## Metrobus

# St. John's Transportation Commission <br> May 31 <br> 2021 

## MONTHLY FINANCIAL STATEMENTS

Issued: JUNE 18, 2021

Note to reader: The figures contained herein are unaudited and for discussion purposes and may change as a result of timing issues and other best estimates used in preparation.

|  | MAY |  |  | YEAR TO DATE |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ACTUAL | BUDGET | VARIANCE | ACTUAL | BUDGET | VARIANCE |
| REVENUE |  |  |  |  |  |  |
| SJMC Subsidy | \$1,028,320 | \$1,028,320 | \$0 | \$5,820,800 | \$5,820,800 | \$0 |
| Passenger Revenue | 217,087 | 240,200 | $(23,113)$ | 937,107 | 880,190 | 56,917 |
| Low Income Pass Revenue | 147,499 | 157,500 | $(10,001)$ | 797,273 | 850,500 | $(53,227)$ |
| Mt. Pearl Revenue | 83,285 | 86,080 | $(2,795)$ | 439,945 | 446,640 | $(6,695)$ |
| Paradise Revenue | 23,504 | 22,700 | 804 | 116,076 | 114,720 | 1,356 |
| Charter Revenue | 0 | 7,000 | $(7,000)$ | 0 | 7,700 | $(7,700)$ |
| Transit Advertising Revenue | 17,337 | 17,250 | 87 | 53,711 | 71,250 | $(17,539)$ |
| Community Bus Revenue | 5,541 | 0 | 5,541 | 26,433 | 0 | 26,433 |
| Other Income | 10,657 | 10,000 | 657 | 49,258 | 50,000 | (742) |
| TOTAL REVENUE | \$1,533,230 | \$1,569,050 | $(\$ 35,820)$ | \$8,240,603 | \$8,241,800 | $(\$ 1,197)$ |
| OPERATIONS |  |  |  |  |  |  |
| Operators Salaries | \$393,251 | \$401,100 | \$7,849 | \$2,148,329 | \$2,221,490 | \$73,161 |
| Salaries Operations | 94,566 | 99,710 | 5,144 | 512,238 | 524,780 | 12,542 |
| Diesel Fuel | 145,998 | 128,060 | $(17,938)$ | 712,825 | 710,520 | $(2,305)$ |
| Company Vehicles | 2,375 | 3,130 | 755 | 12,303 | 15,090 | 2,787 |
| Licenses | 4,900 | 4,900 | 0 | 31,489 | 31,800 | 311 |
| Communications Expense | 2,675 | 2,230 | (445) | 11,011 | 11,150 | 139 |
| Miscellaneous | 690 | 600 | (90) | 7,286 | 3,850 | $(3,436)$ |
| Uniforms \& Clothing | 6,103 | 6,020 | (83) | 29,785 | 28,900 | (885) |
| Advertising Expense | 2,118 | 2,830 | 712 | 16,695 | 19,950 | 3,255 |
| Bus Charter Expense | 0 | 4,160 | 4,160 | 0 | 4,720 | 4,720 |
| Transit Advertising Expense | 10,909 | 8,030 | $(2,879)$ | 38,840 | 39,630 | 790 |
| Community Bus Expense | 8,589 | 0 | $(8,589)$ | 43,590 | 0 | $(43,590)$ |
| Promotions Expense | 2,431 | 5,980 | 3,549 | 12,121 | 29,900 | 17,779 |
| Registration \& Membership | 651 | 4,530 | 3,879 | 14,107 | 19,710 | 5,603 |
| Schedules \& Transfers | 938 | 1,250 | 312 | 8,401 | 7,250 | $(1,151)$ |
| TOTAL OPERATIONS | \$676,194 | \$672,530 | $(\$ 3,664)$ | \$3,599,020 | \$3,668,740 | \$69,720 |
| MAINTENANCE |  |  |  |  |  |  |
| Garage Salaries | \$166,206 | \$172,460 | \$6,254 | \$902,233 | \$922,130 | \$19,897 |
| Wash Salaries | 31,787 | 31,950 | 163 | 173,291 | 180,030 | 6,739 |
| Shop Tools \& Equipment | 1,092 | 1,150 | 58 | 10,667 | 7,650 | $(3,017)$ |
| Stock Parts | 63,751 | 62,500 | $(1,251)$ | 321,251 | 297,500 | $(23,751)$ |
| Garage Expense | 3,203 | 5,140 | 1,937 | 36,293 | 30,730 | $(5,563)$ |
| Bus Lubricants | 8,727 | 9,670 | 943 | 45,866 | 47,550 | 1,684 |
| Tire Expense | 4,949 | 6,400 | 1,451 | 36,828 | 39,600 | 2,772 |
| Body Shop Supplies | 159 | 600 | 441 | 907 | 3,800 | 2,893 |
| Bus Wash | 2,700 | 1,230 | $(1,470)$ | 4,951 | 5,130 | 179 |
| Building \& Yards | 9,803 | 9,050 | (753) | 73,825 | 68,190 | $(5,635)$ |
| Utilities | 25,503 | 31,200 | 5,697 | 179,605 | 217,500 | 37,895 |
| Maintenance Vehicles | 2,428 | 2,500 | 72 | 17,103 | 16,800 | (303) |


|  | ACTUAL | MAY BUDGET | VARIANCE | ACTUAL | AR TO DATE BUDGET | VARIANCE |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Bus Stop \& Shelters | 2,282 | 2,350 | 68 | 9,743 | 13,500 | 3,757 |
| Janitorial \& Sanitation | 3,352 | 3,550 | 198 | 18,160 | 17,750 | (410) |
| Farebox Repairs | 1,481 | 1,400 | (81) | 6,578 | 6,800 | 222 |
| Capital Out of Revenue | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL MAINTENANCE | \$327,423 | \$341,150 | \$13,727 | \$1,837,301 | \$1,874,660 | \$37,359 |
| FINANCE \& ADMINISTRATION |  |  |  |  |  |  |
| Administration Salaries | \$69,610 | \$70,410 | \$800 | \$380,028 | \$369,100 | $(\$ 10,928)$ |
| Employer's Payroll Tax | 16,804 | 15,620 | $(1,184)$ | 86,090 | 84,880 | $(1,210)$ |
| Sick Leave | 19,000 | 19,000 | 0 | 95,000 | 95,000 | 0 |
| Worker's Compensation | 12,103 | 11,090 | $(1,013)$ | 62,639 | 60,270 | $(2,369)$ |
| Employment Insurance | 16,549 | 17,710 | 1,161 | 90,250 | 96,250 | 6,000 |
| Group Insurance | 49,158 | 60,820 | 11,662 | 250,396 | 299,560 | 49,164 |
| Retiring Allowance Expense | 3,600 | 3,600 | 0 | 18,000 | 18,000 | 0 |
| CPP Expense | 38,123 | 38,550 | 427 | 207,836 | 211,280 | 3,444 |
| Pension Expense | 114,861 | 119,750 | 4,889 | 603,498 | 634,370 | 30,872 |
| Audit \& Legal Fees | 2,000 | 2,000 | 0 | 18,656 | 18,200 | (456) |
| Telephone Expense | 2,718 | 2,510 | (208) | 12,381 | 12,850 | 469 |
| Computer Expense | 21,545 | 21,760 | 215 | 85,209 | 88,010 | 2,801 |
| Office Supplies Expense | 4,177 | 4,650 | 473 | 21,169 | 25,590 | 4,421 |
| Travel Expense | 0 | 9,380 | 9,380 | 0 | 9,380 | 9,380 |
| Training Expense | 4,421 | 5,200 | 779 | 17,742 | 16,400 | $(1,342)$ |
| Fleet Insurance Expense | 33,999 | 33,370 | (629) | 169,995 | 166,850 | $(3,145)$ |
| General Insurance Expense | 5,284 | 6,530 | 1,246 | 26,318 | 32,650 | 6,332 |
| Miscellaneous Expense | 2,638 | 3,610 | 972 | 18,951 | 19,150 | 199 |
| Capital Out of Revenue | 0 | 0 | 0 | 8,697 | 8,700 | 3 |
| TOTAL FINANCE \& ADMIN. | \$416,590 | \$445,560 | \$28,543 | \$2,172,855 | \$2,266,490 | \$93,635 |
| Total Expenses | \$1,420,207 | \$1,459,240 | \$39,033 | \$7,609,176 | \$7,809,890 | \$200,714 |
| NET BEFORE DEBT | \$113,023 | \$109,810 | \$3,213 | \$631,427 | \$431,910 | \$199,517 |
| DEBT CHARGES |  |  |  |  |  |  |
| Loan Interest Expense | 4,910 | 5,610 | 700 | \$23,782 | \$27,710 | \$3,928 |
| Bank Loan Payment | 100,000 | 104,200 | 4,200 | 400,000 | 404,200 | 4,200 |
| TOTAL SURPLUS/(COST) OF SERVICE | \$8,113 | \$0 | \$8,113 | \$207,645 | \$0 | \$207,645 |


|  | MAY |  |  | YEAR TO DATE |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ACTUAL | BUDGET | VARIANCE | ACTUAL | BUDGET | VARIANCE |
| REVENUE |  |  |  |  |  |  |
| SJMC Subsidy | \$273,850 | \$273,850 | \$0 | \$1,468,680 | \$1,468,680 | \$0 |
| Passenger Revenue | 10,825 | 16,800 | $(5,975)$ | 48,027 | 84,000 | $(35,973)$ |
| Low Income Pass Revenue | 10,001 | 0 | 10,001 | 53,228 | 0 | 53,228 |
| Mount Pearl Admin | 5,650 | 5,890 | (240) | 33,941 | 35,860 | $(1,919)$ |
| Government Grant | 7,875 | 7,900 | (25) | 39,375 | 39,500 | (125) |
| TOTAL REVENUE | \$308,201 | \$304,440 | \$3,761 | \$1,643,251 | \$1,628,040 | \$15,211 |
| EXPENSES |  |  |  |  |  |  |
| MVT Subsidy | \$256,333 | \$259,130 | \$2,797 | \$1,001,988 | \$1,351,530 | \$349,542 |
| Administration Salaries | 11,455 | 10,700 | (755) | 56,050 | 56,050 | 0 |
| Employer's Payroll Tax | 230 | 210 | (20) | 1,125 | 1,110 | (15) |
| Worker's Compensation | 168 | 150 | (18) | 822 | 790 | (32) |
| Employment Insurance | 253 | 240 | (13) | 1,240 | 1,260 | 20 |
| Group Insurance | 298 | 190 | (108) | 1,565 | 970 | (595) |
| CPP Expense | 597 | 580 | (17) | 2,912 | 3,050 | 138 |
| Pension Expense | 701 | 640 | (61) | 3,622 | 3,350 | (272) |
| Professional Fees | 6,020 | 7,540 | 1,520 | 7,395 | 37,700 | 30,305 |
| Telephone Expense | 293 | 360 | 67 | 1,810 | 1,800 | (10) |
| Computer Expense | 1,714 | 2,300 | 586 | 68,462 | 70,230 | 1,768 |
| Office Supplies Expense | 944 | 250 | (694) | 1,968 | 1,250 | (718) |
| Promotions Expense | 165 | 310 | 145 | 555 | 1,550 | 995 |
| Travel Expense | 0 | 2,500 | 2,500 | 0 | 2,500 | 2,500 |
| Training Expense | 0 | 0 | 0 | 0 | 0 | 0 |
| Miscellaneous Expense | 4,365 | 2,560 | $(1,805)$ | 16,101 | 12,780 | $(3,321)$ |
| TOTAL EXPENSE | \$283,536 | \$287,660 | \$4,124 | \$1,165,615 | \$1,545,920 | \$380,305 |
| NET BEFORE DEBT | \$24,665 | \$16,780 | \$7,885 | \$477,636 | \$82,120 | \$395,516 |
| DEBT CHARGES |  |  |  |  |  |  |
| Loan Interest Expense | 281 | 280 | (1) | \$1,531 | \$1,620 | \$89 |
| Bank Loan Payment | 16,000 | 16,500 | 500 | 80,000 | 80,500 | 500 |
| TOTAL SURPLUS/(COST) OF SERVICE | \$8,384 | \$0 | \$8,384 | \$396,105 | \$0 | \$396,105 |
| CONTRACTOR TRIPS INFORMATION |  |  |  |  |  |  |
| BUS TRIPS | 5,881 | 5,180 | (701) | 23,472 | 27,040 | 3,568 |
| TAXI TRIPS * | 2,567 | 3,450 | 883 | 9,593 | 18,010 | 8,417 |
| TOTAL TRIPS | 8,448 | 8,630 | 182 | 33,065 | 45,050 | 11,985 |

* Budgeted Taxi trips forecasted at $40 \%$ of total trips.

| Month | 2016 | $\begin{aligned} & \text { Percentage } \\ & \text { change } \\ & 2015 / 2016 \\ & \hline \end{aligned}$ | 2017 | $\begin{aligned} & \text { Percentage } \\ & \text { change } \\ & 2016 / 2017 \\ & \hline \end{aligned}$ | 2018 | $\begin{gathered} \text { Percentage } \\ \text { change } \\ 2017 / 2018 \\ \hline \end{gathered}$ | 2019 | $\begin{gathered} \text { Percentage } \\ \text { change } \\ 2018 / 2019 \\ \hline \end{gathered}$ | 2020 | $\begin{aligned} & \text { Percentage } \\ & \text { change } \\ & 2019 / 2020 \\ & \hline \end{aligned}$ | 2021 | $\begin{gathered} \text { Percentage } \\ \text { change } \\ 2020 / 2021 \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | 249,788 | -3.31\% | 245,991 | -1.52\% | 252,948 | 2.83\% | 271,038 | 7.15\% | 228,072 | -15.85\% ** | 163,498 | -28.31\% |
| February | 246,727 | 5.14\% | 212,883 | -13.72\% | 226,887 | 6.58\% | 245,122 | 8.04\% | 293,617 | 19.78\% ** | 107,644 | -63.34\% |
| March | 264,549 | 0.46\% | 269,695 | 1.95\% | 255,246 | -5.36\% | 284,308 | 11.39\% | 200,818 | -29.37\% | 120,403 | -40.04\% |
| April | 238,238 | -0.80\% | 217,414 | -8.74\% | 234,164 | 7.70\% | 253,668 | 8.33\% | 62,868 | -75.22\% | 153,926 | 144.84\% |
| May | 236,557 | -2.45\% | 239,758 | 1.35\% | 234,195 | -2.32\% | 262,952 | 12.28\% | 73,659 | -71.99\% | 179,561 | 143.77\% |
| June | 237,772 | -2.49\% | 230,028 | -3.26\% | 231,941 | 0.83\% | 252,025 | 8.66\% | 108,719 | -56.86\% |  |  |
| July | 223,924 | -3.82\% | 217,931 | -2.68\% | 237,102 | 8.80\% | 256,666 | 8.25\% | 141,670 | -44.80\% |  |  |
| August | 234,994 | -0.48\% | 228,138 | -2.92\% | 247,044 | 8.29\% | 265,350 | 7.41\% | 149,188 | -43.78\% |  |  |
| September | 276,487 | 1.22\% | 268,151 | -3.01\% | 281,581 | 5.01\% | 315,538 | 12.06\% | 159,966 | -49.30\% |  |  |
| October | 276,778 | -3.31\% | 275,603 | -0.42\% | 299,274 | 8.59\% | 326,677 | 9.16\% | 180,519 | -44.74\% |  |  |
| November | 271,693 | 1.71\% | 269,013 | -0.99\% | 283,236 | 5.29\% | 301,765 | 6.54\% | 172,153 | -42.95\% |  |  |
| December | 207,670 | -7.28\% | 205,510 | -1.04\% | 216,184 | 5.19\% | 242,702 | 12.27\% | 166,556 | -31.37\% |  |  |
| Year-to-date | 1,235,859 | -58.84\% | $\underline{\text { 1,185,741 }}$ | -4.06\% | 1,203,440 | 1.49\% | 1,317,088 | 9.44\% | 859,034 | -34.78\% | 725,032 | -15.60\% |
| Total Year | 2,965,177 | -1.24\% | 2,880,115 | -2.87\% | 2,999,802 | 4.16\% | 3,277,811 | 9.27\% | 1,937,805 |  | 725,032 |  |


| Weekdays | 105 | 106 | 106 | 106 | 94 | 104 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Saturdays | 22 | 21 | 21 | 21 | 20 | 22 |
| Sundays | 22 | 21 | 21 | 21 | 20 | 22 |
| No Service | 1 | 1 | 1 | 1 | 16 | 1 |
| Stats | 2 | 2 | 2 | 2 | 2 | 2 |
|  | 152 | 151 | 151 | 151 | 152 | 151 |

${ }^{* *}$ Ridership impacted by 8 days of no service due to SOE and free service from the JAN 25th to FEB 7th after SOE lifted.

| Month | 2016 | $\begin{aligned} & \text { Percentage } \\ & \text { change } \\ & 2015 / 2016 \\ & \hline \end{aligned}$ | 2017 | $\begin{aligned} & \text { Percentage } \\ & \text { change } \\ & 2016 / 2017 \\ & \hline \end{aligned}$ | 2018 | $\begin{aligned} & \text { Percentage } \\ & \text { change } \\ & 2017 / 2018 \end{aligned}$ | 2019 | $\begin{gathered} \text { Percentage } \\ \text { change } \\ 2018 / 2019 \end{gathered}$ | 2020 | $\begin{aligned} & \text { Percentage } \\ & \text { change } \\ & 2019 / 2020 \\ & \hline \end{aligned}$ | 2021 | $\begin{aligned} & \text { Percentage } \\ & \text { change } \\ & 2020 / 2021 \\ & \hline \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | 220,583 | -3.75\% | 218,385 | -1.00\% | 222,408 | 1.84\% | 236,644 | 6.40\% | 209,658 | -11.40\% | 146,552 | -30.10\% |
| February | 216,374 | 4.48\% | 187,771 | -13.22\% | 196,837 | 4.83\% | 211,826 | 7.61\% | 265,263 | 25.23\% | 87,564 | -66.99\% |
| March | 232,591 | -0.02\% | 239,814 | 3.11\% | 222,806 | -7.09\% | 246,623 | 10.69\% | 171,362 | -30.52\% | 99,088 | -42.18\% |
| April | 209,045 | -1.15\% | 192,439 | -7.94\% | 205,728 | 6.91\% | 219,821 | 6.85\% | 53,859 | -75.50\% | 128,706 | 138.97\% |
| May | 207,959 | -2.61\% | 211,286 | 1.60\% | 203,580 | -3.65\% | 226,291 | 11.16\% | 63,239 | -72.05\% | 149,872 | 136.99\% |
| June | 209,327 | -2.67\% | 204,044 | -2.52\% | 202,872 | -0.57\% | 218,751 | 7.83\% | 95,352 | -56.41\% |  |  |
| July | 198,377 | -3.79\% | 193,925 | -2.24\% | 209,506 | 8.03\% | 223,562 | 6.71\% | 124,516 | -44.30\% |  |  |
| August | 210,112 | -0.66\% | 204,278 | -2.78\% | 219,859 | 7.63\% | 233,520 | 6.21\% | 130,537 | -44.10\% |  |  |
| September | 245,427 | 1.63\% | 237,683 | -3.16\% | 248,466 | 4.54\% | 275,090 | 10.72\% | 138,690 | -49.58\% |  |  |
| October | 244,424 | -3.34\% | 241,775 | -1.08\% | 261,538 | 8.17\% | 282,342 | 7.95\% | 152,972 | -45.82\% |  |  |
| November | 239,114 | 1.46\% | 236,279 | -1.19\% | 247,460 | 4.73\% | 260,755 | 5.37\% | 144,602 | -44.54\% |  |  |
| December | 185,159 | -6.49\% | 181,057 | -2.22\% | 189,948 | 4.91\% | 210,393 | 10.76\% | 140,066 | -33.43\% |  |  |
| Year-to-date | 1,086,552 | -59.07\% | 1,049,695 | -3.39\% | 1,051,359 | 0.16\% | 1,141,205 | 8.55\% | 763,381 | -33.11\% | 611,782 | -19.86\% |
| Total Year | $\underline{\text { 2,618,492 }}$ | -1.37\% | $\underline{\text { 2,548,736 }}$ | -2.66\% | 2,631,008 | 3.23\% | $\underline{\text { 2,845,618 }}$ | 8.16\% | 1,690,116 |  | 611,782 |  |


| ACTUAL | MAY BUDGET | VARIANCE | ACTUAL | YTD BUDGET | VARIANCE |
| :---: | :---: | :---: | :---: | :---: | :---: |
| \$21,714 | \$16,736 | \$4,978 | \$86,146 | \$68,688 | \$17,458 |
| 83,285 | 86,080 | $(2,795)$ | 439,945 | 446,640 | $(6,695)$ |
| \$104,999 | \$102,816 | \$2,183 | \$526,091 | \$515,328 | \$10,763 |

## *Less Variable Expenses

Operating Expenses

| \$41,198 | \$40,311 | (\$887) | \$219,566 | \$211,335 | $(\$ 8,231)$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 17,985 | 18,284 | 299 | 97,240 | 91,727 | $(5,513)$ |
| 17,238 | 17,994 | 756 | 90,083 | 89,952 | (131) |
| \$76,421 | \$76,589 | \$168 | \$406,889 | \$393,014 | (\$13,875) |
| \$28,578 | \$26,227 | \$2,351 | \$119,202 | \$122,314 | (\$3,112) |

Mount Pearl Kilometers

Cost per Kilometer

Riders Per Hour^ - Route 21
Riders Per Hour^ - Route 22
13.
${ }^{\wedge}$ Riders per hour average:

|  | Route 21 | Route 22 |
| :---: | ---: | ---: |
| 2015 | 20.5 | 17.5 |
| 2016 | 20.6 | 16.6 |
| 2017 | 19.6 | 15.7 |
| 2018 | 18.7 | 15.1 |
| 2019 | 20.1 | 17.6 |
| 2020 | 15.4 | 9.6 |
| 2021 | 13.6 | 10.8 |
| $\mathbf{2 0 1 5 - 2 0 2 1}$ | $\mathbf{1 8 . 5}$ | $\mathbf{1 4 . 9}$ |

*Based on actual/budget kilometers and cost per kilometer

ST. JOHN'S TRANSPORTATION COMMISSION
PARADISE SUMMARY REPORT
MAY, 2021

Metrobus

|  | ACTUAL | $\begin{aligned} & \text { MAY } \\ & \text { BUDGET } \end{aligned}$ | VARIANCE | ACTUAL | YTD BUDGET | VARIANCE |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| REVENUES |  |  |  |  |  |  |
| Passenger Revenue | \$2,091 | \$803 | \$1,288 | \$4,687 | \$3,729 | \$958 |
| Town of Paradise Billing | 22,478 | 22,700 | (222) | 115,050 | 114,720 | 330 |
| Total Revenue | \$24,569 | \$23,503 | \$1,066 | \$119,737 | \$118,449 | \$1,288 |
| *Less Variable Expenses |  |  |  |  |  |  |
| Operating Expenses | \$9,640 | \$9,214 | (\$426) | \$51,317 | \$48,555 | $(\$ 2,762)$ |
| Maintenance Expenses | 4,208 | 4,179 | (29) | 22,694 | 21,075 | $(1,619)$ |
| Finance \& Admin. Expenses | 4,034 | 4,113 | 79 | 21,036 | 20,667 | (369) |
| Total Expenses | \$17,882 | \$17,506 | (\$376) | \$95,047 | \$90,297 | (\$4,750) |
| Total Overhead Contribution | \$6,687 | \$5,997 | \$690 | \$24,690 | \$28,152 | (\$3,462) |
| Paradise Kilometers | 3,509.8 | 3,358.4 | 151.4 | 17,105.1 | 16,926.6 | 178.5 |
| Cost per Kilometer | \$7.00 | \$7.00 |  | \$7.00 | \$7.00 |  |
| Riders Per Hour* | 5.5 |  |  |  |  |  |
| * Riders per hour average: |  |  |  |  |  |  |
| 2016 (Jun-Dec) | 7.2 |  |  |  |  |  |
| 2017 | 7.7 |  |  |  |  |  |
| 2018 | 7.2 |  |  |  |  |  |
| 2019 | 6.9 |  |  |  |  |  |
| 2020 | 4.0 |  |  |  |  |  |
| 2021 | 3.6 |  |  |  |  |  |
| 2016-2021 | 6.3 |  |  |  |  |  |

[^0]
*Maintenance Expenses include Garage Salaries, Wash Salaries, Stock Parts, Garage Expense, Bus Lubricants, Tire Expense, Bus Wash Expense.


## ST. JOHN'S TRANSPORTATION COMMISSION

 COMMUNITY BUS FINANCIAL STATEMENT
## MAY, 2021 <br> Community Bus

Fares
Government Grant

## Total Revenues

## EXPENSES

Operators Salaries
Operations Salaries
Benefits
Diesel / Gas
Maintenance Expenses
Other

## Total Expenses

Capital Debt Payment

## PROFIT / (LOSS)

West \# 1 (Mon) X 4
East \# 1 (Tue) X 4
West \# 2 (Wed) X 4
East \# 2 (Thu) X 4
Bidgoods (Fri) X 4

| $\$ 5,457$ | $\$ 0$ | $(\$ 5,457)$ |
| ---: | ---: | ---: |
| 0 | 0 | 0 |
| 608 | 0 | $(608)$ |
| 1,441 | 0 | $(1,441)$ |
| 1,083 | 0 | $(1,083)$ |
| 0 | 0 | 0 |
| $\mathbf{~} \mathbf{0 5 8 9}$ | $\$ 0$ |  |


| $\$ 27,543$ | $\$ 0$ | $(\$ 27,543)$ |
| ---: | ---: | ---: |
| 0 | 0 | 0 |
| 3,067 | 0 | $(3,067)$ |
| 7,432 | 0 | $(7,432)$ |
| 5,522 | 0 | $(5,522)$ |
| 26 | 0 | $(26)$ |
|  | $\mathbf{\$ 0}$ | $\mathbf{( \$ 4 3 , 5 9 0 )}$ |

*Riders per hour average:
4.6

| 2014 | 2.3 |
| :--- | :--- |
| 2015 | 4.2 |
| 2016 | 5.5 |
| 2017 | 5.9 |
| 2018 | 5.7 |
| 2019 | 5.5 |
| 2020 | 3.9 |
| 2021 | 3.6 |
| $\mathbf{2 0 1 4 - 2 0 2 1}$ | $\mathbf{4 . 9}$ |

${ }^{\wedge}$ Other costs consist of non-regular maintenance expenses \& promo items Magnet Latch
$\qquad$

ST. JOHN'S TRANSPORTATION COMMISSION
MAY, 2021

## KEY PERFORMANCE INDICATORS

PASSENGERS PER HOUR
ENERGY EFFIC. (Diesel / Rev Hours)
FINANCIAL PERFORMANCE (Op Rev / Op Cost)
MAINTENANCE EFFIC. (Bus Maint / Rev Hours)
AVERAGE FARE (Low Income Pass incl.)
OPERATING REVENUE / HOUR
TOTAL COST PER RIDER

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ST. JOHN'S TRANSPORTATION COMMISSION
KEY PERFORMANCE INDICATORS
MAY, 2021

| KEY PERFORMANCE INDICATORS | $\begin{array}{r} 5 \mathrm{MTH} \\ 2021 \\ \hline \end{array}$ | Paid Trips | $\begin{array}{r} 5 \text { MTH } \\ 2020 \end{array}$ | Paid Trips | TOTAL 2020 |  | TOTAL 2019 | Paid Trips | TOTAL 2018 | Paid Trips | TOTAL 2017 |  | TOTAL 2016 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| BUS TRIPS | 23,472 | 68.1\% | 19,996 | 59.2\% | 52,523 | 61.6\% | 98,012 | 60.5\% | 89,970 | 60.5\% | 72,581 | 56.1\% | 78,520 | 67.2\% |
| TAXI TRIPS | 9,593 | 27.8\% | 12,142 | 35.9\% | 29,196 | 34.3\% | 58,085 | 35.8\% | 51,870 | 34.9\% | 49,297 | 38.1\% | 29,891 | 25.6\% |
| TOTAL TRIPS | 33,065 |  | 32,138 |  | 81,719 |  | 156,097 |  | 141,840 |  | 121,878 |  | 108,411 |  |
| NO SHOWS | 1,418 | 4.1\% | 1,654 | 4.9\% | 3,516 | 4.1\% | 5,985 | 3.7\% | 6,832 | 4.6\% | 7,474 | 5.8\% | 8,405 | 7.2\% |
| TOTAL PAID TRIPS | 34,483 |  | 33,792 |  | 85,235 |  | 162,082 |  | 148,672 |  | 129,352 |  | 116,816 |  |
| CANCELLATIONS | 18,984 | 55.1\% | 39,726 | 117.6\% | 71,522 | 83.9\% | 70,239 | 43.3\% | 57,627 | 38.8\% | 24,825 | 19.2\% | 12,935 | 11.1\% |
| GOBUS rides on METROBUS | 5,989 | 17.4\% | 4,075 | 12.1\% | 12,618 | 14.8\% | 23,976 | 14.8\% | 19,346 | 13.0\% | 14,264 | 11.0\% | 8,741 | 7.5\% |

## REVENUES

| PASSENGER REVENUE $(\$ 23,113)$ |  | 2021 | 2020 | Variance |
| :---: | :---: | :---: | :---: | :---: |
|  | Cash Revenue | \＄66，793 | \＄47，638 | \＄19，155 |
|  | 10－Ride Passes | \＄66，006 | \＄32，355 | \＄33，651 |
|  | Monthly Passes | \＄81，830 | \＄101，915 | $(\$ 20,085)$ |
|  | Other（double－rides，Go－Cards，etc） | \＄4，530 | \＄1，923 | \＄2，607 |
|  | M－Card fees | \＄1，690 | \＄989 | \＄701 |
|  | Credits／Discounts／Allocations | $(\$ 2,491)$ | $(\$ 1,167)$ | （\＄1，324） |
|  | Commission Paid | $(\$ 1,271)$ | （\＄666） | （\＄605） |
|  | Total Revenue | \＄217，087 | \＄182，987 | \＄34，100 |

## Government of NL declared a pulic health emergencey related to COVID－19 on March 18， 2020.

is Cash revenue up $40.2 \%$ from 2020 and cash ridership up 57．7\％．
动 10 －Ride pass revenue was up $104 \%$ from 2020．10－Ride riders were up $111 \%$ \＆sales were up $105 \%$ ．
is Monthly pass revenue was down $19.7 \%$ from 2020．Monthly riders were up $38.8 \%$ \＆sales were down $17.0 \%$ ．
NOTE：LIFT ridership and revenue not included in monthly pass comparative data for 2020.
Ridership of 179,561 was $144 \%$ higher than $2020(73,659)$ but $11.3 \%$ lower than budget $(202,487)$ ．
NOTE：There were 20 week days in 2021 and 20 last year．
Avg fare（Incl．LIFT）of $\$ 2.03$ compared to $\$ 2.48$ in 2020 and $\$ 1.96$ budget．
Rides per pass ratio was 19.2 （LIFT passes incl．）compared to 28.7 in 2020，and 52.5 in 2019.
Revenue source percentages with historical comparison：

|  | Cash | 10R | Mth | LIFT |
| :---: | :---: | :---: | :---: | :---: |
| 2021 | 18．1\％ | 16．5\％ | 31．6\％ | 33．7\％ |
| 2020 | 32．8\％ | 15．6\％ | 51．6\％ | 0．0\％ |
| 2019 | 24．9\％ | 17．1\％ | 58．0\％ | 0．0\％ |
| 2018 | 27．4\％ | 16．9\％ | 55．7\％ | 0．0\％ |
| 2017 | 29．6\％ | 17．3\％ | 53．1\％ | 0．0\％ |
| 2016 | 31．6\％ | 16．1\％ | 52．3\％ | 0．0\％ |

LOW INCOME PASS REVENUE （\＄10，001）

MOUNT PEARL REVENUE $(\$ 2,795)$

CHARTER REVENUE $(\$ 7,000)$

COMMUNITY BUS REVENUE \＄5，541

Month 9 of program－4，922 active cards at end of month－62，878 rides this month．
is Variance is due to \％of revenue being allocated to GoBus service for their active \％．

Actual ridership revenues higher than budget due to COVID－19，thus lower subsidy required． （See Mount Pearl statement for more information）．
is No charters during the month．
（See Charter statement for more information）．

动 Service not budgeted due to lack of committed Government funding．Funding was received in April－$\$ 50,000$ for the full year．
（See Community Bus statement for more information）．

## OPERATIONS DEPT

OPERATORS SALARIES
More operator hours at lower pay scale than budgeted．
\＄4，081
\＄7，849

动 Employee working call centre on RTW．
动 Vacation weeks less than budget（10 vs 15）．

OPERATIONS SALARIES \＄5，144

Part－time ISR position not filled for month．
\＄2，100
动 Three positions（Ops Mgr，Senior Supervisor，Supervisor）all filled currently at lower rates than budget due to salary scale．
\＄3，159
\＄5，259

DIESEL FUEL EXPENSE
$(\$ 17,938)$

CHARTER EXPENSE
\＄4，160

COMMUNITY BUS EXPENSE
$(\$ 8,589)$

PROMOTIONS EXPENSE \＄3，549

| is Budgeted Usage： | 132,021 litres＠\＄0．9700／L | $\$ 128,060$ |
| :--- | :--- | ---: |
| is Actual Usage： | 137,294 litres＠\＄1．0634／L | $(\$ 145,998)$ |

$(\$ 5,115)$
$(\$ 12,823)$
$(\$ 17,938)$

动 Actual burn was 59.0 L／ 100 KM vs budget of 56.5 L／100KM．
is Actual total KM was 235,110 vs budget of 233，660．

No charters during the month．
（See Charter statement for more information）．
is Community bus route not budgeted as status was unavailable at budget time．
（See Community Bus statement for more information）．

动 Air Miles earned in the month much lower than budgeted．

REGISTRATIONS \＆MEMBERSHIPS动 CUTA conference budgeted for 4 reps－actual was 1 virtual rep． \＄3，879

MAINTENANCE DEPT

GARAGE SALARIES
Mechanic short for the month due to retirement．
$\$ 6,205$
\＄6，254

UTILITIES EXPENSE \＄5，697

| is Messenger Drive electricity | BUDGET | $\$ 31,200$ |
| :--- | :--- | ---: |
| is Messenger Drive electricity | ACTUAL | $(\$ 25,503)$ |
| is Messenger Drive water | BUDGET | $\$ 0$ |
| is Mis Messenger Drive water | ACTUAL | $\$ 0$ |
| is |  | $\$ 5,697$ |

败 Current billing had 267,000 kWh \＆ 785 kVA \＆while last year had $295,000 \mathrm{kWh}$ \＆ 876 kVA
动 Budget is a 3 yr rolling average－May consisting of 2018－2019－2020．

## FINANCE \＆HUMAN RESOURCES

GROUP INSURANCE EXPENSE
December 2020 renewal was finalized with an overall decrease in premiums，but we had \＄11，662 budgeted an $8 \%$ increase based on early feedback from Mercer on potential increases．

PENSION EXPENSE
\$4,889

TRAVEL EXPENSE \$9,380

More DC union members than budgeted.
is CUTA conference travel did not occur.

## GOBUS

PASSENGER REVENUE -
ACCESSIBLE SERVICES (\$5,975)

LOW INCOME PASS REVENUE \$10,001

MVT SUBSIDY EXPENSE \$2,797
is Month 9-334 active Go-Cards at the end of the month representing 6.3\% of all active LIFT cards.

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BUDGET - Credit to MVT for GO-Card usage:
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BUDGET - Ridership Subsidy:
竹 BUDGET - No Show Subsidy:

ACTUAL - Credit to MVT for GO-Card usage:
ACTUAL - Ridership Subsidy:
ACTUAL - No Show Subsidy:

| 8,141 rides @ $\$ 2.50$ | $\$ 20,353$ |
| ---: | ---: |
| 8,631 rides @ $\$ 27.26$ | $\$ 235,273$ |
| 280 rides @ $\$ 12.51$ | $\$ 3,505$ |
| 8,398 rides @ $\$ 2.50$ | $\$ 259,130$ |
| 8,448 rides @ $\$ 27.26$ | $(\$ 21,895)$ |
| 331 rides @ \$12.51 | $(\$ 230,297)$ |
|  | $(\$ 4,141)$ |
|  |  |

TRAVEL EXPENSE \$2,500
is Pass sales lower than budget due to emergency health declaration - COVID-19.
$(\$ 21,895)$
(\$4,141)
\$2,797
is CUTA conference travel did not occur.





|  |  |  |  |  | RC RATIOS |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ROUTE | REVENUE <br> HOURS | DIRECT <br> BILLING | REVENUE | COST | MONTHLY | YTD |
|  |  |  |  |  |  |  |
| $\mathbf{1}$ | 790.93 |  | $\$ 24,828.20$ | $\$ 114,207.13$ | 0.22 | 0.20 |
| $\mathbf{2}$ | $1,731.52$ |  | $\$ 73,125.45$ | $\$ 250,024.56$ | 0.29 | 0.26 |
| $\mathbf{3}$ | $1,322.00$ |  | $\$ 47,151.07$ | $\$ 190,891.51$ | 0.25 | 0.22 |
| $\mathbf{6}$ | 442.50 |  | $\$ 12,320.76$ | $\$ 63,895.23$ | 0.19 | 0.19 |
| $\mathbf{9}$ | 238.40 |  | $\$ 6,590.29$ | $\$ 34,424.01$ | 0.19 | 0.19 |
| $\mathbf{1 0}$ | $1,293.65$ |  | $\$ 48,971.38$ | $\$ 186,797.89$ | 0.26 | 0.23 |
| $\mathbf{1 1}$ | 285.90 |  | $\$ 8,714.18$ | $\$ 41,282.82$ | 0.21 | 0.19 |
| $\mathbf{1 2}$ | 714.38 |  | $\$ 25,795.33$ | $\$ 103,153.61$ | 0.25 | 0.22 |
| $\mathbf{1 4}$ | 418.00 |  | $\$ 12,161.41$ | $\$ 60,357.53$ | 0.20 | 0.19 |
| $\mathbf{1 5}$ | 599.38 |  | $\$ 17,821.38$ | $\$ 86,548.07$ | 0.21 | 0.19 |
| $\mathbf{1 6}$ | 456.92 |  | $\$ 13,112.70$ | $\$ 65,977.42$ | 0.20 | 0.18 |
| $\mathbf{1 8}$ | 601.38 |  | $\$ 22,729.86$ | $\$ 86,836.87$ | 0.26 | 0.25 |
| $\mathbf{1 9}$ | 639.23 |  | $\$ 22,043.98$ | $\$ 92,302.26$ | 0.24 | 0.22 |
| $\mathbf{2 1}$ | 468.85 | $\$ 61,400.76$ | $\$ 15,662.14$ | $\$ 67,700.06$ | 0.23 | 0.20 |
| $\mathbf{2 2}$ | 125.00 | $\$ 21,884.04$ | $\$ 3,097.86$ | $\$ 18,049.50$ | 0.17 | 0.16 |
| $\mathbf{2 3}$ | 193.00 |  | $\$ 5,864.37$ | $\$ 27,868.43$ | 0.21 | 0.20 |
| $\mathbf{2 8}$ | 146.36 | $\$ 4,200.00$ | $\$ 1,341.00$ | $\$ 8,589.00$ | 0.16 | 0.12 |
| $\mathbf{3 0}$ | 106.60 | $\$ 22,478.00$ | $\$ 2,090.61$ | $\$ 15,392.61$ | 0.14 | 0.06 |
|  | $\mathbf{1 0 , 5 7 4 . 0 0}$ | $\$ 109,962.80$ | $\$ 363,421.97$ | $\$ 1,514,298.51$ | $\mathbf{0 . 2 4}$ | $\mathbf{0 . 2 2}$ |

Cost / revenue hour (includes regular debt payments \& special pension):
\$144.39

| Total Expenses | $\$ 1,240,207$ |
| :--- | ---: |
| Debt Interest | $\$ 4,910$ |
| Debt Payment | $\$ 100,000$ |




[^0]:    *Based on actual/budget kilometers and cost per kilometer

