

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

**111 Hawk Avenue and MS Teams**

**AGENDA**

**May 13<sup>th</sup>, 2026      2:00-4:00pm**

1. Call to Order
2. Approval of the Agenda
3. Minutes
  - Approval of the April 16<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) Presentation of Q1 Financials (For Information Only)
  - b) Updated Employee Retirement Program (Request for Decision)
  - c) Fleet and Facilities Report Discussion (For Information Only)
6. Next Regular Meeting – Wednesday June 10<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**

**April 16<sup>th</sup>, 2026 2:00-4:00pm**

**BOARD MEMBERS PRESENT**

Dave Schebek, ID9 (Chair)

Barb Pelham, Town of Banff (Vice Chair)

Tanya Foubert, Town of Canmore

Don Beaulieu, ID9

Sean Krausert, Town of Canmore (Virtual) (left meeting at 3:19PM – quorum is maintained)

**BOARD MEMBERS ABSENT**

Brian Standish, Town of Banff

**BVRTSC ADMINISTRATION PRESENT**

Martin Bean, CEO

Natasha Gray, Office Administrator

Steve Nelson, Director of Service Delivery

Matt Simmonds, Director of Finance and Administration

Marek Cerny, Data Analyst (Virtual)

**ADMINISTRATION PRESENT**

Seth Cherry, Parks Canada (Virtual)

Dwight Bourdin, Parks Canada (Virtual)

Dustin Schinbein, Town of Canmore

Paul Godfrey, Town of Banff (Virtual)

Chris McGregor, Town of Banff

Adrian Field, Town of Banff

Kimberly Fisher, Parks Canada (Virtual)

Danielle Duffy, ID9 (Virtual)

**PUBLIC PRESENT**

Greg Colgan, CBC News

Avery Guthrie, Teeple Architects (Virtual - presenter)

Jessica Lee, Rocky Mountain Outlook (Virtual)

Calvin Scott Avail Partners (Virtual - presenter)

Andrew Martin, Watt Consulting (Virtual - presenter)

April Stevenson (Roam)

1. Call to Order

**BVRTSC26-15** Dave Schebek calls the meeting to order at 2:00PM

2. Approval of the Agenda

*Martin Bean recommends moving item 5a to 4a, and 5b to 4b.*

**BVRTSC26-16** Dave Schebek moves to approve Agenda as amended

**CARRIED UNANIMOUSLY**

3. Minutes

- Approval of the March 11<sup>th</sup>, 2026 Regular Meeting Minutes (attached)

**BVRTSC26-17** Dave Schebek moves to approve the March 11<sup>th</sup> 2026 Regular Meeting Minutes as presented.

**CARRIED UNANIMOUSLY**

4. Regular Agenda Items

- a) Presentation of Audited Financial Statements (Calvin Scott, Avail Partners) (Request for Decision)

*Request from Barb Pelham for information on use of reserve amounts.*

- b) Presentation of Fleet and Facilities Report (For Information Only) (Watt Consulting)

**BVRTSC26-18** Dave Schebek moves that administration and respective board members to review this document again and have it on the agenda for next month with additional questions, comments, concerns.

**CARRIED UNANIMOUSLY**

- c) CEO Report (For Information)
- d) Bring Forward List of Pending Items (For Information)
- e) Transit Service Monthly Statistics (For Information)

5. New Business

- a) Retired Employee Transit Pass Proposal (Request for Decision)

**BVRTSC26-19** Dave Schebek moves that Board approve a lifetime retiree transit pass for eligible employees, defined as those with a minimum of 10 years of service who are aged 60 or older at the time of retirement.

**CARRIED UNANIMOUSLY**

6. Next Regular Meeting – Wednesday May 13<sup>th</sup>, 2026 2- 4PM

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

7. Adjournment

**BVRTSC26-20** Dave Schebek moves to adjourn the meeting at 3:37PM

**CARRIED UNANIMOUSLY**

CEO and Admin Report



May 2026

## Financial:

- Pre-budget meetings are being coordinated with municipal partners and external stakeholders to support strong alignment between Roam's budgeting process and each organization's long-term financial planning objectives.
- Review and coordination of 2026 capital items, including fare system and fleet-related technology projects, have continued in collaboration with operations.
- Finance has continued supporting organizational policy development initiatives related to employee recognition, retiree programs, and administrative process standardization.
- Ongoing review of emerging opportunities related to transit electrification and carbon credit initiatives have been undertaken in collaboration with industry organizations and municipal partners.
- Review of reserve structures, investment allocations, and funding methodologies have continued in order to support long-term financial sustainability, consistency in financial planning, and support forward reporting clarity around organizational funding structures.

## Human Resources:

- The HR Team has completed hiring of Transit Operators for the 2026 Season, with the last group currently completing their training and road tests. Hiring for Customer Experience Specialist positions is continuing with the last training group to commence on May 21<sup>st</sup>.
- HR initiated programs for Roam team members within Mental Health Awareness Week (May 3-8) to promote and bring awareness to Mental Health in the workplace. Facilitation included information sharing, ideas, healthy snacks, and promoted events around the Bow Valley that supported various aspects of mental health.
- Roam Transit was successful in the application for Summer Student Grant funding for the 2026 season. These monies will be used to support and hire 18 - 30 year old applicants in the Customer Experience area.
- The Bow Valley Workplace Inclusion Charter is commencing for the current year on May 12<sup>th</sup>. Roam Transit will be part of this initiative again with a planned creation of a Workplace Inclusion Charter Committee for Roam Transit employees.

## Transit and Operational Updates:

- **Operational Focus:** Final preparations for summer operations, with the majority of summer service changes occurring on May 13<sup>th</sup>, significant planning has been occurring to ensure schedules are input and both public and internal awareness is high.
- **Driver Preparedness**  
The yearly summer driver hiring is near completion, and Operations has been very active behind the scenes planning the route schedules, conducting the driver shift bidding and preparing the results in Optibus, and communicating summer service with drivers.
- **Inventory**  
There has been conscious planning to order and stock an inventory of office consumables, driver uniforms, wash bay supplies, etc. to start summer smoothly. With the addition of an Office Administrator, a more formalized inventory and ordering process will be implemented.
- **Additional Full-time Drivers**  
Due to shoulder season service increases including the new Banff Route 7, Operations has been able to increase the full-time driver ranks this spring by 8 to a current total of 39. A measure of how Roam has grown and been able to provide quality full-time year-round driving positions is a comparison to the Spring of 2018, when there were 14 full-time year-round drivers.
- The Town of Banff has just completed installing the passenger platform at the Banff High School Transit Hub. This platform has been in place over the last couple of summers and allows for queuing of passengers as necessary without impeding pedestrians walking past.
- Roam Orientation occurred on May 7<sup>th</sup> and 8<sup>th</sup>, with presentations being given by Roam management and Parks Canada, as well as BLLT delivering their Ambassador Program and Scale Naturally delivering a DEI workshop for new employees. This training also included the Banff Gondola and a presentation from Pursuit along with Roam trainers facilitating on the road training for key summer routes.
- The Wolf Street stop is being decommissioned as of the start of summer service, with the shelter now removed and plans to install it at the Mountain Avenue stop by the Parks Administration building. Passengers will be able to use Caribou West or Elk Street Transit Hub moving forward. The distance between these two stops (295 Metres) is well within acceptable walking distance.
- The Banff Centre/Fenlands Route 7 service will end on May 12<sup>th</sup> as planned. Service is expected to return in the fall of 2026. A rider survey has been promoted to passengers for the past few months and we're looking forward to reviewing the submitted comments and suggestions.

- Grassi Lakes Route 12 service will commence again next week, and administration has been in contact with Alberta Parks and the Town of Canmore to ensure that the unused winter bus stops are cleaned and ready for service.



- The Transit Priority Signal will be going live this week. Roam staff are meeting with the Town of Banff and signal installer Tuesday morning to make some minor last-minute adjustments, after which time the advanced signal will be active. This signal priority gives an advance signal to Roam Route 1, 2 and 4 buses departing the BHS summer field location which will assist with on time performance.



## **Transit Maintenance Update:**

- A decision was made to put 1001 back into service, as the repair costs, although above what insurance valued the bus at, were not significant. The bus is now at Prevost in Calgary awaiting delivery of parts, with no confirmed time frame for it to be back in service.

## **General/Health and Safety**

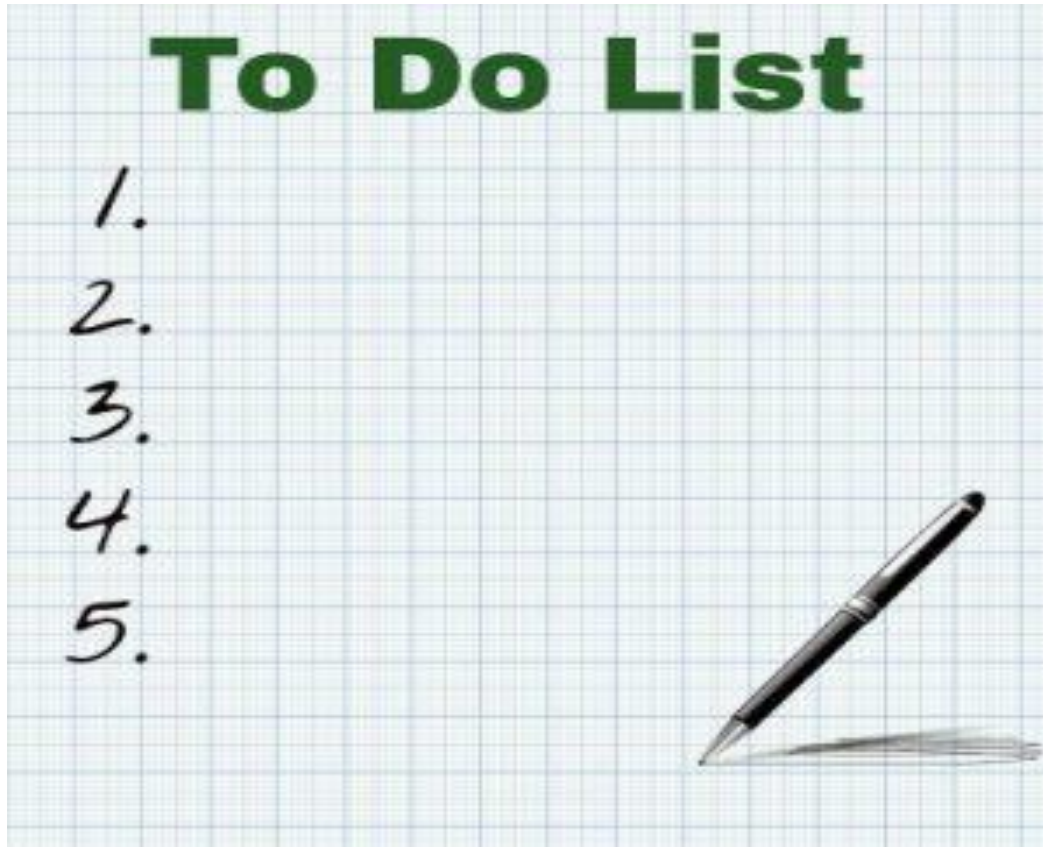
- Roam's OHS committee has been conducting quarterly site inspections to ensure both facilities and operations meet health and safety standards ahead of the busy summer season.
- The Health and Safety Committee held a meeting to review current practices, identify any gaps, and ensure that the team is fully prepared for the increased demands of the summer months.
- Job Hazard Assessments have been completed for all positions, including new roles added to the organization this year. These have been reviewed and shared with all relevant staff to ensure everyone is aware of the potential hazards associated with their role and the controls in place to keep them safe.
- Roam participated in an evacuation exercise in collaboration with the Town of Banff and Parks Canada. This was a valuable opportunity to review and test our emergency procedures, align with our municipal and federal partners, and identify any areas for improvement in how we would respond to a large-scale evacuation event

## **Training:**

- Senior drivers completed a Summer Refresher Training day, which covered updated summer operations, route changes, customer service scenarios, and emergency evacuation and accident procedures.
- Returning seasonal staff received targeted training to bring them up to speed on any new information, policies, and procedures for the upcoming season.
- Diversity, Equity and Inclusion Training was delivered to all staff, and this year a new subject was introduced for senior staff as part of the refresher training: Psychological Safety. This addition reflects our commitment to creating a workplace where everyone feels safe to speak up, share ideas, and raise concerns without fear of judgment or reprisal.

## Marketing & Customer Experience

- Communication is ongoing regarding the beginning of summer service, with website updates and social media posts sharing the information. In addition, partner updates are ongoing and allowing for other organizations to share Roam changes across the region.
- Reservations went live recently for 8X for the summer season. The launch went smoothly, with minimal delays for customers in booking. With doing multiple releases over the summer, less demand is on the system at one time, creating improved performance.
- Banff Lake Louise Tourism (BLLT) Ambassador Pass - In 2026, this program will transition to a digital redemption platform, representing a significant improvement in ease of access and administration. Roam's new staff were the first recipients of the new digital pass at the Roam Training presentation.
- The Roam Team has been busy at events over the last couple of weeks, attending the BLLT AGM and reception, the Bow Valley Chamber AGM and reception, and the Tourism Canmore/Kananaskis Industry Event.



**BRING FORWARD LIST**

## BRING FORWARD LIST OF ITEMS PENDING (as of May 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	<p>Presentation on April 16</p> <p>Further discussion at May meeting</p>	Martin/Steve	Phase Two presented in April by Watt Consulting.
<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	<p>Moved in July meeting to be completed by Q4 2026</p> <p>Will arrange meeting with Elevated HR to begin this process in Q2 2026</p>
<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	<p>Q2, 2026</p> <p>Presentation to occur at June meeting</p>	Board, Admin, and Outside Consultant	<p>Moved in July 2025 meeting to be completed by Q2 2026.</p> <p>Initial discussions have begun to have this review completed by Avail LLP</p> <p>Meetings occurred with Avail January 14-16, 2026</p>
<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 funding and the balance to come from</p>	Jan 14, 2026	Q4 2026	Steve/Martin	<p>Contract has been awarded to Matawan.</p> <p>Kick off meeting to occur in mid-February</p>

General Commission reserves. To a maximum of \$260,000.00  <b>CARRIED UNANIMOUSLY</b>				Implementation timeframe anticipate after Thanksgiving weekend.
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## Bow Valley Regional Transit Services Commission Ridership Statistics

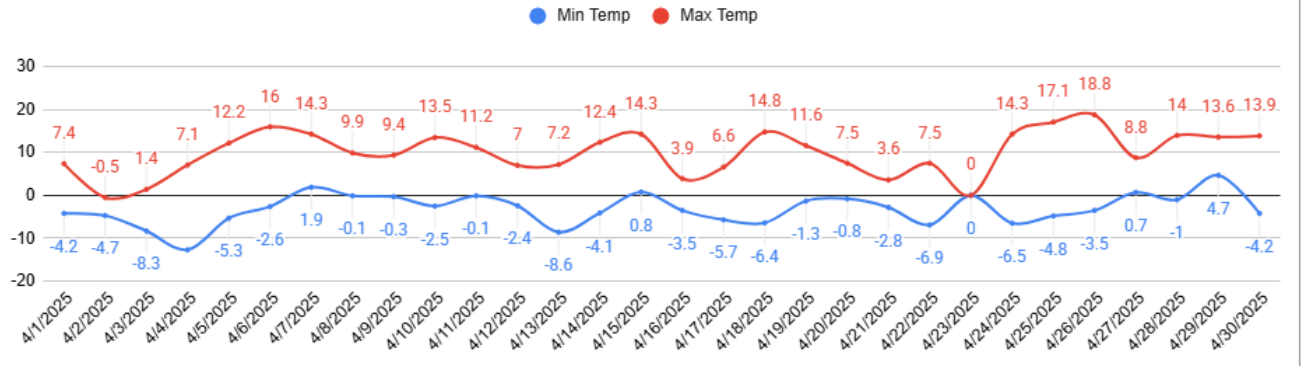
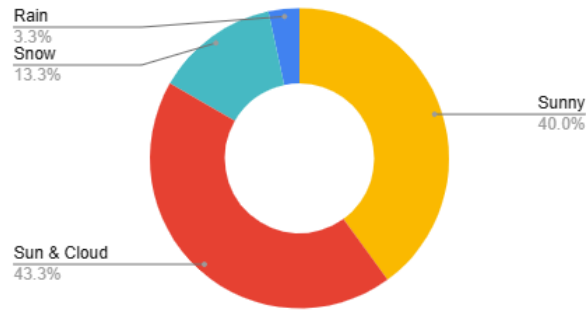


Month	Type	Banff Local	Canmore Local	Canmore-Banff Regional	Lake Louise - Banff Regional
April 2026	Ridership	115,314	37,076	35,225	11,906
	Banff Residents	41,795	-	-	-
	Bikes	78	530	366	9
	Winter Sports	0	285	883	7
	Strollers	172	245	50	6
	Mobility Devices	7	7	0	1

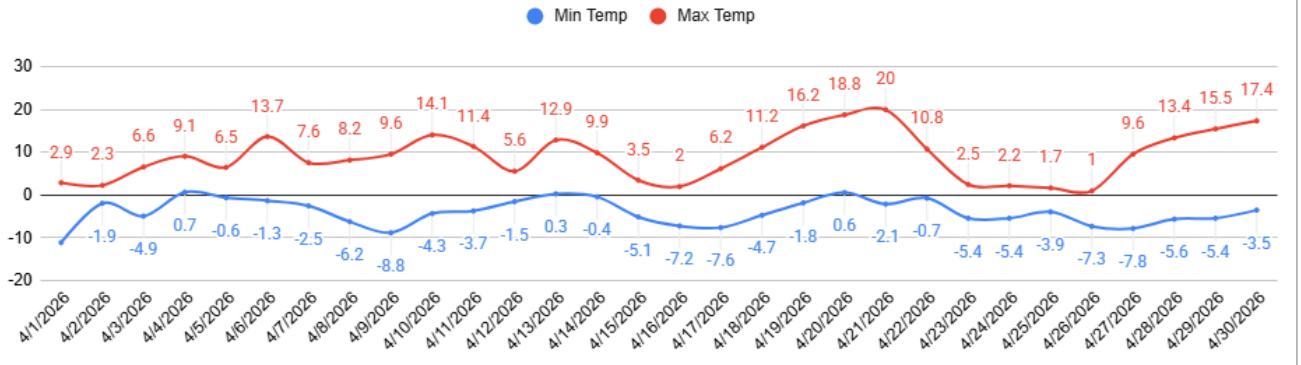
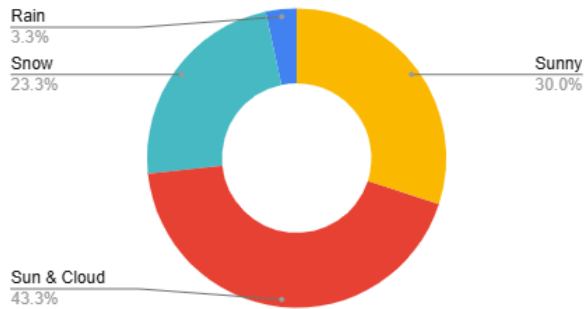
Route	Monthly Ridership Change 2025 - 2026	Comment
Route 1	-1.67%	Change from April 2025 to April 2026
Route 2	11.54%	Change from April 2025 to April 2026
Route 3	22.26%	Change from April 2025 to April 2026
Route 5	4.91%	Change from April 2025 to April 2026
Route 8X	4.87%	Change from April 2025 to April 2026
Route 9	-10.66%	Change from April 2025 to April 2026
Route 12		Change from April 2025 to April 2026

<b>Banff Resident Pass Usage - YTD</b>	166,909
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### Weather Conditions April 2025



### Weather Conditions April 2026

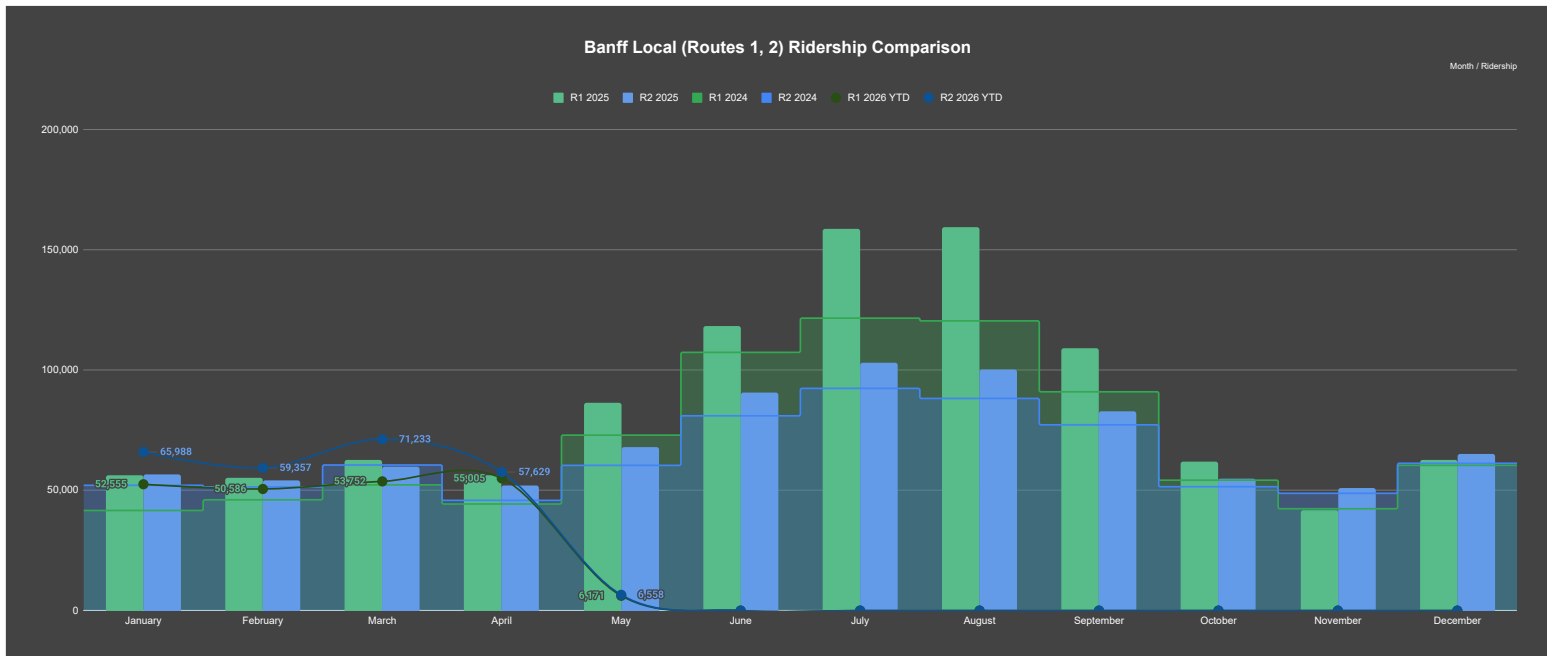
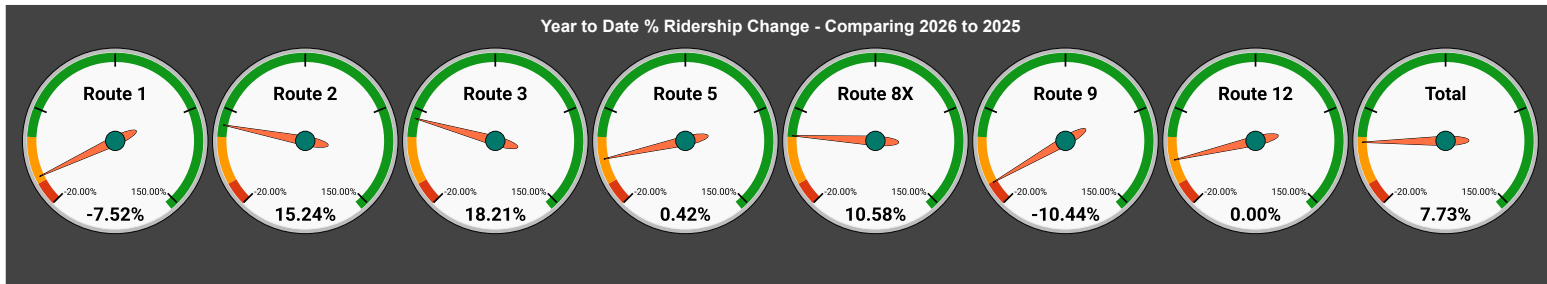


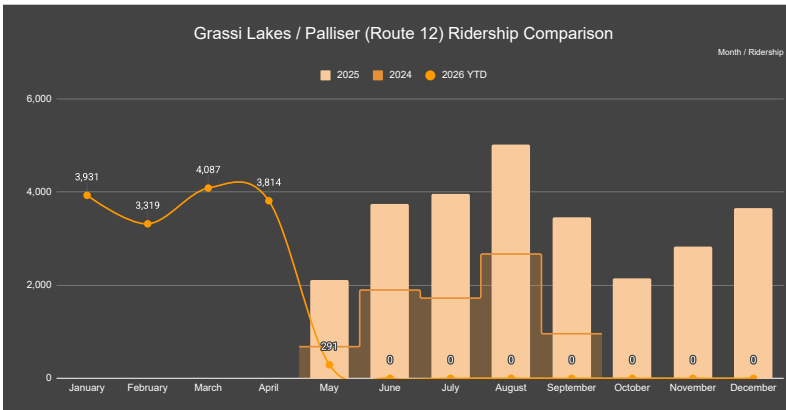
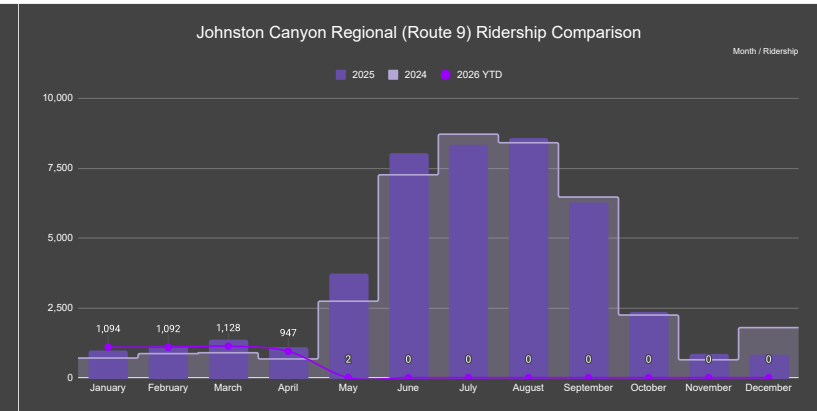
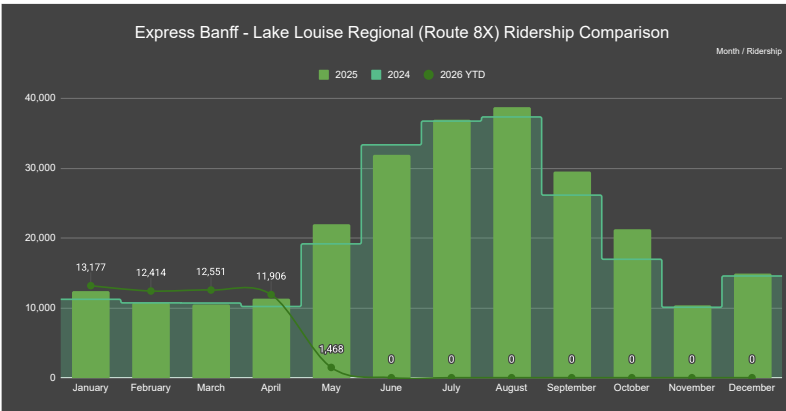
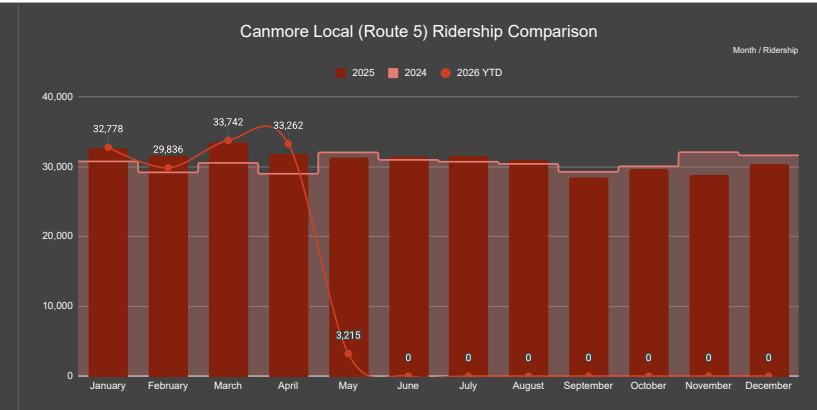
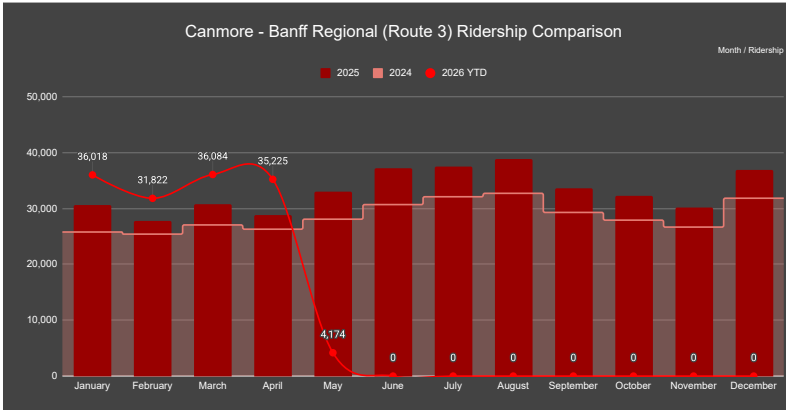
Month	Route 1 (Inns of Banff/ Gondola)						Route 2 (Tunnel Mtn / Banff Springs Hotel)						Banff Local (Route 1 & 2)								
	R1 2023	R1 2024	R1 2025	R1 2025 YTD	R1 2026 YTD	% Change -25	% Change -24	R2 2023	R2 2024	R2 2025	R2 2025 YTD	R2 2026 YTD	% Change -25	% Change -24	2023	2024	2025	2025 YTD	2026 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	62,270	53,752	-13.68%	2.76%	53,488	60,558	59,439	59,439	71,233	19.84%	17.63%	101,467	112,865	121,709	121,709	124,985	2.69%	10.74%
April	41,098	44,341	55,942	55,942	55,005	-1.67%	24.05%	44,739	45,853	51,665	51,665	57,629	11.54%	25.68%	85,837	90,194	107,607	107,607	112,634	4.67%	24.88%
May	67,740	72,973	86,000	6,753	6,171	-8.62%		55,890	60,403	67,770	5,097	6,558	28.66%		123,630	133,376	153,770	11,850	12,729	7.42%	
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	235,796	218,069	-7.52%	-	733,010	770,920	834,854	226,281	260,765	15.24%	-	1,546,720	1,625,866	1,859,754	462,077	478,834	3.63%	-

Month	Route 3 (Canmore-Banff Regional)						Route 5 (Canmore Local)						Route 5C (Cougar Creek)								
	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%	3.28%
February	21,303	25,415	27,714	27,714	31,822	14.82%	25.21%	22,119	29,174	31,393	31,393	29,836	-4.96%	2.27%		17,830	20,299	20,299	18,414	-9.29%	3.28%
March	23,824	27,059	30,832	30,832	36,084	17.03%	33.35%	25,116	30,530	33,308	33,308	33,742	1.30%	10.52%		18,442	20,995	20,995	21,397	1.91%	16.02%
April	23,622	26,296	28,811	28,811	35,225	22.26%	33.96%	23,308	28,976	31,706	31,706	33,262	4.91%	14.79%		17,958	19,907	19,907	21,056	5.77%	17.25%
May	26,946	28,087	32,990	3,289	4,174	26.91%		27,143	32,036	31,162	3,326	3,215	-3.34%			18,563	18,653	1,964	1,817	-7.48%	
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	121,248	143,323	18.21%	-	312,166	366,484	370,624	132,282	132,833	0.42%	-	79,479	219,740	227,574	84,428	83,023	-1.66%	-

Month	Route 5T (Three Sisters)						Route 7 (Banff Centre/Fenlands)						Route 8X (Express Lake Louise - Banff Regional)								
	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	13,177	5.89%	17.37%
February		11,344	11,094	11,094	11,422	2.96%	0.69%								9,363	10,714	10,741	10,741	12,414	15.58%	15.87%
March		12,088	12,313	12,313	12,345	0.26%	2.13%					2,453			10,205	10,694	10,522	10,522	12,551	19.28%	17.36%
April		11,018	11,799	11,799	12,206	3.45%	10.78%					2,680			10,013	10,196	11,353	11,353	11,906	4.87%	16.77%
May		13,473	12,509	1,362	1,398	2.64%						168			17,400	19,167	21,980	1,529	1,468	-3.99%	
June		13,887	12,941	0	0	0.00%									34,555	33,350	31,936	0	0	0.00%	
July		13,585	13,637	0	0	0.00%									41,826	36,750	36,899	0	0	0.00%	
August	12,653	13,272	13,485	0	0	0.00%									43,140	37,346	38,692	0	0	0.00%	
September	10,943	12,606	12,097	0	0	0.00%									31,100	26,149	29,556	0	0	0.00%	
October	10,462	11,685	11,601	0	0	0.00%									17,351	16,962	21,247	0	0	0.00%	
November	11,318	11,454	10,396	0	0	0.00%									10,248	10,089	10,339	0	0	0.00%	
December	11,149	11,385	9,891	0	0	0.00%									14,463	14,565	14,970	0	0	0.00%	
YTD	56,525	146,744	143,049	47,854	49,810	4.09%	-	0	0	0	0	5,301	0.00%	-	249,462	237,209	250,679	46,589	51,516	10.58%	-

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	205,541	8.93%	26.70%
February	986	862	1,098	1,098	1,092	-0.55%	26.68%					3,319			141,874	163,675	179,710	179,710	188,426	4.85%	15.12%
March	707	893	1,327	1,327	1,128	-15.00%	26.32%					4,087			161,319	182,041	197,698	197,698	212,577	7.53%	16.77%
April	1,014	671	1,060	1,060	947	-10.66%	41.13%					3,814			143,794	156,333	180,537	180,537	197,788	9.56%	26.52%
May	2,602	2,738	3,701	322	2	-99.38%						291			206,716	223,226	256,860	20,316	21,879	7.69%	
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	4,760	4,263	-10.44%	-	0	7,927	26,940	0	15,442	0.00%	-	2,633,072	2,752,598	3,091,653	766,956	826,211	7.73%	-





# Bow Valley *R*egional Transit Services Commission



NEW BUSINESS

# Bow Valley *R*egional Transit Services Commission



## ***2026 Q1 Financial Results***

## Q1 2026 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 - March 2026</b>					
	<b>Actual</b>	<b>Budget</b>	<b>Over / (Under) Budget</b>	<b>PY Actual Jan-Mar 2025</b>	<b>Difference from PY</b>
<b>Income</b>					
Bus Pass Sales	843,320	902,595	(59,275)	718,043	125,277
Interest Revenue	14,719	18,750	(4,031)	14,961	(242)
Marketing & Advertising Revenue	10,974	15,365	(4,391)	7,007	3,967
Other Income	735	3,150	(2,415)	4,772	(4,037)
Partner Programs	99,681	180,142	(80,461)	108,267	(8,586)
Recoveries - Operating (non-members)	459,974	448,354	11,621	326,623	133,351
Requisitions - Operating	2,179,890	2,181,149	(1,259)	1,635,160	544,730
<b>Total Income</b>	<b>3,609,293</b>	<b>3,749,504</b>	<b>(140,211)</b>	<b>2,814,832</b>	<b>794,460</b>
<b>Expenses</b>					
Advertising & Marketing Expenses	14,415	32,206	(17,791)	12,727	1,688
Contracted Services / Professional Fees	40,463	57,886	(17,424)	20,752	19,711
Fuel Expense	227,246	231,127	(3,882)	231,482	(4,236)
General Operating Expenses	38,682	52,026	(13,343)	39,986	(1,304)
Infrastructure Maintenance	13,213	26,658	(13,445)	8,209	5,004
Insurance Expense	60,218	72,347	(12,129)	55,511	4,707
Software Fees & Licences	81,892	72,532	(10,826)	61,650	20,242
Staff, Training, Travel & Meals	37,555	95,973	(58,418)	32,485	5,070
Transit storage facility	127,544	135,701	(8,157)	108,991	18,553
Vehicle Expenses	832,524	954,758	(122,234)	873,432	(40,908)
Wages & Benefits	1,701,563	1,827,205	(125,642)	1,460,821	240,742
<b>Total Expenses</b>	<b>3,175,315</b>	<b>3,558,420</b>	<b>(403,291)</b>	<b>2,906,047</b>	<b>269,269</b>
<b>Surplus (Deficit) prior to Amortization</b>	<b>433,978</b>	<b>191,084</b>		<b>(91,215)</b>	<b>525,191</b>
Amortization Expense	794,362	794,362	0	505,158	289,204
<b>Net Revenue (Deficit)</b>	<b>(360,384)</b>	<b>(603,278)</b>		<b>(596,373)</b>	<b>235,987</b>

### INCOME

Overall income is approximately \$140,000 below budget through Q1 and approximately \$795,000 above prior year. Increased requisitions and non-member recoveries primarily reflect expanded service levels, inflationary impacts, and revised partner funding allocations compared to PY.

## **INCOME**

Bus pass sales are below budget through Q1 by approximately \$60,000 but remain approximately \$125,000 above PY. Ridership and associated fare revenue are expected to increase through the summer operating season.

Interest revenue remains slightly below budget through Q1 due to timing of requisitions and lower interest earned on operating cash balances held early in the year.

Partner program revenues are below budget through Q1 primarily due to closures affecting partner-funded service activities such as the Rimrock Hotel renovation and the Banff Upper Hot Springs closure combined with seasonal allocation assumptions. Administration expects results to converge closer to budget through the remainder of the year.

Member requisitions remain generally in line with budget through Q1. Non-member recoveries are based on actual expenses incurred and are above PY primarily due to expanded service activity and associated recoverable operating costs.

## **EXPENSES**

Overall expenses are approximately \$403,000 below budget through Q1 and approximately \$269,000 above PY. Most categories remain generally consistent with operational expectations, with several variances related primarily to timing of expenditures and staffing levels. Administration will continue reviewing quarterly allocation methodologies through the 2027 budgeting process to assess whether expenditure timing patterns can be more accurately reflected within annual budget assumptions.

Wages and benefits are approximately \$126,000 below budget through Q1 primarily due to staffing vacancies, training timing differences, and phased seasonal service ramp-up.

Vehicle expenses are approximately \$122,000 below budget and approximately \$41,000 below PY. Maintenance activity levels remain generally consistent with prior year, with reduced costs primarily driven by lower parts expenses compared to Q1 2025.

Staff training, travel, and meal expenses are below budget through Q1 due primarily to timing of planned training and seasonal onboarding activity in Q2. Administration expects annual results to converge closer to budget and continues to review approaches to better reflect annual increased Q2 activity associated with summer service ramp-up.

Contracted services and professional fees remain below budget through Q1 primarily due to timing of consulting and contracted support services. Several organizational and operational support projects are continuing to progress towards completion during 2026.

## **EXPENSES**

Software fees and licences are above PY and budget primarily due to expanded operational software requirements, allocation changes between routes, and increasing costs from software vendors.

Transit storage facility expenses remain generally in line with budget through Q1, with utility and seasonal maintenance costs remaining stable relative to prior year operations.

## **CONCLUSION**

Q1 operating results prior to amortization are favourable relative to PY, reflecting increased revenues associated with expanded service activity and comparatively stable operating cost growth.

**Bow Valley Regional Transit Services Commission**

**All Routes - Actual vs. Budget (Page 1 of 2)**

**January - March 2026**

	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	0				51,366	65,525	54,712	64,411	377,847	417,965	0	0	0		0	0
Interest Revenue	14,719	18,750														
Marketing & Advertising Revenue	1,778				1,680	4,349	1,975	4,349	3,335	3,479			825	3,189		
Other Income	375	3,000				75		360	75							
Partner Programs					21,610	114,262	69,759	57,094	1,028	1,560						0
Recoveries - Operating (non-members)			0	2,490	6,842	7,047	17,978	16,247			36,982	40,861			99,759	132,065
Requisitions - Operating	253,104	253,105	0	1,280	371,729	371,729	383,611	383,611	302,836	302,836			499,543	499,542		
<b>Total Income</b>	<b>269,976</b>	<b>274,855</b>	<b>0</b>	<b>3,750</b>	<b>453,227</b>	<b>562,986</b>	<b>528,395</b>	<b>525,787</b>	<b>685,046</b>	<b>725,839</b>	<b>36,982</b>	<b>40,861</b>	<b>499,543</b>	<b>500,368</b>	<b>99,759</b>	<b>132,065</b>
<b>Expenses</b>																
Advertising & Marketing Expenses	4,360	3,000			1,676	6,807	1,770	6,443	1,511	5,021	0	443	1,768	3,800	50	786
Contracted Services / Professional Fees	29,256	33,988	0		1,457	4,920	1,395	4,894	2,214	3,514	0	243	3,677	4,315	0	588
Fuel Expense	52	129			31,875	29,675	26,452	22,325	71,912	71,675	0	0	36,729	42,340	0	9
General Operating Expenses	17,141	17,005			1,878	3,122	1,879	3,021	4,753	6,849	206	304	1,585	2,219	416	584
Infrastructure Maintenance	91	36			2,071	3,917	2,026	4,041	2,786	8,132	0	435	2,886	4,949	0	896
Insurance Expense	7,490	7,822			9,171	12,674	7,875	9,645	6,851	8,403	2,652	2,128	5,383	7,603	4,037	4,822
Software Fees & Licences	10,838	14,482			12,971	10,157	12,559	9,626	15,462	11,773	825	914	11,087	9,286	1,353	1,296
Staff, Training, Travel & Meals	16,636	27,127			3,675	12,774	3,169	11,034	3,406	11,848	364	1,271	2,622	9,123	617	2,652
Transit storage facility	3,913	438			21,147	22,973	19,443	22,650	20,456	28,228	3,830	1,109	18,138	14,625	5,745	1,317
Vehicle Expenses	7,655	7,987			145,651	159,886	137,730	153,882	163,967	220,562	15,716	6,921	125,184	155,943	24,411	9,117
Wages & Benefits	173,472	162,810		3,750	273,798	296,267	265,363	279,316	361,377	349,814	3,329	15,303	257,210	248,430	7,458	34,053
<b>Total Expenses</b>	<b>272,302</b>	<b>274,855</b>	<b>0</b>	<b>3,750</b>	<b>565,370</b>	<b>562,986</b>	<b>480,461</b>	<b>525,787</b>	<b>654,393</b>	<b>725,839</b>	<b>27,602</b>	<b>28,361</b>	<b>465,309</b>	<b>502,731</b>	<b>44,297</b>	<b>56,286</b>
<b>Surplus (Deficit) prior to Amortization</b>	<b>(2,327)</b>	<b>(0)</b>	<b>0</b>	<b>(0)</b>	<b>(52,142)</b>	<b>0</b>	<b>47,934</b>	<b>(0)</b>	<b>30,653</b>	<b>(0)</b>	<b>9,380</b>	<b>12,500</b>	<b>35,659</b>	<b>(0)</b>	<b>55,462</b>	<b>75,779</b>
Amortization Expense	41,839	41,839			189,919	189,919	162,433	162,433	63,527	63,527	12,500	12,500	69,954	69,954	75,779	75,779
<b>Net Revenue (Deficit)</b>	<b>(44,165)</b>	<b>(41,839)</b>	<b>0</b>	<b>(0)</b>	<b>(242,061)</b>	<b>(189,919)</b>	<b>(114,499)</b>	<b>(162,433)</b>	<b>(32,875)</b>	<b>(63,528)</b>	<b>(2,520)</b>	<b>0</b>	<b>(34,895)</b>	<b>(69,954)</b>	<b>(20,317)</b>	<b>(0)</b>

**Bow Valley Regional Transit Services Commission**

**All Routes - Actual vs. Budget (Page 2 of 2)**

**January - March 2026**

	Rt 07 - Banff Centre		Rt 08 - LLB Regional Winter		Rt 08X EXTRA - LLB Regional Parks Extra Bus		Rt 08X - LLB Regional Summer Express		Rt 09 - Johnston Canyon		Rt 10 - Moraine Lake		Rt 11 - LL Local		Rt 12 - Grassi Lakes		Rt 12W - Grassi Winter		Total		
	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	
<b>Income</b>																					
Bus Pass Sales	898	10,854	222,624	296,184	119,875		0	23,893	14,740	23,584	0		1,260	179					843,323	902,595	
Interest Revenue																			14,719	18,730	
Marketing & Advertising Revenue	73		828		446				34										10,974	15,365	
Other Income																			735	3,110	
Partner Programs	7,285	7,227																	99,681	180,142	
Recoveries - Operating (non-members)				70,744	53,566		157,746	118,584	87,102	60,314									459,974	448,334	
Requisitions - Operating	48,121	48,121	120,914	120,914			27,278	27,278	34,758	34,758			15,465	15,465	122,531	122,531			2,179,890	2,181,149	
<b>Total Income</b>	<b>56,377</b>	<b>66,202</b>	<b>344,366</b>	<b>487,842</b>	<b>173,887</b>	<b>0</b>	<b>185,024</b>	<b>169,765</b>	<b>136,634</b>	<b>118,656</b>	<b>0</b>	<b>0</b>	<b>16,725</b>	<b>15,643</b>	<b>122,531</b>	<b>122,531</b>	<b>0</b>	<b>0</b>	<b>3,609,296</b>	<b>3,749,504</b>	
<b>Expenses</b>																					
Advertising & Marketing Expenses	1,514	787	494	1,183	332		0	1,746	74	548			0	255	60	1,388	804		14,415	32,206	
Contracted Services / Professional Fees	161	600	810	2,046	436		0	881	121	484			0	26	0	1,417	936		40,463	57,886	
Fuel Expense	3,325	2,679	29,511	58,187	15,887		0	0	3,563	4,217			0	0	0	0	8,939		227,246	231,127	
General Operating Expenses	208	371	4,536	7,125	2,478		2,382	8,512	817	2,103			10	203	4	608	390		38,682	52,026	
Infrastructure Maintenance	1,177	494	1,981	1,371	675		0	746	160	238			0	109	0	1,300	261		13,213	26,656	
Insurance Expense	449	1,178	1,346	3,048	1,346		8,197	9,000	2,692	3,000			1,346	1,524	0	1,500	1,346		60,218	72,347	
Software Fees & Licences	968	1,176	6,951	6,744	3,789		542	2,596	1,646	1,451			461	384	98	2,645	2,542		81,892	72,532	
Staff, Training, Travel & Meals	166	2,398	1,057	6,857	574		1,672	5,836	481	1,671	0		256	902	456	2,281	206		37,555	95,973	
Transit storage facility	948	2,767	6,716	20,200	4,143		11,490	3,327	5,245	13,833			1,915	439	0	3,599	4,415		127,544	135,701	
Vehicle Expenses	11,589	18,781	57,145	145,505	33,826		48,127	18,321	23,021	16,638			8,116	2,987	425	39,294	30,822		832,524	954,758	
Wages & Benefits	29,002	34,971	141,439	219,984	76,152		15,199	69,426	21,785	39,081			2,402	8,815	2,977	66,067	69,552		1,701,563	1,827,205	
<b>Total Expenses</b>	<b>49,507</b>	<b>66,202</b>	<b>251,084</b>	<b>472,248</b>	<b>139,638</b>	<b>0</b>	<b>87,609</b>	<b>120,392</b>	<b>59,604</b>	<b>83,256</b>	<b>0</b>	<b>0</b>	<b>14,506</b>	<b>15,643</b>	<b>4,019</b>	<b>120,083</b>	<b>120,213</b>	<b>0</b>	<b>3,175,315</b>	<b>3,558,420</b>	
<b>Surplus (Deficit) prior to Amortization</b>	<b>6,870</b>	<b>(0)</b>	<b>93,281</b>	<b>15,594</b>	<b>34,248</b>	<b>0</b>	<b>97,414</b>	<b>49,363</b>	<b>77,030</b>	<b>35,400</b>	<b>0</b>	<b>0</b>	<b>2,219</b>	<b>0</b>	<b>118,512</b>	<b>2,449</b>	<b>(120,213)</b>	<b>0</b>	<b>433,981</b>	<b>191,084</b>	
Amortization Expense		0	15,594	31,187	15,594		86,823	86,823	35,400	35,400			12,500	12,500	12,500	12,500			794,362	794,362	
<b>Net Revenue (Deficit)</b>	<b>6,870</b>	<b>(0)</b>	<b>77,688</b>	<b>(15,594)</b>	<b>18,654</b>	<b>0</b>	<b>10,591</b>	<b>(37,460)</b>	<b>41,630</b>	<b>(0)</b>	<b>0</b>	<b>0</b>	<b>(10,281)</b>	<b>(12,500)</b>	<b>106,012</b>	<b>(10,051)</b>	<b>(120,213)</b>	<b>0</b>	<b>(360,381)</b>	<b>(603,276)</b>	

**Bow Valley Regional Transit Services Commission**

**All Routes - Actual vs. Prior Year (Page 1 of 2)**

**January - March 2026**

	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 - Mar 2026	Jan - Mar 2025 (PY)	Jan - Mar 2026	Jan - Mar 2025 (PY)	Jan - Mar 2026	Jan - Mar 2025 (PY)	Jan - Mar 2026	Jan - Mar 2025 (PY)	Jan - Mar 2026	Jan - Mar 2025 (PY)	Jan - Mar 2026	Jan - Mar 2025 (PY)	Jan - Mar 2026	Jan - Mar 2025 (PY)	Jan - Mar 2026	Jan - Mar 2025 (PY)
<b>Income</b>																
Bus Pass Sales	0	0			51,366	59,470	54,712	47,590	377,847	330,867	0		0			0
Interest Revenue	14,719	14,961														
Marketing & Advertising Revenue	1,778	90			1,680	682	1,975	571	3,335	2,660			825	1,067		
Other Income	375	4,772					360									
Partner Programs					21,610	59,337	69,759	48,014	1,028	916						
Recoveries - Operating (non-members)			0		6,842	6,206	17,978	12,178			36,982	26,489			99,759	50,633
Requisitions - Operating	263,104	222,720	0	0	371,729	314,407	383,611	294,248	302,836	284,506			499,543	449,640		
<b>Total Income</b>	<b>269,976</b>	<b>242,542</b>	<b>0</b>	<b>0</b>	<b>453,227</b>	<b>440,001</b>	<b>528,395</b>	<b>402,601</b>	<b>685,046</b>	<b>598,550</b>	<b>36,982</b>	<b>26,489</b>	<b>500,368</b>	<b>450,707</b>	<b>99,759</b>	<b>50,633</b>
<b>Expenses</b>																
Advertising & Marketing Expenses	4,360	4,615			1,676	1,834	1,770	1,813	1,511	1,972	0		1,760	1,389	50	
Contracted Services / Professional Fees	29,256	10,969			1,457	1,823	1,395	2,645	2,214	1,979	0	0	3,677	2,847	0	0
Fuel Expense	52	364			31,875	31,099	26,452	30,960	71,912	68,877	0	0	35,729	42,999	0	0
General Operating Expenses	17,141	17,400			1,878	2,441	1,879	2,389	4,753	4,932	206	254	1,585	2,244	416	386
Infrastructure Maintenance	91	351			2,071	1,703	2,026	1,672	2,786	2,483	0		2,896	148	0	
Insurance Expense	7,490	10,132			9,171	7,095	7,875	5,683	6,851	6,926	2,692	1,303	5,383	4,427	4,037	4,119
Software Fees & Licences	10,838	12,769			12,971	9,819	12,359	9,152	15,482	10,168	825	642	11,887	7,935	1,353	1,389
Staff, Training, Travel & Meals	16,636	27,377			3,675	1,075	3,169	940	3,406	949	364	729	2,622	762	817	312
Transit storage facility	3,913	2,732			21,147	20,648	19,443	17,330	29,466	19,844	3,839	2,509	18,198	13,264	5,745	3,949
Vehicle Expenses	7,055	38,959			145,661	150,531	137,730	140,196	163,667	188,339	16,755	15,075	125,194	137,630	24,411	23,819
Wages & Benefits	173,472	143,551			273,798	244,117	265,363	227,955	351,377	310,019	3,329	6,913	257,219	237,736	7,468	16,084
<b>Total Expenses</b>	<b>272,302</b>	<b>295,511</b>	<b>0</b>	<b>0</b>	<b>595,378</b>	<b>471,590</b>	<b>480,461</b>	<b>450,525</b>	<b>654,393</b>	<b>615,485</b>	<b>27,092</b>	<b>26,344</b>	<b>465,399</b>	<b>451,381</b>	<b>44,297</b>	<b>50,044</b>
<b>Surplus (Deficit) prior to Amortization</b>	<b>(2,327)</b>	<b>(16,969)</b>	<b>0</b>	<b>0</b>	<b>(52,142)</b>	<b>(31,589)</b>	<b>47,934</b>	<b>(47,924)</b>	<b>30,653</b>	<b>(16,535)</b>	<b>9,880</b>	<b>145</b>	<b>35,059</b>	<b>(673)</b>	<b>55,462</b>	<b>589</b>
Amortization Expense	41,839	41,839			189,919	152,418	162,433	127,433	63,527	51,027	12,500		69,954	57,453	75,779	
<b>Net Revenue (Deficit)</b>	<b>(44,165)</b>	<b>(58,806)</b>	<b>0</b>	<b>0</b>	<b>(242,061)</b>	<b>(184,007)</b>	<b>(114,499)</b>	<b>(185,357)</b>	<b>(32,875)</b>	<b>(67,562)</b>	<b>(2,529)</b>	<b>145</b>	<b>(34,895)</b>	<b>(58,126)</b>	<b>(26,317)</b>	<b>588</b>

Bow Valley Regional Transit Services Commission

All Routes - Actuals - Prior Year (Page 2 of 2)

January - March 2026

	Rt 07 - Banff Centre		Rt 08 - L.L.B. Regional Winter		Rt 08 EXTRA - L.L.B. Regional Parks Extra Bus		Rt 08S - L.L.B. Regional Summer Scenic		Rt 08X - L.L.B. Regional Summer Express		Rt 09 - Johnston Canyon		Rt 10 - Moraine Lake		Rt 11 - L.L. Local		Rt 12 - Grassi Lakes		Rt 12W - Grassi Winter		TOTAL			
	Jan - Mar 2026	Jan - Mar 2025 (PY)	Jan - Mar 2026	Jan - Mar 2025 (PY)	Jan - Mar 2026	Jan - Mar 2025 (PY)	Jan - Mar 2026	Jan - Mar 2025 (PY)	Jan - Mar 2026	Jan - Mar 2025 (PY)	Jan - Mar 2026	Jan - Mar 2025 (PY)	Jan - Mar 2026	Jan - Mar 2025 (PY)	Jan - Mar 2026	Jan - Mar 2025 (PY)	Jan - Mar 2026	Jan - Mar 2025 (PY)	Jan - Mar 2026	Jan - Mar 2025 (PY)	Jan - Mar 2026	Jan - Mar 2025 (PY)		
<b>Income</b>																								
Box Pay Sales	858		222,624	170,945		119,875	92,233		0	0	14,740	16,038		0	1,260							843,323	718,043	
Inland Revenue																							14,719	14,981
Marketing & Advertising Revenue	73		628	1,477		445	521				34	38										10,374	7,081	
Other Income																							735	4,772
Partner Programs	7,265					55,565	61,732																92,881	108,207
Recreation - Operating (non-members)									157,745	83,898			87,122	79,504		3,924							486,974	526,625
Recreation - Operating	45,121		120,914	89,630					22,278	0		34,738					15,465	0	122,531	0			2,178,828	1,821,192
<b>Total Income</b>	<b>58,377</b>	<b>0</b>	<b>344,366</b>	<b>261,081</b>	<b>173,887</b>	<b>154,545</b>	<b>0</b>	<b>0</b>	<b>188,024</b>	<b>84,888</b>	<b>146,654</b>	<b>96,461</b>	<b>0</b>	<b>3,924</b>	<b>16,728</b>	<b>0</b>	<b>122,531</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,889,286</b>	<b>5,814,432</b>	
<b>Expenses</b>																								
Advertising & Marketing Expenses	1,514		494	598		332	432		0	0	74	105		0			80				804		14,415	12,727
Contracted Services / Professional Fees	161		830	824		438	447		0	0	121	120		0	0	0	0	0			936		40,463	20,752
Fuel Expenses	3,325		29,511	33,579		15,807	18,854		0	0	3,953	4,911		0	0	0	0	0			6,939		227,246	231,462
General Operating Expenses	299		4,336	4,186		2,478	2,338		2,382	2,412	817	1,900		196	10	1	4	1			369		28,602	46,252
Infrastructure Maintenance	1,177		1,081	1,122		675	596		0	0	960	134					0				261		13,213	8,209
Insurance Expense	440		1,348	1,373		1,346	1,373		8,197	5,615	2,892	4,118		5,615	1,346	1,373	0	1,373			1,346		60,278	55,511
Software Fees & Licenses	368		4,891	3,388		3,150	1,881		542	2,344	1,648	1,734		1,734	461	141	98	242			242		81,862	61,660
S&M, Training, Travel & Meals	188		1,037	101		574	41		1,672	693	461	189		0	13	295	496	86			298		37,555	32,678
Transit storage facility	948		6,716	6,673		4,143	5,427		11,490	7,963	5,245	6,336			16	1,915	1,314				4,415		127,544	108,717
Vehicle Expenses	11,589		57,145	67,679		33,626	38,090		46,127	31,749	23,021	32,269		193	6,169	7,937		429			7,937		832,524	873,452
Wages & Benefits	23,022		141,430	157,690		78,132	69,750		13,169	33,919	21,783	29,364		3,328	2,452	1,989	2,977	1,176			69,927		1,701,923	1,460,881
<b>Total Expenses</b>	<b>49,897</b>	<b>0</b>	<b>251,084</b>	<b>247,658</b>	<b>128,638</b>	<b>128,178</b>	<b>0</b>	<b>0</b>	<b>87,669</b>	<b>84,683</b>	<b>88,684</b>	<b>79,309</b>	<b>0</b>	<b>4,884</b>	<b>14,508</b>	<b>11,843</b>	<b>4,919</b>	<b>13,987</b>	<b>128,213</b>	<b>0</b>	<b>0</b>	<b>3,178,315</b>	<b>2,966,211</b>	
<b>Surplus (Deficit) prior to Amortization</b>	<b>8,870</b>	<b>0</b>	<b>93,281</b>	<b>18,004</b>	<b>34,248</b>	<b>18,368</b>	<b>0</b>	<b>0</b>	<b>97,414</b>	<b>(765)</b>	<b>57,970</b>	<b>17,151</b>	<b>0</b>	<b>(178)</b>	<b>2,219</b>	<b>(11,943)</b>	<b>116,612</b>	<b>(11,987)</b>	<b>(128,213)</b>	<b>0</b>	<b>0</b>	<b>433,981</b>	<b>(91,379)</b>	
<b>Amortization Expense</b>			<b>15,594</b>	<b>23,397</b>	<b>15,594</b>	<b>23,397</b>			<b>86,823</b>		<b>35,401</b>	<b>18,267</b>			<b>12,500</b>		<b>12,500</b>					<b>794,362</b>	<b>866,106</b>	
<b>Net Revenue (Deficit)</b>	<b>8,870</b>	<b>0</b>	<b>77,686</b>	<b>(8,393)</b>	<b>18,654</b>	<b>(8,029)</b>	<b>0</b>	<b>0</b>	<b>10,591</b>	<b>(765)</b>	<b>41,569</b>	<b>(1,086)</b>	<b>0</b>	<b>(178)</b>	<b>(10,281)</b>	<b>(11,943)</b>	<b>104,112</b>	<b>(13,987)</b>	<b>(128,213)</b>	<b>0</b>	<b>0</b>	<b>(460,381)</b>	<b>(986,575)</b>	

**Bow Valley Regional Transit Services Commission**  
**2026 Q1 KPIs with 2025 Actuals**

All Routes	January - March 2026			
	2026 ACTUAL	2026 BUDGET	COMP %	2025 ACTUAL
Revenue per Service Hour	\$ 53.91	\$ 62.27	-13.4%	\$ 52.34
Gross Cost per Service Hour	\$ 223.70	\$ 245.69	-8.9%	\$ 213.02
Direct Operating Cost per Service Hour	\$ 164.29	\$ 185.96	-11.7%	\$ 166.24
Overhead per Service Hour	\$ 14.46	\$ 14.69	-1.6%	\$ 15.05
Lease/Amortization per Service Hour	\$ 44.96	\$ 45.04	-0.2%	\$ 31.73
Net Cost per Service Hour (CUTA)	\$ 124.84	\$ 138.38	-9.8%	\$ 128.95
% Cost Recovery (CUTA)	30%	31%		35%
Gross cost per KM	\$ 8.33	\$ 9.09		\$ 7.79
Route KM	474,390	476,654		435,522
Ridership	608,997	619,988	-1.8%	566,103
Service Hours	17,670	17,637	0.2%	15,921
Ridership per Service Hour	34	35	-2.0%	36

<b>Bow Valley Regional Transit Services Commission Administrative</b>							
	<b>Jan - Mar 2026</b>			<b>Total</b>			
	<b>Actual</b>	<b>Budget</b>	<b>% of Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>% of Budget</b>	
<b>Income</b>							
Interest Revenue	14,719	18,750	79%	14,719	18,750	79%	<b>1</b>
Marketing & Advertising Revenue	1,778	0		1,778	0		
Other Income	375	3,000	13%	375	3,000	13%	
Requisitions - Operating	253,104	253,105	100%	253,104	253,105	100%	
<b>Total Income</b>	<b>269,976</b>	<b>274,855</b>	<b>98%</b>	<b>269,976</b>	<b>274,855</b>	<b>98%</b>	
<b>Expenses</b>							
Advertising & Marketing Expenses	4,360	3,000	145%	4,360	3,000	145%	
Contracted Services / Professional Fees	29,256	33,988	86%	29,256	33,988	86%	<b>2</b>
Fuel Expense	52	129	40%	52	129	40%	
General Operating Expenses	17,141	17,005	101%	17,141	17,005	101%	
Infrastructure Maintenance	91	38	242%	91	38	242%	
Insurance Expense	7,490	7,822	96%	7,490	7,822	96%	
Software Fees & Licences	10,838	14,482	75%	10,838	14,482	75%	<b>3</b>
Staff, Training, Travel & Meals	18,636	27,127	69%	18,636	27,127	69%	<b>4</b>
Transit storage facility	3,913	439	891%	3,913	439	891%	<b>5</b>
Vehicle Expenses	7,055	7,987	88%	7,055	7,987	88%	
Wages & Benefits	173,472	162,840	107%	173,472	162,840	107%	<b>6</b>
<b>Total Expenses</b>	<b>272,302</b>	<b>274,855</b>	<b>99%</b>	<b>272,302</b>	<b>274,855</b>	<b>99%</b>	
<b>Surplus (Deficit) prior to Amortization</b>	<b>(2,327)</b>	<b>(0)</b>		<b>(2,327)</b>	<b>(0)</b>		
Amortization Expense	41,839	41,839	100%	41,839	41,839	100%	
<b>Net Revenue / (Deficit)</b>	<b>(44,165)</b>	<b>(41,839)</b>	<b>106%</b>	<b>(44,165)</b>	<b>(41,839)</b>	<b>106%</b>	

- 1) Interest revenue is below budget through Q1 due to timing of requisitions and annual budget allocation timing. Admin expects results to converge with budget.
- 2) Contracted services and professional fees remain generally in line with budget expectations, with several consulting projects currently underway.
- 3) Software fees and licence costs are below budget through Q1 primarily due to timing and allocation differences increasing towards routes.
- 4) Staff training, travel, and meal expenses are below budget through Q1 and are expected to remain stable through the year.
- 5) Transit storage facility costs include shared operating and vehicle-related expense allocations that may be reassessed later in the year.
- 6) Wages and benefits are above budget through Q1 primarily due to one-time severance-related costs incurred during the quarter.

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

	Jan - Mar 2026			Total			
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	
<b>Income</b>							
Bus Pass Sales	51,366	65,525	78%	51,366	65,525	78%	<b>1</b>
Marketing & Advertising Revenue	1,680	4,349	39%	1,680	4,349	39%	
Other Income	0	75	0%	0	75	0%	
Partner Programs	21,610	114,262	19%	21,610	114,262	19%	<b>2</b>
Recoveries - Operating (non-members)	6,842	7,047	97%	6,842	7,047	97%	
Requisitions - Operating	371,729	371,729	100%	371,729	371,729	100%	
<b>Total Income</b>	<b>453,227</b>	<b>562,986</b>	<b>81%</b>	<b>453,227</b>	<b>562,986</b>	<b>81%</b>	
<b>Expenses</b>							
Advertising & Marketing Expenses	1,676	6,807	25%	1,676	6,807	25%	<b>3</b>
Contracted Services / Professional Fees	1,457	4,920	30%	1,457	4,920	30%	<b>4</b>
Fuel Expense	31,875	29,575	108%	31,875	29,575	108%	
General Operating Expenses	1,878	3,122	60%	1,878	3,122	60%	
Infrastructure Maintenance	2,071	3,917	53%	2,071	3,917	53%	
Insurance Expense	9,171	12,674	72%	9,171	12,674	72%	<b>5</b>
Software Fees & Licences	12,971	10,157	128%	12,971	10,157	128%	
Staff, Training, Travel & Meals	3,675	12,774	29%	3,675	12,774	29%	<b>6</b>
Transit storage facility	21,147	22,973	92%	21,147	22,973	92%	
Vehicle Expenses	145,651	159,800	91%	145,651	159,800	91%	<b>7</b>
Wages & Benefits	273,798	296,267	92%	273,798	296,267	92%	<b>8</b>
<b>Total Expenses</b>	<b>505,370</b>	<b>562,986</b>	<b>90%</b>	<b>505,370</b>	<b>562,986</b>	<b>90%</b>	
<b>Surplus (Deficit) prior to Amortization</b>	<b>(52,142)</b>	<b>0</b>		<b>(52,142)</b>	<b>0</b>		
Amortization Expense	189,919	189,919	100%	189,919	189,919	100%	
<b>Net Revenue / (Deficit)</b>	<b>(242,061)</b>	<b>(189,919)</b>		<b>(242,061)</b>	<b>(189,919)</b>		

- 1) Bus pass sales below budget through Q1 primarily due to seasonal ridership patterns, Admin expects these and below results to converge with budget and will review 2027 Q1 allocations
- 2) Partner program revenue below budget through Q1 due to timing of partner service activity, closures of Rimrock and Upper Hot Springs.
- 3) Advertising and marketing expenses are below budget through Q1 due to timing of planned campaigns and seasonal promotion activity
- 4) Contracted services and professional fees remain generally in line with budget expectations, with several projects underway.
- 5) Insurance expense is below budget through Q1 primarily due to timing and specific bus allocation differences between routes.
- 6) Staff training, travel, and meal expenses are below budget through Q1 and are expected to remain stable through the year.
- 7) Vehicle expenses remain generally in line with budget through Q1, with maintenance efficiencies being realized by new staffing and co-ordination.
- 8) Wages and benefits below budget through Q1 primarily due to staffing vacancies and seasonal service timing.

**Bow Valley Regional Transit Services Commission**  
**2026 Q1 KPIs with 2025 Actuals**

<b>Route 1 - Banff Local Sulphur Mtn</b>	<b>January - March 2026</b>			
	<b>2026</b>	<b>2026</b>	<b>COMP</b>	<b>2025</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>%</b>	<b>ACTUAL</b>
Revenue per Service Hour	\$ 23.88	\$ 58.90	-59.5%	\$ 38.45
Gross Cost per Service Hour	\$ 239.23	\$ 257.80	-7.2%	\$ 218.64
Direct Operating Cost per Service Hour	\$ 161.65	\$ 180.01	-10.2%	\$ 151.88
Overhead per Service Hour	\$ 14.46	\$ 14.69	-1.6%	\$ 15.05
Lease/Amortization per Service Hour	\$ 63.12	\$ 63.10	0.0%	\$ 51.72
Net Cost per Service Hour (CUTA)	\$ 152.23	\$ 135.80	12.1%	\$ 128.48
% Cost Recovery (CUTA)	14%	30%		23%
Gross cost per KM	\$ 16.59	\$ 20.19		\$ 14.75
Route KM	45,070	39,931		46,023
Ridership	156,893	193,471	-18.9%	173,101
Service Hours	3,126	3,128	0.0%	3,105
Ridership per Service Hour	50	62	-18.9%	56

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

	Jan - Mar 2026			Total			
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	
<b>Income</b>							
Bus Pass Sales	54,712	64,411	85%	54,712	64,411	85%	<b>1</b>
Marketing & Advertising Revenue	1,975	4,349	45%	1,975	4,349	45%	
Other Income	360	75	480%	360	75	480%	
Partner Programs	69,759	57,094	122%	69,759	57,094	122%	
Recoveries - Operating (non-members)	17,978	16,247	111%	17,978	16,247	111%	
Requisitions - Operating	383,611	383,611	100%	383,611	383,611	100%	
<b>Total Income</b>	<b>528,395</b>	<b>525,787</b>	<b>100%</b>	<b>528,395</b>	<b>525,787</b>	<b>100%</b>	
<b>Expenses</b>							
Advertising & Marketing Expenses	1,770	6,443	27%	1,770	6,443	27%	<b>2</b>
Contracted Services / Professional Fees	1,395	4,884	29%	1,395	4,884	29%	<b>3</b>
Fuel Expense	26,452	22,325	118%	26,452	22,325	118%	
General Operating Expenses	1,879	3,021	62%	1,879	3,021	62%	
Infrastructure Maintenance	2,026	4,041	50%	2,026	4,041	50%	
Insurance Expense	7,875	9,645	82%	7,875	9,645	82%	
Software Fees & Licences	12,359	9,626	128%	12,359	9,626	128%	
Staff, Training, Travel & Meals	3,169	11,034	29%	3,169	11,034	29%	<b>4</b>
Transit storage facility	19,443	22,650	86%	19,443	22,650	86%	
Vehicle Expenses	137,730	153,802	90%	137,730	153,802	90%	<b>5</b>
Wages & Benefits	266,363	278,316	96%	266,363	278,316	96%	<b>6</b>
<b>Total Expenses</b>	<b>480,461</b>	<b>525,787</b>	<b>91%</b>	<b>480,461</b>	<b>525,787</b>	<b>91%</b>	
<b>Surplus (Deficit) prior to Amortization</b>	<b>47,934</b>	<b>(0)</b>		<b>47,934</b>	<b>(0)</b>		
Amortization Expense	162,433	162,433	100%	162,433	162,433	100%	
<b>Net Revenue / (Deficit)</b>	<b>(114,499)</b>	<b>(162,433)</b>		<b>(114,499)</b>	<b>(162,433)</b>		

- 1) Bus pass sales below budget through Q1 primarily due to seasonal ridership patterns, Admin expects these and below results to converge with budget and will review 2027 Q1 allocations
- 2) Advertising and marketing expenses are below budget through Q1 due to timing of planned campaigns and seasonal promotion activity
- 3) Contracted services and professional fees remain generally in line with budget expectations, with several projects underway.
- 4) Staff training, travel, and meal expenses are below budget through Q1 and are expected to remain stable through the year.
- 5) Vehicle expenses remain generally in line with budget through Q1, with maintenance efficiencies being realized by new staffing and co-ordination.
- 6) Wages and benefits below budget through Q1 primarily due to staffing vacancies and seasonal service timing.

**Bow Valley Regional Transit Services Commission**  
**2026 Q1 KPIs with 2025 Actuals**

<b>Route 2 - Banff Local Tunnel Mtn</b>	<b>January - March 2026</b>			
	<b>2026</b>	<b>2026</b>	<b>COMP</b>	<b>2025</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>%</b>	<b>ACTUAL</b>
Revenue per Service Hour	\$ 42.08	\$ 41.15	2.2%	\$ 32.04
Gross Cost per Service Hour	\$ 230.14	\$ 241.97	-4.9%	\$ 213.54
Direct Operating Cost per Service Hour	\$ 159.42	\$ 171.83	-7.2%	\$ 150.09
Overhead per Service Hour	\$ 14.46	\$ 14.69	-1.6%	\$ 15.05
Lease/Amortization per Service Hour	\$ 56.27	\$ 55.45	1.5%	\$ 48.41
Net Cost per Service Hour (CUTA)	\$ 131.80	\$ 145.36	-9.3%	\$ 133.09
% Cost Recovery (CUTA)	24%	22%		19%
Gross cost per KM	\$ 19.00	\$ 18.96		\$ 16.20
Route KM	36,510	39,058		39,577
Ridership	196,578	177,477	10.8%	169,519
Service Hours	3,014	3,060	-1.5%	3,002
Ridership per Service Hour	65	58	12.5%	56

**Bow Valley Regional Transit Services Commission  
Route 7 - Banff Centre / Fenlands**

	Jan - Mar 2026			Total			
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	
<b>Income</b>							
Bus Pass Sales	898	10,854	8%	898	10,854	8%	<b>1</b>
Marketing & Advertising Revenue	73	0		73	0		
Partner Programs	7,285	7,227	101%	7,285	7,227	101%	
Requisitions - Operating	48,121	48,121	100%	48,121	48,121	100%	
<b>Total Income</b>	<b>56,377</b>	<b>66,202</b>	<b>85%</b>	<b>56,377</b>	<b>66,202</b>	<b>85%</b>	
<b>Expenses</b>							
Advertising & Marketing Expenses	1,514	787	192%	1,514	787	192%	
Contracted Services / Professional Fees	161	600	27%	161	600	27%	
Fuel Expense	3,325	2,679	124%	3,325	2,679	124%	
General Operating Expenses	208	371	56%	208	371	56%	
Infrastructure Maintenance	1,177	494	238%	1,177	494	238%	
Insurance Expense	449	1,178	38%	449	1,178	38%	
Software Fees & Licences	968	1,176	82%	968	1,176	82%	
Staff, Training, Travel & Meals	166	2,398	7%	166	2,398	7%	
Transit storage facility	948	2,767	34%	948	2,767	34%	
Vehicle Expenses	11,589	18,781	62%	11,589	18,781	62%	<b>2</b>
Wages & Benefits	29,002	34,971	83%	29,002	34,971	83%	<b>3</b>
<b>Total Expenses</b>	<b>49,507</b>	<b>66,202</b>	<b>944%</b>	<b>49,507</b>	<b>66,202</b>	<b>944%</b>	
<b>Surplus (Deficit) prior to Amortization</b>	<b>6,870</b>	<b>(0)</b>		<b>6,870</b>	<b>(0)</b>		
Amortization Expense	0	0	0%	0	0	0%	
<b>Net Revenue / (Deficit)</b>	<b>6,870</b>	<b>(0)</b>		<b>6,870</b>	<b>(0)</b>		

1) Bus pass sales below budget through Q1 primarily due to seasonal ridership patterns, Admin expects these and below results to converge with budget and will review 2027 Q1 allocations

2) Vehicle expenses remain generally in line with budget through Q1, with maintenance efficiencies being realized by new staffing and co-ordination.

3) Wages and benefits below budget through Q1 primarily due to staffing vacancies and seasonal service timing.

**Bow Valley Regional Transit Services Commission**  
**2026 Q1 KPIs with 2025 Actuals**

Route 7 - Banff Centre	January - March 2026				
	2026	2026	COMP	2025	
	ACTUAL	BUDGET	%	ACTUAL	
Revenue per Service Hour	\$ 18.69	\$ 41.66	-55.1%	n/a	
Gross Cost per Service Hour	\$ 184.62	\$ 169.60	8.9%	n/a	
Direct Operating Cost per Service Hour	\$ 152.95	\$ 152.54	0.3%	n/a	
Overhead per Service Hour	\$ 14.46	\$ 14.69	-1.6%	n/a	
Lease/Amortization per Service Hour	\$ 17.22	\$ 2.37	625.7%	n/a	
Net Cost per Service Hour (CUTA)	\$ 148.72	\$ 125.57	18.4%	n/a	
% Cost Recovery (CUTA)	11%	25%		n/a	
Gross cost per KM	\$ 11.76	\$ 15.21		n/a	1
Route KM	4,840	4,840		n/a	1
Ridership	2,453	2,450	0.1%	n/a	1
Service Hours	442	434	1.8%	n/a	
Ridership per Service Hour	6	6	-1.6%	n/a	

1) Budgeted service hours were prepared for Route 7. Kilometres and ridership in the budget column have been estimated based on actuals to prepare estimated metrics for comparables.

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

	Jan - Mar 2026			Total			
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	
<b>Income</b>							
Bus Pass Sales	377,844	417,965	90%	377,844	417,965	90%	<b>1</b>
Marketing & Advertising Revenue	3,335	3,479	96%	3,335	3,479	96%	
Partner Programs	1,028	1,560	66%	1,028	1,560	66%	
Requisitions - Operating	302,836	302,835	100%	302,836	302,835	100%	
<b>Total Income</b>	<b>685,043</b>	<b>725,839</b>	<b>94%</b>	<b>685,043</b>	<b>725,839</b>	<b>94%</b>	
<b>Expenses</b>							
Advertising & Marketing Expenses	1,511	5,021	30%	1,511	5,021	30%	<b>2</b>
Contracted Services / Professional Fees	2,214	3,514	63%	2,214	3,514	63%	
Fuel Expense	71,912	71,675	100%	71,912	71,675	100%	
General Operating Expenses	4,753	6,849	69%	4,753	6,849	69%	
Infrastructure Maintenance	2,785	8,132	34%	2,785	8,132	34%	<b>3</b>
Insurance Expense	6,851	8,403	82%	6,851	8,403	82%	
Software Fees & Licences	15,462	11,773	131%	15,462	11,773	131%	<b>4</b>
Staff, Training, Travel & Meals	3,406	11,848	29%	3,406	11,848	29%	<b>5</b>
Transit storage facility	20,456	28,228	72%	20,456	28,228	72%	<b>6</b>
Vehicle Expenses	163,667	220,582	74%	163,667	220,582	74%	<b>7</b>
Wages & Benefits	361,377	349,814	103%	361,377	349,814	103%	<b>8</b>
<b>Total Expenses</b>	<b>654,393</b>	<b>725,839</b>	<b>90%</b>	<b>654,393</b>	<b>725,839</b>	<b>90%</b>	
<b>Surplus (Deficit) prior to Amortization</b>	<b>30,650</b>	<b>(0)</b>		<b>30,650</b>	<b>(0)</b>		
Amortization Expense	63,527	63,527	100%	63,527	63,527	100%	
<b>Net Revenue / (Deficit)</b>	<b>(32,878)</b>	<b>(63,528)</b>		<b>(32,878)</b>	<b>(63,528)</b>		

1) Bus pass sales below budget through Q1 primarily due to seasonal ridership patterns, Admin expects these results to converge with budget and will review 2027 Q1 allocations

2) Advertising and marketing expenses are below budget through Q1 due to timing of planned campaigns and seasonal promotion activity

3) Infrastructure maintenance expenses are below budget through Q1 primarily due to timing of planned maintenance activity.

4) Software fees and licence costs are above budget through Q1 primarily due to timing and allocation differences between routes.

5) Staff training, travel, and meal expenses are below budget through Q1 and are expected to remain stable through the year.

6) Transit storage facility costs remain generally in line with budget through Q1, with shared operating cost allocations continuing through the year.

7) Vehicle expenses remain generally in line with budget through Q1, with maintenance efficiencies being realized by new staffing and co-ordination.

8) Wages and benefits below budget through Q1 primarily due to staffing vacancies and seasonal service timing.

**Bow Valley Regional Transit Services Commission**  
**2026 Q1 KPIs with 2025 Actuals**

<b>Route 3 - Canmore / Banff Regional</b>	<b>January - March 2026</b>			
	<b>2026</b>	<b>2026</b>	<b>COMP</b>	<b>2025</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>%</b>	<b>ACTUAL</b>
Revenue per Service Hour	\$ 89.33	\$ 100.54	-11.1%	\$ 86.90
Gross Cost per Service Hour	\$ 184.62	\$ 204.67	-9.8%	\$ 190.86
Direct Operating Cost per Service Hour	\$ 152.95	\$ 172.51	-11.3%	\$ 159.93
Overhead per Service Hour	\$ 14.46	\$ 14.69	-1.6%	\$ 15.05
Lease/Amortization per Service Hour	\$ 17.22	\$ 17.47	-1.5%	\$ 15.89
Net Cost per Service Hour (CUTA)	\$ 78.07	\$ 86.67	-9.9%	\$ 88.07
% Cost Recovery (CUTA)	53%	54%		50%
Gross cost per KM	\$ 4.44	\$ 4.79		\$ 4.85
Route KM	177,800	179,910		151,410
Ridership	103,924	99,221	4.7%	89,148
Service Hours	4,279	4,208	1.7%	3,849
Ridership per Service Hour	24	24	3.0%	23

**Bow Valley Regional Transit Services Commission  
Route 5 - Canmore Local Cougar Creek & Three Sisters**

	Jan - Mar 2026			Total			
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	
<b>Income</b>							
Marketing & Advertising Revenue	825	3,189	26%	825	3,189	26%	
Requisitions - Operating	499,543	499,542	100%	499,543	499,542	100%	
<b>Total Income</b>	<b>500,368</b>	<b>502,731</b>	<b>100%</b>	<b>500,368</b>	<b>502,731</b>	<b>100%</b>	
<b>Expenses</b>							
Advertising & Marketing Expenses	1,768	3,800	47%	1,768	3,800	47%	
Contracted Services / Professional Fees	3,677	4,315	85%	3,677	4,315	85%	
Fuel Expense	35,729	42,340	84%	35,729	42,340	84%	<b>1</b>
General Operating Expenses	1,585	2,219	71%	1,585	2,219	71%	
Infrastructure Maintenance	2,886	4,949	58%	2,886	4,949	58%	
Insurance Expense	5,383	7,603	71%	5,383	7,603	71%	
Software Fees & Licences	11,087	9,286	119%	11,087	9,286	119%	
Staff, Training, Travel & Meals	2,622	9,123	29%	2,622	9,123	29%	<b>2</b>
Transit storage facility	18,138	14,825	122%	18,138	14,825	122%	
Vehicle Expenses	125,184	155,843	80%	125,184	155,843	80%	<b>3</b>
Wages & Benefits	257,249	248,430	104%	257,249	248,430	104%	<b>4</b>
<b>Total Expenses</b>	<b>465,309</b>	<b>502,731</b>	<b>93%</b>	<b>465,309</b>	<b>502,731</b>	<b>93%</b>	
<b>Surplus (Deficit) prior to Amortization</b>	<b>35,059</b>	<b>(0)</b>		<b>35,059</b>	<b>(0)</b>		
Amortization Expense	69,954	69,954	100%	69,954	69,954	100%	
<b>Net Revenue / (Deficit)</b>	<b>(34,895)</b>	<b>(69,954)</b>		<b>(34,895)</b>	<b>(69,954)</b>		

- 1) Fuel expense is below budget through Q1 primarily due to electrification efforts and allocation of winter service activity to Route 12.
- 2) Staff training, travel, and meal expenses are below budget through Q1 and are expected to remain stable through the year.
- 3) Vehicle expenses remain generally in line with budget through Q1, with maintenance efficiencies being realized by new staffing and co-ordination.
- 4) Wages and benefits below budget through Q1 primarily due to staffing vacancies and seasonal service timing.

**Bow Valley Regional Transit Services Commission**  
**2026 Q1 KPIs with 2025 Actuals**

<b>Route 5 - Canmore Local</b>	<b>January - March 2026</b>			
	<b>2026</b>	<b>2026</b>	<b>COMP</b>	<b>2025</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>%</b>	<b>ACTUAL</b>
Revenue per Service Hour	\$ 0.25	\$ 0.98	-74.7%	\$ 0.32
Gross Cost per Service Hour	\$ 178.66	\$ 193.82	-7.8%	\$ 171.52
Direct Operating Cost per Service Hour	\$ 140.68	\$ 155.16	-9.3%	\$ 136.47
Overhead per Service Hour	\$ 14.46	\$ 14.69	-1.6%	\$ 15.05
Lease/Amortization per Service Hour	\$ 23.52	\$ 23.96	-1.9%	\$ 20.00
Net Cost per Service Hour (CUTA)	\$ 154.89	\$ 168.87	-8.3%	\$ 151.19
% Cost Recovery (CUTA)	0%	1%		0%
Gross cost per KM	\$ 8.68	\$ 8.77		\$ 8.10
Route KM	68,090	71,640		70,032
Ridership	96,356	93,260	3.3%	97,250
Service Hours	3,308	3,240	2.1%	3,308
Ridership per Service Hour	29	29	1.2%	29

**Bow Valley Regional Transit Services Commission  
Route 12 - Canmore Local Palliser & Summer Grassi Lakes**

	Jan - Mar 2026			Total		
	Actual	Budget	% of Budget	Actual	Budget	% of Budget
<b>Income</b>						
Requisitions - Operating	122,531	122,531	100%	122,531	122,531	100%
<b>Total Income</b>	<b>122,531</b>	<b>122,531</b>	<b>100%</b>	<b>122,531</b>	<b>122,531</b>	<b>100%</b>
<b>Expenses</b>						
Advertising & Marketing Expenses	865	1,388	62%	865	1,388	62%
Contracted Services / Professional Fees	936	1,417	66%	936	1,417	66%
Fuel Expense	8,939	0	0%	8,939	0	0%
General Operating Expenses	394	609	65%	394	609	65%
Infrastructure Maintenance	261	1,300	20%	261	1,300	20%
Insurance Expense	1,346	1,500	90%	1,346	1,500	90%
Software Fees & Licences	2,640	2,645	100%	2,640	2,645	100%
Staff, Training, Travel & Meals	661	2,281	29%	661	2,281	29%
Transit storage facility	4,415	3,590	123%	4,415	3,590	123%
Vehicle Expenses	31,247	39,284	80%	31,247	39,284	80%
Wages & Benefits	72,529	66,067	110%	72,529	66,067	110%
<b>Total Expenses</b>	<b>124,232</b>	<b>120,083</b>	<b>103%</b>	<b>124,232</b>	<b>120,083</b>	<b>103%</b>
<b>Surplus (Deficit) prior to Amortization</b>	<b>(1,701)</b>	<b>2,449</b>		<b>(1,701)</b>	<b>2,449</b>	
Amortization Expense	12,500	12,500	100%	12,500	12,500	100%
<b>Net Revenue / (Deficit)</b>	<b>(14,201)</b>	<b>(10,051)</b>		<b>(14,201)</b>	<b>(10,051)</b>	

1) Fuel expense remains generally in line with budget through Q1, with electrification efforts continuing to reduce overall fuel costs in aggregate with Route 5.

2) Vehicle expenses remain generally in line with budget through Q1, with maintenance efficiencies being realized by new staffing and co-ordination.

3) Wages and benefits below budget through Q1 primarily due to staffing vacancies and seasonal service timing.

**Bow Valley Regional Transit Services Commission**  
**2026 Q1 KPIs with 2025 Actuals**

<b>Route 12 - Canmore Local Palliser Winter</b>	<b>January - March 2026</b>			
	<b>2026</b>	<b>2026</b>	<b>COMP</b>	<b>2025</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>%</b>	<b>ACTUAL</b>
Revenue per Service Hour	\$ -	\$ -	0.0%	n/a
Gross Cost per Service Hour	\$ 176.74	\$ 180.75	-2.2%	n/a
Direct Operating Cost per Service Hour	\$ 145.30	\$ 148.25	-2.0%	n/a
Overhead per Service Hour	\$ 14.46	\$ 14.69	-1.6%	n/a
Lease/Amortization per Service Hour	\$ 16.99	\$ 17.80	-4.6%	n/a
Net Cost per Service Hour (CUTA)	\$ 159.76	\$ 162.94	-2.0%	n/a
% Cost Recovery (CUTA)	0%	0%		n/a
Gross cost per KM	\$ 10.82	\$ 16.15		n/a
Route KM	13,960	9,065		n/a
Ridership	11,337	12,873	-11.9%	n/a
Service Hours	855	810	5.6%	n/a
Ridership per Service Hour	13	16	-16.6%	n/a

**Bow Valley Regional Transit Services Commission  
Route 11 - Lake Louise Local**

	Jan - Mar 2026			Total			
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	
<b>Income</b>							
Bus Pass Sales	1,260	179	706%	1,260	179	706%	
Requisitions - Operating	15,465	15,464	100%	15,465	15,464	100%	<b>1</b>
<b>Total Income</b>	<b>16,725</b>	<b>15,643</b>	<b>107%</b>	<b>16,725</b>	<b>15,643</b>	<b>107%</b>	
<b>Expenses</b>							<b>2</b>
Advertising & Marketing Expenses	0	255	0%	0	255	0%	
Contracted Services / Professional Fees	0	26	0%	0	26	0%	
Fuel Expense	0	0		0	0		
General Operating Expenses	10	202	5%	10	202	5%	
Infrastructure Maintenance	0	109	0%	0	109	0%	
Insurance Expense	1,346	1,524	88%	1,346	1,524	88%	
Software Fees & Licences	461	384	120%	461	384	120%	
Staff, Training, Travel & Meals	256	902	28%	256	902	28%	
Transit storage facility	1,915	439	436%	1,915	439	436%	
Vehicle Expenses	8,116	2,987	272%	8,116	2,987	272%	
Wages & Benefits	2,402	8,815	27%	2,402	8,815	27%	
<b>Total Expenses</b>	<b>14,506</b>	<b>15,643</b>	<b>93%</b>	<b>14,506</b>	<b>15,643</b>	<b>93%</b>	
<b>Surplus (Deficit) prior to Amortization</b>	<b>2,219</b>	<b>0</b>		<b>2,219</b>	<b>0</b>		
Amortization Expense	12,500	12,500	100%	12,500	12,500	100%	
<b>Net Revenue / (Deficit)</b>	<b>(10,281)</b>	<b>(12,500)</b>		<b>(10,281)</b>	<b>(12,500)</b>		

1) ID9 contribution allocations are based on quarterly budget estimates through Q1 and will be trued up to actual results in Q4.

2) Route is not in operation in Q1, current costs primarily reflect fixed vehicle expenses, summer training, and service planning activity.

**Bow Valley Regional Transit Services Commission  
Route 8 - Lake Louise / Banff Regional Winter**

	Jan - Mar 2026			Total				8 Winter ID9	8 Winter Parks	8 Winter Total	
	Actual	Budget	% of Budget	Actual	Budget	% of Budget		Actual	Actual	Actual	Budget
<b>Income</b>											
Bus Pass Sales	342,499	296,184	116%	342,499	296,184	116%	1	222,624	119,875	342,499	296,184
Marketing & Advertising Revenue	1,273	0		1,273	0			828	446	1,273	0
Recoveries - Operating (non-members)	53,566	70,744	76%	53,566	70,744	76%	2		53,566	53,566	70,744
Requisitions - Operating	120,914	120,913	100%	120,914	120,913	100%		120,914		120,914	120,913
<b>Total Income</b>	<b>518,252</b>	<b>487,842</b>	<b>0%</b>	<b>518,252</b>	<b>487,842</b>	<b>0%</b>		<b>344,366</b>	<b>173,887</b>	<b>518,252</b>	<b>487,841</b>
<b>Expenses</b>											
Advertising & Marketing Expenses	826	1,183	70%	826	1,183	70%		494	332	826	1,183
Contracted Services / Professional Fees	1,246	2,046	61%	1,246	2,046	61%		810	436	1,246	2,046
Fuel Expense	45,398	58,187	78%	45,398	58,187	78%	3	29,511	15,887	45,398	58,187
General Operating Expenses	7,014	7,125	98%	7,014	7,125	98%		4,536	2,478	7,014	7,125
Infrastructure Maintenance	1,756	1,371	128%	1,756	1,371	128%		1,081	675	1,756	1,371
Insurance Expense	2,691	3,048	88%	2,691	3,048	88%		1,346	1,346	2,691	3,048
Software Fees & Licences	10,739	6,744	159%	10,739	6,744	159%	4	6,951	3,789	10,739	6,744
Staff, Training, Travel & Meals	1,630	6,857	24%	1,630	6,857	24%	5	1,057	574	1,630	6,857
Transit storage facility	10,859	20,200	54%	10,859	20,200	54%	6	6,716	4,143	10,859	20,200
Vehicle Expenses	90,971	145,505	63%	90,971	145,505	63%	7	57,145	33,826	90,971	145,505
Wages & Benefits	217,591	219,984	99%	217,591	219,984	99%		141,439	76,152	217,591	219,984
<b>Total Expenses</b>	<b>390,723</b>	<b>472,248</b>	<b>83%</b>	<b>390,723</b>	<b>472,248</b>	<b>83%</b>		<b>251,084</b>	<b>139,638</b>	<b>390,723</b>	<b>472,248</b>
<b>Surplus (Deficit) prior to Amortization</b>	<b>127,529</b>	<b>15,594</b>		<b>127,529</b>	<b>15,594</b>			<b>93,281</b>	<b>34,248</b>	<b>127,529</b>	<b>15,593</b>
Amortization Expense	31,188	31,187	100%	31,188	31,187	100%		15,594	15,594	31,188	31,187
<b>Net Revenue / (Deficit)</b>	<b>96,342</b>	<b>(15,594)</b>		<b>96,342</b>	<b>(15,594)</b>			<b>77,688</b>	<b>18,654</b>	<b>96,342</b>	<b>(15,594)</b>

Includes ID9 bus and parks additional bus

- 1) Bus pass sales ahead of budget through Q1 primarily due to strong demand outside of peak season, Admin expects these and below results to converge with budget and will review 2027 Q1 allocations.
- 2) Parks Canada contributions are billed based on service hours associated with the second bus operating on the route.
- 3) Fuel expense remains generally in line with budget through Q1, with higher actual costs expected in Q2.
- 4) Software fees and licence costs are above budget through Q1 primarily due to timing and allocation differences between routes.
- 5) Staff training, travel, and meal expenses are below budget through Q1 and are expected to remain stable through the year.
- 6) Transit storage facility costs remain generally in line with budget through Q1, with shared operating cost allocations continuing through the year.
- 7) Vehicle expenses remain generally in line with budget through Q1, with maintenance efficiencies being realized by new staffing and co-ordination.

**Bow Valley Regional Transit Services Commission**  
**2026 Q1 KPIs with 2025 Actuals**

<b>Route 8 - Lake Louise / Banff Regional Winter</b>	<b>January - March 2026</b>			
	<b>2026</b>	<b>2026</b>	<b>COMP</b>	<b>2025</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>%</b>	<b>ACTUAL</b>
Revenue per Service Hour	\$ 91.96	\$ 117.53	-21.8%	\$ 107.52
Gross Cost per Service Hour	\$ 126.57	\$ 216.84	-41.6%	\$ 184.70
Direct Operating Cost per Service Hour	\$ 103.33	\$ 187.40	-44.9%	\$ 157.49
Overhead per Service Hour	\$ 14.46	\$ 14.69	-1.6%	\$ 15.05
Lease/Amortization per Service Hour	\$ 8.78	\$ 14.75	-40.4%	\$ 12.17
Net Cost per Service Hour (CUTA)	\$ 25.83	\$ 84.56	-69.5%	\$ 65.01
% Cost Recovery (CUTA)	78%	58%		62%
Gross cost per KM	\$ 2.54	\$ 4.52		\$ 3.79
Route KM	121,020	120,935		119,555
Ridership	38,142	36,430	4.7%	33,707
Service Hours	2,430	2,520	-3.6%	2,453
Ridership per Service Hour	16	14	8.6%	14
Includes ID#9 bus and additional parks bus				

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

	Jan - Mar 2026			Total			
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	
<b>Income</b>							
Bus Pass Sales	0	23,893	0%	0	23,893	0%	<b>1</b>
Recoveries - Operating (non-members)	157,746	118,584	133%	157,746	118,584	133%	<b>2</b>
Requisitions - Operating	27,278	27,278	100%	27,278	27,278	100%	<b>3</b>
<b>Total Income</b>	<b>185,024</b>	<b>169,755</b>	<b>109%</b>	<b>185,024</b>	<b>169,755</b>	<b>109%</b>	
<b>Expenses</b>							<b>4</b>
Advertising & Marketing Expenses	0	1,746	0%	0	1,746	0%	
Contracted Services / Professional Fees	0	881	0%	0	881	0%	
General Operating Expenses	2,382	8,512	28%	2,382	8,512	28%	
Infrastructure Maintenance	0	748	0%	0	748	0%	
Insurance Expense	8,197	9,000	91%	8,197	9,000	91%	
Software Fees & Licences	542	2,596	21%	542	2,596	21%	
Staff, Training, Travel & Meals	1,672	5,836	29%	1,672	5,836	29%	
Transit storage facility	11,490	3,327	345%	11,490	3,327	345%	
Vehicle Expenses	48,127	18,321	263%	48,127	18,321	263%	
Wages & Benefits	15,199	69,425	22%	15,199	69,425	22%	
<b>Total Expenses</b>	<b>87,609</b>	<b>120,392</b>	<b>73%</b>	<b>87,609</b>	<b>120,392</b>	<b>73%</b>	
<b>Surplus (Deficit) prior to Amortization</b>	<b>97,414</b>	<b>49,363</b>		<b>97,414</b>	<b>49,363</b>		
Amortization Expense	86,823	86,823	100%	86,823	86,823	100%	
<b>Net Revenue / (Deficit)</b>	<b>10,591</b>	<b>(37,460)</b>		<b>10,591</b>	<b>(37,460)</b>		

- 1) Bus pass sales below budget for Q1 as allocation did not reflect the seasonal timing of Route 8X operations. Admin expects to converge with annual and will review as part of 2027 budget
- 2) Parks Canada contributions for Route 8X are allocated throughout the year based on annualized projected net operating costs, with adjustments trueing contributions to actual results.
- 3) ID9 contribution allocations are based on quarterly budget estimates through Q1 and will be trued up to actual results in Q4.
- 4) Route is not in operation in Q1, current costs primarily reflect fixed vehicle expenses, summer training, and service planning activity.

**Bow Valley Regional Transit Services Commission  
Route 9 - Johnston Canyon**

	Jan - Mar 2026			Total			
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	
<b>Income</b>							
Bus Pass Sales	14,740	23,584	63%	14,740	23,584	63%	<b>1</b>
Marketing & Advertising Revenue	34	0		34	0		
Recoveries - Operating (non-members)	87,102	60,316	144%	87,102	60,316	144%	<b>2</b>
Requisitions - Operating	34,758	34,757	100%	34,758	34,757	100%	
<b>Total Income</b>	<b>136,634</b>	<b>118,656</b>	<b>115%</b>	<b>136,634</b>	<b>118,656</b>	<b>115%</b>	
<b>Expenses</b>							
Advertising & Marketing Expenses	74	548	14%	74	548	14%	
Contracted Services / Professional Fees	121	484	25%	121	484	25%	
Fuel Expense	3,563	4,217	84%	3,563	4,217	84%	
General Operating Expenses	817	2,103	39%	817	2,103	39%	
Infrastructure Maintenance	160	235	68%	160	235	68%	
Insurance Expense	2,692	3,000	90%	2,692	3,000	90%	
Software Fees & Licences	1,646	1,451	113%	1,646	1,451	113%	
Staff, Training, Travel & Meals	481	1,671	29%	481	1,671	29%	
Transit storage facility	5,245	13,837	38%	5,245	13,837	38%	<b>3</b>
Vehicle Expenses	23,021	16,630	138%	23,021	16,630	138%	<b>4</b>
Wages & Benefits	21,785	39,081	56%	21,785	39,081	56%	<b>5</b>
<b>Total Expenses</b>	<b>59,604</b>	<b>83,256</b>	<b>72%</b>	<b>59,604</b>	<b>83,256</b>	<b>72%</b>	
<b>Surplus (Deficit) prior to Amortization</b>	<b>77,030</b>	<b>35,400</b>		<b>77,030</b>	<b>35,400</b>		
Amortization Expense	35,400	35,400	100%	35,400	35,400	100%	
<b>Net Revenue / (Deficit)</b>	<b>41,630</b>	<b>(0)</b>		<b>41,630</b>	<b>(0)</b>		

- 1) Bus pass sales below budget through Q1 primarily due to seasonal ridership patterns, Admin expects these and below results to converge with budget and will review 2027 Q1 allocations
- 2) Parks Canada contributions for Route 9 are allocated throughout the year based on annualized projected net operating costs, with adjustments trueing contributions to actual results.
- 3) Transit storage facility costs remain generally in line with budget through Q1, with shared operating cost allocations continuing through the year.
- 4) Vehicle expenses remain generally in line with budget through Q1, with maintenance efficiencies being realized by new staffing and co-ordination.
- 5) Wages and benefits below budget through Q1 primarily due to staffing vacancies and seasonal service timing.

**Bow Valley Regional Transit Services Commission**  
**2026 Q1 KPIs with 2025 Actuals**

<b>Route 9 - Johnston Canyon</b>	<b>January - March 2026</b>			
	<b>2026</b>	<b>2026</b>	<b>COMP</b>	<b>2025</b>
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>%</b>	<b>ACTUAL</b>
Revenue per Service Hour	\$ 68.08	\$ 99.09	-31.3%	\$ 82.71
Gross Cost per Service Hour	\$ 454.63	\$ 349.82	30.0%	\$ 492.78
Direct Operating Cost per Service Hour	\$ 274.67	\$ 14.69	1769.7%	\$ 386.40
Overhead per Service Hour	\$ 14.46	\$ 151.11	-90.4%	\$ 15.05
Lease/Amortization per Service Hour	\$ 165.50	\$ 265.42	-37.6%	\$ 91.33
Net Cost per Service Hour (CUTA)	\$ 221.05	\$ 66.71	231.3%	\$ 318.74
% Cost Recovery (CUTA)	24%	60%		21%
Gross cost per KM	\$ 13.90	\$ 10.88		\$ 11.33
Route KM	7,100	11,275		8,925
Ridership	3,314	4,806	-31.0%	3,378
Service Hours	217	238	-8.8%	205
Ridership per Service Hour	15	20	-24.4%	16

Bow Valley Regional Transit Services Commission							
Route 4 - Cave & Basin							
	Jan - Mar 2026			Total			
	Actual	Budget	% of Budget	Actual	Budget	% of Budget	
<b>Income</b>							
Recoveries - Operating (non-members)	36,982	40,861	91%	36,982	40,861	91%	<b>1</b>
<b>Total Income</b>	<b>36,982</b>	<b>40,861</b>	<b>91%</b>	<b>36,982</b>	<b>40,861</b>	<b>91%</b>	
<b>Expenses</b>							<b>2</b>
Advertising & Marketing Expenses	0	443	0%	0	443	0%	
Contracted Services / Professional Fees	0	243	0%	0	243	0%	
Fuel Expense	0	0		0	0		
General Operating Expenses	206	304	68%	206	304	68%	
Infrastructure Maintenance	0	435	0%	0	435	0%	
Insurance Expense	2,692	2,128	126%	2,692	2,128	126%	
Software Fees & Licences	825	914	90%	825	914	90%	
Staff, Training, Travel & Meals	364	1,271	29%	364	1,271	29%	
Transit storage facility	3,830	1,109	345%	3,830	1,109	345%	
Vehicle Expenses	15,756	6,121	257%	15,756	6,121	257%	
Wages & Benefits	3,329	15,393	22%	3,329	15,393	22%	
<b>Total Expenses</b>	<b>27,002</b>	<b>28,361</b>	<b>95%</b>	<b>27,002</b>	<b>28,361</b>	<b>95%</b>	
<b>Surplus (Deficit) prior to Amortization</b>	<b>9,980</b>	<b>12,500</b>		<b>9,980</b>	<b>12,500</b>		
Amortization Expense	12,500	12,500	100%	12,500	12,500	100%	
<b>Net Revenue / (Deficit)</b>	<b>(2,520)</b>	<b>0</b>		<b>(2,520)</b>	<b>0</b>		

1) Parks Canada contributions for Route 4 are allocated throughout the year based on annualized projected net operating costs, with adjustments trueing contributions to actual results.

2) Route is not in operation in Q1, current costs primarily reflect fixed vehicle expenses, summer training, and service planning activity.

<b>Bow Valley Regional Transit Services Commission Route 6 - Lake Minnewanka</b>							
	<b>Jan - Mar 2026</b>			<b>Total</b>			
	<b>Actual</b>	<b>Budget</b>	<b>% of Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>% of Budget</b>	
<b>Income</b>							
Recoveries - Operating (non-members)	99,759	132,065	76%	99,759	132,065	76%	<b>1</b>
<b>Total Income</b>	<b>99,759</b>	<b>132,065</b>	<b>76%</b>	<b>99,759</b>	<b>132,065</b>	<b>76%</b>	
<b>Expenses</b>							<b>2</b>
Advertising & Marketing Expenses	50	786	6%	50	786	6%	
Contracted Services / Professional Fees	0	568	0%	0	568	0%	
Fuel Expense	0	0		0	0		
General Operating Expenses	416	584	71%	416	584	71%	
Infrastructure Maintenance	0	890	0%	0	890	0%	
Insurance Expense	4,037	4,822	84%	4,037	4,822	84%	
Software Fees & Licences	1,353	1,298	104%	1,353	1,298	104%	
Staff, Training, Travel & Meals	817	2,852	29%	817	2,852	29%	
Transit storage facility	5,745	1,317	436%	5,745	1,317	436%	
Vehicle Expenses	24,411	9,117	268%	24,411	9,117	268%	
Wages & Benefits	7,468	34,053	22%	7,468	34,053	22%	
<b>Total Expenses</b>	<b>44,297</b>	<b>56,286</b>	<b>79%</b>	<b>44,297</b>	<b>56,286</b>	<b>79%</b>	
<b>Surplus (Deficit) prior to Amortization</b>	<b>55,462</b>	<b>75,779</b>		<b>55,462</b>	<b>75,779</b>		
Amortization Expense	75,779	75,779	100%	75,779	75,779	100%	
<b>Net Revenue / (Deficit)</b>	<b>(20,317)</b>	<b>(0)</b>		<b>(20,317)</b>	<b>(0)</b>		

1) Parks Canada contributions for Route 6 are allocated throughout the year based on annualized projected net operating costs, with adjustments trueing contributions to actual results.

2) Route is not in operation in Q1, current costs primarily reflect fixed vehicle expenses, summer training, and service planning activity.

# Bow Valley *R*egional Transit Services Commission



## Retired Employee Transit Pass (revised motion)

# Report to the Bow Valley Regional Transit Services Commission

## Report 2026-05.08

Revised May 08, 2026 – Report by Matt Simmonds, initial report prepared Apr 6, 2026

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### **SUMMARY/ ISSUE**

Administration has received additional feedback from drivers and staff requesting that the eligibility criteria for the Lifetime Transit Pass program be revised to offer additional flexibility in recognizing long-term service contributions across a broader range of career paths and retirement timelines.

The current eligibility requirement of age 60 with 10 years of service may unintentionally exclude employees who have dedicated significant portions of their careers to the organization but retire earlier or through varying career trajectories. Administration is therefore recommending a revised eligibility framework based on a combined “years of age plus years of service” model, similar to approaches commonly used within pension and retirement benefit structures.

Under the proposed revision, employees would become eligible for the Lifetime Transit Pass upon achieving a combined total of 70 years between age and eligible years of service. Administration believes this approach provides a more flexible and equitable recognition model while maintaining the symbolic and low-cost nature of the program.

#### Administration Recommendation:

That the Board revise the eligibility criteria for the Lifetime Transit Pass program, initially approved on April 16, 2026, from the current requirement of age 60 with a minimum of 10 years of service to a revised requirement of a combined total of 70 years of age and eligible service with the organization.

### **PRIOR SUMMARY/ ISSUE**

Administration has received a staff suggestion to introduce a retiree transit pass for long-tenured employees as a form of recognition for service.

While Roam currently offers competitive compensation and benefits, there is no formal recognition program tied to retirement. A retiree pass would provide a visible, low-cost, low-administration way to acknowledge long-term contributions while reinforcing Roam’s positioning as an employer of choice in a competitive labour market.

Administration is seeking direction from the Board to implement a Roam retiree pass program.

### **INVESTIGATION**

As of April 2026, Roam employs 120 people.

10 employees have  $\geq 10$  years of service

22 employees have 5-9 years of service

Workforce tenure is mixed, with 30 employees aged 60+ who may be approaching traditional retirement eligibility. While many retirees remain in their communities, the unique characteristics of the Bow Valley

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may result in fewer retirees remaining locally, positioning the pass primarily as a gesture of recognition rather than a frequently utilized benefit.

Retiree transit passes are consistent with practices in the transit and airline industries, where long-tenured employees are often provided continued access to services post-retirement at minimal incremental cost.

Both Moose Jaw Transit and the Toronto Transit Commission provide a lifetime, system-wide pass to eligible retirees as part of their retiree benefits. Qualification is generally achieved through a minimum of 10 years of service and retirement at age 60. Members of the Canadian Urban Transit Association (CUTA) have confirmed that several other Canadian systems including Calgary Transit, Winnipeg Transit, and Saskatoon Transit offer free retiree transit passes as part of their recognition frameworks for long-serving employees.

Under Canada Revenue Agency guidance, transit passes provided to retired employees of a transit company are generally not a taxable benefit, reducing administrative burden.

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

#### **Direct Financial Impact**

- Estimated retail value of an annual system-wide pass: \$750 per year (seniors' rate)
- Actual incremental cost to Roam is significantly lower, as:
  - service capacity is largely fixed
  - overall pass issuance and utilization are expected to be low
  - marginal cost of additional riders is minimal outside peak periods
  - pass would be non-transferrable, and revokable at the discretion of Roam
- Low expected administrative impact

#### **Expected Uptake**

Roam expects limited uptake, with 1-2 employees becoming eligible annually and approximately 50% utilizing the benefit, resulting in fewer than five active passes over five years. A simple renewal mechanism would help maintain an accurate record of active users while also providing a periodic point of contact with retirees.

# Report to the Bow Valley Regional Transit Services Commission

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Year	Estimated Eligible Retirees	Estimated Uptake	Cumulative Active Passes
Year 1	0-1	0-1	0-1
Year 2	1	0-1	0-2
Year 3	1-2	1	1-3
Year 4	1-2	1	2-4
Year 5	1-2	1	3-5

### BRAND IMPACT

- Reinforces Roam’s positioning as an Employer of Choice in the Bow Valley
- Signals long-term commitment to employees, not just active workforce
- Aligns with community-facing values (employees using the system post-retirement)**OPTIONS**

Option	Description	Cost Exposure	Employee / Brand Impact	Precedent / Risk	Overall Assessment
1. Lifetime Pass	Lifetime pass for eligible retirees	Low – minimal incremental cost, expected utilization	High – strong recognition, aligns with “employer of choice”	Moderate – ongoing expectation, harder to reverse	High impact, low cost, low governance risk
2. Tiered Approach	Benefit scales 5–10 yrs limited 10+ yrs lifetime	Moderate – depends on structure	High – aligns benefit with contribution	Moderate – potential fairness debate	Most tailored, but adds complexity and friction

### RISKS

- One organization has expressed their initial program offering was too broad (including those separating due to illness, and widows/widowers of eligible members) and there are plans to review the overall provision
- Definition of Retirement: Potential for perceived inequity based on age
- Potential for misuse
- Precedent risk: May create expectations for other employee groups or new benefits over time

# Bow Valley *R*egional Transit Services Commission



## **Transit Facility Conceptual Design and Implementation Plan**

Continued Board Discussion