

QUARTERLY FINANCIAL AND PERFORMANCE REPORT



MOVING YOU

May 2018

1st Quarter 2018 Financial and Performance Report

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Executive Summary

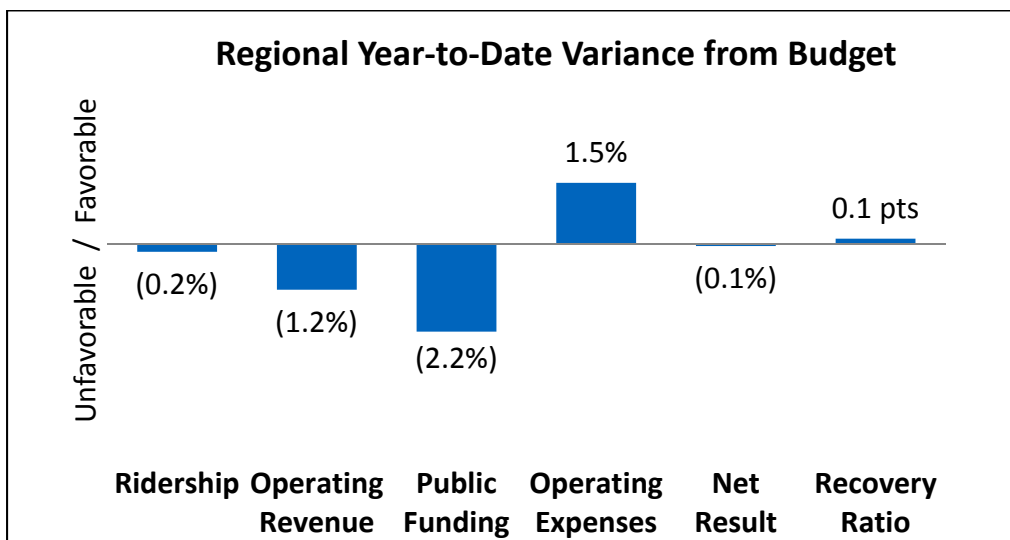
The size of the Chicago-area labor force decreased by 12,500 in the first quarter, while employment in the region decreased by 6,900 jobs. As a result, the unemployment rate decreased to 5.0%.

RTA system year-to-date ridership was 138.3 million, 0.2% under budget and about 4% lower than prior year. Metra and Pace recorded unfavorable ridership, while CTA and ADA Paratransit ridership was favorable to budget.

First quarter operating revenue was \$3.2 million, or 1.2%, unfavorable to budget, due to the combined effect of unfavorable fare revenue from the lower ridership and the lower level of State reduced fare reimbursement. ADA Paratransit was the only Service Board with a favorable operating revenue result. February sales tax, prior to the 2% surcharge, is expected to be about 1% higher than prior year. This result is 4% lower than budget, contributing to an unfavorable year-to-date public funding variance of \$7.8 million, or 2.2%.

At the regional level, year-to-date operating expenses were \$10.6 million or 1.5% favorable to budget. Each Service Board reported a favorable total expense variance through the first quarter, although each Service Board also had an unfavorable result in fuel expense due to both higher prices and increased consumption. Favorable first quarter expense results for each Service Board were not enough to offset the unfavorable public funding and operating revenue, producing a net result which was \$0.4 million unfavorable to budget. The regional recovery ratio of 48.0% is favorable to budget by 0.1 percentage points. The operating deficits of Metra, Pace Suburban Service, and ADA Paratransit were favorable to budget, while CTA’s operating deficit was only 0.8% unfavorable.

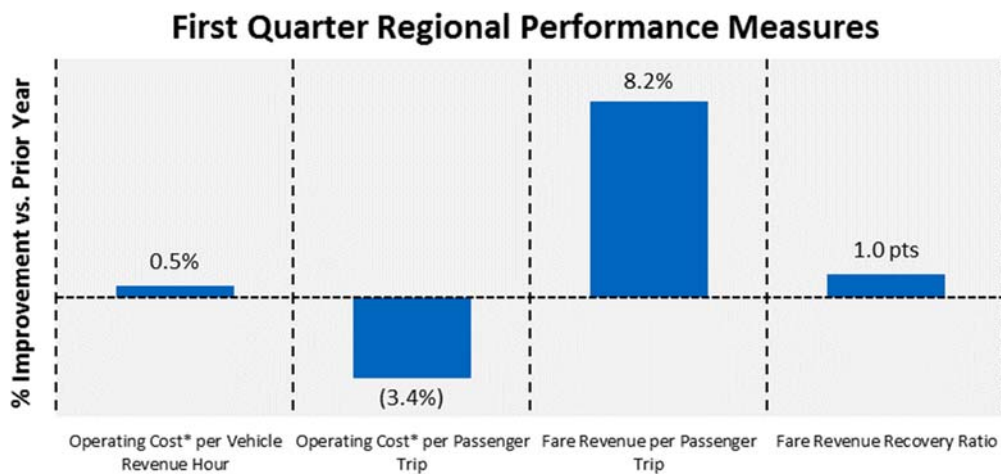
Accordingly, staff recommends that each Service Board, ADA Paratransit, and the region as a whole be found in substantial accordance with budget through the first quarter. The following chart provides an overview of regional results.



Bars below the line indicate unfavorable results and bars above the line indicate favorable results.

Regional performance measures for the first quarter of 2018 show improvement for three measures compared to 2017 and worse performance for one measure. After adjusting operating costs for inflation, regional operating costs were 0.7%, or \$4.75M, lower compared to the first quarter of 2017. Lower operating cost and roughly equal service hours resulted in an operating cost per vehicle revenue hour that was 0.5% or \$0.85 lower (more favorable) compared to 2017. First quarter ridership for 2018 was down 4.0% compared to 2017, resulting in a 2018 inflation-adjusted operating cost per passenger trip of \$4.94, which was \$0.16 or 3.4% higher compared to 2017. System-wide first quarter fare revenue was up 3.9% compared to 2017; taking the ridership decrease into account, the regional average fare paid was 8.2%, or \$0.13 higher compared to 2017. The fare revenue recovery ratio of 34.5% was 1.0 percentage point higher compared to 2017.

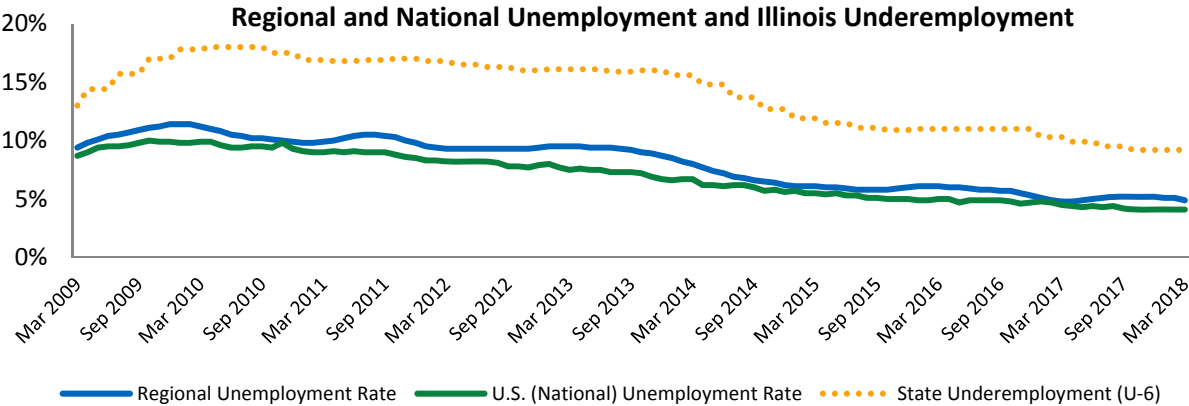
The chart below shows the year-to-date percentage improvement for each performance measure compared to last year. Bars above the line show improving trends while bars below the line show unfavorable trends.



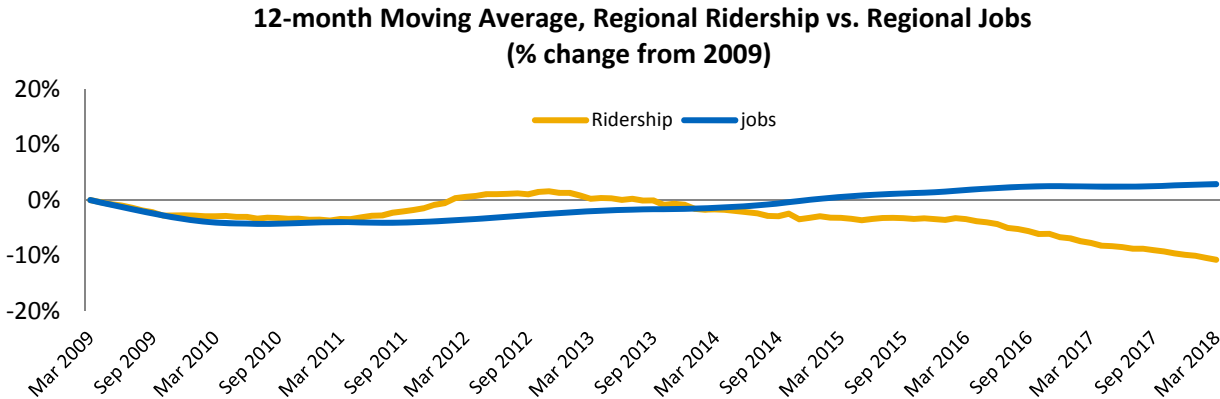
*Operating costs adjusted for inflation

Environmental Factors

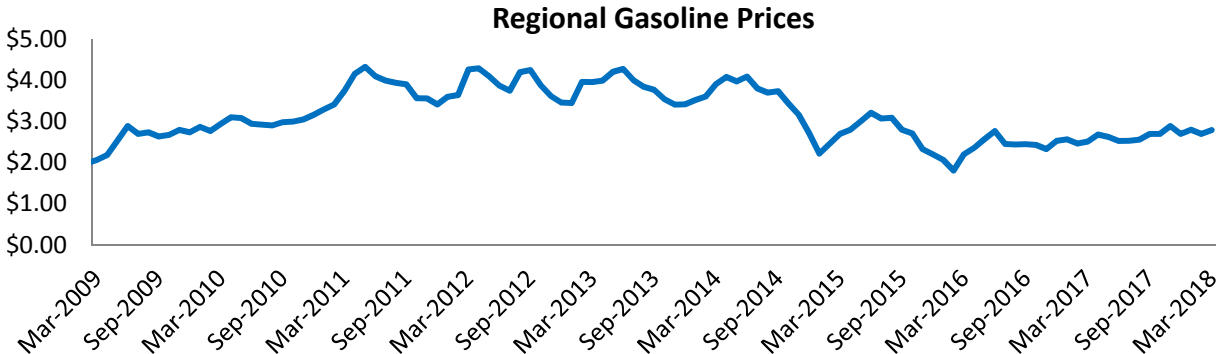
Regional unemployment decreased to 5%, down from 5.2% in the fourth quarter of 2017 while labor force, labor force participation, and employment all decreased. Regional jobs decreased by 6,900 from the prior quarter while the labor force decreased by 12,500 during this period. State-wide underemployment, or U-6 rate, stayed flat at 9.2%.



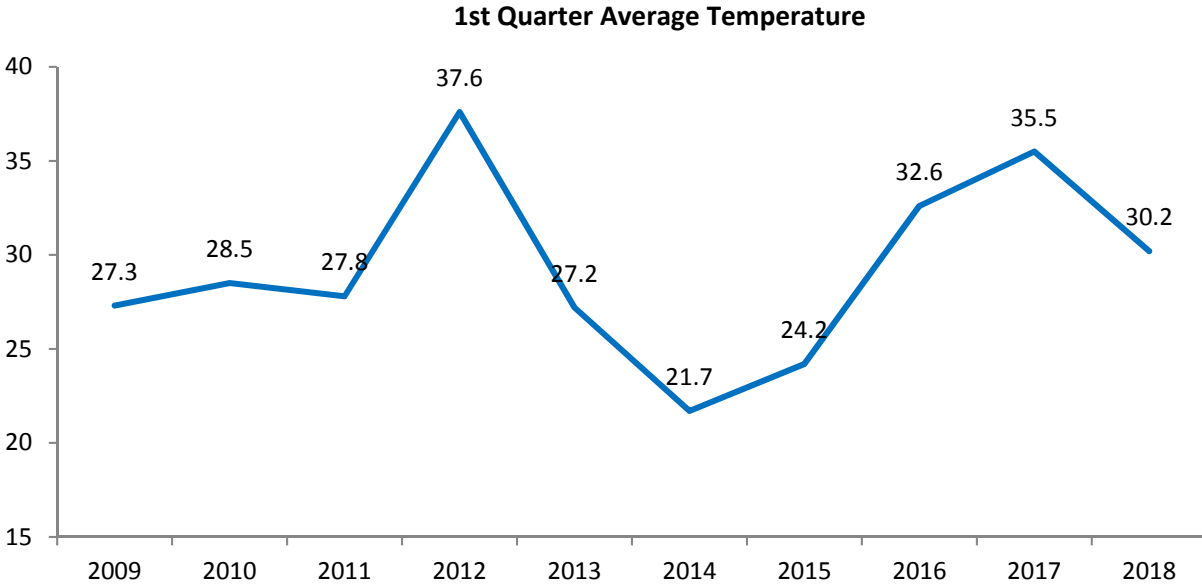
While the twelve-month moving average of regional jobs is 2.8% higher than 2009, ridership is now 10.4% below 2009 levels. The twelve-month moving average of regional jobs was 0.4% higher than the first quarter of 2017.



The average price per gallon of gas in the Chicago region during the first quarter of 2018 was \$2.76, up 25 cents from the first quarter of 2017.



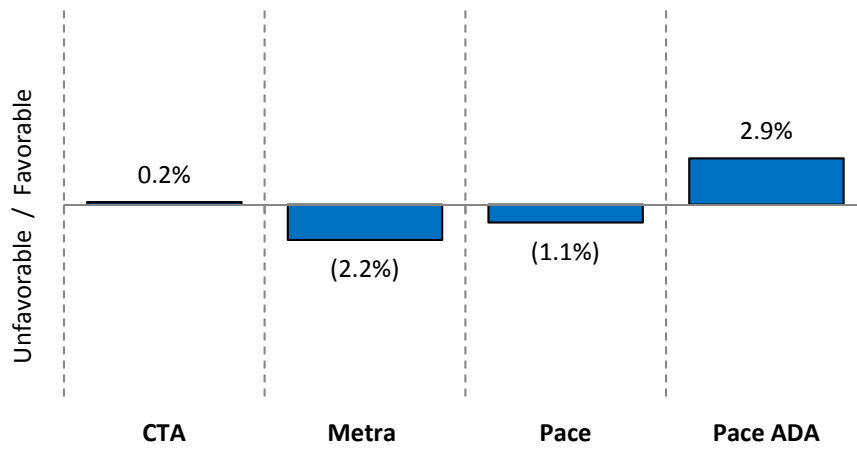
The average temperature in the first quarter of 2018 was 30.2 degrees, 5.3 degrees cooler than 2017 but 0.9 degrees warmer than the ten-year average.



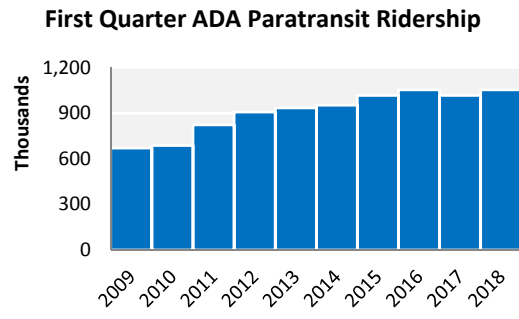
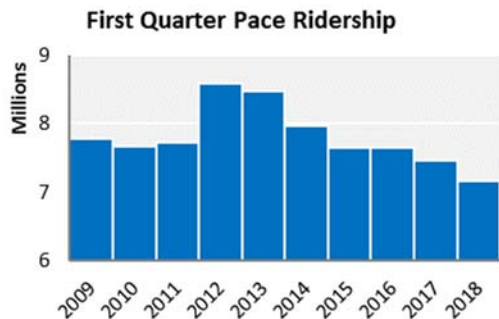
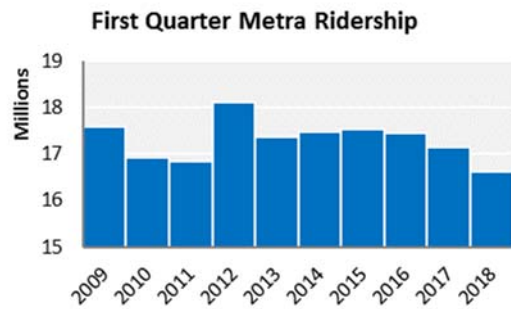
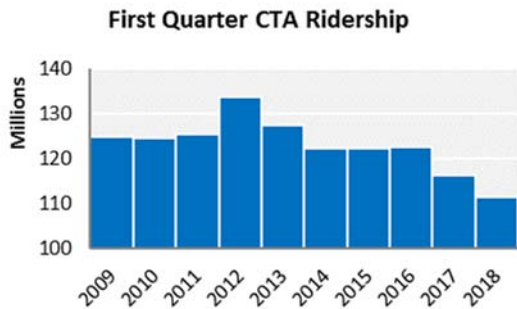
Ridership

RTA system ridership was unfavorable to budget by 0.2% through March and down 4.1% compared to prior year. The system recorded 138.3 million unlinked passenger trips, which was 0.3 million trips unfavorable to budget. All Service Boards except CTA and ADA paratransit recorded unfavorable to budget results.

Ridership Variance to Budget

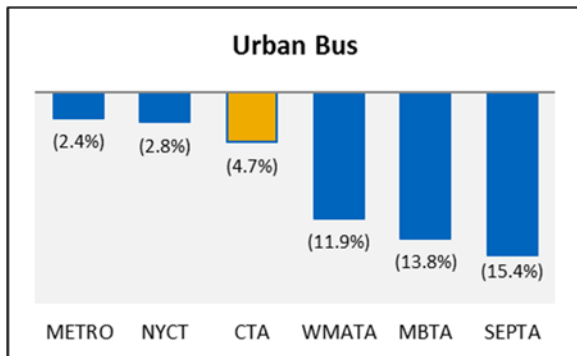


The charts below show the first quarter NTD ridership for each Service Board for the last ten years.



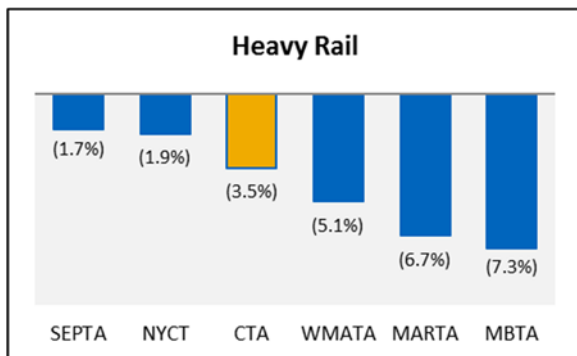
Ridership: Peer Comparison for CTA and Metra

The following peer comparisons examine the percent change in ridership for the first quarter of 2018, by mode, in comparison to 2017 first quarter ridership. The data are provided by the National Transit Database (NTD). CTA bus experienced a ridership decrease of 4.7%, CTA rail was down 3.5%, and Metra ridership was down 3.1%.



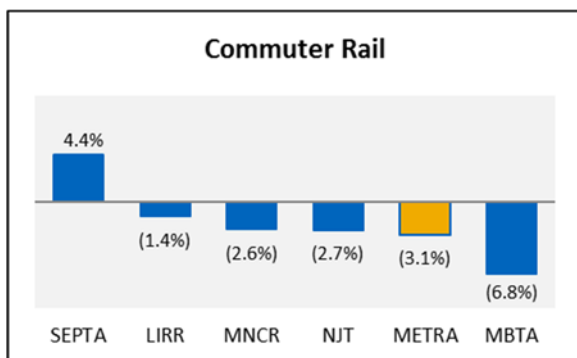
CTA bus peers include:

- METRO (Los Angeles)
- NYCT (New York)
- WMATA (Washington, DC)
- MBTA (Boston)
- SEPTA (Philadelphia)
- Peer average: -9.3%



CTA rail peers include:

- SEPTA (Philadelphia)
- NYCT (New York City)
- WMATA (Washington, DC)
- MARTA (Atlanta)
- MBTA (Boston)
- Peer average: -4.5%

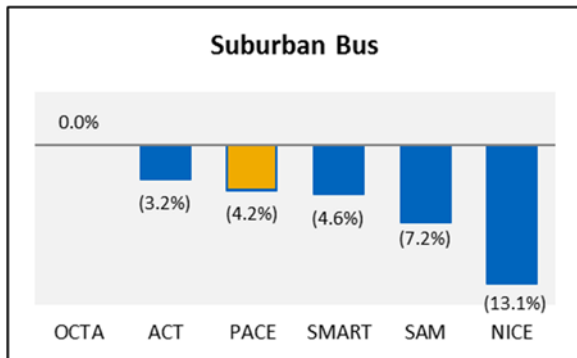


Metra's peers include:

- SEPTA (Philadelphia)
- LIRR (Long Island, New York)
- MNCR (New York/Connecticut)
- NJT (New Jersey/New York)
- MBTA (Boston)
- Peer average: -1.8%

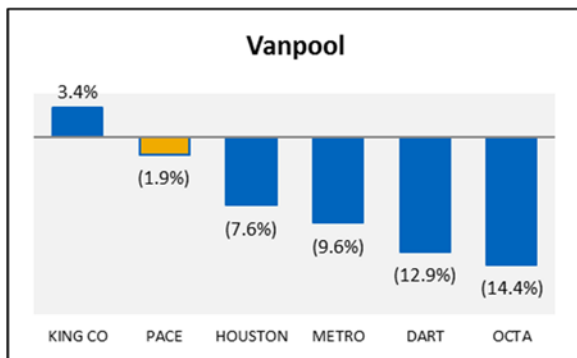
Ridership: Peer Comparison for Pace

Pace bus and vanpool saw annual ridership decreases of 4.2% and 1.9%, respectively, while ADA Paratransit ridership saw a 3.6% improvement.



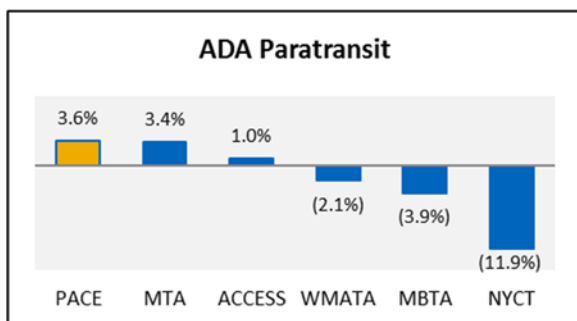
Pace bus peers include:

- OCTA (Orange County, CA)
- ACT (Oakland Area)
- SMART (Detroit)
- SAM (San Francisco Bay Area)
- NICE (Nassau County, NY)
- Peer average: -5.6%



Pace vanpool peers include:

- King Co (Seattle)
- Houston
- METRO (Los Angeles)
- DART (Dallas)
- OCTA (Orange County, CA)
- Peer average: -8.2%



ADA Paratransit peers include:

- MTA (Baltimore)
- ACCESS (Los Angeles)
- WMATA (Washington, DC)
- MBTA (Boston)
- NYCT (New York City)
- Peer average: -2.7%

Operating Revenue and Public Funding

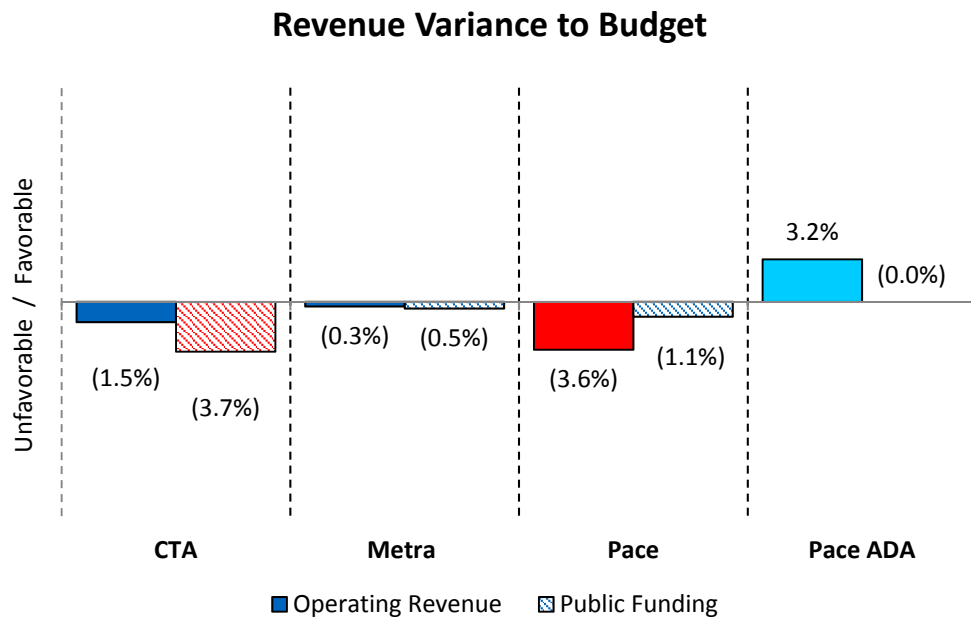
Operating revenue for the region was \$3.2 million or 1.2% unfavorable to budget through March due to revenue shortfalls at CTA, Metra, and Pace Suburban Service. Public funding was \$7.8 million or 2.2% unfavorable to budget through March, driven by unfavorable RETT and PTF results.

CTA’s operating revenue was \$2.5 million or 1.5% unfavorable to budget through the first quarter due to lagging ancillary revenue and \$3.5 million less-than-anticipated in reduced fare funding from the State. CTA’s public funding was unfavorable by \$6.9 million or 3.7% due to weak RETT and PTF results.

Metra’s operating revenue was \$0.3 million or 0.3% unfavorable to budget through the first quarter due to lagging fare revenue and \$0.4 million in unfavorable reduced fare funding. Ancillary revenue, however, was \$1.0 million, or 11.7% favorable to budget. Metra’s public funding results were \$0.4 million or 0.5% unfavorable to budget due to unfavorable PTF results.

Pace’s operating revenue was \$0.5 million or 3.6% unfavorable to budget through March due to unfavorable fare revenue. Ancillary revenue was \$0.2 million or 4.2% favorable to budget. Pace’s public funding was \$0.4 million or 1.1% unfavorable to budget due to unfavorable PTF results.

Pace ADA Paratransit operating revenue was \$0.1 million or 3.2% favorable to budget through March as a result of favorable other revenue from RTA certification trip reimbursements. Pace ADA’s public funding results of \$41.3 million were at budget.



Expenses

Total Service Board operating expenses of \$678.6 million were \$10.6 million or 1.5% favorable to budget through March. However, fuel expenses were unfavorable at each Service Board, by a total of \$2.0 million.

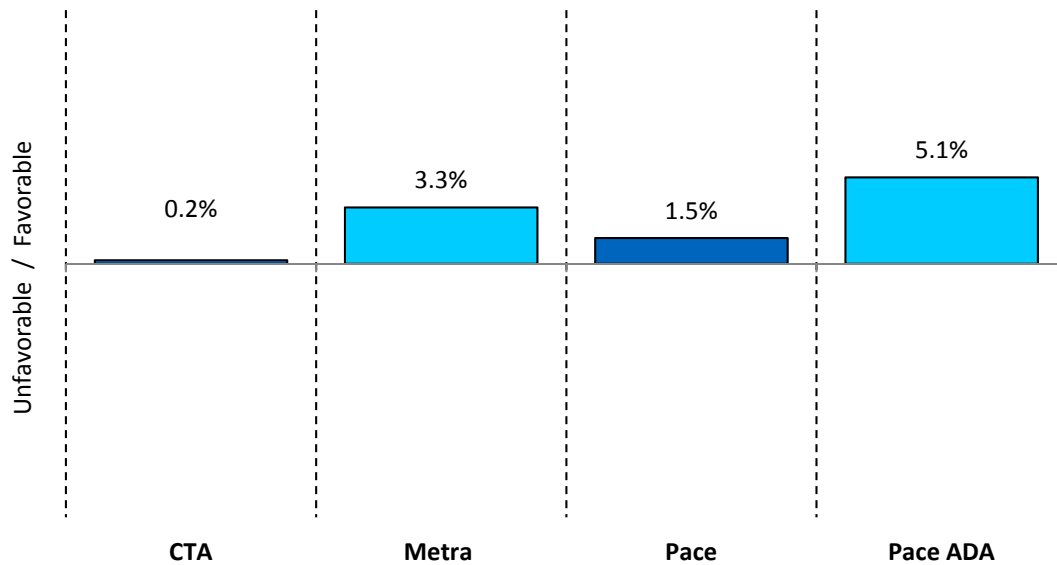
CTA’s total expenses were \$0.8 million or 0.2% favorable to budget due to favorable results in Power, Security and Other expenses. Labor and Fuel were both 1.3% unfavorable, and Material was 1% unfavorable.

Metra’s total expenses came in at \$6.8 million or 3.3% favorable to budget. Positive results were recorded in every expense category except Fuel and Power. Fuel was 10.8% unfavorable, and Power was 7.3% unfavorable. Insurance/Claims was the most favorable category, coming in at 33.8% below budget.

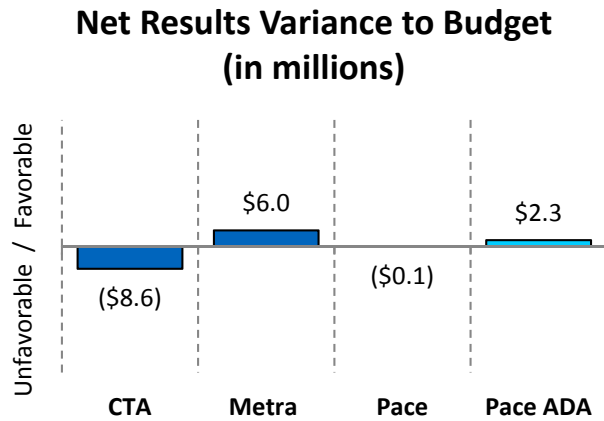
Pace’s total expenses were \$0.9 million or 1.5% favorable to budget due to favorable variances in Operations (4.8%), and Administration (19.6%). Insurance was unfavorable by \$2.1 million, or 25.1%, and Fuel was unfavorable by \$0.4 million. Pace does not lock its fuel expense in advance, so they are susceptible to increases in the price of diesel fuel.

ADA Paratransit’s total expenses were 5.1% favorable to budget, due to favorable results in all categories except Fuel. Insurance led the way at 30.1% favorable, while Fuel was 5.3% unfavorable.

Operating Expense Variance to Budget

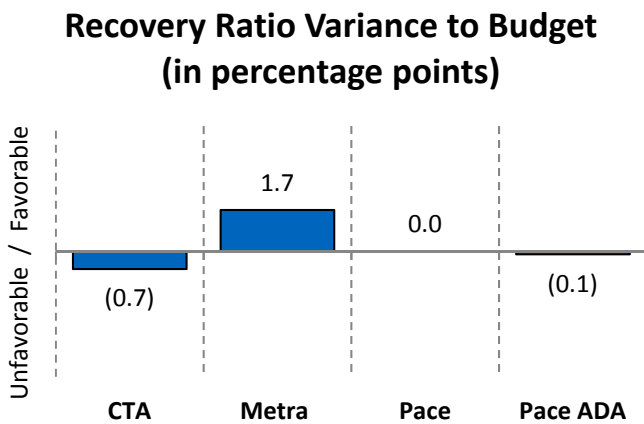


Net Results



Operating expenses were not favorable enough to offset lower public funding and operating revenue, producing a regional net result that was \$0.4 million unfavorable to budget. Metra and Pace ADA both had favorable net results through the first quarter while CTA and Pace had unfavorable to budget net results.

Recovery Ratios



The regional recovery ratio of 48.0% was 0.1 percentage points favorable to budget, with CTA and ADA Paratransit recording unfavorable recovery ratio results. Without approved adjustments, the regional recovery ratio was 40.6%, up 1.8 points from 2017.

Performance Measures

The inputs for the quarterly performance measures are comprised of financial information provided by the Service Boards and operating statistics retrieved from the federal National Transit Database (NTD). In these charts, 2018 performance is compared to 2017 performance.

Operating cost per vehicle revenue hour: Actual dollar amounts that transit agencies expended to operate each hour of service provided to the public. Operating costs have been adjusted for inflation for this metric.

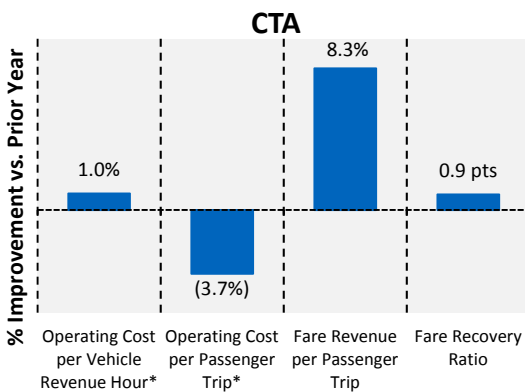
Operating cost per passenger trip: The cost of providing each individual passenger trip. Operating costs have been adjusted for inflation for this metric.

Fare revenue per passenger trip: The average fare collected for each individual passenger trip.

Fare revenue recovery ratio: The ratio of fares collected to operating expenses, without any inclusions or exclusions.

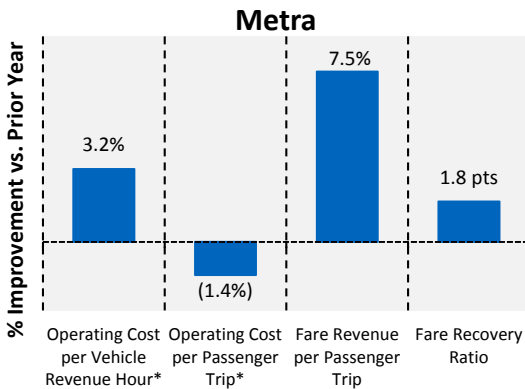
The following charts show the net percentage change in first quarter 2018 performance compared to first quarter 2017 results, with bars above the line indicating improved performance.

CTA Q1 2018 Performance Results



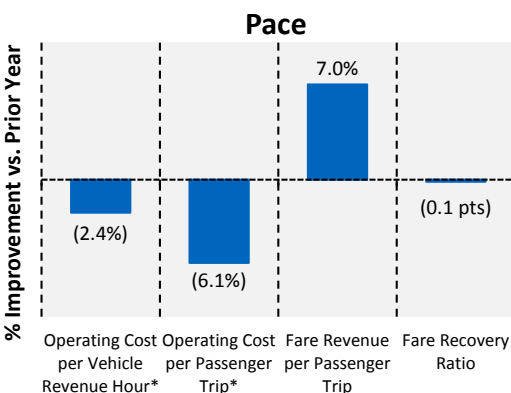
- CTA’s inflation-adjusted operating cost decrease of 0.6%, combined with 0.4% more vehicle revenue hours, resulted in a 1.0% lower operating cost per vehicle revenue hour, a favorable result.
- CTA 2018 first quarter ridership was 4.2% lower than 2017, resulting in an operating cost per passenger trip that was 3.7%, or \$0.12, higher compared to first quarter 2017.
- CTA fare revenue increased by 3.8% while ridership decreased at a steeper rate, resulting in an 8.3% higher average paid fare of \$1.23 compared to 2017 -- a favorable difference of \$0.09.
- The fare recovery ratio improved from 34.7% to 35.6%, resulting from two favorable inputs: higher fare revenue and lower operating cost.

Metra Q1 2018 Performance Results



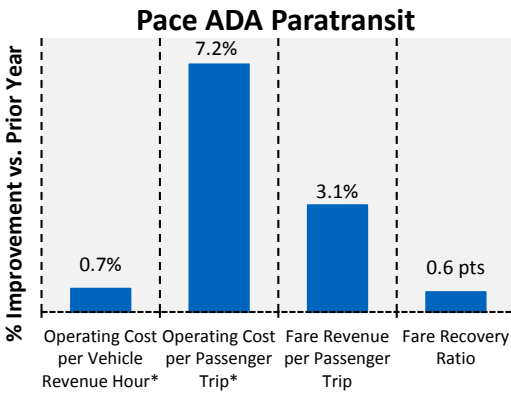
- Metra saw inflation-adjusted operating cost decreases of 1.6% compared to 2017, spread over 1.6% more vehicle revenue hours. Metra’s operating cost per vehicle revenue hour was 3.2% lower compared to first quarter 2017, a favorable result.
- A 3.1% ridership decrease resulted in an operating cost per passenger trip that was 1.4%, or \$0.17, higher than 2017.
- Metra implemented a fare increase on February 1, 2018. The fare revenue per passenger trip (average fare paid) for Q1 2018 improved to \$5.29, \$0.37 higher compared to first quarter 2017.
- The fare recovery ratio of 44.7% was 1.8 percentage points favorable to 2017.

Pace Q1 2018 Performance Results



- Pace’s inflation-adjusted operating cost increased 1.8% in 2018 as service levels were roughly equal, resulting in an operating cost per vehicle revenue hour that was 2.4% unfavorable to 2017.
- Higher operating costs were spread over 4.0% fewer passenger trips, resulting in a 6.1% increase in cost per passenger trip, an increase of \$0.44.
- Pace implemented a fare increase on January 1, improving fare revenue by 2.7%. Higher fare revenues resulted in a 7.0% (\$0.08) improvement in fare revenue per passenger trip compared to first quarter 2017.
- Increased fare revenue and increased operating costs produced a fare recovery ratio of 16.1%, roughly equal to first quarter 2017.

Pace ADA Paratransit Q1 2018 Performance Results



- Inflation-adjusted operating costs for ADA Paratransit services improved 3.9% in 2018, while vehicle revenue hours decreased 3.2%, resulting in a 0.7% decrease in operating cost per vehicle hour, a favorable result.
- Lower operating costs spread over a 3.6% increase in passenger trips resulted in a cost per passenger trip that was 7.2% lower compared to first quarter 2017, a decrease of \$2.97.
- Fare revenue increased at a steeper rate than ridership; fare revenue per passenger trip was 3.1% favorable to first quarter 2017.
- The fare recovery ratio was 0.6 percentage points favorable compared to 2017, aided by the combination of lower operating cost and increased fare revenue.

Region Summary Report - 1st Quarter 2018

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	1st Quarter 2018				YTD 2018				1st Quarter 2017			YTD 2017		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
Operating Revenues														
CTA	\$162.4	\$164.9	(\$2.5)	(1.5%)	\$162.4	\$164.9	(\$2.5)	(1.5%)	\$152.1	\$10.3	6.8%	\$152.1	\$10.3	6.8%
Metra	\$97.7	\$98.0	(\$0.3)	(0.3%)	\$97.7	\$98.0	(\$0.3)	(0.3%)	\$93.2	\$4.5	4.8%	\$93.2	\$4.5	4.8%
Pace	\$13.8	\$14.3	(\$0.5)	(3.6%)	\$13.8	\$14.3	(\$0.5)	(3.6%)	\$12.8	\$1.0	7.6%	\$12.8	\$1.0	7.6%
Pace ADA	<u>\$3.3</u>	<u>\$3.2</u>	<u>\$0.1</u>	<u>3.2%</u>	<u>\$3.3</u>	<u>\$3.2</u>	<u>\$0.1</u>	<u>3.2%</u>	<u>\$3.1</u>	<u>\$0.2</u>	<u>7.1%</u>	<u>\$3.1</u>	<u>\$0.2</u>	<u>7.1%</u>
Total	\$277.2	\$280.5	(\$3.2)	(1.2%)	\$277.2	\$280.5	(\$3.2)	(1.2%)	\$261.2	(\$16.0)	(6.1%)	\$261.2	\$16.0	6.1%
Public Funding (1)														
CTA	\$178.9	\$185.8	(\$6.9)	(3.7%)	\$178.9	\$185.8	(\$6.9)	(3.7%)	\$181.8	(\$2.9)	(1.6%)	\$181.8	(\$2.9)	(1.6%)
Metra	\$85.3	\$85.8	(\$0.4)	(0.5%)	\$85.3	\$85.8	(\$0.4)	(0.5%)	\$86.6	(\$1.3)	(1.5%)	\$86.6	(\$1.3)	(1.5%)
Pace	\$36.8	\$37.2	(\$0.4)	(1.1%)	\$36.8	\$37.2	(\$0.4)	(1.1%)	\$37.2	(\$0.4)	(1.1%)	\$37.2	(\$0.4)	(1.1%)
Pace ADA	<u>\$41.3</u>	<u>\$41.3</u>	<u>(\$0.0)</u>	<u>(0.0%)</u>	<u>\$41.3</u>	<u>\$41.3</u>	<u>(\$0.0)</u>	<u>(0.0%)</u>	<u>\$39.0</u>	<u>\$2.3</u>	<u>6.0%</u>	<u>\$39.0</u>	<u>\$2.3</u>	<u>6.0%</u>
Total	\$342.3	\$350.0	(\$7.8)	(2.2%)	\$342.3	\$350.0	(\$7.8)	(2.2%)	\$344.6	\$2.3	0.7%	\$344.6	(\$2.3)	(0.7%)
Operating Expenses														
CTA	\$385.5	\$386.3	\$0.8	0.2%	\$385.5	\$386.3	\$0.8	0.2%	\$381.2	(\$4.3)	(1.1%)	\$381.2	(\$4.3)	(1.1%)
Metra	\$196.8	\$203.6	\$6.8	3.3%	\$196.8	\$203.6	\$6.8	3.3%	\$196.7	(\$0.1)	(0.1%)	\$196.7	(\$0.1)	(0.1%)
Pace	\$55.5	\$56.4	\$0.9	1.5%	\$55.5	\$56.4	\$0.9	1.5%	\$53.6	(\$1.9)	(3.6%)	\$53.6	(\$1.9)	(3.6%)
Pace ADA	<u>\$40.8</u>	<u>\$43.0</u>	<u>\$2.2</u>	<u>5.1%</u>	<u>\$40.8</u>	<u>\$43.0</u>	<u>\$2.2</u>	<u>5.1%</u>	<u>\$41.8</u>	<u>\$0.9</u>	<u>2.2%</u>	<u>\$41.8</u>	<u>\$0.9</u>	<u>2.2%</u>
Total	\$678.6	\$689.3	\$10.6	1.5%	\$678.6	\$689.3	\$10.6	1.5%	\$673.2	(\$5.4)	(0.8%)	\$673.2	(\$5.4)	(0.8%)
Net Results														
CTA	(\$44.2)	(\$35.6)	(\$8.6)		(\$44.2)	(\$35.6)	(\$8.6)		(\$47.3)	\$3.1		(\$47.3)	\$3.1	
Metra	(\$13.8)	(\$19.8)	\$6.0		(\$13.8)	(\$19.8)	\$6.0		(\$16.9)	\$3.1		(\$16.9)	\$3.1	
Pace	(\$4.9)	(\$4.9)	(\$0.1)		(\$4.9)	(\$4.9)	(\$0.1)		(\$3.6)	(\$1.4)		(\$3.6)	(\$1.4)	
Pace ADA	<u>\$3.8</u>	<u>\$1.5</u>	<u>\$2.3</u>		<u>\$3.8</u>	<u>\$1.5</u>	<u>\$2.3</u>		<u>\$0.3</u>	<u>\$3.5</u>		<u>\$0.3</u>	<u>\$3.5</u>	
Total	(\$59.1)	(\$58.8)	(\$0.4)		(\$59.1)	(\$58.8)	(\$0.4)		(\$67.4)	\$8.3		(\$67.4)	\$8.3	
Operating Deficit														
CTA	\$223.1	\$221.4	(\$1.7)	(0.8%)	\$223.1	\$221.4	(\$1.7)	(0.8%)	\$229.1	6.0	2.6%	\$229.1	\$6.0	2.6%
Metra	\$99.1	\$105.5	\$6.4	6.1%	\$99.1	\$105.5	\$6.4	6.1%	\$103.5	4.4	4.2%	\$103.5	4.4	4.2%
Pace	\$41.7	\$42.0	\$0.3	0.8%	\$41.7	\$42.0	\$0.3	0.8%	\$40.7	(0.9)	(2.3%)	\$40.7	(0.9)	(2.3%)
Pace ADA	<u>\$37.5</u>	<u>\$39.8</u>	<u>\$2.3</u>	<u>5.8%</u>	<u>\$37.5</u>	<u>\$39.8</u>	<u>\$2.3</u>	<u>5.8%</u>	<u>\$38.7</u>	<u>1.1</u>	<u>2.9%</u>	<u>\$38.7</u>	<u>1.1</u>	<u>2.9%</u>
Total	\$401.4	\$408.8	\$7.4	1.8%	\$401.4	\$408.8	\$7.4	1.8%	\$412.0	\$10.6	2.6%	\$412.0	\$10.6	2.6%
Recovery Ratio														
CTA	51.4%	52.1%	(0.7) pts		51.4%	52.1%	(0.7) pts		48.4%	2.9 pts		48.4%	2.9 pts	
Metra	52.7%	51.0%	1.7 pts		52.7%	51.0%	1.7 pts		50.6%	2.1 pts		50.6%	2.1 pts	
Pace	29.4%	29.4%	(0.0) pts		29.4%	29.4%	(0.0) pts		28.4%	1.0 pts		28.4%	1.0 pts	
Pace ADA	<u>10.0%</u>	<u>10.1%</u>	<u>(0.1) pts</u>		<u>10.0%</u>	<u>10.1%</u>	<u>(0.1) pts</u>		<u>10.0%</u>	<u>0.0 pts</u>		<u>10.0%</u>	<u>0.0 pts</u>	
System	48.0%	47.9%	0.1 pts		48.0%	47.9%	0.1 pts		45.8%	2.2 pts		45.8%	2.2 pts	
Ridership														
CTA	111.5	111.4	0.2	0.2%	111.5	111.4	0.2	0.2%	116.4	(4.8)	(4.2%)	116.4	(4.8)	(4.2%)
Metra(2)	18.5	18.9	(0.4)	(2.2%)	18.5	18.9	(0.4)	(2.2%)	19.2	(0.7)	(3.8%)	19.2	(0.7)	(3.8%)
Pace	7.2	7.2	(0.1)	(1.1%)	7.2	7.2	(0.1)	(1.1%)	7.5	(0.3)	(4.0%)	7.5	(0.3)	(4.0%)
Pace ADA	<u>1.0</u>	<u>1.0</u>	<u>0.0</u>	<u>2.9%</u>	<u>1.0</u>	<u>1.0</u>	<u>0.0</u>	<u>2.9%</u>	<u>1.0</u>	<u>0.0</u>	<u>1.8%</u>	<u>1.0</u>	<u>0.0</u>	<u>1.8%</u>
Total	138.3	138.5	(0.3)	(0.2%)	138.3	138.5	(0.3)	(0.2%)	144.1	(5.8)	(4.1%)	144.1	(5.8)	(4.1%)

Bracketed data represents an unfavorable change. Some totals may not sum due to rounding.

(1) Throughout these summaries public funding represents a projection and not actual receipts. RTA staff uses actual public funding receipts when available and makes projections based on current trends when information is not available. (2) Excludes South Shore ridership.

CTA Summary Report: 1st Quarter 2018

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	1st Quarter 2018				YTD 2018				1st Quarter 2017			YTD 2017		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Unit	%	Actual	Unit	%
Operating Revenue														
Farebox	\$137.1	\$135.6	\$1.5	1.1%	\$137.1	\$135.6	\$1.5	1.1%	\$132.1	\$5.0	3.8%	\$132.1	\$5.0	3.8%
Reduced Fare	\$3.5	\$7.1	(3.5)	(50.0%)	\$3.5	\$7.1	(3.5)	(50.0%)	\$3.5	0.0	0.0%	\$3.5	0.0	0.0%
Other	<u>\$21.8</u>	<u>\$22.3</u>	<u>(0.5)</u>	<u>(2.1%)</u>	<u>\$21.8</u>	<u>\$22.3</u>	<u>(0.5)</u>	<u>(2.1%)</u>	<u>\$16.4</u>	<u>5.4</u>	<u>32.7%</u>	<u>\$16.4</u>	<u>5.4</u>	<u>32.7%</u>
Total Operating Revenue	\$162.4	\$164.9	(\$2.5)	(1.5%)	\$162.4	\$164.9	(\$2.5)	(1.5%)	\$152.1	\$10.3	6.8%	\$152.1	\$10.3	6.8%
Public Funding														
Sales Tax I	\$84.6	\$85.2	(\$0.6)	(0.7%)	\$84.6	\$85.2	(\$0.6)	(0.7%)	\$82.0	\$2.6	3.1%	\$82.0	\$2.6	3.1%
Sales Tax II	\$5.0	\$5.0	(0.0)	(0.8%)	\$5.0	\$5.0	(0.0)	(0.8%)	\$5.1	(0.1)	(2.5%)	\$5.1	(0.1)	(2.5%)
PTF II	\$16.4	\$17.3	(0.9)	(5.3%)	\$16.4	\$17.3	(0.9)	(5.3%)	\$17.9	(1.5)	(8.3%)	\$17.9	(1.5)	(8.3%)
25% PTF on RETT	\$3.3	\$4.2	(0.9)	(20.4%)	\$3.3	\$4.2	(0.9)	(20.4%)	\$3.6	(0.3)	(8.4%)	\$3.6	(0.3)	(8.4%)
City of Chicago RETT	\$15.1	\$16.7	(1.5)	(9.3%)	\$15.1	\$16.7	(1.5)	(9.3%)	\$14.0	1.1	7.9%	\$14.0	1.1	7.9%
Non-Statutory Funding - PTF I	\$53.1	\$56.1	(3.0)	(5.3%)	\$53.1	\$56.1	(3.0)	(5.3%)	\$57.7	(4.6)	(8.0%)	\$57.7	(4.6)	(8.0%)
Non-Statutory Funding - ST I	\$0.0	\$0.0	0.0	0.0%	\$0.0	\$0.0	0.0	0.0%	\$0.2	(0.2)	(100.0%)	\$0.2	(0.2)	(100.0%)
ICE funding for operations	\$1.4	\$1.3	0.0	3.5%	\$1.4	\$1.3	0.0	3.5%	\$1.3	0.1	6.6%	\$0.0	1.4	0.0%
Total Public Funding	\$178.9	\$185.8	(6.9)	(3.7%)	\$178.9	\$185.8	(\$6.9)	(3.7%)	\$181.8	(\$2.9)	(1.6%)	\$180.5	(\$1.6)	(0.9%)
Total Revenues	\$341.3	\$350.7	(\$9.4)	(2.7%)	\$341.3	\$350.7	(\$9.4)	(2.7%)	\$333.9	\$7.4	2.2%	\$332.6	\$8.7	2.6%
Expense														
Labor	\$267.8	\$264.3	(\$3.5)	(1.3%)	\$267.8	\$264.3	(\$3.5)	(1.3%)	\$264.8	(\$3.0)	(1.1%)	\$264.8	(\$3.0)	(1.1%)
Material	\$23.2	\$22.9	(\$0.2)	(1.0%)	\$23.2	\$22.9	(\$0.2)	(1.0%)	\$22.6	(0.6)	(2.7%)	\$22.6	(0.6)	(2.7%)
Fuel	\$8.7	\$8.6	(\$0.1)	(1.3%)	\$8.7	\$8.6	(\$0.1)	(1.3%)	\$7.5	(1.2)	(15.8%)	\$7.5	(1.2)	(15.8%)
Power	\$8.1	\$8.2	\$0.1	1.1%	\$8.1	\$8.2	\$0.1	1.1%	\$7.2	(1.0)	(13.5%)	\$7.2	(1.0)	(13.5%)
I&D	\$1.3	\$1.3	\$0.0	0.0%	\$1.3	\$1.3	\$0.0	0.0%	\$2.4	1.1	47.4%	\$2.4	1.1	47.4%
Passenger Security	\$4.2	\$4.5	\$0.3	5.7%	\$4.2	\$4.5	\$0.3	5.7%	\$4.0	(0.2)	(5.7%)	\$4.0	(0.2)	(5.7%)
All Other	\$72.2	\$76.6	\$4.4	5.7%	\$72.2	\$76.6	\$4.4	5.7%	\$72.8	0.6	0.8%	\$72.8	0.6	0.8%
Total Expense	\$385.5	\$386.3	\$0.8	0.2%	\$385.5	\$386.3	\$0.8	0.2%	\$381.2	(\$4.3)	(1.1%)	\$381.2	(\$4.3)	(1.1%)
Net Results	(\$44.2)	(\$35.6)	(\$8.6)		(\$44.2)	(\$35.6)	(\$8.6)		(\$47.3)	\$3.1		(\$48.6)	\$4.4	
Operating Deficit	\$223.1	\$221.4	(\$1.7)	(0.8%)	\$223.1	\$221.4	(\$1.7)	(0.8%)	\$229.1	\$6.0	2.6%	\$229.1	\$6.0	2.6%
Recovery Ratio	51.4%	52.1%	(0.7) pts		51.4%	52.1%	(0.7) pts		44.0%	7.3 pts		48.4%	2.9 pts	
Total Ridership	111.5	111.4	0.2	0.2%	111.5	111.4	0.2	0.2%	116.4	(4.8)	(4.2%)	116.4	(4.8)	(4.2%)
<i>Average Fare</i>	\$1.23	\$1.22	\$0.01	0.9%	\$1.23	\$1.22	\$0.01	0.9%	\$1.14	0.09	0.08	1.14	0.09	0.08

Bracketed data represents an unfavorable variance or a decrease. Line item calculations are based on whole numbers; some totals may not sum.

Metra Summary Report: 1st Quarter 2018

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	1st Quarter 2018				YTD 2018				1st Quarter 2017			YTD 2017		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
Operating Revenue														
Farebox	\$88.0	\$88.9	(\$0.9)	(1.0%)	\$88.0	\$88.9	(\$0.9)	(1.0%)	\$84.4	\$3.5	4.2%	\$84.4	\$3.5	4.2%
Reduced Fare	\$0.4	\$0.8	(\$0.4)	(48.4%)	\$0.4	\$0.8	(\$0.4)	(48.4%)	\$0.4	\$0.0	0.0%	\$0.4	\$0.0	0.0%
Other	<u>\$9.3</u>	<u>\$8.3</u>	<u>\$1.0</u>	<u>11.7%</u>	<u>\$9.3</u>	<u>\$8.3</u>	<u>\$1.0</u>	<u>11.7%</u>	<u>\$8.3</u>	<u>\$1.0</u>	<u>11.5%</u>	<u>\$8.3</u>	<u>\$1.0</u>	<u>11.5%</u>
Total Operating Revenue	\$97.7	\$98.0	(\$0.3)	(0.3%)	\$97.7	\$98.0	(\$0.3)	(0.3%)	\$93.2	\$4.5	4.8%	\$93.2	\$4.5	4.8%
Public Funding														
Sales Tax I	\$67.6	\$67.3	\$0.3	0.5%	\$67.6	\$67.3	\$0.3	0.5%	\$65.9	\$1.7	2.6%	\$65.9	\$1.7	2.6%
Sales Tax II	\$4.0	\$4.1	(\$0.0)	(0.8%)	\$4.0	\$4.1	(\$0.0)	(0.8%)	\$4.1	(\$0.1)	(2.5%)	\$4.1	(\$0.1)	(2.5%)
PTF II	\$13.3	\$14.1	(\$0.7)	(5.3%)	\$13.3	\$14.1	(\$0.7)	(5.3%)	\$14.5	(\$1.2)	(8.3%)	\$14.5	(\$1.2)	(8.3%)
Non-Statutory Sales Tax I	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.1	(\$0.1)	(100.0%)	\$0.1	(\$0.1)	(100.0%)
Homeland Security	\$0.4	\$0.4	\$0.0	0.0%	\$0.4	\$0.4	\$0.0	0.0%	\$0.9	(\$0.5)	(59.5%)	\$0.9	(\$0.5)	(59.5%)
JSIF Reserves	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	0	\$0.0	\$0.0	0.0%
ICE (Carry Over 2015)	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$1.0</u>	<u>(\$1.0)</u>	<u>(100.0%)</u>	<u>\$1.0</u>	<u>(\$1.0)</u>	<u>(100.0%)</u>
Total Public Funding	\$85.3	\$85.8	(\$0.4)	(0.5%)	\$85.3	\$85.8	(\$0.4)	(0.5%)	\$86.6	(\$1.3)	(1.5%)	\$86.6	(\$1.3)	(1.5%)
Total Revenues	\$183.0	\$183.8	(\$0.8)	(0.4%)	\$183.0	\$183.8	(\$0.8)	(0.4%)	\$179.8	\$3.2	1.8%	\$179.8	\$3.2	1.8%
Expenses														
Operations	\$68.5	\$70.7	\$2.2	3.0%	\$68.5	\$70.7	\$2.2	3.0%	\$68.1	(\$0.4)	(0.6%)	\$68.1	(\$0.4)	(0.6%)
Maintenance	\$87.5	\$87.5	\$0.0	0.0%	\$87.5	\$87.5	\$0.0	0.0%	\$87.1	(\$0.4)	(0.5%)	\$87.1	(\$0.4)	(0.5%)
Administration/Regional Services	\$22.4	\$27.4	\$5.0	18.1%	\$22.4	\$27.4	\$5.0	18.1%	\$24.3	\$1.9	7.7%	\$24.3	(\$1.9)	(7.7%)
Fuel	\$14.5	\$13.0	(\$1.4)	(10.8%)	\$14.5	\$13.0	(\$1.4)	(10.8%)	\$11.8	(\$2.7)	(22.9%)	\$11.8	(\$2.7)	(22.9%)
Electricity	\$1.6	\$1.5	(\$0.1)	(7.3%)	\$1.6	\$1.5	(\$0.1)	(7.3%)	\$1.3	(\$0.3)	(21.9%)	\$1.3	(\$0.3)	(21.9%)
Claims/Insurance/Risk Mgmt	<u>\$2.3</u>	<u>\$3.5</u>	<u>\$1.2</u>	<u>33.8%</u>	<u>\$2.3</u>	<u>\$3.5</u>	<u>\$1.2</u>	<u>33.8%</u>	<u>\$4.1</u>	<u>\$1.8</u>	<u>44.1%</u>	<u>\$4.1</u>	<u>\$1.8</u>	<u>44.1%</u>
Total Expense	\$196.8	\$203.6	\$6.8	3.3%	\$196.8	\$203.6	\$6.8	3.3%	\$196.7	(\$0.1)	(0.1%)	\$196.7	(\$0.1)	(0.1%)
Operating Deficit	\$99.1	\$105.5	\$6.4	6.1%	\$99.1	\$105.5	\$6.4	6.1%	\$103.5	\$4.4	4.2%	\$103.5	\$4.4	4.2%
Net Results	(\$13.8)	(\$19.8)	\$6.0		(\$13.8)	(\$19.8)	\$6.0		(\$16.9)	\$3.1		(\$16.9)	\$3.1	
Recovery Ratio	52.7%	51.0%	1.7 pts		52.7%	51.0%	1.7 pts		50.6%	2.1 pts		50.6%	2.1 pts	
Ridership	18.5	18.9	(0.4)	(2.2%)	18.5	18.9	(0.4)	(2.2%)	19.2	(0.7)	(3.8%)	19.2	(0.7)	(3.8%)
Average Fare	\$4.76	\$4.70	\$0.05	1.2%	\$4.76	\$4.70	\$0.05	1.2%	\$4.40	\$0.36	8.2%	\$4.39	\$0.37	8.3%

Bracketed data represents an unfavorable variance or a decrease. Line item calculations are based on whole numbers; some totals may not sum.

Pace Suburban Service Summary Report: 1st Quarter 2018

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	1st Quarter 2018				YTD 2018				1st Quarter 2017			YTD 2017		
	Actual	Budget	Change Unit	%	Actual	Budget	Change Unit	%	Actual	Change Unit	%	Actual	Change Unit	%
Operating Revenue														
Farebox	\$9.0	\$9.6	(\$0.7)	(7.1%)	\$9.0	\$9.6	(\$0.7)	(7.1%)	\$8.7	\$0.2	2.7%	\$8.7	\$0.2	2.7%
Reduced Fare	\$0.7	\$0.7	\$0.0	0.0%	\$0.7	\$0.7	\$0.0	0.0%	\$0.3	\$0.3	93.9%	\$0.3	\$0.3	93.9%
Advertising	\$0.7	\$0.7	(\$0.0)	(3.3%)	\$0.7	\$0.7	(\$0.0)	(3.3%)	\$0.7	\$0.0	3.4%	\$0.7	\$0.0	3.4%
Investment/Other	<u>\$3.5</u>	<u>\$3.3</u>	<u>\$0.2</u>	<u>5.7%</u>	<u>\$3.5</u>	<u>\$3.3</u>	<u>\$0.2</u>	<u>5.7%</u>	\$3.1	\$0.4	12.8%	<u>\$3.1</u>	<u>\$0.4</u>	<u>12.8%</u>
Total Operating Revenue	\$13.8	\$14.3	(\$0.5)	(3.6%)	\$13.8	\$14.3	(\$0.5)	(3.6%)	\$12.8	\$1.0	7.6%	\$12.8	\$1.0	7.6%
Public Funding														
Sales Tax I	\$21.4	\$21.3	\$0.1	0.4%	\$21.4	\$21.3	\$0.1	0.4%	\$20.9	\$0.5	2.5%	\$20.9	\$0.5	2.5%
Sales Tax II	\$1.3	\$1.4	(0.0)	(0.8%)	\$1.3	\$1.4	(0.0)	(0.8%)	\$1.4	(0.0)	(2.5%)	\$1.4	(0.0)	(2.5%)
PTF II	\$4.4	\$4.7	(0.2)	(5.3%)	\$4.4	\$4.7	(0.2)	(5.3%)	\$4.8	(0.4)	(8.3%)	\$4.8	(0.4)	(8.3%)
SCMF	\$5.7	\$5.6	0.1	1.6%	\$5.7	\$5.6	0.1	1.6%	\$5.5	0.3	4.6%	\$5.5	0.3	4.6%
SSJA	\$1.9	\$1.9	0.0	0.0%	\$1.9	\$1.9	0.0	0.0%	\$1.9	0.0	0.0%	\$1.9	0.0	0.0%
Non-Statutory Funding - PTF I	\$1.1	\$1.1	(0.1)	(5.3%)	\$1.1	\$1.1	(0.1)	(5.3%)	\$1.2	(0.1)	(8.0%)	\$1.2	(0.1)	(8.0%)
Non-Statutory Funding - ST I	\$0.0	\$0.0	0.0	0.0%	\$0.0	\$0.0	0.0	0.0%	\$0.0	(0.0)	(100.0%)	\$0.0	(0.0)	(100.0%)
ICE Funding	\$0.0	\$0.0	0.0	0.0%	\$0.0	\$0.0	0.0	0.0%	\$0.0	0.0	0.0%	\$0.0	0.0	0.0%
Transfer to Capital	\$0.0	\$0.0	0.0	0.0%	\$0.0	\$0.0	0.0	0.0%	\$0.0	0.0	0.0%	\$0.0	0.0	0.0%
CMAQ/JARC/New Freedom	<u>\$0.9</u>	<u>\$1.2</u>	<u>(0.3)</u>	<u>(22.5%)</u>	<u>\$0.9</u>	<u>\$1.2</u>	<u>(0.3)</u>	<u>(22.5%)</u>	<u>\$1.5</u>	<u>(0.6)</u>	<u>(40.9%)</u>	<u>\$1.5</u>	<u>(0.6)</u>	<u>(40.9%)</u>
Total Public Funding	\$36.8	\$37.2	(0.4)	(1.1%)	\$36.8	\$37.2	(0.4)	(1.1%)	\$37.2	(\$0.4)	(1.1%)	\$37.2	(\$0.4)	(1.1%)
Total Revenues	\$50.6	\$51.5	(\$0.9)	(1.8%)	\$50.6	\$51.5	(\$0.9)	(1.8%)	\$50.0	\$0.5	1.1%	\$50.0	\$0.5	1.1%
Expense														
Operations	\$25.3	\$26.5	\$1.3	4.8%	\$25.3	\$26.5	\$1.3	4.8%	\$25.8	\$0.5	1.9%	\$25.8	\$0.5	1.9%
Maintenance	\$6.7	\$6.3	(\$0.3)	(5.2%)	\$6.7	\$6.3	(\$0.3)	(5.2%)	\$6.4	(0.2)	(3.5%)	\$6.4	(0.2)	(3.5%)
Non-Vehicle Maintenance	\$1.2	\$1.3	\$0.2	12.4%	\$1.2	\$1.3	\$0.2	12.4%	\$1.1	(0.1)	(10.4%)	\$1.1	(0.1)	(10.4%)
Fuel	\$3.1	\$2.6	(\$0.4)	(16.3%)	\$3.1	\$2.6	(\$0.4)	(16.3%)	\$2.6	(0.4)	(17.0%)	\$2.6	(0.4)	(17.0%)
Health Insurance	\$6.1	\$6.2	\$0.1	1.9%	\$6.1	\$6.2	\$0.1	1.9%	\$5.7	(0.5)	(8.0%)	\$5.7	(0.5)	(8.0%)
Insurance & Claims	\$4.6	\$2.3	(\$2.3)	(97.7%)	\$4.6	\$2.3	(\$2.3)	(97.7%)	\$3.0	(1.6)	(53.8%)	\$3.0	(1.6)	(53.8%)
Administration	\$10.3	\$12.8	\$2.5	19.6%	\$10.3	\$12.8	\$2.5	19.6%	\$10.6	0.3	2.9%	\$10.6	0.3	2.9%
Indirect Overhead Allocation	<u>(\$1.7)</u>	<u>(\$1.9)</u>	<u>(\$0.2)</u>	<u>9.2%</u>	<u>(\$1.7)</u>	<u>(\$1.9)</u>	<u>(\$0.2)</u>	<u>9.2%</u>	<u>(\$1.6)</u>	<u>0.1</u>	<u>(8.4%)</u>	<u>(\$1.6)</u>	<u>0.1</u>	<u>(8.4%)</u>
Total Expense	\$55.5	\$56.4	\$0.9	1.5%	\$55.5	\$56.4	\$0.9	1.5%	\$53.6	(\$1.9)	(3.6%)	\$53.6	(\$1.9)	(3.6%)
Net Results	(\$4.9)	(\$4.9)	(\$0.1)		(\$4.9)	(\$4.9)	(\$0.1)		(\$3.6)	(\$1.4)		(\$3.6)	(\$1.4)	
Operating Deficit	\$41.7	\$42.0	\$0.3	0.8%	\$41.7	\$42.0	\$0.3	0.8%	\$40.7	(\$0.9)	(2.3%)	\$40.7	(\$0.9)	(2.3%)
Recovery Ratio	29.4%	29.4%	(0.0) pts		29.4%	29.4%	(0.0) pts		28.4%	1.0 pts		28.4%	1.0 pts	
Total Ridership	7.2	7.2	(0.1)	(1.1%)	7.2	7.2	(0.1)	(1.1%)	7.5	(0.3)	(4.0%)	7.5	(0.3)	(4.0%)
<i>Average Fare</i>	\$1.25	\$1.33	(\$0.08)	(6.0%)	\$1.25	\$1.33	(\$0.08)	(6.0%)	\$1.17	\$0.08	6.9%	\$1.17	\$0.08	6.9%

Bracketed data represents an unfavorable variance or a decrease. Line item calculations are based on whole numbers; some totals may not sum.

(1) Pace applies an overhead allocation from the Suburban Service Budget to the ADA Paratransit Budget for costs incurred in support of regional ADA Paratransit service.

Pace ADA Paratransit Summary Report - 1st Quarter 2018

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	1st Quarter 2018				YTD 2018				1st Quarter 2017			YTD 2017		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Unit	%	Actual	Unit	%
Operating Revenue														
Farebox	\$2.8	\$2.8	(\$0.0)	(0.5%)	\$2.8	\$2.8	(\$0.0)	(0.5%)	\$2.6	\$0.2	6.9%	\$2.6	\$0.2	6.9%
Other Revenue	<u>\$0.5</u>	<u>\$0.4</u>	<u>\$0.1</u>	<u>29.1%</u>	<u>\$0.5</u>	<u>\$0.4</u>	<u>\$0.1</u>	<u>29.1%</u>	<u>\$0.5</u>	<u>\$0.0</u>	<u>8.2%</u>	<u>0.5</u>	<u>0.0</u>	<u>8.2%</u>
Total Operating Revenue	\$3.3	\$3.2	\$0.1	3.2%	\$3.3	\$3.2	\$0.1	3.2%	\$3.1	\$0.2	7.1%	\$3.1	\$0.2	7.1%
Public Funding														
ADA Paratransit Fund	\$39.2	\$39.2	\$0.0	0.0%	\$39.2	\$39.2	\$0.0	0.0%	\$38.0	\$1.2	3.1%	\$38.0	\$1.2	3.1%
Additional State Funding	\$2.1	\$2.1	(0.0)	(0.0%)	2.1	2.1	(0.0)	(0.0%)	\$1.0	1.2	122.2%	1.0	1.2	122.2%
Other RTA Funding	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0</u>	<u>0.0%</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>0.0</u>	<u>0.0%</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0%</u>
Total Public Funding	\$41.3	\$41.3	(\$0.0)	(0.0%)	\$41.3	\$41.3	(\$0.0)	(0.0%)	\$39.0	\$2.3	6.0%	\$39.0	\$2.3	6.0%
Total Revenue	\$44.6	\$44.5	\$0.1	0.2%	\$44.6	\$44.5	\$0.1	0.2%	\$42.1	\$2.6	6.1%	\$42.1	\$2.6	6.1%
Expenses														
Purchased Transportation	\$36.4	\$38.1	\$1.7	4.5%	\$36.4	\$38.1	\$1.7	4.5%	\$37.8	\$1.4	3.7%	\$37.8	\$1.4	3.7%
Fuel	\$0.6	\$0.5	(0.0)	(5.3%)	0.6	0.5	(0.0)	(5.3%)	\$0.5	(0.1)	(20.3%)	0.5	(0.1)	(20.3%)
Health Insurance	\$0.1	\$0.2	0.1	29.4%	0.1	0.2	0.1	29.4%	\$0.1	(0.0)	(3.1%)	0.1	(0.0)	(3.1%)
Insurance & Claims	\$0.1	\$0.1	0.0	31.6%	0.1	0.1	0.0	31.6%	\$0.0	(0.0)	(32.5%)	0.0	(0.0)	(32.5%)
Administration	\$1.9	\$2.2	0.2	11.5%	1.9	2.2	0.2	11.5%	\$1.7	(0.2)	(14.0%)	1.7	(0.2)	(14.0%)
Overhead (1)	<u>\$1.7</u>	<u>\$1.9</u>	<u>0.2</u>	<u>9.2%</u>	<u>1.7</u>	<u>1.9</u>	<u>0.2</u>	<u>9.2%</u>	<u>\$1.6</u>	<u>(0.1)</u>	<u>(8.4%)</u>	<u>1.6</u>	<u>(0.1)</u>	<u>(8.4%)</u>
Total Expense	\$40.8	\$43.0	\$2.2	5.1%	\$40.8	\$43.0	\$2.2	5.1%	\$41.8	\$0.9	2.2%	\$41.8	\$0.9	2.2%
Net Results	\$3.8	\$1.5	\$2.3		\$3.8	\$1.5	\$2.3		\$0.3	\$3.5		\$0.3	\$3.5	
Operating Deficit	\$37.5	\$39.8	\$2.3	5.8%	\$37.5	\$39.8	\$2.3	5.8%	\$38.7	\$1.1	2.9%	\$38.7	\$1.1	2.9%
Recovery Ratio	10.0%	10.1%	(0.1) pts		10.0%	10.1%	(0.1) pts		10.0%	0.0 pts		10.0%	0.0 pts	
Total Ridership	1.0	1.0	0.0	2.9%	1.0	1.0	0.0	2.9%	1.0	0.0	1.8%	1.0	0.0	1.8%
<i>Average Fare</i>	\$2.67	\$2.76	(\$0.09)	(3.2%)	\$2.67	\$2.76	(\$0.09)	(3.2%)	\$2.54	\$0.13	4.9%	\$2.54	\$0.13	4.9%

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