

Forecast Scenarios

Scenario 1 - Maintain Service Levels - NOTE: All assumptions are made strictly for forecast modelling purposes. Actual future operational timelines, service delivery, financial figures, infrastructure timelines, service levels, etc. may differ from what is presented here.

Table 1A - Service Hours Forecast

Annual Service Hours	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Base Service Hours (Excludes pull/deadhead)	2,135,987	2,135,987	2,135,987	2,135,987	2,135,987	2,135,987	2,135,987	2,135,987	2,135,987	2,135,987	2,135,987
On Demand Service (Funded)	169,329	199,680	199,680	199,680	199,680	199,680	199,680	199,680	199,680	199,680	199,680
Service Hour Growth (Funded)	8,500	26,000	26,000	26,000	26,000	26,000	26,000	26,000	26,000	26,000	26,000
Satellite Garage Service Hours - 40 Buses (Lease Unfunded, Bus Capital Unfunded, Bus OIC Unfunded)			25,000	75,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
New Buses for Growth Transit Garage (Bus Capital Unfunded, Bus OIC Unfunded)									100,000	137,500	175,000
Valley Line Southeast LRT (Capital Funded, OIC Funded)		66,066	66,066	66,066	66,066	66,066	66,066	66,066	66,066	66,066	66,066
Metro Line LRT - Blatchford Extension (Capital Funded, OIC Unfunded)		0	0	0	0	0	0	0	0	0	0
Valley Line West LRT (Capital Funded, OIC Unfunded)						71,214	71,214	71,214	71,214	71,214	71,214
Capital Line South LRT (Capital Funded, OIC Unfunded)						12,979	12,979	12,979	12,979	12,979	12,979
Total Service Hours	2,313,816	2,427,733	2,452,733	2,502,733	2,527,733	2,611,926	2,611,926	2,611,926	2,711,926	2,749,426	2,786,926
Population	1,120,700	1,147,600	1,173,100	1,197,200	1,220,900	1,243,500	1,264,200	1,284,000	1,304,100	1,324,800	1,345,100
Service Hours Per Capita	2.06	2.12	2.09	2.09	2.07	2.10	2.07	2.03	2.08	2.08	2.07

Definitions

- OIC: Operating Impact of Capital - the ongoing annual operating costs associated with putting new capital projects into operational service.
- Service Hours: total hours of funded transit service.

Table 1B - Bus Fleet Growth and Capital Costs

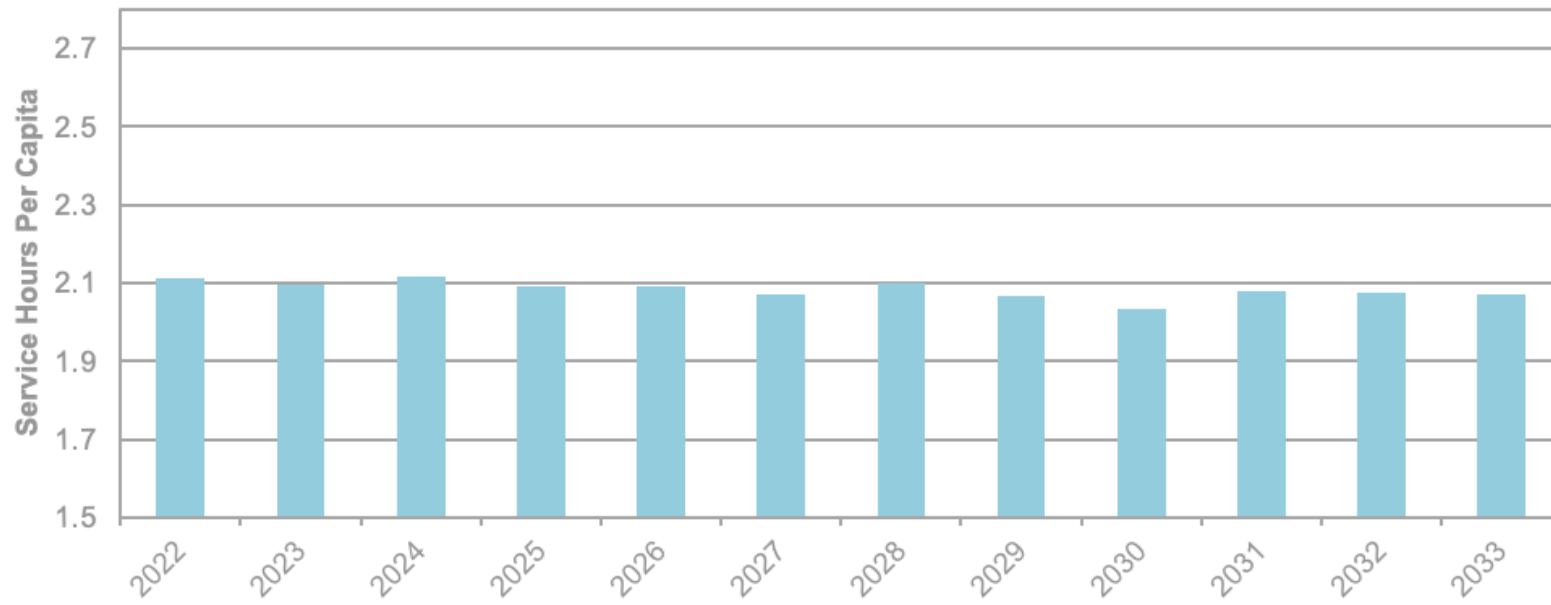
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Number of Buses - Base Service	944	944	944	944	944	944	944	944	944	944	944
Bus Growth - Incremental			10	20	10				40	15	15
Bus Growth - Cumulative	0	0	10	30	40	40	40	40	80	95	110
Total Bus Fleet	944	944	954	974	984	984	984	984	1024	1039	1054
Price of 40-Foot E-Bus (\$000)	\$1,381	\$1,455	\$1,494	\$1,525	\$1,556	\$1,584	\$1,616	\$1,651	\$1,686	\$1,723	\$1,761
Bus Fleet Growth Capital Costs - E-Buses (\$000)¹			\$14,937	\$30,505	\$15,558				\$67,453	\$25,847	\$26,412

Table 1C - Financial Forecast Summary

\$000s	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Revenues	\$131,633	\$148,146	\$158,456	\$165,749	\$173,764	\$225,530	\$231,013	\$239,005	\$244,763	\$256,127	\$264,181
Expenditures	\$429,494	\$439,005	\$447,991	\$460,004	\$473,773	\$529,513	\$538,753	\$553,503	\$576,188	\$596,287	\$613,312
Net Operating Requirement	\$297,861	\$290,859	\$289,535	\$294,255	\$300,009	\$303,983	\$307,740	\$314,498	\$331,425	\$340,160	\$349,131
Approved Budget Net Operating Requirement (At Time of Fall 2022 SOBA)	\$297,861	\$286,192	\$280,402	\$278,866	\$278,866	\$278,866	\$278,866	\$278,866	\$278,866	\$278,866	\$278,866
Additional Net Operating Requirement Above Budgeted Net Operating Requirement (2023-26)	\$0	\$4,667	\$9,133	\$15,389	\$21,143	\$25,117	\$28,875	\$35,632	\$52,559	\$61,294	\$70,265
Incremental Net Operating Requirement		\$4,667	\$4,466	\$6,255	\$5,755	\$3,974	\$3,758	\$6,757	\$16,927	\$8,735	\$8,971
Incremental Net Operating Requirement (Tax Increase Equivalent)		0.2%	0.2%	0.3%	0.3%	0.2%	0.1%	0.3%	0.6%	0.3%	0.3%

¹ Assumes all future growth buses are 40-foot E-buses.

Figure 1D - Service Hours Per Capita



Attachment 1

Scenario 2 - Grow Service Levels - NOTE: All assumptions are made strictly for forecast modelling purposes. Actual future operational timelines, service delivery, financial figures, infrastructure timelines, service levels, etc. may differ from what is presented here.

Table 2A - Service Hours Forecast

Annual Service Hours	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Base Service Hours (Excludes pull/deadhead)	2,135,987	2,135,987	2,135,987	2,135,987	2,135,987	2,135,987	2,135,987	2,135,987	2,135,987	2,135,987	2,135,987
On Demand Service (Funded)	169,329	199,680	199,680	199,680	199,680	199,680	199,680	199,680	199,680	199,680	199,680
Service Hour Growth (Funded)	8,500	26,000	26,000	26,000	26,000	26,000	26,000	26,000	26,000	26,000	26,000
Satellite Garage Service Hours - 40 Buses (Lease Unfunded, Bus Capital Unfunded, Bus OIC Unfunded)			100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
New Buses for Growth Transit Garage (Bus Capital Unfunded, Bus OIC Unfunded)							187,500	375,000	562,500	750,000	937,500
Valley Line Southeast LRT (Capital Funded, OIC Funded)		66,066	66,066	66,066	66,066	66,066	66,066	66,066	66,066	66,066	66,066
Metro Line LRT - Blatchford Extension (Capital Funded, OIC Unfunded)		0	0	0	0	0	0	0	0	0	0
Valley Line West LRT (Capital Funded, OIC Unfunded)						71,214	71,214	71,214	71,214	71,214	71,214
Capital Line South LRT (Capital Funded, OIC Unfunded)						12,979	12,979	12,979	12,979	12,979	12,979
Total Service Hours	2,313,816	2,427,733	2,527,733	2,527,733	2,527,733	2,611,926	2,799,426	2,986,926	3,174,426	3,361,926	3,549,426
Population	1,120,700	1,147,600	1,173,100	1,197,200	1,220,900	1,243,500	1,264,200	1,284,000	1,304,100	1,324,800	1,345,100
Service Hours Per Capita	2.06	2.12	2.15	2.11	2.07	2.10	2.21	2.33	2.43	2.54	2.64

Table 2B - Bus Fleet Growth and Capital Costs

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Number of Buses - Base Service	944	944	944	944	944	944	944	944	944	944	944
Bus Growth - Incremental			40				75	75	75	75	75
Bus Growth - Cumulative	0	0	40	40	40	40	115	190	265	340	415
Total Bus Fleet	944	944	984	984	984	984	1059	1134	1209	1284	1359
Price of 40-Foot E-Bus (\$000)	\$1,381	\$1,455	\$1,494	\$1,525	\$1,556	\$1,584	\$1,616	\$1,651	\$1,686	\$1,723	\$1,761
Bus Fleet Growth Capital Costs - E-Buses (\$000)²			\$59,747				\$121,184	\$123,789	\$126,474	\$129,237	\$132,060

Table 2C - Financial Forecast Summary

\$000s	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Revenues	\$131,633	\$148,146	\$161,865	\$166,909	\$173,764	\$225,530	\$240,762	\$259,205	\$270,573	\$291,545	\$309,844
Expenditures	\$429,494	\$439,005	\$460,731	\$464,274	\$473,773	\$529,513	\$575,632	\$622,779	\$663,262	\$713,772	\$762,334
Net Operating Requirement	\$297,861	\$290,859	\$298,866	\$297,365	\$300,009	\$303,983	\$334,869	\$363,573	\$392,689	\$422,227	\$452,490
Approved Budget Net Operating Requirement (At Time of Fall 2022 SOBA)	\$297,861	\$286,192	\$280,402	\$278,866	\$278,866	\$278,866	\$278,866	\$278,866	\$278,866	\$278,866	\$278,866
Additional Net Operating Requirement Above Budgeted Net Operating Requirement (2023-26)	\$0	\$4,667	\$18,464	\$18,500	\$21,143	\$25,117	\$56,004	\$84,708	\$113,823	\$143,362	\$173,624
Incremental Net Operating Requirement		\$4,667	\$13,797	\$35	\$2,644	\$3,974	\$30,887	\$28,704	\$29,116	\$29,538	\$30,263
Incremental Net Operating Requirement (Tax Increase Equivalent)		0.2%	0.7%	0.0%	0.1%	0.2%	1.2%	1.1%	1.1%	1.0%	1.0%

² Assumes all future growth buses are 40-foot E-buses.

Figure 2D - Service Hours Per Capita

