



#7 Financial and Performance Summary: Q3 YTD

Period Ending December 31, 2022

March 13, 2023



Financial Summary

(figures in thousands)

	December 2022 Year to Date				2022/23			
	Budget	Actual	Variance (Un) Favourable		Budget	Forecast	Variance (Un) Favourable	
Revenues								
Passenger & Advert. Revenue	\$25,096	\$27,605	\$2,509	10.0%	\$33,598	\$37,074	\$3,476	10.3%
Use of Safe Restart Funding	7,255	7,255	-	0.0%	10,882	10,882	-	0.0%
Provincial Operating Contribution	36,248	36,012	(236)	(0.7%)	48,794	49,136	342	0.7%
Fuel Tax Revenue	14,092	13,537	(555)	(3.9%)	18,360	17,805	(555)	(3.0%)
Local Contribution	34,782	31,790	(2,992)	(8.6%)	46,361	43,432	(2,928)	(6.3%)
Total Revenue	\$117,473	\$116,199	(\$1,274)	(1.1%)	\$157,995	\$158,330	\$335	0.2%
Expenses								
Operations	\$66,862	\$66,355	\$507	0.8%	\$89,884	\$90,462	(\$578)	(0.6%)
Maintenance	24,374	23,769	605	2.5%	32,657	32,872	(215)	(0.7%)
Administration	13,775	14,076	(301)	(2.2%)	18,778	18,894	(116)	(0.6%)
<i>Total Operating Expenses</i>	105,011	104,200	811	0.8%	141,319	142,228	(909)	(0.6%)
Lease Fees	12,462	11,999	463	3.7%	16,676	16,102	574	3.4%
Total Expenses	\$117,473	\$116,199	\$1,274	1.1%	\$157,995	\$158,330	(\$335)	(0.2%)

Revenue and Passenger Trips

(figures in thousands, except ratios)

	December 2022 Year to Date				2022/23			
	Budget	Actual	Variance (Un) Favourable		Budget	Forecast	Variance (Un) Favourable	
Passenger	\$24,586	\$27,087	\$2,501	10.2%	\$32,918	\$36,384	\$3,466	10.5%
Advertising	510	518	8	1.6%	680	690	10	1.5%
Total Passenger & Advertising	\$25,096	\$27,605	\$2,509	10.0%	\$33,598	\$37,074	\$3,476	10.3%
<i>Passenger Trips (Total)</i>	14,943	16,379	1,436	9.6%	19,758	21,775	2,017	10.2%
<i>Passenger Trips (excluding Taxi)</i>	14,916	16,340	1,424	9.5%	19,723	21,725	2,002	10.2%
<i>Average Fare</i>	\$1.65	\$1.66	\$0.01	0.6%	\$1.67	\$1.67	\$0.00	0.0%

Year to Date

- Passenger revenue is \$2.5M or 10% above budget due to higher than budgeted passenger trips and higher UPass revenues.
- Passenger trips are 10% above budget.

Forecast

- Passenger revenue is forecast to be \$3.5M above budget at year end. This reflects higher cash, prepaid fares, and UPass revenues.
- Passenger trips are forecasted to be 10% above budget.

Provincial Operating Contribution, Fuel Tax and Local Contribution

(figures in thousands, except ratios)

	December 2022 Year to Date				2022/23			
	Budget	Actual	Variance (Un) Favourable		Budget	Forecast	Variance (Un) Favourable	
Safe Restart Funding	\$7,255	\$7,255	\$0	0.0%	\$10,882	\$10,882	\$0	0.0%
Provincial Operating Contribution	36,248	36,012	(236)	(0.7%)	48,794	49,136	342	0.7%
Fuel Tax Revenue	14,092	13,537	(555)	(3.9%)	18,360	17,805	(555)	(3.0%)
Local Contribution	34,782	31,790	(2,992)	(8.6%)	46,361	43,432	(2,928)	(6.3%)

Safe Restart Funding in the amount of \$10.9M will be used in fiscal 2022/23.

Provincial Operating Contribution is 0.7% below budget year to date and is forecast to be above budget by 0.7% at year-end.

Fuel Tax Revenue generated from a 5.5 cent per litre fuel tax is 4% below budget year to date due to lower sales volumes. The full year forecast is 3% below budget.

Local Contribution is \$3.0M below budget year to date primarily due to higher passenger revenues. By year end, local contribution will be \$2.9M below budget due to higher passenger revenues partly offset by higher operating costs for the remainder of the year.

Operations

(figures in thousands, except ratios)

	December 2022 Year to Date				2022/23			
	Budget	Actual	Variance (Un) Favourable		Budget	Forecast	Variance (Un) Favourable	
Operations (excl. Fuel)	\$59,373	\$56,170	\$3,203	5.4%	\$79,761	\$76,960	\$2,801	3.5%
Fuel	7,489	10,185	(2,696)	(36.0%)	10,123	13,502	(3,379)	(33.4%)
Total Operations	\$66,862	\$66,355	\$507	0.8%	\$89,884	\$90,462	(\$578)	(0.6%)
Service Hours	745	669	(76)	(10.2%)	1,003	909	(94)	(9.4%)
Operations Cost/Service Hour	\$89.75	\$99.19	(\$9.44)	(10.5%)	\$89.62	\$99.52	(\$9.90)	(11.1%)

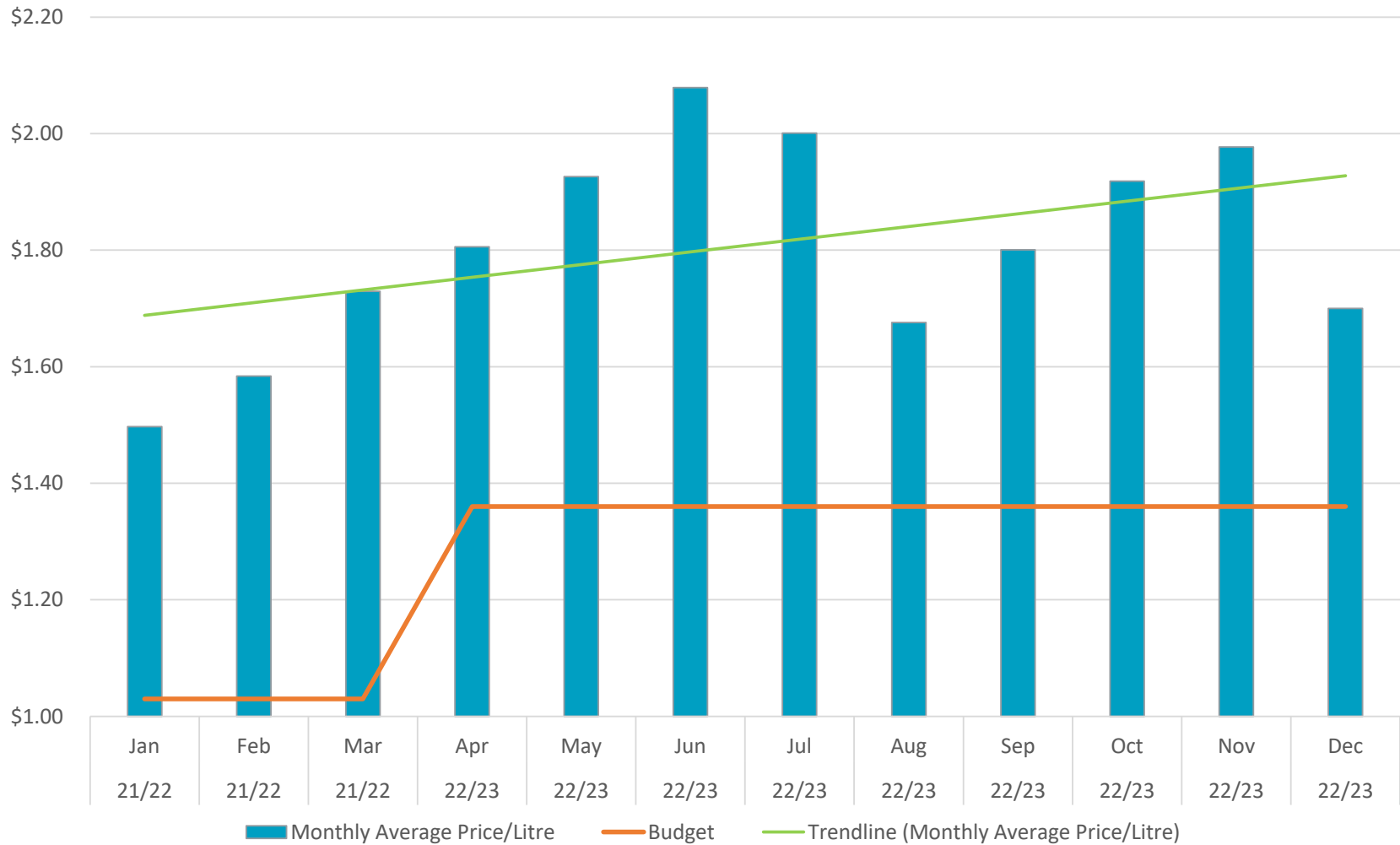
Year to Date

- Operations expense excluding fuel is \$3.2M or 5.4% below budget, mainly due to lower labour expenses related to operator staff shortages which are partly offset by higher overtime.
- Fuel is 36% above budget with an average diesel price/litre of \$1.88 compared to a budget of \$1.36.
- Service hours are 76,000 below budget primarily due to labour shortages.

Forecast

- Operations expenses are forecasted to be \$2.8M below budget due to operator labour shortages, partly offset by potential wage increases.
- Fuel is forecasted to be \$3.3M above budget based on an average diesel price/litre of \$1.80 for the remaining 3 months of the year, in comparison to a budget of \$1.36/litre.
- Service hours are forecast to be 94,000 hours below budget due to ongoing labour shortages.

Victoria Conventional Average Monthly Diesel Price Trailing 12 Months



Maintenance

(figures in thousands, except ratios)

	December 2022 Year to Date				2022/23			
	Budget	Actual	Variance (Un) Favourable		Budget	Forecast	Variance (Un) Favourable	
Fleet Maintenance	\$20,655	\$20,179	\$476	2.3%	\$27,574	\$27,819	(\$245)	(0.9%)
Facilities Maintenance	3,719	3,590	129	3.5%	5,083	5,053	30	0.6%
Total Maintenance	\$24,374	\$23,769	\$605	2.5%	\$32,657	\$32,872	(\$215)	(0.7%)
Service Hours	745	669	(76)	(10.2%)	1,003	909	(94)	(9.4%)
Fleet Maintenance Cost/Service Hour	\$27.72	\$30.16	(\$2.44)	(8.8%)	\$27.49	\$30.60	(\$3.11)	(11.3%)

Year to Date

- Fleet maintenance is \$0.5M below budget, in large part due to ongoing labour shortages. This is partly offset by increased maintenance overtime.
- Facilities maintenance is \$0.1M below budget due to lower labour and facility master plan costs, partly offset by facility repairs and maintenance costs.

Forecast

- Fleet maintenance is forecasted to be \$0.2M above budget. This is comprised of labour shortage savings being offset by higher overtime costs and parts and materials.
- Facility maintenance is forecasted to be on budget.

Administration

<i>(figures in thousands)</i>	December 2022 Year to Date			2022/23		
	Budget	Actual	Variance (Un) Favourable	Budget	Forecast	Variance (Un) Favourable
Administration	\$13,775	\$14,076	(\$301) (2.2%)	\$18,778	\$18,894	(\$116) (0.6%)

Year to Date

- Administration expenses are above budget by \$0.3M due to higher labour expenses.

Forecast

- Administration expenses are forecast to be \$0.1M above budget due to higher labour expenses partly offset by lower marketing expenses.

Lease Fees

<i>(figures in thousands)</i>	December 2022 Year to Date				2022/23			
	Budget	Actual	Variance (Un) Favourable		Budget	Forecast	Variance (Un) Favourable	
Lease Fees	\$12,462	\$11,999	\$463	3.7%	\$16,676	\$16,102	\$574	3.4%

- Lease fees are \$0.5M below budget due to vehicle lease savings and this is forecasted to continue until the end of fiscal 2022/23.

Transit Fund

VICTORIA REGIONAL TRANSIT COMMISSION <i>(figures in thousands)</i>	2022/23 Budget	2022/23 Forecast
LOCAL CONTRIBUTION		
Total Local Contribution Required	\$46,361	\$43,432
Funds generated from Transit Levy	\$36,424	\$36,487
Balance from / (to) Transit Fund	\$9,937	\$6,945
TRANSIT FUND		
Final Balance, March 31, 2022	\$49,382	\$49,382
Victoria Regional Transit System		
Budgeted Contribution	(9,937)	(9,937)
Lower lease fees		574
Higher operating costs (Commission share)		(567)
Higher property tax revenue		63
Lower fuel tax revenue		(555)
Higher passenger revenue		3,476
Cowichan Valley Commuter		
Budgeted Contribution	(180)	(88)
Other		
Safe Restart funding usage (2022/23)	(10,882)	(10,882)
Interest & Other	200	200
Balance, March 31, 2023	\$28,583	\$31,666

Victoria Regional Transit Commission

Performance and Benchmarking

Conventional Transit Performance

(figures in thousands, except ratios)

	December 2022 Year to Date				2022/23			
	Budget	Actual	Variance (Un) Favourable		Budget	Forecast	Variance (Un) Favourable	
Passenger Trips ('000)	14,800	16,177	1,377	9.3%	19,568	21,500	1,932	9.9%
Service Hours ('000)	650	582	(68)	(10.5%)	876	789	(87)	(9.9%)
Total Operating Cost ('000)	\$95,557	\$94,677	\$880	0.9%	\$128,555	\$129,289	(\$734)	(0.6%)
Passenger Trips per Service Hour	22.8	27.8	5.0	22.1%	22.3	27.2	4.9	22.0%
Operating Cost per Service Hour	\$147.01	\$162.68	(\$15.67)	(10.7%)	\$146.75	\$163.86	(\$17.11)	(11.7%)
Operating Cost per Passenger Trip	\$6.46	\$5.85	\$0.61	9.4%	\$6.57	\$6.01	\$0.56	8.5%
Operating Cost Recovery	26.2%	29.1%	2.9%	11.0%	26.1%	28.6%	2.5%	9.7%
Service Hours per Capita	n/a	n/a	n/a	n/a	2.5	2.3	(0.2)	(8.0%)
Passenger Trips per Capita	n/a	n/a	n/a	n/a	55.9	61.4	5.5	9.8%

Conventional Service Area Population of 350,300 used in per capita calculations

Custom Transit Performance

<i>(figures in thousands, except ratios)</i>	December 2022 Year to Date				2022/23			
	Budget	Actual	Variance (Un) Favourable		Budget	Forecast	Variance (Un) Favourable	
Passenger Trips ('000) (Total)	143	202	59	41.3%	190	275	85	44.7%
Passenger Trips ('000) (excluding Taxi)	116	163	47	40.5%	155	225	70	45.2%
Service Hours ('000)	95	87	(8)	(8.4%)	127	120	(7)	(5.5%)
Total Operating Cost ('000)	\$9,454	\$9,523	(\$69)	(0.7%)	\$12,764	\$12,939	(\$175)	(1.4%)
Passenger Trips per Service Hour (excl. Taxi)	1.2	1.9	0.7	58.3%	1.2	1.9	0.7	58.3%
Operating Cost per Service Hour (excl. Taxi)	\$95.55	\$102.03	(\$6.48)	(6.8%)	\$96.27	\$101.70	(\$5.43)	(5.6%)
Operating Cost per Passenger Trip	\$66.11	\$47.14	\$18.97	28.7%	\$67.18	\$47.05	\$20.13	30.0%
Operating Cost Recovery (excl. Taxi)	0.83%	1.08%	0.26%	30.9%	0.82%	1.05%	0.23%	28.2%
Service Hours per Capita	n/a	n/a	n/a	n/a	0.32	0.30	(0.0)	(6.3%)
Passenger Trips per Capita	n/a	n/a	n/a	n/a	0.5	0.7	0.2	40.0%

Custom Service Area Population of 393,676 used in per capita calculations