



MAINE TURNPIKE AUTHORITY


FINANCIAL REPORT

March 2022


**MAINE TURNPIKE AUTHORITY**  
**FINANCIAL REPORT**  
**March 2022**

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:

  
\_\_\_\_\_  
John P. Sirois  
Director of Finance

Approved by:

  
\_\_\_\_\_  
Douglas D. Davidson  
Chief Financial Officer & Treasurer

	March 2022	March 2021	YTD 2022	YTD 2021
<b><u>REVENUES</u></b>				
Net Fare Revenue	\$12,110,665.75	\$9,648,105.15	\$32,481,208.95	\$25,844,815.11
Concession Rentals	\$399,707.97	\$264,016.14	\$1,033,960.66	\$685,548.22
Misc.	\$261,708.74	\$197,576.56	\$647,372.87	\$483,698.07
<b><u>Investment Income</u></b>				
Revenue Fund	(\$181.92)	(\$2,720.50)	(\$6,117.33)	(\$7,373.42)
Reserve Maintenance Fund	\$10,392.83	\$2,780.80	\$14,013.06	\$9,761.43
Improvement Account	\$10,858.84	\$2,508.32	\$15,629.11	\$8,817.52
Interchange Account	\$2,897.94	\$958.63	\$4,216.59	\$3,394.15
D.O.T. Provision Account	\$214.52	\$64.76	\$297.22	\$232.02
<b><u>TOTAL REVENUES</u></b>	<b>\$12,796,264.67</b>	<b>\$10,113,289.86</b>	<b>\$34,190,581.13</b>	<b>\$27,028,893.10</b>
<b><u>OPERATING EXPENSE</u></b>				
Admin. & General	\$230,253.54	\$191,310.88	\$630,763.00	\$552,483.04
Finance, Information Services	\$381,557.95	\$370,555.57	\$1,116,490.24	\$1,023,017.58
Highway Maintenance	\$1,059,482.38	\$622,026.28	\$3,605,761.00	\$2,839,036.39
Equipment Maintenance	\$379,998.35	\$281,449.05	\$1,181,061.80	\$953,026.15
Fare Collection	\$1,011,336.53	\$977,464.60	\$3,150,348.19	\$3,053,651.16
Special Services, Patrol	\$747,887.12	\$643,618.94	\$1,848,179.20	\$2,133,310.45
Building Maintenance	\$102,820.00	\$78,155.51	\$270,893.59	\$245,864.50
<b><u>Total Operating Expense</u></b>	<b>\$3,913,335.87</b>	<b>\$3,164,580.83</b>	<b>\$11,803,497.02</b>	<b>\$10,800,389.27</b>
Reserve Maintenance Expenditures	\$2,481,302.73	\$2,272,950.52	\$5,760,998.75	\$5,389,413.30
Depreciation Expense	\$1,371,759.25	\$1,004,372.68	\$4,112,277.41	\$3,022,103.02
(Gain)/Loss on Sale of Fixed Assets	\$0.00	\$0.00	\$0.00	\$0.00
Capital General Expenses	\$0.00	\$0.00	\$0.00	\$0.00
<b><u>NET OPERATING REVENUES</u></b>	<b>\$5,029,866.82</b>	<b>\$3,671,385.83</b>	<b>\$12,513,807.95</b>	<b>\$7,816,987.51</b>
<b><u>Non-operating Investment Income</u></b>				
Capital Fund	\$167.44	\$6,655.38	\$903.48	\$20,343.67
Debt Service Reserve Fund	\$3,519.59	\$1,164.28	\$5,121.07	\$4,134.93
Series '04, '12, '14, '15, '18 & '20 Debt Service Fund-Interest	\$2,153.92	\$652.07	\$2,606.07	\$1,812.52
Series '04, '12, '14, '15 & '18 Debt Service Fund-Principal	\$3,260.78	\$1,038.40	\$4,744.37	\$3,687.36
	<b>\$5,038,968.55</b>	<b>\$3,680,895.96</b>	<b>\$12,527,182.94</b>	<b>\$7,846,965.99</b>
Maine D.O.T. Transfers/Series '14 DSF	\$88,400.00	\$92,833.33	\$265,200.00	\$278,499.99
Interchange Account Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Interest Expense	\$2,074,732.50	\$2,139,378.34	\$6,224,197.50	\$6,418,135.02
Bond Premium Amortization	(\$484,481.93)	(\$496,505.39)	(\$1,453,445.79)	(\$1,489,516.17)
Bond Issue Cost Amortization	\$1,712.52	\$1,966.43	\$5,137.56	\$5,899.29
Bond Issue Expense	\$0.00	\$0.00	\$0.00	\$1,630.00
Deferred Loss on Refunding Amortization	\$72,570.56	\$77,807.01	\$217,711.68	\$233,421.03
Improvement Expenses	\$174,494.00	\$0.00	\$174,494.00	\$4,894.76
<b><u>NET REVENUES</u></b>	<b>\$3,111,540.90</b>	<b>\$1,865,416.24</b>	<b>\$7,093,887.99</b>	<b>\$2,394,002.07</b>

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 March 2022

	March 2022 Vehicles	March 2021 Vehicles	% Increase (Decrease)	YTD 2022 Vehicles	YTD 2021 Vehicles	% Increase (Decrease)
7 York Toll	1,048,943	915,712	14.55%	2,798,950	2,410,119	16.13%
19 Wells Toll	245,845	230,582	6.62%	654,872	603,114	8.58%
25 Kennebunk Toll	180,835	165,133	9.51%	481,239	435,971	10.38%
32 Biddeford Toll	434,461	415,370	4.60%	1,168,182	1,104,846	5.73%
36 Saco Toll	516,309	473,148	9.12%	1,371,098	1,253,343	9.40%
42 Scarborough Toll	242,027	234,207	3.34%	648,210	611,640	5.98%
44 I-295 Toll	529,654	450,582	17.55%	1,368,041	1,173,600	16.57%
45 South Portland Toll	431,578	410,872	5.04%	1,161,121	1,098,787	5.67%
46 Congress St/ Jet Port	305,034	262,394	16.25%	799,836	698,280	14.54%
47 Rand Rd / Westbrook Art. Toll	188,753	166,145	13.61%	501,473	448,189	11.89%
48 Portland / Westbrook Toll	363,168	331,022	9.71%	982,583	900,470	9.12%
52 Falmouth Spur	259,814	225,121	15.41%	694,471	598,624	16.01%
53 Portland North Toll	160,775	145,323	10.63%	432,250	390,094	10.81%
63 Gray Toll	293,447	265,695	10.45%	814,934	732,006	11.33%
67 New Gloucester Barrier	483,907	428,016	13.06%	1,302,183	1,157,984	12.45%
102 West Gardiner Barrier	312,329	276,507	12.96%	833,894	734,467	13.54%
103 Gardiner I-95 Toll	627,057	584,542	7.27%	1,663,161	1,544,441	7.69%
Total	6,623,936	5,980,371	10.76%	17,676,498	15,895,975	11.20%

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

# Maine Turnpike Authority

## Revenue by Interchange

For the month of March 2022

		March 2022 Revenue	March 2021 Revenue	% Increase (Decrease)	YTD 2022 Revenue	YTD 2021 Revenue	% Increase (Decrease)
7	York Toll	\$5,704,172.30	\$4,022,388.50	41.81%	\$15,233,525.65	\$10,643,643.45	43.12%
19	Wells Toll	\$219,321.35	\$207,830.15	5.53%	\$583,103.85	\$543,414.60	7.30%
25	Kennebunk Toll	\$167,407.50	\$154,193.90	8.57%	\$443,723.00	\$404,428.60	9.72%
32	Biddeford Toll	\$415,808.35	\$401,148.50	3.65%	\$1,115,815.85	\$1,062,542.20	5.01%
36	Saco Toll	\$495,033.65	\$448,516.80	10.37%	\$1,309,551.30	\$1,182,122.70	10.78%
42	Scarborough Toll	\$237,889.05	\$234,515.40	1.44%	\$636,633.90	\$612,760.00	3.90%
44	I-295 Toll	\$743,393.50	\$646,223.70	15.04%	\$1,921,172.35	\$1,687,974.35	13.82%
45	South Portland Toll	\$503,092.05	\$475,801.65	5.74%	\$1,365,230.65	\$1,282,734.35	6.43%
46	Congress St/ Jet Port	\$311,198.85	\$271,479.50	14.63%	\$813,608.85	\$719,783.90	13.04%
47	Rand Rd / Westbrook Art. Toll	\$183,651.00	\$164,314.50	11.77%	\$485,236.90	\$440,087.95	10.26%
48	Portland / Westbrook Toll	\$339,687.65	\$311,706.05	8.98%	\$911,252.85	\$843,679.45	8.01%
52	Falmouth Spur	\$308,735.55	\$269,434.20	14.59%	\$824,414.40	\$711,225.45	15.91%
53	Portland North Toll	\$158,897.60	\$138,395.80	14.81%	\$423,078.05	\$367,738.30	15.05%
63	Gray Toll	\$365,405.30	\$323,731.90	12.87%	\$995,388.10	\$883,256.05	12.70%
67	New Gloucester Barrier	\$1,617,192.30	\$1,430,040.35	13.09%	\$4,375,619.80	\$3,875,107.25	12.92%
102	West Gardiner Barrier	\$671,432.35	\$591,113.45	13.59%	\$1,783,733.60	\$1,562,738.70	14.14%
103	Gardiner I-95 Toll	\$595,336.25	\$563,352.20	5.68%	\$1,572,739.85	\$1,485,043.35	5.91%
	Total	\$13,037,654.60	\$10,654,186.55	22.37%	\$34,793,828.95	\$28,308,280.65	22.91%

\*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 March 2022

CLASS DESCRIPTION	REVENUE VEHICLES	REVENUE
1. Passenger Cars, motorcycles and buses (fewer than 13 pass.)	5,787,179	\$7,962,537.00
7. Passenger Car with trailer	71,157	\$146,736.95
<u>Total Passenger Cars</u>	<b>5,858,336</b>	<b>\$8,109,273.95</b>
2. Trucks and all other two-axle vehicles	164,716	\$587,731.15
3. Three axle trucks; class two vehicles towing trailers; buses (13 or more pass.)	56,624	\$222,657.75
4. Four axle trucks and combinations - includes Class two vehicles towing two axle trailers	57,335	\$304,712.95
5. Five axle vehicles and combinations - includes all vehicles requiring Overlimit Permit	399,711	\$3,322,980.20
6. Six or more axle vehicles includes double-bottoms	62,348	\$490,298.60
<u>Total Commercial Vehicles</u>	<b>740,734</b>	<b>\$4,928,380.65</b>
<u>Totals</u>	<b>6,599,070</b>	<b>\$13,037,654.60</b>
Adjustments <sup>1</sup>		(\$160,584.73)
Subtotal		\$12,877,069.87
Commuter Plan Revenue		\$0.00
Gross Fare Revenue		\$12,877,069.87
(Less) Volume Discounts - Business Postpaid Plan		(\$178,915.18)
Family Discount Plan		(\$587,488.94)
<b>Net Fare Revenue</b>		<b>\$12,110,665.75</b>
Other Revenue		\$661,234.79
<b>TOTAL OPERATING REVENUE</b>		<b>\$12,771,900.54</b>

## 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: March 2022 and March 2021
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	Vehicles This Year 2022	Vehicles Last Year 2021	Revenue This Year 2022	Revenue Last Year 2021
April	6,180,396	3,173,403	\$10,569,877	\$6,173,531
May	7,130,571	4,503,022	\$12,051,931	\$8,166,185
June	8,087,833	5,834,747	\$13,614,839	\$10,116,617
July	9,171,545	7,202,500	\$15,395,780	\$12,350,250
August	9,178,356	7,686,561	\$15,443,144	\$13,062,819
September	7,931,806	6,927,957	\$13,318,995	\$11,787,250
October	7,852,539	6,911,110	\$13,250,080	\$11,774,369
November	6,641,728	5,426,253	\$12,707,271	\$9,289,556
December	6,465,790	5,287,331	\$12,240,378	\$8,868,054
January	5,499,648	5,146,360	\$10,647,694	\$8,770,905
February	5,552,914	4,769,244	\$10,736,830	\$8,128,806
March	6,623,936	5,980,371	\$12,771,901	\$10,106,977
<b>Totals</b>	<b>86,317,062</b>	<b>68,848,859</b>	<b>\$152,748,720</b>	<b>\$118,595,318</b>

## Notes:

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



**MAINE TURNPIKE AUTHORITY BALANCE SHEET - ASSETS**

As of March 2022

<b>REVENUE FUND</b>		
Cash & Cash Equivalents	\$27,453,735.56	
Change Fund	\$36,500.00	
ATM Cash Account	\$15,600.00	
Accounts Receivable (net of Accrued Volume Disc)	\$1,309,047.95	
Inter-Agency Receivables	\$5,168,233.05	
Miscellaneous Receivables	\$173,819.76	
Interest Receivable	\$3,679.64	
Prepaid Expenses	\$819,628.67	
Salt Inventory	\$899,752.05	
Fuel Inventory	\$228,271.09	<b>\$36,108,267.77</b>
<b>CAPITAL FUND</b>		
Series 2020 - Turnpike Projects	\$3,394,742.88	
Interest Receivable	\$831.37	
Prepaid Expenses	\$0.00	<b>\$3,395,574.25</b>
<b>DEBT SERVICE FUND</b>		
Series 2004 Interest	\$9,730.24	
Series 2004 Principal	\$849,133.07	
Series 2012 Interest	\$3,250,608.96	
Series 2012 Principal	\$7,630,264.59	
Series 2014 Interest	\$328,980.91	
Series 2014 Principal	\$1,481,173.83	
Series 2015 Interest	\$3,164,797.92	
Series 2015 Principal	\$7,970,249.04	
Series 2018 Interest	\$3,743,715.54	
Series 2018 Principal	\$4,511,418.63	
Series 2020 Interest	\$3,015,580.28	
Deferred Bond Issue Costs	\$181,433.05	
Interest - Investment Valuation	\$0.00	
Principal - Investment Valuation	\$0.00	
Interest Receivable	\$7,024.19	<b>\$36,144,110.25</b>
<b>DEBT SERVICE RESERVE FUND</b>		
DSRF Account	\$24,222,501.16	
DSRF Interest Receivable	\$4,732.23	<b>\$24,227,233.39</b>
<b>RESERVE MAINTENANCE FUND</b>		
Reserve Maintenance Account	\$75,798,431.05	
Workers Compensation Trust	\$3,306,936.44	
Miscellaneous Receivables	\$1,389,000.00	
Interest Receivable	\$14,717.82	
Prepaid Expenses	\$1,022,569.63	
Transponder Inventory	\$222,246.63	
Deferred Pension Outflows	\$5,788,896.00	
Deferred OPEB Outflows	\$4,465,923.00	<b>\$92,008,720.57</b>
<b>GENERAL RESERVE FUND</b>		
Interchange Account	\$19,944,001.70	
Improvement Account	\$70,955,701.19	
D.O.T. Provision Account	\$229.76	
Subordinated Debt - 2014 - DSF Interest Account	\$13,338.12	
Subordinated Debt - 2014 - DSF Principal Account	\$1,397,764.64	
Interest Receivable	\$18,647.32	<b>\$92,329,682.73</b>
<b>FIXED ASSETS</b>		
Construction In Progress	\$97,014,488.45	
Infrastructure Assets	\$593,370,584.65	
Land & Land Improvements	\$113,710,638.92	
Buildings & Leasehold Improvements	\$86,338,273.73	
Vehicles, Toll System, Computer & Other Equipment	\$134,805,500.29	
Intangible Assets	\$882,369.35	
Accumulated Depreciation	(\$128,459,752.43)	<b>\$897,662,102.96</b>
<b>TOTAL ASSETS</b>		<b>\$1,181,875,691.92</b>

**MAINE TURNPIKE AUTHORITY BALANCE SHEET - LIABILITIES & EQUITY**  
As of March 2022

<b>NON BOND LIABILITIES</b>		
Accounts Payable	\$5,883,567.63	
Retainage Payable	\$4,262,094.30	
Inter-Agency Payables	\$2,908,807.43	
Accrued Salaries & Payroll Taxes	\$365,512.90	
Accrued Employee Deductions	\$7,440.86	
Accrued Vacation & Sick Liability	\$4,201,060.71	
Accrued Workers Compensation Liability	\$1,360,887.19	
Sales Tax Payable	\$3,054.61	
Unearned Concession Revenue	\$471,529.00	
Unearned PPD Tolls - Business Accounts	\$1,976,940.34	
Unearned PPD Tolls - Individual Accounts	\$11,785,194.67	
Accrued Interest	\$6,489,397.48	
Accrued OPEB Liability	\$54,353,626.92	
Deferred OPEB Inflows	\$5,795,644.00	
Net Pension Liability	(\$1,102,845.00)	
Deferred Pension Inflows	\$16,221,843.00	<b>\$114,983,756.04</b>
<b>BONDS PAYABLE</b>		
<b>Series 2012 Revenue Bonds</b>		
Dated March 8, 2012 : Due July 1, 2014 through July 1, 2042		
Current Portion	\$7,620,000.00	
Long Term Portion	\$124,900,000.00	<b>\$132,520,000.00</b>
<b>Series 2014 Revenue Bonds</b>		
Dated July 31, 2014 : Due July 1, 2015 through July 1, 2024		
Current Portion	\$1,470,000.00	
Long Term Portion	\$3,170,000.00	<b>\$4,640,000.00</b>
<b>Series 2014 Special Obligation Bonds</b>		
Dated July 31, 2014 : Due July 1, 2019 through July 1, 2034		
Current Portion	\$1,385,000.00	
Long Term Portion	\$22,370,000.00	<b>\$23,755,000.00</b>
<b>Series 2015 Revenue Bonds</b>		
Dated April 2, 2015 : Due July 1, 2020 through July 1, 2038		
Current Portion	\$7,960,000.00	
Long Term Portion	\$127,800,000.00	<b>\$135,760,000.00</b>
<b>Series 2018 Revenue Bonds</b>		
Dated February 1, 2018 : Due July 1, 2024 through July 1, 2047		
Current Portion	\$0.00	
Long Term Portion	\$150,000,000.00	<b>\$150,000,000.00</b>
<b>Series 2020 Revenue Bonds</b>		
Dated November 18, 2020 : Due July 1, 2026 through July 1, 2050		
Current Portion	\$0.00	
Long Term Portion	\$130,000,000.00	<b>\$130,000,000.00</b>
Deferred Loss on Refunding (Net of Amortization)	(\$7,184,487.15)	<b>(\$7,184,487.15)</b>
<b>RETAINED REVENUES</b>		
Excess of Revenues over paid		
Expenditures: balance December 31, 2021	\$440,457,200.15	
MaineDOT Equity Transfers	(\$8,103,233.28)	
<b>INCOME</b>		
Net Revenues before Interest		
January 1, 2021 to December 31, 2021	\$13,318,085.49	
Interest Expense-Accrued and Paid (Year to date)	(\$6,224,197.50)	
Premium/Discount on Bonds (Net of Amortization)	\$57,953,568.17	<b>\$497,401,423.03</b>
<b>TOTAL LIABILITIES AND EQUITY</b>		<b>\$1,181,875,691.92</b>

MAINE TURNPIKE AUTHORITY  
COMPARISON OF 2022 ACTUAL AND BUDGETED EXPENSES

	March Actual	March Budget	\$ Variance	Percent Variance	YTD Actual	YTD Budget	YTD Prior Year	YTD Budget Variance \$	YTD Prior Yr Variance \$	Percent Variance	
										YTD Budget	YTD Last Yr
<b>Administration</b>											
Salaries	\$104,949	\$111,193	\$6,244	5.62%	\$282,400	\$322,819	\$242,308	\$80,419	(\$20,092)	18.72%	(8.29%)
All other	\$125,304	\$151,835	\$26,531	17.47%	\$368,363	\$472,687	\$310,175	\$104,323	(\$58,133)	22.07%	(18.76%)
Dept Total	\$230,254	\$263,028	\$32,774	12.46%	\$630,763	\$795,506	\$552,483	\$164,743	(\$78,280)	20.71%	(14.17%)
<b>Accounting, D.P.</b>											
Salaries	\$267,648	\$293,874	\$26,226	8.92%	\$770,442	\$853,182	\$703,939	\$82,740	(\$66,503)	9.70%	(9.45%)
All other	\$113,910	\$146,712	\$32,802	22.36%	\$346,049	\$436,295	\$319,079	\$90,246	(\$26,970)	20.68%	(8.45%)
Dept Total	\$381,558	\$440,586	\$59,028	13.40%	\$1,116,490	\$1,289,477	\$1,023,018	\$172,987	(\$93,473)	13.42%	(9.14%)
<b>Highway Maintenance</b>											
Salaries	\$591,274	\$562,000	(\$29,274)	(5.21%)	\$1,916,155	\$1,692,200	\$1,516,477	(\$223,955)	(\$399,678)	(13.23%)	(26.36%)
All other	\$468,208	\$404,257	(\$63,951)	(15.82%)	\$1,689,606	\$1,591,141	\$1,322,559	(\$88,455)	(\$367,047)	(6.19%)	(27.75%)
Dept Total	\$1,059,482	\$966,257	(\$93,225)	(9.65%)	\$3,605,761	\$3,283,341	\$2,839,036	(\$322,420)	(\$766,725)	(9.82%)	(27.01%)
<b>Garages</b>											
Salaries	\$99,755	\$126,150	\$26,395	20.92%	\$320,457	\$375,510	\$348,655	\$55,053	\$28,197	14.66%	8.09%
All other	\$280,244	\$239,458	(\$40,786)	(17.03%)	\$860,605	\$841,124	\$604,372	(\$19,481)	(\$256,233)	(2.32%)	(42.40%)
Dept Total	\$379,998	\$365,608	(\$14,390)	(3.94%)	\$1,181,062	\$1,216,634	\$953,026	\$35,572	(\$222,036)	2.92%	(23.93%)
<b>Fare Collection</b>											
Salaries	\$718,282	\$946,860	\$228,578	24.14%	\$2,276,810	\$2,696,580	\$2,173,339	\$419,770	(\$103,471)	15.57%	(4.76%)
All other	\$293,055	\$371,174	\$78,119	21.05%	\$873,538	\$1,142,166	\$880,312	\$268,628	\$6,774	23.52%	0.77%
Dept Total	\$1,011,337	\$1,318,034	\$306,697	23.27%	\$3,150,348	\$3,838,746	\$3,053,651	\$688,398	(\$96,697)	17.93%	(3.17%)
<b>Special Services, Patrol</b>											
Salaries	\$41,692	\$58,210	\$16,518	28.38%	\$131,241	\$159,800	\$130,471	\$28,559	(\$769)	17.87%	(0.59%)
All other	\$706,195	\$864,273	\$158,078	18.29%	\$1,716,939	\$2,040,643	\$2,002,839	\$323,705	\$285,901	15.86%	14.27%
Dept Total	\$747,887	\$922,483	\$174,596	18.93%	\$1,848,179	\$2,200,443	\$2,133,310	\$352,264	\$285,131	16.01%	13.37%
<b>Building Maintenance</b>											
Salaries	\$52,319	\$60,869	\$8,550	14.05%	\$145,435	\$176,717	\$116,450	\$31,282	(\$28,985)	17.70%	(24.89%)
All other	\$50,501	\$55,363	\$4,862	8.78%	\$125,459	\$166,102	\$129,415	\$40,643	\$3,956	24.47%	3.06%
Dept Total	\$102,820	\$116,232	\$13,412	11.54%	\$270,894	\$342,819	\$245,865	\$71,925	(\$25,029)	20.98%	(10.18%)
Total Salaries	\$1,875,919	\$2,159,156	\$283,237	13.12%	\$5,822,939	\$6,276,808	\$5,231,539	\$453,869	(\$591,300)	7.23%	(11.30%)
Total Other	\$2,037,417	\$2,233,072	\$195,555	8.76%	\$5,980,558	\$6,690,158	\$5,568,751	\$709,600	(\$411,808)	10.61%	(7.39%)
	\$3,913,336	\$4,392,228	\$478,892	10.90%	\$11,803,497	\$12,966,966	\$10,800,389	\$1,163,469	(\$1,003,108)	8.97%	(9.29%)