

**Casco Bay Island Transit District  
Board of Directors Meeting Agenda\*  
Thursday, May 26, 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 April 28, 2022 and the May 10, 2022 meeting minutes
3. Business
  - a. Consideration and action to adopt a Holiday schedule for Thanksgiving and Christmas
4. Workshops
  - a. Sales and Marketing Update
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. Personnel Committee:	Thursday, June 2
ii. Executive Committee:	Thursday, June 9
iii. Finance Committee:	Wednesday, June 22
iv. Board of Directors:	Thursday, June 23
v. Operations Committee:	No meeting planned
vi. Sales & Marketing Committee:	No meeting planned
vii. Government Relations Committee:	No meeting planned
viii. Pension Committee:	No meeting planned
7. Public Comment
8. 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 Lines**

Serving the Islands of Casco Bay from Portland, Maine

**CASCO BAY ISLAND TRANSIT DISTRICT**  
**MINUTES OF THE BOARD OF DIRECTORS MEETING OF**  
**April 28, 2022**  
**In Person/Video Conference/Phone**

Directors:
*In-person: Braden, Crowley, Radis, Wentworth*
*Video Conference: Anderson, Cohen, Donovan (late), Higgins, Hoffman, Luedke, Murray*
*Phone: Pizey*
Directors absent:
Staff:
*In-person: Greven, Berg, C. Gildart, Mavodones*
*Video Conference: Pottle, Bishop*
Public:
*Video Conference: L. Heineman, F. Somers, J. James, B. Carter, C. Chess, C. Hoppin*
Guests:
*In person: C. Badger*
**1. Call to Order:**

- A. *The Board meeting was called to order at 8:00 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.*

**Staff Reports (Taken out of order)**

- A. *Berg gave an update on the Peak's replacement vessel reporting that 3 qualified bids had been received with bids ranging from \$22.8M to \$25.6M. However, the lowest bid was still greater than the available funding. Since the bids were received staff has been able to identify additional funds to make up the deficit. Berg shared that the increase was primarily due to significant increases in material and labor costs but steel was not a major contributor this time.*
  - i) *Crowley spoke against proceeding*
  - ii) *Braden spoke in favor of proceeding*
  - iii) *Higgins spoke in favor of proceeding*
  - iv) *Cohen spoke against proceeding*
  - v) *Murray spoke in favor of proceeding*
  - vi) *Anderson asked clarifying questions*
  - vii) *Higgins shared that MaineDOT is experiencing similar cost increases and spoke in favor of proceeding*
  - viii) *Radis spoke about social issues*
  - ix) *Wentworth expressed concern about the cost increase*
  - x) *Hoffman spoke against and called for a special meeting to address whether to proceed or not.*
  - xi) *President Braden said a lot of the issues discussed were previously considered by the Board and asked Berg to answer the questions that had been raised, which he did.*
  - xii) *President Braden requested that each Director get back to him in 24 hours whether they supported a special meeting or not*

**2. Approve the minutes of March 24, 2022 Board of Directors meeting**

- A. *President Braden asked if there was a motion to approve the minutes.*
- B. *Crowley moved to approve the minutes included in the Board packet; Wentworth seconded.*
- C. *President Braden opened the floor to Board comments and there were none.*
- D. *President Braden called for a roll call vote of minutes as amended*
- E. *Berg did a roll call vote. The motion passed unanimously (12-0)*


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### 3. Business

#### A. Consideration and action to modify the Down Bay summer schedule

- i. *Berg gave an overview and history of the proposed Down Bay schedule including that the Operations Committee had reached a consensus to recommend the changes that were included in the Board packet to the Board,*
- ii. *President Braden asked if there was a motion*
- iii. *Crowley made a motion to modify the Down Bay summer schedule as presented in the Board packet; Wentworth seconded*
- iv. *President Braden opened the floor for public comments*
- v. *There were no public comments*
- vi. *President Braden opened the floor for Board comments*
- vii. *Donovan spoke in favor of the schedule and suggested adding a late-night inner bay extension of the last Peaks run of the day*
- viii. *Crowley spoke in favor of the new schedule and asked that if there had to be service cut due to staffing to cut Tours and Charters first and then inner bay runs.*
- ix. *Luedke spoke in favor but made a motion to amend the motion on the table to have it be a one-year pilot program to be revisited next year.*
- x. *Donovan seconded the motion*
- xi. *President Braden opened the floor for Board comments on the proposed amendment*
- xii. *There were no comments*
- xiii. *President Braden called for a roll call vote on the proposed amendment*
- xiv. *Berg did a roll call vote. The motion passed unanimously (12-0)*
- xv. *President Braden opened the floor for Board comments on the amended motion*
- xvi. *Cohen shared her thoughts*
- xvii. *Hoffman spoke in favor*
- xviii. *Wentworth spoke in favor*
- xix. *President Braden called for a roll call vote on the amended motion*
- xx. *Berg did a roll call vote. The amended motion passed unanimously (12-0)*

#### B. Consideration and action to adopt a Holiday schedule for Thanksgiving and Christmas

- i) *Berg gave an overview and history of the proposed holiday schedule including that the Operations Committee voted to recommend the changes to the Board,*
- ii) *President Braden asked if there was a motion*
- iii) *Wentworth made a motion to approve the proposed Thanksgiving and Christmas holiday schedule as presented in the Board packet; Luedke seconded*
- iv) *President Braden opened the floor for public comments*
- v) *There were no public comments*
- vi) *President Braden opened the floor for Board comments*
- vii) *Donovan made a motion to postpone consideration and action until the next Board meeting because couldn't get feedback from Long Islanders in time for the meeting. Cohen seconded.*
- viii) *President Braden called for a roll call vote on the motion to postpone*
- ix) *Berg did a roll call vote. The motion to postpone passed unanimously (12-0)*

#### C. Executive Session

- i. Discussion with Labor Consultant on collective bargaining pursuant to 1 M.R.S.A Section 405(6) (D)
  1. *President Braden opened the floor to public comments and there were none.*
  2. *President Braden asked if there was a motion to go into executive session*
  3. *Wentworth moved to go into executive session for a discussion with Labor Consultant on collective bargaining pursuant to 1 M.R.S.A Section 405(6) (D); Crowley seconded.*
  4. *President Braden called for a roll call*
  5. *Berg did a roll call vote. The amended motion passed unanimously (12-0)*
  6. *Public was excused and recording stopped*
  7. *The Board came out of Executive session at 9:28AM*



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8. *Doors were opened back up and recording started*
9. *President Braden asked if there was a motion*
10. *Crowley made a motion to authorize the President and General Manager to enter into agreement with Maine Marine Association for the 2022-2024 Marine and Shoreside Collective Bargaining Agreements as presented on behalf of the Board of Directors; Donovan seconded*
11. *President Braden opened the floor to public comments and there were none.*
12. *President Braden opened the floor to Board comments*
  - a. *Crowley thanked everyone*
  - b. *Braden thanked everyone*
13. *President Braden called for a roll call*
14. *Berg did a roll call vote. The amended motion passed unanimously (12-0)*
4. **Workshops**
  - A. *There were no workshops*
5. **General Information Reports**
  - A. **Financial Report**
    - a) *No report was given due to time constraints*
  - B. **Committee Reports**
    - a) *No report was given due to time constraints*
  - C. **Staff Reports**
    - a) *No report was given due to time constraints*
6. **General Announcements**
  - A. Establish next meeting dates: (all meetings at 7:45 AM unless indicated otherwise)
 

i) Executive Committee:	Thursday, May 5
ii) Operations Committee:	Thursday, May 19
iii) Finance Committee:	Wednesday, May 25
iv) Board of Directors:	Thursday, May 26
v) Sales & Marketing Committee:	No meeting planned
vi) Personnel Committee:	No meeting planned
vii) Government Relations Committee:	No meeting planned
viii) Pension Committee:	No meeting planned
7. **Public Comment**
  - a. *President Braden opened the floor for Public comments on items not on the agenda*
    - i) *There were no public comments*
8. **Adjournment**
  - A. *Wentworth moved to adjourn the meeting; Crowley seconded.*
  - B. *The motion passed unanimously (12-0) and the meeting was adjourned*

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


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**CASCO BAY ISLAND TRANSIT DISTRICT**  
**MINUTES OF THE BOARD OF DIRECTORS MEETING OF**  
**May 10, 2022**  
**In Person/Video Conference/Phone**

Directors: *In-person:* Braden, Crowley, Radis, Wentworth, Anderson, Donovan, Hoffman, Luedke, Pizey  
*Video Conference:* Cohen, Higgins, Murray  
*Phone:* None

Directors absent: None

Staff: *In-person:* Greven, Berg, C. Gildart, Mavodones, Bishop  
*Video Conference:* Pottle

Public: *In-person:* D. Doane, A. Doukas, C. Myers, L. Penalver  
*Video Conference:* L. Heineman, F. Somers, J. James, C. Chess, C. Hoppin, Julia, Jennifer B., L. Remick, Mark, N. Mills, J. Lavanture, K. McCormick, J. Maquire, M. Kelsey, C. Eisenberg, M. Coughlin, J. James  
*Phone:* Kim, B. Strupp

Guests: *In person:* K. McDonald

**1. Call to Order:**

- A. *The Board meeting was called to order at 8:00 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.*
- D. *President Braden introduced the topic of the special meeting and described the process*

**2. Consideration and action for reconsideration of the Board's February 25, 2021 approval of a motion authorizing the President and General Manager to execute a contract with the selected shipyard to construct the new Peaks Island Vessel using Elliot Bay Design Group's final design specifications and available funding**

- A. *President Braden asked if there was a motion*
- B. *Wentworth moved that the Board reconsider its February 25, 2021 approval of a motion authorizing the President and General Manager to execute a contract with the selected shipyard to construct the new Peaks Island Vessel using Elliot Bay Design Group's final design specifications and available funding. Crowley seconded.*
- C. *President Braden opened the floor to public comments*
  - a) *Doane gave a brief history of CBITD vessels and spoke against the motion*
  - b) *Myers shared her thoughts about alternative ideas*
  - c) *Doukas spoke against the motion*
  - d) *Chess spoke in favor of the motion*
  - e) *Eisenberg spoke in favor of the motion*
  - f) *Heineman spoke in favor of the motion*
  - g) *Kelsey spoke in favor of the motion*
  - h) *Lavanture spoke in favor of the motion*
  - i) *Remick spoke in favor of the motion*
- D. *There were no more public comments, so President Braden closed public comment*
- E. *President Braden opened the floor to Board comments*
  - a) *Wentworth asked that everyone follow the process and remain civil during the discussion*
  - b) *Crowley spoke in favor of the motion*
  - c) *Hoffman spoke in favor of the motion*
  - d) *Anderson shared that he was torn. Personally, he was in favor of the motion but as an elected representative he felt he should vote against*
  - e) *Higgins spoke against the motion*
  - f) *Cohen spoke in favor of the motion*

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- g) *Radius spoke in favor of the motion*
  - h) *Murray spoke against the motion*
  - i) *Donovan spoke in favor of the motion*
  - j) *Luedke spoke against the motion*
  - k) *Pizey had no comment*
  - F. *President Braden closed Board comments and asked Berg to answer questions that came up during the discussions*
    - a) *Berg discussed the following:*
      - i) *Corrected interpretations of the legal opinion that was shared with the Board earlier*
      - ii) *Reminded everyone capacity can be and has been set by policy*
      - iii) *The numerous public meetings that were conducted over the years*
      - iv) *The new vessel was included in the long-range capital plan*
      - v) *Vessel speed is slower because it is a doubled ended vessel, but the vessel doesn't need to turn around at both ends*
      - vi) *Operating costs including the gas consumption was less for the bigger boat, but maintenance and insurance was slightly higher. A 30-year proforma was developed and presented a few years ago with six stress cases and later updated with a pandemic extreme stress test. All cases demonstrated there was negligible cost different between the two size boats*
      - vii) *Portland Yacht Services would not be able to haul the new vessel but added t it wouldn't be able to haul the smaller version either. The dry dock is a competitive bid and it is awarded to the lowest cost qualified shipyard. There are at least two shipyards in the general area that will be able to service the new vessel*
      - viii) *Importance of partner relationships in gaining support and funding for CBITD*
      - ix) *Berg reviewed the cost of redesigning including the cost to date, the cost to redesign the vessel (which cannot be funded with FTA funds), constructions savings (which is estimated to be \$0) and unintended consequences including loss of credibility with funding and other key partners, as well as staff time and morale*
      - x) *President Braden called for a roll call vote*
      - xi) *Berg did a roll call vote. The motion failed (5-7; Cohen, Crowley, Donovan, Hoffman and Radis voted in favor of the motion)*
3. **Adjournment**
- A. *Wentworth moved to adjourn the meeting; Crowley seconded.*
  - B. *The motion passed unanimously (12-0) and the meeting was adjourned*

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

## **Agenda Item 3a**

**Consideration and action to adopt  
a Holiday schedule for Thanksgiving and Christmas**



**HOLIDAY SCHEDULE**

Effective: 2022 (Thanksgiving, Christmas Eve, Christmas Day)

Chebeague Is / Cliff Island	Long Island	Diamond Cove	Great Diamond	Little Diamond	Peaks Island
<b>Thanksgiving and Christmas Day</b>	<b>Thanksgiving and Christmas Day</b>	<b>Thanksgiving and Christmas Day</b>	<b>Thanksgiving and Christmas Day</b>	<b>Thanksgiving and Christmas Day</b>	<b>Thanksgiving and Christmas Eve &amp; Day</b>
<b>Depart Portland</b>	<b>Depart Portland</b>	<b>Depart Portland</b>	<b>Depart Portland</b>	<b>Depart Portland</b>	<b>Depart Portland</b>
AM 5:00	AM 5:00	AM 7:45	AM 5:00	AM 5:00	AM 5:45 cf
10:00	7:45		7:45	7:45	6:45 cf
PM 3:00	10:00	10:00	10:00	10:00	7:45 cf
5:45	PM 1:00	PM 1:00	PM 1:00	PM 1:00	9:30 cf
8:30	3:00		3:00	3:00	10:45 cf
	5:45		5:45	5:45	PM 12:15 cf
<b>Depart Cliff</b>	8:30		8:30	8:30	2:15 cf
AM 6:15	<b>Depart Long</b>	<b>Depart Diamond Cove</b>	<b>Depart Great Diamond</b>	<b>Depart Little Diamond</b>	3:15 cf
11:15	AM 6:40	AM 8:25	AM 6:55	AM 7:00	4:30 cf
PM 4:05	8:40		8:55	9:00	5:35 cf
6:45	PM 12:00	PM 1:40	PM 12:15	PM 12:20	7:15
9:25	1:55		2:10	2:15	8:15
<b>Depart Chebeague</b>	4:40		4:55	5:00	9:15
AM 6:00	7:20		7:35	7:40	<b>Depart Peaks</b>
11:35	9:55		10:05	10:55	AM 6:15 cf
PM 4:20					7:15 cf
7:00					8:15 cf
9:40					10:00 cf
					11:15 cf
					PM 12:45 cf
					2:45 cf
					3:45 cf
					5:00 cf
					6:00 cf
					7:45
					8:45
					9:45
					cf = car ferry
					(transports cars & passengers)

4/22/2022

Casco Bay Island Transit District

Telephone 207-774-7871

56 Commercial St. Portland, ME 04101

## **Agenda Item 5**

### **Reports:**

**Financial**

**Committee**

**Staff**



May 9, 2022

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

**Synopsis:**

January was characterized by favorable revenue and total expenses that unfavorable to budget. **January revenues were higher than planned by 16.1% at \$158K, while expenses were higher than planned by a factor of 15.1% primarily due to over budget Wabanaki drydock. As compared to January 2021, revenues were 1.1% lower in 2022 and expenses were higher by 55.7%, again primarily due to drydock expense. Operating results for January 2022 were 50.7% favorable to budget at -\$721K and were unfavorable to January of last year by 78.1%. Grant revenues were capped at the loss for the month and were 14.8% above budget.**

**Revenue Assessment: Excellent**

*Current Month:*

January Operating Revenue of \$158K closed 16.1% over budgeted amounts and 1.1% below the same period last fiscal year.

- Scheduled passenger revenues of \$41K were 39.1% lower than budget and 14.7% below the same period last year.
- Vehicle revenues of \$65K closed 92.5% higher than budget and 0.2% higher than the same period last year.
- Freight revenues were \$48K and closed 70.2% above budget and 9.1% lower than the same period last year.
- Group sales closed 98.0% above projections and was significantly higher than the same month last year which was only \$408.

*Year to date (YTD):*

YTD Operating Revenue was \$1.013M and was 16.2% ahead of budget and 12.3% ahead of the same period last fiscal year.

- Scheduled passenger revenues YTD were worse than budget by 1.4% and were up 12.8% as compared to last fiscal year.
- Vehicle revenues YTD of \$314K are better than budget by 60.1% and are 5.0% ahead of FY21 YTD.
- Freight revenues YTD of \$242K were 29.3% above budgeted numbers and were 7.2% behind last fiscal YTD.
- Group sales YTD of \$68K closed 16.5% behind budget but significantly above the same period last year which was only \$2.6K.
  - The Diamond Pass Run and Mailboat Run were offered starting in October 2021 and were responsible for the majority of Group Sales Revenue.

**Expense Assessment: Good**

*Current Month:*

January expenses of \$879K were 15.5% over budgeted amount and were 55.7% higher than January of last year. The primary cause for the over-budget performance was the Wabanaki Drydock expense of \$291K.

- Personnel expenses were 7.9% over budget and 13.5% below January of last year.

- Crew platooning has been suspended as of mid-September 2021 which has impacted expenses favorably.
- Admin Direct Offset was zero for the month.
- Primary over budget categories were Crew and Ticket Office, both of which continued to be affected by COVID quarantines.
- Employee insurances were at budget for the month.
- Vessel maintenance ended 50.4% over budget and 423.7% above January of last year.
  - Machigonne was well under budget for January. Total expense for the month was \$3.5K. Repairs were routine repairs, maintenance, as well as fire suppression system inspection and electrical work.
  - Maquoit maintenance for the month totaled \$8.3K and was also under budget. Expense included a new chartplotter unit and other expense for the month was routine replacement and maintenance.
  - Bay Mist was under budget for the month at \$304. The vessel has seen little use this winter, so repairs included small and general repairs aboard the vessel.
  - Aucocisco required \$7.5K in repairs during the month, which is favorable to budget. Repairs included routine service and replacement electronic components in addition to inspection and other routine service.
  - Wabanaki for the month was \$293K, which was well over budget, primarily due to unexpected drydock expense of \$291K.
  - Fuel was right at budget in January at \$48K. CBL has locked fuel at \$1.85 per gallon. Fuel pricing is favorable and predictable through FY2022, despite currently increasing prices.
- Operations expense was 10.4% below budget and 172.8% higher than the same period last year.
  - Data processing was \$98K and included SAAS fees for new ticketing and freight software, update to PM software, as well as routine network maintenance and support.
  - Credit card fees were over budget for the month, as sales were higher than planned for the month of January.
- Terminal expense was 17.1% under budget and 17.7% lower than last January.
  - Paper and Cleaning Supplies included various safety supplies and items and supplies to clean and sanitize terminal areas due to COVID-19.
  - Forklift included necessary maintenance and repairs.
  - Terminal Misc. included general repairs and maintenance in and around the terminal
- Sales expense was under budget and closed 75.6% under projections and 37.0% lower 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 1.4% over budget and were 11.3% higher than last YTD.

- Personnel expenses YTD were 0.8% unfavorable to budget and 14.8% below last YTD, where crew platooning in response to COVID-19 resulted increase personnel expense.
- Vessel maintenance was 14.7% over budget and 128.8% higher than last fiscal YTD.

- Wabanaki drydock expense currently stands at \$483K, and was budgeted at \$290K.
- Operations expense was 10.9% under budget and 20.8% over last YTD.
- Terminal expense was 1.7% unfavorable to budget and 8.1% lower than last YTD.
- Sales expense YTD was 61.6% below budget and 4.3% above last YTD.

**Operating Surplus/Loss:            Good**

*Current Month:*

Operating result of -\$721K was 50.7% unfavorable to budget and 78.1% unfavorable to the same period last year, which was -\$503K.

*Year to date (YTD):*

YTD operating result of -\$1.685M was 2.8% unfavorable to budget and 10.7% unfavorable to last YTD where the result was -1.522M.

**Grant Revenues:                    Very Good**

*Current Month:*

Grant revenue of \$721K for the month were capped at the loss for January and as a result were 14.8% favorable to budget and 86.8% favorable to January of last year.

*Year to date (YTD):*

Grant revenue YTD of \$1.685M is 5.7% below budget, and 12.1% higher than last YTD. The single largest constraint to increased grant revenue has been ticket, freight and vehicle revenue that has been higher than planned, which reduced CBITD's ability to draw against un-funded expenses.

**Surplus/Loss:                    Very Good**

*Current Month:*

Final result of \$98 was largely at budget, which was projected at -\$541.

*Year to date (YTD):*

**Our current YTD result is \$-1.2K, which is nearly equal to budgeted loss of \$685.**

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

**CBITD Revenues and Expenses  
Summary**

	FY2022 BUDGET	JANUARY				FISCAL YEAR TO DATE				PREVIOUS	FY22 vs. FY21
		PROJECTED	ACTUAL	VARIANCE	VARIANCE %	PROJECTED	ACTUAL	VARIANCE	VARIANCE %	YTD	
<b>REVENUES</b>											
SCH SERVICE	\$4,481,093	\$ 126,383	\$ 146,974	\$ 20,591	16.3%	\$ 765,709	\$ 933,339	\$ 167,630	21.9%	\$ 894,424	4.4%
GR SALES	\$1,033,574	\$ 5,446	\$ 10,803	\$ 5,357	98.4%	\$ 87,410	\$ 72,595	\$ (14,815)	-16.9%	\$ 2,611	2680.4%
MISC	\$51,390	\$ 4,500	\$ 454	\$ (4,046)	-89.9%	\$ 19,190	\$ 6,338	\$ (12,852)	-67.0%	\$ 5,057	25.3%
<b>TOTAL REVENUES</b>	<b>\$5,566,057</b>	<b>\$ 136,329</b>	<b>\$ 158,231</b>	<b>\$ 21,902</b>	<b>16.1%</b>	<b>\$ 872,309</b>	<b>\$ 1,012,272</b>	<b>\$ 139,963</b>	<b>16.0%</b>	<b>\$ 902,092</b>	<b>12.2%</b>
<b>EXPENSES</b>											
PERSONNEL	\$4,691,875	\$ 324,513	\$ 349,988	\$ (25,475)	-7.9%	\$ 1,391,668	\$ 1,403,120	\$ (11,452)	-0.8%	\$ 1,646,807	14.8%
VESSELS	\$2,115,819	\$ 245,087	\$ 368,697	\$ (123,610)	-50.4%	\$ 739,390	\$ 848,292	\$ (108,902)	-14.7%	\$ 370,834	-128.8%
OPERATIONS	\$765,876	\$ 140,841	\$ 126,241	\$ 14,600	10.4%	\$ 327,541	\$ 292,225	\$ 35,316	10.8%	\$ 241,645	-20.9%
TERMINAL	\$352,266	\$ 36,370	\$ 30,166	\$ 6,204	17.1%	\$ 122,593	\$ 124,831	\$ (2,238)	-1.8%	\$ 135,556	7.9%
SALES	\$336,570	\$ 17,500	\$ 4,274	\$ 13,226	75.6%	\$ 80,275	\$ 30,847	\$ 49,428	61.6%	\$ 29,578	-4.3%
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>\$ 764,311</b>	<b>\$ 879,367</b>	<b>\$ (115,055)</b>	<b>-15.1%</b>	<b>\$ 2,661,467</b>	<b>\$ 2,699,315</b>	<b>\$ (37,848)</b>	<b>-1.4%</b>	<b>\$ 2,424,420</b>	<b>-11.3%</b>
<b>OPERATING SURPLUS/LOSS</b>	<b>-\$2,696,349</b>	<b>\$ (627,982)</b>	<b>\$ (721,135)</b>	<b>\$ (93,153)</b>	<b>14.8%</b>	<b>\$ (1,789,158)</b>	<b>\$ (1,687,044)</b>	<b>\$ 102,114</b>	<b>5.7%</b>	<b>\$ (1,522,327)</b>	<b>-10.8%</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	\$ 157,131	\$ -	\$ (157,131)	-100.0%	\$ 430,007	\$ 241,013	\$ (188,994)	-44.0%	\$ 360,223	0.0%
FTA OPERATING REVENUE	\$2,110,410	\$ 471,392	\$ 488,939	\$ 17,547	0.0%	\$ 1,290,022	\$ 1,208,149	\$ (81,873)	0.0%	\$ 1,074,927	0.0%
STATE SUBSIDY REVENUE	\$68,444	\$ -	\$ 232,294	\$ 232,294	0.0%	\$ 68,444	\$ 232,294	\$ 163,850	0.0%	\$ 68,444	0.0%
<b>TOTAL OP GRANT RESERVES</b>	<b>\$2,695,716</b>	<b>\$ 628,523</b>	<b>\$ 721,233</b>	<b>\$ 92,710</b>	<b>14.8%</b>	<b>\$ 1,788,473</b>	<b>\$ 1,685,814</b>	<b>\$ (102,659)</b>	<b>-5.7%</b>	<b>\$ 1,503,594</b>	<b>12.1%</b>
<b>SURPLUS/LOSS</b>	<b>-\$633</b>	<b>\$ 541</b>	<b>\$ 98</b>	<b>\$ (443)</b>	<b>81.9%</b>	<b>\$ (685)</b>	<b>\$ (1,230)</b>	<b>\$ (545)</b>	<b>79.6%</b>	<b>\$ (18,733)</b>	<b>0.0%</b>

**CBITD Revenues and Expenses  
Overview**

	FY2022 BUDGET	JANUARY				FISCAL YEAR TO DATE				PREVIOUS	FY22 vs. FY21
		PROJECTED	ACTUAL	VARIANCE	VARIANCE %	PROJECTED	ACTUAL	VARIANCE	VARIANCE %	YTD	
<b>REVENUES</b>											
PASSENGER	\$ 2,529,205	\$ 68,318	\$ 41,578	\$ (26,740)	-39.1%	\$ 381,540	\$ 376,118	\$ (5,422)	-1.4%	\$ 333,398	12.8%
VEHICLE	\$ 1,029,036	\$ 29,474	\$ 56,747	\$ 27,273	92.5%	\$ 196,547	\$ 314,601	\$ 118,054	60.1%	\$ 299,494	5.0%
FREIGHT	\$ 850,852	\$ 22,591	\$ 41,819	\$ 19,228	85.1%	\$ 163,622	\$ 215,640	\$ 52,018	31.8%	\$ 237,225	-9.1%
MAIL	\$ 72,000	\$ 6,000	\$ 6,831	\$ 831	13.9%	\$ 24,000	\$ 26,979	\$ 2,979	12.4%	\$ 24,307	11.0%
<b>TOTAL</b>	<b>\$ 4,481,093</b>	<b>\$ 126,383</b>	<b>\$ 146,974</b>	<b>\$ 20,591</b>	<b>16.3%</b>	<b>\$ 765,709</b>	<b>\$ 933,339</b>	<b>\$ 167,630</b>	<b>21.9%</b>	<b>\$ 894,424</b>	<b>4.4%</b>
<b>GR SALES</b>											
TOURS	\$ 599,351	\$ 1,328	\$ 1,987	\$ 659	49.6%	\$ 52,050	\$ 57,398	\$ 5,348	10.3%	\$ -	0.0%
CHARTERS	\$ 224,500	\$ -	\$ -	\$ -	0.0%	\$ 20,000	\$ 2,450	\$ (17,550)	0.0%	\$ -	0.0%
CATERING	\$ 168,550	\$ -	\$ -	\$ -	0.0%	\$ 3,500	\$ 1,989	\$ (1,511)	0.0%	\$ -	0.0%
VENDING	\$ 8,000	\$ 500	\$ -	\$ (500)	-100.0%	\$ 2,250	\$ 606	\$ (1,644)	-73.1%	\$ 895	-32.3%
PROMOTIONAL	\$ 9,000	\$ 1,350	\$ 491	\$ (859)	0.0%	\$ 3,250	\$ 1,827	\$ (1,423)	-43.8%	\$ 1,716	0.0%
ADVERTISING	\$ 24,173	\$ 2,268	\$ 8,325	\$ 6,057	267.1%	\$ 6,360	\$ 8,325	\$ 1,965	30.9%	\$ -	0.0%
<b>TOTAL</b>	<b>\$ 1,033,574</b>	<b>\$ 5,446</b>	<b>\$ 10,803</b>	<b>\$ 5,357</b>	<b>98.4%</b>	<b>\$ 87,410</b>	<b>\$ 72,595</b>	<b>\$ (14,815)</b>	<b>-16.9%</b>	<b>\$ 2,611</b>	<b>2680.4%</b>
<b>OTHER INCOME</b>											
MISC	\$ 11,140	\$ 1,000	\$ (204)	\$ (1,204)	-120.4%	\$ 4,040	\$ 3,591	\$ (449)	-11.1%	\$ 997	260.2%
INTEREST	\$ 40,250	\$ 3,500	\$ 658	\$ (2,842)	-81.2%	\$ 15,150	\$ 2,747	\$ (12,403)	-81.9%	\$ 4,060	-32.3%
<b>TOTAL</b>	<b>\$ 51,390</b>	<b>\$ 4,500</b>	<b>\$ 454</b>	<b>\$ (4,046)</b>	<b>-89.9%</b>	<b>\$ 19,190</b>	<b>\$ 6,338</b>	<b>\$ (12,852)</b>	<b>-67.0%</b>	<b>\$ 5,057</b>	<b>25.3%</b>
<b>TOTAL OP REVENUES</b>	<b>\$ 5,566,057</b>	<b>\$ 136,329</b>	<b>\$ 158,232</b>	<b>\$ 21,902</b>	<b>16.1%</b>	<b>\$ 872,309</b>	<b>\$ 1,012,271</b>	<b>\$ 139,963</b>	<b>16.0%</b>	<b>\$ 902,092</b>	<b>12.2%</b>

**CBITD Revenues and Expenses  
Overview**

	FY2022 BUDGET	JANUARY				FISCAL YEAR TO DATE				PREVIOUS	FY22 vs. FY21
		PROJECTED	ACTUAL	VARIANCE	VARIANCE %	PROJECTED	ACTUAL	VARIANCE	VARIANCE %	YTD	
EXPENSES											
PERSONNEL											
PAYROLL	\$ 3,458,349	\$ 227,239	\$ 251,657	\$ (24,418)	-10.7%	\$ 989,718	\$ 1,019,999	\$ (30,281)	-3.1%	\$ 1,263,785	19.3%
TAXES	\$ 264,564	\$ 17,382	\$ 18,563	\$ (1,181)	-6.8%	\$ 75,713	\$ 74,948	\$ 765	1.0%	\$ 99,196	24.4%
EMPLOYEE INSURANCE	\$ 496,411	\$ 42,122	\$ 41,221	\$ 901	2.1%	\$ 158,297	\$ 158,397	\$ (100)	-0.1%	\$ 145,878	-8.6%
EMPLOYEE RELATED EXP	\$ 34,015	\$ 1,225	\$ 2,002	\$ (777)	-63.4%	\$ 21,760	\$ 7,085	\$ 14,675	67.4%	\$ 5,726	-23.7%
PENSION	\$ 438,536	\$ 36,545	\$ 36,545	\$ -	0.0%	\$ 146,180	\$ 142,690	\$ 3,490	2.4%	\$ 132,222	-7.9%
TOTAL	\$ 4,691,875	\$ 324,513	\$ 349,988	\$ (25,475)	-7.9%	\$ 1,391,668	\$ 1,403,120	\$ (11,452)	-0.8%	\$ 1,646,807	14.8%
VESSELS											
REPAIRS	\$ 1,484,750	\$ 189,350	\$ 313,981	\$ (124,631)	-65.8%	\$ 528,050	\$ 637,723	\$ (109,673)	-20.8%	\$ 141,570	-350.5%
FUEL	\$ 551,869	\$ 49,137	\$ 48,456	\$ 681	1.4%	\$ 184,940	\$ 185,530	\$ (590)	-0.3%	\$ 205,080	9.5%
INSURANCE	\$ 79,200	\$ 6,600	\$ 6,260	\$ 340	5.2%	\$ 26,400	\$ 25,038	\$ 1,362	5.2%	\$ 24,184	-3.5%
TOTAL	\$ 2,115,819	\$ 245,087	\$ 368,697	\$ (123,610)	-50.4%	\$ 739,390	\$ 848,292	\$ (108,902)	-14.7%	\$ 370,834	-128.8%
OPERATIONS											
TELEPHONE	\$ 22,440	\$ 1,870	\$ 2,091	\$ (221)	-11.8%	\$ 7,480	\$ 8,438	\$ (958)	-12.8%	\$ 7,651	-10.3%
MAIL AGENT	\$ 11,220	\$ 935	\$ 935	\$ -	0.0%	\$ 3,740	\$ 3,740	\$ -		\$ 3,740	0.0%
OFFICE	\$ 7,500	\$ 625	\$ 799	\$ (174)	-27.8%	\$ 2,500	\$ 3,196	\$ (696)	-27.8%	\$ 3,310	3.4%
CREDIT CARD	\$ 141,496	\$ 5,320	\$ 6,932	\$ (1,612)	-30.3%	\$ 38,440	\$ 49,293	\$ (10,853)	-28.2%	\$ 40,086	-23.0%
POSTAGE	\$ 3,360	\$ 280	\$ 213	\$ 67	23.9%	\$ 1,120	\$ 1,380	\$ (260)	-23.2%	\$ 798	-72.9%
TRAVEL	\$ 16,500	\$ 400	\$ 312	\$ 88	22.0%	\$ 6,400	\$ 375	\$ 6,025	94.1%	\$ 1,100	0.0%
DAMAGES	\$ 22,950	\$ -	\$ 521	\$ (521)	0.0%	\$ 9,450	\$ 3,411	\$ 6,039	63.9%	\$ 1,756	-94.2%
OTHER INSURANCES	\$ 29,880	\$ 2,490	\$ 3,933	\$ (1,443)	-58.0%	\$ 9,960	\$ 15,732	\$ (5,772)	-58.0%	\$ 10,595	-48.5%
MISCELLANEOUS	\$ 16,481	\$ 700	\$ 163	\$ 537	76.7%	\$ 2,890	\$ 1,456	\$ 1,434	49.6%	\$ 1,514	3.8%
BARGE SUBCONTRACTING	\$ 8,500	\$ -	\$ 2,200	\$ (2,200)	0.0%	\$ 1,000	\$ 2,200	\$ (1,200)	-120.0%	\$ 28,500	0.0%
PROFESSIONAL	\$ 99,480	\$ 20,570	\$ 3,394	\$ 17,176	83.5%	\$ 40,200	\$ 11,980	\$ 28,220	70.2%	\$ 20,895	42.7%
DUES & PUC	\$ 20,975	\$ 175	\$ 1,425	\$ (1,250)	0.0%	\$ 4,450	\$ 2,906	\$ 1,544	0.0%	\$ 8,000	63.7%
UNIFORMS	\$ 36,165	\$ 1,265	\$ 341	\$ 924	73.0%	\$ 18,725	\$ 8,237	\$ 10,488	56.0%	\$ 5,488	-50.1%
TRAINING	\$ 12,550	\$ 450	\$ 1,304	\$ (854)	-189.8%	\$ 4,600	\$ 2,808	\$ 1,792	39.0%	\$ -	0.0%
TOTAL	\$ 765,876	\$ 140,841	\$ 126,241	\$ 10,517	7.5%	\$ 327,541	\$ 292,225	\$ 35,803	10.9%	\$ 241,645	-20.9%



**CBITD Revenues and Expenses  
Overview**

	FY2022 BUDGET	JANUARY				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	\$ 7,098	\$ 9,841	\$ (2,743)	-38.6%	\$ 22,767	\$ 23,197	\$ (430)	-1.9%	\$ 25,048	7.4%
JANITORIAL	\$ 95,940	\$ 7,900	\$ 7,727	\$ 173	2.2%	\$ 31,720	\$ 30,783	\$ 937	3.0%	\$ 32,546	5.4%
RENT	\$ 35,940	\$ 2,995	\$ 1,663	\$ 1,332	44.5%	\$ 11,980	\$ 11,982	\$ (2)	0.0%	\$ 11,981	0.0%
MAINTENANCE	\$ 156,387	\$ 18,377	\$ 10,935	\$ 7,442	40.5%	\$ 56,126	\$ 58,870	\$ (2,744)	-4.9%	\$ 65,982	10.8%
<b>TOTAL</b>	<b>\$ 352,266</b>	<b>\$ 36,370</b>	<b>\$ 30,166</b>	<b>\$ 6,204</b>	<b>17.1%</b>	<b>\$ 122,593</b>	<b>\$ 124,831</b>	<b>\$ (2,238)</b>	<b>-1.8%</b>	<b>\$ 135,556</b>	<b>7.9%</b>
<b>SALES</b>											
ADVERTISING	\$ 190,015	\$ 15,000	\$ 3,364	\$ 11,636	77.6%	\$ 57,050	\$ 26,678	\$ 30,372	53.2%	\$ 26,253	-1.6%
CATERING	\$ 146,555	\$ 2,500	\$ 910	\$ 1,590	0.0%	\$ 23,225	\$ 4,169	\$ 19,056	0.0%	\$ 3,325	0.0%
<b>TOTAL</b>	<b>\$ 336,570</b>	<b>\$ 17,500</b>	<b>\$ 4,274</b>	<b>\$ 13,226</b>	<b>75.6%</b>	<b>\$ 80,275</b>	<b>\$ 30,847</b>	<b>\$ 49,428</b>	<b>61.6%</b>	<b>\$ 29,578</b>	<b>-4.3%</b>
<b>DEBT SERVICE</b>											
TOTAL	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%	\$ -	0.00
<b>TOTAL EXPENSES</b>	<b>\$ 8,262,406</b>	<b>\$ 764,311</b>	<b>\$ 879,367</b>	<b>\$ (115,056)</b>	<b>-15.1%</b>	<b>\$ 2,661,467</b>	<b>\$ 2,699,315</b>	<b>\$ (37,848)</b>	<b>-1.4%</b>	<b>\$ 2,424,420</b>	<b>-11.3%</b>
<b>TOTAL OP REVENUES</b>	<b>\$ 5,566,057</b>	<b>\$ 136,329</b>	<b>\$ 158,232</b>	<b>\$ 21,902</b>	<b>16.1%</b>	<b>\$ 872,309</b>	<b>\$ 1,012,271</b>	<b>\$ 139,963</b>	<b>16.0%</b>	<b>\$ 902,092</b>	<b>12.2%</b>
<b>OP SURPLUS/LOSS</b>	<b>\$ (2,696,349)</b>	<b>\$ (627,982)</b>	<b>\$ (721,135)</b>	<b>\$ (93,154)</b>	<b>-14.8%</b>	<b>\$ (1,789,158)</b>	<b>\$ (1,687,044)</b>	<b>\$ 102,114</b>	<b>5.7%</b>	<b>\$ (1,522,327)</b>	<b>-10.8%</b>
<b>OP GRANT REVENUES</b>											
FTA PREVENTATIVE MAINT	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	\$ 4,358	\$ 4,358	0.0%	\$ -	0.0%
FTA RURAL REVENUE	\$ 516,862	\$ 157,131	\$ -	\$ (157,131)	0.0%	\$ 430,007	\$ 241,013	\$ (188,994)	-44.0%	\$ 360,223	-33.1%
FTA OPERATING REVENUE	\$ 2,110,410	\$ 471,392	\$ 488,939	\$ 17,547	0.0%	\$ 1,290,022	\$ 1,208,149	\$ (81,873)	0.0%	\$ 1,074,927	12.4%
STATE SUBSIDY REVENUE	\$ 68,444	\$ -	\$ 232,294	\$ 232,294	100.0%	\$ 68,444	\$ 232,294	\$ 163,850	0.0%	\$ 68,444	0.0%
<b>TOTAL</b>	<b>\$ 2,695,716</b>	<b>\$ 628,523</b>	<b>\$ 721,233</b>	<b>\$ (139,584)</b>	<b>-22.2%</b>	<b>\$ 1,788,473</b>	<b>\$ 1,685,814</b>	<b>\$ (266,509)</b>	<b>-14.9%</b>	<b>\$ 1,503,594</b>	<b>12.1%</b>
<b>SURPLUS/LOSS</b>	<b>\$ (633)</b>	<b>\$ 541</b>	<b>\$ 98</b>	<b>\$ (443)</b>	<b>-81.9%</b>	<b>\$ (685)</b>	<b>\$ (1,230)</b>	<b>\$ (545)</b>	<b>-79.6%</b>	<b>\$ (18,733)</b>	<b>0.0%</b>

Casco Bay Island Transit District	Budget 2022	January 2022 Budget	January 2022 Actual	YTD Budget 1/31/22	YTD Actual 1/31/22	YTD Actual 1/31/21	% Change
<b>1. REVENUES: SCHEDULED SERVICE</b>							
PASSENGER - PEAKS	1,724,029	47,879	26,185	261,350	267,283	237,855	12.4%
PASSENGER-LD	45,831	843	506	4,438	4,189	3,380	23.9%
PASSENGER - GD	91,401	2,540	2,932	16,538	17,828	19,967	-10.7%
PASSENGER -D COVE	199,967	3,215	2,291	21,326	16,272	8,535	90.7%
PASSENGER-LONG	321,535	9,335	6,912	55,961	46,841	43,755	7.1%
PASSENGER -CHEB	35,364	421	334	1,940	4,568	3,655	25.0%
PASSENGER -CLIFF	75,340	2,727	1,295	12,757	10,379	8,718	19.1%
ANIMALS	35,738	1,358	1,122	7,230	8,757	7,534	16.2%
<b>TICKET</b>	<b>2,529,205</b>	<b>68,318</b>	<b>41,578</b>	<b>381,540</b>	<b>376,118</b>	<b>333,398</b>	<b>12.8%</b>
VEHICLES - DOWNBAY	14,901	373	1,152	1,402	3,927	1,398	180.9%
VEHICLES - PEAKS	1,014,135	29,101	55,594	195,145	310,674	298,096	4.2%
<b>VEHICLE</b>	<b>1,029,036</b>	<b>29,474</b>	<b>56,747</b>	<b>196,547</b>	<b>314,601</b>	<b>299,494</b>	<b>5.0%</b>
FREIGHT - PEAKS	360,534	10,046	21,449	78,523	101,575	114,439	-11.2%
FREIGHT -LD	16,220	75	226	1,254	1,616	1,432	12.8%
FREIGHT -GD	25,537	723	789	4,036	6,187	6,816	-9.2%
FREIGHT -DCOVE	52,027	598	2,228	7,199	11,230	14,379	-21.9%
FREIGHT -LONG	137,271	3,700	6,369	27,213	37,068	34,719	6.8%
FREIGHT -CHEB	138,529	4,616	8,605	27,502	37,872	44,663	-15.2%
FREIGHT -CLIFF	42,277	2,446	1,639	8,536	10,177	9,910	2.7%
UPFREIGHT	21,598	214	376	4,584	4,059	4,311	-5.8%
BIKES	56,859	173	138	4,775	5,856	6,556	-10.7%
MAIL	72,000	6,000	6,831	24,000	26,979	24,307	11.0%
<b>FREIGHT</b>	<b>922,852</b>	<b>28,591</b>	<b>48,650</b>	<b>187,622</b>	<b>242,620</b>	<b>261,533</b>	<b>-7.2%</b>
<b>1. REVENUES: SCHEDULED SERVICE TOTAL</b>	<b>4,481,093</b>	<b>126,383</b>	<b>146,974</b>	<b>765,709</b>	<b>933,339</b>	<b>894,424</b>	<b>4.4%</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	1,328	1,184	42,361	36,620	0	0.0%
SUNSET RUN	69,073	0	344	6,120	2,184	0	0.0%
DIAMOND PASS RUN	99,516	0	459	3,569	18,594	0	0.0%
MOONLIGHT RUN	4,968	0	0	0	0	0	0.0%
<b>TOUR</b>	<b>599,351</b>	<b>1,328</b>	<b>1,987</b>	<b>52,050</b>	<b>57,398</b>	<b>0</b>	<b>0.0%</b>
CHARTERS	197,500	0	0	20,000	2,450	0	0.0%
CONCERT CRUISES	27,000	0	0	0	0	0	0.0%
BAR	88,250	0	0	3,500	1,989	0	0.0%
LOBSTER BAKES	80,300	0	0	0	0	0	0.0%
<b>CHARTER AND CATERING</b>	<b>393,050</b>	<b>0</b>	<b>0</b>	<b>23,500</b>	<b>4,439</b>	<b>0</b>	<b>0.0%</b>
ADVERTISING	24,173	2,268	8,325	6,360	8,325	0	0.0%
VENDING	8,000	500	0	2,250	606	895	-32.3%
PROMOTIONAL ITEMS	9,000	1,350	491	3,250	1,827	1,716	6.5%
<b>GROUP SALES OTHER</b>	<b>41,173</b>	<b>4,118</b>	<b>8,816</b>	<b>11,860</b>	<b>10,758</b>	<b>2,611</b>	<b>312.0%</b>
<b>2. REVENUES: GROUP TOURS AND SALESTOTAL</b>	<b>1,033,574</b>	<b>5,446</b>	<b>10,803</b>	<b>87,410</b>	<b>72,595</b>	<b>2,611</b>	<b>2680.4%</b>
<b>3. REVENUES: OTHER INCOME</b>							
OTHER MISC INCOME	11,140	1,000	-204	4,040	3,591	997	260.2%
INTEREST INCOME	40,250	3,500	658	15,150	2,747	4,060	-32.3%
<b>MISC INCOME</b>	<b>51,390</b>	<b>4,500</b>	<b>454</b>	<b>19,190</b>	<b>6,338</b>	<b>5,057</b>	<b>25.3%</b>
<b>3. REVENUES: OTHER INCOME TOTAL</b>	<b>51,390</b>	<b>4,500</b>	<b>454</b>	<b>19,190</b>	<b>6,338</b>	<b>5,057</b>	<b>25.3%</b>
<b>TOTAL REVENUES</b>	<b>5,566,057</b>	<b>136,329</b>	<b>158,232</b>	<b>872,309</b>	<b>1,012,271</b>	<b>902,092</b>	<b>12.2%</b>

Casco Bay Island Transit District	Budget 2022	January 2022 Budget	January 2022 Actual	YTD Budget 1/31/22	YTD Actual 1/31/22	YTD Actual 1/31/21	% Change
<b>5. EXPENSE: PERSONNEL</b>							
ADMINISTRATIVE	471,993	36,307	33,232	154,305	145,470	153,630	-5.3%
ADMINISTRATIVE DIRECT OFFSET	0	0	0	0	0	-6,763	-100.0%
<b>ADMINISTRATIVE</b>	<b>471,993</b>	<b>36,307</b>	<b>33,232</b>	<b>154,305</b>	<b>145,470</b>	<b>146,867</b>	<b>-1.0%</b>
CAPTAINS - REGULAR	117,433	5,311	2,988	18,338	9,824	4,878	101.4%
CAPTAINS - OVERTIME	45,501	2,618	2,012	7,436	3,892	3,455	12.6%
UNION DECKHANDS - REGULAR	723,490	53,820	52,837	237,968	217,204	236,033	-8.0%
UNION DECKHANDS - OVERTIME	238,511	12,045	16,478	49,034	51,120	160,954	-68.2%
NONUNION DH - REGULAR	142,957	1,226	8,788	10,249	32,104	33,502	-4.2%
NONUNION DH - OVERTIME	28,565	111	2,938	1,068	5,788	17,939	-67.7%
SR CAPTAINS - REGULAR	521,092	38,119	45,427	159,620	194,505	194,061	0.2%
SR CAPTAINS - OVERTIME	76,332	4,512	7,136	19,090	26,657	118,692	-77.5%
<b>CREWS</b>	<b>1,893,881</b>	<b>117,762</b>	<b>138,603</b>	<b>502,803</b>	<b>541,095</b>	<b>769,514</b>	<b>-29.7%</b>
MAINTENANCE - REGULAR	209,381	16,438	14,187	67,839	59,386	59,684	-0.5%
MAINTENANCE - OVERTIME	13,029	271	657	2,783	2,004	1,740	15.2%
<b>MAINTENANCE</b>	<b>222,410</b>	<b>16,709</b>	<b>14,844</b>	<b>70,622</b>	<b>61,389</b>	<b>61,423</b>	<b>-0.1%</b>
SALES WAGES	131,206	8,528	6,271	42,444	27,244	24,943	9.2%
OPS AGENTS - REGULAR	368,098	28,791	26,930	135,187	124,227	116,672	6.5%
OPS AGENTS - OVERTIME	52,685	2,444	4,982	14,393	15,558	21,217	-26.7%
<b>OPS AGENTS</b>	<b>420,783</b>	<b>31,235</b>	<b>31,912</b>	<b>149,580</b>	<b>139,785</b>	<b>137,888</b>	<b>1.4%</b>
TICKET OFFICE - REGULAR	126,149	2,724	12,739	10,361	45,020	64,953	-30.7%
TICKET OFFICE - OVERTIME	10,447	14	184	273	1,039	1,536	-32.4%
<b>TICKET OFFICE</b>	<b>136,596</b>	<b>2,738</b>	<b>12,923</b>	<b>10,634</b>	<b>46,058</b>	<b>66,489</b>	<b>-30.7%</b>
OPERATIONS MANAGEMENT	181,480	13,960	13,872	59,330	58,958	56,660	4.1%
<b>Payroll-Salaries</b>	<b>3,458,349</b>	<b>227,239</b>	<b>251,657</b>	<b>989,718</b>	<b>1,019,999</b>	<b>1,263,785</b>	<b>-14.8%</b>
FICA ADMINISTRATIVE	36,104	2,777	2,408	11,803	10,327	11,236	-8.1%
FICA - OPS AGENTS	32,191	2,389	2,414	11,443	10,578	10,827	-2.3%
FICA UNION DECKHANDS	73,595	5,039	5,453	21,957	20,596	30,408	-32.3%
FICA NONUNION DECKHANDS	13,121	102	897	866	2,899	3,935	-26.3%
FICA SR CAPTAINS	58,169	3,868	3,815	15,643	16,135	23,427	-31.1%
<b>FICA CREW</b>	<b>144,885</b>	<b>9,009</b>	<b>10,164</b>	<b>38,466</b>	<b>39,629</b>	<b>57,770</b>	<b>-31.4%</b>
FICA MAINTENANCE	17,014	1,278	1,088	5,402	4,500	4,611	-2.4%
FICA - SALES	10,035	652	470	3,247	2,051	1,898	8.1%
FICA - TICKET OFFICE	10,451	209	989	813	3,527	5,087	-30.7%
FICA - OPERATIONS MANAGEMENT	13,884	1,068	1,031	4,539	4,346	4,253	2.2%
STATE UNEMPLOYMENT	0	0	0	0	-11	3,514	-100.3%
<b>Taxes</b>	<b>264,564</b>	<b>17,382</b>	<b>18,563</b>	<b>75,713</b>	<b>74,948</b>	<b>99,196</b>	<b>-14.8%</b>
HEALTH INSURANCE ADMINISTRATIVE	66,612	5,668	5,650	21,268	22,116	19,396	14.0%
DENTAL INSURANCE ADMINISTRATIVE	5,551	413	385	1,583	1,494	1,537	-2.8%
LIFE INSURANCE ADMINISTRATIVE	465	21	0	81	54	72	-25.0%
<b>ADMINISTRATIVE</b>	<b>72,628</b>	<b>6,102</b>	<b>6,034</b>	<b>22,932</b>	<b>23,664</b>	<b>21,005</b>	<b>12.7%</b>
HEALTH INSURANCE CREW	240,828	20,492	22,258	76,892	78,926	69,932	12.9%
DENTAL INSURANCE CREW	10,464	1,696	1,703	6,496	8,644	6,573	31.5%
LIFE INSURANCE CREW	782	104	0	398	261	348	-25.0%
<b>CREW</b>	<b>252,074</b>	<b>22,292</b>	<b>23,961</b>	<b>83,786</b>	<b>87,831</b>	<b>76,854</b>	<b>14.3%</b>
HEALTH INSURANCE MAINTENANCE	17,294	1,472	1,268	5,522	5,015	4,858	3.2%
DENTAL INSURANCE MAINTENANCE	4,861	233	218	893	845	869	-2.8%
LIFE INSURANCE MAINTENANCE	433	13	0	49	30	40	-25.0%
<b>MAINTENANCE</b>	<b>22,588</b>	<b>1,718</b>	<b>1,485</b>	<b>6,464</b>	<b>5,890</b>	<b>5,767</b>	<b>2.1%</b>
HEALTH INSURANCE SALES	16,717	1,422	1,321	5,337	5,137	4,894	5.0%
DENTAL INSURANCE SALES	4,139	45	35	171	138	142	-2.8%
LIFE INSURANCE SALES	400	4	0	16	10	13	-23.1%
<b>SALES</b>	<b>21,256</b>	<b>1,471</b>	<b>1,357</b>	<b>5,524</b>	<b>5,285</b>	<b>5,048</b>	<b>4.7%</b>

Casco Bay Island Transit District	Budget 2022	January 2022 Budget	January 2022 Actual	YTD Budget 1/31/22	YTD Actual 1/31/22	YTD Actual 1/31/21	% Change
HEALTH INSURANCE OPS AGENTS	99,918	8,502	6,613	31,902	28,625	22,609	26.6%
DENTAL INSURANCE OPS AGENTS	5,633	435	342	1,665	1,467	1,655	-11.4%
LIFE INSURANCE OPS AGENTS	481	25	0	97	58	82	-29.3%
<b>OPS AGENTS</b>	<b>106,032</b>	<b>8,962</b>	<b>6,955</b>	<b>33,664</b>	<b>30,151</b>	<b>24,346</b>	<b>23.8%</b>
HEALTH INSURANCE OPERATIONS MANAGER	16,973	1,444	1,321	5,419	5,137	12,400	-58.6%
DENTAL INSURANCE OPERATIONS MANAGER	4,439	123	108	471	419	431	-2.8%
LIFE INSURANCE OPERATIONS MANAGER	421	10	0	37	21	27	-22.2%
<b>OPERATIONS MANAGEMENT</b>	<b>21,833</b>	<b>1,577</b>	<b>1,429</b>	<b>5,927</b>	<b>5,577</b>	<b>12,858</b>	<b>-56.6%</b>
<b>Employee Insurance</b>	<b>496,411</b>	<b>42,122</b>	<b>41,221</b>	<b>158,297</b>	<b>158,397</b>	<b>145,878</b>	<b>-14.8%</b>
<b>Employee Related Expense</b>	<b>34,015</b>	<b>1,225</b>	<b>2,002</b>	<b>21,760</b>	<b>7,085</b>	<b>5,726</b>	<b>-14.8%</b>
<b>Pension</b>	<b>438,536</b>	<b>36,545</b>	<b>36,545</b>	<b>146,180</b>	<b>142,690</b>	<b>132,222</b>	<b>-14.8%</b>
<b>5. EXPENSE: PERSONNEL TOTAL</b>	<b>4,691,875</b>	<b>324,513</b>	<b>349,988</b>	<b>1,391,668</b>	<b>1,403,120</b>	<b>1,646,807</b>	<b>-14.8%</b>
<b>6. EXPENSE: VESSEL</b>							
GENERAL REPAIR SHOP	7,350	350	971	4,550	3,018	2,124	42.1%
<b>GENERAL</b>	<b>7,350</b>	<b>350</b>	<b>971</b>	<b>4,550</b>	<b>3,018</b>	<b>2,124</b>	<b>42.1%</b>
GENERAL REPAIR MACHIGONNE	73,000	5,800	3,517	23,200	10,624	16,879	-37.1%
DRYDOCK MACHIGONNE	0	0	0	0	0	0	0.0%
DIVING MACHIGONNE	21,800	0	0	3,400	8,888	0	0.0%
OIL CHANGE MACHIGONNE	24,200	1,500	0	6,500	8,774	9,679	-9.4%
<b>MACHIGONNE</b>	<b>119,000</b>	<b>7,300</b>	<b>3,517</b>	<b>33,100</b>	<b>28,286</b>	<b>26,558</b>	<b>6.5%</b>
GENERAL REPAIRS MAQUOIT	78,000	7,000	7,448	28,000	24,029	29,041	-17.3%
DRYDOCK MAQUOIT	550,000	0	430	0	430	0	0.0%
DIVING MAQUOIT	23,700	0	0	3,600	9,504	0	0.0%
OIL CHANGE MAQUOIT	25,300	2,400	422	9,400	6,508	9,290	-29.9%
<b>MAQUOIT</b>	<b>677,000</b>	<b>9,400</b>	<b>8,300</b>	<b>41,000</b>	<b>40,471</b>	<b>38,331</b>	<b>5.6%</b>
GENERAL REPAIRS BAY MIST	36,500	0	304	9,500	3,434	2,624	30.9%
DRYDOCK BAY MIST	0	0	0	0	0	125	-100.0%
DIVING BAY MIST	9,400	0	0	1,900	6,079	0	0.0%
OIL CHANGE BAY MIST	5,200	0	0	400	0	0	0.0%
<b>BAY MIST</b>	<b>51,100</b>	<b>0</b>	<b>304</b>	<b>11,800</b>	<b>9,513</b>	<b>2,749</b>	<b>246.1%</b>
GENERAL REPAIRS AUCO	63,000	3,800	4,519	15,800	15,176	27,140	-44.1%
DRYDOCK AUCO	50,000	0	0	0	0	0	0.0%
DIVING AUCO	23,300	0	0	5,000	9,970	0	0.0%
OIL CHANGE AUCO	20,000	2,000	3,060	7,000	7,105	1,690	320.4%
<b>AUCOCISCO</b>	<b>156,300</b>	<b>5,800</b>	<b>7,579</b>	<b>27,800</b>	<b>32,250</b>	<b>28,830</b>	<b>11.9%</b>
GENERAL REPAIRS WABANAKI	39,200	2,000	1,419	10,800	27,252	34,944	-22.0%
DRYDOCK WABANAKI	390,000	162,500	291,766	390,000	483,899	0	0.0%
DIVING WABANAKI	20,800	0	0	3,000	10,004	0	0.0%
OIL CHANGE WABANAKI	24,000	2,000	125	6,000	3,031	8,035	-62.3%
<b>WABANAKI</b>	<b>474,000</b>	<b>166,500</b>	<b>293,309</b>	<b>409,800</b>	<b>524,186</b>	<b>42,979</b>	<b>1119.6%</b>
<b>Repairs</b>	<b>1,484,750</b>	<b>189,350</b>	<b>313,981</b>	<b>528,050</b>	<b>637,723</b>	<b>141,570</b>	<b>128.8%</b>
FUEL MACHIGONNE	162,969	16,363	11,661	59,653	49,363	75,706	-34.8%
FUEL MAQUOIT	170,216	8,406	13,618	60,261	55,609	65,116	-14.6%
FUEL BAY MIST	17,043	1,390	1,555	4,531	3,281	2,274	44.3%
FUEL AUCOCISCO	102,039	10,956	17,642	39,418	59,181	9,827	502.2%
FUEL WABANAKI	99,602	12,022	3,980	21,077	18,096	52,156	-65.3%
<b>Fuel</b>	<b>551,869</b>	<b>49,137</b>	<b>48,456</b>	<b>184,940</b>	<b>185,530</b>	<b>205,080</b>	<b>128.8%</b>
<b>Insurance Boat</b>	<b>79,200</b>	<b>6,600</b>	<b>6,260</b>	<b>26,400</b>	<b>25,038</b>	<b>24,184</b>	<b>128.8%</b>
<b>6. EXPENSE: VESSEL TOTAL</b>	<b>2,115,819</b>	<b>245,087</b>	<b>368,697</b>	<b>739,390</b>	<b>848,292</b>	<b>370,834</b>	<b>128.8%</b>

Casco Bay Island Transit District	Budget 2022	January 2022 Budget	January 2022 Actual	YTD Budget 1/31/22	YTD Actual 1/31/22	YTD Actual 1/31/21	% Change
<b>7. EXPENSE: OPERATIONS</b>							
<b>Telephone</b>	<b>22,440</b>	<b>1,870</b>	<b>2,091</b>	<b>7,480</b>	<b>8,438</b>	<b>7,651</b>	<b>20.9%</b>
<b>Mail Agent</b>	<b>11,220</b>	<b>935</b>	<b>935</b>	<b>3,740</b>	<b>3,740</b>	<b>3,740</b>	<b>20.9%</b>
DATA PROCESSING	253,192	102,496	98,182	153,219	145,182	70,344	106.4%
TICKET FORMS & SUPPLIES	12,700	0	0	0	0	0	0.0%
MEETING MEALS	1,350	150	97	150	289	44	556.8%
OFFICE SUPPLIES	15,900	1,800	2,122	4,200	5,906	7,087	-16.7%
ARMORED CAR	5,280	440	396	1,760	1,583	1,318	20.1%
CREW MEALS	9,695	325	134	2,395	980	12,157	-91.9%
TWIC CARDS	1,500	250	0	500	877	0	0.0%
MISC	2,462	200	747	862	10,758	6,606	62.9%
EMPLOYEE RECOGNITION	14,300	100	0	13,500	11,496	10,657	7.9%
INTERNET	7,500	625	799	2,500	3,196	3,310	-3.4%
<b>Office</b>	<b>323,879</b>	<b>106,386</b>	<b>102,478</b>	<b>179,086</b>	<b>180,268</b>	<b>111,522</b>	<b>20.9%</b>
<b>Credit Card</b>	<b>141,496</b>	<b>5,320</b>	<b>6,932</b>	<b>38,440</b>	<b>49,293</b>	<b>40,086</b>	<b>20.9%</b>
<b>Postage</b>	<b>3,360</b>	<b>280</b>	<b>213</b>	<b>1,120</b>	<b>1,380</b>	<b>798</b>	<b>20.9%</b>
<b>Travel</b>	<b>16,500</b>	<b>400</b>	<b>312</b>	<b>6,400</b>	<b>375</b>	<b>1,100</b>	<b>20.9%</b>
EMPLOYEE INJURIES	9,450	0	500	6,500	997	984	1.3%
EMPLOYEE LOST TIME	500	0	0	250	0	0	0.0%
FREIGHT DAMAGES	7,300	0	21	700	760	661	15.0%
CUSTOMER INJURIES	1,200	0	0	0	0	0	0.0%
DAMAGES CARS	4,500	0	0	2,000	1,653	112	1375.9%
<b>Damages</b>	<b>22,950</b>	<b>0</b>	<b>521</b>	<b>9,450</b>	<b>3,411</b>	<b>1,756</b>	<b>20.9%</b>
<b>Other Insurances</b>	<b>29,880</b>	<b>2,490</b>	<b>3,933</b>	<b>9,960</b>	<b>15,732</b>	<b>10,595</b>	<b>20.9%</b>
VAN	1,200	100	146	400	635	533	19.1%
OVER/SHORT	0	0	-68	0	-268	234	-214.5%
METRO PASSES	4,180	400	0	1,590	0	0	0.0%
LOST PASSES	0	0	0	0	-16	-12	33.3%
NEWSPAPER ADS	1,000	200	0	400	669	310	115.8%
WATER TAXI	1,600	0	85	500	435	450	-3.3%
REGGAE SECURITY	8,501	0	0	0	0	0	0.0%
<b>Miscellaneous</b>	<b>16,481</b>	<b>700</b>	<b>163</b>	<b>2,890</b>	<b>1,456</b>	<b>1,514</b>	<b>20.9%</b>
<b>Barge Subcontracting</b>	<b>8,500</b>	<b>0</b>	<b>2,200</b>	<b>1,000</b>	<b>2,200</b>	<b>28,500</b>	<b>20.9%</b>
LEGAL	55,200	4,600	2,094	18,400	6,918	6,912	0.1%
HUMAN PERFORMANCE	14,980	1,070	1,050	5,350	4,200	0	0.0%
PHYSICALS	4,800	0	-102	0	-36	336	-110.7%
DRUG TESTS	5,900	300	352	1,050	898	1,847	-51.4%
ACCOUNTANTS	13,800	12,600	0	12,600	0	11,800	-100.0%
OTHER	4,000	2,000	0	2,000	0	0	0.0%
ELECTION EXPENSE	800	0	0	800	0	0	0.0%
<b>Professional</b>	<b>99,480</b>	<b>20,570</b>	<b>3,394</b>	<b>40,200</b>	<b>11,980</b>	<b>20,895</b>	<b>20.9%</b>
<b>Dues &amp; PUC</b>	<b>20,975</b>	<b>175</b>	<b>1,425</b>	<b>4,450</b>	<b>2,906</b>	<b>8,000</b>	<b>20.9%</b>
<b>Uniforms</b>	<b>23,685</b>	<b>965</b>	<b>341</b>	<b>15,575</b>	<b>7,800</b>	<b>3,730</b>	<b>20.9%</b>
<b>Boots</b>	<b>12,480</b>	<b>300</b>	<b>0</b>	<b>3,150</b>	<b>437</b>	<b>1,758</b>	<b>20.9%</b>
<b>Training</b>	<b>12,550</b>	<b>450</b>	<b>1,304</b>	<b>4,600</b>	<b>2,808</b>	<b>0</b>	<b>20.9%</b>
<b>7. EXPENSE: OPERATIONS TOTAL</b>	<b>765,876</b>	<b>140,841</b>	<b>126,241</b>	<b>327,541</b>	<b>292,225</b>	<b>241,645</b>	<b>20.9%</b>

Casco Bay Island Transit District	Budget 2022	January 2022 Budget	January 2022 Actual	YTD Budget 1/31/22	YTD Actual 1/31/22	YTD Actual 1/31/21	% Change
<b>8. EXPENSE: TERMINAL</b>							
UTILITIES TERMINAL	35,424	3,264	6,915	12,643	14,731	16,664	-11.6%
WATER	8,248	336	533	1,824	4,161	2,668	56.0%
TERMINAL HEAT	18,527	3,348	2,253	7,700	3,804	5,209	-27.0%
UTILITIES PEAKS	1,800	150	140	600	501	507	-1.2%
<b>Utilities</b>	<b>63,999</b>	<b>7,098</b>	<b>9,841</b>	<b>22,767</b>	<b>23,197</b>	<b>25,048</b>	<b>-7.9%</b>
JANITORIAL TERMINAL ROUTINE	91,200	7,600	7,727	30,400	30,783	24,741	24.4%
JANITORIAL PEAKS	4,740	300	0	1,320	0	7,805	-100.0%
<b>Janitorial</b>	<b>95,940</b>	<b>7,900</b>	<b>7,727</b>	<b>31,720</b>	<b>30,783</b>	<b>32,546</b>	<b>-7.9%</b>
<b>Rent</b>	<b>35,940</b>	<b>2,995</b>	<b>1,663</b>	<b>11,980</b>	<b>11,982</b>	<b>11,981</b>	<b>-7.9%</b>
FIRE ALARM	6,000	500	535	2,000	6,451	3,110	107.4%
PEST CONTROL	1,104	92	97	368	373	364	2.5%
TRASH	11,245	785	782	3,505	3,168	3,266	-3.0%
PAPER & CLEANING SUPPLIES	36,733	2,150	2,293	10,083	13,021	10,159	28.2%
FREIGHT EQUIPMENT AND SUPPLIES	5,200	500	34	1,000	8,236	369	2132.0%
RUG RENTAL	5,435	450	214	1,800	911	766	18.9%
MISC	48,440	3,300	2,840	17,600	11,576	34,545	-66.5%
PROPANE	9,630	600	452	2,570	2,577	2,693	-4.3%
FORKLIFT	1,000	0	1,359	0	6,749	0	0.0%
POWER WASHING	4,400	600	0	1,200	0	0	0.0%
PIER & TRANSFER BRIDGE	8,000	1,600	0	3,200	2,249	4,565	-50.7%
PLOWING TERMINAL	3,000	1,000	2,330	2,000	3,560	6,145	-42.1%
PLOWING PEAKS	16,200	6,800	0	10,800	0	0	0.0%
<b>Maintenance</b>	<b>156,387</b>	<b>18,377</b>	<b>10,935</b>	<b>56,126</b>	<b>58,870</b>	<b>65,982</b>	<b>-7.9%</b>
<b>8. EXPENSE: TERMINAL TOTAL</b>	<b>352,266</b>	<b>36,370</b>	<b>30,166</b>	<b>122,593</b>	<b>124,831</b>	<b>135,556</b>	<b>-7.9%</b>
<b>9. EXPENSE: SALES</b>							
BROCHURE	5,000	5,000	0	5,000	835	0	0.0%
SAILING SCHEDULE	9,800	0	0	3,000	1,461	124	1078.2%
PUBLICATIONS	6,060	750	1,895	2,750	3,342	0	0.0%
ADVERTISING	3,000	0	0	750	1,600	1,969	-18.7%
OTHER ADVERTISING EXPENSE	6,955	150	60	650	60	166	-63.9%
ONLINE ADVERTISING	14,400	1,200	461	4,800	1,235	1,422	-13.2%
RADIO ADS	29,000	0	0	0	0	0	0.0%
WEBSITE	28,800	2,400	0	9,600	0	600	-100.0%
KIOSK	6,000	0	348	1,000	348	0	0.0%
MARKETING	81,000	5,500	600	29,500	17,798	21,972	-19.0%
SPECIAL EVENT CRUISES	0	0	0	0	0	0	0.0%
<b>Advertising</b>	<b>190,015</b>	<b>15,000</b>	<b>3,364</b>	<b>57,050</b>	<b>26,678</b>	<b>26,253</b>	<b>4.3%</b>
BEVERAGES	28,900	0	0	1,250	576	0	0.0%
OTHER BAR EXPENSE	17,930	2,500	910	7,000	3,361	3,325	1.1%
SECURITY	14,675	0	0	1,775	232	0	0.0%
<b>BAR EXPENSE</b>	<b>61,505</b>	<b>2,500</b>	<b>910</b>	<b>10,025</b>	<b>4,169</b>	<b>3,325</b>	<b>25.4%</b>
LOBSTER BAKES	69,300	0	0	13,200	0	0	0.0%
CONCERT CRUISES	15,750	0	0	0	0	0	0.0%
<b>Catering</b>	<b>146,555</b>	<b>2,500</b>	<b>910</b>	<b>23,225</b>	<b>4,169</b>	<b>3,325</b>	<b>4.3%</b>
<b>9. EXPENSE: SALES TOTAL</b>	<b>336,570</b>	<b>17,500</b>	<b>4,274</b>	<b>80,275</b>	<b>30,847</b>	<b>29,578</b>	<b>4.3%</b>
<b>TOTAL EXPENSE</b>	<b>8,262,406</b>	<b>764,311</b>	<b>879,367</b>	<b>2,661,467</b>	<b>2,699,315</b>	<b>2,424,420</b>	<b>11.3%</b>
<b>NET OPER INCOME (LOSS) TOTAL</b>	<b>-2,696,349</b>	<b>-627,982</b>	<b>-721,135</b>	<b>-1,789,158</b>	<b>-1,687,044</b>	<b>-1,522,327</b>	<b>10.8%</b>
FTA PM REVENUE	0	0	0	0	4,358	0	0.0%
FTA RURAL REVENUE	516,862	157,131	0	430,007	241,013	360,223	-33.1%
FTA OPERATING REVENUE	2,110,410	471,392	488,939	1,290,022	1,208,149	1,074,927	12.4%
STATE SUBSIDY REVENUE	68,444	0	232,294	68,444	232,294	68,444	239.4%
<b>TOTAL</b>	<b>2,695,716</b>	<b>628,523</b>	<b>721,233</b>	<b>1,788,473</b>	<b>1,685,814</b>	<b>1,503,594</b>	<b>12.1%</b>
<b>SURPLUS/LOSS TOTAL</b>	<b>-633</b>	<b>541</b>	<b>98</b>	<b>-685</b>	<b>-1,230</b>	<b>-18,733</b>	<b>-93.4%</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: January 31, 2021

<b>Gorham Savings Bank Operating Account</b>			
January 1 - Opening Balance	\$	184,000.00	
	<i>Deposits/Credits</i>		\$ 4,390,687.24
	<i>Withdrawals/Debits</i>		\$ 4,390,687.24
January 31 - Closing Balance			\$ 184,000.00
<b>Gorham Savings Demand Deposit Account</b>			
January 1 - Opening Balance	\$	2,905,474.92	
	<i>Interest Earned</i>		\$ 267.11
January 31 - Closing Balance			\$ 993,030.26
<b>Gorham Savings Restricted Funds</b>			
January 1 - Opening Balance	\$	1,705,913.43	
	<i>Interest Earned</i>		\$ 293.24
January 31 - Closing Balance			\$ 1,706,206.67
<b>Total Cash On Hand</b>			
January 1 - Opening Balance	\$	4,795,388.35	
January 31 - Closing Balance			\$ 2,883,236.93
<b>Net Change in Cash Position - Month of January</b>		<b>-1,912,151.42</b>	

Maintenance Fund Balance	\$	346,677.76
Capital Reserve Fund Balance	\$	823,801.72
Garage Maintenance Fund Balance	\$	166,081.29
Garage Excess Fund Balance	\$	94,352.68



# **Casco Bay Island Transit District**

Grant Balances

As of: December 31, 2021

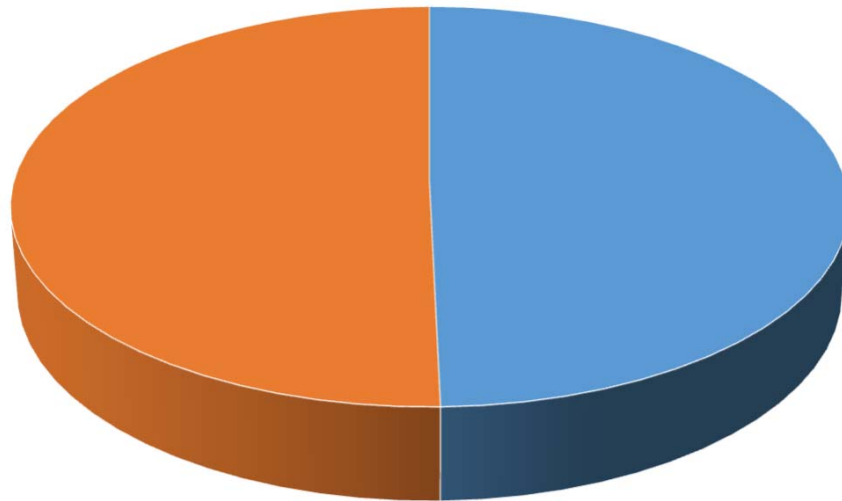
<b>Grant Number</b>	<b>Desc.</b>	<b>Total (incl Local Share)</b>
ME2019-005	New Vessel Const.	\$ 9,674,904
ME2016-14	Electronics	\$ 212,129
ME2016-18	Phase 2	\$ 4,031,681
ME2021-006	Phase 3	\$ 2,037,429
ME2021-007	Propulsion	\$ 4,000,000
ME2018-014	PM	\$ -
	Security	\$ 67,733
	PM Hardware Software	\$ 5,436
	Ticketing	\$ 60,100
	Planning	\$ 128,999
ME2018-003	PM	\$ -
	Furniture	\$ 1,287
40775-020787.66	Rural Operating Asst.	\$ -
42329	VW Funds	\$ 1,224,840
ME2020-005	COVID-19 Rural	\$ 341,095
ME2020-016	COVID-19 Urban	\$ 1,541,422
<b>Grant Balance Total</b>		<b>\$ 23,334,983</b>



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

**Total Cash**

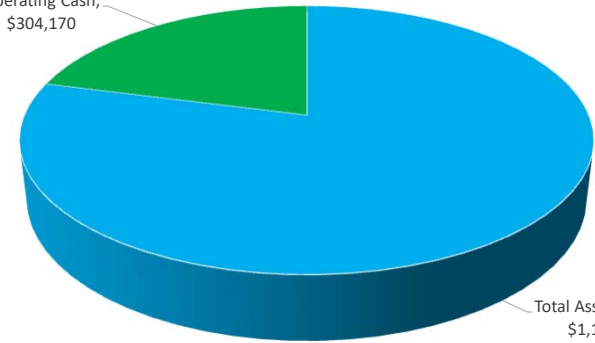
Total General Fund  
Cash \$1,452,323



Total Restricted/Committed Cash  
\$1,430,913

**Total General Fund Cash by Category**

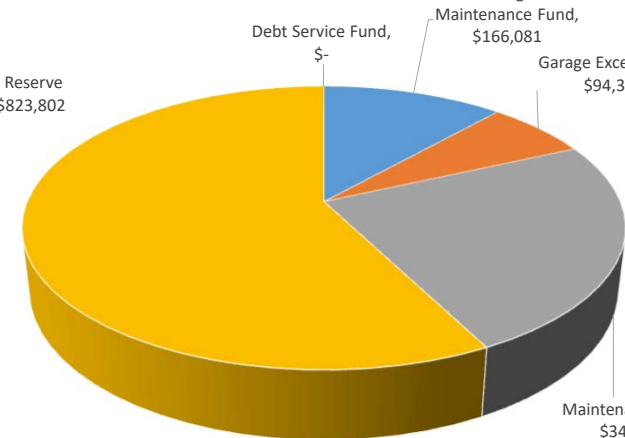
Total Unrestricted  
Operating Cash,  
\$304,170



Total Assigned Cash,  
\$1,148,153

**Restricted/Committed Cash by Category**

Capital Reserve  
Fund, \$823,802



Maintenance Fund,  
\$346,678