



CAPE COD REGIONAL TRANSIT AUTHORITY

Advisory Board Budget Committee CCRTA Fiscal Year 2022 Budget

Last Updated: 4/28/2021

ADVISORY BOARD BUDGET COMMITTEE REVIEW

February 26, 2021 - Week Ending (1st Draft Budget Distribution)

March 26, 2021 - Week Ending (2nd Draft Budget Distribution)

April 5, 2021 (1st Draft Budget Presentation)

April 20, 2021 (2nd Draft Budget Presentation - if determined needed)

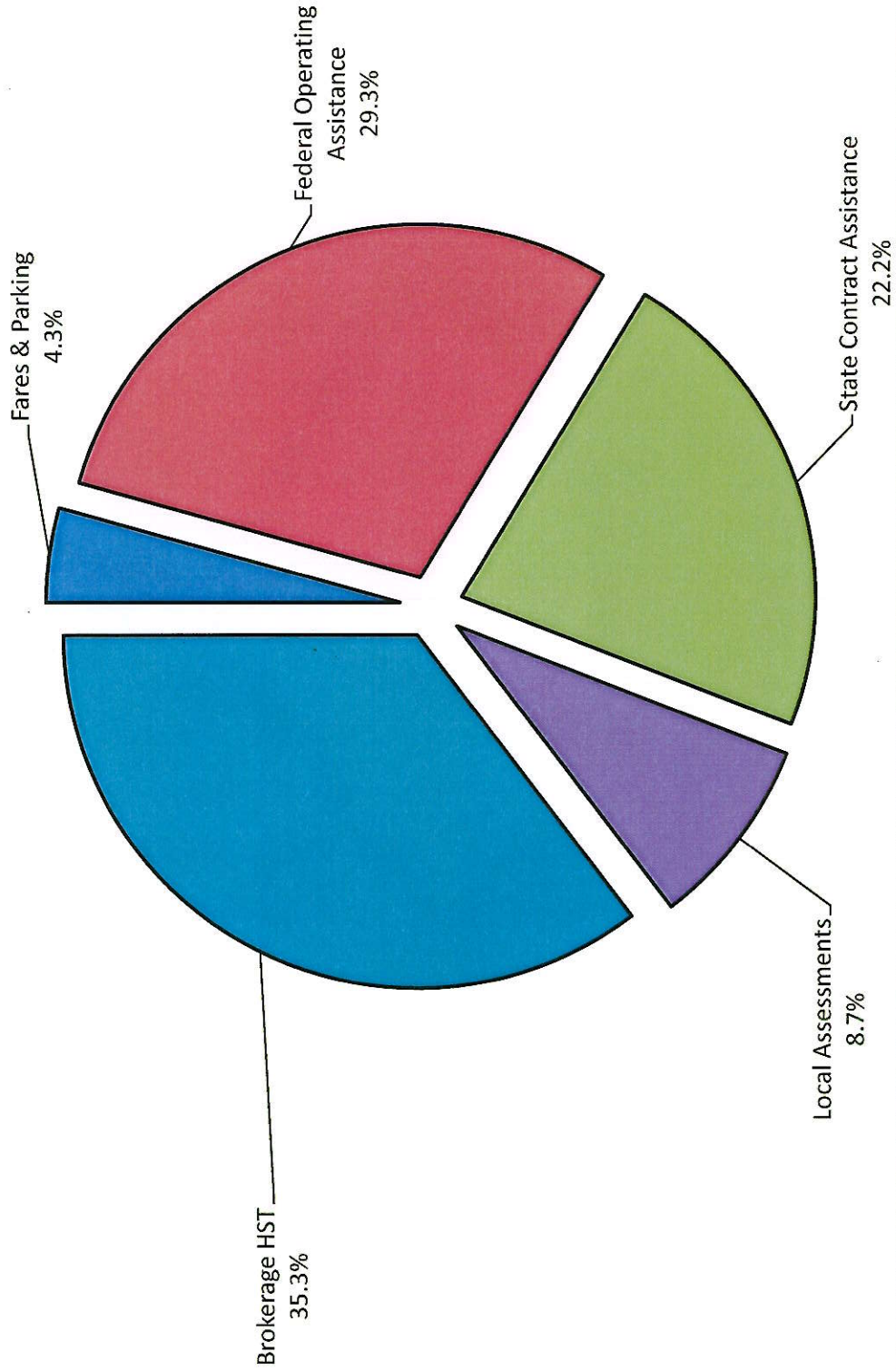
ADVISORY BOARD VOTE ON CCRTA FY2022 BUDGET

APPROVED: April 28, 2021 - Advisory Board Vote - Video Conferencing

CAPE COD REGIONAL TRANSIT AUTHORITY
WHERE DOES EACH DOLLAR THE CCRTA RECEIVES COME FROM?
FY2021 Actual/Projected Revenue and FY2022 Projected Revenue
Last Updated: 4/28/2021

| | FY2021 Budget Projected Revenue | FY2021 Budget Projected Revenue | FY2022 Budget Projected Revenue | FY2022 Budget Projected Revenue |
|--|--|--|--|--|
| | \$ | % of Total | \$ | % of Total |
| Fares, Parking & Other: | | | | |
| Fares: Fixed Route & Demand Response | 674,935 | | 707,524 | |
| Cape Flyer | 59,400 | | 59,400 | |
| HTC Parking & Other Revenue | 269,020 | | 250,016 | |
| Sub-Total | 1,003,355 | 4.4% | 1,016,940 | 4.3% |
| Federal Operating Assistance: | | | | |
| Section 5307 & 5339 Operating Assistance | 6,567,915 | | 6,892,038 | |
| Sub-Total | 6,567,915 | 29.0% | 6,892,038 | 29.3% |
| State Contract Assistance: | | | | |
| State Net Cost of Service Funding | 5,170,501 | | 5,226,234 | |
| Sub-Total | 5,170,501 | 22.8% | 5,226,234 | 22.2% |
| Local Assessments: | | | | |
| Local Assessments | 1,963,334 | | 2,052,417 | |
| Sub-Total | 1,963,334 | 8.7% | 2,052,417 | 8.7% |
| Brokerage (Human Service Transportation - HST): | | | | |
| Brokerage Revenues | 7,306,073 | | 7,674,481 | |
| Brokerage Management Fee & Incentive | 628,725 | | 628,725 | |
| Sub-Total | 7,934,799 | 35.0% | 8,303,206 | 35.3% |
| GRAND TOTAL | 22,639,905 | 100% | 23,490,836 | 100% |

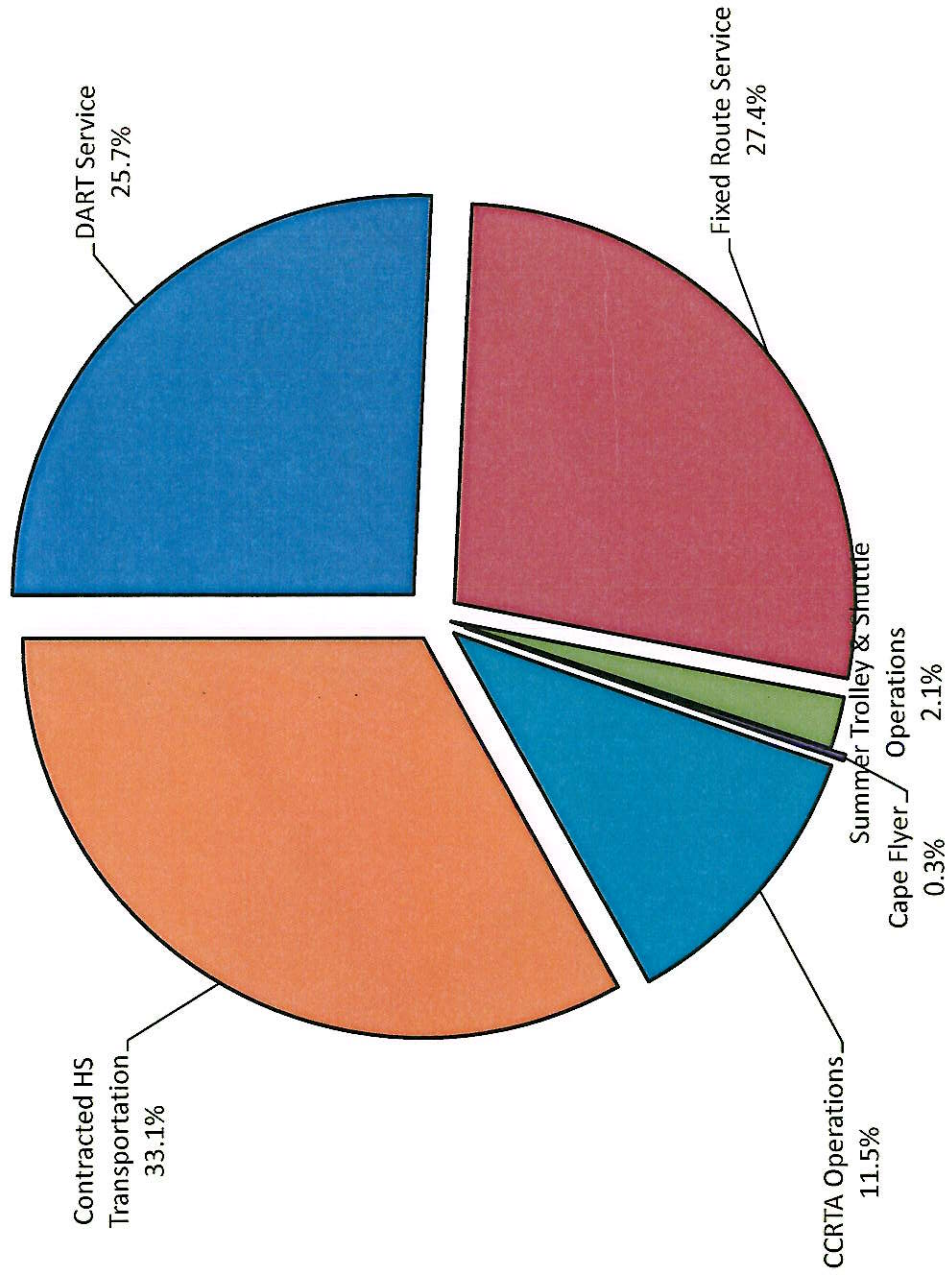
FY2022 - WHERE DOES EACH DOLLAR THE CCRTA RECEIVES COME FROM?



CAPE COD REGIONAL TRANSIT AUTHORITY
WHERE DOES EACH DOLLAR THE CCRTA SPENDS GO?
FY2021 Actual/Projected Expenses and FY2022 Projected Expenses
Last Updated: 4/28/2021

| | FY2021 Budget Projected Expenses \$\$ | FY2021 Budget Projected Expenses % of Total | FY2022 Budget Projected Expenses \$\$ | FY2022 Budget Projected Expenses % of Total |
|---|---|---|---|---|
| DART Service: | | | | |
| Dial-A-Ride Transit Service | 5,889,767 | 26.0% | 6,037,011 | 25.7% |
| Fixed Route Services: | | | | |
| Fixed Route Services | 6,266,233 | 27.7% | 6,426,783 | 27.4% |
| Summer Trolleys: | | | | |
| Summer Trolley & Shuttle Operations | 483,352 | 2.1% | 495,436 | 2.1% |
| Cape Flyer: | | | | |
| Cape Flyer | 59,400 | 0.3% | 59,400 | 0.3% |
| CCRTA Operations: | | | | |
| CCRTA Operations | 2,545,672 | 11.2% | 2,692,896 | 11.5% |
| Contracted Human Service Transportation: | | | | |
| Human Service Transportation DART | 281,111 | | 309,222 | |
| Human Service Transportation Vendor | 7,114,370 | | 7,470,088 | |
| Sub-Total | 7,395,481 | 32.7% | 7,779,310 | 33.1% |
| GRAND TOTAL | 22,639,905 | 100% | 23,490,836 | 100% |

FY2022 - WHERE DOES EACH DOLLAR THE CCRTA SPENDS GO?



Cape Cod Regional Transit Authority
FY 2022 Budget Worksheet

Operating Revenues

| | FY20 Budget | FY20 Actual | FY21 Budget | FY21 7-Mth Act. | FY21 Projection | FY22 Budget | FY22 Bdg't compared to: FY21 Proj. \$\$. variance | FY22 Bdg't compared to: FY21 Proj. % variance |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---|---|
| Revenues from Transportation Operations | | | | | | | | |
| Year-Round Operations | | | | | | | | |
| DART - Dial a Ride Transportation | \$418,473 | \$321,658 | \$348,030 | \$125,631 | \$215,368 | \$220,752 | \$5,384 | 2.5% |
| Fixed Route; Flex; BHT; Special Serv. | \$681,536 | \$595,158 | \$518,964 | \$212,069 | \$375,942 | \$385,341 | \$9,399 | 2.5% |
| Summer Operations | | | | | | | | |
| Trolleys and Shuttles | \$272,394 | \$227,163 | \$246,499 | \$53,728 | \$83,625 | \$101,431 | \$17,806 | 21.3% |
| | \$1,372,403 | \$1,103,978 | \$1,113,493 | \$391,428 | \$674,935 | \$707,524 | \$32,589 | 4.8% |
| Revenues from Cape Flyer Operations (Fares & Advertising) | \$59,400 | \$3,128 | \$59,400 | \$215 | \$59,400 | \$59,400 | \$0 | 0.0% |
| Revenues from CCRTA Administrative Operations | | | | | | | | |
| Parking | \$310,000 | \$190,137 | \$214,350 | \$120,719 | \$179,018 | \$180,808 | \$1,790 | 1.0% |
| Leasing & Other | \$69,700 | \$62,917 | \$53,999 | \$85,097 | \$90,003 | \$89,209 | -\$20,794 | -23.1% |
| | \$379,700 | \$253,054 | \$268,349 | \$205,816 | \$269,020 | \$250,016 | -\$19,004 | -7.1% |
| Revenues from Federal Operating Assistance | | | | | | | | |
| * 5307 & 5339 Operating Assistance | \$6,613,904 | \$6,354,788 | \$7,579,426 | \$3,722,565 | \$6,567,915 | \$6,892,038 | \$324,123 | 4.9% |
| | \$6,613,904 | \$6,354,788 | \$7,579,426 | \$3,722,565 | \$6,567,915 | \$6,892,038 | \$324,123 | 4.9% |
| Revenues from State Contract Assistance & Local Assessments | | | | | | | | |
| ** State Contract Assistance | \$4,871,402 | \$4,944,891 | \$4,769,458 | \$3,481,068 | \$5,170,501 | \$5,226,234 | \$55,733 | 1.1% |
| Local Assessments | \$1,915,448 | \$1,910,194 | \$1,963,334 | \$1,132,047 | \$1,963,334 | \$2,052,417 | \$89,083 | 4.5% |
| | \$6,786,850 | \$6,855,085 | \$6,732,792 | \$4,613,115 | \$7,133,835 | \$7,278,651 | \$144,816 | 2.0% |
| Sub-Total Revenues (Excluding HST Brokerage) | \$15,212,258 | \$14,570,033 | \$15,753,460 | \$8,933,139 | \$14,705,106 | \$15,187,630 | \$482,524 | 3.3% |
| Revenues from Human Service Transportation Operations | | | | | | | | |
| Brokerage (Includ. Incentive Fee) | \$11,601,721 | \$9,517,545 | \$11,180,618 | \$3,893,336 | \$7,306,073 | \$7,674,481 | \$368,408 | 5.0% |
| Brokerage Mgt Fee | \$595,000 | \$616,398 | \$616,398 | \$366,756 | \$628,725 | \$628,725 | \$0 | 0.0% |
| | \$12,196,721 | \$10,133,943 | \$11,797,015 | \$4,260,092 | \$7,934,799 | \$8,303,206 | \$368,408 | 4.6% |
| Grand Total Revenues (Including HST Brokerage) | \$27,408,978 | \$24,703,976 | \$27,550,475 | \$13,193,232 | \$22,639,905 | \$23,490,836 | \$850,931 | 3.8% |

Footnotes

- The FY22 Local Assessment average above the standard 2 1/2% is attributable to the new Buzzards Bay Connector transit service.
- * Federal Operating Assistance includes CARES Act and CRRSAA federal stimulus funding under the FTA 5307 program
- ** State Contract Assistance (SCA) for FY21 and FY22 includes one-time discretionary funding (see page 32 for additional revenue category line item details under SCA).

Cape Cod Regional Transit Authority
FY 2022 Budget Worksheet

Operating Expenses & Reserves

| | FY20 Budget | FY20 Actual | FY21 Budget | FY21 7-Mth Act. | FY21 Projection | FY22 Budget | FY22 Bdtg compared to: FY21 Bdtg \$& variance | FY22 Bdtg compared to: FY21 Proj. \$& variance | FY22 Bdtg compared to: FY21 Proj. % variance |
|---|--------------|--------------|--------------|-----------------|-----------------|--------------|---|--|--|
| Operating Expenses & Reserves | | | | | | | | | |
| Year-Round Operations | | | | | | | | | |
| DART - Dial a Ride Transportation | \$6,106,369 | \$5,501,983 | \$6,181,793 | \$3,435,697 | \$5,889,767 | \$6,037,011 | -\$144,782 | \$147,244 | -2.3% |
| Fixed Route; Flex; BHT; Special Serv. | | | | | | | | | |
| Villager | \$622,942 | \$534,455 | \$587,800 | \$318,281 | \$545,624 | \$559,264 | -\$28,535 | \$13,641 | -4.9% |
| Crosstown (formerly Loop) | \$276,290 | \$278,883 | \$280,998 | \$172,616 | \$295,914 | \$303,311 | \$42,313 | \$7,398 | 16.2% |
| H2O | \$1,331,929 | \$1,350,032 | \$1,340,648 | \$968,826 | \$1,390,533 | \$1,425,297 | \$84,649 | \$34,763 | 6.3% |
| Sealine | \$1,321,547 | \$1,374,632 | \$1,389,414 | \$986,830 | \$1,415,871 | \$1,451,268 | \$61,855 | \$35,397 | 4.5% |
| Sandwich Line | \$343,307 | \$378,507 | \$386,306 | \$350,056 | \$600,096 | \$615,099 | \$248,793 | \$15,002 | 67.9% |
| Bourne Run (+ Buzzard Bay added serv.) | \$479,723 | \$502,262 | \$708,878 | \$493,042 | \$845,215 | \$866,346 | \$157,468 | \$21,130 | 22.2% |
| Flex Route | \$1,090,142 | \$1,038,824 | \$1,108,014 | \$764,627 | \$1,133,409 | \$1,161,744 | \$53,730 | \$28,335 | 4.8% |
| Boston Hospital Trips (BHT) | \$124,558 | \$79,420 | \$128,128 | \$23,082 | \$39,570 | \$40,559 | -\$87,569 | \$989 | -68.3% |
| Special Services | \$3,894 | \$0 | \$3,894 | \$0 | \$0 | \$3,894 | \$0 | \$3,894 | 0.0% |
| | \$5,594,332 | \$5,537,015 | \$5,894,080 | \$4,077,360 | \$6,266,233 | \$6,426,783 | \$532,703 | \$160,550 | 9.0% |
| Summer Operations | | | | | | | | | |
| Provincetown-Thuro | \$316,236 | \$305,297 | \$334,837 | \$196,114 | \$333,133 | \$341,461 | \$6,624 | \$8,328 | 2.0% |
| Falmouth/WHOOSH Trolley | \$193,073 | \$92,766 | \$154,472 | \$53,893 | \$102,982 | \$105,556 | -\$48,916 | \$2,575 | -31.7% |
| Hyannis Trolley | \$77,200 | \$41,525 | \$64,584 | \$27,276 | \$47,238 | \$48,419 | -\$16,164 | \$1,181 | -25.0% |
| | \$586,508 | \$439,588 | \$553,893 | \$277,282 | \$483,352 | \$495,436 | -\$58,456 | \$12,084 | -10.6% |
| CAPE Flyer | \$59,400 | \$18,854 | \$59,400 | \$37,586 | \$59,400 | \$59,400 | \$0 | \$0 | 0.0% |
| Transit Authority Operations & Reserves | | | | | | | | | |
| Operations | \$2,534,377 | \$2,617,506 | \$2,502,823 | \$1,348,402 | \$2,445,672 | \$2,502,896 | \$73 | \$57,224 | 0.0% |
| CCRTA Cash Reserve | \$90,000 | \$0 | \$90,000 | \$0 | \$0 | \$90,000 | \$0 | \$90,000 | 0.0% |
| OPEB Reserve Contribution | \$10,000 | \$100,000 | \$10,000 | \$0 | \$100,000 | \$100,000 | \$90,000 | \$0 | 900.0% |
| | \$2,634,377 | \$2,717,506 | \$2,602,823 | \$1,348,402 | \$2,545,672 | \$2,692,896 | \$90,073 | \$147,224 | 3.5% |
| Sub-Total Expenses (Excluding HST Brokerage) | \$14,980,987 | \$14,214,946 | \$15,291,987 | \$9,176,329 | \$15,244,424 | \$15,711,526 | \$419,538 | \$467,102 | 2.7% |
| Brokerage HST Purchased Transportation | \$12,427,992 | \$10,489,029 | \$12,258,488 | \$4,016,903 | \$7,395,481 | \$7,779,310 | -\$4,479,178 | \$383,830 | -36.5% |
| Grand Total Expenses (Including HST Brokerage) | \$27,408,978 | \$24,703,976 | \$27,550,475 | \$13,193,232 | \$22,639,905 | \$23,490,836 | -\$4,059,639 | \$850,931 | -14.7% |

Footnotes

- The FY21 & FY22 budgets for the Sandwich Line and Bourne Run reflects added transit service and related shared costs attributable to the addition of the Buzzards Bay Connector service, funded, in part, through a MassDOT discretionary grant.