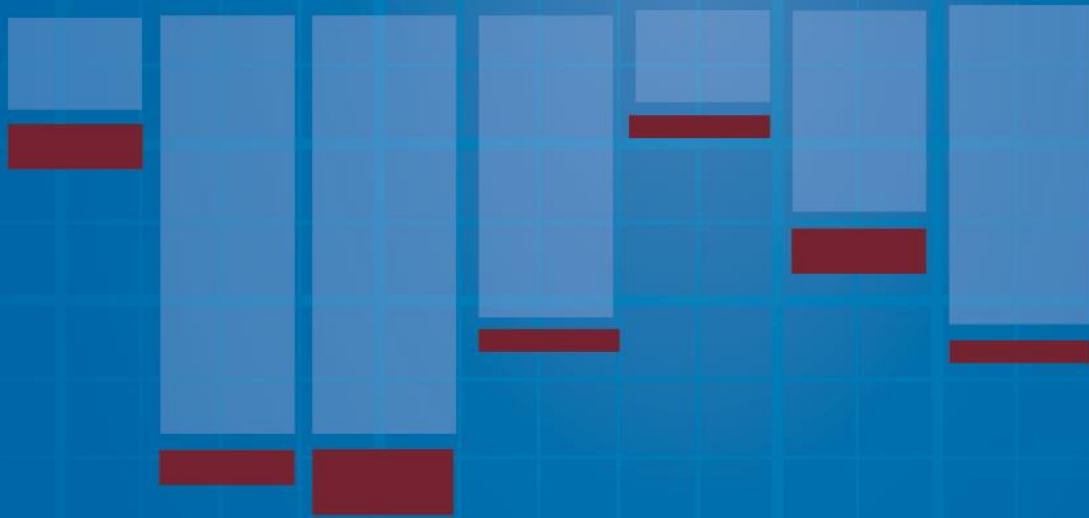


QUARTERLY FINANCIAL AND PERFORMANCE REPORT



Regional
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February 2022

4th Quarter 2021 Financial and Performance Report

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Executive Summary

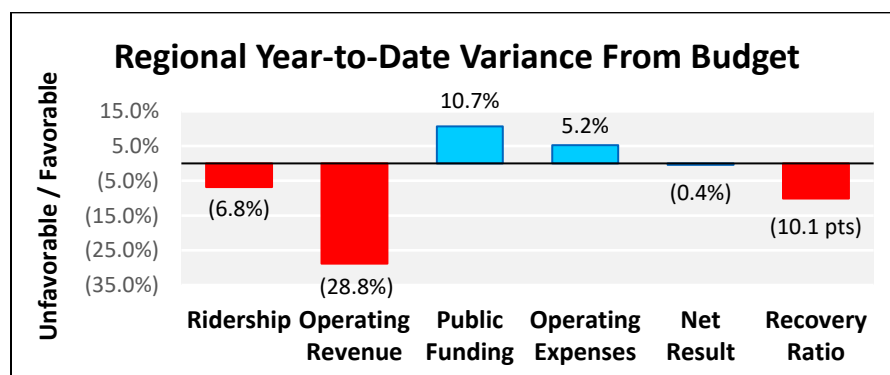
On a seasonally adjusted basis, the average size of the Chicago-area labor force increased by 25,100 in the fourth quarter, while average employment in the region increased by 78,500 jobs. As a result, the regional unemployment rate improved to 5.8%, which was 1.9 percentage points worse than the national rate.

The 2021 regional budget assumed that ridership would continue to recover to about 65% of pre-pandemic levels by year end. The ridership recovery stalled over the course of the fall months at about 47% of pre-pandemic levels, due to the emergence of COVID variants and the delay of return-to-office plans. As a result, regional ridership finished the year 6.8% under budget, and down about 3% from 2020. Lower than expected relief funding requisitions, driven by surging sales tax receipts, have dragged operating revenue almost 29% below budget through the fourth quarter. ADA Paratransit revenue finished close to budget. System-wide operating expenses were \$150.7 million, or 5.2%, favorable to the amended budget with each Service Board reporting favorable results.

Good expense performance was unable to offset the very unfavorable operating revenue results, impacting operating deficits. CTA, Metra, and Pace Suburban Service each reported unfavorable to budget results in excess of the substantial accordance guidance of 2.5%. The system-wide operating deficit of the Service Boards, including Pace ADA Paratransit, was \$191.4 million or 11.4% unfavorable to budget.

The regional recovery ratio finished well below 50% for the year, solely due to lower than anticipated federal relief funding used for operating revenue replacement. Through the fourth quarter, the Service Boards included a total of \$339.1 million of federal relief funding in operating revenue, less than half of the more than \$700 million budgeted. The recovery ratio was 40.7% with relief funding included, and 26.1% without it. In addition, each mainline Service Board’s recovery ratio finished significantly unfavorable to budget.

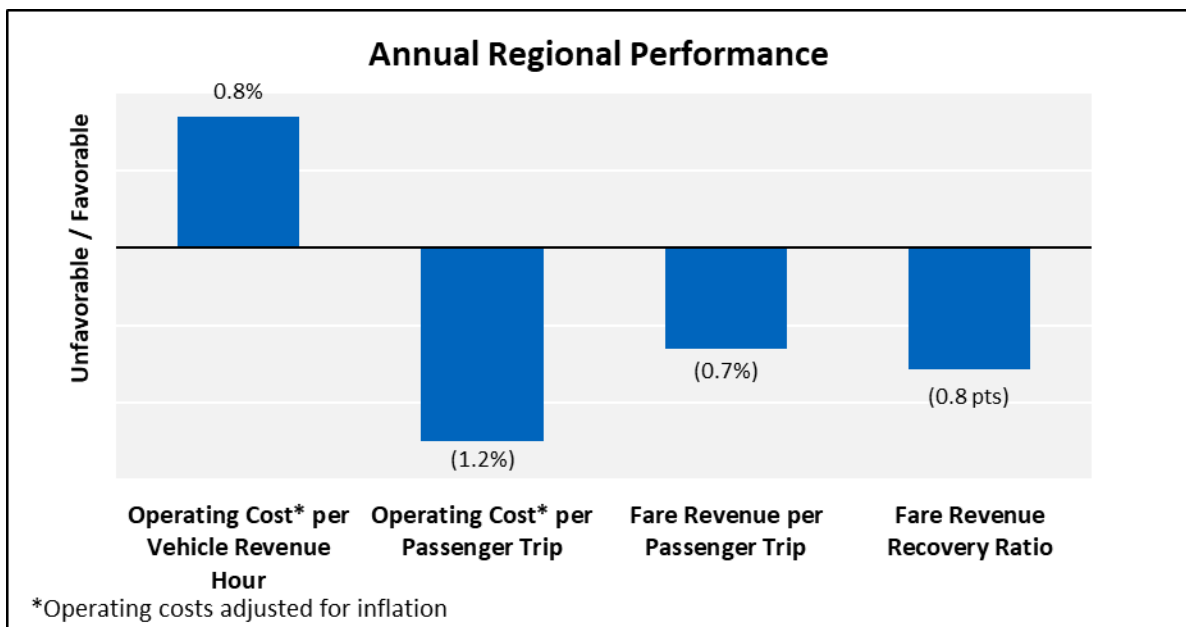
Accordingly, RTA staff recommends that the financial results of the CTA, Metra, Pace Suburban Service, and the region as a whole, through the fourth quarter of 2021, be found not in substantial accordance with the budget adopted by the RTA Board on May 20, 2021. Staff also recommends that the operating financial results of ADA Paratransit be found in substantial accordance with budget. These recommendations are based on unaudited financial results as reported by the Service Boards to the RTA. We will inform the Board if the audited financial results of the Service Boards, once received, differ materially from these unaudited results.



In 2021, year-over-year comparisons are being made to periods that were impacted by the onset of the COVID-19 pandemic in mid-March of 2020. As a result, the metrics in the 2021 quarterly reports will show unusual and extreme changes from the prior year.

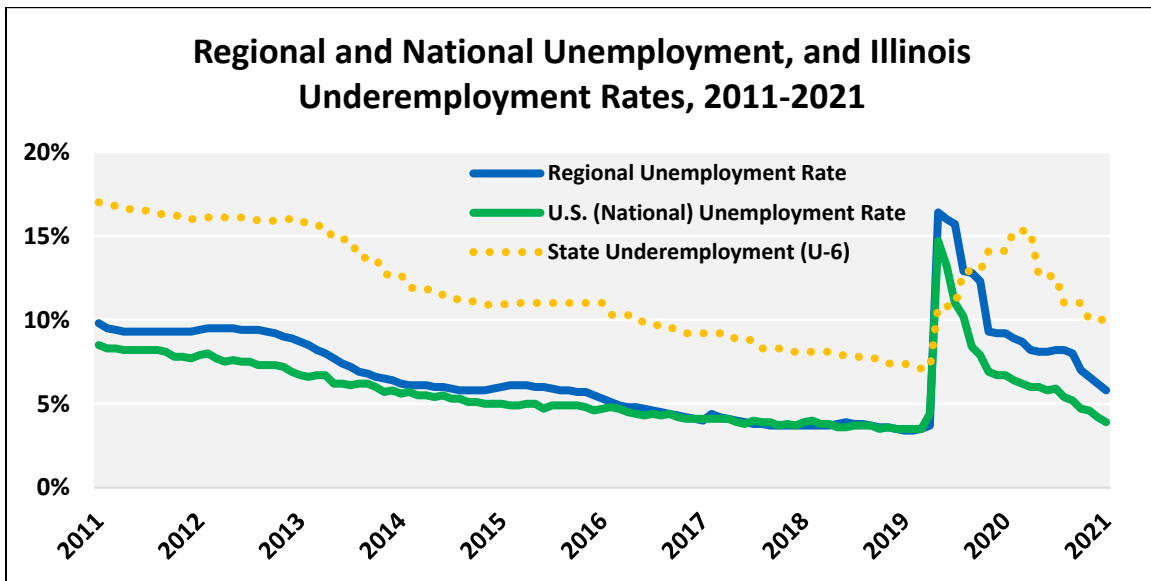
2021 annual regional performance results were favorable for one measure and unfavorable for three measures compared to 2020. After adjusting for inflation, regional operating costs were 1.1% lower compared to 2020, a favorable difference of \$30.5 million. A 0.3% decrease in service hours resulted in an operating cost per vehicle revenue hour that was 0.8% or \$1.65 lower (favorable) compared to 2020. Annual ridership for 2021 was down 2.4% compared to 2020, resulting in an inflation-adjusted operating cost per passenger trip of \$11.68 which was \$0.14, or 1.2%, higher compared to 2020. The 3.0% decrease in fare revenue in 2021, spread over fewer passenger trips, resulted in an average fare that was 0.7%, or \$0.01 lower compared to 2020. The fare revenue recovery ratio of 12.6% was 0.8 percentage points lower compared to 2020.

The chart below shows the year-over-year percentage change for each performance measure. Bars above the line show improving trends while bars below the line show unfavorable trends.

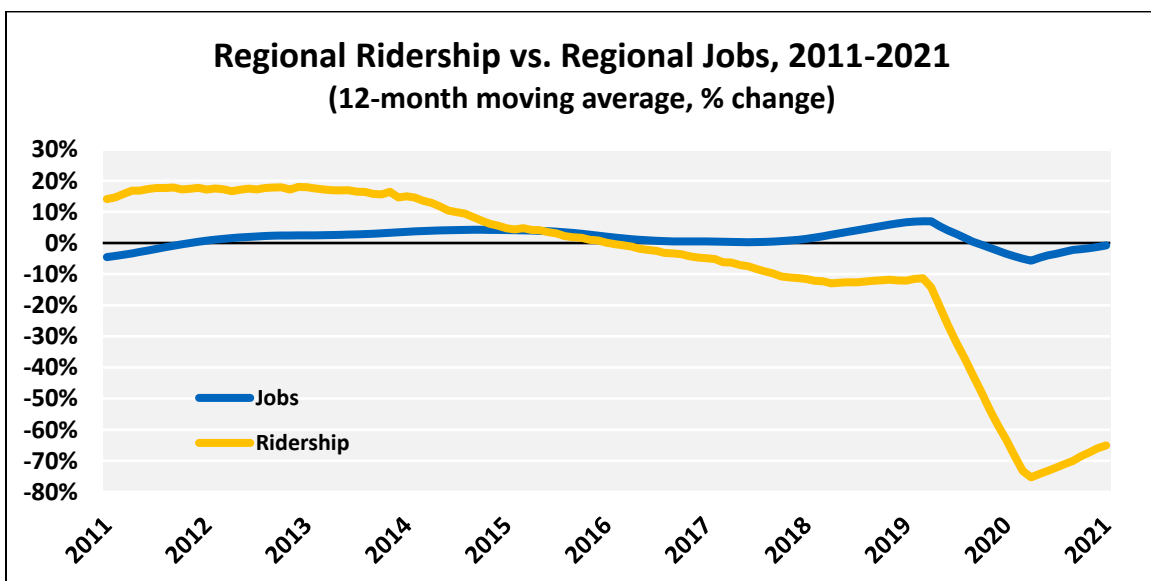


Environmental Factors

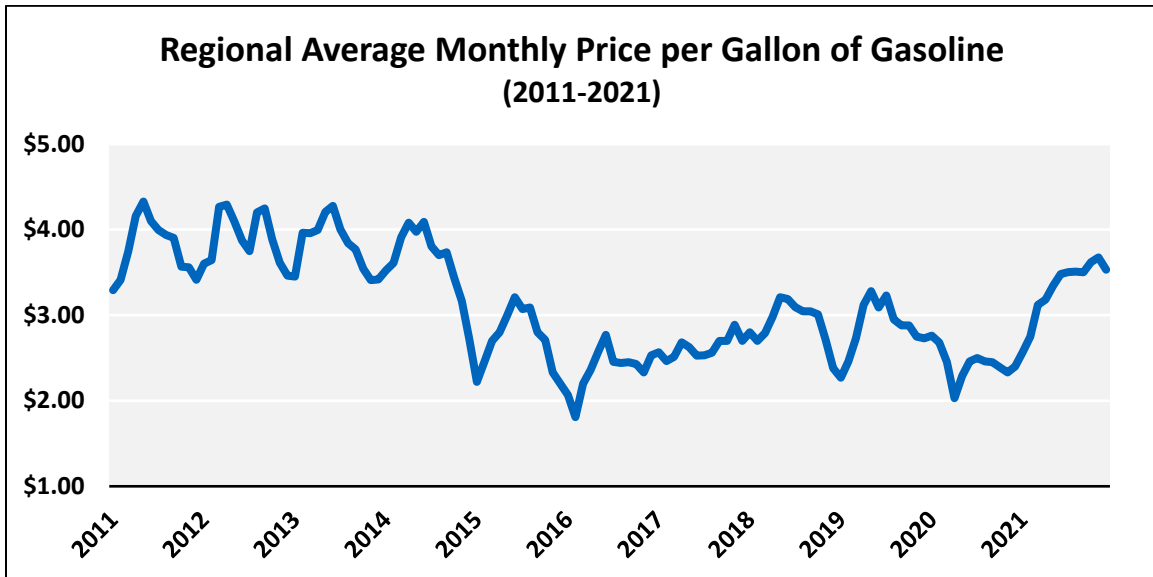
During the fourth quarter of 2021, the average size of the Chicago-area labor force increased by 25,100, while employment in the region also increased, by 78,500 jobs. As a result, the regional unemployment rate improved to 5.8%, which was 1.9 percentage points worse than the national rate.



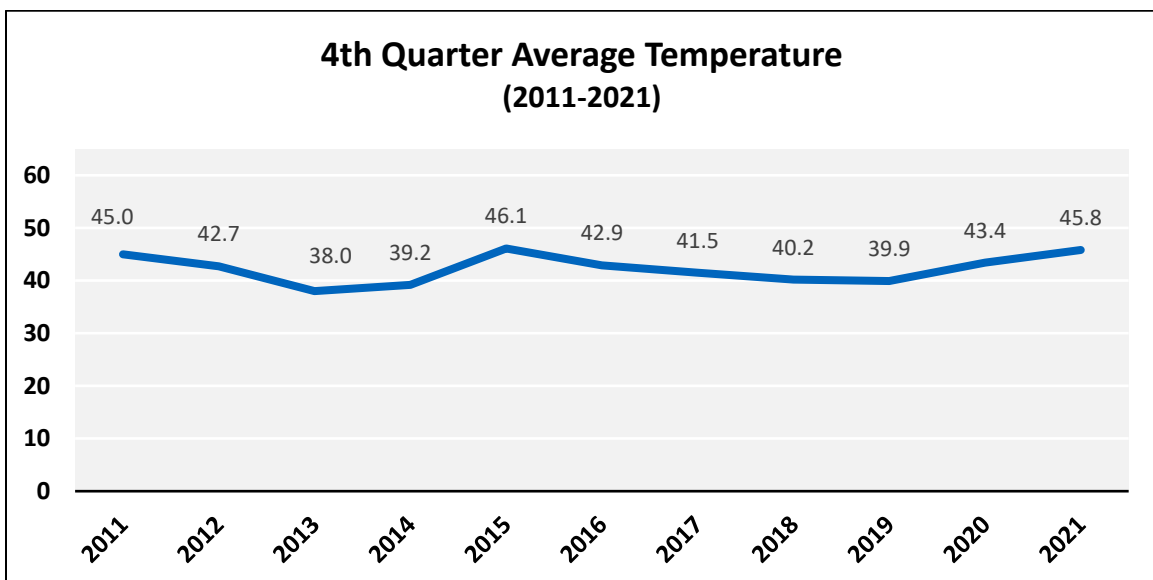
The twelve-month moving average of regional jobs improved by 1.1 percentage points from the prior quarter and is now 0.8% lower than 2011. The moving average of ridership also improved during the fourth quarter but is still 65.1% below 2011 levels.



The average price per gallon of gasoline in the Chicago region during the fourth quarter of 2021 was \$3.53, up three cents from the third quarter, and 47.2% higher than the fourth quarter of 2020.

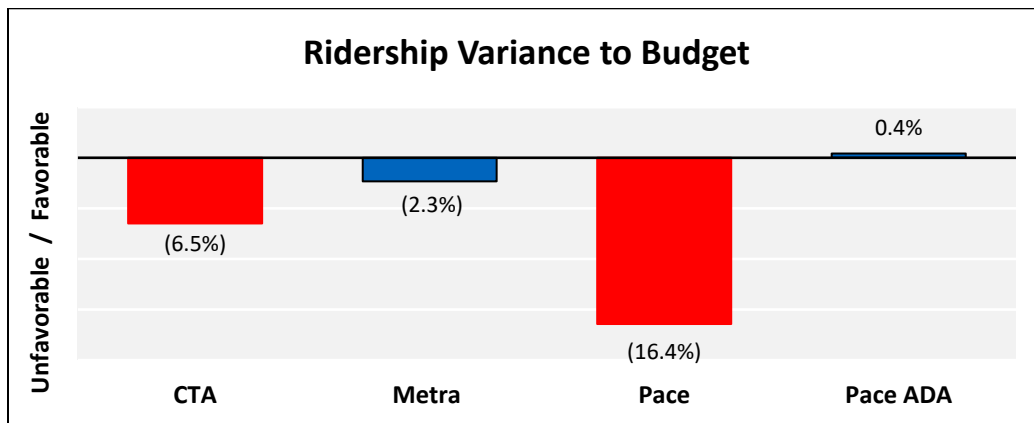


The average temperature in Chicago for the fourth quarter of 2021 was 45.8 degrees, the second warmest fourth quarter in the past ten years.

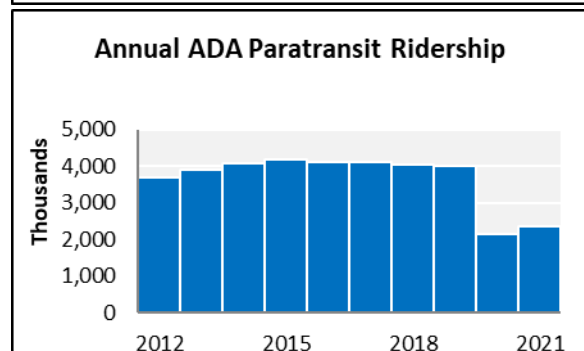
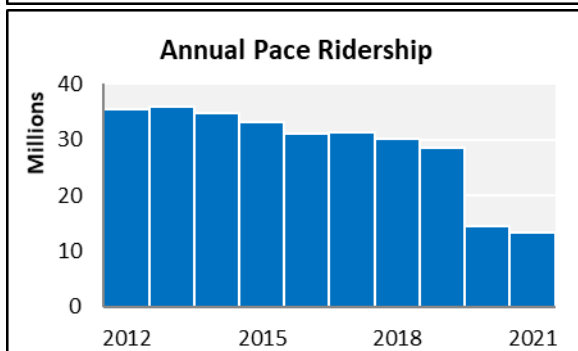
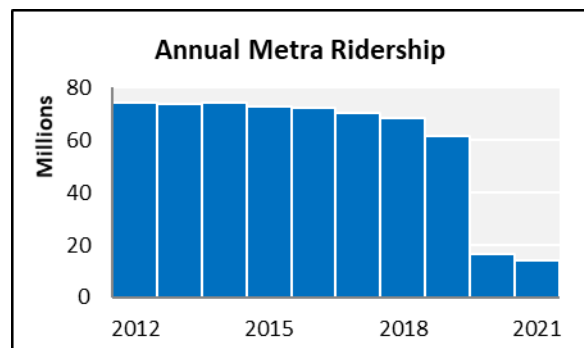
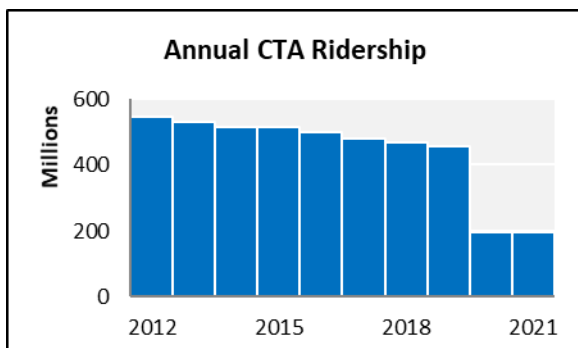


Ridership

The 2021 regional budget assumed that ridership would continue to recover to about 65% of pre-pandemic levels by year end. Ridership recovery stalled over the course of the fall months at about 47% of pre-pandemic levels due to the emergence of COVID variants and the delay of return-to-office plans. As a result, regional ridership finished the year 6.8% below budget, and down about 3% from 2020. Pace ADA Paratransit reported slightly favorable ridership results, while each of the mainline Service Boards finished the year unfavorable to budget.

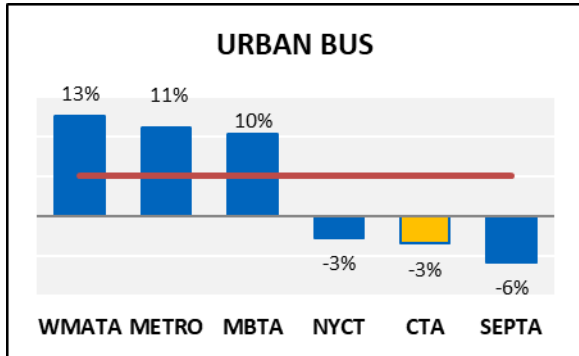


The charts below show each Service Board’s year-to-date ridership for the last ten years, as reported to the National Transit Database (NTD).



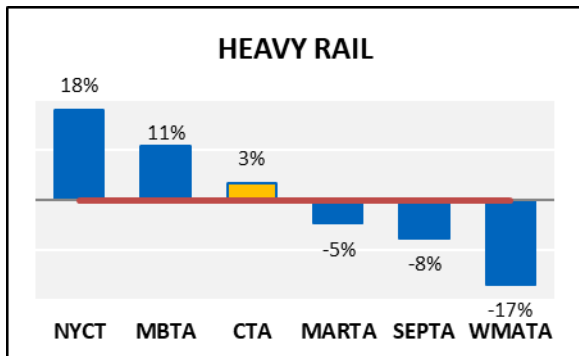
Ridership: Peer Comparison for CTA and Metra

The following peer comparisons show the percent change in ridership for 2021, by mode, in comparison to 2020. Data are provided by the NTD. CTA bus experienced a ridership decrease of 3.4%, CTA rail ridership increased by 3.4%, and Metra ridership was down 16.6%.



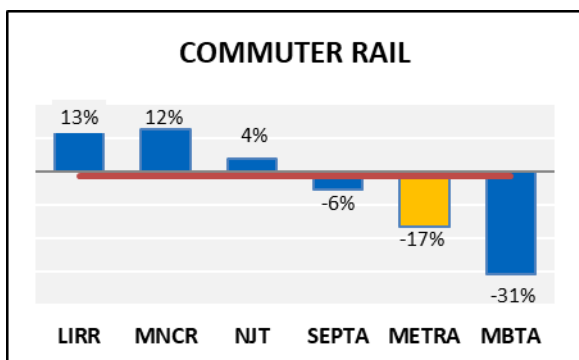
CTA bus peers include:

- WMATA (Washington, DC)
- METRO (Los Angeles)
- MBTA (Boston)
- NYCT (New York)
- SEPTA (Philadelphia)
- Peer average: +5.1%



CTA rail peers include:

- NYCT (New York City)
- MBTA (Boston)
- MARTA (Atlanta)
- SEPTA (Philadelphia)
- WMATA (Washington, DC)
- Peer average: -0.1%

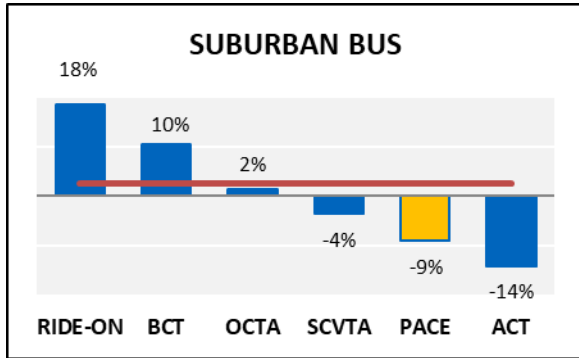


Metra's peers include:

- LIRR (Long Island, New York)
- MNCR (New York/Connecticut)
- NJT (New Jersey/New York)
- SEPTA (Philadelphia)
- MBTA (Boston)
- Peer average: -1.5%

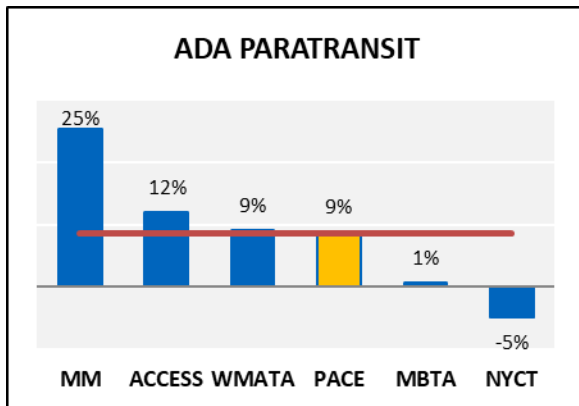
Ridership: Peer Comparison for Pace

Pace bus ridership was 9.0% lower compared to 2020; ADA Paratransit ridership increased 8.9%.



Pace bus peers include:

- RIDE-ON (Washington, DC area)
- BCT (Miami area)
- OCTA (Orange County, CA)
- SCVTA (San Francisco area)
- ACT (Oakland Area)
- Peer average: +2.6%



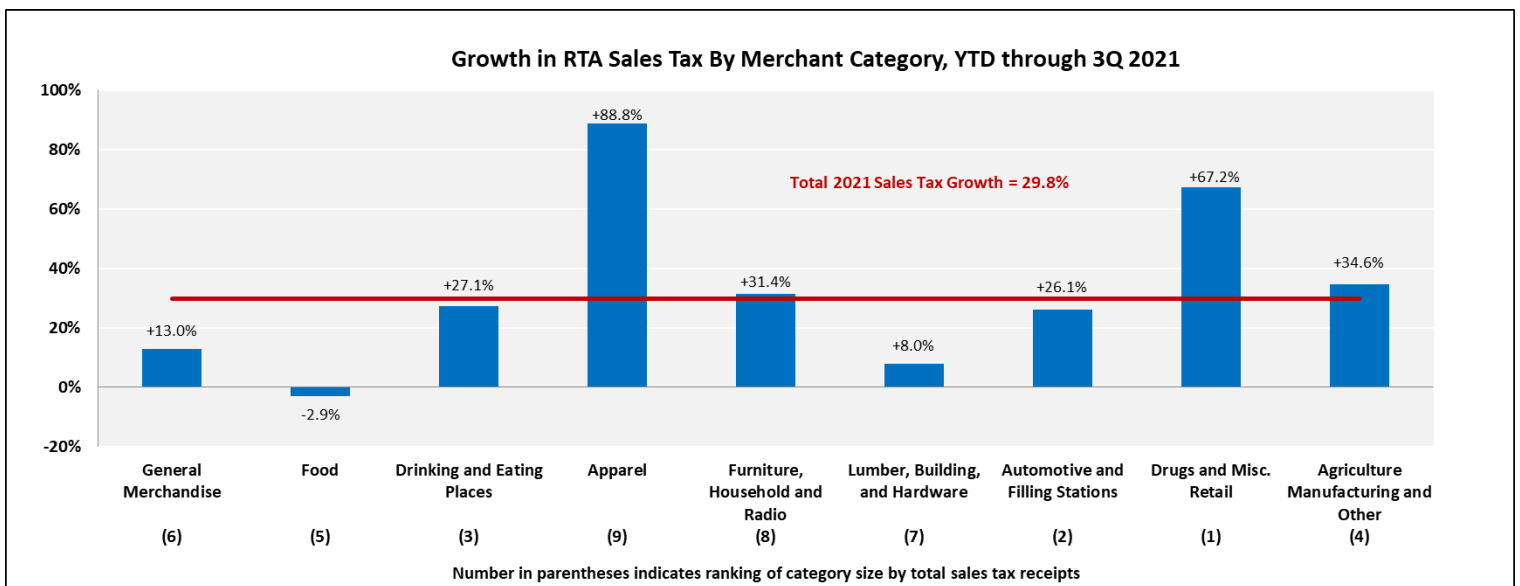
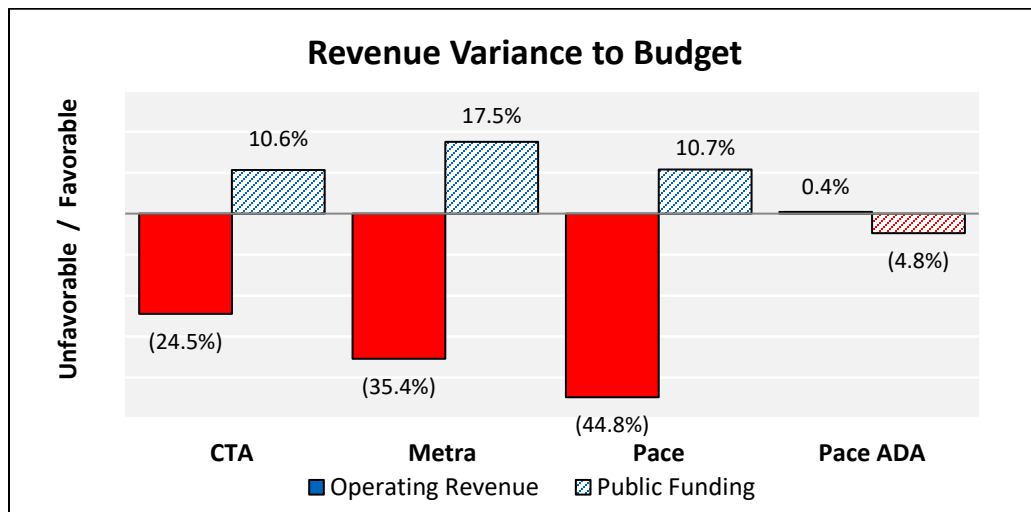
ADA Paratransit peers include:

- MM (Minneapolis)
- ACCESS (Los Angeles)
- WMATA (Washington, DC)
- NYCT (New York City)
- MBTA (Boston)
- Peer average: +8.5%

Operating Revenue and Public Funding

At the regional level, operating revenue was \$342.1 million, or 28.8%, unfavorable to budget through December solely due to the constraint on relief funding drawdowns for fare revenue replacement. This in turn has a direct impact on recovery ratios.

Continuing the upward trend, sales tax receipts collected through October surpassed budget by 30.2%, contributing to an overall favorable public funding variance of \$179.6 million, or 10.7%, on a year-to-date basis. The 4.8% unfavorable funding variance for ADA Paratransit is due to lower than anticipated CRRSAA requisitions. As seen in the chart for the third quarter of 2021, the latest available, every sales tax category except Food saw growth compared to the third quarter of 2020, producing a total increase of nearly 30%.



Expenses

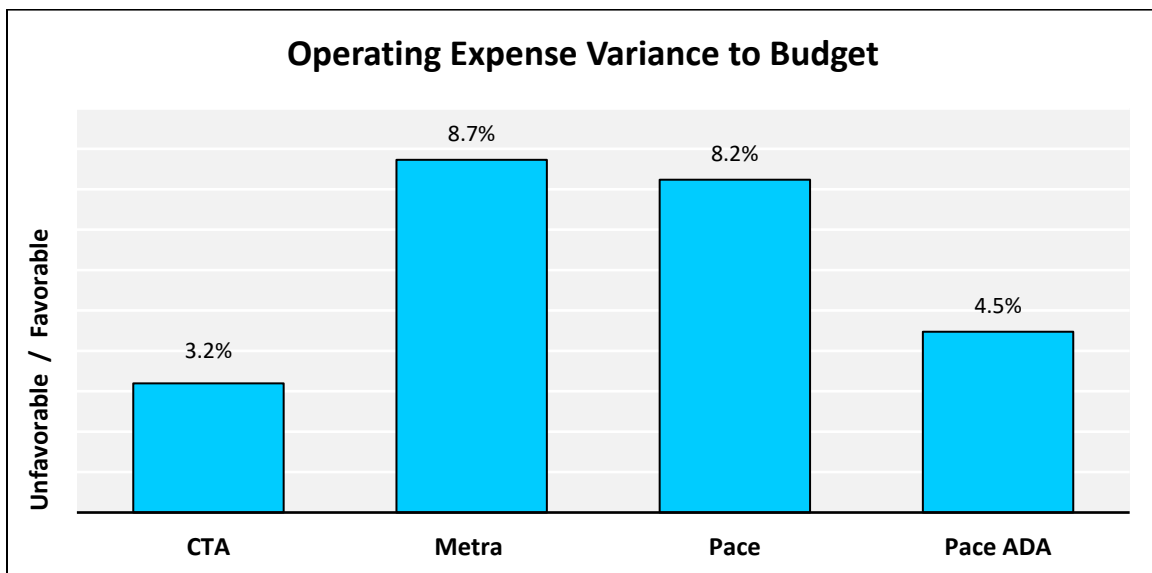
Total Service Board operating expenses of \$2.721 billion were \$150.7 million or 5.2% favorable to budget through December. Fuel expenses were favorable across all Service Boards except Pace, for a total positive budget variance of \$13.6 million.

CTA’s total expenses were \$52.4 million, or 3.2%, favorable to budget with savings generated from each expense category except Materials, which was slightly unfavorable for the year.

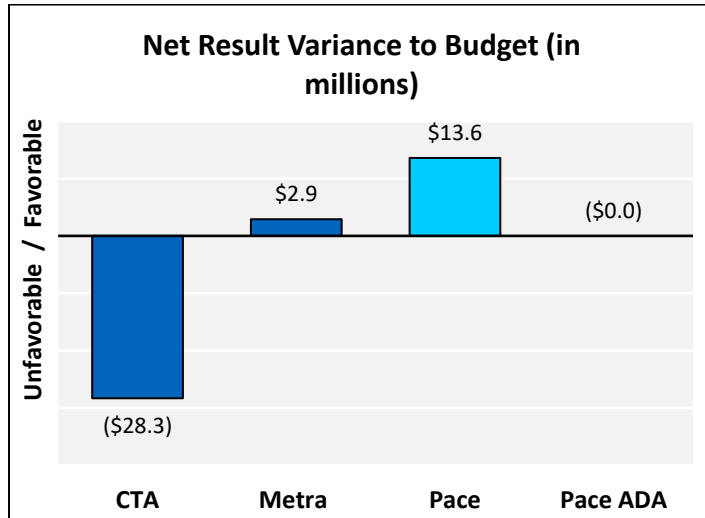
Metra’s actual expense results have improved to \$69.8 million favorable to budget with each expense category finishing favorable to budget except for the Engineering department, which was related to bad weather in the first quarter. About \$7.7 million of transportation lease expense was reversed, and combined with lower than budgeted service and headcount levels contributed to Metra’s total year to date savings.

Pace Suburban Service reported favorable results in each expense category except fuel, producing an overall result which was \$19.8 million, or 8.2%, favorable to their adopted budget through the fourth quarter.

Pace ADA Paratransit total expenses were \$8.7 million, or 4.5%, favorable to budget through December with savings from every expense category.

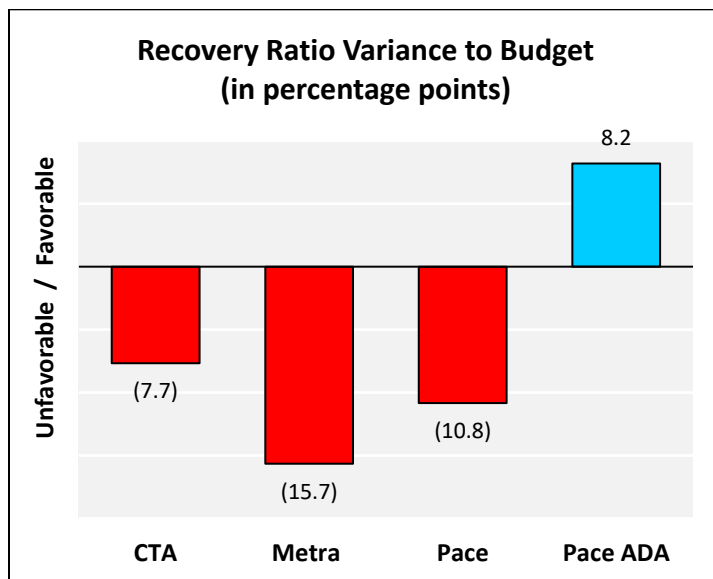


Net Results



The regional net result through the fourth quarter was \$11.8 million unfavorable to budget. Metra’s net result was \$2.9 million favorable to budget, while Pace Suburban Service reported a favorable net result of \$13.6 million. ADA Paratransit finished the year flat to budget, while CTA’s net result was \$28.3 million unfavorable to budget due to unfavorable operating revenue combined with lower federal relief funding drawdowns against public funding shortfalls.

Recovery Ratios



Through December, the Service Boards included a total of \$339.1 million of federal relief funding in operating revenue, less than half of the more than \$700 million budgeted. With that relief funding included, the regional recovery ratio was 40.7%, now 10.1 percentage points below budget. Unlike the mainline Service Boards, ADA Paratransit funding from sales tax is a fixed, budgeted amount for the year. Thus, the ongoing sales tax surge above budget does not increase Pace ADA Paratransit’s funding and, therefore, does not limit the amount of federal relief funding that Pace can draw down, resulting in a favorable recovery ratio variance.

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, 2021 annual performance is compared to 2020 annual 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.

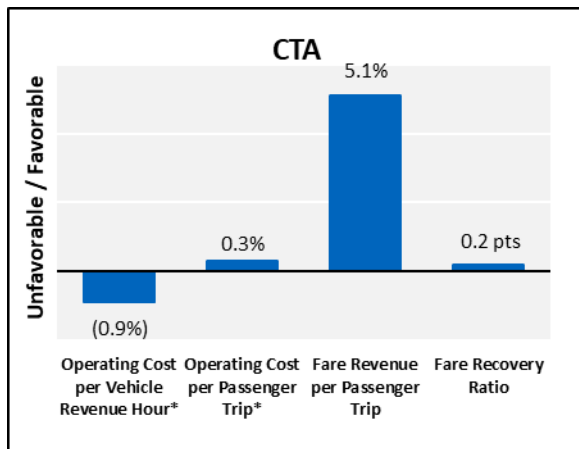
Operating cost per passenger trip: The cost of providing each individual passenger trip. Operating costs have been adjusted for inflation for this metric.

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.

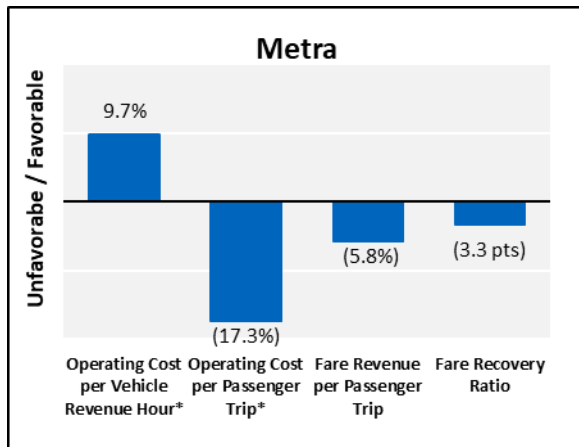
The following charts show the net percentage change for 2021 compared to 2020; bars below the line indicate unfavorable performance.

CTA Annual Performance Results



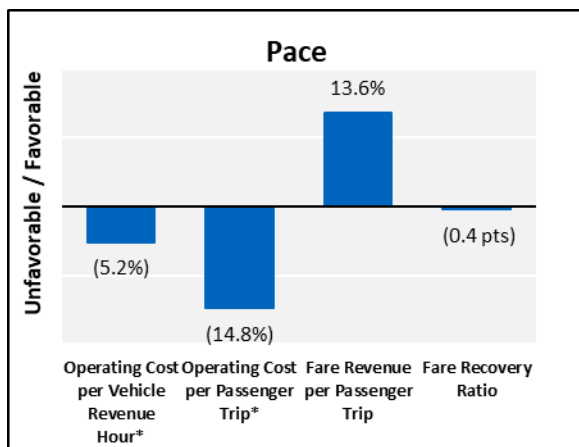
- CTA’s inflation-adjusted operating cost was 1.1% favorable compared to 2020; a 2.0% decrease in vehicle revenue hours resulted in an operating cost per vehicle hour that was 0.9% unfavorable to 2020 results, a difference of \$1.52.
- CTA annual ridership was 0.8% lower compared to 2020; the inflation-adjusted operating cost per passenger trip of \$7.76 was 0.3% favorable to 2020.
- CTA annual fare revenue was 4.3% higher compared to 2020; the average fare of \$1.24 was \$0.06, or 5.1%, favorable to 2020.
- The CTA unadjusted fare recovery ratio of 15.3% was 0.2 percentage points favorable to 2020.

Metra Annual Performance Results



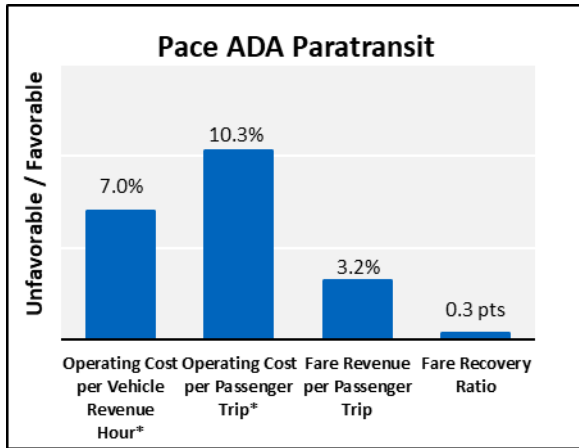
- Metra’s inflation-adjusted operating cost was 2.2% favorable compared to 2020; an 8.3% increase in vehicle revenue hours resulted in an operating cost per vehicle hour that was 9.7% favorable to 2020 results, a difference of \$68.08.
- Metra’s annual ridership for 2021 was 16.6% lower compared to 2020, resulting in an operating cost per passenger trip of \$50.24, an unfavorable difference of \$7.41.
- Metra’s 2021 fare revenue was 21.4% unfavorable compared to 2020. The average fare of \$5.78 was \$0.35, or 5.8% lower compared to 2020.
- The Metra unadjusted fare recovery ratio of 11.0% was 3.3 percentage points unfavorable to 2020.

Pace Annual Performance Results



- Pace’s inflation-adjusted operating cost was 4.3% higher compared to 2020; a 0.9% decrease in vehicle revenue hours resulted in an operating cost per vehicle hour that was 5.2% unfavorable to 2020 results, a difference of \$5.71.
- Pace annual ridership for 2021 was 9.2% lower compared to 2020, resulting in an operating cost per passenger trip of \$16.03, a difference of \$2.07.
- Pace annual fare revenue increased 3.2% in 2021. The average fare of \$1.29 was \$0.15, or 13.6% favorable compared to 2020.
- The Pace unadjusted fare recovery ratio of 7.7% was 0.4 percentage points unfavorable to 2020.

Pace ADA Paratransit Annual Performance Results



- ADA Paratransit’s inflation-adjusted operating cost was 2.3% favorable compared to 2020; a 5.1% increase in vehicle revenue hours resulted in an operating cost per vehicle hour that was 7.0% favorable to 2020 results, a difference of \$8.64.
- ADA Paratransit ridership through Q4 2021 was 8.9% higher compared to 2020, resulting in an operating cost per passenger trip of \$75.77, a favorable difference of \$8.67.
- ADA Paratransit annual fare revenue was 12.4% higher in 2021. The average fare of \$2.77 was \$0.09, or 3.2% higher compared to 2020.
- The ADA Paratransit fare recovery ratio of 3.5% was 0.3 percentage points higher compared to 2020.

Region Summary Report - 4th Quarter 2021

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	4th Quarter 2021				YTD 2021				4th Quarter 2020			YTD 2020		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
Operating Revenues														
CTA	\$114.5	\$182.8	(\$68.3)	(37.3%)	\$548.5	\$726.2	(\$177.7)	(24.5%)	\$195.8	(\$81.3)	(41.5%)	\$695.7	(\$147.1)	(21.2%)
Metra	\$42.7	\$57.1	(\$14.4)	(25.2%)	\$252.7	\$391.3	(\$138.6)	(35.4%)	\$33.3	\$9.4	28.3%	\$303.7	(\$51.0)	(16.8%)
Pace	\$9.3	\$14.5	(\$5.2)	(35.7%)	\$31.9	\$57.8	(\$25.9)	(44.8%)	\$1.8	\$7.5	420.3%	\$41.2	(\$9.3)	(22.6%)
Pace ADA	<u>\$2.8</u>	<u>\$2.7</u>	<u>\$0.0</u>	<u>0.5%</u>	<u>\$11.0</u>	<u>\$11.0</u>	<u>\$0.0</u>	<u>0.4%</u>	<u>\$1.4</u>	<u>\$1.3</u>	<u>92.5%</u>	<u>\$6.4</u>	<u>\$4.6</u>	<u>70.9%</u>
Total	\$169.3	\$257.1	(\$87.8)	(34.1%)	\$844.1	\$1,186.2	(\$342.1)	(28.8%)	\$232.3	\$63.0	27.1%	\$1,047.1	(\$202.9)	(19.4%)
Public Funding														
CTA	\$283.9	\$228.7	\$55.1	24.1%	\$1,008.5	\$911.5	\$97.0	10.6%	\$214.4	\$69.5	32.4%	\$837.0	\$171.5	20.5%
Metra	\$129.5	\$158.3	(\$28.7)	(18.2%)	\$480.4	\$408.7	\$71.7	17.5%	\$105.5	\$24.0	22.8%	\$400.3	\$80.0	20.0%
Pace	\$51.3	\$53.1	(\$1.9)	(3.5%)	\$202.7	\$183.0	\$19.7	10.7%	\$47.9	\$3.3	6.9%	\$171.1	\$31.6	18.4%
Pace ADA	<u>\$46.9</u>	<u>\$45.6</u>	<u>\$1.2</u>	<u>2.6%</u>	<u>\$173.9</u>	<u>\$182.6</u>	<u>(\$8.7)</u>	<u>(4.8%)</u>	<u>\$54.5</u>	<u>(\$7.7)</u>	<u>(14.1%)</u>	<u>\$160.8</u>	<u>\$13.1</u>	<u>8.1%</u>
Total	\$511.5	\$485.8	\$25.7	5.3%	\$1,865.5	\$1,685.9	\$179.6	10.7%	\$422.3	(\$89.2)	(21.1%)	\$1,569.3	\$296.2	18.9%
Operating Expenses														
CTA	\$398.0	\$411.5	\$13.5	3.3%	\$1,585.4	\$1,637.7	\$52.4	3.2%	\$375.6	(\$22.4)	(6.0%)	\$1,537.8	(\$47.5)	(3.1%)
Metra	\$184.8	\$214.7	\$30.0	14.0%	\$730.2	\$800.0	\$69.8	8.7%	\$174.5	(\$10.3)	(5.9%)	\$716.6	(\$13.6)	(1.9%)
Pace	\$56.4	\$60.3	\$3.9	6.4%	\$221.0	\$240.8	\$19.8	8.2%	\$50.4	(\$6.0)	(11.9%)	\$203.4	(\$17.6)	(8.7%)
Pace ADA	<u>\$49.6</u>	<u>\$48.4</u>	<u>(\$1.3)</u>	<u>(2.6%)</u>	<u>\$184.9</u>	<u>\$193.5</u>	<u>\$8.7</u>	<u>4.5%</u>	<u>\$44.7</u>	<u>(\$5.0)</u>	<u>(11.1%)</u>	<u>\$181.6</u>	<u>(\$3.3)</u>	<u>(1.8%)</u>
Total	\$688.8	\$734.9	\$46.1	6.3%	\$2,721.4	\$2,872.1	\$150.7	5.2%	\$645.2	(\$43.6)	(6.8%)	\$2,639.4	(\$82.0)	(3.1%)
Net Results														
CTA	\$0.4	\$0.0	\$0.4		(\$28.3)	\$0.0	(\$28.3)		\$34.6	(\$34.2)		(\$5.2)	(\$23.2)	
Metra	(\$12.5)	\$0.6	(\$13.2)		\$2.9	(\$0.0)	\$2.9		(\$35.7)	\$23.2		(\$12.5)	\$15.4	
Pace	\$4.1	\$7.3	(\$3.2)		\$13.6	\$0.0	\$13.6		(\$0.7)	\$4.8		\$9.0	\$4.6	
Pace ADA	<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>\$11.3</u>	<u>(\$11.3)</u>		<u>(\$14.4)</u>	<u>\$14.4</u>	
Total	(\$8.0)	\$8.0	(\$16.0)		(\$11.8)	\$0.0	(\$11.8)		\$9.5	(\$17.5)		(\$23.0)	\$11.2	
Operating Deficit														
CTA	\$283.5	\$228.7	(\$54.7)	(23.9%)	\$1,036.8	\$911.5	(\$125.3)	(13.75%)	\$179.7	(103.7)	(57.7%)	\$842.2	(\$194.7)	(23.1%)
Metra	\$142.1	\$157.6	\$15.6	9.9%	\$477.5	\$408.7	(\$68.8)	(16.8%)	\$141.2	(0.8)	(0.6%)	\$412.8	(64.6)	(15.7%)
Pace	\$47.1	\$45.8	(\$1.3)	(2.8%)	\$189.1	\$183.0	(\$6.1)	(3.3%)	\$48.6	1.5	3.1%	\$162.1	(26.9)	(16.6%)
Pace ADA	<u>\$46.9</u>	<u>\$45.6</u>	<u>(\$1.2)</u>	<u>(2.7%)</u>	<u>\$173.9</u>	<u>\$182.6</u>	<u>\$8.7</u>	<u>4.8%</u>	<u>\$43.2</u>	<u>(3.6)</u>	<u>(8.4%)</u>	<u>\$175.2</u>	<u>1.3</u>	<u>0.7%</u>
Total	\$519.5	\$477.8	(\$41.7)	(8.7%)	\$1,877.3	\$1,685.9	(\$191.4)	(11.4%)	\$412.9	(\$106.6)	(25.8%)	\$1,592.3	(\$285.0)	(17.9%)
Recovery Ratio														
CTA	39.1%	53.9%	(14.8) pts		47.1%	54.8%	(7.7) pts		65.0%	(25.9) pts		56.0%	(8.8) pts	
Metra	24.1%	28.8%	(4.7) pts		37.4%	53.0%	(15.7) pts		21.6%	2.5 pts		46.5%	(9.1) pts	
Pace	21.7%	30.1%	(8.4) pts		19.5%	30.3%	(10.8) pts		9.0%	12.7 pts		26.9%	(7.5) pts	
Pace ADA	<u>26.8%</u>	<u>10.0%</u>	<u>16.7 pts</u>		<u>18.2%</u>	<u>10.0%</u>	<u>8.2 pts</u>		<u>10.6%</u>	<u>16.2 pts</u>		<u>9.2%</u>	<u>8.9 pts</u>	
System	32.0%	42.6%	(10.5) pts		40.7%	50.8%	(10.1) pts		46.8%	(14.7) pts		49.5%	(8.8) pts	
Ridership														
CTA	57.1	75.4	(18.3)	(24.3%)	196.0	209.6	(13.6)	(6.5%)	36.1	21.0	58.2%	197.5	(1.5)	(0.8%)
Metra ⁽¹⁾	4.6	5.6	(0.9)	(16.4%)	13.9	14.3	(0.3)	(2.3%)	1.6	3.0	184.2%	18.6	(4.6)	(24.9%)
Pace	3.7	4.2	(0.5)	(11.4%)	13.2	15.8	(2.6)	(16.4%)	3.0	0.7	22.7%	14.6	(1.3)	(9.2%)
Pace ADA	<u>0.9</u>	<u>0.8</u>	<u>0.1</u>	<u>10.1%</u>	<u>3.1</u>	<u>3.1</u>	<u>0.0</u>	<u>0.4%</u>	<u>0.6</u>	<u>0.2</u>	<u>31.2%</u>	<u>2.6</u>	<u>0.6</u>	<u>21.8%</u>
Total	66.3	85.9	(19.6)	(22.8%)	226.3	242.8	(16.5)	(6.8%)	41.4	24.9	60.1%	233.2	(6.9)	(3.0%)

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

(1) Excludes South Shore ridership.

CTA Summary Report: 4th Quarter 2021

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	4th Quarter 2021				YTD 2021				4th Quarter 2020			YTD 2020		
	Actual	Budget	<u>Change</u>		Actual	Budget	<u>Change</u>		Actual	Unit	%	Actual	Unit	%
			Unit	%			Unit	%						
Operating Revenue														
Farebox	\$71.7	\$73.0	(\$1.4)	(1.9%)	\$242.9	\$248.3	(\$5.4)	(2.2%)	\$44.5	\$27.2	61.1%	\$232.8	\$10.0	4.3%
Reduced Fare	\$3.7	\$3.7	(0.0)	(0.0%)	\$14.6	\$14.6	0.0	0.2%	\$3.7	0.0	0.0%	\$14.8	(0.2)	(1.2%)
Other	\$32.0	\$20.6	11.4	55.3%	\$72.3	\$61.6	10.7	17.3%	\$18.0	14.1	78.2%	\$66.4	5.9	8.9%
CARES Act Funding - Fare Revenue Replacement	\$7.2	\$0.0	7.2	0.0%	\$218.7	\$210.5	8.2	3.9%	\$129.7	(122.5)	(94.4%)	\$0.0	218.7	0.0%
Additional Relief Funding or Budget Balancing Acti	<u>\$0.0</u>	<u>\$85.5</u>	<u>(85.5)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>\$191.2</u>	<u>(191.2)</u>	<u>(100.0%)</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 Operating Revenue	\$114.5	\$182.8	(\$68.3)	(37.3%)	\$548.5	\$726.2	(\$177.7)	(24.5%)	\$195.8	(\$81.3)	(41.5%)	\$314.1	\$234.5	74.7%
Public Funding														
Sales Tax I	\$102.8	\$97.5	\$5.3	5.4%	\$420.7	\$352.1	\$68.6	19.5%	\$89.9	\$12.9	14.4%	\$335.4	\$85.3	25.4%
Sales Tax II	\$36.2	\$34.1	2.1	6.1%	\$78.9	\$47.6	31.3	65.6%	\$32.2	4.0	12.3%	\$65.4	13.5	20.7%
PTF II	\$21.9	\$17.1	4.8	27.8%	\$78.0	\$62.4	15.6	25.0%	\$16.9	5.0	29.4%	\$63.9	14.1	22.1%
25% PTF on RETT	\$4.8	\$3.7	1.1	28.9%	\$17.2	\$11.8	5.4	45.3%	\$3.7	1.1	30.7%	\$12.6	4.6	36.5%
City of Chicago RETT	\$17.2	\$14.3	2.8	19.8%	\$71.1	\$48.3	22.8	47.3%	\$14.7	2.5	17.1%	\$51.0	20.1	39.4%
Non-Statutory Funding - PTF I	\$70.6	\$55.9	14.8	26.4%	\$252.3	\$203.7	48.6	23.9%	\$54.9	15.7	28.7%	\$208.4	43.9	21.1%
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	0.0%	\$0.9	(0.9)	(100.0%)
ICE funding for operations	\$1.6	\$1.5	0.1	5.9%	\$6.9	\$5.5	1.3	23.5%	\$1.4	0.2	18.1%	\$5.5	1.4	25.4%
CARES Act Funding - Public Funding Replacement	\$28.8	\$0.0	28.8	0.0%	\$83.4	\$123.3	(39.9)	(32.4%)	\$0.0	28.8	0.0%	\$93.2	(9.8)	(10.5%)
CRRSAA Funding - Public Funding Replacement	<u>\$0.0</u>	<u>\$4.6</u>	<u>(4.6)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>\$56.7</u>	<u>(56.7)</u>	<u>(100.0%)</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	\$283.9	\$228.7	55.1	24.1%	\$1,008.5	\$911.5	\$97.0	10.6%	\$213.6	\$70.3	32.9%	\$836.2	\$172.3	20.6%
Total Revenues	\$398.4	\$411.5	(\$13.1)	(3.2%)	\$1,557.0	\$1,637.7	(\$80.7)	(4.9%)	\$409.4	(\$11.0)	(2.7%)	\$1,150.3	\$406.7	35.4%
Expense														
Labor	\$295.0	\$294.3	(\$0.7)	(0.2%)	\$1,155.5	\$1,165.2	\$9.7	0.8%	\$282.9	(\$12.2)	(4.3%)	\$1,135.4	(\$20.2)	(1.8%)
Material	\$22.2	\$21.9	(\$0.3)	(1.4%)	\$90.5	\$88.1	(\$2.4)	(2.7%)	\$17.1	(5.2)	(30.4%)	\$74.8	(15.7)	(21.0%)
Fuel	\$7.5	\$9.4	\$1.9	20.4%	\$30.8	\$36.3	\$5.5	15.2%	\$9.2	1.7	18.5%	\$37.1	6.3	17.1%
Power	\$5.9	\$8.1	\$2.2	27.2%	\$25.1	\$30.4	\$5.3	17.4%	\$5.9	0.0	0.2%	\$24.7	(0.5)	(1.8%)
I&D	\$7.9	\$7.9	\$0.0	0.0%	\$31.7	\$31.7	\$0.0	0.0%	\$5.5	(2.4)	(44.0%)	\$22.0	(9.7)	(44.0%)
Passenger Security	\$3.7	\$5.0	\$1.3	26.3%	\$15.7	\$19.3	\$3.6	18.8%	\$5.0	1.3	25.5%	\$20.0	4.3	21.5%
All Other	<u>\$55.7</u>	<u>\$64.8</u>	<u>\$9.1</u>	<u>14.0%</u>	<u>\$236.1</u>	<u>\$266.8</u>	<u>\$30.7</u>	<u>11.5%</u>	<u>\$50.1</u>	<u>(5.7)</u>	<u>(11.3%)</u>	<u>\$223.9</u>	<u>(12.2)</u>	<u>(5.4%)</u>
Total Expense	\$398.0	\$411.5	\$13.5	3.3%	\$1,585.4	\$1,637.7	\$52.4	3.2%	\$375.6	(\$22.4)	(6.0%)	\$1,537.8	(\$47.5)	(3.1%)
Net Results	\$0.4	\$0.0	\$0.4		(\$28.3)	\$0.0	(\$28.3)		\$33.8	(\$33.4)		(\$387.5)	\$359.2	
Operating Deficit	\$283.5	\$228.7	(\$54.7)	(23.9%)	\$1,036.8	\$911.5	(\$125.3)	(13.7%)	\$179.7	(\$103.7)	(57.7%)	\$1,223.8	\$186.9	15.3%
Recovery Ratio	39.1%	53.9%	(14.8) pts		47.1%	54.8%	(7.7) pts		65.0%	(25.9) pts		56.0%	(8.8) pts	
Total Ridership	57.1	75.4	(18.3)	(24.3%)	196.0	209.6	(13.6)	(6.5%)	36.1	21.0	58.2%	197.5	(1.5)	(0.8%)
<i>Average Fare</i>	\$1.25	\$0.97	\$0.29	29.5%	\$1.24	\$1.18	\$0.05	4.6%	\$1.23	0.02	0.02	1.18	0.06	0.05

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: 4th Quarter 2021

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	4th Quarter 2021				YTD 2021				4th Quarter 2020			YTD 2020		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
		Unit	%			Unit	%		Unit	%		Unit	%	
Operating Revenue														
Farebox	\$33.2	\$25.0	\$8.2	32.8%	\$80.6	\$76.2	\$4.4	5.8%	\$7.0	\$26.2	371.6%	\$102.6	(\$22.0)	(21.4%)
Reduced Fare	\$0.4	\$0.4	\$0.0	0.0%	\$1.6	\$1.6	\$0.0	0.0%	\$0.4	\$0.0	0.0%	\$1.6	(\$0.0)	(0.0%)
Other	\$9.1	\$8.0	\$1.1	14.1%	\$54.6	\$32.5	\$22.1	68.1%	\$10.5	(\$1.3)	(12.8%)	\$39.7	\$14.9	37.5%
CARES Act Funding - Fare Revenue Replacement	<u>\$0.0</u>	<u>\$23.7</u>	<u>(\$23.7)</u>	<u>(100.0%)</u>	<u>\$115.9</u>	<u>\$281.0</u>	<u>(\$165.1)</u>	<u>(58.8%)</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0</u>	<u>\$0.0</u>	<u>\$115.9</u>	<u>0</u>
Total Operating Revenue	\$42.7	\$57.1	(\$14.4)	(25.2%)	\$252.7	\$391.3	(\$138.6)	(35.4%)	\$17.9	\$24.8	138.6%	\$143.9	\$108.8	75.6%
Public Funding														
Sales Tax I	\$81.7	\$76.9	\$4.8	6.3%	\$350.4	\$277.7	\$72.7	26.2%	\$73.3	\$8.4	11.4%	\$287.6	\$62.8	21.8%
Sales Tax II	\$29.4	\$27.7	\$1.7	6.1%	\$64.1	\$38.7	\$25.4	65.6%	\$26.2	\$3.2	12.3%	\$53.1	\$11.0	20.7%
PTF II	\$17.8	\$13.9	\$3.9	27.8%	\$63.4	\$50.7	\$12.7	25.0%	\$13.8	\$4.0	29.4%	\$51.9	\$11.5	22.1%
Non-Statutory Sales Tax I	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	0	\$0.7	(\$0.7)	(100.0%)
Homeland Security	\$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%
JSIF Reserves	\$0.6	\$0.6	\$0.0	0.0%	\$2.5	\$2.5	\$0.0	0.0%	\$0.0	\$0.6	0	\$0.0	\$2.5	0.0%
Prior Year PBV	\$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%
CARES Act Funding - Public Funding Replacement	<u>\$0.0</u>	<u>\$39.1</u>	<u>(\$39.1)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>\$39.1</u>	<u>(\$39.1)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>
Total Public Funding	\$129.5	\$158.3	(\$28.7)	(18.2%)	\$480.4	\$408.7	\$71.7	17.5%	\$113.2	\$16.3	14.4%	\$400.3	\$80.0	20.0%
Total Revenues	\$172.2	\$215.4	(\$43.1)	(20.0%)	\$733.1	\$800.0	(\$66.9)	(8.4%)	\$131.1	\$41.1	31.3%	\$704.1	\$29.0	4.1%
Expenses														
Transportation	\$54.1	\$73.7	\$19.7	26.7%	\$232.8	\$273.8	\$41.0	15.0%	\$61.3	\$7.3	11.9%	\$257.5	\$24.7	9.6%
Maintenance of Way (Engineering)	\$42.8	\$41.9	(\$0.9)	(2.1%)	\$169.0	\$159.0	(\$10.0)	(6.3%)	\$38.5	(\$4.3)	(11.2%)	\$147.8	(\$21.3)	(14.4%)
Maintenance of Equipment (Mechanical)	\$45.0	\$49.0	\$4.0	8.2%	\$174.5	\$181.0	\$6.6	3.6%	\$42.9	(\$2.1)	(4.8%)	\$167.8	\$6.6	3.9%
Claims & Insurance	\$7.2	\$5.6	(\$1.5)	(27.1%)	\$19.9	\$21.3	\$1.4	6.6%	\$2.0	(\$5.1)	(250.2%)	\$15.6	(\$4.4)	(28.0%)
Administration	\$22.2	\$28.2	\$6.0	21.4%	\$85.9	\$107.6	\$21.8	20.2%	\$19.9	(\$2.2)	(11.2%)	\$83.6	(\$2.3)	(2.7%)
Diesel Fuel	\$12.5	\$15.2	\$2.7	17.5%	\$44.3	\$53.1	\$8.8	16.6%	\$9.0	(\$3.5)	(38.8%)	\$41.1	(\$3.2)	(7.9%)
Electricity	<u>\$1.1</u>	<u>\$1.1</u>	<u>\$0.0</u>	<u>0.6%</u>	<u>\$3.7</u>	<u>\$4.0</u>	<u>\$0.3</u>	<u>7.8%</u>	<u>\$0.8</u>	<u>(\$0.3)</u>	<u>(42.8%)</u>	<u>\$3.2</u>	<u>(\$0.5)</u>	<u>(16.7%)</u>
Total Expense	\$184.8	\$214.7	\$30.0	14.0%	\$730.2	\$800.0	\$69.8	8.7%	\$174.5	(\$10.3)	(5.9%)	\$716.6	(\$13.6)	(1.9%)
Operating Deficit	\$142.1	\$157.6	\$15.6	9.9%	\$477.5	\$408.7	(\$68.8)	(16.8%)	\$156.6	\$14.6	9.3%	\$572.7	\$95.2	16.6%
Net Results	(\$12.5)	\$0.6	(\$13.2)		\$2.9	(\$0.0)	\$2.9		(\$43.4)	\$30.8		(\$12.5)	\$15.4	
Recovery Ratio	24.1%	28.8%	(4.7) pts		37.4%	53.0%	(15.7) pts		21.6%	2.5	pts	46.5%	(9.1) pts	
Ridership	4.6	5.6	(0.9)	(16.4%)	13.9	14.3	(0.3)	(2.3%)	1.6	3.0	184.2%	18.6	(4.6)	(24.9%)
Average Fare	\$7.15	\$4.50	\$2.65	58.8%	\$5.78	\$5.34	\$0.44	8.3%	\$4.31	\$2.84	66.0%	\$5.53	\$0.25	4.6%

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: 4th Quarter 2021

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	4th Quarter 2021				YTD 2021				4th Quarter 2020			YTD 2020		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
Operating Revenue														
Farebox	\$5.1	\$5.6	(\$0.6)	(10.1%)	\$17.0	\$23.0	(\$6.0)	(26.1%)	\$3.8	\$1.3	34.1%	\$16.5	\$0.5	3.2%
Reduced Fare	\$0.3	\$0.3	(\$0.0)	(0.0%)	\$1.3	\$1.3	(\$0.0)	(0.0%)	\$0.3	\$0.0	0.0%	\$1.3	\$0.0	0.0%
Advertising	\$0.5	\$0.3	\$0.2	71.9%	\$2.0	\$1.2	\$0.8	70.9%	\$0.2	\$0.3	111.8%	\$1.4	\$0.6	46.2%
Investment/Other	\$3.4	\$3.6	(\$0.2)	(5.8%)	\$11.6	\$14.0	(\$2.4)	(17.1%)	\$1.9	\$1.5	79.6%	\$10.7	\$0.9	8.6%
CARES Act Funding - Fare Revenue R	<u>\$0.0</u>	<u>\$4.6</u>	<u>(\$4.6)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>\$18.3</u>	<u>(\$18.3)</u>	<u>(100.0%)</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 Operating Revenue	\$9.3	\$14.5	(\$5.2)	(35.7%)	\$31.9	\$57.8	(\$25.9)	(44.8%)	\$6.2	\$3.1	49.1%	\$29.8	\$2.1	6.9%
Public Funding														
Sales Tax I	\$25.9	\$24.4	\$1.5	6.2%	\$111.2	\$88.0	\$23.2	26.3%	\$23.2	\$2.6	11.4%	\$91.3	\$19.8	21.7%
Sales Tax II	\$9.8	\$9.2	0.6	6.1%	\$21.4	\$12.9	8.5	65.6%	\$8.7	1.1	12.3%	\$17.7	3.7	20.7%
PTF II	\$5.9	\$4.6	1.3	27.8%	\$21.1	\$16.9	4.2	25.0%	\$4.6	1.3	29.4%	\$17.3	3.8	22.1%
SCMF	\$6.8	\$6.4	0.4	5.9%	\$28.5	\$23.1	5.4	23.5%	\$5.7	1.0	18.1%	\$22.8	5.8	25.4%
SSJA	\$0.0	\$0.0	0.0	0.0%	\$7.5	\$7.5	0.0	0.0%	\$7.5	(7.5)	(100.0%)	\$7.5	0.0	0.0%
Non-Statutory Funding - PTF I	\$1.4	\$1.1	0.3	26.4%	\$5.1	\$4.2	1.0	23.9%	\$1.1	0.3	28.7%	\$4.3	0.9	21.1%
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	0.0%	\$0.2	(0.2)	(100.0%)
ICE Funding	\$0.0	\$0.0	0.0	0.0%	\$0.0	\$0.0	0.0	0.0%	\$0.4	(0.4)	(100.0%)	\$1.5	(1.5)	(100.0%)
ICE Carryover (2019)	\$0.0	\$0.0	0.0	0.0%	\$1.2	\$1.2	0.0	0.0%	\$0.0	0.0	0.0%	\$0.0	1.2	0.0%
CMAQ/JARC/New Freedom	\$1.4	\$1.6	(0.1)	(7.6%)	\$6.6	\$6.1	0.6	9.1%	(\$5.5)	7.0	(126.0%)	\$0.0	6.6	0.0%
CARES Act Funding - Public Funding f	<u>\$0.0</u>	<u>\$5.8</u>	<u>(5.8)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>\$23.2</u>	<u>(23.2)</u>	<u>(100.0%)</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	\$51.3	\$53.1	(1.9)	(3.5%)	\$202.7	\$183.0	\$19.7	10.7%	\$45.7	\$5.5	12.1%	\$162.6	\$40.1	24.7%
Total Revenues	\$60.6	\$67.6	(\$7.0)	(10.4%)	\$234.6	\$240.8	(\$6.2)	(2.6%)	\$52.0	\$8.6	16.6%	\$192.4	\$42.2	21.9%
Expense														
Labor / Fringe	\$35.1	\$35.3	\$0.3	0.8%	\$135.3	\$142.1	\$6.8	4.8%	\$32.3	(\$2.8)	(8.7%)	\$130.2	(\$5.1)	(3.9%)
Health Insurance	\$5.5	\$6.6	\$1.1	16.6%	\$23.4	\$26.4	\$3.0	11.3%	\$6.1	0.6	10.3%	\$24.4	1.0	4.1%
Material	\$2.2	\$2.3	\$0.2	7.5%	\$8.7	\$9.2	\$0.5	5.8%	\$1.2	(1.0)	(78.4%)	\$5.3	(3.3)	(62.6%)
Purchased Transportation	\$3.7	\$5.0	\$1.3	25.6%	\$15.1	\$19.9	\$4.8	24.0%	\$2.4	(1.4)	(57.7%)	\$11.0	(4.2)	(37.9%)
Fuel	\$2.9	\$2.0	(\$0.9)	(43.6%)	\$10.1	\$7.9	(\$2.2)	(27.3%)	\$1.4	(1.5)	(105.0%)	\$6.5	(3.6)	(55.5%)
Utilities	\$1.3	\$0.9	(\$0.5)	(52.8%)	\$3.7	\$3.5	(\$0.2)	(6.2%)	\$0.6	(0.7)	(117.0%)	\$2.5	(1.3)	(52.0%)
Insurance and Claims	\$0.9	\$2.8	\$1.8	66.1%	\$8.0	\$11.1	\$3.1	28.2%	\$2.7	1.7	64.6%	\$8.3	0.4	4.7%
Other Expenses	<u>\$4.8</u>	<u>\$5.4</u>	<u>\$0.6</u>	<u>10.4%</u>	<u>\$16.7</u>	<u>\$20.7</u>	<u>\$4.0</u>	<u>19.3%</u>	<u>\$3.8</u>	<u>(1.0)</u>	<u>(27.1%)</u>	<u>\$15.1</u>	<u>(1.6)</u>	<u>(10.3%)</u>
Total Expense	\$56.4	\$60.3	\$3.9	6.4%	\$221.0	\$240.8	\$19.8	8.2%	\$50.4	(\$6.0)	(11.9%)	\$203.4	(\$17.6)	(8.7%)
Net Results	\$4.1	\$7.3	(\$3.2)		\$13.6	\$0.0	\$13.6		\$1.5	\$2.6		(\$10.9)	\$24.5	
Operating Deficit	\$47.1	\$45.8	(\$1.3)	(2.8%)	\$189.1	\$183.0	(\$6.1)	(3.3%)	\$44.2	(\$2.9)	(6.6%)	\$173.5	(\$15.6)	(9.0%)
Recovery Ratio	21.7%	30.1%	(8.4) pts		19.5%	30.3%	(10.8) pts		17.3%	(0.3) pts		19.6%	(0.0) pts	
Total Ridership	3.7	4.2	(0.5)	(11.4%)	13.2	15.8	(2.6)	(16.4%)	3.0	0.7	22.7%	14.6	(1.3)	(9.2%)
<i>Average Fare</i>	\$1.35	\$1.33	\$0.02	1.5%	\$1.29	\$1.45	(\$0.17)	(11.6%)	\$1.24	\$0.12	9.3%	\$1.13	\$0.15	13.7%

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 - 4th Quarter 2021

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	4th Quarter 2021				YTD 2021				4th Quarter 2020			YTD 2020		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Unit	%	Actual	Unit	%
Operating Revenue														
Farebox	\$1.8	\$1.9	(\$0.1)	(6.6%)	\$6.5	\$7.6	(\$1.1)	(14.9%)	\$1.4	\$0.4	25.3%	\$5.8	\$0.7	12.4%
Other Revenue	\$0.0	\$0.1	(\$0.0)	(79.0%)	\$0.0	\$0.3	(\$0.2)	(81.5%)	\$0.0	\$0.0	49.2%	\$0.7	(\$0.6)	(93.1%)
CRRSAA Operating Assistance	<u>\$1.0</u>	<u>\$0.8</u>	<u>\$0.2</u>	<u>24.5%</u>	<u>\$4.5</u>	<u>\$3.1</u>	<u>\$1.4</u>	<u>44.9%</u>	<u>\$0.0</u>	<u>\$1.0</u>	<u>0.0%</u>	<u>0.0</u>	<u>4.5</u>	<u>0.0%</u>
Total Operating Revenue	\$2.8	\$2.7	\$0.0	0.5%	\$11.0	\$11.0	\$0.0	0.4%	\$1.4	\$1.3	92.5%	\$6.4	\$4.6	70.9%
Public Funding														
ADA Paratransit Fund	\$39.3	\$39.3	\$0.0	0.0%	\$157.3	\$157.3	\$0.0	0.0%	\$21.0	\$18.3	87.3%	\$121.0	\$36.3	30.0%
Additional State Funding	\$2.1	\$2.1	0.0	0.0%	8.4	8.4	0.0	0.0%	\$2.1	0.0	0.0%	8.4	0.0	0.0%
CRRSAA Operating Assistance	<u>\$5.4</u>	<u>\$4.2</u>	<u>1.2</u>	<u>28.5%</u>	<u>8.2</u>	<u>16.9</u>	<u>(8.7)</u>	<u>(51.5%)</u>	<u>\$31.4</u>	<u>(26.0)</u>	<u>(82.7%)</u>	<u>31.4</u>	<u>(23.2)</u>	<u>(73.9%)</u>
Total Public Funding	\$46.9	\$45.6	\$1.2	2.6%	\$173.9	\$182.6	(\$8.7)	(4.8%)	\$54.5	(\$7.7)	(14.1%)	\$160.8	\$13.1	8.1%
Total Revenue	\$49.6	\$48.4	\$1.2	2.5%	\$184.9	\$193.5	(\$8.7)	(4.5%)	\$55.9	(\$6.3)	(11.3%)	\$167.3	\$17.6	10.5%
Expenses														
Labor / Fringe	\$1.0	\$1.1	\$0.1	7.1%	\$4.0	\$4.3	\$0.3	7.6%	\$1.0	\$0.0	0.4%	\$4.1	\$0.1	3.4%
Health Insurance	\$0.3	\$0.2	(0.1)	(23.7%)	0.9	0.9	0.0	3.8%	\$0.2	(0.1)	(79.7%)	0.7	(0.2)	(28.9%)
Administration	\$0.3	\$1.1	0.8	72.1%	2.5	4.5	2.1	45.7%	\$1.0	0.7	69.7%	3.4	0.9	27.7%
Fuel	\$1.5	\$1.8	0.3	14.6%	5.6	7.1	1.5	20.6%	\$1.0	(0.5)	(49.5%)	3.3	(2.4)	(73.0%)
Insurance and Claims	\$0.1	\$0.2	0.1	36.4%	0.6	0.9	0.3	30.5%	\$0.2	0.1	31.8%	0.7	0.1	10.8%
Purchased Transportation	\$44.5	\$41.6	(2.9)	(7.0%)	163.7	166.4	2.7	1.6%	\$39.2	(5.3)	(13.4%)	161.0	(2.7)	(1.6%)
Regional ADA Support Allocation	<u>\$1.9</u>	<u>\$2.4</u>	<u>0.5</u>	<u>19.2%</u>	<u>7.6</u>	<u>9.4</u>	<u>1.8</u>	<u>19.3%</u>	<u>\$2.0</u>	<u>0.1</u>	<u>6.2%</u>	<u>8.4</u>	<u>0.8</u>	<u>9.5%</u>
Total Expense	\$49.6	\$48.4	(\$1.3)	(2.6%)	\$184.9	\$193.5	\$8.7	4.5%	\$44.7	(\$5.0)	(11.1%)	\$181.6	(\$3.3)	(1.8%)
Net Results	\$0.0	\$0.0	(\$0.0)		(\$0.0)	\$0.0	(\$0.0)		\$11.3	(\$11.3)		(\$14.4)	\$14.4	
Operating Deficit	\$46.9	\$45.6	(\$1.2)	(2.7%)	\$173.9	\$182.6	\$8.7	4.8%	\$43.2	(\$3.6)	(8.4%)	\$175.2	\$1.3	0.7%
Recovery Ratio	8.6%	9.4%	(0.8) pts		9.3%	9.3%	(0.1) pts		10.6%	(2.1) pts		9.2%	0.0 pts	
Total Ridership	0.9	0.8	0.1	10.1%	3.1	3.1	0.0	0.4%	0.6	0.2	31.2%	2.6	0.6	21.8%
<i>Average Fare</i>	\$2.09	\$2.47	(\$0.37)	(15.2%)	\$2.08	\$2.45	(\$0.37)	(15.3%)	\$2.19	(\$0.10)	(4.5%)	\$2.25	(\$0.17)	(7.7%)

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