



# Casco Bay Island Transit District Board of Directors Meeting Agenda\* Thursday, December 22, 2022 at 7:45 AM

This meeting will be an **in-person** meeting with remote participation option available  
The public is invited to participate: Video Conference Link and Call-in number are available at:  
<https://www.cascobaylines.com/about-us/board/>

1. Call to Order
2. Approval of the November 17, 2022 meeting minutes
3. Business
  - a. Consideration and action on FY2023 Long Range Capital Funding Plan
  - b. Consideration and action authorizing the Board President and General Manager to cosign and send a letter on behalf of the Board regarding significant concerns about drug use and inappropriate behavior from the public at the District’s facility.
4. Workshops
5. General Information Reports
  - a. Financial Report
  - b. Committee Reports
  - c. Staff Reports
  - d. Wharf and MDOT Reports
6. General Announcements
  - a. Establish next meeting dates (all meetings at 7:45 AM unless indicated otherwise):
 

i. Executive Committee:	Thursday, January 5, 2023
ii. Personnel Committee:	Thursday, January 12, 2023
iii. Operations Committee:	TBD
iv. Finance Committee:	TBD
v. Board of Directors:	Thursday, January 26, 2023
vi. Sales & Marketing Committee:	No meeting planned
vii. Government Relations Committee:	No meeting planned
viii. Pension Committee:	No meeting planned
7. Public comment on any items not on the agenda
8. Directors comment on any items not on the agenda
9. Adjournment

Notes: \*Agenda items may be taken out of order  
\*Public comment is limited to 3 minutes per person

## **Agenda Item 2**

**Approval of the minutes of the previous Board of Directors' meeting**

**CASCO BAY ISLAND TRANSIT DISTRICT**  
**MINUTES OF THE BOARD OF DIRECTORS MEETING OF**  
**November 17, 2022**  
 In Person/Video Conference/Phone

**Attendance**

**Webex                      In Person                      Phone                      Absent**

***Directors:***

Braden (Pres)		X left after item 3cb		
Wentworth (1 <sup>st</sup> VP)				X
Crowley (2 <sup>nd</sup> VP)		X		
Hoffman (Treasurer)		X		
Luedke (Clerk)		X		
Anderson (Ast. Clk)		X		
Cohen		X		
Donovan		X		
Higgins		X		
Murray		X		
Pizey		X		
Radis		X		
J. Lavanture	X from item 3cc until 10:00			

***Staff:***

Berg		X		
Bishop		X after item 3b		
Gildart				
Mavodones		X		

***Public:***

F. Somers	X after item 3b			
B. Coughlin		X after item 3b		
L. Heineman	X after item 3b			
J. Lavanture	X until item 3cc			
P. Flynn	X			

***Guests:***

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**1. Call to Order:**

- A. *The Board meeting was called to order at 7:45 AM by President Braden*
- B. *It was noted that the meeting was being recorded*
- C. *President Braden asked Berg to do a roll call of who was attending the meeting, which he did.*

**2. Approval of the August 4, 2022, September 22, 2022 and October 27, 2022 meeting minutes**

- A. *Luedke made a motion to approve the August 4, 2022, September 22, 2022 and October 27, 2022 meeting minutes; Hoffman seconded*
- B. *President Braden opened the floor to comments. There were no comments.*
- C. *President Braden called for a roll call vote*
- D. *Berg did a roll call vote. The motion passed unanimously (11-0)*

**3. Old Business**

- A. *Consideration and action on FY 2023 Long Range Capital Funding Plan including a report from the Finance Committee*
  - a) *Hoffman reported she heard confusing information about the side loading ramp in the plan for 2023 and wanted to the postpone the vote until the next Board meeting.*
  - b) *There was a discussion about the preventive maintenance part of the plan*
  - c) *Berg described the planning process and the items identified in the plan for 2023 for Aucosico and Bay Mist maintenance.*
  - d) *Hoffman made a motion to proceed with the 2023 portion of the preventive maintenance portion of the Long Range Capital Funding Plan as proposed; Cohen seconded*
  - e) *President Braden opened the floor to public comments. There were no comments.*
  - f) *President Braden opened the floor to Board comments. There were no comments.*
  - g) *President Braden called for a vote (All the Directors in attendance were in person)*
  - h) *The motion passed unanimously (11-0)*
- B. *Executive Session*
  - a) *Discussion of General Manager’s evaluation pursuant to 1 M.R.S.A. Section 405(6) (A)*
    - (1) *Radis made a motion to go into Executive session as presented in the Board packet; Crowley Seconded*
    - (2) *President Braden opened the floor to comments. There were no comments.*
    - (3) *President Braden called for a vote*
    - (4) *The motion passed unanimously (11-0)*
    - (5) *Recording was paused and public members and staff were asked to leave, and the Webex virtual meeting was locked down so no public members could gain access.*
    - (6) *The Board came out of the Executive session at 8:50. Public and staff rejoined the meeting, and the recording was started at 8:52*
    - (7) *President Braden reminded everyone who as in the Executive session that the discussion was confidential and not to be shared.*

**New Business**

President congratulated the newly elected Directors and reflected on his tenure including:

- *Endorsement for Polly as a new President and explained why she was unable to attend the meeting*
- *Read a note from Polly explaining why she wanted to be considered for President*
- *Requested that the Board strive for consensus and collaboration and reflected on some of the earlier accomplishments while he was on Board that were accomplished through collaboration and consensus including allowing the add on of a dog on the monthly pass, changing of the age of a “child,” and Peaks Residential boarding.*
- *All the accomplishments involved trust and respect of all involved. He asked that the new Board strive to continue even when there is disagreement.*
- *Thanked everyone*

Berg thanked Twain for his participation on the Board since 2013 most recently in the role of President and gave him a gift in recognition of his service

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- C. *Annual election process*



*Berg gave an explanation of the annual Board newly elected Directors process*

1. *Agenda Item 3ca is a vote for the Directors to accept CBITD clerk's certification of the election results. This makes the results official.*
  2. *Agenda Item 3cb is for the newly elected Board members to be sworn in by the current Clerk or Assistant Clerk.*
  3. *Agenda Item 3cc is for the Nominating Committee to report on its recommended nominations. The Presiding Officer will then call for any further nominations from the floor.*
  4. *Agenda Item 3cd is for the election and swearing in of the newly elected Board Officers. The process will be explained in more detail when it comes up*
- a) *Accept Clerk's certification of the election results*
- i) *Hoffman made a motion to accept the clerk's certification of the election results (included in the Board Packet); Crowley seconded the motion.*
  - ii) *President Braden opened the floor to the public; there were no comments*
  - iii) *President Braden opened the floor to the Board; there were no comments*
  - iv) *President Braden called for a vote; The motion passed unanimously (11-0)*
- b) *Qualification of newly elected Directors (swearing in)*
- i) *Clerk Luedke swore in the newly elected Directors in accordance with the statement included in the packet. The newly elected Directors (Crowley, Cohen and Lavanture all acknowledged by saying "I will"*
- c) *Nomination of new Board Officers*
- i) *Hoffman questioned who should oversee the Board Officer selection process since Braden was no longer a Director. It was discussed and the Presiding Office for the process was Crowley as 2<sup>nd</sup> Vice President since the 1<sup>st</sup> Vice President was absent.*
  - ii) *Berg explained that the Presiding Officer will ask for the recommended slate from the nominating committee and then ask for any other nominations from the floor.*
  - iii) *Presiding Officer Crowley asked for a report from the Nominating Committee.*
  - iv) *Nominating committee chair Hoffman thanked the Board for nominating her, Dave and Joe to be the nominating committee. She explained the process and announced the results: President – Dave Crowley, 1<sup>st</sup> VP – Polly Wentworth, 2<sup>nd</sup> VP – Joe Donovan; Treasurer – Jean Hoffman; Clerk – James Luedke; Assistant Clerk – Sharoan Cohen. Hoffman explained the basis of their selections.*
  - v) *Presiding Officer Crowley asked if there were any other nominations from the floor*
  - vi) *Luedke asked the nominating committee why they didn't have the current 1<sup>st</sup> VP move up as President*
  - vii) *Chair Hoffman shared her thoughts that seniority is not the right way to make the best decision. Should look at who is the right person for the job. Need someone who has the drive and sense of urgency.*
  - viii) *Anderson nominated Wentworth for President*
  - ix) *There were no other nominations*
  - x) *Presiding Officer Crowley asked if anyone who has been nominated is not interested in being nominated?*
  - xi) *No one indicated there were not interested*
- d) *Election and qualification of newly elected Board officers (swearing in)*
- Berg explained the officer election process: The vote for Board officers will be a secret ballot as required by the by-laws,. Voting can only be done by members attending the meeting. A paper ballot will be passed out to Directors who are in person. An email with a link to the vote will be sent to the one Director attending virtually. There will be a 5 - 10 minute break for voting and counting. Directors receiving the greatest number of votes for each position shall constitute the new Board Officers. The results will be recorded, and the current clerk/assistant clerk will announce the results to the Board and the newly elected Board Officers will be sworn in by the current Clerk/assistant clerk. There will be an option to either choose the Nominating Committee's nominations or any of the additional nominations that were put forth on the floor.*



- i) *Ballots were handed out and poll sent. Berg collected the ballots and poll result. Berg and Mavodones counted the votes.*
  - ii) *Berg notified Clerk Luedke of the results which he announced to the Board that the nominating committee's recommended slate had won:  
President: Dave Crowley  
1st VP – Polly Wentworth  
2nd VP – Joe Donovan  
Treasurer – Jean Hoffman  
Clerk – James Luedke  
Assistant Clerk – Sharoan Cohen*
  - iii) *Clerk Luedke swore in the newly elected Officers in accordance with the statement included in the packet. The newly elected Officers all acknowledged by saying "I will"*
  - iv) *President Crowley thanked everybody and shared his vision of bringing everyone together even if there happens to be a disagreement*
- D. Consideration and action to direct staff to request proposals for an independent audit firm to perform a full financial audit of CBL finances.**
- i) *President Crowley introduced the topic and turned the floor over to Treasurer Hoffman*
  - ii) *Treasurer Hoffman reported that she believes there are three issues with the CBITD audit: 1) Process, 2) Selection of an outside accounting firm and 3) what is audited.*
  - iii) *The process: The audit at CBL is done all by the staff. The Board needs to be more involved including meeting with the auditor independently in an Executive session without staff. The process needs to be changed such that the Board is making sure the Board is meeting with the auditor, engaging with the auditor, having an independent conversation with the auditor.*
  - iv) *The firm: She was not impressed with the current auditor and stated a different firm should be used. It is also good practice to change auditors. Need a firm that is more modern and better understanding of software. Had extreme delays when Rocket Rez was implemented. Does not think this guy is capable of it.*
  - v) *What is audited: The current audit is a compliance audit required by federal agencies CBITD gets funding from. CBITD needs a full financial audit to ensure integrity of the books.*
  - vi) *Need to move this forward immediately to use a new outside firm to conduct a full financial audit.*
  - vii) *The wording of the resolution is just for a financial audit not for a compliance audit. Perhaps the new firm can do both but she is not sure of that. Not worried about a compliance audit. Wants to make sure we do a full financial audit. In her experience she has had two audits done, full and compliance. Do not want to limit the choice of financial firms by requiring they have the ability to perform a compliance audit.*
  - viii) *Berg thanked Jean for her comments. He stressed the importance of proceeding with the compliance audit to meet the federal requirements and timelines so he would like to start the compliance audit immediately. He agrees with the concept changing auditors and explained that an RFP had been planned but postponed due to the-pandemic. Planned to do it this year but Jonathan left. In terms of changing the process. Staff will support what the Board directs.*
  - ix) *Berg shared a little history. The past process was supported by the previous Treasurer and therefor used for many years. CBITD is a public entity just like a city and with different rules from private entities. He then explained what the law requires to go into executive session and therefor can not go into to executive session just to discuss financials.*
  - x) *Berg clarified that the Treasurer does have check signing authority by annual vote by the Board. As does the President.*
  - xi) *In terms of what is being audited, Berg shared that RHR Smith is a well known firm with a expertise auditing public entities. They do a very thorough audit. This past year they did three audits for CBL: Financial audit, uniform guidance audit and a GAPP audit. The Board voted to accept them at the last meeting but unfortunately the auditor was not given the time to discuss with the Board. The audits were a clean bill of health with no findings. So, we have had a clean bill of health from the auditor, no findings from the last very detailed FTA Triennial review. Have*

- had no finding for the last 4-5 FTA reviews which is unheard of. Staff will support a change in process but does not feel it is as urgent as presented given the recent audit reports.*
- xii) *Berg stated staff will work with the requested change but also need to proceed with federal compliance audit asap.*
  - xiii) *Hoffman understood and respected the previous Treasurre but thought he was old and was steered by staff. She also felt going into Executive session with an auditor was allowed under law since it was a discussion about personnel performance. She was also told by Ron Smith that they could do a full financial audit and that it would cost more money. She has no issue with proceeding separately on compliance audit. She wants to proceed with full financial audit as soon as possible.*
  - xiv) *Hoffman made a motion as included in the final Board packet to proceed immediately with the process to identify and select a new outside firm for a full financial audit. It was noted it will cost a lot more money than current audit. Current firm is small and it is expected a larger firm will be selected for full audit. She wants to have oversight of selection process because she does not want cost to be the deciding factor.*
  - xv) *President Crowley asked for clarification what the proposed motion is.*
  - xvi) *Hoffman clarified that her motion was to direct staff to prepare an RFP for review by the Treasurer before it goes out to request for a proposal for an independent audit firm to perform a full financial audit of CBL. Cohen seconded.*
  - xvii) *Luedke asked for the motion to be restated*
  - xviii) *Hoffman restated her motion: to direct staff with oversight by the Treasurer to prepare an RFP to request for a proposal for an independent audit firm to perform a full financial audit of CBL financials.*
  - xix) *President Crowley opened the floor to the public.*
    - (1) *B. Coughlin shared that he has a financial background and very used to financial statements. It is good form to change auditors to get new perspective for many reasons. The auditor ought to work with management and the Board. First year can be a challenge.*
    - (2) *There were no other public comments*
  - xx) *President Crowley opened the floor to the Board.*
    - (1) *Lavanture supported the motion. Also supportive of separating the two audits.*
    - (2) *Donovan agrees with the need of a full financial audit but was concerned with workload of staff. He supports the motion but proposed an amendment to change the oversight from the Treasurer to the Finance Committee. Luedke seconded*
    - (3) *President Crowley called for a discussion on the amendment*
      - (a) *Hoffman welcomed the amendment*
      - (b) *Luedke supports the amendment but would like to get more information on the cost*
      - (c) *Hoffman reported that the cost would come to the Board before proceeding with a firm.*
      - (d) *There were no further comments on the amendment*
      - (e) *President Crowley called for a vote on the amendment; The amendment passed unanimously (11-0)*
  - xxi) *President Crowley opened the floor up to Board comments on the amended motion*
    - (1) *Pizey was in support of the amended motion*
    - (2) *Murray was in support*
    - (3) *Higgins was in support*
    - (4) *Anderson thought it would be a good starting point for new Finance person*
  - xxii) *President Crowley called for a vote on the amended motion; The amended motion passed unanimously (11-0)*

**4. Workshops**

- A. Discussion regarding the level of detail of the Board of Directors' meeting minutes
  - a) *President Crowley introduced the topic, shared his positive experience with the Webex closed caption and turned the floor over to Treasurer Hoffman*

- b) Hoffman liked the current detail of minutes and encouraged each Director to make sure comments he/she felt important get included. Would like to see recordings made available to public.
- c) Donovan had no problem with current minutes but thought having minutes capturing actions along with making the recordings available was sufficient
- d) Cohen agreed with Hoffman
- e) Radis asked for clarification of whose responsibility it was to take minutes.
- f) Berg shared history and since there is no Secretary of the Board it is staff's responsibility to take minutes and Board to approve them. The City of Portland just includes actions in their minutes and makes the recordings available. Also, concerned that whoever takes the minutes may unintentionally misinterpret things whereas the recordings captures what was actually said, not what the recorders interpretation of what was said. Berg favors doing the same as the City.
- g) Higgins shared what MSFS does, and the inordinate amount of time is spent on written minutes when it is all available on recording and really only need a one-page summary.
- h) Radis supported more concise minutes with making the recording available.
- i) Hoffman shared that her Board experience is with detailed written minutes
- j) Luedke liked seeing Berg's interpretation of what transpired at a Board meeting to see that he didn't miss something in the meeting.
- k) President Crowley supported the written minutes recording actions and making the recordings available
- l) Murray reviewed what the City does by recording only actions taken and providing the recording meeting to the public
- m) Hoffman reiterated her support of detailed minutes.
- n) Crowley suggested trying it (recording only actions and providing access to recording) one time to see how it works.
- o) Luedke did not support Crowley's suggestion
- p) Cohen spoke in favor of the detailed minutes
- q) Luedke shared his concern about posting recordings and how easy it is to take a snippet of the recording and post out of context which could lead to more reserved conversations by the Board.
- r) Berg suggested to leave things status quo for now.

**5. General Information Reports**

**A. Financial Report**

- a) There was no report

**B. Committee Reports**

- a) There were no committee reports

**C. Staff Reports**

- i) Berg reported the following
  - (1) Status of Finance Director search and first round of interviews for three finalists taking place right after the Thanksgiving break.
  - ii) Pottle gave an update on the pier extension, the Machigonne replacement, MDOT work on Peaks and long Island pier work
  - iii) Crowley reported that he is working on Committee assignments

**6. General Announcements**

**A. Establish next meeting dates: (all meetings at 7:45 AM unless indicated otherwise)**

- a) Executive Committee: Thursday, December 1, 2022
- b) Personnel Committee: No meeting planned
- c) Operations Committee: TBD
- d) Finance Committee: Wednesday, December 21, 2022
- e) Board of Directors: Thursday, December 22, 2022
- f) Sales & Marketing Committee: No meeting planned
- g) Government Relations Committee: No meeting planned
- h) Pension Committee: No meeting planned

**7. Public Comment**



A. President Crowley opened the floor for Public comments on items not on the agenda

**8. Directors Comment**

A. There were none

**9. Adjournment**

A. *Murray moved to adjourn the meeting; Anderson seconded.*

B. *There were no objections*

Respectfully submitted by: \_\_\_\_\_  
James Luedke, Clerk

DRAFT

## **Agenda Item 3a**

**Consideration and action on the FY2023 Long Range Capital Funding Plan including a report from the Finance Committee**

1. 2023:
  - a. Added \$1,000,000 for Side Loading Ramp Construction
  - b. Moved \$400k for electronic suite upgrade to 2027
  - c. Updated dry dock plan based on current engine hours and delay of Machigonne replacement
  - d. *Updated Vessel and Terminal PM amounts based on FY2023 operating budget*
2. 2024:
  - a. Updated dry dock plan based on current engine hours and delay of Machigonne replacement
  - b. Moved vessel electronic suite upgrade to 2027
  - c. *Updated Vessel and Terminal PM amounts based on FY2023 operating budget*
3. 2025
  - a. Updated dry dock plan based on current engine hours and delay of Machigonne replacement
  - b. Increased cost of forklift and van replacements for electrification
  - c. *Updated Vessel and Terminal PM amounts based on FY2023 operating budget*
4. 2026
  - a. Updated dry dock plan based on current engine hours and delay of Machigonne replacement
  - b. *Updated Vessel and Terminal PM amounts based on FY2023 operating budget*
5. 2027
  - a. Added \$400k for electronic suite upgrade from 2024
  - b. Updated dry dock plan based on current engine hours and delay of Machigonne replacement
  - c. *Updated Vessel and Terminal PM amounts based on FY2023 operating budget*

**CBITD FY2023 Long Range Capital & PM Plan**

Totals include Indirect Cost Allocation

**SUMMARY** 9/13/2022

FY	2023			2024			2025			2026			2027		
	Total	Fed	Local	Total	Fed	Local	Total	Fed	Local	Total	Fed	Local	Total	Fed	Local
<b>Capital</b>															
Facility PM & SOGR	\$ 1,309,000	\$ 1,047,200	\$ 261,800	\$ -	\$ -	\$ -	\$ 314,160	\$ 251,328	\$ 62,832	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vessels PM & SOGR	\$ 3,756,830	\$ 3,005,464	\$ 751,366	\$ 222,530	\$ 178,024	\$ 44,506	\$ 176,715	\$ 141,372	\$ 35,343	\$ 196,350	\$ 157,080	\$ 39,270	\$ 523,600	\$ 418,880	\$ 104,720
Safety & Security PM & SOGR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Customer Service PM & SOGR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Office PM & SOGR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 189,805	\$ 151,844	\$ 37,961	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Capital Total</b>	<b>\$ 5,065,830</b>	<b>\$ 4,052,664</b>	<b>\$ 1,013,166</b>	<b>\$ 222,530</b>	<b>\$ 178,024</b>	<b>\$ 44,506</b>	<b>\$ 680,680</b>	<b>\$ 544,544</b>	<b>\$ 136,136</b>	<b>\$ 196,350</b>	<b>\$ 157,080</b>	<b>\$ 39,270</b>	<b>\$ 523,600</b>	<b>\$ 418,880</b>	<b>\$ 104,720</b>

**CBITD FY2023 Long Range Capital & PM Plan**

Project costs only; Indirect Cost Allocation not included

9/13/2022

**DETAILS**

FFY

FY

Notes Priority

2023

2023

Total

Fed

Local

Other

2024

2024

Total

Fed

Local

Other

2025

2025

Total

Fed

Local

Other

2026

2026

Total

Fed

Local

Other

2027

2027

Total

Fed

Local

Other

**Capital**

**Facility**

Terminal Renovation	FTA																		
Terminal Renovation	FHWA																		
Terminal Renovation Phase 2 Site work	FTA FBDP																		
Terminal Renovation Phase 2 Structural	FTA 5307																		
Gate 4 Ramp Hoist & Winches									\$ 50,000	\$ 40,000	\$ 10,000								
Gate 5 Side Loading Ramp		\$ 1,000,000	\$ 800,000	\$ 200,000															

**Equipment**

Forklift Replacements (2) (Electric in 2025)									\$ 120,000	\$ 96,000	\$ 24,000								
Service Van Replacement (Electric in 2025)									\$ 70,000	\$ 56,000	\$ 14,000								
Shrink wrap machine																			

**Vessels**

Note: For dry docks see below																			
<b>Electronic Suite Upgrade</b>																			
<b>Electrification of ferry &amp; onsite battery storage</b>		\$ 2,500,000	\$ 2,000,000	\$ 500,000															

**Machigonne**

PM Overhaul Main Engines	4 years																		
PM Replace/Overhaul Large Generator	5 years																		
PM Replace/Overhaul Small Generator	5 years																		
PM Replace/Overhaul Steering	5 years																		
Replacement Vessel (2017)																			
Design																			
Construction																			
PM Replace Propellers																			
PM Overhaul electrical system																			

**Maquoit**

PM Overhaul Main Engines	4 years					\$ 150,000	\$ 120,000	\$ 30,000											
PM Replace/Overhaul Generators	5 years																		
PM Replacement Vessel (2023)																			
Design																			
Construction																			
Boiler																			
Vehicle loading platform																			

**Aucocisco**

PM Overhaul Main Engines	8 years	\$ 130,000	\$ 104,000	\$ 26,000															
PM Replace/Overhaul Generators	5 years	\$ 20,000	\$ 16,000	\$ 4,000		\$ 20,000	\$ 16,000	\$ 4,000											

**Bay Mist**

PM Overhaul Main Engines									\$ 135,000	\$ 108,000	\$ 27,000								
PM Replace/Overhaul Generators		\$ 20,000	\$ 16,000	\$ 4,000															
PM Roof work		\$ 200,000	\$ 160,000	\$ 40,000															
PM Replace Carpet																			
PM Replace Chairs & Tables																			

**Wabanaki**

PM Overhaul Main Engines	8 years								\$ 150,000	\$ 120,000	\$ 30,000								
PM Replace/Overhaul Generators	5 years																		
Crane																			
Enhancements to improve safety and operational readiness																			

**CBITD FY2023 Long Range Capital & PM Plan**

**DETAILS**

Project costs only; Indirect Cost Allocation not included

9/13/2022

	Notes	Priority	2023				2024				2025				2026				2027			
			Total	Fed	Local	Other	Total	Fed	Local	Other	Total	Fed	Local	Other	Total	Fed	Local	Other	Total	Fed	Local	Other
<b>Safety &amp; Security</b>																						
<i>Terminal Generator</i>																						
<i>Security</i>																						
<i>Door locks (terminal &amp; vessels)</i>																						
<i>AIS</i>																						
<b>Customer Service</b>																						
<i>Website</i>																						
<i>AVL/Real Time Passenger Information Replacement</i>																						
<i>AVL/Real Time Passenger Information Displays</i>																						
<i>Electronic Ticketing</i>																						
<i>Ticketing System Replacement</i>																						
<b>Office</b>																						
<i>Copier/Scanner/Fax</i>																						
<i>Computers/Servers</i>																						
<i>Tech like Accounting System / Near Field communication</i>																						
<i>PM software</i>																						
CBITD Capital Projects Sub-Total			\$ 3,870,000	\$ 3,096,000	\$ 774,000	\$-	\$ 170,000	\$ 136,000	\$ 34,000	\$-	\$ 520,000	\$ 416,000	\$ 104,000	\$-	\$ 150,000	\$ 120,000	\$ 30,000	\$-	\$ 400,000	\$ 320,000	\$ 80,000	\$-

## **Agenda Item 5**

### **Reports:**

**Financial**

**Committee**

**Staff**

**CBITD Revenues and Expenses  
Summary**

	FY2022 BUDGET	September				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	\$ 528,631	\$ 621,669	\$ 93,038	17.6%	\$ 4,481,093	\$ 5,089,502	\$ 608,409	13.6%	\$ 5,105,537	-0.3%
GR SALES	\$ 1,033,574	\$ 149,402	\$ 99,094	\$ (50,308)	-33.7%	\$ 1,033,574	\$ 677,421	\$ (356,153)	-34.5%	\$ 168,116	302.9%
MISC	\$ 51,390	\$ 4,170	\$ 3,838	\$ (332)	-8.0%	\$ 51,390	\$ 21,503	\$ (29,887)	-58.2%	\$ 147,130	-85.4%
<b>TOTAL REVENUES</b>	<b>\$ 5,566,057</b>	<b>\$ 682,203</b>	<b>\$ 724,601</b>	<b>\$ 42,398</b>	<b>6.2%</b>	<b>\$ 5,566,057</b>	<b>\$ 5,788,426</b>	<b>\$ 222,369</b>	<b>4.0%</b>	<b>\$ 5,420,783</b>	<b>6.8%</b>
<b>EXPENSES</b>											
PERSONNEL	\$ 4,691,875	\$ 383,001	\$ 352,752	\$ 30,249	7.9%	\$ 4,691,875	\$ 4,567,908	\$ 123,967	2.6%	\$ 5,464,927	16.4%
VESSELS	\$ 2,115,819	\$ 98,422	\$ 179,487	\$ (81,065)	-82.4%	\$ 2,115,819	\$ 2,232,461	\$ (116,642)	-5.5%	\$ 2,321,340	3.8%
OPERATIONS	\$ 765,876	\$ 64,032	\$ 99,061	\$ (35,029)	-54.7%	\$ 765,876	\$ 899,258	\$ (133,382)	-17.4%	\$ 971,842	7.5%
TERMINAL	\$ 352,266	\$ 30,090	\$ 32,967	\$ (2,877)	-9.6%	\$ 352,266	\$ 405,423	\$ (53,157)	-15.1%	\$ 400,218	-1.3%
SALES	\$ 336,570	\$ 46,677	\$ 31,014	\$ 15,663	33.6%	\$ 336,570	\$ 216,636	\$ 119,934	35.6%	\$ 94,658	-128.9%
DEBT SERVICE	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
PROVISION FOR DEF RED	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
<b>TOTAL EXPENSES</b>	<b>\$ 8,262,406</b>	<b>\$ 622,222</b>	<b>\$ 695,280</b>	<b>\$ (73,059)</b>	<b>-11.7%</b>	<b>\$ 8,262,406</b>	<b>\$ 8,321,686</b>	<b>\$ (59,280)</b>	<b>-0.7%</b>	<b>\$ 9,252,986</b>	<b>10.1%</b>
<b>OPERATING SURPLUS/LOSS</b>	<b>\$ (2,696,349)</b>	<b>\$ 59,981</b>	<b>\$ 29,321</b>	<b>\$ (30,660)</b>	<b>51.1%</b>	<b>\$ (2,696,349)</b>	<b>\$ (2,533,259)</b>	<b>\$ 163,090</b>	<b>6.0%</b>	<b>\$ (3,832,202)</b>	<b>33.9%</b>
<b>OP GRANT REVENUES</b>											
FTA PM REVENUE	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	\$ 4,358	\$ 4,358	0.0%	\$ -	0.0%
FTA RURAL REVENUE	\$ 516,862	\$ -	\$ -	\$ -	0.0%	\$ 516,862	\$ 713,678	\$ 196,816	38.1%	\$ 947,219	-24.7%
FTA OPERATING REVENUE	\$ 2,110,410	\$ -	\$ -	\$ -	0.0%	\$ 2,110,410	\$ 2,351,342	\$ 240,932	11.4%	\$ 3,199,550	-26.5%
STATE SUBSIDY REVENUE	\$ 68,444	\$ -	\$ -	\$ -	0.0%	\$ 68,444	\$ 68,444	\$ -	0.0%	\$ 68,444	0.0%
<b>TOTAL OP GRANT RESERVES</b>	<b>\$ 2,695,716</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ 2,695,716</b>	<b>\$ 3,137,822</b>	<b>\$ 442,106</b>	<b>16.4%</b>	<b>\$ 4,215,213</b>	<b>-25.6%</b>
<b>SURPLUS/LOSS</b>	<b>\$ (633)</b>	<b>\$ 59,981</b>	<b>\$ 29,321</b>	<b>\$ (30,660)</b>	<b>51.1%</b>	<b>\$ (633)</b>	<b>\$ 604,563</b>	<b>\$ 605,196</b>	<b>95607.6%</b>	<b>\$ 383,011</b>	<b>57.8%</b>
FY22 DEPRECIATION (ESTIMATED)	\$ -	\$ -	\$ (66,790)	\$ (66,790)	0.0%	\$ -	\$ 835,571	\$ 835,571	0.0%	\$ 877,350	-4.8%
<b>NET RESULT</b>	<b>\$ (633)</b>	<b>\$ 59,981</b>	<b>\$ (37,469)</b>	<b>\$ (97,450)</b>	<b>-162.5%</b>	<b>\$ (633)</b>	<b>\$ (231,008)</b>	<b>\$ (230,375)</b>	<b>36394.2%</b>	<b>\$ (494,339)</b>	<b>53.3%</b>



**CBITD Revenues and Expenses  
Overview**

	FY2022 BUDGET	September				FISCAL YEAR TO DATE				PREVIOUS	FY22 vs. FY21
		PROJECTED	ACTUAL	VARIANCE	VARIANCE %	PROJECTED	ACTUAL	VARIANCE	VARIANCE %	YTD	
<b>REVENUES</b>											
PASSENGER	\$ 2,529,205	\$ 298,390	\$ 366,479	\$ 68,089	22.8%	\$ 2,529,205	\$ 2,650,353	\$ 121,148	4.8%	\$ 2,585,738	2.5%
VEHICLE	\$ 1,029,036	\$ 131,808	\$ 163,000	\$ 31,192	23.7%	\$ 1,029,036	\$ 1,429,191	\$ 400,155	38.9%	\$ 1,351,131	5.8%
FREIGHT	\$ 850,852	\$ 92,433	\$ 85,159	\$ (7,274)	-7.9%	\$ 850,852	\$ 926,367	\$ 75,515	8.9%	\$ 1,094,256	-15.3%
MAIL	\$ 72,000	\$ 6,000	\$ 7,033	\$ 1,033	17.2%	\$ 72,000	\$ 83,591	\$ 11,591	16.1%	\$ 74,412	12.3%
<b>TOTAL</b>	<b>\$ 4,481,093</b>	<b>\$ 528,631</b>	<b>\$ 621,669</b>	<b>\$ 93,038</b>	<b>17.6%</b>	<b>\$ 4,481,093</b>	<b>\$ 5,089,502</b>	<b>\$ 608,409</b>	<b>13.6%</b>	<b>\$ 5,105,537</b>	<b>-0.3%</b>
<b>GR SALES</b>											
TOURS	\$ 599,351	\$ 89,316	\$ 57,644	\$ (31,672)	-35.5%	\$ 599,351	\$ 416,128	\$ (183,223)	-30.6%	\$ 105,856	0.0%
CHARTERS	\$ 224,500	\$ 31,500	\$ 19,650	\$ (11,850)	0.0%	\$ 224,500	\$ 118,025	\$ (106,475)	0.0%	\$ 32,125	0.0%
CATERING	\$ 168,550	\$ 26,250	\$ 20,611	\$ (5,639)	0.0%	\$ 168,550	\$ 110,679	\$ (57,871)	0.0%	\$ 12,765	0.0%
VENDING	\$ 8,000	\$ 750	\$ 412	\$ (338)	-45.1%	\$ 8,000	\$ 2,233	\$ (5,767)	-72.1%	\$ 2,604	-14.2%
PROMOTIONAL	\$ 9,000	\$ -	\$ 228	\$ 228	0.0%	\$ 9,000	\$ 2,972	\$ (6,028)	-67.0%	\$ 7,004	0.0%
GROUP SALES OTHER	\$ -	\$ -	\$ 547	\$ 547	0.0%	\$ -	\$ 9,382	\$ 9,382	0.0%	\$ -	0.0%
ADVERTISING	\$ 24,173	\$ 1,586	\$ -	\$ (1,586)	-100.0%	\$ 24,173	\$ 18,002	\$ (6,171)	-25.5%	\$ 7,762	0.0%
<b>TOTAL</b>	<b>\$ 1,033,574</b>	<b>\$ 149,402</b>	<b>\$ 99,094</b>	<b>\$ (50,308)</b>	<b>-33.7%</b>	<b>\$ 1,033,574</b>	<b>\$ 677,421</b>	<b>\$ (356,153)</b>	<b>-34.5%</b>	<b>\$ 168,116</b>	<b>302.9%</b>
<b>OTHER INCOME</b>											
MISC	\$ 11,140	\$ 870	\$ -	\$ (870)	-100.0%	\$ 11,140	\$ 8,224	\$ (2,916)	-26.2%	\$ 137,420	-94.0%
INTEREST	\$ 40,250	\$ 3,300	\$ -	\$ (3,300)	-100.0%	\$ 40,250	\$ 13,279	\$ (26,971)	-67.0%	\$ 9,710	36.8%
<b>TOTAL</b>	<b>\$ 51,390</b>	<b>\$ 4,170</b>	<b>\$ 3,838</b>	<b>\$ (4,170)</b>	<b>-100.0%</b>	<b>\$ 51,390</b>	<b>\$ 21,503</b>	<b>\$ (29,887)</b>	<b>-58.2%</b>	<b>\$ 147,130</b>	<b>-85.4%</b>
<b>TOTAL OP REVENUES</b>	<b>\$ 5,566,057</b>	<b>\$ 682,203</b>	<b>\$ 724,601</b>	<b>\$ 38,560</b>	<b>5.7%</b>	<b>\$ 5,566,057</b>	<b>\$ 5,788,427</b>	<b>\$ 222,369</b>	<b>4.0%</b>	<b>\$ 5,420,783</b>	<b>6.8%</b>

**CBITD Revenues and Expenses  
Overview**

	FY2022 BUDGET	September				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	\$ 281,147	\$ 253,847	\$ 27,300	9.7%	\$ 3,458,349	\$ 3,377,111	\$ 81,238	2.3%	\$ 4,256,830	20.7%
TAXES	\$ 264,564	\$ 21,507	\$ 18,857	\$ 2,650	12.3%	\$ 264,564	\$ 250,002	\$ 14,562	5.5%	\$ 322,429	22.5%
EMPLOYEE INSURANCE	\$ 496,411	\$ 42,266	\$ 41,621	\$ 645	1.5%	\$ 496,411	\$ 475,744	\$ 20,667	4.2%	\$ 443,903	-7.2%
EMPLOYEE RELATED EXP	\$ 34,015	\$ 1,540	\$ 1,882	\$ (342)	-22.2%	\$ 34,015	\$ 30,002	\$ 4,013	11.8%	\$ 45,098	33.5%
PENSION	\$ 438,536	\$ 36,541	\$ 36,545	\$ (4)	0.0%	\$ 438,536	\$ 435,050	\$ 3,486	0.8%	\$ 396,667	-9.7%
<b>TOTAL</b>	<b>\$ 4,691,875</b>	<b>\$ 383,001</b>	<b>\$ 352,752</b>	<b>\$ 30,249</b>	<b>7.9%</b>	<b>\$ 4,691,875</b>	<b>\$ 4,567,908</b>	<b>\$ 123,967</b>	<b>2.6%</b>	<b>\$ 5,464,927</b>	<b>16.4%</b>
<b>VESSELS</b>											
REPAIRS	\$ 1,484,750	\$ 49,050	\$ 79,228	\$ (30,178)	-61.5%	\$ 1,484,750	\$ 1,443,268	\$ 41,482	2.8%	\$ 1,622,511	11.0%
FUEL	\$ 551,869	\$ 42,772	\$ 94,000	\$ (51,228)	-119.8%	\$ 551,869	\$ 714,078	\$ (162,209)	-29.4%	\$ 626,277	-14.0%
INSURANCE	\$ 79,200	\$ 6,600	\$ 6,260	\$ 340	5.2%	\$ 79,200	\$ 75,115	\$ 4,085	5.2%	\$ 72,552	-3.5%
<b>TOTAL</b>	<b>\$ 2,115,819</b>	<b>\$ 98,422</b>	<b>\$ 179,487</b>	<b>\$ (81,065)</b>	<b>-82.4%</b>	<b>\$ 2,115,819</b>	<b>\$ 2,232,461</b>	<b>\$ (116,642)</b>	<b>-5.5%</b>	<b>\$ 2,321,340</b>	<b>3.8%</b>
<b>OPERATIONS</b>											
TELEPHONE	\$ 22,440	\$ 1,870	\$ 3,110	\$ (1,240)	-66.3%	\$ 22,440	\$ 25,874	\$ (3,434)	-15.3%	\$ 20,062	-29.0%
MAIL AGENT	\$ 11,220	\$ 935	\$ 935	\$ -	0.0%	\$ 11,220	\$ 11,220	\$ -		\$ 11,220	0.0%
OFFICE	\$ 7,500	\$ 625	\$ 799	\$ (174)	-27.8%	\$ 7,500	\$ 10,444	\$ (2,944)	-39.3%	\$ 9,702	-7.6%
CREDIT CARD	\$ 141,496	\$ 28,880	\$ 32,349	\$ (3,469)	-12.0%	\$ 141,496	\$ 179,397	\$ (37,901)	-26.8%	\$ 130,736	-37.2%
POSTAGE	\$ 3,360	\$ 280	\$ 100	\$ 180	64.3%	\$ 3,360	\$ 4,955	\$ (1,595)	-47.5%	\$ 3,827	-29.5%
TRAVEL	\$ 16,500	\$ 400	\$ 1,485	\$ (1,085)	-271.3%	\$ 16,500	\$ 4,723	\$ 11,777	71.4%	\$ 9,067	47.9%
DAMAGES	\$ 22,950	\$ 1,800	\$ 1,959	\$ (159)	0.0%	\$ 22,950	\$ 8,087	\$ 14,863	64.8%	\$ 9,824	17.7%
OTHER INSURANCES	\$ 29,880	\$ 2,490	\$ 4,371	\$ (1,881)	-75.5%	\$ 29,880	\$ 52,875	\$ (22,995)	-77.0%	\$ 41,729	-26.7%
MISCELLANEOUS	\$ 16,481	\$ 1,061	\$ 534	\$ 527	49.7%	\$ 16,481	\$ 4,171	\$ 12,310	74.7%	\$ 20,845	80.0%
BARGE SUBCONTRACTING	\$ 8,500	\$ 2,000	\$ 11,602	\$ (9,602)	0.0%	\$ 8,500	\$ 20,902	\$ (12,402)	-145.9%	\$ 279,500	92.5%
PROFESSIONAL	\$ 99,480	\$ 6,270	\$ 3,966	\$ 2,304	36.7%	\$ 99,480	\$ 79,615	\$ 19,865	20.0%	\$ 67,662	-17.7%
DUES & PUC	\$ 20,975	\$ -	\$ 500	\$ (500)	0.0%	\$ 20,975	\$ 5,229	\$ 15,746	0.0%	\$ 17,076	69.4%
UNIFORMS	\$ 23,685	\$ 350	\$ 288	\$ 62	17.7%	\$ 23,685	\$ 19,449	\$ 4,236	17.9%	\$ 10,571	-84.0%
TRAINING	\$ 12,550	\$ 450	\$ -	\$ 450	100.0%	\$ 12,550	\$ 3,534	\$ 9,016	71.8%	\$ 118	0.0%
<b>TOTAL</b>	<b>\$ 765,876</b>	<b>\$ 64,032</b>	<b>\$ 99,061</b>	<b>\$ (14,587)</b>	<b>-22.8%</b>	<b>\$ 765,876</b>	<b>\$ 899,258</b>	<b>\$ 6,542</b>	<b>0.9%</b>	<b>\$ 971,842</b>	<b>7.5%</b>

**CBITD Revenues and Expenses  
Overview**

	FY2022 BUDGET	September				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	\$ 4,223	\$ 4,430	\$ (207)	-4.9%	\$ 63,999	\$ 67,250	\$ (3,251)	-5.1%	\$ 56,432	-19.2%
JANITORIAL	\$ 95,940	\$ 8,080	\$ 7,600	\$ 480	5.9%	\$ 95,940	\$ 105,734	\$ (9,794)	-10.2%	\$ 83,044	-27.3%
RENT	\$ 35,940	\$ 2,995	\$ 2,995	\$ -	0.0%	\$ 35,940	\$ 35,944	\$ (4)	0.0%	\$ 37,277	3.6%
MAINTENANCE	\$ 156,387	\$ 14,792	\$ 17,941	\$ (3,149)	-21.3%	\$ 156,387	\$ 196,495	\$ (40,108)	-25.6%	\$ 223,465	12.1%
<b>TOTAL</b>	<b>\$ 352,266</b>	<b>\$ 30,090</b>	<b>\$ 32,967</b>	<b>\$ (2,877)</b>	<b>-9.6%</b>	<b>\$ 352,266</b>	<b>\$ 405,423</b>	<b>\$ (53,157)</b>	<b>-15.1%</b>	<b>\$ 400,218</b>	<b>-1.3%</b>
<b>SALES</b>											
ADVERTISING	\$ 190,015	\$ 18,357	\$ 15,213	\$ 3,144	17.1%	\$ 190,015	\$ 137,386	\$ 52,629	27.7%	\$ 81,576	-68.4%
CATERING	\$ 146,555	\$ 28,320	\$ 15,801	\$ 12,519	0.0%	\$ 146,555	\$ 79,250	\$ 67,305	0.0%	\$ 13,082	-505.8%
<b>TOTAL</b>	<b>\$ 336,570</b>	<b>\$ 46,677</b>	<b>\$ 31,014</b>	<b>\$ 15,663</b>	<b>33.6%</b>	<b>\$ 336,570</b>	<b>\$ 216,636</b>	<b>\$ 119,934</b>	<b>35.6%</b>	<b>\$ 94,658</b>	<b>-128.9%</b>
<b>DEBT SERVICE</b>											
TOTAL	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
<b>TOTAL EXPENSES</b>	<b>\$ 8,262,406</b>	<b>\$ 622,222</b>	<b>\$ 695,280</b>	<b>\$ (73,058)</b>	<b>-11.7%</b>	<b>\$ 8,262,406</b>	<b>\$ 8,321,686</b>	<b>\$ (59,280)</b>	<b>-0.7%</b>	<b>\$ 9,252,986</b>	<b>10.1%</b>
<b>TOTAL OP REVENUES</b>	<b>\$ 5,566,057</b>	<b>\$ 682,203</b>	<b>\$ 724,601</b>	<b>\$ 38,560</b>	<b>5.7%</b>	<b>\$ 5,566,057</b>	<b>\$ 5,788,427</b>	<b>\$ (222,370)</b>	<b>-4.0%</b>	<b>\$ 5,420,783</b>	<b>6.8%</b>
<b>OP SURPLUS/LOSS</b>	<b>\$ (2,696,349)</b>	<b>\$ 59,981</b>	<b>\$ 29,321</b>	<b>\$ (34,498)</b>	<b>-57.5%</b>	<b>\$ (2,696,349)</b>	<b>\$ (2,533,259)</b>	<b>\$ 163,090</b>	<b>6.0%</b>	<b>\$ (3,832,202)</b>	<b>33.9%</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	\$ 713,678	\$ 196,816	38.1%	\$ 947,219	-24.7%
FTA OPERATING REVENUE	\$ 2,110,410	\$ -	\$ -	\$ -	0.0%	\$ 2,110,410	\$ 2,351,342	\$ 240,932	11.4%	\$ 3,199,550	-26.5%
STATE SUBSIDY REVENUE	\$ 68,444	\$ -	\$ -	\$ -	0.0%	\$ 68,444	\$ 68,444	\$ -	0.0%	\$ 68,444	0.0%
<b>TOTAL</b>	<b>\$ 2,695,716</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ 2,695,716</b>	<b>\$ 3,137,822</b>	<b>\$ 442,106</b>	<b>16.4%</b>	<b>\$ 4,215,213</b>	<b>-25.6%</b>
<b>SURPLUS/LOSS</b>	<b>\$ (633)</b>	<b>\$ 59,981</b>	<b>\$ 29,321</b>	<b>\$ (30,660)</b>	<b>-51.1%</b>	<b>\$ (633)</b>	<b>\$ 604,563</b>	<b>\$ 605,196</b>	<b>95607.6%</b>	<b>\$ 383,011</b>	<b>57.8%</b>
FY20 DEPRECIATION (EST)	\$ -	\$ -	\$ (66,790)	\$ (66,790)	0.0%	\$ -	\$ 835,571	\$ 835,571	0.0%	\$ 877,350	-4.8%
<b>NET RESULT</b>	<b>\$ (633)</b>	<b>\$ 59,981</b>	<b>\$ (37,469)</b>	<b>\$ (97,450)</b>	<b>-162.5%</b>	<b>\$ (633)</b>	<b>\$ (231,008)</b>	<b>\$ (230,375)</b>	<b>36394.2%</b>	<b>\$ (494,339)</b>	<b>53.3%</b>

Casco Bay Island Transit District	Budget 2022	September 2022 Budget	September 2022 Actual	YTD Budget 9/30/22	YTD Actual 9/30/22	YTD Actual 9/30/21	% Change
<b>1. REVENUES: SCHEDULED SERVICE</b>							
PASSENGER - PEAKS	1,724,029	212,680	254,311	1,724,029	1,823,108	1,814,424	0.5%
PASSENGER-LD	45,831	4,363	5,289	45,831	42,079	43,390	-3.0%
PASSENGER - GD	91,401	8,651	11,066	91,401	108,000	127,868	-15.5%
PASSENGER -D COVE	199,967	26,377	25,520	199,967	207,183	159,412	30.0%
PASSENGER-LONG	321,535	30,769	47,874	321,535	313,195	286,526	9.3%
PASSENGER -CHEB	35,364	3,964	4,914	35,364	42,842	48,395	-11.5%
PASSENGER -CLIFF	75,340	8,701	12,903	75,340	71,477	65,767	8.7%
ANIMALS	35,738	2,885	4,601	35,738	42,470	39,956	6.3%
<b>TICKET</b>	<b>2,529,205</b>	<b>298,390</b>	<b>366,479</b>	<b>2,529,205</b>	<b>2,650,353</b>	<b>2,585,738</b>	<b>2.5%</b>
VEHICLES - DOWNBAY	14,901	525	0	14,901	4,104	9,978	-58.9%
VEHICLES - PEAKS	1,014,135	131,283	163,000	1,014,135	1,425,087	1,341,153	6.3%
<b>VEHICLE</b>	<b>1,029,036</b>	<b>131,808</b>	<b>163,000</b>	<b>1,029,036</b>	<b>1,429,191</b>	<b>1,351,131</b>	<b>5.8%</b>
FREIGHT - PEAKS	360,534	41,141	29,910	360,534	371,307	445,303	-16.6%
FREIGHT -LD	16,220	2,490	1,937	16,220	18,360	16,387	12.0%
FREIGHT -GD	25,537	1,618	3,101	25,537	30,894	38,178	-19.1%
FREIGHT -DCOVE	52,027	5,039	5,625	52,027	59,605	76,398	-22.0%
FREIGHT -LONG	137,271	13,251	13,083	137,271	146,461	172,328	-15.0%
FREIGHT -CHEB	138,529	15,457	18,754	138,529	184,087	199,130	-7.6%
FREIGHT -CLIFF	42,277	3,634	1,398	42,277	28,893	56,839	-49.2%
UPFREIGHT	21,598	2,996	2,650	21,598	16,850	19,704	-14.5%
BIKES	56,859	6,807	8,701	56,859	69,910	69,989	-0.1%
MAIL	72,000	6,000	7,033	72,000	83,591	74,412	12.3%
<b>FREIGHT</b>	<b>922,852</b>	<b>98,433</b>	<b>92,191</b>	<b>922,852</b>	<b>1,009,958</b>	<b>1,168,668</b>	<b>-13.6%</b>
<b>1. REVENUES: SCHEDULED SERVICE TOTAL</b>	<b>4,481,093</b>	<b>528,631</b>	<b>621,669</b>	<b>4,481,093</b>	<b>5,089,502</b>	<b>5,105,537</b>	<b>-0.3%</b>
<b>2. REVENUES: GROUP TOURS AND SALES</b>							
BAILEY ISLAND RUN	115,000	17,250	0	115,000	0	0	0.0%
BAILEY NATURE RUN	30,000	2,500	0	30,000	0	0	0.0%
MAILBOAT RUN	280,794	48,224	39,892	280,794	255,970	17,775	1340.1%
SUNSET RUN	69,073	8,959	7,511	69,073	55,890	34	164282.4%
DIAMOND PASS RUN	99,516	11,303	10,214	99,516	104,211	88,046	18.4%
MOONLIGHT RUN	4,968	1,080	28	4,968	58	0	0.0%
<b>TOUR</b>	<b>599,351</b>	<b>89,316</b>	<b>57,644</b>	<b>599,351</b>	<b>416,128</b>	<b>105,856</b>	<b>293.1%</b>
CHARTERS	197,500	30,000	16,900	197,500	99,375	32,125	209.3%
CONCERT CRUISES	27,000	1,500	2,750	27,000	18,650	0	0.0%
BAR	88,250	4,250	7,501	88,250	58,647	4,521	1197.2%
LOBSTER BAKES	80,300	22,000	13,110	80,300	52,032	8,244	531.1%
<b>CHARTER AND CATERING</b>	<b>393,050</b>	<b>57,750</b>	<b>40,261</b>	<b>393,050</b>	<b>228,705</b>	<b>44,890</b>	<b>409.5%</b>
ADVERTISING	24,173	1,586	0	24,173	18,002	7,762	131.9%
VENDING	8,000	750	412	8,000	2,233	2,604	-14.2%
PROMOTIONAL ITEMS	9,000	0	228	9,000	2,972	7,004	-57.6%
GROUP SALES OTHER	0	0	547	0	9,382	0	0.0%
<b>GROUP SALES OTHER</b>	<b>41,173</b>	<b>2,336</b>	<b>1,188</b>	<b>41,173</b>	<b>32,589</b>	<b>17,371</b>	<b>87.6%</b>
<b>2. REVENUES: GROUP TOURS AND SALES TOTAL</b>	<b>1,033,574</b>	<b>149,402</b>	<b>99,094</b>	<b>1,033,574</b>	<b>677,421</b>	<b>168,116</b>	<b>302.9%</b>
<b>3. REVENUES: OTHER INCOME</b>							
OTHER MISC INCOME	11,140	870	0	11,140	8,224	137,420	-94.0%
INTEREST INCOME	40,250	3,300	3,838	40,250	13,279	9,710	36.8%
<b>MISC INCOME</b>	<b>51,390</b>	<b>4,170</b>	<b>3,838</b>	<b>51,390</b>	<b>21,503</b>	<b>147,130</b>	<b>-85.4%</b>
<b>3. REVENUES: OTHER INCOME TOTAL</b>	<b>51,390</b>	<b>4,170</b>	<b>3,838</b>	<b>51,390</b>	<b>21,503</b>	<b>147,130</b>	<b>-85.4%</b>
<b>TOTAL REVENUES</b>	<b>5,566,057</b>	<b>682,203</b>	<b>724,601</b>	<b>5,566,057</b>	<b>5,788,427</b>	<b>5,420,783</b>	<b>6.8%</b>
<b>5. EXPENSE: PERSONNEL</b>							
ADMINISTRATIVE DIRECT OFFSET	0	0	0	0	0	(6,763)	-100.0%
ADMINISTRATIVE	471,993	36,308	34,782	471,993	455,664	507,968	-10.3%
<b>ADMINISTRATIVE</b>	<b>471,993</b>	<b>36,308</b>	<b>34,782</b>	<b>471,993</b>	<b>455,664</b>	<b>501,205</b>	<b>-9.1%</b>
CAPTAINS - REGULAR	117,433	6,176	2,325	117,433	89,013	63,780	39.6%
CAPTAINS - OVERTIME	45,501	1,502	1,522	45,501	22,477	36,666	-38.7%
UNION DECKHANDS - REGULAR	723,490	70,575	46,252	723,490	597,506	752,220	-20.6%
UNION DECKHANDS - OVERTIME	238,511	19,486	16,444	238,511	143,531	503,648	-71.5%
NONUNION DH - REGULAR	142,957	6,095	11,953	142,957	226,327	115,011	96.8%

Casco Bay Island Transit District	Budget 2022	September 2022 Budget	September 2022 Actual	YTD Budget 9/30/22	YTD Actual 9/30/22	YTD Actual 9/30/21	% Change
NONUNION DH - OVERTIME	28,565	61	1,589	28,565	37,515	69,636	-46.1%
SR CAPTAINS - REGULAR	521,092	49,681	46,590	521,092	595,972	629,561	-5.3%
SR CAPTAINS - OVERTIME	76,332	8,456	8,875	76,332	89,856	347,286	-74.1%
<b>CREWS</b>	<b>1,893,881</b>	<b>162,032</b>	<b>135,549</b>	<b>1,893,881</b>	<b>1,802,198</b>	<b>2,517,807</b>	<b>-28.4%</b>
MAINTENANCE - REGULAR	209,381	15,408	15,222	209,381	193,327	206,306	-6.3%
MAINTENANCE - OVERTIME	13,029	753	709	13,029	7,965	5,962	33.6%
<b>MAINTENANCE</b>	<b>222,410</b>	<b>16,161</b>	<b>15,931</b>	<b>222,410</b>	<b>201,292</b>	<b>212,268</b>	<b>-5.2%</b>
SALES WAGES	131,206	8,198	7,510	131,206	96,160	83,420	15.3%
OPS AGENTS - REGULAR	368,098	29,533	26,210	368,098	342,405	387,736	-11.7%
OPS AGENTS - OVERTIME	52,685	3,801	5,582	52,685	69,874	67,949	2.8%
<b>OPS AGENTS</b>	<b>420,783</b>	<b>33,334</b>	<b>31,791</b>	<b>420,783</b>	<b>412,279</b>	<b>455,685</b>	<b>-9.5%</b>
TICKET OFFICE - REGULAR	126,149	9,328	13,161	126,149	212,025	278,264	-23.8%
TICKET OFFICE - OVERTIME	10,447	1,826	389	10,447	11,222	24,053	-53.3%
<b>TICKET OFFICE</b>	<b>136,596</b>	<b>11,154</b>	<b>13,550</b>	<b>136,596</b>	<b>223,246</b>	<b>302,317</b>	<b>-26.2%</b>
OPERATIONS MANAGEMENT	181,480	13,960	14,732	181,480	186,272	184,129	1.2%
<b>Payroll-Salaries</b>	<b>3,458,349</b>	<b>281,147</b>	<b>253,847</b>	<b>3,458,349</b>	<b>3,377,111</b>	<b>4,256,830</b>	<b>-16.4%</b>
FICA ADMINISTRATIVE	36,104	2,777	2,558	36,104	33,109	37,400	-11.5%
FICA - OPS AGENTS	32,191	2,550	2,395	32,191	31,081	34,915	-11.0%
FICA UNION DECKHANDS	73,595	6,890	4,858	73,595	62,312	101,546	-38.6%
FICA NONUNION DECKHANDS	13,121	471	1,036	13,121	20,184	14,125	42.9%
FICA SR CAPTAINS	58,169	5,035	4,120	58,169	50,228	72,039	-30.3%
<b>FICA CREW</b>	<b>144,885</b>	<b>12,396</b>	<b>10,015</b>	<b>144,885</b>	<b>132,724</b>	<b>187,710</b>	<b>-29.3%</b>
FICA MAINTENANCE	17,014	1,236	1,202	17,014	14,813	15,780	-6.1%
FICA - SALES	10,035	627	560	10,035	7,369	6,294	17.1%
FICA - TICKET OFFICE	10,451	853	1,037	10,451	17,082	23,127	-26.1%
FICA - OPERATIONS MANAGEMENT	13,884	1,068	1,091	13,884	13,834	13,649	1.4%
STATE UNEMPLOYMENT	0	0	0	0	(11)	3,553	-100.3%
<b>Taxes</b>	<b>264,564</b>	<b>21,507</b>	<b>18,857</b>	<b>264,564</b>	<b>250,002</b>	<b>322,429</b>	<b>-16.4%</b>
HEALTH INSURANCE ADMINISTRATIVE	66,612	5,668	4,934	66,612	64,682	58,183	11.2%
DENTAL INSURANCE ADMINISTRATIVE	5,551	496	349	5,551	4,500	4,126	9.1%
LIFE INSURANCE ADMINISTRATIVE	465	48	14	465	181	199	-9.0%
<b>ADMINISTRATIVE</b>	<b>72,628</b>	<b>6,212</b>	<b>5,297</b>	<b>72,628</b>	<b>69,364</b>	<b>62,508</b>	<b>11.0%</b>
HEALTH INSURANCE CREW	240,828	20,492	23,134	240,828	253,154	216,674	16.8%
DENTAL INSURANCE CREW	10,464	496	1,740	10,464	24,951	17,551	42.2%
LIFE INSURANCE CREW	782	48	81	782	924	932	-0.9%
<b>CREW</b>	<b>252,074</b>	<b>21,036</b>	<b>24,955</b>	<b>252,074</b>	<b>279,029</b>	<b>235,156</b>	<b>18.7%</b>
HEALTH INSURANCE MAINTENANCE	17,294	1,468	1,268	17,294	14,910	14,850	0.4%
DENTAL INSURANCE MAINTENANCE	4,861	496	218	4,861	2,585	2,333	10.8%
LIFE INSURANCE MAINTENANCE	433	48	9	433	103	111	-7.2%
<b>MAINTENANCE</b>	<b>22,588</b>	<b>2,012</b>	<b>1,494</b>	<b>22,588</b>	<b>17,598</b>	<b>17,293</b>	<b>1.8%</b>
HEALTH INSURANCE SALES	16,717	1,426	1,321	16,717	15,353	15,070	1.9%
DENTAL INSURANCE SALES	4,139	496	35	4,139	421	346	21.7%
LIFE INSURANCE SALES	400	48	3	400	32	69	-53.6%
<b>SALES</b>	<b>21,256</b>	<b>1,970</b>	<b>1,359</b>	<b>21,256</b>	<b>15,807</b>	<b>15,485</b>	<b>2.1%</b>
HEALTH INSURANCE OPS AGENTS	99,918	8,502	6,722	99,918	73,712	84,982	-13.3%
DENTAL INSURANCE OPS AGENTS	5,633	496	339	5,633	3,326	4,444	-25.2%
LIFE INSURANCE OPS AGENTS	481	48	19	481	149	226	-34.1%
<b>OPS AGENTS</b>	<b>106,032</b>	<b>9,046</b>	<b>7,079</b>	<b>106,032</b>	<b>77,186</b>	<b>89,651</b>	<b>-13.9%</b>
HEALTH INSURANCE OPERATIONS MANAGER	16,973	1,446	1,321	16,973	15,406	22,576	-31.8%
DENTAL INSURANCE OPERATIONS MANAGER	4,439	496	108	4,439	1,283	1,054	21.7%
LIFE INSURANCE OPERATIONS MANAGER	421	48	6	421	71	179	-60.3%
<b>OPERATIONS MANAGEMENT</b>	<b>21,833</b>	<b>1,990</b>	<b>1,435</b>	<b>21,833</b>	<b>16,760</b>	<b>23,809</b>	<b>-29.6%</b>
<b>Employee Insurance</b>	<b>496,411</b>	<b>42,266</b>	<b>41,621</b>	<b>496,411</b>	<b>475,744</b>	<b>443,903</b>	<b>-16.4%</b>

Casco Bay Island Transit District	Budget 2022	September 2022 Budget	September 2022 Actual	YTD Budget 9/30/22	YTD Actual 9/30/22	YTD Actual 9/30/21	% Change
<b>Employee Related Expense</b>	<b>34,015</b>	<b>1,540</b>	<b>1,882</b>	<b>34,015</b>	<b>30,002</b>	<b>45,098</b>	<b>-16.4%</b>
<b>Pension</b>	<b>438,536</b>	<b>36,541</b>	<b>36,545</b>	<b>438,536</b>	<b>435,050</b>	<b>396,667</b>	<b>-16.4%</b>
<b>5. EXPENSE: PERSONNEL TOTAL</b>	<b>4,691,875</b>	<b>383,001</b>	<b>352,752</b>	<b>4,691,875</b>	<b>4,567,908</b>	<b>5,464,927</b>	<b>-16.4%</b>
<b>6. EXPENSE: VESSEL</b>							
GENERAL REPAIR SHOP	7,350	350	986	7,350	17,335	11,512	50.6%
<b>GENERAL</b>	<b>7,350</b>	<b>350</b>	<b>986</b>	<b>7,350</b>	<b>17,335</b>	<b>11,512</b>	<b>50.6%</b>
GENERAL REPAIR MACHIGONNE	73,000	5,800	6,356	73,000	65,784	87,970	-25.2%
DRYDOCK MACHIGONNE	0	0	0	0	0	490,194	-100.0%
DIVING MACHIGONNE	21,800	3,000	12,366	21,800	27,876	0	0.0%
OIL CHANGE MACHIGONNE	24,200	2,400	2,281	24,200	27,687	20,837	32.9%
<b>MACHIGONNE</b>	<b>119,000</b>	<b>11,200</b>	<b>21,002</b>	<b>119,000</b>	<b>121,347</b>	<b>599,001</b>	<b>-79.7%</b>
GENERAL REPAIRS MAQUOIT	78,000	9,100	3,581	78,000	55,089	102,920	-46.5%
DRYDOCK MAQUOIT	550,000	0	0	550,000	456,006	113,252	302.6%
DIVING MAQUOIT	23,700	0	9,981	23,700	22,592	200	11196.0%
OIL CHANGE MAQUOIT	25,300	2,700	1,327	25,300	26,295	29,059	-9.5%
<b>MAQUOIT</b>	<b>677,000</b>	<b>11,800</b>	<b>14,888</b>	<b>677,000</b>	<b>559,982</b>	<b>245,431</b>	<b>128.2%</b>
GENERAL REPAIRS BAY MIST	36,500	3,500	1,395	36,500	34,215	12,634	170.8%
DRYDOCK BAY MIST	0	0	0	0	0	255,895	-100.0%
DIVING BAY MIST	9,400	1,400	6,010	9,400	14,734	0	0.0%
OIL CHANGE BAY MIST	5,200	800	0	5,200	2,043	895	128.3%
<b>BAY MIST</b>	<b>51,100</b>	<b>5,700</b>	<b>7,405</b>	<b>51,100</b>	<b>50,992</b>	<b>269,423</b>	<b>-81.1%</b>
GENERAL REPAIRS AUCO	63,000	5,000	4,008	63,000	31,837	117,022	-72.8%
DRYDOCK AUCO	50,000	0	0	50,000	0	241,011	-100.0%
DIVING AUCO	23,300	3,100	10,840	23,300	28,277	0	0.0%
OIL CHANGE AUCO	20,000	2,000	0	20,000	26,313	17,834	47.5%
<b>AUCOCISCO</b>	<b>156,300</b>	<b>10,100</b>	<b>14,848</b>	<b>156,300</b>	<b>86,426</b>	<b>375,867</b>	<b>-77.0%</b>
GENERAL REPAIRS WABANAKI	39,200	4,400	8,814	39,200	64,117	85,991	-25.4%
DRYDOCK WABANAKI	390,000	0	0	390,000	497,928	5,851	8410.1%
DIVING WABANAKI	20,800	3,000	11,284	20,800	27,139	0	0.0%
OIL CHANGE WABANAKI	24,000	2,500	0	24,000	18,002	29,435	-38.8%
<b>WABANAKI</b>	<b>474,000</b>	<b>9,900</b>	<b>20,098</b>	<b>474,000</b>	<b>607,186</b>	<b>121,277</b>	<b>400.7%</b>
<b>Repairs</b>	<b>1,484,750</b>	<b>49,050</b>	<b>79,228</b>	<b>1,484,750</b>	<b>1,443,268</b>	<b>1,622,511</b>	<b>-3.8%</b>
FUEL MACHIGONNE	162,969	12,957	26,173	162,969	192,283	173,515	10.8%
FUEL MAQUOIT	170,216	13,339	26,311	170,216	176,173	171,828	2.5%
FUEL BAY MIST	17,043	949	606	17,043	11,849	9,169	29.2%
FUEL AUCOCISCO	102,039	8,056	7,673	102,039	162,271	89,854	80.6%
FUEL WABANAKI	99,602	7,471	33,237	99,602	171,502	181,912	-5.7%
<b>Fuel</b>	<b>551,869</b>	<b>42,772</b>	<b>94,000</b>	<b>551,869</b>	<b>714,078</b>	<b>626,277</b>	<b>-3.8%</b>
<b>Insurance Boat</b>	<b>79,200</b>	<b>6,600</b>	<b>6,260</b>	<b>79,200</b>	<b>75,115</b>	<b>72,552</b>	<b>-3.8%</b>
<b>6. EXPENSE: VESSEL TOTAL</b>	<b>2,115,819</b>	<b>98,422</b>	<b>179,487</b>	<b>2,115,819</b>	<b>2,232,461</b>	<b>2,321,340</b>	<b>-3.8%</b>
<b>7. EXPENSE: OPERATIONS</b>							
<b>Telephone</b>	<b>22,440</b>	<b>1,870</b>	<b>3,110</b>	<b>22,440</b>	<b>25,874</b>	<b>20,062</b>	<b>-7.5%</b>
<b>Mail Agent</b>	<b>11,220</b>	<b>935</b>	<b>935</b>	<b>11,220</b>	<b>11,220</b>	<b>11,220</b>	<b>-7.5%</b>
DATA PROCESSING	253,192	12,501	33,554	253,192	359,327	216,035	66.3%
TICKET FORMS & SUPPLIES	12,700	0	0	12,700	579	0	0.0%
MEETING MEALS	1,350	150	118	1,350	1,535	1,252	22.6%
OFFICE SUPPLIES	15,900	1,500	135	15,900	18,865	20,772	-9.2%
ARMORED CAR	5,280	440	0	5,280	1,583	3,740	-57.7%
CREW MEALS	9,695	750	1,785	9,695	8,596	25,507	-66.3%
TWIC CARDS	1,500	250	253	1,500	1,881	1,252	50.2%
MISC	2,462	200	997	2,462	31,652	36,034	-12.2%
EMPLOYEE RECOGNITION	14,300	100	0	14,300	38,017	28,507	33.4%
INTERNET	7,500	625	799	7,500	10,444	9,702	7.6%
<b>Office</b>	<b>323,879</b>	<b>16,516</b>	<b>37,642</b>	<b>323,879</b>	<b>472,478</b>	<b>342,802</b>	<b>-7.5%</b>
<b>Credit Card</b>	<b>141,496</b>	<b>28,880</b>	<b>32,349</b>	<b>141,496</b>	<b>179,397</b>	<b>130,736</b>	<b>-7.5%</b>

Casco Bay Island Transit District	Budget 2022	September 2022 Budget	September 2022 Actual	YTD Budget 9/30/22	YTD Actual 9/30/22	YTD Actual 9/30/21	% Change
<b>Postage</b>	<b>3,360</b>	<b>280</b>	<b>100</b>	<b>3,360</b>	<b>4,955</b>	<b>3,827</b>	<b>-7.5%</b>
<b>Travel</b>	<b>16,500</b>	<b>400</b>	<b>1,485</b>	<b>16,500</b>	<b>4,723</b>	<b>9,067</b>	<b>-7.5%</b>
EMPLOYEE INJURIES	9,450	0	0	9,450	997	4,484	-77.8%
EMPLOYEE LOST TIME	500	0	0	500	0	0	0.0%
FREIGHT DAMAGES	7,300	450	1,959	7,300	4,346	4,564	-4.8%
CUSTOMER INJURIES	1,200	600	0	1,200	0	0	0.0%
DAMAGES CARS	4,500	750	0	4,500	2,743	777	253.0%
<b>Damages</b>	<b>22,950</b>	<b>1,800</b>	<b>1,959</b>	<b>22,950</b>	<b>8,087</b>	<b>9,824</b>	<b>-7.5%</b>
<b>Other Insurances</b>	<b>29,880</b>	<b>2,490</b>	<b>4,371</b>	<b>29,880</b>	<b>52,875</b>	<b>41,729</b>	<b>-7.5%</b>
VAN	1,200	100	176	1,200	2,613	11,037	-76.3%
OVER/SHORT	0	0	(10)	0	(2,234)	(954)	134.2%
METRO PASSES	4,180	180	0	4,180	0	0	0.0%
LOST PASSES	0	0	0	0	(16)	(58)	-72.4%
NEWSPAPER ADS	1,000	0	367	1,000	2,417	2,658	-9.1%
WATER TAXI	1,600	250	0	1,600	1,390	660	110.6%
REGGAE SECURITY	8,501	531	0	8,501	0	7,502	-100.0%
<b>Miscellaneous</b>	<b>16,481</b>	<b>1,061</b>	<b>534</b>	<b>16,481</b>	<b>4,171</b>	<b>20,845</b>	<b>-7.5%</b>
<b>Barge Subcontracting</b>	<b>8,500</b>	<b>2,000</b>	<b>11,602</b>	<b>8,500</b>	<b>20,902</b>	<b>279,500</b>	<b>-7.5%</b>
LEGAL	55,200	4,600	2,427	55,200	39,338	38,017	3.5%
HUMAN PERFORMANCE	14,980	1,070	1,050	14,980	12,600	525	2300.0%
PHYSICALS	4,800	300	0	4,800	5,837	4,550	28.3%
DRUG TESTS	5,900	300	489	5,900	7,355	6,570	11.9%
ACCOUNTANTS	13,800	0	0	13,800	14,100	18,000	-21.7%
OTHER	4,000	0	0	4,000	385	0	0.0%
ELECTION EXPENSE	800	0	0	800	0	0	0.0%
<b>Professional</b>	<b>99,480</b>	<b>6,270</b>	<b>3,966</b>	<b>99,480</b>	<b>79,615</b>	<b>67,662</b>	<b>-7.5%</b>
<b>Dues &amp; PUC</b>	<b>20,975</b>	<b>0</b>	<b>500</b>	<b>20,975</b>	<b>5,229</b>	<b>17,076</b>	<b>-7.5%</b>
<b>Uniforms</b>	<b>23,685</b>	<b>350</b>	<b>288</b>	<b>23,685</b>	<b>19,449</b>	<b>10,571</b>	<b>-7.5%</b>
<b>Boots</b>	<b>12,480</b>	<b>730</b>	<b>220</b>	<b>12,480</b>	<b>6,749</b>	<b>6,803</b>	<b>-7.5%</b>
<b>Training</b>	<b>12,550</b>	<b>450</b>	<b>0</b>	<b>12,550</b>	<b>3,534</b>	<b>118</b>	<b>-7.5%</b>
<b>7. EXPENSE: OPERATIONS TOTAL</b>	<b>765,876</b>	<b>64,032</b>	<b>99,061</b>	<b>765,876</b>	<b>899,258</b>	<b>971,842</b>	<b>-7.5%</b>
<b>8. EXPENSE: TERMINAL</b>							
UTILITIES TERMINAL	35,424	2,678	2,162	35,424	41,276	33,223	24.2%
WATER	8,248	1,152	1,981	8,248	12,293	9,514	29.2%
TERMINAL HEAT	18,527	243	141	18,527	12,025	12,577	-4.4%
UTILITIES PEAKS	1,800	150	146	1,800	1,655	1,118	48.0%
<b>Utilities</b>	<b>63,999</b>	<b>4,223</b>	<b>4,430</b>	<b>63,999</b>	<b>67,250</b>	<b>56,432</b>	<b>1.3%</b>
JANITORIAL TERMINAL ROUTINE	91,200	7,600	7,600	91,200	91,839	75,239	22.1%
JANITORIAL PEAKS	4,740	480	0	4,740	13,895	7,805	78.0%
<b>Janitorial</b>	<b>95,940</b>	<b>8,080</b>	<b>7,600</b>	<b>95,940</b>	<b>105,734</b>	<b>83,044</b>	<b>1.3%</b>
<b>Rent</b>	<b>35,940</b>	<b>2,995</b>	<b>2,995</b>	<b>35,940</b>	<b>35,944</b>	<b>37,277</b>	<b>1.3%</b>
FIRE ALARM	6,000	500	207	6,000	8,371	41,847	-80.0%
PEST CONTROL	1,104	92	112	1,104	1,222	1,008	21.2%
TRASH	11,245	1,150	2,067	11,245	13,165	17,158	-23.3%
PAPER & CLEANING SUPPLIES	36,733	4,000	3,987	36,733	43,379	39,224	10.6%
FREIGHT EQUIPMENT AND SUPPLIES	5,200	500	1,440	5,200	27,719	27,470	0.9%
RUG RENTAL	5,435	450	269	5,435	2,815	2,582	9.0%
MISC	48,440	5,500	(2,846)	48,440	49,272	59,844	-17.7%
PROPANE	9,630	1,000	977	9,630	9,911	9,290	6.7%
FORKLIFT	1,000	0	614	1,000	11,463	1,666	588.1%
POWER WASHING	4,400	0	0	4,400	0	0	0.0%
PIER & TRANSFER BRIDGE	8,000	1,600	11,113	8,000	16,353	9,441	73.2%
PLOWING TERMINAL	3,000	0	0	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>14,792</b>	<b>17,941</b>	<b>156,387</b>	<b>196,495</b>	<b>223,465</b>	<b>1.3%</b>

Casco Bay Island Transit District	Budget 2022	September 2022 Budget	September 2022 Actual	YTD Budget 9/30/22	YTD Actual 9/30/22	YTD Actual 9/30/21	% Change
<b>8. EXPENSE: TERMINAL TOTAL</b>	<b>352,266</b>	<b>30,090</b>	<b>32,967</b>	<b>352,266</b>	<b>405,423</b>	<b>400,218</b>	<b>1.3%</b>
<b>9. EXPENSE: SALES</b>							
BROCHURE	5,000	0	0	5,000	9,862	0	0.0%
SAILING SCHEDULE	9,800	0	1,499	9,800	8,348	3,770	121.4%
PUBLICATIONS	6,060	250	995	6,060	4,337	0	0.0%
ADVERTISING	3,000	750	0	3,000	2,000	2,289	-12.6%
OTHER ADVERTISING EXPENSE	6,955	1,757	1,530	6,955	3,430	166	1966.3%
ONLINE ADVERTISING	14,400	1,200	661	14,400	4,619	3,449	33.9%
RADIO ADS	29,000	6,000	3,850	29,000	21,665	0	0.0%
WEBSITE	28,800	2,400	0	28,800	716	1,298	-44.8%
KIOSK	6,000	500	0	6,000	816	396	106.1%
MARKETING	81,000	5,500	6,678	81,000	78,994	70,207	12.5%
SPECIAL EVENT CRUISES	0	0	0	0	2,600	0	0.0%
<b>Advertising</b>	<b>190,015</b>	<b>18,357</b>	<b>15,213</b>	<b>190,015</b>	<b>137,386</b>	<b>81,576</b>	<b>128.9%</b>
BEVERAGES	28,900	2,500	2,696	28,900	22,536	2,632	756.2%
OTHER BAR EXPENSE	17,930	1,820	2,528	17,930	6,457	5,805	11.2%
SECURITY	14,675	1,250	240	14,675	5,731	232	2370.3%
<b>BAR EXPENSE</b>	<b>61,505</b>	<b>5,570</b>	<b>5,465</b>	<b>61,505</b>	<b>34,725</b>	<b>8,669</b>	<b>300.6%</b>
CONCERT CRUISES	15,750	750	6,500	15,750	12,500	0	0.0%
LOBSTER BAKES	69,300	22,000	3,836	69,300	32,026	4,413	625.7%
<b>Catering</b>	<b>146,555</b>	<b>28,320</b>	<b>15,801</b>	<b>146,555</b>	<b>79,250</b>	<b>13,082</b>	<b>128.9%</b>
<b>9. EXPENSE: SALES TOTAL</b>	<b>336,570</b>	<b>46,677</b>	<b>31,014</b>	<b>336,570</b>	<b>216,636</b>	<b>94,658</b>	<b>128.9%</b>
<b>TOTAL EXPENSE</b>	<b>8,262,406</b>	<b>622,222</b>	<b>695,280</b>	<b>8,262,406</b>	<b>8,321,686</b>	<b>9,252,986</b>	<b>-10.1%</b>
<b>NET OPER INCOME (LOSS) TOTAL</b>	<b>(2,696,349)</b>	<b>59,981</b>	<b>29,321</b>	<b>(2,696,349)</b>	<b>(2,533,259)</b>	<b>(3,832,202)</b>	<b>-33.9%</b>
FTA PM REVENUE	0	0	0	0	4,358	0	0.0%
FTA RURAL REVENUE	516,862	0	0	516,862	713,678	947,219	-24.7%
FTA OPERATING REVENUE	2,110,410	0	0	2,110,410	2,351,342	3,199,550	-26.5%
STATE SUBSIDY REVENUE	68,444	0	0	68,444	68,444	68,444	0.0%
<b>TOTAL</b>	<b>2,695,716</b>	<b>0</b>	<b>0</b>	<b>2,695,716</b>	<b>3,137,822</b>	<b>4,215,213</b>	<b>-25.6%</b>
<b>SURPLUS/LOSS TOTAL</b>	<b>(633)</b>	<b>59,981</b>	<b>29,321</b>	<b>(633)</b>	<b>604,563</b>	<b>383,011</b>	<b>57.8%</b>
Depreciation for Year (Estimate)	0	0	(66,790)	0	835,571	877,350	4.8%
<b>Net Result</b>	<b>(633)</b>	<b>59,981</b>	<b>(37,469)</b>	<b>(633)</b>	<b>(231,008)</b>	<b>(494,339)</b>	<b>53.3%</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: September 30, 2022

<b>Gorham Savings Bank Operating Account</b>			
September 1 - Opening Balance	\$	184,000	
		<i>Deposits/Credits</i>	\$ 4,402,032
		<i>Withdrawals/Debits</i>	\$ 4,402,032
September 30 - Closing Balance			\$ 184,000
<b>Gorham Savings Demand Deposit Account</b>			
September 1 - Opening Balance	\$	2,490,797	
		<i>Interest Earned</i>	\$ 2,434
September 30 - Closing Balance			\$ 4,196,923
<b>Gorham Savings Restricted Funds</b>			
September 1 - Opening Balance	\$	1,282,248	
		<i>Interest Earned</i>	\$ 1,246
September 30 - Closing Balance			\$ 1,250,613
<b>Total Cash On Hand</b>			
September 1 - Opening Balance	\$	<b>3,957,045</b>	
September 30 - Closing Balance			<b>\$ 5,631,535</b>
<b>Net Change in Cash Position - Month of September</b>			<b>\$ 1,674,491</b>

Maintenance Fund Balance	\$	348,046
Capital Reserve Fund Balance	\$	648,901
Garage Maintenance Fund Balance	\$	166,708
Garage Excess Fund Balance	\$	-