

# #6 - Financial and Performance Report

Period Ending March 31, 2022

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Victoria Regional  
Transit  
Commission

# Financial Summary

<i>(figures in thousands)</i>	2021/22	2021/22	2020/21	Variance		Variance	
	Budget	Final	Actual	to Budget		Year over Year	
				(Un) Favourable		(Un) Favourable	
<b>Revenues</b>							
Passenger & Advert. Revenue	\$25,866	\$31,076	\$22,718	\$5,210	20.1%	\$8,358	36.8%
Use of Safe Restart Funding	21,323	21,323	21,323	-	0.0%	-	-
Provincial Operating Contribution	45,202	44,992	41,086	(210)	(0.5%)	3,906	9.5%
Fuel Tax Revenue	18,360	17,945	16,433	(415)	(2.3%)	1,512	9.2%
Local Contribution	36,474	31,677	30,020	(4,797)	(13.2%)	1,657	5.5%
<b>Total Revenue</b>	<b>\$147,224</b>	<b>\$147,013</b>	<b>\$131,580</b>	<b>(\$211)</b>	<b>(0.1%)</b>	<b>\$15,433</b>	<b>11.7%</b>
<b>Expenses</b>							
Operations	\$83,651	\$82,533	\$75,011	\$1,118	1.3%	(\$7,522)	(10.0%)
Maintenance	30,552	30,730	30,018	(178)	(0.6%)	(712)	(2.4%)
Administration	16,562	17,228	14,505	(666)	(4.0%)	(2,723)	(18.8%)
<i>Total Operating Expenses</i>	130,765	130,491	119,534	274	0.2%	(10,957)	(9.2%)
Lease Fees	16,459	16,522	12,046	(63)	(0.4%)	(4,476)	(37.2%)
<b>Total Expenses</b>	<b>\$147,224</b>	<b>\$147,013</b>	<b>\$131,580</b>	<b>\$211</b>	<b>0.1%</b>	<b>(\$15,433)</b>	<b>(11.7%)</b>

# Revenue and Passenger Trips

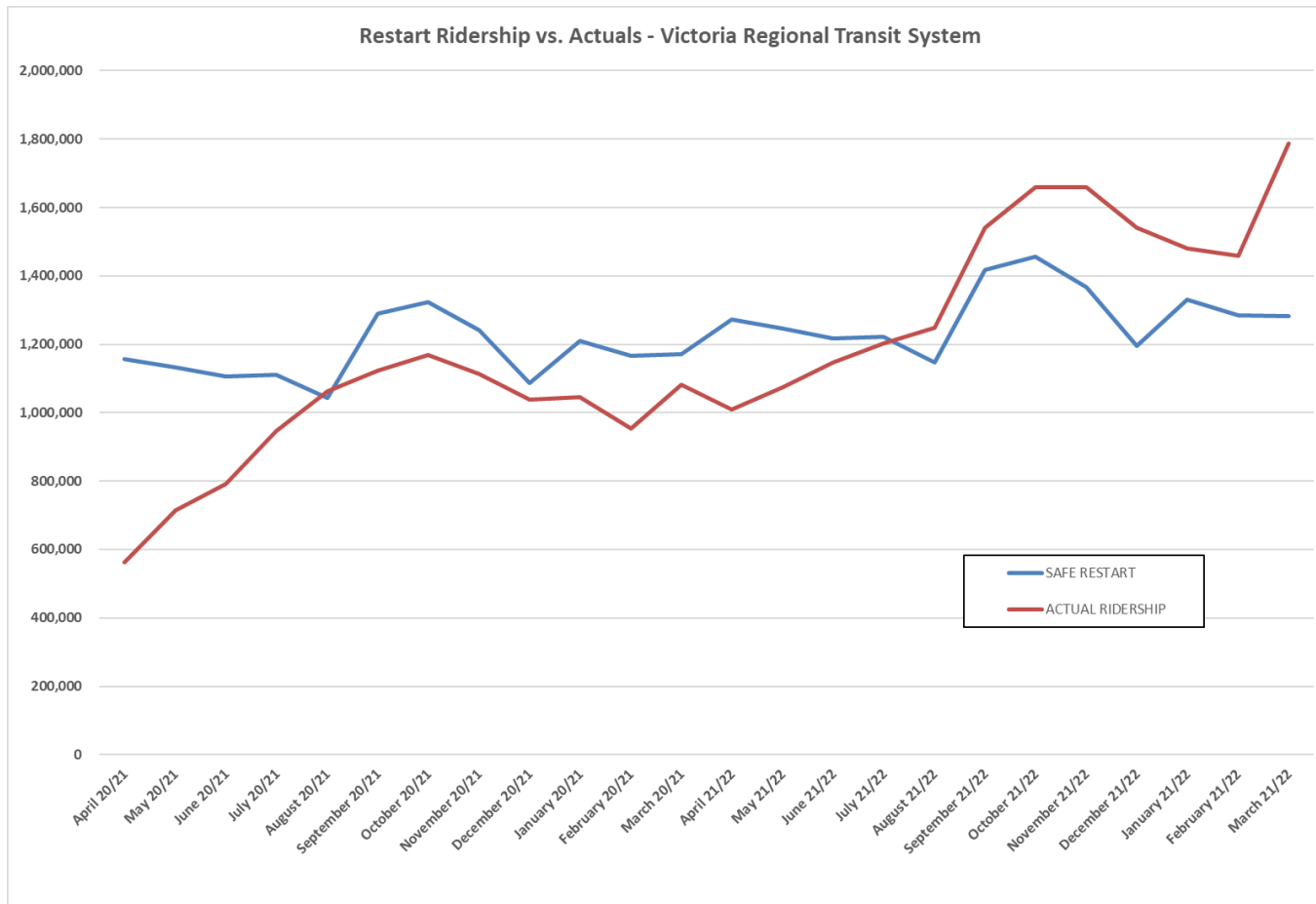
<i>(figures in thousands, except ratios)</i>	2021/22	2021/22	2020/21	Variance		Variance	
	Budget	Final	Actual	to Budget (Un) Favourable		Year over Year (Un) Favourable	
Passenger	\$25,186	\$30,389	\$22,040	\$5,203	20.7%	\$8,349	37.9%
Advertising	680	687	678	7	1.0%	9	1.3%
<b>Total Passenger &amp; Advertising</b>	<b>\$25,866</b>	<b>\$31,076</b>	<b>\$22,718</b>	<b>\$5,210</b>	<b>20.1%</b>	<b>\$8,358</b>	<b>36.8%</b>
<i>Passenger Trips (Total)</i>	14,601	16,809	11,598	2,208	15.1%	5,211	44.9%
<i>Passenger Trips (excluding Taxi)</i>	14,571	16,771	11,577	2,200	15.1%	5,194	44.9%
<i>Average Fare</i>	\$1.73	\$1.81	\$1.90	\$0.08	4.6%	(\$0.09)	(4.7%)

**Passenger revenue** is \$5.2M or 20.7% 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 revenue increased 37.9% from last year and is 71% of pre pandemic levels.

**Advertising revenue** remained on budget, with a 1.3% increase over last year.

**Passenger trips** are 15.1% above budget, an increase of 44.9% from last year and 61% of pre pandemic levels.

# 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

<i>(figures in thousands, except ratios)</i>	2021/22	2021/22	2020/21	Variance		Variance	
	Budget	Final	Actual	to Budget (Un) Favourable		Year over Year (Un) Favourable	
Use of Safe Restart Funding	\$21,323	<b>\$21,323</b>	\$0	\$0	0.0%	\$21,323	-
Provincial Operating Contribution	\$45,202	<b>\$44,992</b>	\$41,086	(\$210)	(0.5%)	\$3,906	9.5%
Fuel Tax Revenue	\$18,360	<b>\$17,945</b>	\$16,433	(\$415)	(2.3%)	\$1,512	9.2%
Local Contribution	\$36,474	<b>\$31,677</b>	\$30,020	(\$4,797)	(13.2%)	\$1,657	5.5%

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

**Provincial Operating Contribution** was 0.5% under budget due to lower operating costs for the custom system.

**Fuel Tax Revenue** generated from a 5.5 cent per litre fuel tax is 415K (2.3%) under budget and increased \$1.5M from last year.

**Local Contribution** is \$4.8M under budget due to higher passenger revenues.



# Operations

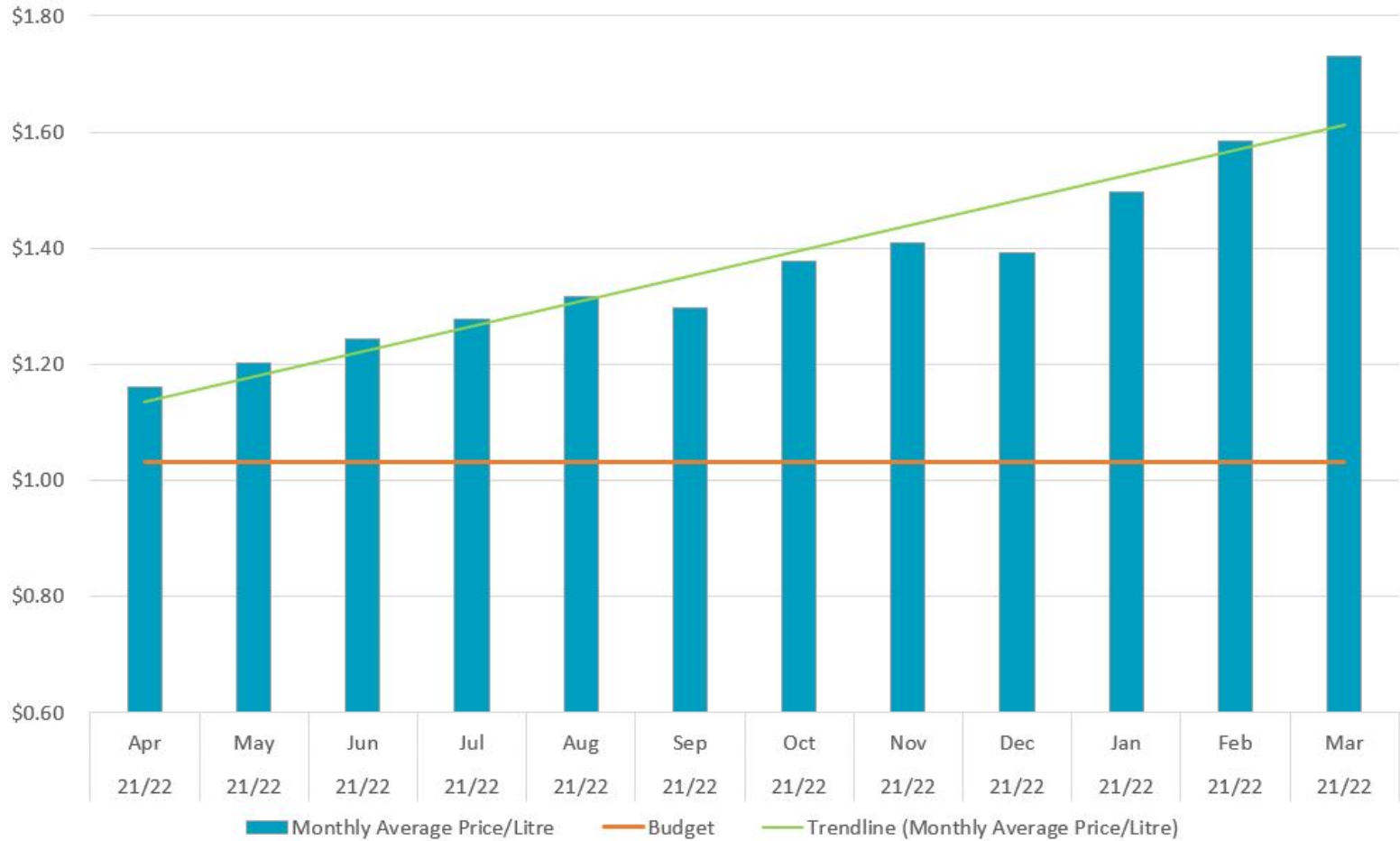
<i>(figures in thousands, except ratios)</i>	<b>2021/22</b>	<b>2021/22</b>	<b>2020/21</b>	<b>Variance</b>		<b>Variance</b>	
	<b>Budget</b>	<b>Final</b>	<b>Actual</b>	<b>to Budget</b>		<b>Year over Year</b>	
				<i>(Un) Favourable</i>		<i>(Un) Favourable</i>	
Operations (excl. Fuel)	\$75,429	\$71,945	\$68,077	\$3,484	4.6%	(\$3,868)	(5.7%)
Fuel	8,222	10,588	6,934	(2,366)	(28.8%)	(3,654)	(52.7%)
<b>Total Operations</b>	<b>\$83,651</b>	<b>\$82,533</b>	<b>\$75,011</b>	<b>\$1,118</b>	<b>1.3%</b>	<b>(\$7,522)</b>	<b>(10.0%)</b>
<i>Service Hours</i>	981	932	912	(49)	(5.0%)	20	2.2%
<i>Operations Cost/Service Hour</i>	\$85.27	\$88.55	\$82.25	(\$3.28)	(3.9%)	(\$6.30)	(7.7%)

**Operations** expense excluding fuel is \$3.4M or 4.6% 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. Year over year increases are due to higher labour and taxi costs and higher service hours.

**Fuel** is \$2.4M (28.8%) above budget with an average diesel price/litre of \$1.38 compared to a budget of \$1.03. The average fuel price for the prior year was \$0.93/litre. CNG diesel litre equivalent (DLE) was \$0.34 compared to a budget of \$0.28, and a prior year average price of \$0.29/DLE.

**Service hours** increased 2.2% from the prior year and were 49,000 below budget primarily due to labour shortages.

## Victoria Conventional Average Monthly Diesel Price Trailing 12 Months



# Maintenance

<i>(figures in thousands, except ratios)</i>	2021/22	2021/22	2020/21	Variance		Variance	
	Budget	Final	Actual	to Budget (Un) Favourable		Year over Year (Un) Favourable	
Fleet Maintenance	\$26,090	\$25,800	\$24,780	\$290	1.1%	(\$1,020)	(4.1%)
Facilities Maintenance	4,462	4,930	5,238	(468)	(10.5%)	308	5.9%
<b>Total Maintenance</b>	<b>\$30,552</b>	<b>\$30,730</b>	<b>\$30,018</b>	<b>(\$178)</b>	<b>(0.6%)</b>	<b>(\$712)</b>	<b>(2.4%)</b>
<i>Service Hours</i>	981	932	912	(49)	(5.0%)	20	2.2%
<i>Fleet Maintenance Cost/Service Hour</i>	\$26.60	\$27.68	\$27.17	(\$1.09)	(4.1%)	(\$0.51)	(1.9%)

**Fleet maintenance** is \$290K below budget due to higher labour and parts expenses offset by lower Covid-19 related costs. Year over year increase due to higher labour and material expenses.

**Facilities maintenance** is \$468K over budget primarily due higher outside services and Victoria Facilities Master Plan costs. Year over year decrease due to the reallocation of facility costs to shared services.



# Administration

<i>(figures in thousands)</i>	2021/22	2021/22	2020/21	Variance		Variance	
	Budget	Final	Actual	to Budget (Un) Favourable		Year over Year (Un) Favourable	
<b>Administration</b>	\$16,562	\$17,228	\$14,505	(\$666)	(4.0%)	(\$2,723)	(18.8%)

**Administration expenses** are over budget by \$0.7M due to increased expenses for administration related information systems, legal and labour expenses. Year over year increase of \$2.7M due to information systems expense and additional employees to support initiatives.

# Lease Fees

<i>(figures in thousands)</i>	2021/22	2021/22	2020/21	Variance		Variance	
	Budget	Final	Actual	to Budget (Un) Favourable		Year over Year (Un) Favourable	
<b>Lease Fees</b>	\$16,459	\$16,522	\$12,046	(\$63)	(0.4%)	(\$4,476)	(37.2%)

**Lease Fees** were on budget and \$4.5M higher year over year due to the 6 month vehicle lease fee reduction from July – December 2020.

# Transit Fund

<b>VICTORIA REGIONAL TRANSIT SYSTEM</b> <i>(figures in thousands)</i>	<b>2021/22 Budget</b>	<b>2021/22 Final</b>
<b>LOCAL CONTRIBUTION</b>		
Total Local Contribution Required	\$36,474	\$31,677
Funds generated from Transit Levy	\$33,354	\$34,635
Balance from / (to) Transit Fund	\$3,120	(\$2,958)
<b>TRANSIT FUND</b>		
<b>Final Balance, March 31, 2021</b>	<b>\$50,140</b>	<b>\$50,140</b>
Budgeted Contribution	(3,120)	(3,120)
Additional property tax revenue		1,281
Lower operating costs (Commission share)		65
Higher lease fees		(63)
Lower fuel tax revenue		(415)
Higher passenger revenue		5,210
Contribution to Cowichan Valley Commuter	(90)	(97)
<b>Other</b>		
Safe Restart Addl Contribution (2021/22)		17,297
Safe Restart funding usage	(21,323)	(21,323)
Interest & Other	100	408
<b>Balance, March 31, 2022</b>	<b>\$25,707</b>	<b>\$49,382</b>

# Victoria Regional Transit Commission

## Performance and Benchmarking

# Conventional Transit Performance

<i>(figures in thousands, except ratios)</i>	<b>2021/22</b>	<b>2021/22</b>	<b>2020/21</b>	<b>Variance</b>		<b>Variance</b>	
	<b>Budget</b>	<b>Final</b>	<b>Actual</b>	<b>to Budget</b>		<b>Year over Year</b>	
				<b>(Un) Favourable</b>		<b>(Un) Favourable</b>	
Passenger Trips ('000)	14,396	16,564	11,453	2,168	15.1%	5,111	44.6%
Service Hours ('000)	854	810	793	(44)	(5.2%)	17	2.1%
Total Operating Cost ('000)	\$118,787	\$118,903	\$109,327	(\$116)	(0.1%)	(\$9,576)	(8.8%)
Passenger Trips per Service Hour	16.9	20.4	14.4	3.6	21.3%	6.0	41.6%
Operating Cost per Service Hour	\$139.09	\$146.79	\$137.87	(\$7.70)	(5.5%)	(\$8.92)	(6.5%)
Operating Cost per Passenger Trip	\$8.25	\$7.18	\$9.55	\$1.07	13.0%	\$2.37	24.8%
Operating Cost Recovery	21.7%	26.0%	20.7%	4.3%	20.0%	5.3%	25.6%
Service Hours per Capita	2.50	2.34	2.34	(0.16)	(6.4%)	-	0.0%
Passenger Trips per Capita	41.50	47.78	33.78	6.28	15.1%	14.00	41.4%

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

# Custom Transit Performance

<i>(figures in thousands, except ratios)</i>	2021/22	2021/22	2020/21	Variance		Variance	
	Budget	Final	Actual	to Budget		Year over Year	
				(Un) Favourable		(Un) Favourable	
Passenger Trips ('000) (Total)	205	245	145	40	19.5%	100	69.0%
Passenger Trips ('000) (excluding Taxi)	175	207	124	32	18.3%	83	66.9%
Service Hours ('000)	127	122	119	(5)	(3.9%)	3	2.5%
Total Operating Cost ('000)	\$11,978	\$11,588	\$10,207	\$390	3.3%	(\$1,381)	(13.5%)
Passenger Trips per Service Hour (excl. Taxi)	1.4	1.7	1.0	0.3	21.4%	0.7	70.0%
Operating Cost per Service Hour (excl. Taxi)	\$90.73	\$91.90	\$85.77	(\$1.17)	(1.3%)	(\$6.13)	(7.1%)
Operating Cost per Passenger Trip	\$58.43	\$47.30	\$70.39	\$11.13	19.0%	\$23.09	32.8%
Operating Cost Recovery (excl. Taxi)	1.13%	1.14%	0.72%	0.01%	0.7%	0.4%	58.3%
Service Hours per Capita	0.33	0.35	0.35	0.02	6.1%	-	0.0%
Passenger Trips per Capita	0.50	0.60	0.40	0.10	20.0%	0.20	50.0%

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