

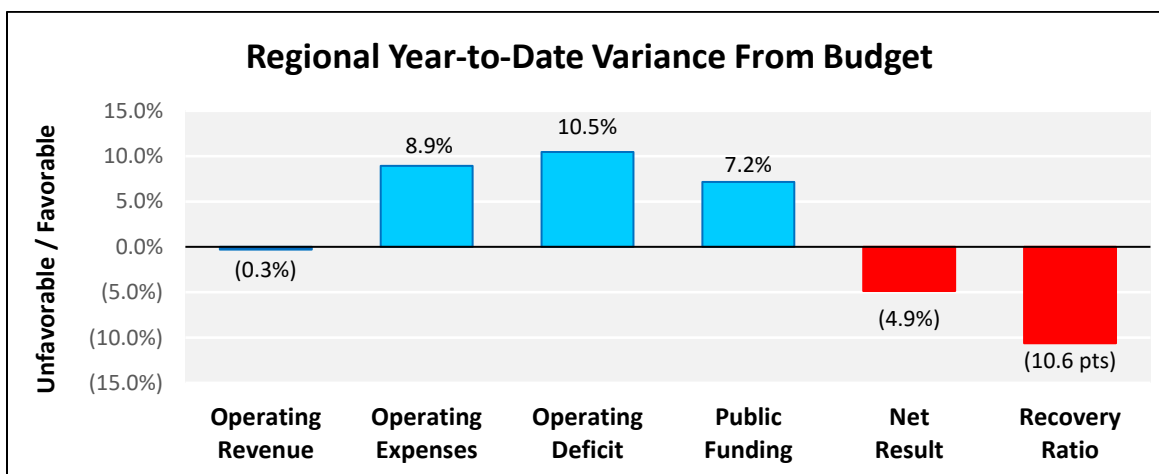
Financial Results Summary – YTD through March 2022

Total operating revenue was \$0.4 million, or 0.3%, unfavorable to the adopted budget through March, as ridership and fare revenue generally came in lower than budget due to the COVID spike in January and February. System ridership for the month of March finished closer to budget at 1.9% unfavorable. However the Service Boards' operating expenses were favorable to budget by a combined \$71.1 million, or 8.9% through the first quarter. The good expense performance more than offset the unfavorable operating revenue, resulting in favorable to budget operating deficits for each Service Board and ADA Paratransit.

Total public funding through March was \$28.9 million, or 7.2%, favorable to budget due to continued strength in RTA sales tax, PTF, and Real Estate Transfer Tax results. RTA sales tax collections for January came in at \$108.1 million, surpassing the amended January funding projection by 3.4%. Through March, the region has drawn down 36.2% of the total available federal relief funding, but significantly less than budgeted for 2022. **The financial results dashboard on the RTA website displays two anomalous results for March, both caused by a requisition of federal relief funding by Metra that was delayed awaiting RTA sales tax results. Due to the concentration of relief funding in March, Metra's recovery ratio jumped to around 100%, and Metra's net result swung to positive \$38 million. However, the year-to-date results for both of those metrics are more in line with budget.**

Federal COVID relief funding continues to be included in recovery ratio calculations, as approved by the RTA Board. Although a total of \$142.9 million of federal relief funding has been counted toward the 2022 regional revenue recovery ratio through the first quarter, the region finished at 48.1%, or 10.6 points below the current adopted budget. Each of the Service Boards' recovery ratio results was unfavorable to budget.

However, P.A. 102-0678 has provided recovery ratio relief for RTA fiscal years 2021, 2022, and 2023, allowing the RTA to temporarily budget below the 50% statutory requirement and also waiving the financial penalty for an actual year-end result below 50%. Furthermore, the RTA Board amended the Service Boards' recovery ratio requirements downward with April's funding amendment, which took effect after the RTA Board's approval of May's budget amendment. Given that the primary metric for evaluation of financial results is the variance of a Service Board's operating deficit from the adopted budget, each of which is favorable, staff recommends that the CTA, Metra, Pace Suburban Service, ADA Paratransit, and Region results be found in substantial accordance with budget despite the current recovery ratio shortfalls.



- ❖ Bars below the line indicate unfavorable results, red if greater than 3%, and bars above the line indicate favorable results, light blue if greater than 3%.