



Casco Bay Lines  
P.O. Box 4656  
56 Commercial St.  
Portland, ME 04112

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**FY 2022 Financial Notes:**  
For the Month of April 2022

**Synopsis:**

April was characterized by extremely strong revenue, primarily a result of ticket pre-buys ahead of seasonal rate increases. Total expenses that were unfavorable to budget, primarily due to vessel drydock invoicing. **April revenues were higher than planned by 49.6% at \$391K, while expenses were also higher than planned by a factor of 44.3%, the bulk of which being in Vessel Maintenance. As compared to April 2021, revenues were 7.1% lower in 2022 and expenses were lower by 31.7% in 2022. Operating results for April 2022 were 39.5% unfavorable to budget at -\$393K and were favorable to April of last year by 45.9%. Grant revenues were capped at the loss for the month and were significantly favorable to the budget of \$0.**

**Revenue Assessment:                      Excellent**

*Current Month:*

April Operating Revenue of \$391K closed 49.6% over budgeted amounts and 7.1% below the same period last fiscal year. April is typically impacted by passenger and vehicle ticket pre-buys ahead of peak season price increases and April 2022 followed suit.

- Scheduled passenger revenues of \$126K were 4.0% lower than budget and 20% below the same period last year.
- Vehicle revenues of \$178K closed 170.6% higher than budget and 8.7% higher than the same period last year.
- Freight revenues were \$67K and closed 52.6% above budget and 30.9% lower than the same period last year.
- Group sales closed 16.8% above projections and was significantly higher than the same month last year which was only \$553.

*Year to date (YTD):*

YTD Operating Revenue was \$1.727M and was 22.5% ahead of budget and 7.4% ahead of the same period last fiscal year.

- Scheduled passenger revenues YTD were worse than budget by 7.3% and were up 3.5% as compared to last fiscal year.
- Vehicle revenues YTD of \$648K are better than budget by 104.1% and are 18.6% ahead of FY21 YTD.
- Freight revenues YTD of \$387K were 32.5% above budgeted numbers and were 16.3% behind last fiscal YTD.
- Group sales YTD of \$99K closed 14.6% behind budget but significantly above the same period last year which was only \$4.1K.
  - The Diamond Pass Run and Mailboat Run were offered starting in October 2021 and were responsible for the majority of Group Sales Revenue for the year.

**Expense Assessment:                      Very Good**

*Current Month:*

April expenses of \$785K were 44.3% over budgeted amount and were 31.7% lower than April of last year. The primary cause for the under-budget performance was late invoicing for Maquoit drydock which was budgeted in March.

- Personnel expenses were 11.5% under budget and 18.5% below April of last year.
  - Admin Direct Offset was zero for the month.
  - Employee insurances were at budget for the month.
  - Collective Bargaining Agreement renewed later than planned, so wage increases did not take effect until April.
- Vessel maintenance ended 271.6% over budget and 37.0% below April of last year. Over budget performance was result of delay in Maquoit drydock for which, \$276K was realized in April but \$300K was budgeted in March.
  - Machigonne was slightly over budget for April, primarily due to fire extinguisher system repairs and replacement as well as general preventative maintenance. Total expense for the month was \$11.5K.
  - Maquoit maintenance for the month totaled \$288K and was well over budget, though drydock expense was budgeted at \$0 while \$276K was recognized. Other expense included shaft brake repairs and battery replacements.
  - Bay Mist was over budget for the month at \$16K. Repairs included extensive fire system work as well as steering repairs and preventative maintenance.
  - Aucocisco required \$2.9K in repairs during the month, which is favorable to budget. Repairs included routine service and fire system inspection.
  - Wabanaki for the month was \$4.2K, which was well under budget. The vessel required minimal work, all of which was routine and preventative in nature.
  - Fuel was under budget in March at \$44K. CBL has locked fuel at \$1.85 per gallon. Fuel pricing is favorable and predictable through summer FY2022, despite currently increasing prices.
- Operations expense was 20.4% over budget and 53.5% lower than the same period last year.
  - Data processing included network infrastructure maintenance and security upgrades as well as progress billing on IT projects including conference room video equipment and firewall/switching replacements.
  - Credit card fees were over budget for the month, as sales were higher than planned for the month of April.
- Terminal expense was 11.5% over budget and 29.2% lower than last April
  - Paper and Cleaning Supplies included various safety supplies and items and supplies to clean and sanitize terminal areas due to COVID-19.
  - Some utilities have increased in cost resulting in the over budget performance for the month.
  - Terminal Misc. included general repairs and maintenance in and around the terminal and included window cleaning, and necessary cabling.
- Sales expense was under budget and closed 24.5% under projections and 64.3% higher than the same period last year.
  - Marketing included COVID-19 communications consulting and related services for the month.

*Year to date (YTD):*

YTD Expenses were 1.6% under budget and were 7.9% lower than last YTD.

- Personnel expenses YTD were 1.4% favorable to budget and 16.5% below last YTD, where crew platooning in response to COVID-19 resulted increase personnel expense.
  - Crew platooning was suspended as of mid-September 2021 which has impacted expenses favorably.
  - The District has covered employee medical contributions since the beginning of the COVID pandemic.
  - MMA collective bargaining agreement is due to expire in March 2022, however wage increases did not occur until April 2022.
- Vessel maintenance was 1.3% over budget and 14.3% higher than last fiscal YTD.
  - Wabanaki drydock expense currently stands at \$497K and was budgeted at \$290K.
  - Maquoit drydock expense currently stands at \$451K and was budgeted at \$550K, more expense is expected.
  - Aucocisco is planned for Drydock in 2022.
  - CBL has locked fuel at \$1.85 per gallon. Fuel pricing is favorable and predictable through summer FY2022, despite currently increasing prices.
- Operations expense was 3.7% under budget and 22.1% under last YTD.
  - In January, the District incurred \$80K expense to implement new ticketing and freight software at the POS.
- Terminal expense was 6.3% unfavorable to budget and 4.9% lower than last YTD.
- Sales expense YTD was 48.1% below budget and 27.1% above last YTD.

**Operating Surplus/Loss:                    Very Good**

*Current Month:*

**Operating result of -\$393K was 39.5% unfavorable to budget and 45.9% favorable to the same period last year, which was -\$728K.** Maquoit drydock invoice timing was a factor in this performance.

*Year to date (YTD):*

YTD operating result of -\$3.010M was 4.2% favorable to budget and 14.9% favorable to last YTD where the result was -\$3.535 M.

**Grant Revenues:                            Excellent**

*Current Month:*

Grant revenue of \$393K for the month were capped at the loss for April and as a result were immensely favorable to budget and 46.5% unfavorable to April of last year.

*Year to date (YTD):*

**Grant revenue YTD of \$3.008M is 11.6% above budget, and 14.9% lower than last YTD.**

**Surplus/Loss:                    Excellent**

*Current Month:*

Final result of \$0 was as planned, due to CARES and CRRSSA Awards.

*Year to date (YTD):*

**Our current YTD result is \$0, which is near budget and nearly equal to last YTD.**

**Line of Credit Balance:** Currently \$0 with an available credit balance of \$2,000,000

**CBITD Revenues and Expenses  
Summary**

	FY2022 BUDGET	APRIL				FISCAL YEAR TO DATE				PREVIOUS	FY22 vs.
		PROJECTED	ACTUAL	VARIANCE	VARIANCE %	PROJECTED	ACTUAL	VARIANCE	VARIANCE %	YTD	FY21
<b>REVENUES</b>											
SCH SERVICE	\$4,481,093	\$ 242,033	\$ 372,697	\$ 130,664	54.0%	\$ 1,265,032	\$ 1,617,480	\$ 352,448	27.9%	\$ 1,596,682	1.3%
GR SALES	\$1,033,574	\$ 15,690	\$ 18,330	\$ 2,640	16.8%	\$ 121,814	\$ 103,499	\$ (18,315)	-15.0%	\$ 4,121	2411.5%
MISC	\$51,390	\$ 4,055	\$ 619	\$ (3,436)	-84.7%	\$ 31,545	\$ 9,810	\$ (21,735)	-68.9%	\$ 7,181	36.6%
<b>TOTAL REVENUES</b>	<b>\$5,566,057</b>	<b>\$ 261,778</b>	<b>\$ 391,646</b>	<b>\$ 129,868</b>	<b>49.6%</b>	<b>\$ 1,418,391</b>	<b>\$ 1,730,789</b>	<b>\$ 312,398</b>	<b>22.0%</b>	<b>\$ 1,607,984</b>	<b>7.6%</b>
<b>EXPENSES</b>											
PERSONNEL	\$4,691,875	\$ 363,208	\$ 321,364	\$ 41,844	11.5%	\$ 2,460,097	\$ 2,426,282	\$ 33,815	1.4%	\$ 2,906,317	16.5%
VESSELS	\$2,115,819	\$ 100,881	\$ 374,906	\$ (274,025)	-271.6%	\$ 1,568,080	\$ 1,588,856	\$ (20,776)	-1.3%	\$ 1,390,193	-14.3%
OPERATIONS	\$765,876	\$ 46,096	\$ 55,510	\$ (9,414)	-20.4%	\$ 460,552	\$ 445,603	\$ 14,949	3.2%	\$ 569,776	21.8%
TERMINAL	\$352,266	\$ 22,245	\$ 24,795	\$ (2,550)	-11.5%	\$ 204,366	\$ 217,381	\$ (13,015)	-6.4%	\$ 228,275	4.8%
SALES	\$336,570	\$ 11,713	\$ 8,847	\$ 2,866	24.5%	\$ 120,353	\$ 62,455	\$ 57,898	48.1%	\$ 49,148	-27.1%
DEBT SERVICE	\$0	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
PROVISION FOR DEF RED	\$0	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
<b>TOTAL EXPENSES</b>	<b>\$8,262,406</b>	<b>\$ 544,143</b>	<b>\$ 785,422</b>	<b>\$ (241,279)</b>	<b>-44.3%</b>	<b>\$ 4,813,448</b>	<b>\$ 4,740,576</b>	<b>\$ 72,871</b>	<b>1.5%</b>	<b>\$ 5,143,709</b>	<b>7.8%</b>
<b>OPERATING SURPLUS/LOSS</b>	<b>-\$2,696,349</b>	<b>\$ (282,365)</b>	<b>\$ (393,777)</b>	<b>\$ (111,412)</b>	<b>39.5%</b>	<b>\$ (3,395,057)</b>	<b>\$ (3,009,786)</b>	<b>\$ 385,271</b>	<b>11.3%</b>	<b>\$ (3,535,725)</b>	<b>14.9%</b>
<b>OP GRANT REVENUES</b>											
FTA PM REVENUE	\$0	\$ -	\$ -	\$ -	0.0%	\$ -	\$ 4,358	\$ 4,358	0.0%	\$ -	0.0%
FTA RURAL REVENUE	\$516,862	\$ -	\$ -	\$ -	0.0%	\$ 516,862	\$ 329,503	\$ (187,359)	-36.2%	\$ 856,919	-61.5%
FTA OPERATING REVENUE	\$2,110,410	\$ -	\$ 294,939	\$ 294,939	0.0%	\$ 2,110,410	\$ 2,254,208	\$ 143,798	6.8%	\$ 2,610,362	-13.6%
STATE SUBSIDY REVENUE	\$68,444	\$ -	\$ 98,838	\$ 98,838	0.0%	\$ 68,444	\$ 420,067	\$ 351,623	513.7%	\$ 68,444	513.7%
<b>TOTAL OP GRANT RESERVES</b>	<b>\$2,695,716</b>	<b>\$ -</b>	<b>\$ 393,777</b>	<b>\$ 393,777</b>	<b>0.0%</b>	<b>\$ 2,695,716</b>	<b>\$ 3,008,136</b>	<b>\$ 312,420</b>	<b>11.6%</b>	<b>\$ 3,535,725</b>	<b>-14.9%</b>
<b>SURPLUS/LOSS</b>	<b>-\$633</b>	<b>\$ (282,365)</b>	<b>\$ -</b>	<b>\$ 282,365</b>	<b>100.0%</b>	<b>\$ (699,341)</b>	<b>\$ (1,650)</b>	<b>\$ 697,691</b>	<b>99.8%</b>	<b>\$ -</b>	<b>#DIV/0!</b>

**CBITD Revenues and Expenses  
Overview**

	FY2022 BUDGET	APRIL				FISCAL YEAR TO DATE				PREVIOUS	FY22 vs. FY21
		PROJECTED	ACTUAL	VARIANCE	VARIANCE %	PROJECTED	ACTUAL	VARIANCE	VARIANCE %	YTD	
<b>REVENUES</b>											
PASSENGER	\$ 2,529,205	\$ 131,699	\$ 126,436	\$ (5,263)	-4.0%	\$ 654,757	\$ 611,107	\$ (43,650)	-6.7%	\$ 586,673	4.2%
VEHICLE	\$ 1,029,036	\$ 66,008	\$ 178,606	\$ 112,598	170.6%	\$ 317,533	\$ 618,305	\$ 300,772	94.7%	\$ 546,701	13.1%
FREIGHT	\$ 850,852	\$ 38,326	\$ 60,659	\$ 22,333	58.3%	\$ 250,742	\$ 340,965	\$ 90,223	36.0%	\$ 421,178	-19.0%
MAIL	\$ 72,000	\$ 6,000	\$ 6,996	\$ 996	16.6%	\$ 42,000	\$ 47,105	\$ 5,105	12.2%	\$ 42,130	11.8%
<b>TOTAL</b>	<b>\$ 4,481,093</b>	<b>\$ 242,033</b>	<b>\$ 372,697</b>	<b>\$ 130,664</b>	<b>54.0%</b>	<b>\$ 1,265,032</b>	<b>\$ 1,617,480</b>	<b>\$ 352,448</b>	<b>27.9%</b>	<b>\$ 1,596,682</b>	<b>1.3%</b>
<b>GR SALES</b>											
TOURS	\$ 599,351	\$ 9,462	\$ 13,284	\$ 3,822	40.4%	\$ 66,222	\$ 80,859	\$ 14,637	22.1%	\$ -	0.0%
CHARTERS	\$ 224,500	\$ -	\$ 1,800	\$ 1,800	0.0%	\$ 22,500	\$ 4,250	\$ (18,250)	0.0%	\$ -	0.0%
CATERING	\$ 168,550	\$ 500	\$ 900	\$ 400	0.0%	\$ 5,000	\$ 4,889	\$ (111)	0.0%	\$ -	0.0%
VENDING	\$ 8,000	\$ 500	\$ -	\$ (500)	-100.0%	\$ 3,750	\$ 959	\$ (2,791)	-74.4%	\$ 1,258	-23.8%
PROMOTIONAL	\$ 9,000	\$ 1,350	\$ 68	\$ (1,282)	0.0%	\$ 7,100	\$ 1,939	\$ (5,161)	-72.7%	\$ 2,863	0.0%
ADVERTISING	\$ 24,173	\$ 3,878	\$ 2,278	\$ (1,600)	-41.3%	\$ 17,242	\$ 10,602	\$ (6,640)	-38.5%	\$ -	0.0%
<b>TOTAL</b>	<b>\$ 1,033,574</b>	<b>\$ 15,690</b>	<b>\$ 18,330</b>	<b>\$ 2,640</b>	<b>16.8%</b>	<b>\$ 121,814</b>	<b>\$ 103,499</b>	<b>\$ (18,315)</b>	<b>-15.0%</b>	<b>\$ 4,121</b>	<b>2411.5%</b>
<b>OTHER INCOME</b>											
MISC	\$ 11,140	\$ 855	\$ 186	\$ (669)	-78.2%	\$ 6,795	\$ 5,811	\$ (984)	-14.5%	\$ 1,133	412.9%
INTEREST	\$ 40,250	\$ 3,200	\$ 432	\$ (2,768)	-86.5%	\$ 24,750	\$ 3,999	\$ (20,751)	-83.8%	\$ 6,047	-33.9%
<b>TOTAL</b>	<b>\$ 51,390</b>	<b>\$ 4,055</b>	<b>\$ 619</b>	<b>\$ (3,437)</b>	<b>-84.8%</b>	<b>\$ 654,757</b>	<b>\$ 9,810</b>	<b>\$ (21,735)</b>	<b>-3.3%</b>	<b>\$ 7,181</b>	<b>36.6%</b>
						\$ -					
<b>TOTAL OP REVENUES</b>	<b>\$ 5,566,057</b>	<b>\$ 261,778</b>	<b>\$ 391,646</b>	<b>\$ 129,867</b>	<b>49.6%</b>	<b>\$ 654,757</b>	<b>\$ 1,730,790</b>	<b>\$ 312,398</b>	<b>47.7%</b>	<b>\$ 1,607,984</b>	<b>7.6%</b>

**CBITD Revenues and Expenses  
Overview**

	FY2022 BUDGET	APRIL				FISCAL YEAR TO DATE				PREVIOUS	FY22 vs. FY21
		PROJECTED	ACTUAL	VARIANCE	VARIANCE %	PROJECTED	ACTUAL	VARIANCE	VARIANCE %	YTD	
<b>EXPENSES</b>											
<b>PERSONNEL</b>											
PAYROLL	\$ 3,458,349	\$ 263,051	\$ 227,084	\$ 35,967	13.7%	\$ 1,759,180	\$ 1,758,660	\$ 520	0.0%	\$ 2,234,579	21.3%
TAXES	\$ 264,564	\$ 20,123	\$ 16,630	\$ 3,493	17.4%	\$ 134,578	\$ 129,187	\$ 5,391	4.0%	\$ 171,227	24.6%
EMPLOYEE INSURANCE	\$ 496,411	\$ 42,264	\$ 39,878	\$ 2,386	5.6%	\$ 285,089	\$ 270,529	\$ 14,560	5.1%	\$ 258,085	-4.8%
EMPLOYEE RELATED EXP	\$ 34,015	\$ 1,225	\$ 1,227	\$ (2)	-0.2%	\$ 25,435	\$ 15,581	\$ 9,854	38.7%	\$ 11,037	-41.2%
PENSION	\$ 438,536	\$ 36,545	\$ 36,545	\$ -	0.0%	\$ 255,815	\$ 252,325	\$ 3,490	1.4%	\$ 231,389	-9.0%
<b>TOTAL</b>	<b>\$ 4,691,875</b>	<b>\$ 363,208</b>	<b>\$ 321,364</b>	<b>\$ 41,844</b>	<b>11.5%</b>	<b>\$ 2,460,097</b>	<b>\$ 2,426,282</b>	<b>\$ 33,815</b>	<b>1.4%</b>	<b>\$ 2,906,317</b>	<b>16.5%</b>
<b>VESSELS</b>											
REPAIRS	\$ 1,484,750	\$ 41,350	\$ 324,366	\$ (283,016)	-684.4%	\$ 1,215,200	\$ 1,223,767	\$ (8,567)	-0.7%	\$ 1,016,808	-20.4%
FUEL	\$ 551,869	\$ 52,931	\$ 44,281	\$ 8,650	16.3%	\$ 306,680	\$ 321,271	\$ (14,591)	-4.8%	\$ 331,063	3.0%
INSURANCE	\$ 79,200	\$ 6,600	\$ 6,260	\$ 340	5.2%	\$ 46,200	\$ 43,817	\$ 2,383	5.2%	\$ 42,322	-3.5%
<b>TOTAL</b>	<b>\$ 2,115,819</b>	<b>\$ 100,881</b>	<b>\$ 374,906</b>	<b>\$ (274,025)</b>	<b>-271.6%</b>	<b>\$ 1,568,080</b>	<b>\$ 1,588,856</b>	<b>\$ (20,776)</b>	<b>-1.3%</b>	<b>\$ 1,390,193</b>	<b>-14.3%</b>
<b>OPERATIONS</b>											
TELEPHONE	\$ 22,440	\$ 1,870	\$ 2,143	\$ (273)	-14.6%	\$ 13,090	\$ 14,517	\$ (1,427)	-10.9%	\$ 12,230	-18.7%
MAIL AGENT	\$ 11,220	\$ 935	\$ 935	\$ -	0.0%	\$ 6,545	\$ 6,545	\$ -		\$ 6,545	0.0%
OFFICE	\$ 7,500	\$ 625	\$ 805	\$ (180)	-28.8%	\$ 4,375	\$ 6,024	\$ (1,649)	-37.7%	\$ 5,707	-5.6%
CREDIT CARD	\$ 141,496	\$ 3,800	\$ 5,651	\$ (1,851)	-48.7%	\$ 0	\$ 66,790	\$ (66,790)	#DIV/0!	\$ 55,589	-20.1%
POSTAGE	\$ 3,360	\$ 280	\$ 234	\$ 46	16.4%	\$ 0	\$ 2,433	\$ (2,433)	#DIV/0!	\$ 1,354	-79.7%
TRAVEL	\$ 16,500	\$ 1,900	\$ 28	\$ 1,872	98.5%	\$ 0	\$ 2,697	\$ (2,697)	#DIV/0!	\$ 4,463	0.0%
DAMAGES	\$ 22,950	\$ -	\$ 152	\$ (152)	0.0%	\$ 0	\$ 3,600	\$ (3,600)	#DIV/0!	\$ 4,760	24.4%
OTHER INSURANCES	\$ 29,880	\$ 2,490	\$ 4,168	\$ (1,678)	-67.4%	\$ 0	\$ 28,001	\$ (28,001)	#DIV/0!	\$ 19,755	-41.7%
MISCELLANEOUS	\$ 16,481	\$ 405	\$ 513	\$ (108)	-26.7%	\$ 4,495	\$ 3,870	\$ 625	13.9%	\$ 3,448	-12.2%
BARGE SUBCONTRACTING	\$ 8,500	\$ -	\$ -	\$ -	0.0%	\$ 3,000	\$ 3,525	\$ (525)	-17.5%	\$ 233,500	0.0%
PROFESSIONAL	\$ 99,480	\$ 7,655	\$ 8,426	\$ (771)	-10.1%	\$ 61,695	\$ 42,826	\$ 18,869	30.6%	\$ 34,678	-23.5%
DUES & PUC	\$ 20,975	\$ 725	\$ 388	\$ 337	0.0%	\$ 5,175	\$ 3,443	\$ 1,732	0.0%	\$ 8,866	61.2%
UNIFORMS	\$ 36,165	\$ 3,850	\$ 2,683	\$ 1,167	30.3%	\$ 24,985	\$ 15,795	\$ 9,190	36.8%	\$ 8,834	-78.8%
TRAINING	\$ 12,550	\$ 2,625	\$ -	\$ 2,625	100.0%	\$ 10,300	\$ 2,823	\$ 7,477	72.6%	\$ 118	0.0%
<b>TOTAL</b>	<b>\$ 765,876</b>	<b>\$ 46,096</b>	<b>\$ 55,510</b>	<b>\$ 1,034</b>	<b>2.2%</b>	<b>\$ 460,552</b>	<b>\$ 445,603</b>	<b>\$ (69,229)</b>	<b>-15.0%</b>	<b>\$ 569,776</b>	<b>21.8%</b>

**CBITD Revenues and Expenses  
Overview**

	FY2022 BUDGET	APRIL				FISCAL YEAR TO DATE				PREVIOUS	FY22 vs. FY21
		PROJECTED	ACTUAL	VARIANCE	VARIANCE %	PROJECTED	ACTUAL	VARIANCE	VARIANCE %	YTD	
<b>EXPENSES</b>											
<b>TERMINAL</b>											
UTILITIES	\$ 63,999	\$ 4,933	\$ 5,264	\$ (331)	-6.7%	\$ 42,844	\$ 46,084	\$ (3,240)	-7.6%	\$ 40,840	-12.8%
JANITORIAL	\$ 95,940	\$ 7,840	\$ 7,600	\$ 240	3.1%	\$ 55,300	\$ 58,811	\$ (3,511)	-6.3%	\$ 49,686	-18.4%
RENT	\$ 35,940	\$ 2,995	\$ 2,995	\$ -	0.0%	\$ 20,965	\$ 20,968	\$ (3)	0.0%	\$ 20,967	0.0%
MAINTENANCE	\$ 156,387	\$ 6,477	\$ 8,936	\$ (2,459)	-38.0%	\$ 85,257	\$ 91,518	\$ (6,261)	-7.3%	\$ 116,782	21.6%
<b>TOTAL</b>	<b>\$ 352,266</b>	<b>\$ 22,245</b>	<b>\$ 24,795</b>	<b>\$ (2,550)</b>	<b>-11.5%</b>	<b>\$ 204,366</b>	<b>\$ 217,381</b>	<b>\$ (13,015)</b>	<b>-6.4%</b>	<b>\$ 228,275</b>	<b>4.8%</b>
<b>SALES</b>											
ADVERTISING	\$ 190,015	\$ 10,463	\$ 8,847	\$ 1,616	15.4%	\$ 95,728	\$ 58,018	\$ 37,710	39.4%	\$ 45,823	-26.6%
CATERING	\$ 146,555	\$ 1,250	\$ -	\$ 1,250	0.0%	\$ 24,625	\$ 4,437	\$ 20,188	0.0%	\$ 3,325	0.0%
<b>TOTAL</b>	<b>\$ 336,570</b>	<b>\$ 11,713</b>	<b>\$ 8,847</b>	<b>\$ 2,866</b>	<b>24.5%</b>	<b>\$ 120,353</b>	<b>\$ 62,455</b>	<b>\$ 57,898</b>	<b>48.1%</b>	<b>\$ 49,148</b>	<b>-27.1%</b>
<b>DEBT SERVICE</b>											
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>0.00</b>
<b>TOTAL EXPENSES</b>	<b>\$ 8,262,406</b>	<b>\$ 544,143</b>	<b>\$ 785,422</b>	<b>\$ (241,279)</b>	<b>-44.3%</b>	<b>\$ 4,813,448</b>	<b>\$ 4,740,576</b>	<b>\$ 72,872</b>	<b>1.5%</b>	<b>\$ 5,143,709</b>	<b>7.8%</b>
<b>TOTAL OP REVENUES</b>	<b>\$ 5,566,057</b>	<b>\$ 261,778</b>	<b>\$ 391,646</b>	<b>\$ 129,867</b>	<b>49.6%</b>	<b>\$ 1,418,391</b>	<b>\$ 1,730,790</b>	<b>\$ 312,398</b>	<b>22.0%</b>	<b>\$ 1,607,984</b>	<b>7.6%</b>
<b>OP SURPLUS/LOSS</b>	<b>\$ (2,696,349)</b>	<b>\$ (282,365)</b>	<b>\$ (393,777)</b>	<b>\$ (111,412)</b>	<b>-39.5%</b>	<b>\$ (3,395,057)</b>	<b>\$ (3,009,786)</b>	<b>\$ 385,271</b>	<b>11.3%</b>	<b>\$ (3,535,725)</b>	<b>14.9%</b>
<b>OP GRANT REVENUES</b>											
FTA PREVENTATIVE MAIN	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	\$ 4,358	\$ 4,358	0.0%	\$ -	0.0%
FTA RURAL REVENUE	\$ 516,862	\$ -	\$ -	\$ -	0.0%	\$ 516,862	\$ 329,503	\$ (187,359)	-36.2%	\$ 856,919	-61.5%
FTA OPERATING REVENUE	\$ 2,110,410	\$ -	\$ 294,939	\$ 294,939	0.0%	\$ 2,110,410	\$ 2,254,208	\$ 143,798	0.0%	\$ 2,610,362	-13.6%
STATE SUBSIDY REVENUE	\$ 68,444	\$ -	\$ 98,838	\$ 98,838	100.0%	\$ 68,444	\$ 420,067	\$ 351,623	0.0%	\$ 68,444	0.0%
<b>TOTAL</b>	<b>\$ 2,695,716</b>	<b>\$ -</b>	<b>\$ 393,777</b>	<b>\$ 294,939</b>	<b>0.0%</b>	<b>\$ 2,695,716</b>	<b>\$ 3,008,136</b>	<b>\$ (39,203)</b>	<b>-1.5%</b>	<b>\$ 3,535,725</b>	<b>-14.9%</b>
<b>SURPLUS/LOSS</b>	<b>\$ (633)</b>	<b>\$ (282,365)</b>	<b>\$ -</b>	<b>\$ 282,365</b>	<b>100.0%</b>	<b>\$ (699,341)</b>	<b>\$ (1,650)</b>	<b>\$ 697,691</b>	<b>99.8%</b>	<b>\$ -</b>	<b>0.0%</b>



Casco Bay Island Transit District	Budget 2022	April 2022 Budget	April 2022 Actual	YTD Budget 4/30/22	YTD Actual 4/30/22	YTD Actual 4/30/21	% Change
<b>1. REVENUES: SCHEDULED SERVICE</b>							
PASSENGER - PEAKS	1,724,029	93,028	88,876	451,253	424,797	405,627	4.7%
PASSENGER-LD	45,831	2,588	2,411	8,277	7,785	7,217	7.9%
PASSENGER - GD	91,401	6,040	5,348	28,477	29,951	36,806	-18.6%
PASSENGER -D COVE	199,967	3,536	6,064	30,240	28,401	18,752	51.5%
PASSENGER-LONG	321,535	17,848	16,229	95,723	80,175	80,823	-0.8%
PASSENGER -CHEB	35,364	848	1,311	3,705	7,463	6,656	12.1%
PASSENGER -CLIFF	75,340	5,316	3,048	23,867	17,375	16,288	6.7%
ANIMALS	35,738	2,495	3,151	13,215	15,161	14,504	4.5%
<b>TICKET</b>	<b>2,529,205</b>	<b>131,699</b>	<b>126,436</b>	<b>654,757</b>	<b>611,107</b>	<b>586,673</b>	<b>4.2%</b>
VEHICLES - DOWNBAY	14,901	851	0	2,628	4,104	2,673	53.5%
VEHICLES - PEAKS	1,014,135	65,157	178,606	314,905	614,201	544,028	12.9%
<b>VEHICLE</b>	<b>1,029,036</b>	<b>66,008</b>	<b>178,606</b>	<b>317,533</b>	<b>618,305</b>	<b>546,701</b>	<b>13.1%</b>
FREIGHT - PEAKS	360,534	15,629	26,071	118,579	157,207	194,231	-19.1%
FREIGHT -LD	16,220	933	1,308	2,456	3,682	3,454	6.6%
FREIGHT -GD	25,537	1,496	1,437	7,222	9,387	12,649	-25.8%
FREIGHT -DCOVE	52,027	1,824	5,027	10,302	20,617	25,996	-20.7%
FREIGHT -LONG	137,271	8,133	10,559	44,448	56,964	62,953	-9.5%
FREIGHT -CHEB	138,529	5,881	12,534	40,740	65,214	83,558	-22.0%
FREIGHT -CLIFF	42,277	2,395	1,024	13,873	14,010	19,690	-28.8%
UPFREIGHT	21,598	668	389	5,522	4,824	6,020	-19.9%
BIKES	56,859	1,367	2,310	7,600	9,060	12,627	-28.2%
MAIL	72,000	6,000	6,996	42,000	47,105	42,130	11.8%
<b>FREIGHT</b>	<b>922,852</b>	<b>44,326</b>	<b>67,654</b>	<b>292,742</b>	<b>388,069</b>	<b>463,308</b>	<b>-16.2%</b>
<b>1. REVENUES: SCHEDULED SERVICE TOTAL</b>	<b>4,481,093</b>	<b>242,033</b>	<b>372,697</b>	<b>1,265,032</b>	<b>1,617,480</b>	<b>1,596,682</b>	<b>1.3%</b>
<b>2. REVENUES: GROUP TOURS AND SALES</b>							
BAILEY ISLAND RUN	115,000	0	0	0	0	0	0.0%
BAILEY NATURE RUN	30,000	0	0	0	0	0	0.0%
MAILBOAT RUN	280,794	7,188	8,102	54,259	50,926	0	0.0%
SUNSET RUN	69,073	2,274	1,500	8,394	4,688	0	0.0%
DIAMOND PASS RUN	99,516	0	3,652	3,569	25,215	0	0.0%
MOONLIGHT RUN	4,968	0	30	0	30	0	0.0%
<b>TOUR</b>	<b>599,351</b>	<b>9,462</b>	<b>13,284</b>	<b>66,222</b>	<b>80,859</b>	<b>0</b>	<b>0.0%</b>
CHARTERS	197,500	0	1,800	22,500	4,250	0	0.0%
CONCERT CRUISES	27,000	0	0	0	0	0	0.0%
BAR	88,250	500	0	5,000	1,989	0	0.0%
LOBSTER BAKES	80,300	0	900	0	2,900	0	0.0%
<b>CHARTER AND CATERING</b>	<b>393,050</b>	<b>500</b>	<b>2,700</b>	<b>27,500</b>	<b>9,139</b>	<b>0</b>	<b>0.0%</b>
ADVERTISING	24,173	3,878	2,278	17,242	10,602	0	0.0%
VENDING	8,000	500	0	3,750	959	1,258	-23.8%
PROMOTIONAL ITEMS	9,000	1,350	68	7,100	1,939	2,863	-32.3%
<b>GROUP SALES OTHER</b>	<b>41,173</b>	<b>5,728</b>	<b>2,345</b>	<b>28,092</b>	<b>13,500</b>	<b>4,121</b>	<b>227.6%</b>
<b>2. REVENUES: GROUP TOURS AND SALES TOTAL</b>	<b>1,033,574</b>	<b>15,690</b>	<b>18,330</b>	<b>121,814</b>	<b>103,499</b>	<b>4,121</b>	<b>2411.5%</b>
<b>3. REVENUES: OTHER INCOME</b>							
OTHER MISC INCOME	11,140	855	186	6,795	5,811	1,133	412.9%
INTEREST INCOME	40,250	3,200	432	24,750	3,999	6,047	-33.9%
<b>MISC INCOME</b>	<b>51,390</b>	<b>4,055</b>	<b>619</b>	<b>31,545</b>	<b>9,810</b>	<b>7,181</b>	<b>36.6%</b>
<b>3. REVENUES: OTHER INCOME TOTAL</b>	<b>51,390</b>	<b>4,055</b>	<b>619</b>	<b>31,545</b>	<b>9,810</b>	<b>7,181</b>	<b>36.6%</b>
<b>TOTAL REVENUES</b>	<b>5,566,057</b>	<b>261,778</b>	<b>391,646</b>	<b>1,418,391</b>	<b>1,730,790</b>	<b>1,607,984</b>	<b>7.6%</b>

<b>5. EXPENSE: PERSONNEL</b>								
ADMINISTRATIVE DIRECT OFFSET	0	0	0	0	0	-6,763	-100.0%	
ADMINISTRATIVE	471,993	36,307	32,650	272,303	251,727	282,912	-11.0%	
<b>ADMINISTRATIVE</b>	<b>471,993</b>	<b>36,307</b>	<b>32,650</b>	<b>272,303</b>	<b>251,727</b>	<b>276,149</b>	<b>-8.8%</b>	
CAPTAINS - REGULAR	117,433	6,205	5,244	32,685	19,817	5,041	293.1%	
CAPTAINS - OVERTIME	45,501	1,436	864	10,771	6,057	4,167	45.4%	
UNION DECKHANDS - REGULAR	723,490	70,121	46,580	432,388	373,533	428,748	-12.9%	
UNION DECKHANDS - OVERTIME	238,511	13,632	8,035	92,282	82,549	296,854	-72.2%	
NONUNION DH - REGULAR	142,957	1,552	9,747	12,903	61,280	35,200	74.1%	
NONUNION DH - OVERTIME	28,565	47	1,098	1,115	9,733	18,060	-46.1%	
SR CAPTAINS - REGULAR	521,092	50,765	44,942	298,272	339,153	344,607	-1.6%	
SR CAPTAINS - OVERTIME	76,332	7,667	6,234	37,591	48,458	211,698	-77.1%	
<b>CREWS</b>	<b>1,893,881</b>	<b>151,425</b>	<b>122,744</b>	<b>918,007</b>	<b>940,580</b>	<b>1,344,374</b>	<b>-30.0%</b>	
MAINTENANCE - REGULAR	209,381	16,586	13,865	120,197	105,022	105,924	-0.9%	
MAINTENANCE - OVERTIME	13,029	1,131	873	5,263	4,598	3,522	30.6%	
<b>MAINTENANCE</b>	<b>222,410</b>	<b>17,717</b>	<b>14,738</b>	<b>125,460</b>	<b>109,620</b>	<b>109,446</b>	<b>0.2%</b>	
SALES WAGES	131,206	9,430	6,331	70,981	47,714	43,999	8.4%	
OPS AGENTS - REGULAR	368,098	27,339	21,900	220,993	196,602	207,254	-5.1%	
OPS AGENTS - OVERTIME	52,685	3,623	4,760	26,015	30,928	35,300	-12.4%	
<b>OPS AGENTS</b>	<b>420,783</b>	<b>30,962</b>	<b>26,660</b>	<b>247,008</b>	<b>227,530</b>	<b>242,554</b>	<b>-6.2%</b>	
TICKET OFFICE - REGULAR	126,149	3,162	9,826	19,744	75,443	115,433	-34.6%	
TICKET OFFICE - OVERTIME	10,447	88	262	977	2,003	3,921	-48.9%	
<b>TICKET OFFICE</b>	<b>136,596</b>	<b>3,250</b>	<b>10,089</b>	<b>20,721</b>	<b>77,446</b>	<b>119,354</b>	<b>-35.1%</b>	
OPERATIONS MANAGEMENT	181,480	13,960	13,872	104,700	104,044	98,702	5.4%	
<b>Payroll-Salaries</b>	<b>3,458,349</b>	<b>263,051</b>	<b>227,084</b>	<b>1,759,180</b>	<b>1,758,660</b>	<b>2,234,579</b>	<b>-16.5%</b>	
FICA ADMINISTRATIVE	36,104	2,777	2,364	20,829	18,049	20,773	-13.1%	
FICA - OPS AGENTS	32,191	2,369	1,977	18,897	17,115	18,749	-8.7%	
FICA UNION DECKHANDS	73,595	6,407	4,376	40,139	35,131	54,851	-36.0%	
FICA NONUNION DECKHANDS	13,121	122	830	1,072	5,433	4,074	33.4%	
FICA SR CAPTAINS	58,169	5,055	3,730	29,019	28,211	41,311	-31.7%	
<b>FICA CREW</b>	<b>144,885</b>	<b>11,584</b>	<b>8,936</b>	<b>70,230</b>	<b>68,775</b>	<b>100,236</b>	<b>-31.4%</b>	
FICA MAINTENANCE	17,014	1,355	1,072	9,597	8,027	8,161	-1.6%	
FICA - SALES	10,035	721	474	5,429	3,588	3,326	7.9%	
FICA - TICKET OFFICE	10,451	249	772	1,586	5,928	9,131	-35.1%	
FICA - OPERATIONS MANAGEMENT	13,884	1,068	1,035	8,010	7,717	7,336	5.2%	
STATE UNEMPLOYMENT	0	0	0	0	-11	3,514	-100.3%	
<b>Taxes</b>	<b>264,564</b>	<b>20,123</b>	<b>16,630</b>	<b>134,578</b>	<b>129,187</b>	<b>171,227</b>	<b>-16.5%</b>	
HEALTH INSURANCE ADMINISTRATIVE	66,612	5,668	5,650	38,272	37,865	33,941	11.6%	
DENTAL INSURANCE ADMINISTRATIVE	5,551	496	385	3,071	2,648	2,646	0.1%	
LIFE INSURANCE ADMINISTRATIVE	465	48	16	225	103	127	-18.9%	
<b>ADMINISTRATIVE</b>	<b>72,628</b>	<b>6,212</b>	<b>6,051</b>	<b>41,568</b>	<b>40,617</b>	<b>36,714</b>	<b>10.6%</b>	
HEALTH INSURANCE CREW	240,828	20,492	22,258	138,368	141,123	124,363	13.5%	
DENTAL INSURANCE CREW	10,464	496	1,703	7,984	13,754	11,265	22.1%	
LIFE INSURANCE CREW	782	48	79	542	498	596	-16.4%	
<b>CREW</b>	<b>252,074</b>	<b>21,036</b>	<b>24,040</b>	<b>146,894</b>	<b>155,376</b>	<b>136,225</b>	<b>14.1%</b>	
HEALTH INSURANCE MAINTENANCE	17,294	1,472	1,268	9,938	8,571	8,605	-0.4%	
DENTAL INSURANCE MAINTENANCE	4,861	496	218	2,381	1,497	1,496	0.1%	
LIFE INSURANCE MAINTENANCE	433	48	9	193	58	71	-18.3%	
<b>MAINTENANCE</b>	<b>22,588</b>	<b>2,016</b>	<b>1,494</b>	<b>12,512</b>	<b>10,126</b>	<b>10,172</b>	<b>-0.5%</b>	
HEALTH INSURANCE SALES	16,717	1,422	1,321	9,603	8,747	8,710	0.4%	
DENTAL INSURANCE SALES	4,139	496	35	1,659	244	244	0.0%	
LIFE INSURANCE SALES	400	48	3	160	18	22	-18.2%	
<b>SALES</b>	<b>21,256</b>	<b>1,966</b>	<b>1,359</b>	<b>11,422</b>	<b>9,009</b>	<b>8,976</b>	<b>0.4%</b>	

HEALTH INSURANCE OPS AGENTS	99,918	8,502	5,292	57,408	43,677	45,999	-5.0%
DENTAL INSURANCE OPS AGENTS	5,633	496	197	3,153	2,058	2,851	-27.8%
LIFE INSURANCE OPS AGENTS	481	48	9	241	83	144	-42.4%
<b>OPS AGENTS</b>	<b>106,032</b>	<b>9,046</b>	<b>5,498</b>	<b>60,802</b>	<b>45,818</b>	<b>48,993</b>	<b>-6.5%</b>
HEALTH INSURANCE OPERATIONS MANAGER	16,973	1,444	1,321	9,751	8,801	16,216	-45.7%
DENTAL INSURANCE OPERATIONS MANAGER	4,439	496	108	1,959	743	743	0.0%
LIFE INSURANCE OPERATIONS MANAGER	421	48	6	181	39	48	-18.8%
<b>OPERATIONS MANAGEMENT</b>	<b>21,833</b>	<b>1,988</b>	<b>1,435</b>	<b>11,891</b>	<b>9,583</b>	<b>17,006</b>	<b>-43.6%</b>
<b>Employee Insurance</b>	<b>496,411</b>	<b>42,264</b>	<b>39,878</b>	<b>285,089</b>	<b>270,529</b>	<b>258,085</b>	<b>-16.5%</b>
<b>Employee Related Expense</b>	<b>34,015</b>	<b>1,225</b>	<b>1,227</b>	<b>25,435</b>	<b>15,581</b>	<b>11,037</b>	<b>-16.5%</b>
<b>Pension</b>	<b>438,536</b>	<b>36,545</b>	<b>36,545</b>	<b>255,815</b>	<b>252,325</b>	<b>231,389</b>	<b>-16.5%</b>
<b>5. EXPENSE: PERSONNEL TOTAL</b>	<b>4,691,875</b>	<b>363,208</b>	<b>321,364</b>	<b>2,460,097</b>	<b>2,426,282</b>	<b>2,906,317</b>	<b>-16.5%</b>
<b>6. EXPENSE: VESSEL</b>							
GENERAL REPAIR SHOP	7,350	350	747	5,600	7,112	5,524	28.7%
<b>GENERAL</b>	<b>7,350</b>	<b>350</b>	<b>747</b>	<b>5,600</b>	<b>7,112</b>	<b>5,524</b>	<b>28.7%</b>
GENERAL REPAIR MACHIGONNE	73,000	5,800	9,265	40,600	31,023	36,751	-15.6%
DRYDOCK MACHIGONNE	0	0	0	0	0	490,194	-100.0%
DIVING MACHIGONNE	21,800	3,000	0	6,400	8,888	0	0.0%
OIL CHANGE MACHIGONNE	24,200	1,500	2,281	11,000	18,935	10,144	86.7%
<b>MACHIGONNE</b>	<b>119,000</b>	<b>10,300</b>	<b>11,546</b>	<b>58,000</b>	<b>58,846</b>	<b>537,089</b>	<b>-89.0%</b>
GENERAL REPAIRS MAQUOIT	78,000	7,000	11,801	39,000	38,878	76,178	-49.0%
DRYDOCK MAQUOIT	550,000	0	276,626	550,000	451,063	0	0.0%
DIVING MAQUOIT	23,700	3,500	0	9,700	9,904	0	0.0%
OIL CHANGE MAQUOIT	25,300	2,400	321	11,800	15,612	18,359	-15.0%
<b>MAQUOIT</b>	<b>677,000</b>	<b>12,900</b>	<b>288,748</b>	<b>610,500</b>	<b>515,457</b>	<b>94,538</b>	<b>445.2%</b>
GENERAL REPAIRS BAY MIST	36,500	4,000	13,991	17,500	23,363	5,593	317.7%
DRYDOCK BAY MIST	0	0	0	0	0	255,895	-100.0%
DIVING BAY MIST	9,400	500	0	2,400	6,079	0	0.0%
OIL CHANGE BAY MIST	5,200	0	2,043	800	2,043	43	4651.2%
<b>BAY MIST</b>	<b>51,100</b>	<b>4,500</b>	<b>16,034</b>	<b>20,700</b>	<b>31,484</b>	<b>261,530</b>	<b>-88.0%</b>
GENERAL REPAIRS AUCO	63,000	5,300	533	29,600	19,178	39,812	-51.8%
DRYDOCK AUCO	50,000	0	0	50,000	0	0	0.0%
DIVING AUCO	23,300	0	0	5,000	9,970	0	0.0%
OIL CHANGE AUCO	20,000	1,000	2,464	11,000	20,482	8,628	137.4%
<b>AUCOCISCO</b>	<b>156,300</b>	<b>6,300</b>	<b>2,997</b>	<b>95,600</b>	<b>49,630</b>	<b>48,440</b>	<b>2.5%</b>
GENERAL REPAIRS WABANAKI	39,200	4,000	438	18,800	45,431	51,705	-12.1%
DRYDOCK WABANAKI	390,000	0	0	390,000	497,928	0	0.0%
DIVING WABANAKI	20,800	1,000	0	4,000	10,004	0	0.0%
OIL CHANGE WABANAKI	24,000	2,000	3,857	12,000	7,874	17,982	-56.2%
<b>WABANAKI</b>	<b>474,000</b>	<b>7,000</b>	<b>4,295</b>	<b>424,800</b>	<b>561,237</b>	<b>69,687</b>	<b>705.4%</b>
<b>Repairs</b>	<b>1,484,750</b>	<b>41,350</b>	<b>324,366</b>	<b>1,215,200</b>	<b>1,223,767</b>	<b>1,016,808</b>	<b>14.3%</b>
FUEL MACHIGONNE	162,969	15,160	11,376	99,572	85,811	88,138	-2.6%
FUEL MAQUOIT	170,216	20,662	4,168	96,104	72,211	108,863	-33.7%
FUEL BAY MIST	17,043	2,146	616	8,593	6,979	5,726	21.9%
FUEL AUCOCISCO	102,039	6,780	16,900	50,309	102,056	39,764	156.7%
FUEL WABANAKI	99,602	8,183	11,221	52,102	54,214	88,571	-38.8%
<b>Fuel</b>	<b>551,869</b>	<b>52,931</b>	<b>44,281</b>	<b>306,680</b>	<b>321,271</b>	<b>331,063</b>	<b>14.3%</b>
<b>Insurance Boat</b>	<b>79,200</b>	<b>6,600</b>	<b>6,260</b>	<b>46,200</b>	<b>43,817</b>	<b>42,322</b>	<b>14.3%</b>
<b>6. EXPENSE: VESSEL TOTAL</b>	<b>2,115,819</b>	<b>100,881</b>	<b>374,906</b>	<b>1,568,080</b>	<b>1,588,856</b>	<b>1,390,193</b>	<b>14.3%</b>

<b>7. EXPENSE: OPERATIONS</b>								
<b>Telephone</b>	<b>22,440</b>	<b>1,870</b>	<b>2,143</b>	<b>13,090</b>	<b>14,517</b>	<b>12,230</b>	<b>-21.8%</b>	
<b>Mail Agent</b>	<b>11,220</b>	<b>935</b>	<b>935</b>	<b>6,545</b>	<b>6,545</b>	<b>6,545</b>	<b>-21.8%</b>	
DATA PROCESSING	253,192	12,496	24,826	190,707	198,199	118,209	67.7%	
TICKET FORMS & SUPPLIES	12,700	3,700	0	10,200	0	0	0.0%	
MEETING MEALS	1,350	150	0	600	334	44	659.1%	
OFFICE SUPPLIES	15,900	1,200	483	9,000	8,750	10,823	-19.2%	
ARMORED CAR	5,280	440	0	3,080	1,583	1,991	-20.5%	
CREW MEALS	9,695	650	745	3,345	2,744	16,779	-83.6%	
TWIC CARDS	1,500	0	0	750	1,628	250	551.2%	
MISC	2,462	200	3,312	1,462	17,565	11,175	57.2%	
EMPLOYEE RECOGNITION	14,300	100	18	13,800	11,910	10,657	11.8%	
INTERNET	7,500	625	805	4,375	6,024	5,707	5.6%	
<b>Office</b>	<b>323,879</b>	<b>19,561</b>	<b>30,190</b>	<b>237,319</b>	<b>248,737</b>	<b>175,636</b>	<b>-21.8%</b>	
<b>Credit Card</b>	<b>141,496</b>	<b>3,800</b>	<b>5,651</b>	<b>51,208</b>	<b>66,790</b>	<b>55,589</b>	<b>-21.8%</b>	
<b>Postage</b>	<b>3,360</b>	<b>280</b>	<b>234</b>	<b>1,960</b>	<b>2,433</b>	<b>1,354</b>	<b>-21.8%</b>	
<b>Travel</b>	<b>16,500</b>	<b>1,900</b>	<b>28</b>	<b>13,900</b>	<b>2,697</b>	<b>4,463</b>	<b>-21.8%</b>	
EMPLOYEE INJURIES	9,450	0	0	6,500	997	2,484	-59.9%	
EMPLOYEE LOST TIME	500	0	0	250	0	0	0.0%	
FREIGHT DAMAGES	7,300	0	152	700	949	1,956	-51.5%	
CUSTOMER INJURIES	1,200	0	0	0	0	0	0.0%	
DAMAGES CARS	4,500	0	0	2,000	1,653	321	415.0%	
<b>Damages</b>	<b>22,950</b>	<b>0</b>	<b>152</b>	<b>9,450</b>	<b>3,600</b>	<b>4,760</b>	<b>-21.8%</b>	
<b>Other Insurances</b>	<b>29,880</b>	<b>2,490</b>	<b>4,168</b>	<b>17,430</b>	<b>28,001</b>	<b>19,755</b>	<b>-21.8%</b>	
VAN	1,200	100	486	700	1,744	1,045	66.9%	
OVER/SHORT	0	0	-172	0	-167	567	-129.5%	
METRO PASSES	4,180	305	0	2,695	0	0	0.0%	
LOST PASSES	0	0	0	0	-16	-12	33.3%	
NEWSPAPER ADS	1,000	0	0	600	1,425	1,298	9.8%	
WATER TAXI	1,600	0	200	500	885	550	60.9%	
REGGAE SECURITY	8,501	0	0	0	0	0	0.0%	
<b>Miscellaneous</b>	<b>16,481</b>	<b>405</b>	<b>513</b>	<b>4,495</b>	<b>3,870</b>	<b>3,448</b>	<b>-21.8%</b>	
<b>Barge Subcontracting</b>	<b>8,500</b>	<b>0</b>	<b>0</b>	<b>3,000</b>	<b>3,525</b>	<b>233,500</b>	<b>-21.8%</b>	
LEGAL	55,200	4,600	3,872	32,200	22,823	14,702	55.2%	
HUMAN PERFORMANCE	14,980	1,605	1,050	9,095	7,350	0	0.0%	
PHYSICALS	4,800	0	716	0	770	1,110	-30.6%	
DRUG TESTS	5,900	250	288	1,800	2,283	2,766	-17.5%	
ACCOUNTANTS	13,800	1,200	2,500	13,800	9,600	16,100	-40.4%	
OTHER	4,000	0	0	4,000	0	0	0.0%	
ELECTION EXPENSE	800	0	0	800	0	0	0.0%	
<b>Professional</b>	<b>99,480</b>	<b>7,655</b>	<b>8,426</b>	<b>61,695</b>	<b>42,826</b>	<b>34,678</b>	<b>-21.8%</b>	
<b>Dues &amp; PUC</b>	<b>20,975</b>	<b>725</b>	<b>388</b>	<b>5,175</b>	<b>3,443</b>	<b>8,866</b>	<b>-21.8%</b>	
<b>Uniforms</b>	<b>23,685</b>	<b>2,650</b>	<b>2,188</b>	<b>19,585</b>	<b>14,248</b>	<b>5,850</b>	<b>-21.8%</b>	
<b>Boots</b>	<b>12,480</b>	<b>1,200</b>	<b>495</b>	<b>5,400</b>	<b>1,547</b>	<b>2,984</b>	<b>-21.8%</b>	
<b>Training</b>	<b>12,550</b>	<b>2,625</b>	<b>0</b>	<b>10,300</b>	<b>2,823</b>	<b>118</b>	<b>-21.8%</b>	
<b>7. EXPENSE: OPERATIONS TOTAL</b>	<b>765,876</b>	<b>46,096</b>	<b>55,510</b>	<b>460,552</b>	<b>445,603</b>	<b>569,776</b>	<b>-21.8%</b>	

<b>8. EXPENSE: TERMINAL</b>								
UTILITIES TERMINAL	35,424	2,851	3,153	22,022	30,243	24,299	24.5%	
WATER	8,248	420	381	3,000	5,309	4,293	23.7%	
TERMINAL HEAT	18,527	1,512	1,579	16,772	9,600	10,738	-10.6%	
UTILITIES PEAKS	1,800	150	150	1,050	931	1,510	-38.3%	
<b>Utilities</b>	<b>63,999</b>	<b>4,933</b>	<b>5,264</b>	<b>42,844</b>	<b>46,084</b>	<b>40,840</b>	<b>-4.8%</b>	
JANITORIAL TERMINAL ROUTINE	91,200	7,600	7,600	53,200	53,456	41,881	27.6%	
JANITORIAL PEAKS	4,740	240	0	2,100	5,355	7,805	-31.4%	
<b>Janitorial</b>	<b>95,940</b>	<b>7,840</b>	<b>7,600</b>	<b>55,300</b>	<b>58,811</b>	<b>49,686</b>	<b>-4.8%</b>	
<b>Rent</b>	<b>35,940</b>	<b>2,995</b>	<b>2,995</b>	<b>20,965</b>	<b>20,968</b>	<b>20,967</b>	<b>-4.8%</b>	
FIRE ALARM	6,000	500	1,176	3,500	7,834	6,806	15.1%	
PEST CONTROL	1,104	92	97	644	662	640	3.4%	
TRASH	11,245	785	922	5,860	5,955	5,845	1.9%	
PAPER & CLEANING SUPPLIES	36,733	2,150	2,264	16,533	19,091	17,520	9.0%	
FREIGHT EQUIPMENT AND SUPPLIES	5,200	0	0	1,500	9,182	10,775	-14.8%	
RUG RENTAL	5,435	450	189	3,150	1,432	1,428	0.3%	
MISC	48,440	1,240	2,035	25,440	19,807	46,911	-57.8%	
PROPANE	9,630	660	931	4,430	4,564	4,536	0.6%	
FORKLIFT	1,000	0	323	0	7,072	0	0.0%	
POWER WASHING	4,400	600	0	1,800	0	0	0.0%	
PIER & TRANSFER BRIDGE	8,000	0	0	3,200	3,095	8,386	-63.1%	
PLOWING TERMINAL	3,000	0	1,000	3,000	5,025	13,935	-63.9%	
PLOWING PEAKS	16,200	0	0	16,200	7,800	0	0.0%	
<b>Maintenance</b>	<b>156,387</b>	<b>6,477</b>	<b>8,936</b>	<b>85,257</b>	<b>91,518</b>	<b>116,782</b>	<b>-4.8%</b>	
<b>8. EXPENSE: TERMINAL TOTAL</b>	<b>352,266</b>	<b>22,245</b>	<b>24,795</b>	<b>204,366</b>	<b>217,381</b>	<b>228,275</b>	<b>-4.8%</b>	
<b>9. EXPENSE: SALES</b>								
BROCHURE	5,000	0	0	5,000	835	0	0.0%	
SAILING SCHEDULE	9,800	0	1,169	3,000	2,631	124	2021.8%	
PUBLICATIONS	6,060	500	0	4,510	3,342	0	0.0%	
ADVERTISING	3,000	0	0	1,500	1,600	1,969	-18.7%	
OTHER ADVERTISING EXPENSE	6,955	613	0	1,768	1,400	166	743.4%	
ONLINE ADVERTISING	14,400	1,200	246	8,400	2,885	2,286	26.2%	
RADIO ADS	29,000	0	800	0	800	0	0.0%	
WEBSITE	28,800	2,400	0	16,800	716	1,298	-44.8%	
KIOSK	6,000	250	0	1,250	348	0	0.0%	
MARKETING	81,000	5,500	6,631	53,500	43,462	39,980	8.7%	
SPECIAL EVENT CRUISES	0	0	0	0	0	0	0.0%	
<b>Advertising</b>	<b>190,015</b>	<b>10,463</b>	<b>8,847</b>	<b>95,728</b>	<b>58,018</b>	<b>45,823</b>	<b>27.1%</b>	
BEVERAGES	28,900	1,250	0	2,500	576	0	0.0%	
OTHER BAR EXPENSE	17,930	0	0	7,000	3,361	3,325	1.1%	
SECURITY	14,675	0	0	1,925	232	0	0.0%	
<b>BAR EXPENSE</b>	<b>61,505</b>	<b>1,250</b>	<b>0</b>	<b>11,425</b>	<b>4,169</b>	<b>3,325</b>	<b>25.4%</b>	
CONCERT CRUISES	15,750	0	0	0	0	0	0.0%	
LOBSTER BAKES	69,300	0	0	13,200	268	0	0.0%	
<b>Catering</b>	<b>146,555</b>	<b>1,250</b>	<b>0</b>	<b>24,625</b>	<b>4,437</b>	<b>3,325</b>	<b>27.1%</b>	
<b>9. EXPENSE: SALES TOTAL</b>	<b>336,570</b>	<b>11,713</b>	<b>8,847</b>	<b>120,353</b>	<b>62,455</b>	<b>49,148</b>	<b>27.1%</b>	
<b>TOTAL EXPENSE</b>	<b>8,262,406</b>	<b>544,143</b>	<b>785,422</b>	<b>4,813,448</b>	<b>4,740,576</b>	<b>5,143,709</b>	<b>-7.8%</b>	
<b>NET OPER INCOME (LOSS) TOTAL</b>	<b>-2,696,349</b>	<b>-282,365</b>	<b>-393,777</b>	<b>-3,395,057</b>	<b>-3,009,786</b>	<b>-3,535,725</b>	<b>-14.9%</b>	
FTA PM REVENUE	0	0	0	0	4,358	0	0.0%	
FTA RURAL REVENUE	516,862	0	0	516,862	329,503	856,919	-61.5%	
FTA OPERATING REVENUE	2,110,410	0	294,939	2,110,410	2,254,208	2,610,362	-13.6%	
STATE SUBSIDY REVENUE	68,444	0	98,838	68,444	420,067	68,444	513.7%	
<b>TOTAL</b>	<b>2,695,716</b>	<b>0</b>	<b>393,777</b>	<b>2,695,716</b>	<b>3,008,136</b>	<b>3,535,725</b>	<b>-14.9%</b>	
<b>SURPLUS/LOSS TOTAL</b>	<b>-633</b>	<b>-282,365</b>	<b>0</b>	<b>-699,341</b>	<b>-1,650</b>	<b>0</b>	<b>0.0%</b>	

Note: CBITD monthly Income Statements exclude General Fund balance deposit and depreciation expense for the current fiscal year. CBITD estimates these line items for the September statement only, and reports them on the Audited Financial Statement, which can be found at [www.cascobaylines.com](http://www.cascobaylines.com)



**Casco Bay Island Transit District**

Cash Balances

As of: April 30, 2022

<b>Gorham Savings Bank Operating Account</b>			
April 1 - Opening Balance		\$ 184,000.00	
	<i>Deposits/Credits</i>		\$ 1,591,610.34
	<i>Withdrawals/Debits</i>		\$ 1,591,610.34
April 30 - Closing Balance			\$ 184,000.00
<b>Gorham Savings Demand Deposit Account</b>			
April 1 - Opening Balance		\$ 1,753,585.20	
	<i>Interest Earned</i>	\$ 159.48	
April 30 - Closing Balance			\$ 1,204,111.85
<b>Gorham Savings Restricted Funds</b>			
April 1 - Opening Balance		\$ 1,431,356.97	
	<i>Interest Earned</i>	\$ 272.93	
April 30 - Closing Balance			\$ 1,431,629.90
<b>Total Cash On Hand</b>			
April 1 - Opening Balance		\$ 3,368,942.17	
April 30 - Closing Balance			\$ 2,819,741.75
<b>Net Change in Cash Position - Month of April</b>			<b>-549,200.42</b>

Maintenance Fund Balance	\$ 346,873.79
Capital Reserve Fund Balance	\$ 824,314.04
Garage Maintenance Fund Balance	\$ 166,154.69
Garage Excess Fund Balance	\$ 94,406.32



**Casco Bay Island Transit District**

Grant Balances

As of: April 30, 2022

<b>Grant Number</b>	<b>Desc.</b>	<b>Total (incl Local Share)</b>
ME2019-005	New Vessel Const.	\$ 9,640,815
ME2016-14	Electronics	\$ 212,129
ME2016-18	Security	\$ 23,032
	Phase 2	\$ 4,008,649
ME2021-006	Phase 3	\$ 2,037,429
ME2021-007	Propulsion	\$ 4,000,000
ME2018-014	PM	\$ -
	Security	\$ 41,545
	PM Hardware Software	\$ 5,436
	e-Ticketing	\$ 60,100
	Planning	\$ 128,999
40775-020787.66	Rural Operating Asst.	\$ 68,444
42329	VW Funds	\$ 1,224,840
ME2020-005	COVID-19 Rural (Pending)	\$ 301,162
ME2020-016	COVID-19 Urban	\$ 3,583,055
<b>Grant Balance Total</b>		<b>\$ 25,343,563</b>

**Casco Bay Island Transit District**  
 Fund Balance Detail  
 April-22

