3,088	3,326		52,782	101,149	52%	
Insurance Expense	5,491	11,838	5,491			2,959	22,462	30,132	16,473	11,838		2,959	5,493	5,919	4,120	13,498	1,373		242,989	284,372	85%	
Software Fees & Licences	12,438	8,985	9,267			5,042	15,227	21,294	8,847	10,259		258	2,605	3,926	2,454	8,569	1,378		272,447	274,692	99%	
Staff, Training, Travel & Meals	2,487	8,001	2,234		-	4,082	10,005	24,039	3,875	6,069		525	749	4,001	917	7,836	698		149,922	231,638	65%	
Transit storage facility	21,398	38,296	19,123			7,065	33,752	35,323	24,513	38,286		3,500	5,635	7,065	7,516	16,162	1,687		403,949	491,457	82%	
Vehicle Expenses	176,624	342,761	112,464			11,356	257,405	296,172	143,919	88,403		27,971	52,941	42,643	42,972	82,092	35,001		3,455,433	3,630,646	95%	
Wages & Benefits	452,446	602,128	306,525		-	39,721	849,594	962,645	263,087	278,399		70,885	84,428	87,061	139,626	158,302	28,746		7,945,795	7,956,133	100%	
<b>Total Expenses</b>	<b>779,260</b>	<b>1,189,902</b>	<b>523,167</b>	-	-	<b>81,850</b>	<b>1,337,478</b>	<b>1,544,235</b>	<b>511,067</b>	<b>476,822</b>		<b>123,050</b>	<b>169,537</b>	<b>163,156</b>	<b>210,106</b>	<b>309,768</b>	<b>82,078</b>	-	<b>14,260,604</b>	<b>14,783,138</b>	<b>96%</b>	
<b>Surplus / Deficiency Prior to Amortization</b>	<b>- 384,182</b>	<b>62,375</b>	<b>66,627</b>	-	-	<b>50,001</b>	<b>139,836</b>	<b>142,453</b>	<b>- 59,774</b>	<b>141,599</b>		<b>26,600</b>	<b>12,317</b>	-	<b>30,866</b>	<b>49,996</b>	<b>49,857</b>	-	<b>658,225</b>	<b>826,141</b>		
Amortization Expense	66,627	124,750	66,627			50,000	266,509	347,292	147,542	141,600		26,600	73,727	50,000	16,992	50,000	13,947		2,695,451	2,904,049	93%	
Gain/Loss on Sale of TCA	1,603		1,603				3,205		3,205										7,016		-	
<b>Net Income</b>	<b>- 452,412</b>	<b>- 62,375</b>	<b>- 1,603</b>	-	-	<b>1</b>	<b>- 129,879</b>	<b>- 204,839</b>	<b>- 210,521</b>	<b>- 1</b>		<b>-</b>	<b>- 61,411</b>	<b>- 50,000</b>	<b>13,874</b>	<b>- 4</b>	<b>35,910</b>	-	<b>- 2,044,242</b>	<b>- 2,077,908</b>		

**Bow Valley Regional Transit Services Commission**  
**All Routes - Actual vs Prior Year (pg 1/2)**  
 January - December 2025

	Administrative		Calgary-Banff		Rt 01 - Banff Local (Sulphur Mtn)		Rt 02 - Banff Local (Tunnel Mtn)		Rt 03 - CB Regional		Rt 04 - Cave and Basin		Rt 05 - Canmore Local		Rt 06 - Lake Minnewanka	
	Jan - Dec. 2025	Jan - Dec. 2024 (PY)	Jan - Dec. 2025	Dec. 2024 (PY)	Jan - Dec. 2025	Jan - Dec. 2024 (PY)	Jan - Dec. 2025	Jan - Dec. 2024 (PY)	Jan - Dec. 2025	Jan - Dec. 2024 (PY)	Jan - Dec. 2025	Jan - Dec. 2024 (PY)	Jan - Dec. 2025	Jan - Dec. 2024 (PY)	Jan - Dec. 2025	Jan - Dec. 2024 (PY)
<b>INCOME</b>																
Bus Pass Sales	0	0			355,811	347,987	343,883	285,948	1,681,232	1,621,675	20,590	17,998	0		39,366	41,165
Grant Revenue																
Interest Revenue	82,847	184,422														
Marketing & Advertising Revenue	3,953	2,608			11,476	18,514	9,507	17,003	13,504	19,276	170	0	7,160	12,373	532	0
Other Income	31,320	40,635			3,807	17	1,990	17			121				388	
Partner Programs					551,736	473,044	204,747	211,058	5,488	5,672					28,620	28,448
Recoveries - Operating (non-members)			267,821	211,278	26,731	26,064	66,112	48,472			308,117	292,835			789,151	925,281
Requisitions - Capital					6,704	6,367	6,704	6,367								
Requisitions - Operating	667,209	609,687	80,500	80,500	1,573,508	1,241,754	1,364,415	1,099,416	1,070,320	607,040			1,825,048	1,626,097		
<b>Total Income</b>	<b>785,329</b>	<b>837,351</b>	<b>348,321</b>	<b>291,778</b>	<b>2,529,773</b>	<b>2,113,746</b>	<b>1,997,357</b>	<b>1,668,281</b>	<b>2,770,545</b>	<b>2,253,663</b>	<b>328,999</b>	<b>310,832</b>	<b>1,832,208</b>	<b>1,638,469</b>	<b>858,057</b>	<b>994,894</b>
<b>EXPENSES</b>																
Advertising & Marketing Expenses	23,017	12,808			19,071	14,722	16,050	12,849	19,863	15,573	1,010	1,791	11,612	12,609	2,277	2,311
Contracted Services / Professional Fees	68,007	123,307	333,321	274,778	6,419	9,195	10,363	8,354	9,208	9,529	1,216	3,223	10,648	12,887	1,740	614,131
Fuel Expense	983	1,702			122,445	126,368	101,724	103,042	263,846	279,366	7,493	8,388	131,207	166,593	31,695	1,940
General Operating Expenses	68,439	65,343			18,115	18,102	17,235	16,608	25,050	26,120	1,571	1,704	7,494	7,720	3,099	3,350
Infrastructure Maintenance	1,133	1,447			9,600	8,060	8,240	7,688	10,331	13,289	1,241	994	3,250	1,035	2,851	1,988
Insurance Expense	39,364	30,724			39,437	29,197	30,100	23,384	27,704	22,804	7,612	5,705	21,395	23,875	16,473	16,911
Software Fees & Licences	48,867	42,144			43,832	37,212	38,522	34,238	43,502	35,378	4,822	5,995	31,120	29,125	9,565	14,738
Staff, Training, Travel & Meals	82,180	75,206			10,625	14,992	9,098	9,830	11,095	9,212	2,132	3,499	8,623	7,607	5,206	3,683
Transit storage facility	7,490	6,308			73,250	76,605	62,132	68,097	66,369	81,205	10,824	11,806	53,458	39,120	16,804	23,690
Vehicle Expenses	137,504	53,681			615,992	574,189	535,860	514,897	621,009	568,616	84,799	75,096	490,837	509,980	148,106	91,642
Wages & Benefits	426,180	405,868	15,000	17,000	1,314,306	1,165,491	1,128,986	1,048,482	1,388,724	1,199,434	161,148	157,014	1,029,658	975,494	357,340	101,533
<b>Total Expenses</b>	<b>903,163</b>	<b>818,537</b>	<b>348,321</b>	<b>291,778</b>	<b>2,273,091</b>	<b>2,074,134</b>	<b>1,958,310</b>	<b>1,847,468</b>	<b>2,486,700</b>	<b>2,260,526</b>	<b>283,867</b>	<b>275,215</b>	<b>1,799,302</b>	<b>1,786,045</b>	<b>595,156</b>	<b>875,918</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>(117,834)</b>	<b>18,814</b>	<b>-</b>	<b>0</b>	<b>256,682</b>	<b>39,612</b>	<b>39,047</b>	<b>(179,187)</b>	<b>283,845</b>	<b>(6,863)</b>	<b>45,132</b>	<b>35,617</b>	<b>32,906</b>	<b>(147,575)</b>	<b>262,901</b>	<b>118,976</b>
Amortization Expense	177,392	177,301			586,761	442,150	514,927	368,459	246,281	191,089	45,132	35,617	210,085	174,075	262,901	118,976
Gain/Loss on Sale of TCA	-16,582	0	0	0	3,235	165,155	3,235	165,155	1,773	9,048	535	0	4,613	12,232	591	3,456
<b>Net Income</b>	<b>(295,226)</b>	<b>(158,487)</b>	<b>-</b>	<b>0</b>	<b>(333,315)</b>	<b>(567,693)</b>	<b>(479,115)</b>	<b>(712,800)</b>	<b>35,791</b>	<b>(207,001)</b>	<b>(535)</b>	<b>(0)</b>	<b>(181,792)</b>	<b>(333,883)</b>	<b>(591)</b>	<b>(3,456)</b>

**Bow Valley Regional Transit Services Commission**  
**All Routes - Actual vs Prior Year (pg 2/2)**  
 January - December 2025

	Rt 08 - LLB Regional Winter (Extra parks bus)		Rt 08 - LLB Regional Winter		Rt 08X - LLB Regional Summer Express		Rt 09 - Johnston Canyon		Rt 10 - Moraine Lake		Rt 11 - Lake Louise local		Rt 12 - Grassi Lakes		Rt 12 - Winter		TOTAL			
	Jan - Dec. 2025	Dec. 2024 (PY)	Jan - Dec. 2025	Jan - Dec. 2024 (PY)	Jan - Dec. 2025	Jan - Dec. 2024 (PY)	Jan - Dec. 2025	Jan - Dec. 2024 (PY)	Jan - Dec. 2025	Jan - Dec. 2024 (PY)	Jan - Dec. 2025	Jan - Dec. 2024 (PY)	Jan - Dec. 2025	Jan - Dec. 2024 (PY)	Jan - Dec. 2025	Dec. 2024 (PY)	Jan - Dec. 2025	Jan - Dec. 2024 (PY)	Change	
<b>INCOME</b>																				
Bus Pass Sales	618,773	673,487	415,979	217,710	1,278,893	1,064,860	210,044	197,020	0	86,649	57,894	47,300					5,022,466	4,601,799	420,667	
Grant Revenue																	0	0	0	
Interest Revenue																	82,847	184,422	-101,574	
Marketing & Advertising Revenue	1,837	1,909	764		1,262	540	50	97				0	814	187			51,029	72,507	-21,478	
Other Income																	37,626	40,669	-3,043	
Partner Programs																	790,591	718,222	72,369	
Recoveries - Operating (non-members)			173,051	278,743	174,148	340,904	241,199	301,825	0	72,189		0	122,025	57,283			2,168,356	2,554,872	-386,516	
Requisitions - Capital																	13,408	12,733	675	
Requisitions - Operating	-225,532	16,801				23,010		0				123,960	118,133	106,065	131,935		6,752,506	5,387,360	1,365,146	
<b>Total Income</b>	<b>395,078</b>	<b>692,197</b>	<b>589,794</b>	<b>496,452</b>	<b>1,477,314</b>	<b>1,406,303</b>	<b>451,293</b>	<b>498,943</b>	<b>\$ -</b>	<b>\$ 158,837</b>	<b>\$ 181,854</b>	<b>\$ 47,300</b>	<b>\$ 240,972</b>	<b>\$ 163,536</b>	<b>\$ 131,935</b>	<b>\$ -</b>	<b>\$14,918,829</b>	<b>\$13,572,583</b>	<b>\$ 1,346,246</b>	
<b>EXPENSES</b>																				
Advertising & Marketing Expenses	2,333	920	1,337	473	3,582	2,259	1,085	703	0	31	564	240	940	1,802	435		103,175	79,092	24,083	
Contracted Services / Professional Fees	2,128	3,297	1,405	1,772	12,758	20,890	2,665	4,328	0	1,096	629	376	816	1,005	660		461,983	1,088,168	-626,186	
Fuel Expense	83,555	100,290	51,798	50,267	83,643	106,597	38,376	45,804	0	17,284	14,973	17,478	8,522	1,331	8,202		948,461	1,026,452	-77,990	
General Operating Expenses	17,595	17,860	12,134	6,671	44,227	38,058	7,041	5,198	6	3,988	684	723	416	216	571		223,675	211,661	12,014	
Infrastructure Maintenance	2,766	1,509	1,389	823	4,823	7,249	1,187	971	0	1,231	837	557	1,808	1,669	3,326		52,782	48,507	4,275	
Insurance Expense	5,491	5,637	5,491	5,637	22,462	17,423	16,473	22,548			5,493	2,641	4,120	3,566	1,373		242,989	210,052	32,937	
Software Fees & Licences	12,438	9,076	9,267	5,413	15,227	25,003	8,847	10,724	0	845	2,605	2,221	2,454	1,971	1,378		272,447	254,083	18,364	
Staff, Training, Travel & Meals	2,487	1,725	2,234	873	10,005	18,465	3,875	3,484	0	165	749	2,535	917	2,423	698		149,922	153,700	-3,777	
Transit storage facility	21,398	24,690	19,123	21,355	33,752	33,396	24,513	24,197	-6	840	5,635	542	7,516	9,204	1,687		403,943	421,054	-17,111	
Vehicle Expenses	176,624	167,786	112,464	103,673	257,405	253,909	143,919	146,386	0	18,792	52,941	54,239	42,972	50,086	35,001		3,455,433	3,182,970	272,463	
Wages & Benefits	452,446	394,544	306,525	209,563	849,594	813,545	263,087	275,006	0	78,193	84,428	89,891	139,626	41,293	28,746		7,945,795	6,972,350	973,444	
<b>Total Expenses</b>	<b>779,260</b>	<b>727,334</b>	<b>523,167</b>	<b>406,519</b>	<b>1,337,478</b>	<b>1,336,794</b>	<b>511,067</b>	<b>539,348</b>	<b>\$ -</b>	<b>\$ 122,465</b>	<b>\$ 169,537</b>	<b>\$ 171,444</b>	<b>\$ 210,106</b>	<b>\$ 114,566</b>	<b>\$ 82,078</b>	<b>\$ -</b>	<b>\$14,260,604</b>	<b>\$13,648,089</b>	<b>\$ 612,515</b>	
<b>Surplus / Deficiency Prior to Amortization</b>	<b>(384,182)</b>	<b>(35,137)</b>	<b>66,627</b>	<b>89,934</b>	<b>139,836</b>	<b>69,510</b>	<b>(59,774)</b>	<b>(40,406)</b>	<b>\$ -</b>	<b>\$ 36,373</b>	<b>\$ 12,317</b>	<b>\$ (124,143)</b>	<b>\$ 30,866</b>	<b>\$ 48,969</b>	<b>\$ 49,857</b>	<b>\$ -</b>	<b>\$ 658,225</b>	<b>\$ (75,506)</b>	<b>\$ 733,732</b>	
Amortization Expense	66,627	88,987	66,627	89,934	266,509	238,110	147,542	108,868.04	0.00	36,372.72	73,727.39	53,304.64	16,992.32	22,234.33	13,946.82		2,695,451	2,145,478	549,973	
Gain/Loss on Sale of TCA	1,603	0	1,603	0	3,205	0	3,205	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,016	355,046	-348,030	
<b>Net Income</b>	<b>(452,412)</b>	<b>#####</b>	<b>(1,603)</b>	<b>0</b>	<b>(129,879)</b>	<b>(168,601)</b>	<b>(210,521)</b>	<b>(149,274)</b>	<b>-</b>	<b>(0)</b>	<b>(61,411)</b>	<b>(177,448)</b>	<b>13,874</b>	<b>26,735</b>	<b>35,910</b>	<b>-</b>	<b>(2,044,242)</b>	<b>(2,576,031)</b>	<b>531,789</b>	

<b>Bow Valley Regional Transit Services Commission Administrative</b>			
	Jan - Dec, 2025		
	Actual	Budget	% of Budget
<b>Income</b>			
Interest Revenue	82,847	150,000	55%
Marketing & Advertising Revenue	3,953		
Other Income	31,320		
Requisitions - Operating	667,209	667,208	100%
<b>Total Income</b>	<b>\$ 785,329</b>	<b>\$ 817,208</b>	<b>96%</b>
<b>Expenses</b>			
Advertising & Marketing Expenses	23,017		
Contracted Services / Professional Fees	68,007	99,761	68%
Fuel Expense	983	500	
General Operating Expenses	68,439	70,507	97%
Infrastructure Maintenance	1,133	212	
Insurance Expense	39,364	30,377	130%
Software Fees & Licences	48,867	92,760	53%
Staff, Training, Travel & Meals	82,180	85,033	97%
Transit storage facility	7,490	7,065	106%
Vehicle Expenses	137,504	25,000	550%
Wages & Benefits	426,180	405,993	105%
<b>Total Expenses</b>	<b>903,163</b>	<b>817,208</b>	<b>111%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>(117,834)</b>	<b>(0)</b>	
Gain/Loss on Sale of TCA	(16,582)		
Amortization Expense	177,392	167,354	106%
<b>Net Income</b>	<b>(278,644)</b>	<b>(167,354)</b>	

1) Interest less than budget. Lower interest rates, and higher capital balances resulting in more interest being allocated to Capital than operating.

2) Mostly promo charters, corresponding expense in Advertising expenses. Also insurance reimbursements due, and corresponding expenses in vehicle accidents

3) Advertising is mostly charter related expenses and Roam swag allocated to admin instead of routes

4) Contracted Services are below budget. Minimal contract services used.

5) Allocated 1 MCI, and the 2 new cutaways to admin, which is more than budgeted.

6) Overall software consistent with budgeted amounts, but more software allocated to routes than budgeted.

7) Includes 60K for accidents not budgeted, also 23K allocation of fixed building costs. And 1 bus for maintenance

8) Gain on disposal of the 2 cutaways, reduced by loss on disposal of APC when replaced by consat APC

**Bow Valley Regional Transit Services Commission  
2025 Jan-Dec KPIs**

All Routes	January - December 2025			
	2025	2025	COMP	2024
	ACTUAL	BUDGET	%	ACTUAL
Revenue per Service Hour	\$ 71.64	\$ 71.47	0.2%	\$ 69.41
Gross Cost per Service Hour	\$ 201.19	\$ 213.81	-5.9%	\$ 197.84
Direct Operating Cost per Service Hour	\$ 158.86	\$ 171.48	-7.4%	\$ 161.45
Overhead per Service Hour	\$ 9.59	\$ 7.64	25.5%	\$ 7.61
Lease/Amortization per Service Hour	\$ 32.75	\$ 34.69	-5.6%	\$ 28.78
Net Cost per Service Hour (CUTA)	\$ 96.81	\$ 107.65	-10.1%	\$ 99.65
% Cost Recovery (CUTA)	51%	40%		41%
Gross cost per KM	\$ 6.70	\$ 7.39		\$ 7.44
Route KM	2,459,631	2,437,285		2,064,211
Ridership	3,217,891	2,964,527	8.5%	2,760,525
Service Hours	81,889	84,253	-2.8%	77,659
Ridership per Service Hour	39	35	11.7%	36

<b>Bow Valley Regional Transit Services Commission Route 1 - Banff Local Sulphur Mtn</b>				
	Jan - Dec, 2025			
	Actual	Budget	% of Budget	
<b>Income</b>				
Bus Pass Sales	355,811	396,728	90%	1
Marketing & Advertising Revenue	11,476	16,887	68%	
Other Income	3,807	1,349	282%	
Partner Programs	551,736	410,845	134%	2
Recoveries - Operating (non-members)	26,731	27,367	98%	
Requisitions - Capital	6,704			
Requisitions - Operating	1,573,508	1,573,505	100%	
<b>Total Income</b>	<b>2,529,773</b>	<b>2,426,682</b>	<b>104%</b>	
<b>Expenses</b>				
Advertising & Marketing Expenses	19,071	26,487	72%	
Contracted Services / Professional Fees	6,419	17,479	37%	3
Fuel Expense	122,445	124,367	98%	
General Operating Expenses	18,115	16,285	111%	
Infrastructure Maintenance	9,600	15,211	63%	
Insurance Expense	39,437	49,220	80%	4
Software Fees & Licences	43,832	34,478	127%	5
Staff, Training, Travel & Meals	10,625	24,480	43%	6
Transit storage facility	73,250	94,245	78%	7
Vehicle Expenses	615,992	687,124	90%	8
Wages & Benefits	1,314,306	1,337,306	98%	9
<b>Total Expenses</b>	<b>2,273,091</b>	<b>2,426,682</b>	<b>94%</b>	
<b>Surplus / Deficiency Prior to Amortization</b>	<b>256,682</b>	<b>0</b>		
Gain/Loss on Sale of TCA	3,235			10
Amortization Expense	586,761	609,676	96%	
<b>Net Income</b>	<b>(333,315)</b>	<b>(609,676)</b>		

Service hours under budget by 1,100, due to 1D not starting until June 27th instead of May 15th, and 1E hours operating as overload instead of fixed route.

- 1) Pass revenues less than budget due to service hour changes above.
- 2) Partner revenue over budget by \$140,000. New Caribou hotels were not included in budget numbers, and high Pursuit gondola revenues.
- 3) Contracted services under budget, there was no security in 2025.
- 4) Insurance is under budget, new Novas arrived later than anticipated.
- 5) Overall software consistent with budget, but more software allocated to routes vs admin , based on service hours
- 6) Under budget mostly due to staff accom. No banff staff accom in 2025 and Canmore staff accom paid for itself with rental revenue. So this was well under budget.
- 7) Overall less R&M and utilities on transit storage building than budgeted
- 8) Novas did not arrive till May, under in service hours, and overall 230K under in TOB vehicle maintenance in 2025
- 9) Under due to service hours being under budget
- 10) Loss on replacement of old APC with consat

**Bow Valley Regional Transit Services Commission  
2025 Jan-Dec KPIs**

<b>Route 1 - Banff Local Sulphur Mtn</b>	<b>January - December 2025</b>			
	<b>2025</b>	<b>2025</b>	<b>COMP</b>	<b>2024</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>%</b>	<b>ACTUAL</b>
Revenue per Service Hour	\$ 57.99	\$ 48.48	19.6%	\$ 54.93
Gross Cost per Service Hour	\$ 191.46	\$ 188.14	1.8%	\$ 174.53
Direct Operating Cost per Service Hour	\$ 142.84	\$ 142.45	0.3%	\$ 135.71
Overhead per Service Hour	\$ 9.59	\$ 7.92	21.1%	\$ 7.61
Lease/Amortization per Service Hour	\$ 39.04	\$ 37.77	3.3%	\$ 31.21
Net Cost per Service Hour (CUTA)	\$ 94.44	\$ 101.89	-7.3%	\$ 88.38
% Cost Recovery (CUTA)	38%	32%		38%
Gross cost per KM	\$ 13.94	\$ 12.74		\$ 12.53
Route KM	218,519	251,504		212,845
Ridership	1,024,900	992,099	3.3%	854,946
Service Hours	15,914	17,036	-6.6%	15,284
Ridership per Service Hour	64	58	10.6%	56

<b>Bow Valley Regional Transit Services Commission</b>				
<b>Route 2 - Banff Local Tunnel Mtn</b>				
	Jan - Dec, 2025			
	Actual	Budget	% of Budget	
<b>Income</b>				
<b>Bus Pass Sales</b>	343,883	305,303	113%	1
<b>Marketing &amp; Advertising Revenue</b>	9,507	16,888	56%	
<b>Other Income</b>	1,990	1,350	147%	
<b>Partner Programs</b>	204,747	221,609	92%	1
<b>Recoveries - Operating (non-members)</b>	66,112	63,093	105%	
<b>Requisitions - Capital</b>	6,704			
<b>Requisitions - Operating</b>	1,364,415	1,364,414	100%	
<b>Total Income</b>	<b>1,997,357</b>	<b>1,972,658</b>	<b>101%</b>	
<b>Expenses</b>				
<b>Advertising &amp; Marketing Expenses</b>	16,050	25,062	64%	
<b>Contracted Services / Professional Fees</b>	10,363	17,302	60%	
<b>Fuel Expense</b>	101,724	91,173	112%	2
<b>General Operating Expenses</b>	17,235	14,230	121%	
<b>Infrastructure Maintenance</b>	8,240	15,800	52%	
<b>Insurance Expense</b>	30,100	37,455	80%	3
<b>Software Fees &amp; Licences</b>	38,522	26,428	146%	4
<b>Staff, Training, Travel &amp; Meals</b>	9,098	19,319	47%	5
<b>Transit storage facility</b>	62,132	68,541	91%	6
<b>Vehicle Expenses</b>	535,860	559,033	96%	7
<b>Wages &amp; Benefits</b>	1,128,986	1,098,315	103%	
<b>Total Expenses</b>	<b>1,958,310</b>	<b>1,972,658</b>	<b>99%</b>	
<b>Surplus / Deficiency Prior to Amortization</b>	<b>39,047</b>	<b>-</b>		
<b>Gain/Loss on Sale of TCA</b>	3,235			8
<b>Amortization Expense</b>	514,927	549,732	94%	
<b>Net Income</b>	<b>(479,115)</b>	<b>(549,732)</b>		

**Service hours consistent with budget**

- 1) Pass revenues and partner program combined approximately \$20,000 over budget due to ridership increases.
- 2) Fuel over budget. Less use of electric buses that budgeted proportion of service hours.
- 3) Insurance is under budget, new Novas arrived later than anticipated.
- 4) Overall software consistent with budget, but more software allocated to routes vs admin , based on service hours
- 5) Under budget mostly due to staff accom. No banff staff accom in 2025 and Canmore staff accom paid for itself with rental revenue. So this was well under budget.
- 6) Overall less R&M and utilities on transit storage building than budgeted
- 7) Novas did not arrive till May, and overall 230K under in TOB vehicle maintenance in 2025
- 8) Loss on replacement of old APC with consat

**Bow Valley Regional Transit Services Commission  
2025 Jan-Dec KPIs**

<b>Route 2 - Banff Local Tunnel Mtn</b>	<b>January - December 2025</b>			
	<b>2025</b>	<b>2025</b>	<b>COMP</b>	<b>2024</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>%</b>	<b>ACTUAL</b>
Revenue per Service Hour	\$ 40.11	\$ 39.32	2.0%	\$ 38.54
Gross Cost per Service Hour	\$ 188.85	\$ 191.82	-1.5%	\$ 176.04
Direct Operating Cost per Service Hour	\$ 140.22	\$ 142.27	-1.4%	\$ 138.52
Overhead per Service Hour	\$ 9.59	\$ 7.92	21.1%	\$ 7.61
Lease/Amortization per Service Hour	\$ 39.04	\$ 41.63	-6.2%	\$ 29.91
Net Cost per Service Hour (CUTA)	\$ 109.70	\$ 110.87	-1.1%	\$ 107.59
% Cost Recovery (CUTA)	27%	26%		26%
Gross cost per KM	\$ 14.52	\$ 16.13		\$ 13.28
Route KM	181,595	164,944		176,844
Ridership	834,854	807,771	3.4%	770,920
Service Hours	13,966	13,866	0.7%	13,337
Ridership per Service Hour	60	58	2.6%	58

<b>Bow Valley Regional Transit Services Commission Route 3 - Canmore / Banff Regional</b>			
	Jan - Dec, 2025		
	Actual	Budget	% of Budget
<b>Income</b>			
Bus Pass Sales	1,681,232	1,616,699	104%
Marketing & Advertising Revenue	13,504	13,510	100%
Partner Programs	5,488	5,250	105%
Requisitions - Operating	1,070,320	1,070,321	100%
<b>Total Income</b>	<b>2,770,545</b>	<b>2,705,780</b>	<b>102%</b>
<b>Expenses</b>			
Advertising & Marketing Expenses	19,863	19,566	102%
Contracted Services / Professional Fees	9,208	10,723	86%
Fuel Expense	263,846	317,991	83%
General Operating Expenses	25,050	43,685	57%
Infrastructure Maintenance	10,331	31,435	33%
Insurance Expense	27,704	32,632	85%
Software Fees & Licences	43,502	19,564	222%
Staff, Training, Travel & Meals	11,095	17,080	65%
Transit storage facility	66,369	91,393	73%
Vehicle Expenses	621,009	758,008	82%
Wages & Benefits	1,388,724	1,363,703	102%
<b>Total Expenses</b>	<b>2,486,700</b>	<b>2,705,780</b>	<b>92%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>283,845</b>	<b>0</b>	
Gain/Loss on Sale of TCA	1,773		
Amortization Expense	246,281	204,110	121%
<b>Net Income</b>	<b>35,791</b>	<b>(204,110)</b>	

Service hours 400 less than budget to date, 3C full day not starting till May 16th with summer service.

- 1) Pass revenues over budget despite service hours due to ridership increases
- 2) Fuel under budget. Less service hours than budgeted, and using 1 electric bus on this route, so seeing costs savings here.
- 3) Under budget, less moneris fees than budgeted, majority of revenues come from sources where moneris is not charged. But 2025 budget calculates as a flat % of total revenue.
- 4) Infrastructure maintenance is under budget but based on actual expenses.
- 5) Overall software consistent with budget, but more software allocated to routes vs admin , based on service hours
- 6) Under budget mostly due to staff accom. No banff staff accom in 2025 and Canmore staff accom paid for itself with rental revenue. So this was well under budget.
- 7) Overall less R&M and utilities on transit storage building than budgeted
- 8) Vehicle maintenance under budget because under in service hours, and overall 230K under in TOB vehicle maintenance in 2025
- 9) Loss on replacement of old APC with consat

**Bow Valley Regional Transit Services Commission  
2025 Jan-Dec KPIs**

<b>Route 3 - Canmore / Banff Regional</b>	<b>January - December 2025</b>			
	<b>2025</b>	<b>2025</b>	<b>COMP</b>	<b>2024</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>%</b>	<b>ACTUAL</b>
Revenue per Service Hour	\$ 101.70	\$ 95.84	6.1%	\$ 108.31
Gross Cost per Service Hour	\$ 175.23	\$ 180.44	-2.9%	\$ 171.15
Direct Operating Cost per Service Hour	\$ 148.75	\$ 158.57	-6.2%	\$ 148.69
Overhead per Service Hour	\$ 9.59	\$ 7.92	21.1%	\$ 7.61
Lease/Amortization per Service Hour	\$ 16.90	\$ 13.95	21.2%	\$ 14.85
Net Cost per Service Hour (CUTA)	\$ 56.63	\$ 70.64	-19.8%	\$ 47.99
% Cost Recovery (CUTA)	64%	58%		69%
Gross cost per KM	\$ 4.43	\$ 3.81		\$ 4.28
Route KM	661,468	807,650		607,397
Ridership	397,592	369,262	7.7%	343,901
Service Hours	16,718	17,064	-2.0%	15,203
Ridership per Service Hour	24	22	9.9%	23

<b>Bow Valley Regional Transit Services Commission Route 4 - Cave &amp; Basin</b>			
	Jan - Dec, 2025		
	Actual	Budget	% of Budget
<b>Income</b>			
Bus Pass Sales	20,590	9,896	208%
Marketing & Advertising Revenue	170		
Other Income	121		
Recoveries - Operating (non-members)	308,117	307,707	100%
<b>Total Income</b>	<b>328,999</b>	<b>317,603</b>	<b>104%</b>
<b>Expenses</b>			
Advertising & Marketing Expenses	1,010	1,722	59%
Contracted Services / Professional Fees	1,216	2,154	56%
General Operating Expenses	1,571	1,780	88%
Infrastructure Maintenance	1,241	1,689	73%
Insurance Expense	7,612	8,265	92%
Software Fees & Licences	4,822	9,082	53%
Staff, Training, Travel & Meals	2,132	4,406	48%
Transit storage facility	10,824	14,129	77%
Vehicle Expenses	84,799	53,205	159%
Wages & Benefits	161,148	165,508	97%
<b>Total Expenses</b>	<b>283,867</b>	<b>267,603</b>	<b>106%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>45,132</b>	<b>50,000</b>	
Gain/Loss on Sale of TCA	535		
Amortization Expense	45,132	50,000	90%
<b>Net Income</b>	<b>(535)</b>	<b>0</b>	

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**Service hours consistent with budget**

- 1) Recoveries based on actual net expenses. Overall Net expenses consistent with budget
- 2) Vehicle expenses are over budget to date. Allocating fixed building costs for Hawk facility by buses per route.

**Bow Valley Regional Transit Services Commission  
2025 Jan-Dec KPIs**

<b>Route 4 - Cave &amp; Basin</b>	<b>January - December 2025</b>			
	<b>2025</b>	<b>2025</b>	<b>COMP</b>	<b>2024</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>%</b>	<b>ACTUAL</b>
Revenue per Service Hour	\$ 15.76	\$ 7.59	107.6%	\$ 16.41
Gross Cost per Service Hour	\$ 260.01	\$ 253.47	2.6%	\$ 293.37
Direct Operating Cost per Service Hour	\$ 214.20	\$ 205.22	4.4%	\$ 250.99
Overhead per Service Hour	\$ 9.59	\$ 7.92	21.1%	\$ 7.61
Lease/Amortization per Service Hour	\$ 36.22	\$ 40.33	-10.2%	\$ 34.77
Net Cost per Service Hour (CUTA)	\$ 208.03	\$ 205.55	1.2%	\$ 242.19
% Cost Recovery (CUTA)	7%	4%		6%
Gross cost per KM	\$ 22.74	\$ 32.24		\$ 22.85
Route KM	15,156	10,253		14,080
Ridership	28,086	33,810	-16.9%	22,132
Service Hours	1,325	1,304	1.6%	1,097
Ridership per Service Hour	21	26	-18.3%	20

<b>Bow Valley Regional Transit Services Commission Route 5 - Canmore Local</b>			
	<b>Jan - Dec, 2025</b>		
	<b>Actual</b>	<b>Budget</b>	<b>% of Budget</b>
<b>Income</b>			
Marketing & Advertising Revenue	7,160	12,384	58%
Requisitions - Operating	1,825,048	1,825,053	100%
<b>Total Income</b>	<b>1,832,208</b>	<b>1,837,437</b>	<b>100%</b>
<b>Expenses</b>			
Advertising & Marketing Expenses	11,612	14,756	79%
Contracted Services / Professional Fees	10,648	14,091	76%
Fuel Expense	131,207	157,275	83%
General Operating Expenses	7,494	9,832	76%
Infrastructure Maintenance	3,250	19,219	17%
Insurance Expense	21,395	29,525	72%
Software Fees & Licences	31,120	19,818	157%
Staff, Training, Travel & Meals	8,623	18,005	48%
Transit storage facility	53,458	49,193	109%
Vehicle Expenses	490,837	530,016	93%
Wages & Benefits	1,029,658	975,707	106%
<b>Total Expenses</b>	<b>1,799,302</b>	<b>1,837,437</b>	<b>98%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>32,906</b>	<b>-</b>	
Gain/Loss on Sale of TCA	4,613		
Amortization Expense	210,085	229,817	118%
<b>Net Income</b>	<b>(181,792)</b>	<b>(229,817)</b>	

**Service hours 300 hours over budget budget**

- 1) Fuel under budget. But based on actual expenses to date. Per litre costs were higher in previous years.
- 2) Infrastructure maintenance is under budget but based on actual expenses.
- 3) Overall software consistent with budget, but more software allocated to routes vs admin , based on service hours
- 4) Under budget mostly due to staff accom. No banff staff accom in 2025 and Canmore staff accom paid for itself with rental revenue. So this was well under budget.
- 5) Overall 230K under in TOB vehicle maintenance in 2025, so all year round routes under budget
- 6) Over in service hours, so over in driver wages
- 7) Loss on replacement of old APC with consat

**Bow Valley Regional Transit Services Commission  
2025 Jan-Dec KPIs**

Route 5 - Canmore Local	January - December 2025			
	2025	2025	COMP	2024
	ACTUAL	BUDGET	%	ACTUAL
Revenue per Service Hour	\$ 0.53	\$ 0.94	-43.5%	\$ 0.92
Gross Cost per Service Hour	\$ 161.13	\$ 167.23	-3.6%	\$ 155.01
Direct Operating Cost per Service Hour	\$ 133.76	\$ 139.84	-4.3%	\$ 132.23
Overhead per Service Hour	\$ 9.59	\$ 7.92	21.1%	\$ 7.61
Lease/Amortization per Service Hour	\$ 17.78	\$ 19.48	-8.7%	\$ 15.17
Net Cost per Service Hour (CUTA)	\$ 142.82	\$ 146.81	-2.7%	\$ 138.92
% Cost Recovery (CUTA)	0%	1%		1%
Gross cost per KM	\$ 7.52	\$ 6.78		\$ 6.99
Route KM	288,093	324,145		299,402
Ridership	370,624	328,200	12.9%	366,484
Service Hours	13,452	13,140	2.4%	13,507
Ridership per Service Hour	28	25	10.3%	27

<b>Bow Valley Regional Transit Services Commission Route 6 - Lake Minnewanka</b>			
	Jan - Dec, 2025		
	Actual	Budget	% of Budget
<b>Income</b>			
Bus Pass Sales	39,366	41,138	96%
Marketing & Advertising Revenue	532		
Other Income	388		
Partner Programs	28,620	31,595	91%
Recoveries - Operating (non-members)	789,151	862,373	92%
<b>Total Income</b>	<b>858,057</b>	<b>935,106</b>	<b>92%</b>
<b>Expenses</b>			
Advertising & Marketing Expenses	2,277	3,052	75%
Contracted Services / Professional Fees	1,740	3,791	46%
Fuel Expense	31,695	33,134	96%
General Operating Expenses	3,099	4,289	72%
Infrastructure Maintenance	2,851	3,457	82%
Insurance Expense	16,473	17,756	93%
Software Fees & Licences	9,565	14,229	67%
Staff, Training, Travel & Meals	5,206	8,762	59%
Transit storage facility	16,804	21,194	79%
Vehicle Expenses	148,106	126,862	117%
Wages & Benefits	357,340	395,462	90%
<b>Total Expenses</b>	<b>595,156</b>	<b>631,988</b>	<b>94%</b>
<b>Surplus / Deficiency Prior to Amortization</b>		<b>262,901</b>	<b>303,118</b>
Gain/Loss on Sale of TCA	591		
Amortization Expense	262,901	303,118	118%
<b>Net Income</b>	<b>(591)</b>	<b>-</b>	

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Service hours 260 less than budget to date, 6B did not start until June 27th.

- 1) Recoveries based on actual net expenses, most expenses under budget due to service hours.
- 2) Vehicle expenses are over budget to date. Allocating fixed building costs for Hawk facility by buses per route.
- 3) Service hours under budget due to late start of second bus. So driver hours under budget

**Bow Valley Regional Transit Services Commission  
2025 Jan-Dec KPIs**

<b>Route 6 - Lake Minnewanka</b>	<b>January - December 2025</b>			
	<b>2025</b>	<b>2025</b>	<b>COMP</b>	<b>2024</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>%</b>	<b>ACTUAL</b>
Revenue per Service Hour	\$ 24.02	\$ 23.25	3.3%	\$ 24.33
Gross Cost per Service Hour	\$ 310.83	\$ 308.85	0.6%	\$ 357.63
Direct Operating Cost per Service Hour	\$ 207.44	\$ 202.04	2.7%	\$ 306.16
Overhead per Service Hour	\$ 9.59	\$ 7.92	21.1%	\$ 7.61
Lease/Amortization per Service Hour	\$ 93.80	\$ 98.89	-5.1%	\$ 43.87
Net Cost per Service Hour (CUTA)	\$ 193.01	\$ 186.71	3.4%	\$ 289.43
% Cost Recovery (CUTA)	11%	11%		8%
Gross cost per KM	10.39	\$ 12.82		
Route KM	85,839	75,375		
Ridership	87,170	94,194	-7.5%	75,917
Service Hours	2,869	3,128	-8.3%	2,861
Ridership per Service Hour	30	30	0.9%	27

<b>Bow Valley Regional Transit Services Commission Route 8 - Lake Louise / Banff Regional Winter</b>			
	Jan - Dec, 2025		
	Actual	Budget	% of Budget
<b>Income</b>			
Bus Pass Sales	1,034,752	790,663	131%
Marketing & Advertising Revenue	2,601		
Recoveries - Operating (non-members)	173,051	217,148	80%
Requisitions - Operating	-225,532	244,466	-92%
<b>Total Income</b>	<b>984,872</b>	<b>1,252,277</b>	<b>79%</b>
<b>Expenses</b>			
Advertising & Marketing Expenses	3,670	4,593	80%
Contracted Services / Professional Fees	3,533	5,060	70%
Fuel Expense	135,353	142,501	95%
General Operating Expenses	29,728	20,417	146%
Infrastructure Maintenance	4,155	5,323	78%
Insurance Expense	10,982	11,838	93%
Software Fees & Licences	21,705	8,985	242%
Staff, Training, Travel & Meals	4,721	8,001	59%
Transit storage facility	40,522	38,296	106%
Vehicle Expenses	289,088	342,761	84%
Wages & Benefits	758,972	602,128	126%
<b>Total Expenses</b>	<b>1,302,427</b>	<b>1,189,902</b>	<b>109%</b>
<b>Surplus / Deficiency Prior to Amortization</b>	<b>(317,555)</b>	<b>62,375</b>	
Gain/Loss on Sale of TCA	3,205.08		
Amortization Expense	133,255	124,750	107%
<b>Net Income</b>	<b>(454,015)</b>	<b>(62,375)</b>	

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8 Winter ID9	8 Winter Parks	8 Winter Total	
Actual	Actual	Actual	Budget
618,773	415,979	1,034,752	790,663
1,837	764	2,601	
(225,532)	173,051	173,051	217,148
395,078	589,794	984,872	1,252,277
2,333	1,337	3,670	4,593
2,128	1,405	3,533	5,060
83,555	51,798	135,353	142,501
17,595	12,134	29,728	20,417
2,766	1,389	4,155	5,323
5,491	5,491	10,982	11,838
12,438	9,267	21,705	8,985
2,487	2,234	4,721	8,001
21,398	19,123	40,522	38,296
176,624	112,464	289,088	342,761
452,446	306,525	758,972	602,128
779,260	523,167	1,302,427	1,189,902
(384,182)	66,627	(317,555)	62,375
1,603	1,603	3,205	
66,627	66,627	133,255	124,750
(452,412)	(1,603)	(454,015)	(62,375)

Includes ID9 bus and parks additional bus

Service hours over by 300, but includes extra hours for continuing 8X C/D from Sept 15-Thanksgiving.

- 1) Increased ridership, more service hours than budget and fare increase to \$12.50 from \$10 one way and \$30 from \$25 for super pass
- 2) Parks billed based on service hours for extra buses on the route.
- 3) ID9 contribution is negative because it includes the annual requisiton less the \$500,000 transfer of operating reserve for partial payment of 2025 requisitions.
- 4) Overall software consistent with budget, but more software allocated to routes vs admin , based on service hours
- 5) Overall 230K under in TOB vehicle maintenance in 2025, so all year round routes under budget
- 6) Wages over budget because parks includes additional wages for 8X C/D hours.

**Bow Valley Regional Transit Services Commission  
2025 Jan-Dec KPIs**

<b>Route 8 - Lake Louise / Banff Regional Winter</b>	<b>January - December 2025</b>			
	<b>2025</b>	<b>2025</b>	<b>COMP</b>	<b>2024</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>%</b>	<b>ACTUAL</b>
Revenue per Service Hour	\$ 145.95	\$ 116.21	25.6%	\$ 137.01
Gross Cost per Service Hour	\$ 204.71	\$ 203.12	0.8%	\$ 211.28
Direct Operating Cost per Service Hour	\$ 183.57	\$ 174.88	5.0%	\$ 173.94
Overhead per Service Hour	\$ 9.59	\$ 7.92	21.1%	\$ 7.61
Lease/Amortization per Service Hour	\$ 11.56	\$ 20.32	-43.1%	\$ 29.73
Net Cost per Service Hour (CUTA)	\$ 47.21	\$ 66.60	-29.1%	\$ 44.54
% Cost Recovery (CUTA)	76%	64%		75%
Gross cost per KM	\$ 2.46	\$ 3.90		\$ 22.85
Route KM	590,370	354,183		14,080
Ridership	243,584	109,428	122.6%	102,718
Service Hours	7,095	6,804	4.3%	6,519
Ridership per Service Hour	34	16	113.5%	16

Includes ID#9 bus and additional parks buses

<b>Bow Valley Regional Transit Services Commission Route 8X - Lake Louise / Banff Regional Summer Express</b>				
	Jan - Dec, 2025			
	Actual	Budget	% of Budget	
<b>Income</b>				
Bus Pass Sales	1,278,893	1,115,724	115%	1
Marketing & Advertising Revenue	1,262			
Recoveries - Operating (non-members)	174,148	530,357	33%	2
Requisitions - Operating	23,010	40,607	57%	3
<b>Total Income</b>	<b>1,477,314</b>	<b>1,686,688</b>	<b>88%</b>	
<b>Expenses</b>				
Advertising & Marketing Expenses	3,582	6,780	53%	
Contracted Services / Professional Fees	12,758	18,863	68%	
Fuel Expense	83,643	108,306	77%	4
General Operating Expenses	44,227	37,777	117%	
Infrastructure Maintenance	4,823	2,905	166%	
Insurance Expense	22,462	30,132	75%	
Software Fees & Licences	15,227	21,294	72%	
Staff, Training, Travel & Meals	10,005	24,039	42%	5
Transit storage facility	33,752	35,323	96%	
Vehicle Expenses	257,405	296,172	87%	6
Wages & Benefits	849,594	962,645	88%	7
<b>Total Expenses</b>	<b>1,337,478</b>	<b>1,544,235</b>	<b>87%</b>	
<b>Surplus / Deficiency Prior to Amortization</b>	<b>139,836</b>	<b>142,453</b>		
Gain/Loss on Sale of TCA	3,205			
Amortization Expense	266,509	347,292	77%	
<b>Net Income</b>	<b>(129,879)</b>	<b>(204,839)</b>		

Service hours under budget by 420. Budget had extra 8X loop after Rt is done of 8XD which is not end out happening.

- 1) Increased ridership, more service hours than budget and fare increase to \$12.50 from \$10 one way and \$30 from \$25 for super pass
- 2) Recoveries based on actual net expenses.
- 3) Balance of ID9 contribution up to \$300K maximum for summer routes was allocated towards replacement and maintenance reserve instead of operating.
- 4) Fuel under budget due to service hours
- 5) Under budget mostly due to staff accom. No banff staff accom in 2025 and Canmore staff accom paid for itself with rental revenue. So this was well under budget.
- 6) Vehicle expenses under budget due to TOB VM being \$230K underbudget.
- 7) Driver hours under budget due to service hours

**Bow Valley Regional Transit Services Commission  
2025 Jan-Dec KPIs**

Route 8X - Lake Louise / Banff Regional Express - Summer	January - December 2025			
	2025	2025	COMP	2024
	ACTUAL	BUDGET	%	ACTUAL
Revenue per Service Hour	\$ 237.13	\$ 191.52	23.8%	\$ 194.88
Gross Cost per Service Hour	\$ 308.87	\$ 334.60	-7.7%	\$ 297.96
Direct Operating Cost per Service Hour	\$ 247.75	\$ 265.08	-6.5%	\$ 244.52
Overhead per Service Hour	\$ 9.59	\$ 7.92	21.1%	\$ 7.61
Lease/Amortization per Service Hour	\$ 51.53	\$ 61.60	-16.3%	\$ 45.84
Net Cost per Service Hour (CUTA)	\$ 20.20	\$ 81.48	-75.2%	\$ 57.25
% Cost Recovery (CUTA)	92%	70%		77%
Gross cost per KM	\$ 6.63	\$ 6.38		\$ 6.61
Route KM	251,487	305,361		246,332
Ridership	135,333	149,348	-9.4%	134,491
Service Hours	5,399	5,826	-7.3%	5,467
Ridership per Service Hour	25	26	-2.2%	25

<b>Bow Valley Regional Transit Services Commission</b>					
<b>Route 9 - Johnson Canyon</b>					
		<b>Jan - Dec, 2025</b>			
		<b>Actual</b>	<b>Budget</b>	<b>% of Budget</b>	
<b>Income</b>					
<b>Bus Pass Sales</b>		210,044	130,427		<b>1</b>
<b>Marketing &amp; Advertising Revenue</b>		50			
<b>Recoveries - Operating (non-members)</b>		241,199	248,903	<b>97%</b>	<b>2</b>
<b>Requisitions - Operating</b>			239,091	<b>0%</b>	<b>3</b>
<b>Total Income</b>		<b>451,293</b>	<b>618,421</b>	<b>73%</b>	
<b>Expenses</b>					
<b>Advertising &amp; Marketing Expenses</b>		1,085	2,129	<b>51%</b>	
<b>Contracted Services / Professional Fees</b>		2,665	3,653	<b>73%</b>	
<b>Fuel Expense</b>		38,376	30,358	<b>126%</b>	<b>4</b>
<b>General Operating Expenses</b>		7,041	6,517	<b>108%</b>	
<b>Infrastructure Maintenance</b>		1,187	912	<b>130%</b>	
<b>Insurance Expense</b>		16,473	11,838	<b>139%</b>	
<b>Software Fees &amp; Licences</b>		8,847	10,259	<b>86%</b>	
<b>Staff, Training, Travel &amp; Meals</b>		3,875	6,069	<b>64%</b>	
<b>Transit storage facility</b>		24,513	38,286	<b>64%</b>	
<b>Vehicle Expenses</b>		143,919	88,403	<b>163%</b>	<b>5</b>
<b>Wages &amp; Benefits</b>		263,087	278,399	<b>95%</b>	
<b>Total Expenses</b>		<b>511,067</b>	<b>476,822</b>	<b>107%</b>	
<b>Surplus / Deficiency Prior to Amortization</b>		<b>(59,774)</b>	<b>141,599</b>		
<b>Gain/Loss on Sale of TCA</b>		<b>3,205</b>			
<b>Amortization Expense</b>		147,542	141,600	<b>104%</b>	
<b>Net Income</b>		<b>(210,521)</b>	<b>(1)</b>		

**Service hours consistent with budget**

- 1) Revenues are over budget due to increased ridership on this route.
- 2) Recoveries to date based on actual net expenses.
- 3) ID9 contribution \$300K maximum for summer routes was split between 8X and replacement and maintenance reserve instead of operating.
- 4) Fuel is over budget. Some usage of electric vehicles was budgeted on this route, but has not happened.
- 5) Vehicle expenses are over budget to date. Allocating fixed building costs for Hawk facility by buses per route.

**Bow Valley Regional Transit Services Commission  
2025 Jan-Dec KPIs**

<b>Route 9 - Johnston Canyon</b>	<b>January - December 2025</b>			
	<b>2025</b>	<b>2025</b>	<b>COMP</b>	<b>2024</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>%</b>	<b>ACTUAL</b>
Revenue per Service Hour	\$ 99.32	\$ 59.71	66.3%	\$ 91.31
Gross Cost per Service Hour	\$ 323.12	\$ 293.03	10.3%	\$ 310.16
Direct Operating Cost per Service Hour	\$ 241.61	\$ 218.30	10.7%	\$ 249.84
Overhead per Service Hour	\$ 9.59	\$ 7.92	21.1%	\$ 7.61
Lease/Amortization per Service Hour	\$ 71.92	\$ 66.81	7.6%	\$ 52.71
Net Cost per Service Hour (CUTA)	\$ 151.87	\$ 166.51	-8.8%	\$ 166.14
% Cost Recovery (CUTA)	40%	26%		35%
Gross cost per KM	7.10	\$ 9.03		\$ 6.45
Route KM	96,247	70,898		103,850
Ridership	43,234	37,619	14.9%	41,410
Service Hours	2,115	2,184	-3.2%	2,159
Ridership per Service Hour	20	17	18.7%	19

<b>Bow Valley Regional Transit Services Commission Route 11 - Lake Louise Local</b>			
	Jan - Dec, 2025		
	Actual	Budget	% of Budget
<b>Income</b>			
Recoveries - Operating (non-members)	57,894	39,196	148%
Requisitions - Operating	123,960	123,960	100%
<b>Total Income</b>	<b>181,854</b>	<b>163,156</b>	<b>111%</b>
<b>Expenses</b>			
Advertising & Marketing Expenses	564	990	57%
Contracted Services / Professional Fees	629	400	157%
Fuel Expense	14,973	9,944	151%
General Operating Expenses	684	784	87%
Infrastructure Maintenance	837	424	197%
Insurance Expense	5,493	5,919	93%
Software Fees & Licences	2,605	3,926	66%
Staff, Training, Travel & Meals	749	4,001	19%
Transit storage facility	5,635	7,065	80%
Vehicle Expenses	52,941	42,643	124%
Wages & Benefits	84,428	87,061	97%
<b>Total Expenses</b>	<b>169,537</b>	<b>163,156</b>	<b>104%</b>
<b>Net Operating Income</b>	<b>12,317</b>	<b>-</b>	
Amortization Expense	73,727	50,000	147%
<b>Net Income</b>	<b>(61,411)</b>	<b>(50,000)</b>	

1

2

**Service hours consistent with budget**

- 1) Revenues higher than budget due to higher ridership
- 2) Overall net expenses fairly consistent with budgeted amounts.

**Bow Valley Regional Transit Services Commission  
2025 Jan-Dec KPIs**

Route 11 - LL Local	January - December 2025			
	2025	2025	COMP	2024
	ACTUAL	BUDGET	%	ACTUAL
Revenue per Service Hour	\$ 54.77	\$ 37.08	0.0%	\$ 44.75
Gross Cost per Service Hour	\$ 241.90	\$ 211.57	0.0%	\$ 222.52
Direct Operating Cost per Service Hour	\$ 160.39	\$ 154.36	0.0%	\$ 146.32
Overhead per Service Hour	\$ 9.59	\$ 7.92	0.0%	\$ 7.61
Lease/Amortization per Service Hour	\$ 71.92	\$ 49.29	0.0%	\$ 68.59
Net Cost per Service Hour (CUTA)	\$ 115.21	\$ 125.19	0.0%	\$ 109.18
% Cost Recovery (CUTA)	32%	23%	0.0%	29%
Gross cost per KM	\$ 7.39	\$ 14.71		\$ 6.79
Route KM	34,583	15,202		34,623
Ridership	25,574	23,008	0.0%	25,750
Service Hours	1,057	1,057	0.0%	1,057
Ridership per Service Hour	24	22	0.0%	24

<b>Bow Valley Regional Transit Services Commission Route 12 - Grassi Lakes</b>			
	Jan - Dec, 2025		
	Actual	Budget	% of Budget
<b>Income</b>			
Marketing & Advertising Revenue	814		
Recoveries - Operating (non-members)	122,025	109,696	111%
Requisitions - Operating	250,068	250,068	100%
<b>Total Income</b>	<b>372,907</b>	<b>359,764</b>	<b>104%</b>
<b>Expenses</b>			
Advertising & Marketing Expenses	1,375	3,296	42%
Contracted Services / Professional Fees	1,476	2,254	65%
Fuel Expense	16,724	13,352	125%
General Operating Expenses	986	1,319	75%
Infrastructure Maintenance	5,134	3,088	166%
Insurance Expense	5,493	13,498	41%
Software Fees & Licences	3,832	8,569	45%
Staff, Training, Travel & Meals	1,615	7,836	21%
Transit storage facility	9,203	16,162	57%
Vehicle Expenses	77,973	82,092	95%
Wages & Benefits	168,371	158,302	106%
<b>Total Expenses</b>	<b>292,184</b>	<b>309,768</b>	<b>94%</b>
<b>Net Operating Income</b>	<b>80,723</b>	<b>49,996</b>	
Amortization Expense	30,939	50,000	62%
<b>Net Income</b>	<b>49,784</b>	<b>(4)</b>	

Rt 12 Grassi	Rt 12 Winter	Rt 12 Total	
Actual	Actual	Actual	Budget
814		814	-
122,025		122,025	109,696
118,133	131,935	250,068	250,068
240,972	131,935	372,907	359,764
940	435	1,375	3,296
816	660	1,476	2,254
8,522	8,202	16,724	13,352
416	571	986	1,319
1,808	3,326	5,134	3,088
4,120	1,373	5,493	13,498
2,454	1,378	3,832	8,569
917	698	1,615	7,836
7,516	1,687	9,203	16,162
42,972	35,001	77,973	82,092
139,626	28,746	168,371	158,302
210,106	82,078	292,184	309,768
30,866	49,857	80,723	49,996
16,992	13,947	30,939	50,000
13,874	35,910	49,784	(4)

**Service hours consistent with budget.**

- 1) AB parks over budgeted contribution. Split between 12 and 12 winter for costs was slightly different to budget, because more expenses in the lead up to summer.
- 1) Rt 12 summer split with AB parks. Budgeted requisitions till Sept 30th have been allocated to the summer route. Budgeted requisitions for Oct-Dec will be allocated to 12 winter.
- 2) Combined operating expenses \$17,000 less than budget to date.

**Bow Valley Regional Transit Services Commission  
2025 Jan-Dec KPIs**

<b>Route 12 - Grassi Lakes</b>	<b>January - December 2025</b>			
	<b>2025</b>	<b>2025</b>	<b>COMP</b>	<b>2024</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>%</b>	<b>ACTUAL</b>
Revenue per Service Hour	\$ 0.41	\$ -	0.0%	\$ 0.42
Gross Cost per Service Hour	\$ 167.82	\$ 194.97	0.0%	\$ 315.25
Direct Operating Cost per Service Hour	\$ 147.49	\$ 159.35	0.0%	\$ 195.32
Overhead per Service Hour	\$ 9.59	\$ 7.92	0.0%	\$ 7.61
Lease/Amortization per Service Hour	\$ 10.74	\$ 27.71	0.0%	\$ 112.32
Net Cost per Service Hour (CUTA)	\$ 156.67	\$ 167.26	0.0%	\$ 202.51
% Cost Recovery (CUTA)	0%	0%	0.0%	0%
Gross cost per KM	\$ 9.17	\$ 22.61		\$ 19.36
Route KM	36,274	16,764		7,294
Ridership	26,940	0	0.0%	7,927
Service Hours	1,981	1,944	0.0%	448
Ridership per Service Hour	14	0	0.0%	18

# Bow Valley *R*egional Transit Services Commission



Financial Reserve Transfers – based  
on 2025 results

## 2024 Reserve Transfers

March 5, 2026

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### **SUMMARY/ ISSUE**

Briefing to the Board on the draft unaudited 2025 financial results and request for motion to approve 2025 operating & general commission reserve transfers.

### **PREVIOUS COMMISSION DIRECTION/POLICY**

BVRTSC operating Bylaw 3-2011 section 9 details cost allocation for operating requisitions as well as guidance on annual operating surpluses/deficits.

#### Recommended Motion

The Board moves to approve the reserve transfers presented in the draft 2024 financial results as follows:

2025 Operating surplus of \$350,012.63 to be transferred as follows:

- \$409,367.34 into the Town of Banff operating reserve
- \$210,275.44 into the Town of Canmore operating reserve
- \$377,139.05 out of the ID9 operating reserve
- \$400.00 out of the BVRTSC operating reserve
- \$107,908.9 into the General Commission Reserve

### **INVESTIGATION**

Administration has prepared the draft unaudited 2025 financial results for the Board's review. These results have the potential to change based on the 2025 audit work which is being completed March 5-18, 2026.

#### **2025 Operating Surplus/Deficit Transfers**

2025 Financial Results with detailed explanations of the deficits are attached.

Based on the preliminary 2025 financial results, the following 2025 reserve transfers are being submitted for approval at the March 2026 Board meeting:

## 2024 Reserve Transfers

March 5, 2026

Details of proposed reserve transfers:

	Town of Banff Operating Reserve	Town of Canmore Operating Reserve	ID9 Operating Reserve	BVRTSC Operating Reserve	General Commission Reserve	Total
Administrative	(37,671.48)	(37,671.48)	(37,671.48)	(400.00)	(4,420.00)	(117,834.45)
Rt 01 - Banff Local (Sulphur Mtn)	256,681.62					256,681.62
Rt 02 - Banff Local (Tunnel Mtn)	39,047.37					39,047.37
Rt 03 - CB Regional	141,922.36	141,922.36				283,844.71
Rt 04 - Cave and Basin					45,131.79	45,131.79
Rt 05 - Canmore Local		32,906.35				32,906.35
Rt 06 - Lake Minnewanka					262,901.08	262,901.08
Rt 08 - LLB Regional Winter			(384,182.19)			(384,182.19)
Rt 08X - LLB Regional Summer Express			23,010.36		36,596.87	59,607.23
Rt 09 - Johnston Canyon					20,454.49	20,454.49
Rt 8extra bus					66,627.35	66,627.35
Rt 11 - LL Local			12,316.79			12,316.79
Rt 12 - Grassi Lakes		13,873.88				13,873.88
Rt 12W - Grassi Winter		49,856.86			16,992.32	66,849.18
TCA & Grant Income	-	-	-		(336,375.00)	(336,375.00)
Proceeds of sale of TCA	9,387.48	9,387.48	9,387.48			28,162.43
<b>Total</b>	<b>409,367.34</b>	<b>210,275.44</b>	<b>(377,139.05)</b>	<b>(400.00)</b>	<b>107,908.90</b>	<b>350,012.63</b>

The reserve transfers above are based on Bylaw 3-2011 that states

“For any Fare Revenue Surplus, the Commission shall put the funds in a reserve to the credit of each Customer whose service the Fare Revenue Surplus pertains to be used to cover future cost overruns and/or reduce the amount of future levies”

For non-commission member routes, amounts paid for amortization expense are being transferred to a General Commission reserve and held for future operating or capital projects. This is due to non-commission members not paying into a Capital Requisition.

### **IMPLICATIONS**

Prior to the auditors releasing the 2025 financial statements they require Board approval for reserve transfers. The above motion is being brought to the Board for approval at the March 2025 meeting so that reserve transfers can be discussed and approved or amended prior to the draft audited financial statement preparation for the April 2026 meeting.

If any changes are required resulting from the 2025 financial statement audit, a motion for the revised reserve transfers will be brought to the April 2026 meeting along with the draft audited financial statements.

### **BUSINESS PLAN/ BUDGET IMPLICATIONS**

Changes to the reserves as outlined above

### **BRAND IMPACT**

None

## 2024 Reserve Transfers

March 5, 2026

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### **RISKS**

N/A

### **ATTACHMENTS**

- 2025 Financial Reconciliation

**Bow Valley Regional Transit Services Commission - 2025**

	Administrative	Calgary-Banff	Rt 01 - Banff Local (Sulphur Mtn)	Rt 02 - Banff Local (Tunnel Mtn)	Rt 03 - CB Regional	Rt 04 - Cave and Basin	Rt 05 - Canmore Local	Rt 06 - Lake Minnewanka	Rt 08 - LLLB Regional Winter	Rt 8 EXTRA - LLLB Regional Parks Extra Bus	Rt 08X - LLLB Regional Summer Express	Rt 09 - Johnston Canyon	Rt 11 - LL Local	Rt 12 - Grassi Lakes	Rt 12W - Grassi Winter	TCA & Grant Income	TOTAL	
<b>Income</b>																		
Bus Pass Sales	0		355,811	343,883	1,681,232	20,590	0	39,366	618,773.10	415,979	1,278,893.45	210,044	57,894				5,022,466	
Grant Revenue																5,167,426	5,167,426	
Interest Revenue	82,847																82,847	
Marketing & Advertising Revenue	3,953		11,476	9,507	13,504	170	7,160	532	1,837	764	1,262	50		814			51,029	
Other Income	31,320		3,807	1,990		121		388									37,626	
Partner Programs			551,736	204,747	5,488			28,620									790,591	
Recoveries - Operating (non-members)																32,505	32,505	
Recoveries - Operating (non-members)		267,821	26,731	66,112		308,117		789,151		173,051	174,148	241,199		122,025			2,168,356	
Requisitions - Capital			6,704	6,704												3,778,003.26	3,791,411	
Requisitions - Operating	667,209	80,500	1,573,508	1,364,415	1,070,320		1,825,048		-225,532		23,010		123,960	118,133	131,935		6,752,506	
<b>Total Income</b>	<b>785,329</b>	<b>348,321</b>	<b>2,529,773</b>	<b>1,997,357</b>	<b>2,770,545</b>	<b>328,999</b>	<b>1,832,208</b>	<b>858,067</b>	<b>395,078</b>	<b>589,794</b>	<b>1,477,314</b>	<b>451,293</b>	<b>181,854</b>	<b>240,972</b>	<b>131,935</b>	<b>8,977,934</b>	<b>23,896,763</b>	
<b>Expenses</b>									Note 7									
Advertising & Marketing Expenses	23,017		19,071	16,050	19,863	1,010	11,612	2,277	2,333	1,337	3,582	1,085	564	940	435		103,175	
Contracted Services / Professional Fees	68,007	333,321	6,419	10,363	9,208	1,216	10,648	1,740	1,228	1,405	12,758	2,665	629	1,405	660	17,550	479,533	
Fuel Expense	983		122,445	101,724	263,846	7,493	131,207	31,695	83,555	51,798	83,643	38,376	14,973	8,522	8,202		948,461	
General Operating Expenses	68,439		18,115	17,235	25,050	1,571	7,494	3,099	17,595	12,134	44,227	7,041	684	416	571		223,669	
Infrastructure Maintenance	1,133		9,600	8,240	10,331	1,241	3,250	2,851	2,766	1,389	4,823	1,187	837	1,808	3,326		52,782	
Insurance Expense	39,364		39,437	30,100	27,704	7,612	21,395	16,473	5,491	5,491	22,462	16,473	5,493	4,120	1,373		242,989	
Software Fees & Licences	48,867		43,832	38,522	43,502	4,822	31,120	9,565	12,438	9,267	15,227	8,847	2,605	2,454	1,378		272,447	
Training, Travel & Meals	82,180		10,625	9,098	11,095	2,132	8,623	5,206	2,487	2,234	10,005	3,875	749	917	698		149,922	
Transit storage facility	7,490		73,250	62,132	66,369	10,824	53,458	16,804	21,398	19,123	33,752	24,513	5,635	7,516	1,687		403,949	
Vehicle Expenses	137,504		615,992	535,860	621,009	84,799	490,837	148,106	176,624	112,464	257,405	143,919	52,941	42,972	35,001		3,455,433	
Wages & Benefits	426,180	15,000	1,314,306	1,128,986	1,388,724	161,148	1,029,658	357,340	452,446	306,525	849,594	263,087	84,428	139,626	28,746		7,945,795	
<b>Total Expenses</b>	<b>903,163</b>	<b>348,321</b>	<b>2,273,091</b>	<b>1,958,310</b>	<b>2,486,700</b>	<b>283,867</b>	<b>1,799,302</b>	<b>595,156</b>	<b>779,260</b>	<b>523,167</b>	<b>1,337,478</b>	<b>511,067</b>	<b>169,537</b>	<b>210,106</b>	<b>82,078</b>	<b>17,550</b>	<b>14,278,154</b>	
<b>Surplus / (Deficit) Prior to Amortization</b>	<b>-117,834</b>	<b>0</b>	<b>256,682</b>	<b>39,047</b>	<b>283,845</b>	<b>45,132</b>	<b>32,906</b>	<b>139,836</b>	<b>-384,182</b>	<b>66,627</b>	<b>139,836</b>	<b>-59,774</b>	<b>12,317</b>	<b>30,866</b>	<b>49,857</b>	<b>8,960,384</b>	<b>6,918,610</b>	
Amortization Expense	177,392		586,761	514,927	246,281	45,132	210,085	262,901	66,627	66,627	266,509	147,542	73,727	16,992	13,947		2,695,451	
Loss on sale of TCA	16,582		-3,235	-3,235	-1,773	-535	-4,613	-591	-1,603	-1,603	-3,205	-3,205					-7,016	
<b>Total Other Expenses</b>	<b>160,810</b>	<b>0</b>	<b>589,997</b>	<b>518,162</b>	<b>248,054</b>	<b>45,667</b>	<b>214,698</b>	<b>263,492</b>	<b>68,230</b>	<b>68,230</b>	<b>269,714</b>	<b>150,747</b>	<b>73,727</b>	<b>16,992</b>	<b>13,947</b>	<b>0</b>	<b>2,702,467</b>	
<b>Net Other Income</b>	<b>-160,810</b>	<b>0</b>	<b>-589,997</b>	<b>-518,162</b>	<b>-248,054</b>	<b>-45,667</b>	<b>-214,698</b>	<b>-263,492</b>	<b>-68,230</b>	<b>-68,230</b>	<b>-269,714</b>	<b>-150,747</b>	<b>-73,727</b>	<b>-16,992</b>	<b>-13,947</b>	<b>0</b>	<b>-2,702,467</b>	
<b>Net Income</b>	<b>-278,644</b>	<b>0</b>	<b>-333,315</b>	<b>-479,115</b>	<b>35,791</b>	<b>-535</b>	<b>-181,792</b>	<b>-591</b>	<b>-452,412</b>	<b>-1,603</b>	<b>-129,879</b>	<b>-210,521</b>	<b>-61,411</b>	<b>13,874</b>	<b>35,910</b>	<b>8,960,384.28</b>	<b>6,916,142.58</b>	

Operating Surplus/Deficit Proposed Transfers	Administrative	Calgary-Banff	Rt 01 - Banff Local (Sulphur Mtn)	Rt 02 - Banff Local (Tunnel Mtn)	Rt 03 - CB Regional	Rt 04 - Cave and Basin	Rt 05 - Canmore Local	Rt 06 - Lake Minnewanka	Rt 08 - LLLB Regional Winter	Rt 8 EXTRA - LLLB Regional Parks Extra Bus	Rt 08X - LLLB Regional Summer Express	Rt 09 - Johnston Canyon	Rt 11 - LL Local	Rt 12 - Grassi Lakes	Rt 12W - Grassi Winter	TCA & Grant Income	Totals
Town of Banff Operating Reserve	(37,671.48)		256,681.62	39,047.37	141,922.36												\$ 399,979.86
Town of Canmore Operating Reserve	(37,671.48)				141,922.36		32,906.35										\$ 200,887.96
ID9 Operating Reserve	(37,671.48)								(384,182.19)		23,010.36		12,316.79	13,873.88	49,856.86		\$ (386,526.52)
BVRTSC Operating Reserve	(400.00)																\$ (400.00)
General Commission Reserve	(4,420.00)					45,131.79		262,901.08		66,627.35	36,596.87	20,454.49		16,992.32		(336,375.00)	\$ 107,908.90
	<b>(117,834.45)</b>	<b>\$ -</b>	<b>\$ 256,681.62</b>	<b>\$ 39,047.37</b>	<b>\$ 283,844.71</b>	<b>\$ 45,131.79</b>	<b>\$ 32,906.35</b>	<b>\$ 262,901.08</b>	<b>\$ (384,182.19)</b>	<b>\$ 66,627.35</b>	<b>\$ 59,607.23</b>	<b>\$ 20,454.49</b>	<b>\$ 12,316.79</b>	<b>\$ 30,866.20</b>	<b>\$ 49,856.86</b>	<b>\$ (336,375.00)</b>	<b>\$ 321,850.20</b>

Accumulated Surplus Reconciliation	Opening Balance	2025 Amortization	Adjustments (Note 4)	2025 TCA Additions/disposals	2025 Reserve Transfers	2025 Surplus / (Deficit)	Ending Balance
Unrestricted Surplus (3300)	0.03	2,695,450.74	(336,375.00)	(8,925,205.64)	(350,012.63)	6,916,142.58	0.08
Town of Banff Operating (3100-1)	650,409.23				409,367.34		1,059,776.57
Town of Canmore Operating (3100-2)	462,169.27				210,275.44		672,444.71
Improvement District #9 Operating(3100-5)	973,496.65				(377,139.05)		596,357.61
BVRTSC Operating (3100-0)	816.29				(400.00)		416.29
General Commission Reserve (3200)	482,189.54				107,908.90		590,098.44
Equity in TCA (3400)	23,203,685.47	(2,695,450.74)	336,375.00	8,925,205.64			29,769,815.37
	<b>\$ 25,772,766.49</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,916,142.58</b>	<b>\$ 32,688,909.07</b>

Note 5	
8,960,384.28	TCA added
(35,178.64)	TCA disposed
8,925,205.64	Net additions
28,162.43	Proceeds of sale - deemed FMV
28,162.43	Net proceeds
-	Loss on sale recorded
7,016.21	

- Note 1: Represents \$100 of funds being allocated to the BVRTSC Scholarship fund (this is other revenue such as recycling revenue and unclaimed lost/found cash/mask sales) and \$500 being paid out as a scholarship awarded in 2025.
- Note 2: Fleet study balance to a max of 50,000 to come from general commission reserve of (\$4420-2025, \$45,580-2024)
- Note 3: Summer LL routes - only \$57,051 of amortization charged to Parks - because at max budgeted contribution to maintenance & replacement reserve of \$334,041
- Note 4: 17,550 represents portion of RTSF grant funded study expensed in 2025 - balance deferred to 2026 for study completion
- Note 5: TCA funded by operating reserves and general commission reserve.
- Note 6: Includes gain on sale of 1007 and 1008, and loss on sale of infodex APC (replaced by constat APC)
- Note 7: ID9 used operating reserves to fund a portion of 2025 operating requisitions. Rt 8 winter requisition reduced by \$500,000 for transfer