



#6 - Financial and Performance Report

Period Ending December 31, 2021

Victoria Regional
Transit
Commission

Financial Summary

(figures in thousands)

	December 2021 Year to Date				2021/22			
	Budget	Actual	Variance (Un) Favourable		Budget	Forecast	Variance (Un) Favourable	
Revenues								
Passenger & Advert. Revenue	\$19,425	\$22,596	\$3,171	16.3%	\$25,866	\$30,036	\$4,171	16.1%
Use of Safe Restart Funding	15,992	15,992	-	0.0%	21,323	21,323	-	0.0%
Provincial Operating Contribution	33,069	33,336	267	0.8%	45,202	45,707	505	1.1%
Fuel Tax Revenue	14,080	14,071	(9)	(0.1%)	18,360	18,360	-	0.0%
Local Contribution	25,312	23,064	(2,248)	(8.9%)	36,474	33,679	(2,795)	(7.7%)
Total Revenue	\$107,878	\$109,059	\$1,181	1.1%	\$147,224	\$149,105	\$1,881	1.3%
Expenses								
Operations	\$60,837	\$61,380	(\$543)	(0.9%)	\$83,651	\$83,831	(\$180)	(0.2%)
Maintenance	22,700	22,991	(291)	(1.3%)	30,552	31,354	(802)	(2.6%)
Administration	12,023	12,299	(276)	(2.3%)	16,562	17,356	(794)	(4.8%)
<i>Total Operating Expenses</i>	95,560	96,670	(1,110)	(1.2%)	130,765	132,541	(1,776)	(1.4%)
Lease Fees	12,318	12,389	(71)	(0.6%)	16,459	16,564	(105)	(0.6%)
Total Expenses	\$107,878	\$109,059	(\$1,181)	(1.1%)	\$147,224	\$149,105	(\$1,881)	(1.3%)

Revenue and Passenger Trips

(figures in thousands, except ratios)

	December 2021 Year to Date				2021/22			
	Budget	Actual	Variance (Un) Favourable		Budget	Forecast	Variance (Un) Favourable	
Passenger	\$18,915	\$22,082	\$3,167	16.7%	\$25,186	\$29,350	\$4,165	16.5%
Advertising	510	514	4	0.8%	680	686	6	0.9%
Total Passenger & Advertising	\$19,425	\$22,596	\$3,171	16.3%	\$25,866	\$30,036	\$4,171	16.1%
<i>Passenger Trips (Total)</i>	<i>10,521</i>	<i>12,134</i>	<i>1,613</i>	<i>15.3%</i>	<i>14,601</i>	<i>16,938</i>	<i>2,337</i>	<i>16.0%</i>
<i>Passenger Trips (excluding Taxi)</i>	<i>10,499</i>	<i>12,110</i>	<i>1,611</i>	<i>15.3%</i>	<i>14,571</i>	<i>16,903</i>	<i>2,332</i>	<i>16.0%</i>
<i>Average Fare</i>	<i>\$1.80</i>	<i>\$1.82</i>	<i>\$0.02</i>	<i>1.1%</i>	<i>\$1.73</i>	<i>\$1.74</i>	<i>\$0.01</i>	<i>0.6%</i>

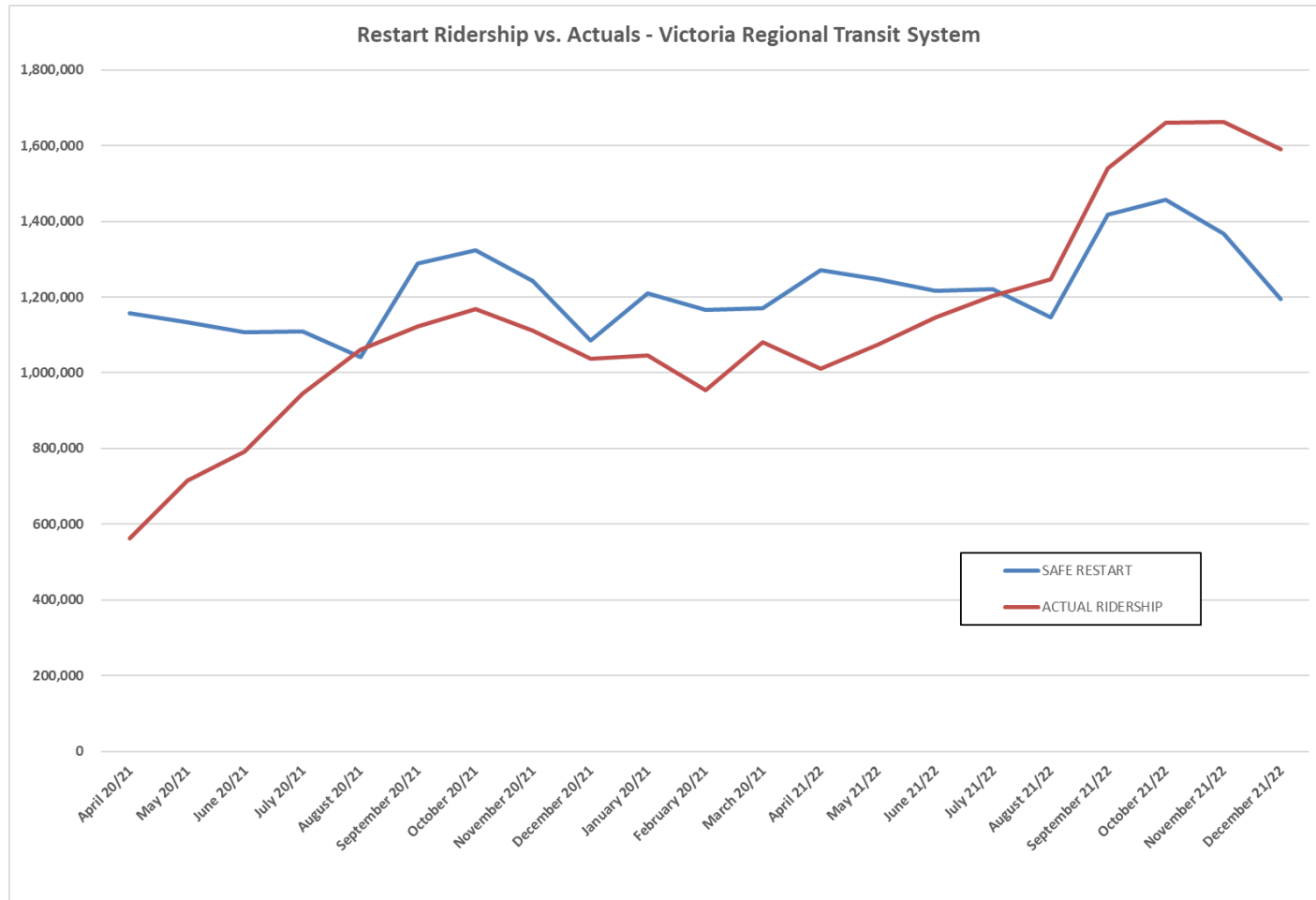
Year to Date

- Passenger revenue is \$3.2M or 16.7% above budget due to higher than budgeted passenger trips and higher UPass revenues associated with in-person sessions at post secondary institutions as of September.
- Passenger trips are 15.3% above budget.

Forecast

- Passenger revenue is forecast to be \$4.2M above budget at year end. This reflects higher cash and prepaid fares, an early start to in-person sessions at post secondary institutions as of September 2021, higher post secondary enrollment, and higher youth pass revenues.
- Passenger trips are forecasted to be 16% above budget.

Ridership vs Safe Restart Assumptions



Safe Restart ridership assumptions were based on 50% of 19/20 ridership levels for fiscal 2020/21 and 55% of 19/20 ridership levels in fiscal 2021/22.

Provincial Operating Contribution, Fuel Tax and Local Contribution

(figures in thousands, except ratios)

	December 2021 Year to Date				2021/22			
	Budget	Actual	Variance (Un) Favourable		Budget	Forecast	Variance (Un) Favourable	
Safe Restart Funding	\$15,992	\$15,992	\$0	0.0%	\$21,323	\$21,323	\$0	0.0%
Provincial Operating Contribution	33,069	33,336	267	0.8%	45,202	45,707	505	1.1%
Fuel Tax Revenue	14,080	14,071	(9)	(0.1%)	18,360	18,360	-	0.0%
Local Contribution	25,312	23,064	(2,248)	(8.9%)	36,474	33,679	(2,795)	(7.7%)

Safe Restart Funding in the amount of \$21.3M will be used in fiscal 2021/22.

Provincial Operating Contribution is 0.8% over budget year to date and is forecast to be over budget by 1.1% at year end due to higher operating costs.

Fuel Tax Revenue generated from a 5.5 cent per litre fuel tax is on budget year to date. The full year forecast is on budget.

Local Contribution is \$2.2M under budget year to date due to higher passenger revenues. By year end, local contribution will be \$2.8M below budget due to higher passenger revenues offset by higher operating costs.

Operations

(figures in thousands, except ratios)

	December 2021 Year to Date				2021/22			
	Budget	Actual	Variance (Un) Favourable		Budget	Forecast	Variance (Un) Favourable	
Operations (excl. Fuel)	\$54,740	\$53,682	\$1,058	1.9%	\$75,429	\$73,262	\$2,167	2.9%
Fuel	6,097	7,698	(1,601)	(26.3%)	8,222	10,569	(2,347)	(28.5%)
Total Operations	\$60,837	\$61,380	(\$543)	(0.9%)	\$83,651	\$83,831	(\$180)	(0.2%)
Service Hours	729	711	(18)	(2.5%)	981	948	(33)	(3.4%)
Operations Cost/Service Hour	\$83.45	\$86.33	(\$2.88)	(3.4%)	\$85.27	\$88.43	(\$3.16)	(3.7%)

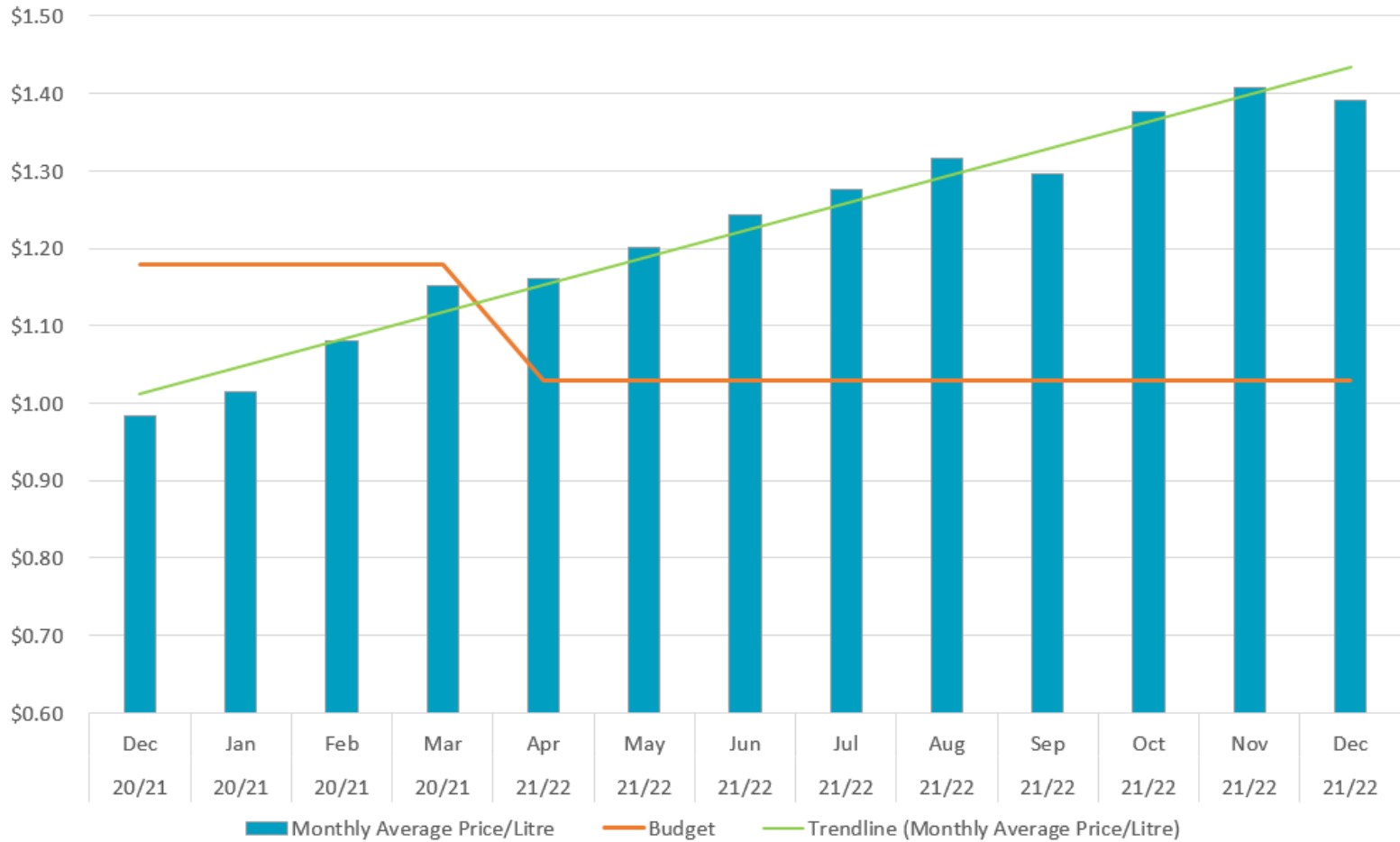
Year to Date

- Operations expense excluding fuel is \$1M or 1.9% below budget, mainly due to the capitalization of the Island Highway project, previously budgeted as an operating project, and lower ICBC expenses. Lower service hour costs are offset by higher overtime costs.
- Fuel is 26.3% above budget with an average diesel price/litre of \$1.30 compared to a budget of \$1.03.
- Service hours are 18,000 below budget primarily due to labour shortages.

Forecast

- Operations expenses are forecasted to be \$2.2M below budget due to the capitalization of the Island Highway project and favourable ICBC expenses.
- Fuel is forecasted to be \$2.3M above budget based on an average diesel price/litre of \$1.42/litre for the remaining 3 months of the year, compared to a budget of \$1.03/litre.
- Service hours are forecast to be 33,000 hours below budget due to labour shortages.

Victoria Conventional Average Monthly Diesel Price Trailing 12 Months



Maintenance

(figures in thousands, except ratios)

	December 2021 Year to Date				2021/22			
	Budget	Actual	Variance (Un) Favourable		Budget	Forecast	Variance (Un) Favourable	
Fleet Maintenance	\$19,428	\$19,628	(\$200)	(1.0%)	\$26,090	\$26,591	(\$501)	(1.9%)
Facilities Maintenance	3,272	3,363	(91)	(2.8%)	4,462	4,763	(301)	(6.7%)
Total Maintenance	\$22,700	\$22,991	(\$291)	(1.3%)	\$30,552	\$31,354	(\$802)	(2.6%)
Service Hours	729	711	(18)	(2.5%)	981	948	(33)	(3.4%)
Fleet Maintenance Cost/Service Hour	\$26.65	\$27.61	(\$0.96)	(3.6%)	\$26.60	\$28.05	(\$1.45)	(5.5%)

Year to Date

- Fleet maintenance is \$200,000 above budget due to higher labour and material expense.
- Facilities maintenance is \$91,000 above budget due to higher outside services and janitorial expense.

Forecast

- Fleet maintenance is forecasted to \$0.5M above budget with higher labour and parts expenses offset by lower Covid-19 related costs.
- Facility maintenance is forecasted to be \$0.3M over budget related to higher expenses for Victoria Facilities Master Plan and higher than budgeted facility cleaning costs.

Administration

(figures in thousands)

	December 2021 Year to Date			2021/22		
	Budget	Actual	Variance (Un) Favourable	Budget	Forecast	Variance (Un) Favourable
Administration	\$12,023	\$12,299	(\$276) (2.3%)	\$16,562	\$17,356	(\$794) (4.8%)

Year to Date

- Administration expenses are above budget by \$0.3M due to information technology and legal expenses.

Forecast

- Administration expenses are forecast to be \$0.8M above budget due to higher legal, information technology and labour expenses.

Lease Fees

(figures in thousands)

	December 2021 Year to Date			2021/22		
	Budget	Actual	Variance (Un) Favourable	Budget	Forecast	Variance (Un) Favourable
Lease Fees	\$12,318	\$12,389	(\$71) (0.6%)	\$16,459	\$16,564	(\$105) (0.6%)

Lease Fees are on budget year to date and forecasted to be on budget.

Transit Fund

VICTORIA REGIONAL TRANSIT COMMISSION <i>(figures in thousands)</i>	2021/22 Budget	2021/22 Forecast
LOCAL CONTRIBUTION		
Total Local Contribution Required	\$36,474	\$33,679
Funds generated from Transit Levy	\$33,354	\$34,313
Balance from / (to) Transit Fund	\$3,120	(\$634)
TRANSIT FUND		
Final Balance, March 31, 2021	\$50,140	\$50,140
Victoria Regional Transit System		
Budgeted Contribution	(3,120)	(3,120)
Higher lease fees		(105)
Higher operating costs (Commission share)		(1,271)
Higher property tax revenue		959
Higher passenger revenue		4,171
Cowichan Valley Commuter		
Budgeted Contribution	(90)	(96)
Other		
Safe Restart funding usage (2021/22)	(21,323)	(21,323)
Interest & Other	100	400
Balance, March 31, 2022	\$25,707	\$29,755

Victoria Regional Transit Commission

Performance and Benchmarking

Conventional Transit Performance

(figures in thousands, except ratios)

	December 2021 Year to Date				2021/22			
	Budget	Actual	Variance (Un) Favourable		Budget	Forecast	Variance (Un) Favourable	
Passenger Trips ('000)	10,372	11,951	1,579	15.2%	14,396	16,701	2,305	16.0%
Service Hours ('000)	633	619	(14)	(2.2%)	854	824	(30)	(3.5%)
Total Operating Cost ('000)	\$86,683	\$88,072	(\$1,389)	(1.6%)	\$118,787	\$120,748	(\$1,961)	(1.7%)
Passenger Trips per Service Hour	16.4	19.3	2.9	17.8%	16.9	20.3	3.4	20.2%
Operating Cost per Service Hour	\$136.94	\$142.28	(\$5.34)	(3.9%)	\$139.09	\$146.54	(\$7.45)	(5.4%)
Operating Cost per Passenger Trip	\$8.36	\$7.37	\$0.99	11.8%	\$8.25	\$7.23	\$1.02	12.4%
Operating Cost Recovery	22.3%	25.6%	3.2%	14.6%	21.7%	24.8%	3.1%	14.3%
Service Hours per Capita	n/a	n/a	n/a	n/a	2.5	2.4	(0.1)	(4.0%)
Passenger Trips per Capita	n/a	n/a	n/a	n/a	41.5	48.2	6.7	16.1%

Conventional Service Area Population of 346,684 used in per capita calculations

Custom Transit Performance

(figures in thousands, except ratios)

	December 2021 Year to Date				2021/22			
	Budget	Actual	Variance (Un) Favourable		Budget	Forecast	Variance (Un) Favourable	
Passenger Trips ('000) (Total)	149	183	34	22.8%	205	237	32	15.6%
Passenger Trips ('000) (excluding Taxi)	127	159	32	25.2%	175	202	27	15.4%
Service Hours ('000)	96	92	(4)	(4.2%)	127	124	(3)	(2.4%)
Total Operating Cost ('000)	\$8,877	\$8,598	\$279	3.1%	\$11,978	\$11,793	\$185	1.5%
Passenger Trips per Service Hour (excl. Taxi)	1.3	1.7	0.4	30.8%	1.4	1.6	0.2	14.3%
Operating Cost per Service Hour (excl. Taxi)	\$89.28	\$90.63	(\$1.35)	(1.5%)	\$90.73	\$91.44	(\$0.71)	(0.8%)
Operating Cost per Passenger Trip	\$59.58	\$46.98	\$12.60	21.1%	\$58.43	\$49.76	\$8.67	14.8%
Operating Cost Recovery (excl. Taxi)	1.10%	1.12%	0.02%	1.7%	1.13%	1.10%	(0.03%)	(2.7%)
Service Hours per Capita	n/a	n/a	n/a	n/a	0.33	0.32	(0.0)	(3.0%)
Passenger Trips per Capita	n/a	n/a	n/a	n/a	0.5	0.6	0.1	20.0%

Custom Service Area Population of 389,270 used in per capita calculations