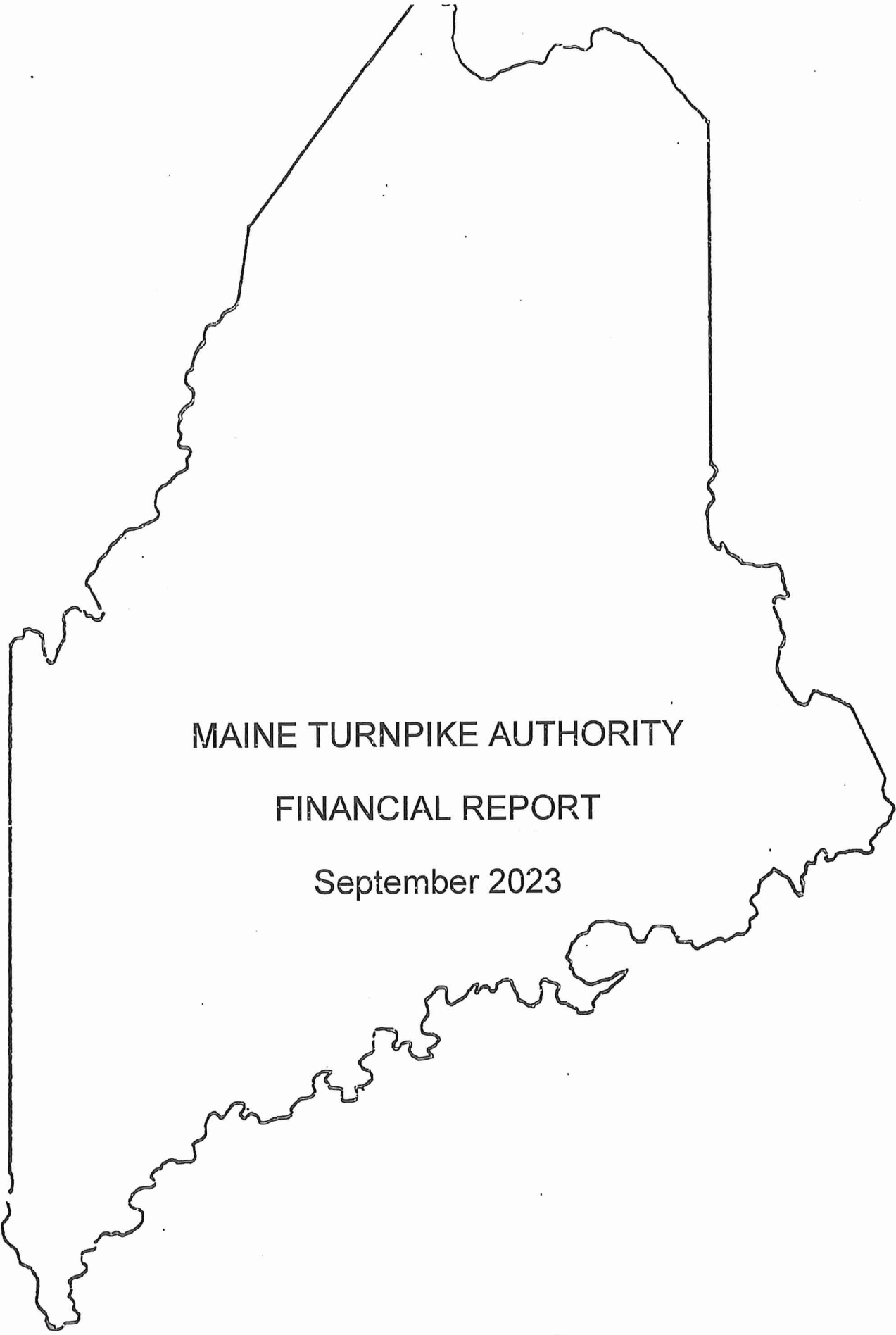




MAINE TURNPIKE AUTHORITY

FINANCIAL REPORT

September 2023

MAINE TURNPIKE AUTHORITY
FINANCIAL REPORT
September 2023

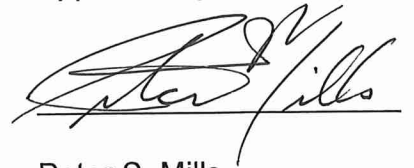
This report, to the best of my knowledge and belief is a true,
correct and complete report made in good faith for the period
indicated.

Prepared by:

A handwritten signature in black ink, appearing to read 'John P. Sirois', written over a horizontal line.

John P. Sirois
Director of Finance & Treasurer

Approved by:

A handwritten signature in black ink, appearing to read 'Peter S. Mills', written over a horizontal line.

Peter S. Mills
Executive Director

	September 2023	September 2022	YTD 2023	YTD 2022
<u>REVENUES</u>				
Net Fare Revenue	\$14,776,618.11	\$15,056,461.49	\$125,045,345.16	\$121,714,074.04
Concession Rentals	\$496,875.25	\$534,363.17	\$4,324,008.90	\$4,260,049.55
Misc.	\$273,552.66	\$201,506.19	\$2,527,291.13	\$2,094,987.31
<u>Investment Income</u>				
Revenue Fund	\$139,894.78	\$63,852.04	\$1,038,442.93	\$189,276.64
Reserve Maintenance Fund	\$290,969.42	\$182,464.22	\$2,627,605.11	\$680,859.01
Improvement Account	\$234,079.38	\$101,190.41	\$1,689,349.22	\$416,533.46
Interchange Account	\$118,216.61	\$54,577.90	\$1,258,916.25	\$193,493.23
D.O.T. Provision Account	\$2,419.12	\$362.33	\$59,506.33	\$4,763.93
<u>TOTAL REVENUES</u>	\$16,332,625.33	\$16,194,777.75	\$138,570,465.03	\$129,554,037.17
<u>OPERATING EXPENSE</u>				
Admin. & General	\$192,670.62	\$193,549.85	\$1,920,642.70	\$1,765,318.78
Finance, Information Services	\$323,858.33	\$302,435.06	\$3,677,693.75	\$3,085,078.54
Highway Maintenance	\$632,043.77	\$440,834.11	\$8,835,705.62	\$6,677,716.62
Equipment Maintenance	\$294,277.45	\$330,229.64	\$3,382,843.30	\$3,070,046.54
Fare Collection	\$1,146,983.88	\$903,171.94	\$9,987,981.44	\$9,070,883.36
Special Services, Patrol	\$603,751.37	\$590,480.56	\$6,232,208.58	\$5,892,533.89
Building Maintenance	\$91,024.12	\$77,132.25	\$914,897.90	\$785,284.50
<u>Total Operating Expense</u>	\$3,284,609.54	\$2,837,833.41	\$34,951,973.29	\$30,346,862.23
Reserve Maintenance Expenditures	\$3,567,951.33	\$5,432,816.37	\$30,739,871.16	\$27,668,275.76
Depreciation Expense	\$1,459,420.75	\$1,363,542.68	\$13,206,523.31	\$12,293,409.04
(Gain)/Loss on Sale of Fixed Assets	\$9,755.45	\$0.00	(\$66,468.94)	(\$76,351.13)
Capital General Expenses	\$0.00	\$0.00	\$0.00	\$0.00
<u>NET OPERATING REVENUES</u>	\$8,010,888.26	\$6,560,585.29	\$59,738,566.21	\$59,321,841.27
<u>Non-operating Investment Income</u>				
Capital Fund	\$0.00	\$0.00	\$0.00	\$1,110.96
Debt Service Reserve Fund	\$97,268.89	\$46,822.76	\$816,567.60	\$163,469.19
Series '04, '12, '14, '15, '18, '20 & '22 Debt Service Fund-Interest	\$61,398.11	\$31,319.34	\$507,718.12	\$96,675.88
Series '04, '12, '14, '15, '18, '20 & '22 Debt Service Fund-Principal	\$122,093.89	\$52,132.51	\$1,051,791.82	\$128,928.14
	\$8,291,649.15	\$6,690,859.90	\$62,114,643.75	\$59,717,025.44
Maine D.O.T. Transfers/Series '14 DSF	\$76,587.50	\$82,629.17	\$725,537.52	\$778,287.51
Interchange Account Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Interest Expense	\$1,860,710.62	\$1,938,585.63	\$17,213,645.64	\$18,014,204.03
Bond Premium Amortization	(\$581,027.73)	(\$629,826.43)	(\$5,522,041.77)	(\$5,299,459.56)
Bond Issue Cost Amortization	\$1,712.52	\$1,712.52	\$15,412.68	\$15,412.68
Bond Issue Expense	\$0.00	\$0.00	\$0.00	\$485,420.82
Deferred Loss on Refunding Amortization	\$16,825.01	\$16,825.01	\$151,425.09	\$318,661.74
Improvement Expenses	\$965,784.06	\$35,924.59	\$1,783,938.79	\$426,709.93
<u>NET REVENUES</u>	\$5,951,057.17	\$5,245,009.41	\$47,746,725.80	\$44,977,788.29

Notes to the Financial Statements

On January 1, 2008, the Maine Turnpike Authority converted to a full governmental GAAP basis of accounting. Prior to GAAP, the Authority based its financial statements on provisions outlined in the general bond resolution and subsequent supplemental resolutions. Certain assets, liabilities, revenues and expenses were not included in those financial statements.

- A) Investments are carried at fair market value. Accrued interest paid upon the purchase of investments is recognized as interest income in the period it is earned.
- B) Fixed Assets are recorded on the balance sheet at historical cost. Capital assets are included in one of the following categories: Infrastructure; Land; Buildings; Vehicles, Toll System, Computer and Other Equipment; Intangible Assets; and Construction in Progress.

The Maine Turnpike Authority has elected to use the modified approach to infrastructure reporting under GASB 34. This means that, in lieu of reporting depreciation on infrastructure, the Authority reports as preservation expense the costs associated with maintaining the existing road in good condition. Infrastructure assets include roads, bridges, interchanges, tunnels, right of way, drainage, guard rails, and lighting systems associated with the road.

Construction in Progress represents costs incurred by the Authority for in-construction or development assets that are not yet in service. Construction in Progress activities are new additions, replacements, or extensions of the useful lives of existing properties and equipment. Costs for completed projects (in service) are transferred to the appropriate fixed asset category and depreciated according to the depreciation policy.

- C) Depreciation Expense for non-Infrastructure assets are recorded based on the straight-line method, over the asset's useful life, using the full-month convention.
- D) Prepaid Expenses - expenses that benefit more than one reporting period are charged to Prepaid Expenses and expensed over its service period. Examples include insurance premiums, software site licenses and service contracts.
- E) Deferred Bond Issue Costs, such as bond insurance, are recorded as assets and amortized over the life of the bonds. All other bond issue costs include lawyer and accountant fees, traffic and engineering consultants, and underwriter's discount are expensed in the period they are incurred.
- F) Inventory, which consists of EZ Pass transponders that will be sold to customers, Salt and Fuel for vehicles to be used in Operations, is carried at the lower of cost or market and is valued using the FIFO method.
- G) Retainage Payable represents amounts billed to the Authority by contractors for which payment is not due, pursuant to retained percentage provisions in construction contracts, until substantial completion of performance by contractor and acceptance by the Authority.
- H) Accrued Salaries Payable includes salary and wage expense incurred at the end of the period but not paid until the following period.
- I) Accrued Vacation and Sick Leave Payable includes accumulated vacation pay and vested sick pay.
- J) On November 1, 2021, the Authority implemented a new toll rate increase at the York Toll Plaza and adjusted the Family Discount Plan. The increase at the York Toll Plaza is for patrons paying with cash only or using an out of state E-ZPass. In the adjusted Family Discount Plan, Class 1 personal account holders can qualify for a 20% discount if the number of trips in a month exceed 30, or a 40% discount if the number of trips in the month exceeds 40. With the toll increase at the York Toll Plaza and the Family Discount Plan adjustment, the Maine E-Zpass rate per mile increased to 8.0 cents per mile.
- K) Bond Premiums and Discounts are amortized over the life of the bonds using the effective interest rate method.

Maine Turnpike Authority

Vehicle Transactions by Interchange

For the month of September 2023

		September 2023 Vehicles	September 2022 Vehicles	% Increase (Decrease)	YTD 2023 Vehicles	YTD 2022 Vehicles	% Increase (Decrease)
7	York Toll	1,487,031	1,524,767	-2.47%	12,243,463	11,944,489	2.50%
19	Wells Toll	340,723	344,779	-1.18%	2,778,794	2,715,184	2.34%
25	Kennebunk Toll	237,566	227,416	4.46%	1,974,082	1,833,300	7.68%
32	Biddeford Toll	486,905	509,247	-4.39%	4,173,729	4,142,554	0.75%
36	Saco Toll	620,843	598,669	3.70%	5,323,425	5,096,575	4.45%
42	Scarborough Toll	281,935	283,106	-0.41%	2,438,262	2,338,212	4.28%
44	I-295 Toll	755,255	788,767	-4.25%	6,274,704	5,923,670	5.93%
45	South Portland Toll	454,325	434,539	4.55%	3,978,715	3,874,829	2.68%
46	Congress St/ Jet Port	317,054	323,139	-1.88%	2,788,712	2,672,855	4.33%
47	Rand Rd / Westbrook Art. Toll	211,679	182,022	16.29%	1,859,097	1,650,924	12.61%
48	Portland / Westbrook Toll	385,843	401,986	-4.02%	3,352,164	3,336,315	0.48%
52	Falmouth Spur	364,383	337,316	8.02%	2,899,029	2,663,206	8.85%
53	Portland North Toll	219,883	196,384	11.97%	1,887,161	1,545,584	22.10%
63	Gray Toll	316,684	314,283	0.76%	2,804,276	2,727,667	2.81%
67	New Gloucester Barrier	556,750	549,678	1.29%	4,723,446	4,545,474	3.92%
102	West Gardiner Barrier	411,288	405,279	1.48%	3,297,247	3,129,440	5.36%
103	Gardiner I-95 Toll	810,952	821,740	-1.31%	6,766,101	6,454,552	4.83%
	Total	8,259,099	8,243,117	0.19%	69,562,407	66,594,830	4.46%

*Note 1. Vehicles Figures include Commuters and Non revenue vehicles.

Maine Turnpike Authority**Revenue by Interchange****For the month of September 2023**

	September 2023 Revenue	September 2022 Revenue	% Increase (Decrease)	YTD 2023 Revenue	YTD 2022 Revenue	% Increase (Decrease)
7 York Toll	\$7,253,880.00	\$7,548,570.10	-3.90%	\$60,952,384.50	\$60,339,851.00	1.02%
19 Wells Toll	\$266,111.30	\$271,023.45	-1.81%	\$2,221,854.20	\$2,177,128.10	2.05%
25 Kennebunk Toll	\$210,268.75	\$202,158.05	4.01%	\$1,750,389.25	\$1,640,544.60	6.70%
32 Biddeford Toll	\$449,996.80	\$473,543.35	-4.97%	\$3,861,427.95	\$3,867,633.35	-0.16%
36 Saco Toll	\$566,065.80	\$547,348.45	3.42%	\$4,859,747.30	\$4,705,588.80	3.28%
42 Scarborough Toll	\$266,558.10	\$271,596.30	-1.86%	\$2,308,992.30	\$2,249,625.05	2.64%
44 I-295 Toll	\$947,155.75	\$1,005,293.70	-5.78%	\$8,114,000.30	\$7,779,865.15	4.29%
45 South Portland Toll	\$506,076.45	\$488,615.65	3.57%	\$4,488,286.15	\$4,419,490.55	1.56%
46 Congress St/ Jet Port	\$312,475.70	\$325,432.00	-3.98%	\$2,769,656.75	\$2,701,371.20	2.53%
47 Rand Rd / Westbrook Art. Toll	\$199,378.15	\$174,103.15	14.52%	\$1,759,299.95	\$1,589,075.05	10.71%
48 Portland / Westbrook Toll	\$354,878.30	\$368,041.10	-3.58%	\$3,054,615.15	\$3,072,795.15	-0.59%
52 Falmouth Spur	\$426,114.90	\$395,931.25	7.62%	\$3,361,593.20	\$3,155,459.55	6.53%
53 Portland North Toll	\$207,600.95	\$189,862.35	9.34%	\$1,787,995.05	\$1,508,599.10	18.52%
63 Gray Toll	\$375,959.65	\$375,463.60	0.13%	\$3,347,273.55	\$3,326,846.00	0.61%
67 New Gloucester Barrier	\$1,769,553.70	\$1,774,575.05	-0.28%	\$15,241,741.00	\$14,861,452.30	2.56%
102 West Gardiner Barrier	\$844,886.20	\$838,135.25	0.81%	\$6,762,568.20	\$6,511,801.55	3.85%
103 Gardiner I-95 Toll	\$746,434.50	\$768,635.95	-2.89%	\$6,217,600.05	\$6,025,623.15	3.19%
Total	\$15,703,395.00	\$16,018,328.75	-1.97%	\$132,859,424.85	\$129,932,749.65	2.25%

*Note 1. Revenue Figures do not include commuter revenue or adjustments.

On November 1, 2021 a new toll rate increase went into effect at the York Toll Plaza, the Family Discount Plan was adjusted and the Maine E-ZPass rate per mile increased to 8.0 cents per mile.

RESULTS OF CONSOLIDATED OPERATIONS FOR September 2023

CLASS DESCRIPTION	REVENUE VEHICLES	REVENUE
1. Passenger Cars, motorcycles and buses (fewer than 13 pass.)	7,373,382	\$10,743,801.95
7. Passenger Car with trailer	139,121	\$300,327.80
<u>Total Passenger Cars</u>	7,512,503	\$11,044,129.75
2. Trucks and all other two-axle vehicles	188,009	\$683,255.60
3. Three axle trucks; class two vehicles towing trailers; buses (13 or more pass.)	65,690	\$267,322.80
4. Four axle trucks and combinations - includes Class two vehicles towing two axle trailers	60,828	\$319,717.20
5. Five axle vehicles and combinations - includes all vehicles requiring Overlimit Permit	356,304	\$2,938,871.00
6. Six or more axle vehicles includes double-bottoms	56,368	\$450,098.65
<u>Total Commercial Vehicles</u>	727,199	\$4,659,265.25
Totals	8,239,702	\$15,703,395.00
Adjustments ¹		(\$197,747.75)
Subtotal		\$15,505,647.25
Commuter Plan Revenue		\$0.00
Gross Fare Revenue		\$15,505,647.25
(Less) Volume Discounts - Business Postpaid Plan		(\$159,974.12)
Family Discount Plan		(\$569,055.02)
Net Fare Revenue		\$14,776,618.11
Other Revenue		\$910,322.69
TOTAL OPERATING REVENUE		\$15,686,940.80

Notes:

1. Includes Credit Card fees incurred from Inter-Agency Group activity.

Comparison of Traffic Volume and Operating Income By Months in 12 Months Period Ending: September 2023 and September 2022

	Vehicles This Year 2023	Vehicles Last Year 2022	Revenue This Year 2023	Revenue Last Year 2022
October	7,883,393	7,852,539	\$15,102,088	\$13,250,080
November	6,796,535	6,641,728	\$13,011,345	\$12,707,271
December	6,688,484	6,465,790	\$12,561,619	\$12,240,378
January	6,064,240	5,499,648	\$11,508,478	\$10,647,694
February	5,843,447	5,552,914	\$11,136,660	\$10,736,830
March	6,731,403	6,623,936	\$12,785,115	\$12,771,901
April	6,856,831	6,749,629	\$13,110,456	\$12,987,778
May	8,075,915	7,490,621	\$15,374,854	\$14,047,034
June	8,515,819	8,086,475	\$16,283,541	\$15,677,482
July	9,437,759	9,059,555	\$18,181,550	\$17,561,591
August	9,777,894	9,288,935	\$18,867,495	\$17,971,894
September	8,259,099	8,243,117	\$15,686,941	\$15,856,183
Totals	90,930,819	87,554,887	173,610,140	166,456,116

Notes:

Vehicle count includes commuter vehicles and all other non-revenue vehicles.

MAINE TURNPIKE AUTHORITY BALANCE SHEET - ASSETS

As of September 2023

REVENUE FUND		
Cash & Cash Equivalents	\$33,866,634.51	
Change Fund	\$36,500.00	
ATM Cash Account	\$15,020.00	
Accounts Receivable (net of Accrued Volume Disc)	\$1,266,940.34	
Inter-Agency Receivables	\$7,423,706.18	
Miscellaneous Receivables	\$254,496.05	
Interest Receivable	\$165,910.20	
Prepaid Expenses	\$818,019.05	
Concession Lease Receivable - Current	\$2,229,988.21	
Concession Lease Receivable - Long Term	\$35,503,851.20	
Salt Inventory	\$1,319,456.62	
Fuel Inventory	\$111,239.40	\$83,011,761.76
DEBT SERVICE FUND		
Series 2014 Interest	\$62,133.67	
Series 2014 Principal	\$2,039,312.92	
Series 2015 Interest	\$3,209,947.97	
Series 2015 Principal	\$11,018,497.86	
Series 2018 Interest	\$4,456,566.84	
Series 2018 Principal	\$4,737,387.03	
Series 2020 Interest	\$3,543,444.84	
Series 2020 Principal	\$3,782,704.89	
Series 2022 Interest	\$2,827,175.92	
Series 2022 Principal	\$6,456,512.11	
Deferred Bond Issue Costs	\$150,607.69	
Interest Receivable	\$185,849.03	\$42,470,140.57
DEBT SERVICE RESERVE FUND		
DSRF Account	\$22,294,149.18	
DSRF Interest Receivable	\$98,518.53	\$22,392,667.71
RESERVE MAINTENANCE FUND		
Reserve Maintenance Account	\$59,503,628.74	
Workers Compensation Trust	\$2,828,803.44	
Miscellaneous Receivables	\$91,759.99	
Interest Receivable	\$294,987.80	
Prepaid Expenses	\$682,050.10	
Transponder Inventory	\$339,929.22	
Deferred Pension Outflows	\$4,525,227.00	
Deferred OPEB Outflows	\$2,028,408.00	\$70,294,794.29
GENERAL RESERVE FUND		
Interchange Account	\$25,387,724.48	
Improvement Account	\$61,283,982.62	
D.O.T. Provision Account	\$230.77	
Subordinated Debt - 2014 - DSF Interest Account	\$132,053.49	
Subordinated Debt - 2014 - DSF Principal Account	\$423,191.22	
Interest Receivable	\$359,263.90	\$87,586,446.48
FIXED ASSETS		
Construction In Progress	\$107,618,592.69	
Infrastructure Assets	\$622,570,970.85	
Land & Land Improvements	\$149,583,460.58	
Buildings & Leasehold Improvements	\$89,070,008.61	
Vehicles, Toll System, Computer & Other Equipment	\$137,917,209.08	
Intangible Assets	\$882,369.35	
Accumulated Depreciation	(\$141,512,677.75)	\$966,129,933.41
TOTAL ASSETS		\$1,271,885,744.22

MAINE TURNPIKE AUTHORITY BALANCE SHEET - LIABILITIES & EQUITY

As of September 2023

NON BOND LIABILITIES		
Accounts Payable	\$13,365,184.38	
Retainage Payable	\$4,843,744.46	
Inter-Agency Payables	\$2,992,500.41	
Accrued Salaries & Payroll Taxes	\$448,309.59	
Accrued Employee Deductions	\$64,527.45	
Accrued Vacation & Sick Liability	\$4,616,390.85	
Accrued Workers Compensation Liability	\$1,373,777.88	
Sales Tax Payable	\$2,925.96	
Unearned Concession Rentals	\$83,974.04	
Unearned PPD Tolls - Business Accounts	\$2,039,254.63	
Unearned PPD Tolls - Individual Accounts	\$12,911,733.45	
Accrued Interest	\$5,811,894.41	
Deferred Concession Lease Inflows	\$37,804,275.91	
Accrued OPEB Liability	\$36,006,996.92	
Deferred OPEB Inflows	\$19,017,381.00	
Net Pension Liability/ (Asset)	\$8,484,970.00	
Deferred Pension Inflows	\$4,514,978.00	\$154,382,819.34
BONDS PAYABLE		
Series 2014 Revenue Bonds		
Dated July 31, 2014 : Due July 1, 2015 through July 1, 2024		
Current Portion	\$1,625,000.00	
Long Term Portion	\$0.00	\$1,625,000.00
Series 2014 Special Obligation Bonds		
Dated July 31, 2014 : Due July 1, 2019 through July 1, 2034		
Current Portion	\$1,525,000.00	
Long Term Portion	\$19,395,000.00	\$20,920,000.00
Series 2015 Revenue Bonds		
Dated April 2, 2015 : Due July 1, 2020 through July 1, 2038		
Current Portion	\$8,785,000.00	
Long Term Portion	\$110,650,000.00	\$119,435,000.00
Series 2018 Revenue Bonds		
Dated February 1, 2018 : Due July 1, 2024 through July 1, 2047		
Current Portion	\$3,455,000.00	
Long Term Portion	\$146,545,000.00	\$150,000,000.00
Series 2020 Revenue Bonds		
Dated November 18, 2020 : Due July 1, 2026 through July 1, 2050		
Current Portion	\$0.00	
Long Term Portion	\$130,000,000.00	\$130,000,000.00
Series 2022 Revenue Bonds		
Dated April 4, 2022 : Due July 1, 2023 through July 1, 2042		
Current Portion	\$5,145,000.00	
Long Term Portion	\$88,415,000.00	\$93,560,000.00
Deferred Loss on Refunding (Net of Amortization)	(\$1,362,827.61)	(\$1,362,827.61)
RETAINED REVENUES		
Excess of Revenues over paid		
Expenditures: balance December 31, 2022	\$501,606,487.71	
MaineDOT Equity Transfers	(\$9,427,179.23)	
INCOME		
Net Revenues before Interest		
January 1, 2023 to December 31, 2023	\$64,960,371.44	
Interest Expense-Accrued and Paid (Year to date)	(\$17,213,645.64)	
Premium/Discount on Bonds (Net of Amortization)	\$63,399,716.21	\$603,325,752.49
TOTAL LIABILITIES AND EQUITY		\$1,271,885,744.22

MAINE TURNPIKE AUTHORITY
COMPARISON OF 2023 ACTUAL AND BUDGETED EXPENSES

	September Actual	September Budget	\$ Variance	Percent Variance	YTD Actual	YTD Budget	YTD Prior Year	YTD Budget Variance \$	YTD Prior Yr Variance \$	YTD Budget	Percent Variance YTD Last Yr
Administration											
Salaries	\$83,765	\$115,214	\$31,449	27.30%	\$872,318	\$1,048,445	\$799,318	\$176,127	(\$73,000)	16.80%	(9.13%)
All other	\$108,906	\$132,639	\$23,733	17.89%	\$1,048,325	\$1,275,554	\$966,001	\$227,229	(\$82,324)	17.81%	(8.52%)
Dept Total	\$192,671	\$247,853	\$55,182	22.26%	\$1,920,643	\$2,323,999	\$1,765,319	\$403,356	(\$155,324)	17.35%	(8.80%)
Accounting, D.P.											
Salaries	\$229,331	\$295,522	\$66,191	22.40%	\$2,683,767	\$2,689,246	\$2,201,370	\$5,479	(\$392,398)	0.20%	(17.13%)
All other	\$94,527	\$125,646	\$31,119	24.77%	\$993,926	\$1,200,168	\$793,709	\$206,242	(\$200,218)	17.18%	(25.23%)
Dept Total	\$323,858	\$421,168	\$97,310	23.10%	\$3,677,694	\$3,889,414	\$3,085,079	\$211,720	(\$682,615)	5.44%	(19.21%)
Highway Maintenance											
Salaries	\$403,564	\$302,100	(\$101,464)	(33.59%)	\$5,035,091	\$4,025,200	\$3,983,546	(\$1,000,891)	(\$1,051,545)	(25.06%)	(26.40%)
All other	\$228,480	\$162,778	(\$65,702)	(40.36%)	\$3,800,615	\$2,933,272	\$2,684,170	(\$867,343)	(\$1,106,444)	(29.57%)	(41.07%)
Dept Total	\$632,044	\$464,878	(\$167,166)	(35.96%)	\$8,835,706	\$6,958,472	\$6,677,717	(\$1,876,234)	(\$2,157,989)	(26.96%)	(32.32%)
Garages											
Salaries	\$90,210	\$108,000	\$17,790	14.90%	\$959,329	\$1,044,300	\$798,721	\$84,971	(\$160,508)	8.14%	(20.11%)
All other	\$204,067	\$206,894	\$2,827	1.37%	\$2,423,515	\$2,053,676	\$2,271,326	(\$369,839)	(\$152,189)	(18.01%)	(6.70%)
Dept Total	\$294,277	\$312,894	\$18,617	5.95%	\$3,382,843	\$3,097,976	\$3,070,047	(\$284,867)	(\$312,797)	(9.20%)	(10.19%)
Fare Collection											
Salaries	\$887,414	\$799,000	(\$88,414)	(11.07%)	\$7,520,746	\$8,062,000	\$6,865,033	\$541,254	(\$655,713)	6.71%	(9.55%)
All other	\$259,570	\$294,911	\$35,341	11.98%	\$2,467,235	\$2,742,714	\$2,205,850	\$275,479	(\$261,385)	10.04%	(11.85%)
Dept Total	\$1,146,984	\$1,093,911	(\$53,073)	(4.85%)	\$9,987,981	\$10,804,714	\$9,070,883	\$816,733	(\$917,098)	7.56%	(10.11%)
Special Services, Patrol											
Salaries	\$53,437	\$49,400	(\$4,037)	(8.17%)	\$450,407	\$478,800	\$426,615	\$28,393	(\$23,792)	5.93%	(5.58%)
All other	\$550,315	\$647,464	\$97,150	15.00%	\$5,781,801	\$6,385,942	\$5,465,919	\$604,140	(\$315,883)	9.46%	(5.78%)
Dept Total	\$603,751	\$696,864	\$93,113	13.36%	\$6,232,209	\$6,864,742	\$5,892,534	\$632,533	(\$339,675)	9.21%	(5.76%)
Building Maintenance											
Salaries	\$52,691	\$64,361	\$11,670	18.13%	\$480,402	\$585,669	\$425,787	\$105,287	(\$54,615)	17.98%	(12.83%)
All other	\$38,333	\$59,805	\$21,472	35.90%	\$434,496	\$539,631	\$359,498	\$105,135	(\$74,998)	19.48%	(20.86%)
Dept Total	\$91,024	\$124,166	\$33,142	26.69%	\$914,898	\$1,125,300	\$785,285	\$210,422	(\$129,613)	18.70%	(16.51%)
Total Salaries	\$1,800,412	\$1,731,597	(\$68,815)	(3.97%)	\$18,002,060	\$17,334,680	\$15,590,389	(\$67,390)	(\$2,411,671)	(0.38%)	(15.47%)
Total Other	\$1,484,198	\$1,630,137	\$145,940	8.95%	\$16,949,913	\$17,130,956	\$14,756,473	\$181,043	(\$2,193,440)	1.06%	(14.86%)
	\$3,284,610	\$3,361,734	\$77,125	2.29%	\$34,951,973	\$35,065,636	\$30,346,862	\$113,663	(\$4,605,111)	0.32%	(15.17%)