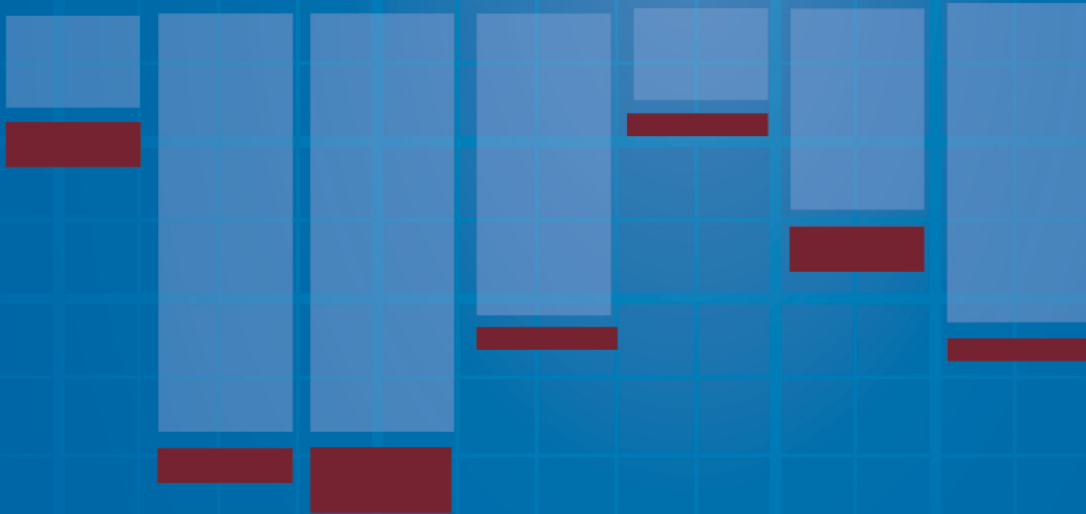


QUARTERLY FINANCIAL AND PERFORMANCE REPORT



Regional
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May 2022

1ST Quarter 2022 Financial and Performance Report

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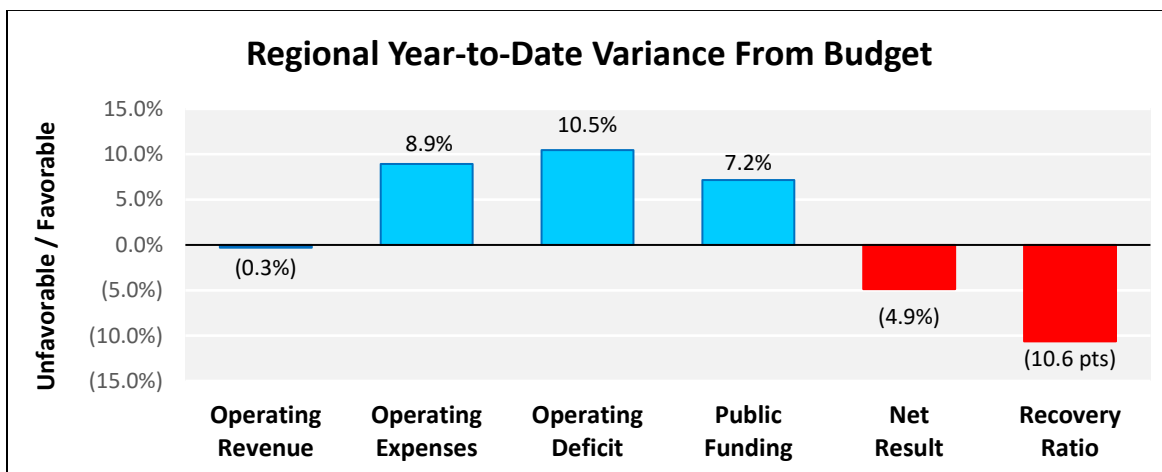
Executive Summary

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 came in 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.

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.

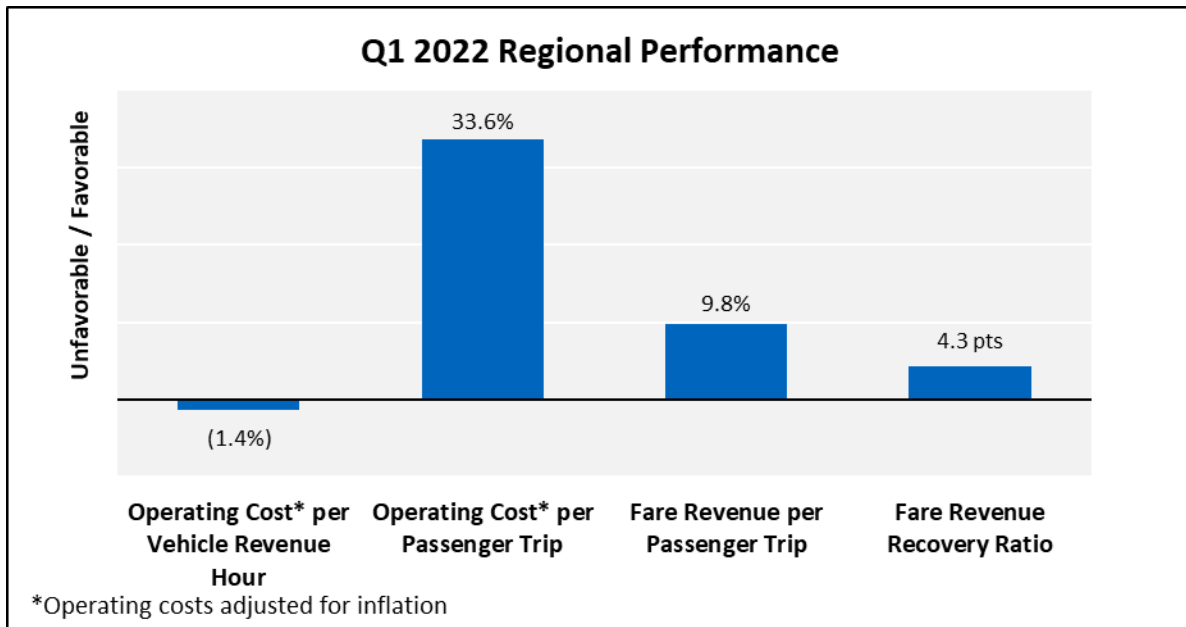
However, P.A. 102-0678 has provided recovery ratio relief for RTA fiscal years 2021, 2022, and 2023, allowing the RTA to temporarily budget below the 50% statutory requirement and also waiving the financial penalty for an actual year-end result below 50%. Furthermore, the RTA Board amended the Service Boards’ recovery ratio requirements downward with last month’s funding amendment, which will take effect after this month’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.



Within the 2022 quarterly reports, year-over-year comparisons are being made to corresponding quarters of 2021 -- well after the onset of the COVID-19 pandemic in mid-March of 2020. The metrics illustrated in the 2022 quarterly reports will show unusual and extreme changes from 2021, a year that was marked by the beginning of widespread vaccinations, the return to in-person learning at most area schools, and the reopening of many employer locations throughout the region.

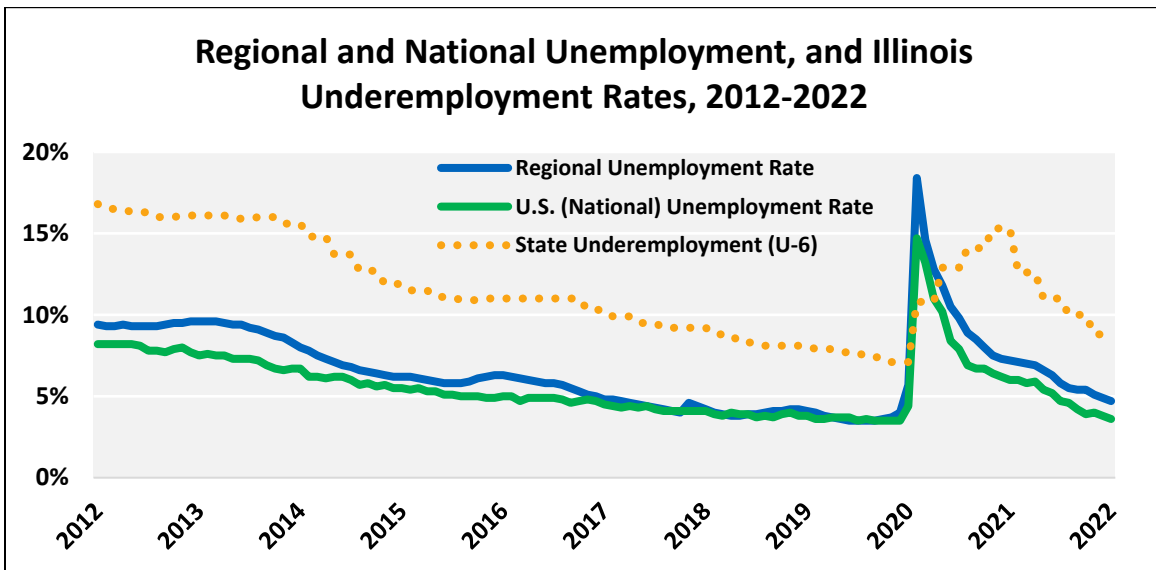
Q1 2022 regional performance results were favorable for three measures and unfavorable for one measure compared to 2021. After adjusting for inflation, regional operating costs were 1.2% lower compared to 2021, a favorable difference of \$8.3 million. A 2.6% decrease in service hours resulted in an operating cost per vehicle revenue hour that was 1.4% or \$2.78 higher (unfavorable) compared to 2021. First quarter ridership for 2022 was up 48.8% compared to 2021, resulting in an inflation-adjusted operating cost per passenger trip of \$11.45 which was \$5.80, or 33.6%, lower compared to 2021. The 63.5% increase in fare revenue in 2022, although spread over significantly more passenger trips, resulted in an average fare that was 9.8%, or \$0.14 higher compared to 2021. The fare revenue recovery ratio of 12.3% was 4.3 percentage points higher compared to 2021.

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.

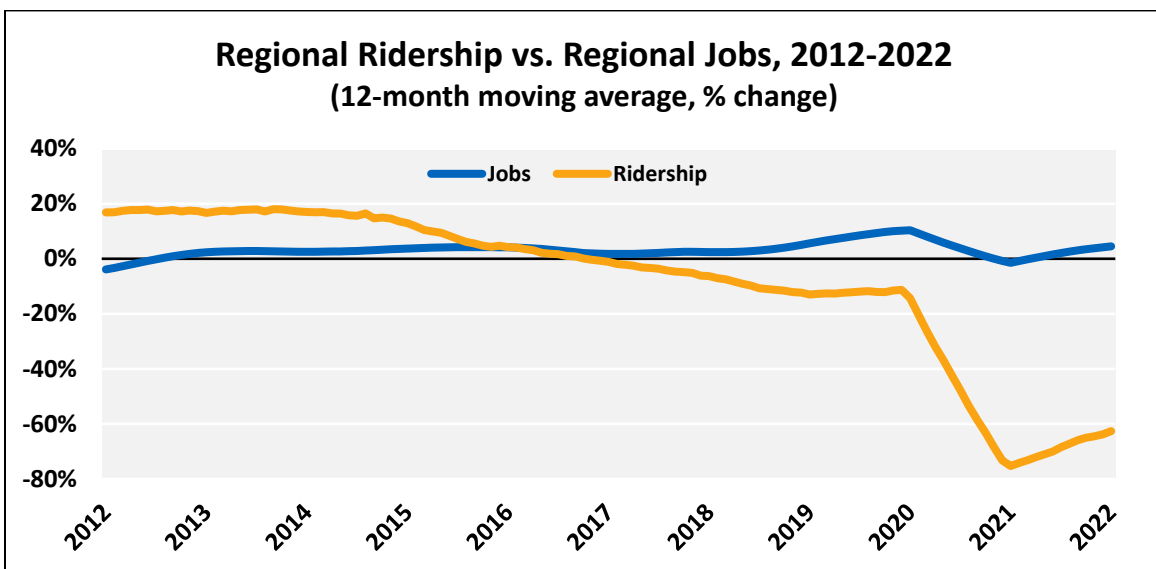


Environmental Factors

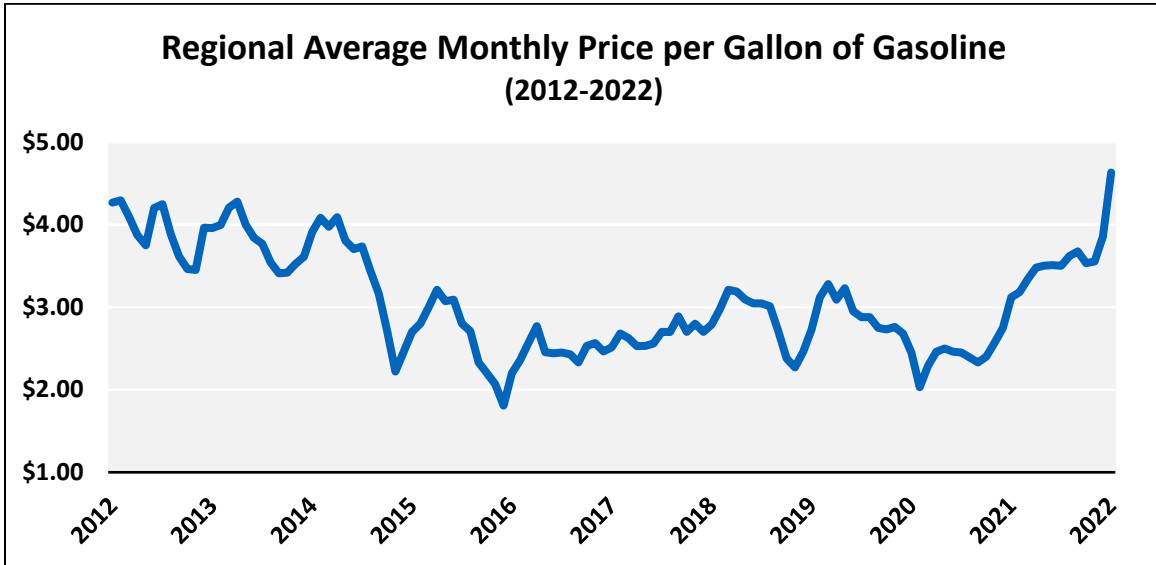
During the first quarter of 2022, the average size of the Chicago-area labor force increased by 45,500, while employment in the region also increased, by 61,333 jobs. As a result, the regional unemployment rate improved to 4.7%, which was 1.1 percentage points worse than the national rate.



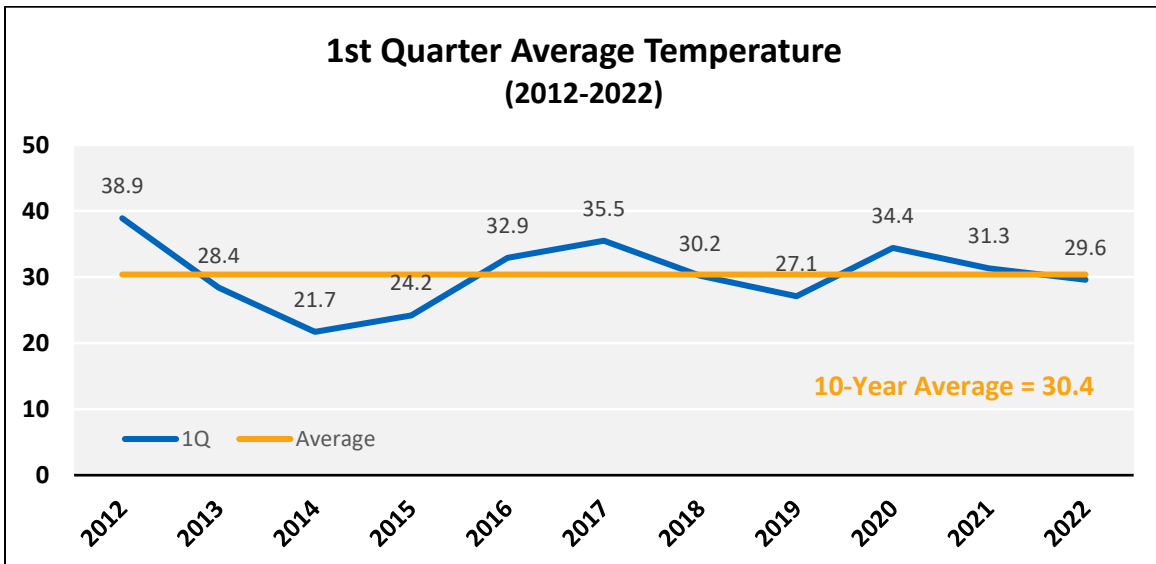
The twelve-month moving average of regional jobs improved by 1.5 percentage points from the prior quarter and is now 4.5% higher than March of 2012. The moving average of ridership also improved during the first quarter but is still 62.6% below 2012 levels.



The average price per gallon of gasoline in the Chicago region during the first quarter of 2022 was \$4.01, up forty cents from the prior quarterly average, and 42.6% higher than the first quarter of 2021.

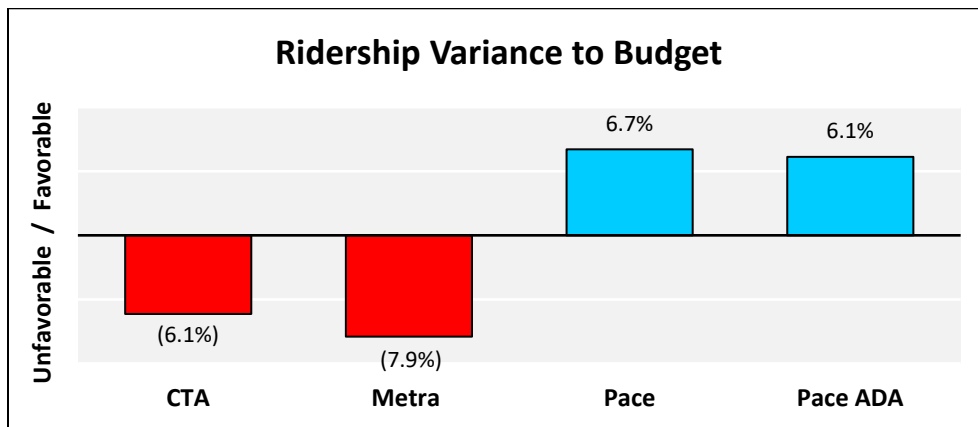


The average temperature in Chicago for the first quarter of 2022 was 29.6 degrees, essentially at the past 10-year average.

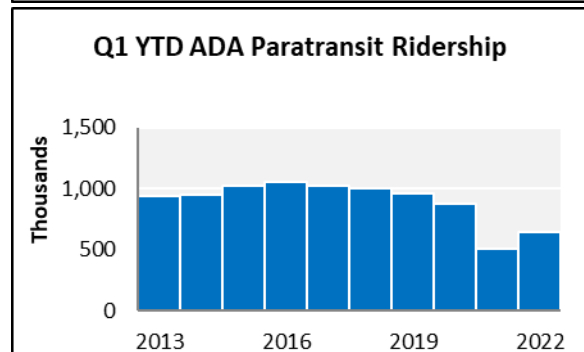
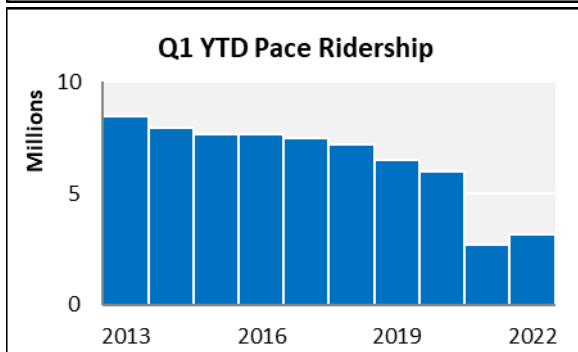
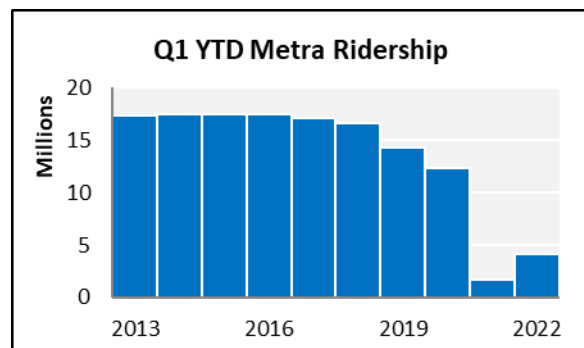
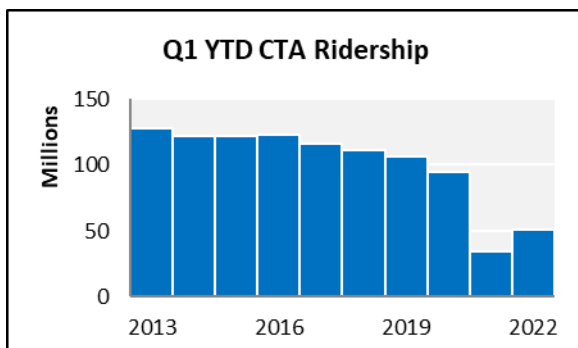


Ridership

The 2022 regional budget assumed that ridership would continue to recover to almost 48% of pre-pandemic levels by the first quarter. Ridership recovery stalled in January and February due to the spike in COVID infection rates and the delay of return-to-office plans. As a result, regional ridership finished the first quarter 5.5% below budget, and about 45% of pre-pandemic levels. Pace Suburban Service and ADA Paratransit reported favorable ridership results, while CTA and Metra finished the quarter unfavorable to the adopted 2022 budget.

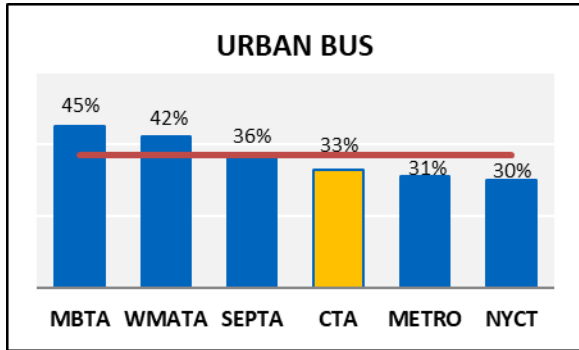


The charts below show each Service Board’s year-to-date ridership for the last ten years, as reported to the National Transit Database (NTD).



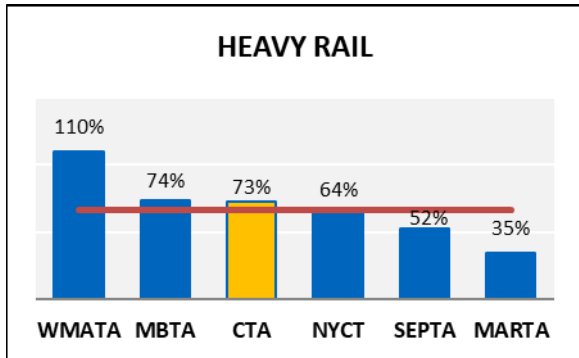
Ridership: Peer Comparison for CTA and Metra

The following peer comparisons show the percent change in ridership for 2022, by mode, in comparison to 2021. Data are provided by the NTD. CTA bus experienced a ridership increase of 33.0%, CTA rail ridership increased by 72.8%, and Metra ridership was up 148.8%.



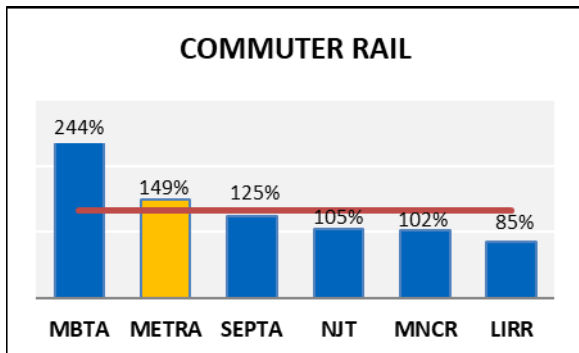
CTA bus peers include:

- MBTA (Boston)
- WMATA (Washington, DC)
- SEPTA (Philadelphia)
- METRO (Los Angeles)
- NYCT (New York)
- Peer average: +36.9%



CTA rail peers include:

- WMATA (Washington, DC)
- MBTA (Boston)
- NYCT (New York City)
- SEPTA (Philadelphia)
- MARTA (Atlanta)
- Peer average: +66.8%

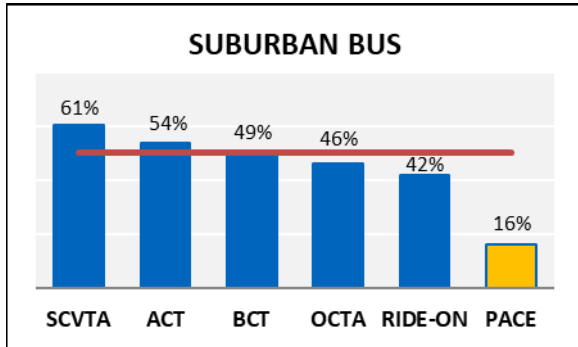


Metra's peers include:

- MBTA (Boston)
- SEPTA (Philadelphia)
- NJT (New Jersey/New York)
- MNCR (New York/Connecticut)
- LIRR (Long Island, New York)
- Peer average: +132.1%

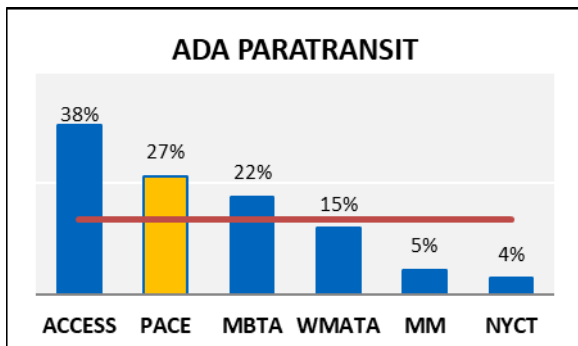
Ridership: Peer Comparison for Pace

Pace bus ridership was 16.1% higher compared to 2021; ADA Paratransit ridership increased 26.7%.



Pace bus peers include:

- SCVTA (San Francisco area)
- ACT (Oakland Area)
- BCT (Miami area)
- OCTA (Orange County, CA)
- RIDE-ON (Washington, DC area)
- Peer average: +50.3%



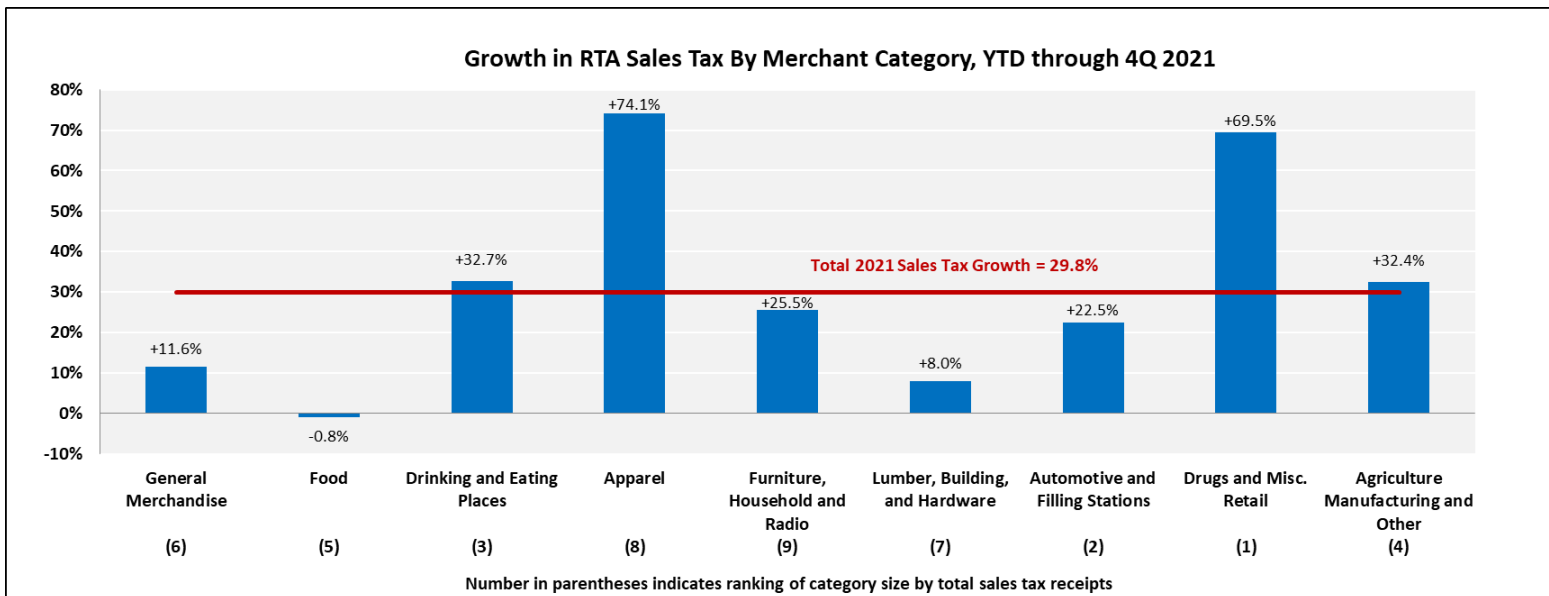
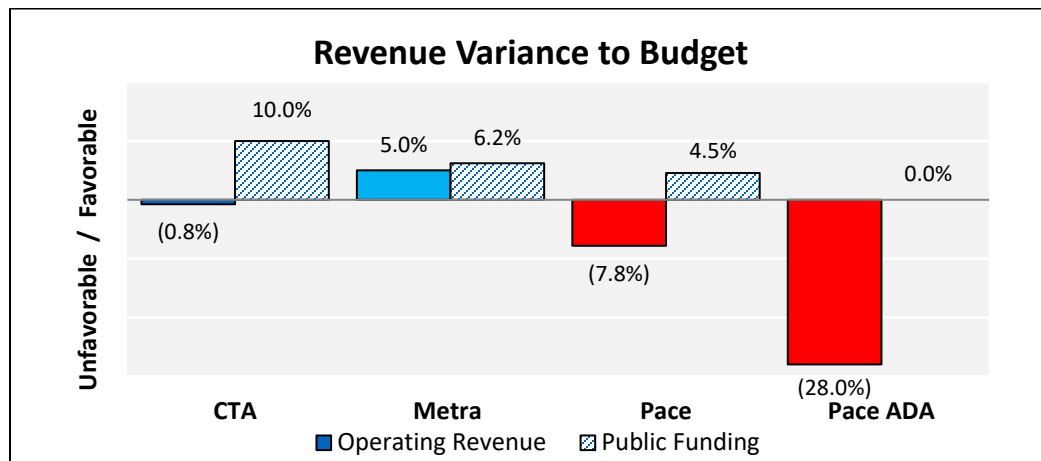
ADA Paratransit peers include:

- ACCESS (Los Angeles)
- MBTA (Boston)
- WMATA (Washington, DC)
- MM (Minneapolis)
- NYCT (New York City)
- Peer average: +16.8%

Operating Revenue and Public Funding

At the regional level, total system-generated revenue of \$119.5 million was \$0.4 million, or 0.3%, unfavorable to budget through March as fare revenue lagged budget at CTA and Pace Suburban Service and ancillary revenues fell short of budget at ADA Paratransit.

RTA sales tax receipts collected in January surpassed the adopted budget by \$14.7 million or 15.8%, contributing to an overall favorable public funding variance of \$28.9 million, or 7.2%, on a year-to-date basis. Reflecting continued strength, the RTA Board amended the 2022 RTA funding levels upward at their April meeting. As seen in the chart for the fourth quarter of 2021, the latest available, every sales tax category except Food saw growth compared to the fourth quarter of 2020, producing a total increase of nearly 30%.



Expenses

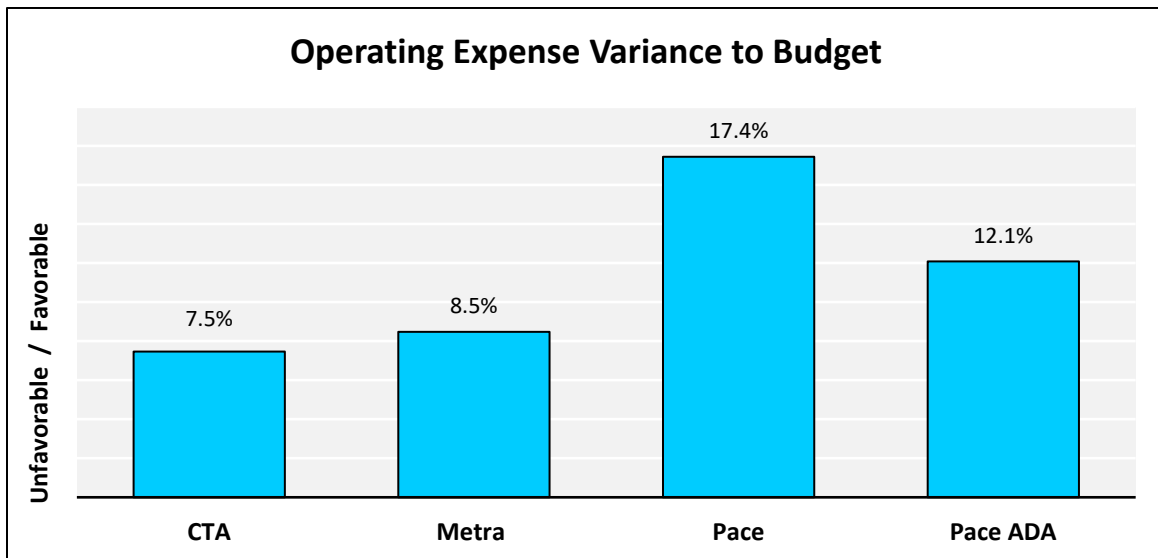
Total Service Board operating expenses of \$725.2 million were \$71.1 million or 8.9% favorable to budget through March. Fuel expenses were favorable at CTA and ADA Paratransit, but unfavorable at Metra and Pace Suburban Service, for an overall favorable to budget variance of \$0.5 million through March.

CTA’s total expenses were \$33.2 million, or 7.5%, favorable to budget with savings generated from each expense category except injuries and damages which came in flat to budget for the first quarter.

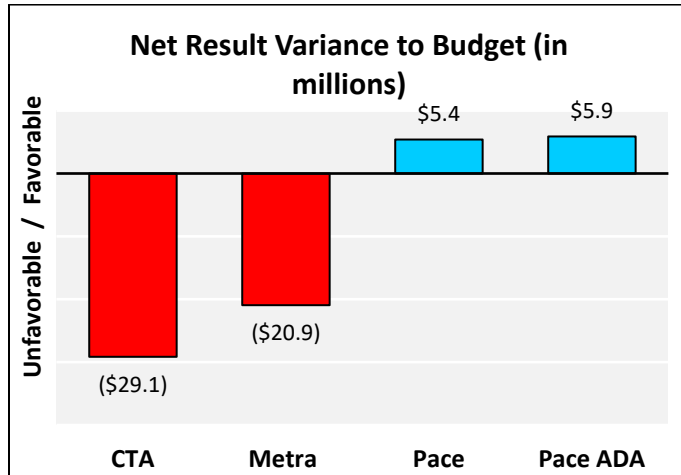
Metra’s actual expense results were \$19.4 million, or 8.5%, favorable to budget with each expense category finishing favorable to budget except for engineering, diesel fuel, and motive electricity.

Pace Suburban Service reported favorable results in each expense category except fuel, producing an overall result which was \$11.9 million, or 17.4%, favorable to their adopted budget through the first quarter.

Pace ADA Paratransit total expenses were \$6.5 million, or 12.1%, favorable to budget through March with savings from every expense category.

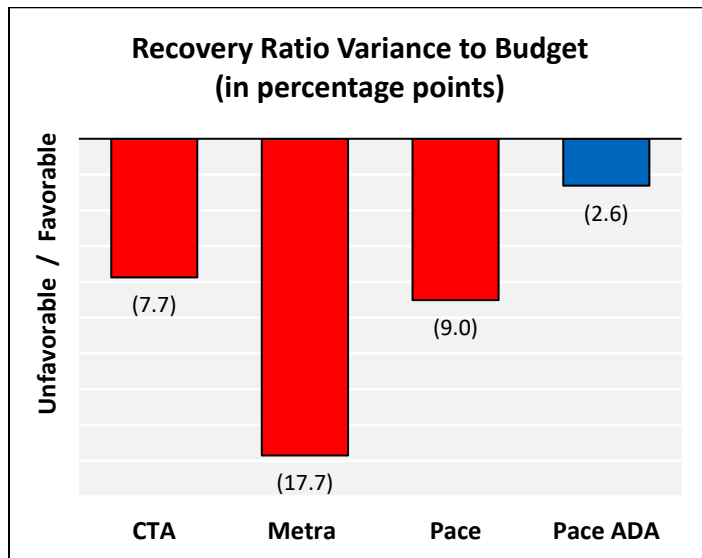


Net Results



The regional net result through the first quarter was \$38.8 million unfavorable to budget. CTA’s result was \$29.1 million unfavorable to budget, while Metra also reported an unfavorable net result of \$20.9 million due to lower than anticipated federal relief drawdowns. Pace Suburban Service and ADA Paratransit finished the quarter favorable to budget since good expense performance more than offset sytem-generated revenue shortfalls.

Recovery Ratios



Through March, the Service Boards included a total of \$131.6 million of federal relief funding in operating revenue, less than half of the more than \$270 million budgeted. With that relief funding included, the regional recovery ratio was 48.1%, which was 10.6 percentage points below budget. Each mainline service board reported unfavorable recovery ratios due to lower federal relief funding drawdowns. ADA Paratransit’s recovery ratio of 8.3% was 2.6 points below budget through the first quarter.

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, 2022 year-to-date performance is compared to 2021 year-to-date 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.

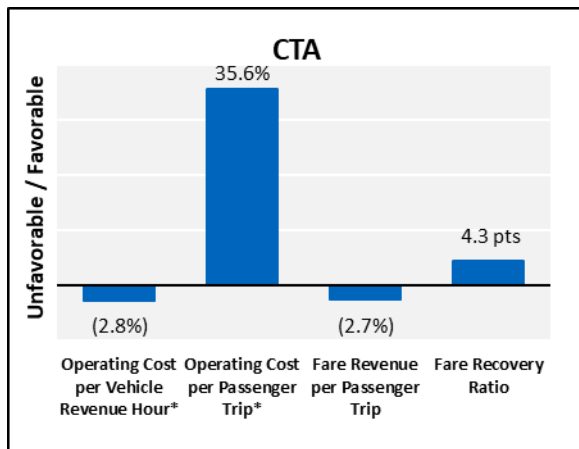
Operating cost per passenger trip: The cost of providing each individual passenger trip. Operating costs have been adjusted for inflation for this metric.

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.

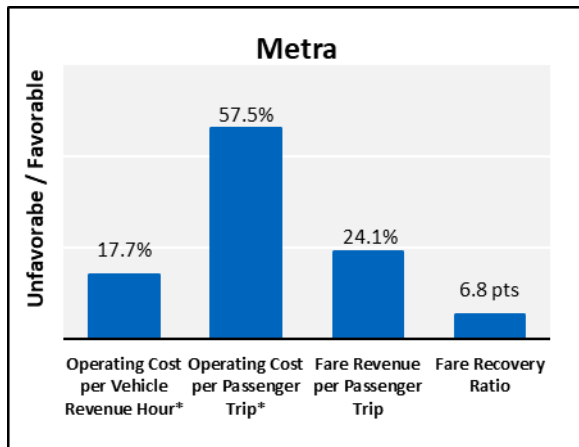
The following charts show the net percentage change for 2022 compared to 2021; bars below the line indicate unfavorable performance.

CTA YTD Performance Results



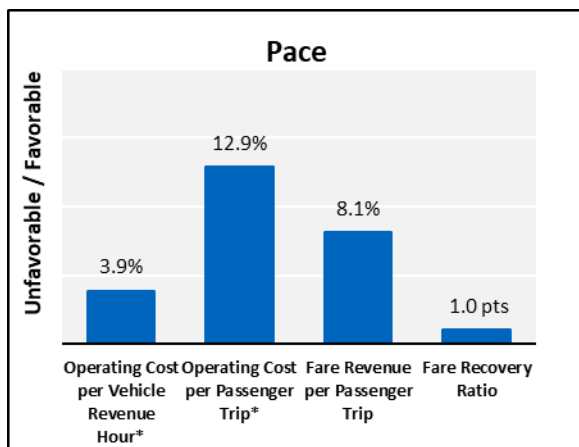
- CTA’s inflation-adjusted operating cost was 5.6% favorable compared to 2021; an 8.1% decrease in vehicle revenue hours resulted in an operating cost per vehicle hour that was 2.8% unfavorable to 2021 results, a difference of \$4.87.
- CTA first quarter ridership was 46.7% higher compared to 2021; the inflation-adjusted operating cost per passenger trip of \$7.50 was 35.6% favorable to 2021, a difference of \$4.16.
- CTA first quarter fare revenue was 42.7% higher compared to 2021; the average fare of \$1.20 was \$0.03, or 2.7%, unfavorable to 2021.
- The CTA unadjusted fare recovery ratio of 14.9% was 4.3 percentage points favorable to 2021.

Metra YTD Performance Results



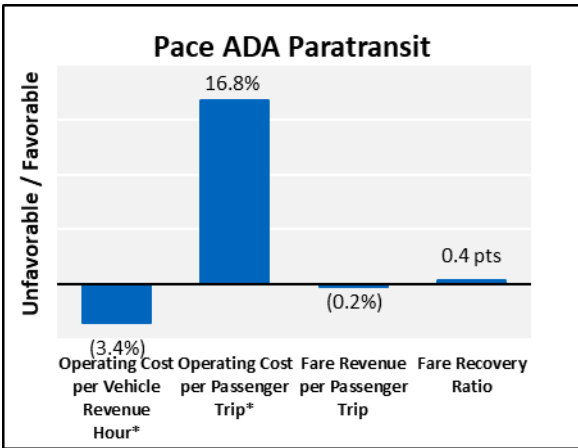
- Metra’s inflation-adjusted operating cost was 5.8% unfavorable compared to 2021; a 28.5% increase in vehicle revenue hours resulted in an operating cost per vehicle hour that was 17.7% favorable to 2021 results, a difference of \$139.64.
- Metra’s first quarter ridership for 2022 was 149% higher compared to 2021, resulting in an operating cost per passenger trip of \$46.59, a favorable difference of \$63.02.
- Metra’s first quarter 2022 fare revenue was 209% favorable compared to 2021. The average fare of \$5.36 was \$1.04, or 24.1% higher compared to 2021.
- The Metra unadjusted fare recovery ratio of 10.7% was 6.8 percentage points favorable to 2021.

Pace YTD Performance Results



- Pace’s inflation-adjusted operating cost was 2.4% higher compared to 2021; a 6.5% increase in vehicle revenue hours resulted in an operating cost per vehicle hour that was 3.9% favorable to 2021 results, a difference of \$4.46.
- Pace first quarter ridership was 17.5% higher compared to 2021, resulting in an operating cost per passenger trip of \$16.57, a favorable difference of \$2.45.
- Pace fare revenue increased 27.0% in the first quarter of 2022. The average fare of \$1.31 was \$0.10, or 8.1% favorable compared to 2021.
- The Pace unadjusted fare recovery ratio of 7.4% was 1.0 percentage point favorable to 2021.

Pace ADA Paratransit YTD Performance Results



- ADA Paratransit’s inflation-adjusted operating cost was 5.4% unfavorable compared to 2021; a 1.9% increase in vehicle revenue hours resulted in an operating cost per vehicle hour that was 3.4% unfavorable to 2021 results, a difference of \$3.74.
- ADA Paratransit ridership was 26.7% higher compared to 2021, resulting in an operating cost per passenger trip of \$69.03, a favorable difference of \$13.91.
- ADA Paratransit first quarter fare revenue was 26.5% higher in 2022. The average fare of \$2.55 was equal to 2021.
- The ADA Paratransit fare recovery ratio of 3.4% was 0.4 percentage points higher compared to 2021.

Region Summary Report - 1st Quarter 2022

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	1st Quarter 2022				YTD 2022				1st Quarter 2021			YTD 2021		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Unit	Change %	Actual	Unit	Change %
Operating Revenues														
CTA	\$78.3	\$78.9	(\$0.6)	(0.8%)	\$78.3	\$78.9	(\$0.6)	(0.8%)	\$173.1	(\$94.8)	(54.8%)	\$173.1	(\$94.8)	(54.8%)
Metra	\$31.9	\$30.4	\$1.5	5.0%	\$31.9	\$30.4	\$1.5	5.0%	\$107.1	(\$75.2)	(70.2%)	\$107.1	(\$75.2)	(70.2%)
Pace	\$7.7	\$8.3	(\$0.6)	(7.8%)	\$7.7	\$8.3	(\$0.6)	(7.8%)	\$14.1	(\$6.4)	(45.6%)	\$14.1	(\$6.4)	(45.6%)
Pace ADA	<u>\$1.6</u>	<u>\$2.3</u>	<u>(\$0.6)</u>	<u>(28.0%)</u>	<u>\$1.6</u>	<u>\$2.3</u>	<u>(\$0.6)</u>	<u>(28.0%)</u>	<u>\$0.0</u>	<u>\$1.6</u>	<u>#DIV/0!</u>	<u>\$0.0</u>	<u>\$1.6</u>	<u>#DIV/0!</u>
Total	\$119.5	\$119.9	(\$0.4)	(0.3%)	\$119.5	\$119.9	(\$0.4)	(0.3%)	\$294.3	\$174.8	59.4%	\$294.3	(\$174.8)	(59.4%)
Public Funding														
CTA	\$229.7	\$208.8	\$20.9	10.0%	\$229.7	\$208.8	\$20.9	10.0%	\$233.2	(\$3.5)	(1.5%)	\$233.2	(\$3.5)	(1.5%)
Metra	\$104.6	\$98.5	\$6.1	6.2%	\$104.6	\$98.5	\$6.1	6.2%	\$100.5	\$4.1	4.1%	\$100.5	\$4.1	4.1%
Pace	\$44.6	\$42.7	\$1.9	4.5%	\$44.6	\$42.7	\$1.9	4.5%	\$46.0	(\$1.4)	(3.0%)	\$46.0	(\$1.4)	(3.0%)
Pace ADA	<u>\$54.1</u>	<u>\$54.1</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$54.1</u>	<u>\$54.1</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$41.4</u>	<u>\$12.7</u>	<u>30.6%</u>	<u>\$41.4</u>	<u>\$12.7</u>	<u>30.6%</u>
Total	\$433.0	\$404.1	\$28.9	7.2%	\$433.0	\$404.1	\$28.9	7.2%	\$421.0	(\$12.0)	(2.9%)	\$421.0	\$12.0	2.9%
Operating Expenses														
CTA	\$411.3	\$444.5	\$33.2	7.5%	\$411.3	\$444.5	\$33.2	7.5%	\$406.2	(\$5.1)	(1.2%)	\$406.2	(\$5.1)	(1.2%)
Metra	\$210.0	\$229.4	\$19.4	8.5%	\$210.0	\$229.4	\$19.4	8.5%	\$185.2	(\$24.8)	(13.4%)	\$185.2	(\$24.8)	(13.4%)
Pace	\$56.4	\$68.4	\$11.9	17.4%	\$56.4	\$68.4	\$11.9	17.4%	\$51.4	(\$5.0)	(9.8%)	\$51.4	(\$5.0)	(9.8%)
Pace ADA	<u>\$47.5</u>	<u>\$54.0</u>	<u>\$6.5</u>	<u>12.1%</u>	<u>\$47.5</u>	<u>\$54.0</u>	<u>\$6.5</u>	<u>12.1%</u>	<u>\$42.0</u>	<u>(\$5.5)</u>	<u>(13.1%)</u>	<u>\$42.0</u>	<u>(\$5.5)</u>	<u>(13.1%)</u>
Total	\$725.2	\$796.3	\$71.1	8.9%	\$725.2	\$796.3	\$71.1	8.9%	\$684.8	(\$40.4)	(5.9%)	\$684.8	(\$40.4)	(5.9%)
Net Results														
CTA	(\$26.3)	\$2.9	(\$29.1)		\$667.0	\$2.9	\$664.2		\$0.1	(\$26.3)		\$0.1	\$667.0	
Metra	(\$20.9)	\$0.0	(\$20.9)		(\$20.9)	\$0.0	(\$20.9)		\$22.4	(\$43.3)		\$22.4	(\$43.3)	
Pace	(\$2.1)	(\$7.5)	\$5.4		(\$2.1)	(\$7.5)	\$5.4		\$8.7	(\$10.7)		\$8.7	(\$10.7)	
Pace ADA	<u>\$8.3</u>	<u>\$2.4</u>	<u>\$5.9</u>		<u>\$8.3</u>	<u>\$2.4</u>	<u>\$5.9</u>		<u>(\$0.6)</u>	<u>\$8.8</u>		<u>(\$0.6)</u>	<u>\$8.8</u>	
Total	(\$41.0)	(\$2.2)	(\$38.8)		\$652.3	(\$2.2)	\$654.5		\$30.5	(\$71.6)		\$30.5	\$621.7	
Operating Deficit														
CTA	\$333.0	\$365.6	\$32.6	8.9%	\$333.0	\$365.6	\$32.6	8.91%	\$233.1	(99.9)	(42.9%)	\$233.1	(\$99.9)	(42.9%)
Metra	\$178.1	\$199.0	\$21.0	10.5%	\$178.1	\$199.0	\$21.0	10.5%	\$78.1	(100.0)	(128.1%)	\$78.1	(100.0)	(128.1%)
Pace	\$48.8	\$60.0	\$11.3	18.8%	\$48.8	\$60.0	\$11.3	18.8%	\$37.3	(11.5)	(30.7%)	\$37.3	(11.5)	(30.7%)
Pace ADA	<u>\$45.8</u>	<u>\$51.7</u>	<u>\$5.9</u>	<u>11.4%</u>	<u>\$45.8</u>	<u>\$51.7</u>	<u>\$5.9</u>	<u>11.4%</u>	<u>\$42.0</u>	<u>(3.8)</u>	<u>(9.1%)</u>	<u>\$42.0</u>	<u>(3.8)</u>	<u>(9.1%)</u>
Total	\$605.7	\$676.4	\$70.7	10.5%	\$605.7	\$676.4	\$70.7	10.5%	\$390.5	(\$215.2)	(55.1%)	\$390.5	(\$215.2)	(55.1%)
Recovery Ratio														
CTA	56.1%	63.9%	(7.8) pts		56.1%	63.9%	(7.8) pts		55.4%	0.8 pts		55.4%	0.8 pts	
Metra	43.3%	61.0%	(17.7) pts		43.3%	61.0%	(17.7) pts		62.9%	(19.5) pts		62.9%	(19.5) pts	
Pace	22.4%	31.4%	(9.0) pts		22.4%	31.4%	(9.0) pts		31.9%	(9.5) pts		31.9%	(9.5) pts	
Pace ADA	<u>8.3%</u>	<u>10.9%</u>	<u>(2.6) pts</u>		<u>8.3%</u>	<u>10.9%</u>	<u>(2.6) pts</u>		<u>0.0%</u>	<u>8.3 pts</u>		<u>0.0%</u>	<u>8.3 pts</u>	
System	48.1%	58.8%	(10.6) pts		48.1%	58.8%	(10.6) pts		54.3%	(6.2) pts		54.3%	(6.2) pts	
Ridership														
CTA	51.1	54.5	(3.3)	(6.1%)	51.1	54.5	(3.3)	(6.1%)	34.8	16.3	46.7%	34.8	16.3	46.7%
Metra ⁽¹⁾	4.2	4.6	(0.4)	(7.9%)	4.2	4.6	(0.4)	(7.9%)	1.7	2.5	150.3%	1.7	2.5	150.3%
Pace	3.2	3.0	0.2	6.7%	3.2	3.0	0.2	6.7%	2.7	0.5	17.6%	2.7	0.5	17.6%
Pace ADA	<u>0.8</u>	<u>0.8</u>	<u>0.0</u>	<u>6.1%</u>	<u>0.8</u>	<u>0.8</u>	<u>0.0</u>	<u>6.1%</u>	<u>0.7</u>	<u>0.2</u>	<u>26.5%</u>	<u>0.7</u>	<u>0.2</u>	<u>26.5%</u>
Total	59.3	62.8	(3.5)	(5.5%)	59.3	62.8	(3.5)	(5.5%)	39.9	19.5	48.8%	39.9	19.5	48.8%

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

(1) Excludes South Shore ridership.

CTA Summary Report: 1st Quarter 2022

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	1st Quarter 2022				YTD 2022				1st Quarter 2021			YTD 2021		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Change		Actual	Change	
		Unit	%			Unit	%		Unit	%		Unit	%	
Operating Revenue														
Farebox Revenue	\$61.3	\$61.9	(\$0.7)	(1.1%)	\$61.3	\$61.9	(\$0.7)	(1.1%)	\$42.9	\$18.3	42.7%	\$42.9	\$18.3	42.7%
Reduced Fare Subsidy	\$3.7	\$3.7	(0.0)	(0.0%)	\$3.7	\$3.7	(\$0.0)	(0.0%)	\$3.7	0.0	0.0%	\$3.7	0.0	0.0%
Other	<u>\$13.4</u>	<u>\$13.3</u>	<u>0.1</u>	<u>0.4%</u>	<u>\$13.4</u>	<u>\$13.3</u>	<u>\$0.1</u>	<u>0.4%</u>	<u>\$11.8</u>	<u>1.5</u>	<u>13.0%</u>	<u>\$11.8</u>	<u>1.5</u>	<u>13.0%</u>
Total Operating Revenue	\$78.3	\$78.9	(0.6)	(0.8%)	\$78.3	\$78.9	(\$0.6)	(0.8%)	\$173.1	(\$94.8)	(54.8%)	\$173.1	(\$94.8)	(54.8%)
Federal Funding - Fare Revenue Replacement	\$77.0	\$159.6	(82.6)	(51.7%)	\$77.0	\$159.6	(\$82.6)	(51.7%)	\$114.7	(37.7)	(32.9%)	\$114.7	(37.7)	(32.9%)
Public Funding														
Sales Tax I	\$99.3	\$96.3	\$3.0	3.1%	\$99.3	\$96.3	\$3.0	3.1%	\$89.8	\$9.5	10.6%	\$89.8	\$9.5	10.6%
Sales Tax II	\$3.5	\$3.4	0.0	1.1%	\$3.5	\$3.4	0.0	1.1%	\$8.7	(5.3)	(60.4%)	\$8.7	(5.3)	(60.4%)
PTF II	\$23.1	\$20.5	2.6	12.6%	\$23.1	\$20.5	2.6	12.6%	\$17.0	6.1	35.6%	\$17.0	6.1	35.6%
25% PTF on RETT	\$4.8	\$3.2	1.6	48.6%	\$4.8	\$3.2	1.6	48.6%	\$2.9	1.8	63.0%	\$2.9	1.8	63.0%
City of Chicago RETT	\$20.6	\$13.2	7.4	55.7%	\$20.6	\$13.2	7.4	55.7%	\$13.1	7.5	57.3%	\$13.1	7.5	57.3%
Non-Statutory Funding - PTF I	\$74.5	\$67.0	7.5	11.2%	\$74.5	\$67.0	7.5	11.2%	\$56.0	18.5	32.9%	\$56.0	18.5	32.9%
Non-Statutory Funding - ST I	\$2.5	\$3.7	(1.2)	(33.3%)	\$2.5	\$3.7	(1.2)	(33.3%)	\$0.0	2.5	0.0%	\$0.0	2.5	0.0%
ICE funding for operations	\$1.6	\$1.5	0.1	4.4%	\$1.6	\$1.5	0.1	4.4%	\$1.5	0.1	5.5%	\$1.5	0.1	5.5%
CRRSAA Funding - Public Funding Replacement	\$0.0	\$0.0	0.0	0.0%	\$0.0	\$0.0	0.0	0.0%	\$44.1	(44.1)	(100.0%)	\$44.1	(44.1)	(100.0%)
ARP Act Funding - Public Funding Replacement	<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	\$229.7	\$208.8	20.9	10.0%	\$229.7	\$208.8	\$20.9	10.0%	\$233.2	(\$3.5)	(1.5%)	\$233.2	(\$3.5)	(1.5%)
Total Revenues	\$385.0	\$447.4	(\$62.3)	(13.9%)	\$385.0	\$447.4	(\$62.3)	(13.9%)	\$406.3	(\$21.3)	(5.2%)	\$406.3	(\$21.3)	(5.2%)
Expense														
Labor	\$287.6	\$311.0	\$23.3	7.5%	\$287.6	\$311.0	\$23.3	7.5%	\$286.8	(\$0.9)	(0.3%)	\$286.8	(\$0.9)	(0.3%)
Material	\$25.5	\$25.8	\$0.3	1.2%	\$25.5	\$25.8	\$0.3	1.2%	\$22.8	(2.7)	(12.0%)	\$22.8	(2.7)	(12.0%)
Fuel	\$7.8	\$9.0	\$1.3	14.1%	\$7.8	\$9.0	\$1.3	14.1%	\$8.2	0.5	5.5%	\$8.2	0.5	5.5%
Power	\$7.6	\$9.8	\$2.2	22.6%	\$7.6	\$9.8	\$2.2	22.6%	\$7.1	(0.5)	(6.7%)	\$7.1	(0.5)	(6.7%)
I&D	\$7.9	\$7.9	\$0.0	0.0%	\$7.9	\$7.9	\$0.0	0.0%	\$7.9	0.0	0.0%	\$7.9	0.0	0.0%
Passenger Security	\$5.2	\$6.6	\$1.4	20.8%	\$5.2	\$6.6	\$1.4	20.8%	\$4.2	(1.0)	(24.2%)	\$4.2	(1.0)	(24.2%)
All Other	<u>\$69.7</u>	<u>\$74.4</u>	<u>\$4.7</u>	<u>6.3%</u>	<u>\$69.7</u>	<u>\$74.4</u>	<u>\$4.7</u>	<u>6.3%</u>	<u>\$69.2</u>	<u>(0.4)</u>	<u>(0.6%)</u>	<u>\$69.2</u>	<u>(0.4)</u>	<u>(0.6%)</u>
Total Expense	\$411.3	\$444.5	\$33.2	7.5%	\$411.3	\$444.5	\$33.2	7.5%	\$406.2	(\$5.1)	(1.2%)	\$406.2	(\$5.1)	(1.2%)
Net Results	(\$26.3)	\$2.9	(\$29.1)		(\$26.3)	\$2.9	(\$29.1)		\$0.1	(\$26.3)		\$0.1	(\$26.3)	
Operating Deficit	\$333.0	\$365.6	\$32.6	8.9%	\$333.0	\$365.6	\$32.6	8.9%	\$233.1	(\$99.9)	(42.9%)	\$233.1	(\$99.9)	(42.9%)
Recovery Ratio	56.1%	63.9%	(7.8) pts		56.1%	63.9%	(7.8) pts		55.4%	0.8 pts		55.4%	0.8 pts	
Total Ridership	51.1	54.5	(3.3)	(6.1%)	51.1	54.5	(3.3)	(6.1%)	34.8	16.3	46.7%	34.8	16.3	46.7%
<i>Average Fare</i>	\$1.20	\$1.14	\$0.06	5.4%	\$1.20	\$1.14	\$0.06	5.4%	\$1.23	(0.03)	(0.03)	1.23	(0.03)	(0.03)

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

(1) CTA receives a Pension Obligation Bond (POB) expense credit equal to the principal and interest paid on debt service related to their Pension Obligation Bond.

(2) Federal Funding Relief for Fare Revenue Replacement was included in Operating Revenue in 2021, however it is NOT included in Operating Revenue in 2022.

Metra Summary Report: 1st Quarter 2022

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	1st Quarter 2022				YTD 2022				1st Quarter 2021			YTD 2021		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
		Unit	%			Unit	%		Unit	%		Unit	%	
Operating Revenue														
Farebox	\$22.5	\$22.1	\$0.4	1.8%	\$22.5	\$22.1	\$0.4	1.8%	\$7.3	\$15.2	208.7%	\$7.3	\$15.2	208.7%
Reduced Fare	\$0.4	\$0.4	\$0.0	0.0%	\$0.4	\$0.4	\$0.0	0.0%	\$0.4	\$0.0	0.0%	\$0.4	\$0.0	0.0%
Other	<u>\$9.0</u>	<u>\$7.8</u>	<u>\$1.1</u>	<u>14.3%</u>	<u>\$9.0</u>	<u>\$7.8</u>	<u>\$1.1</u>	<u>14.3%</u>	<u>\$23.6</u>	<u>(\$14.6)</u>	<u>(62.0%)</u>	<u>\$23.6</u>	<u>(\$14.6)</u>	<u>(62.0%)</u>
Total Operating Revenue	\$31.9	\$30.4	\$1.5	5.0%	\$31.9	\$30.4	\$1.5	5.0%	\$107.1	(\$75.2)	(70.2%)	\$107.1	(\$75.2)	(70.2%)
Federal Relief Funding - Fare Revenue Replaceme	\$52.5	\$100.5	(\$48.0)	(47.8%)	\$52.5	\$100.5	(\$48.0)	(47.8%)	\$75.8	(\$23.3)	(30.7%)	\$75.8	(\$23.3)	(30.7%)
Public Funding														
Sales Tax I	\$80.0	\$76.0	\$4.0	5.2%	\$80.0	\$76.0	\$4.0	5.2%	\$78.9	\$1.1	1.4%	\$78.9	\$1.1	1.4%
Sales Tax II	\$2.8	\$2.8	\$0.0	1.1%	\$2.8	\$2.8	\$0.0	1.1%	\$7.1	(\$4.3)	(60.4%)	\$7.1	(\$4.3)	(60.4%)
PTF II	\$18.7	\$16.6	\$2.1	12.6%	\$18.7	\$16.6	\$2.1	12.6%	\$13.8	\$4.9	35.6%	\$13.8	\$4.9	35.6%
Non-Statutory Sales Tax I	\$3.0	\$3.0	\$0.0	0.0%	\$3.0	\$3.0	\$0.0	0.0%	\$0.0	\$3.0	0	\$0.0	\$3.0	0.0%
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	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.6	(\$0.6)	(100.0%)	\$0.6	(\$0.6)	(100.0%)
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%
Federal Relief Funding - Public Funding Replacem	<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</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>
Total Public Funding	\$104.6	\$98.5	\$6.1	6.2%	\$104.6	\$98.5	\$6.1	6.2%	\$100.5	\$4.1	4.1%	\$100.5	\$4.1	4.1%
Total Revenues	\$189.0	\$229.4	(\$40.4)	(17.6%)	\$189.0	\$229.4	(\$40.4)	(17.6%)	\$207.6	(\$18.5)	(8.9%)	\$207.6	(\$18.5)	(8.9%)
Expenses														
Transportation	\$64.4	\$74.2	\$9.8	13.2%	\$64.4	\$74.2	\$9.8	13.2%	\$57.9	(\$6.6)	(11.4%)	\$57.9	(\$6.6)	(11.4%)
Maintenance of Way (Engineering)	\$50.9	\$49.3	(\$1.6)	(3.2%)	\$50.9	\$49.3	(\$1.6)	(3.2%)	\$45.1	(\$5.8)	(12.8%)	\$45.1	(\$5.8)	(12.8%)
Maintenance of Equipment (Mechanical)	\$48.1	\$51.9	\$3.8	7.3%	\$48.1	\$51.9	\$3.8	7.3%	\$44.1	(\$4.0)	(9.1%)	\$44.1	\$4.0	9.1%
Claims & Insurance	\$7.0	\$8.0	\$1.0	12.3%	\$7.0	\$8.0	\$1.0	12.3%	\$4.5	(\$2.5)	(55.4%)	\$4.5	(\$2.5)	(55.4%)
Administration	\$23.8	\$31.4	\$7.6	24.0%	\$23.8	\$31.4	\$7.6	24.0%	\$22.3	(\$1.6)	(7.1%)	\$22.3	(\$1.6)	(7.1%)
Diesel Fuel	\$14.3	\$13.4	(\$0.9)	(7.0%)	\$14.3	\$13.4	(\$0.9)	(7.0%)	\$10.1	(\$4.2)	(42.0%)	\$10.1	(\$4.2)	(42.0%)
Electricity	<u>\$1.3</u>	<u>\$1.2</u>	<u>(\$0.1)</u>	<u>(9.4%)</u>	<u>\$1.3</u>	<u>\$1.2</u>	<u>(\$0.1)</u>	<u>(9.4%)</u>	<u>\$1.2</u>	<u>(\$0.2)</u>	<u>(12.8%)</u>	<u>\$1.2</u>	<u>(\$0.2)</u>	<u>(12.8%)</u>
Total Expense	\$210.0	\$229.4	\$19.4	8.5%	\$210.0	\$229.4	\$19.4	8.5%	\$185.2	(\$24.8)	(13.4%)	\$185.2	(\$24.8)	(13.4%)
Operating Deficit	\$178.1	\$199.0	\$21.0	10.5%	\$178.1	\$199.0	\$21.0	10.5%	\$78.1	(\$100.0)	(128.1%)	\$78.1	(\$100.0)	(128.1%)
Net Results	(\$20.9)	\$0.0	(\$20.9)		(\$20.9)	\$0.0	(\$20.9)		\$22.4	(\$43.3)		\$22.4	(\$43.3)	
Recovery Ratio	43.3%	61.0%	(17.7) pts		43.3%	61.0%	(17.7) pts		62.9%	(19.5) pts		62.9%	(19.5) pts	
Ridership	4.2	4.6	(0.4)	(7.9%)	4.2	4.6	(0.4)	(7.9%)	1.7	2.5	150.3%	1.7	2.5	150.3%
Average Fare	\$5.36	\$4.85	\$0.51	10.5%	\$5.36	\$4.85	\$0.51	10.5%	\$4.34	\$1.01	23.3%	\$4.34	\$1.01	23.3%

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 2022

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	1st Quarter 2022				YTD 2022				1st Quarter 2021			YTD 2021		
	Actual	Budget	Change Unit	%	Actual	Budget	Change Unit	%	Actual	Change Unit	%	Actual	Change Unit	%
Operating Revenue														
Farebox	\$4.2	\$4.8	(\$0.6)	(13.0%)	\$4.2	\$4.8	(\$0.6)	(13.0%)	\$3.3	\$0.9	27.0%	\$3.3	\$0.9	27.0%
Reduced Fare	\$0.3	\$0.3	\$0.0	0.0%	\$0.3	\$0.3	\$0.0	0.0%	\$0.3	\$0.0	0.0%	\$0.3	\$0.0	0.0%
Advertising	\$0.5	\$0.5	\$0.0	1.9%	\$0.5	\$0.5	\$0.0	1.9%	\$0.7	(\$0.2)	(29.0%)	\$0.7	(\$0.2)	(29.0%)
Investment/Other	<u>\$2.6</u>	<u>\$2.7</u>	<u>(\$0.0)</u>	<u>(1.4%)</u>	<u>\$2.6</u>	<u>\$2.7</u>	<u>(\$0.0)</u>	<u>(1.4%)</u>	<u>\$2.3</u>	<u>\$0.3</u>	<u>13.3%</u>	<u>\$2.3</u>	<u>\$0.3</u>	<u>13.3%</u>
Total Operating Revenue	\$7.7	\$8.3	(\$0.6)	(7.8%)	\$7.7	\$8.3	(\$0.6)	(7.8%)	\$6.7	\$1.0	14.7%	\$6.7	\$1.0	14.7%
CARES Act Funding - Fare Revenue R	\$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%
Public Funding														
Sales Tax I	\$25.4	\$24.1	\$1.3	5.4%	\$25.4	\$24.1	\$1.3	5.4%	\$25.0	\$0.4	1.5%	\$25.0	\$0.4	1.5%
Sales Tax II	\$0.9	\$0.9	0.0	1.1%	\$0.9	\$0.9	0.0	1.1%	\$2.4	(\$1.4)	(60.4%)	\$2.4	(\$1.4)	(60.4%)
PTF II	\$6.2	\$5.5	0.7	12.6%	\$6.2	\$5.5	0.7	12.6%	\$4.6	\$1.6	35.6%	\$4.6	\$1.6	35.6%
SCMF	\$6.6	\$6.3	0.3	4.4%	\$6.6	\$6.3	0.3	4.4%	\$6.3	\$0.3	5.5%	\$6.3	\$0.3	5.5%
SSJA	\$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%
Non-Statutory Funding - PTF I	\$1.5	\$1.4	0.2	11.2%	\$1.5	\$1.4	0.2	11.2%	\$1.1	\$0.4	32.9%	\$1.1	\$0.4	32.9%
Non-Statutory Funding - ST I	\$0.7	\$1.0	(0.3)	(33.3%)	\$0.7	\$1.0	(0.3)	(33.3%)	\$0.0	\$0.7	0.0%	\$0.0	\$0.7	0.0%
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%
ICE Carryover (2019)	\$0.0	\$0.0	0.0	0.0%	\$0.0	\$0.0	0.0	0.0%	\$1.2	(\$1.2)	(100.0%)	\$1.2	(\$1.2)	(100.0%)
CMAQ/JARC/New Freedom	\$1.1	\$2.1	(0.9)	(45.2%)	\$1.1	\$2.1	(0.9)	(45.2%)	\$3.6	(\$2.5)	(68.7%)	\$3.6	(\$2.5)	(68.7%)
CARES Act Funding - Public Funding I	<u>\$2.1</u>	<u>\$1.3</u>	<u>0.8</u>	<u>57.9%</u>	<u>\$2.1</u>	<u>\$1.3</u>	<u>0.8</u>	<u>57.9%</u>	<u>\$0.0</u>	<u>\$2.1</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$2.1</u>	<u>0.0%</u>
Total Public Funding	\$44.6	\$42.7	1.9	4.5%	\$44.6	\$42.7	\$1.9	4.5%	\$44.2	\$0.4	0.8%	\$44.2	\$0.4	0.8%
Total Revenues	\$52.3	\$51.0	\$1.3	2.5%	\$52.3	\$51.0	\$1.3	2.5%	\$50.9	\$1.4	2.7%	\$50.9	\$1.4	2.7%
Expense														
Labor / Fringe	\$33.9	\$38.7	\$4.8	12.4%	\$33.9	\$38.7	\$4.8	12.4%	\$32.6	(\$1.2)	(3.8%)	\$32.6	(\$1.2)	(3.8%)
Health Insurance	\$6.2	\$6.6	\$0.4	6.1%	\$6.2	\$6.6	\$0.4	6.1%	\$5.9	(\$0.3)	(5.3%)	\$5.9	(\$0.3)	(5.3%)
Material	\$2.6	\$2.8	\$0.2	5.8%	\$2.6	\$2.8	\$0.2	5.8%	\$2.3	(\$0.3)	(12.9%)	\$2.3	(\$0.3)	(12.9%)
Purchased Transportation	\$3.8	\$6.4	\$2.6	40.1%	\$3.8	\$6.4	\$2.6	40.1%	\$3.6	(\$0.3)	(7.5%)	\$3.6	(\$0.3)	(7.5%)
Fuel	\$3.1	\$2.9	(\$0.2)	(8.3%)	\$3.1	\$2.9	(\$0.2)	(8.3%)	\$1.8	(\$1.3)	(69.6%)	\$1.8	(\$1.3)	(69.6%)
Utilities	\$1.1	\$1.1	(\$0.0)	(3.7%)	\$1.1	\$1.1	(\$0.0)	(3.7%)	\$0.7	(\$0.5)	(70.7%)	\$0.7	(\$0.5)	(70.7%)
Insurance and Claims	\$1.7	\$4.2	\$2.5	59.9%	\$1.7	\$4.2	\$2.5	59.9%	\$1.3	(\$0.4)	(29.8%)	\$1.3	(\$0.4)	(29.8%)
Other Expenses	<u>\$4.0</u>	<u>\$5.8</u>	<u>\$1.8</u>	<u>31.3%</u>	<u>\$4.0</u>	<u>\$5.8</u>	<u>\$1.8</u>	<u>31.3%</u>	<u>\$3.2</u>	<u>(\$0.8)</u>	<u>(24.4%)</u>	<u>\$3.2</u>	<u>(\$0.8)</u>	<u>(24.4%)</u>
Total Expense	\$56.4	\$68.4	\$11.9	17.4%	\$56.4	\$68.4	\$11.9	17.4%	\$51.4	(\$5.0)	(9.8%)	\$51.4	(\$5.0)	(9.8%)
Net Results	(\$4.2)	(\$17.4)	\$13.2		(\$4.2)	(\$17.4)	\$13.2		(\$0.5)	(\$3.7)		(\$0.5)	(\$3.7)	
Operating Deficit	\$48.8	\$60.0	\$11.3	18.8%	\$48.8	\$60.0	\$11.3	18.8%	\$44.7	(\$4.0)	(9.0%)	\$44.7	(\$4.0)	(9.0%)
Recovery Ratio	18.4%	16.2%	2.2 pts		18.4%	16.2%	2.2 pts		17.3%	1.2 pts		17.3%	1.2 pts	
Operating Data														
Vehicle Miles	7.9	8.6	(0.7)	(7.9%)	7.9	8.6	(0.7)	(7.9%)	7.7	0.3	3.6%	7.7	0.3	3.6%
Passengers Per Mile	0.4	0.3	0.1	15.9%	0.4	0.3	0.1	15.9%	0.4	0.0	13.6%	0.4	0.0	13.6%
Total Ridership	3.2	3.0	0.2	6.7%	3.2	3.0	0.2	6.7%	2.7	0.5	17.6%	2.7	0.5	17.6%
<i>Average Fare</i>	\$1.32	\$1.61	(\$0.30)	(18.5%)	\$1.32	\$1.61	(\$0.30)	(18.5%)	\$1.22	\$0.10	8.0%	\$1.22	\$0.10	8.0%

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 2022

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	1st Quarter 2022				YTD 2022				1st Quarter 2021			YTD 2021		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Unit	%	Actual	Unit	%
			Unit	%			Unit	%						
Operating Revenue														
Farebox	\$1.6	\$1.7	(\$0.0)	(3.0%)	\$1.6	\$1.7	(\$0.0)	(3.0%)	\$1.3	\$0.3	26.5%	\$1.3	\$0.3	26.5%
Other Revenue	\$0.0	\$0.6	(\$0.6)	(98.4%)	\$0.0	\$0.6	(\$0.6)	(98.4%)	\$0.0	\$0.0	13.6%	\$0.0	\$0.0	13.6%
Total Operating Revenue	\$1.6	\$2.3	(\$0.6)	(28.0%)	\$1.6	\$2.3	(\$0.6)	(28.0%)	\$1.6	\$0.0	0.0%	1.6	0.0	0.0%
CRRSAA Operating Assistance	\$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%
Public Funding														
ADA Paratransit Fund	\$52.0	\$52.0	\$0.0	0.0%	\$52.0	\$52.0	\$0.0	0.0%	\$39.3	\$12.7	32.3%	\$39.3	\$12.7	32.3%
Additional State Funding	\$2.1	\$2.1	0.0	0.0%	2.1	2.1	0.0	0.0%	\$2.1	0.0	0.0%	2.1	0.0	0.0%
CRRSAA Operating Assistance	<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	\$54.1	\$54.1	\$0.0	0.0%	\$54.1	\$54.1	\$0.0	0.0%	\$41.4	\$12.7	30.6%	\$41.4	\$12.7	30.6%
Total Revenue	\$55.8	\$56.4	(\$0.6)	(1.1%)	\$55.8	\$56.4	(\$0.6)	(1.1%)	\$43.1	\$12.7	29.5%	\$43.1	\$12.7	29.5%
Expenses														
Labor / Fringe	\$1.1	\$1.1	\$0.0	2.8%	\$1.1	\$1.1	\$0.0	2.8%	\$0.9	(\$0.1)	(13.8%)	\$0.9	(\$0.1)	(13.8%)
Health Insurance	\$0.2	\$0.2	0.0	13.2%	0.2	0.2	0.0	13.2%	\$0.2	(0.0)	(15.9%)	0.2	(0.0)	(15.9%)
Administration	\$0.5	\$1.5	0.9	62.6%	0.5	1.5	0.9	62.6%	\$0.5	0.0	0.9%	0.5	0.0	0.9%
Fuel	\$1.4	\$1.7	0.4	21.6%	1.4	1.7	0.4	21.6%	\$0.7	(0.6)	(90.1%)	0.7	(0.6)	(90.1%)
Insurance and Claims	\$0.2	\$0.3	0.2	55.2%	0.2	0.3	0.2	55.2%	\$0.2	0.1	24.9%	0.2	0.1	24.9%
Purchased Transportation	\$42.1	\$46.5	4.4	9.6%	42.1	46.5	4.4	9.6%	\$37.5	(4.6)	(12.2%)	37.5	(4.6)	(12.2%)
Regional ADA Support Allocation	<u>\$2.1</u>	<u>\$2.6</u>	<u>0.5</u>	<u>20.7%</u>	<u>2.1</u>	<u>2.6</u>	<u>0.5</u>	<u>20.7%</u>	<u>\$1.9</u>	<u>(0.2)</u>	<u>(8.9%)</u>	<u>1.9</u>	<u>(0.2)</u>	<u>(8.9%)</u>
Total Expense	\$47.5	\$54.0	\$6.5	12.1%	\$47.5	\$54.0	\$6.5	12.1%	\$42.0	(\$5.5)	(13.1%)	\$42.0	(\$5.5)	(13.1%)
Net Results	\$8.3	\$2.4	\$5.9		\$8.3	\$2.4	\$5.9		\$1.1	\$7.2		\$1.1	\$7.2	
Operating Deficit	\$45.8	\$51.7	\$5.9	11.4%	\$45.8	\$51.7	\$5.9	11.4%	\$40.4	(\$5.5)	(13.6%)	\$40.4	(\$5.5)	(13.6%)
Recovery Ratio	5.8%	7.2%	(1.4) pts		5.8%	7.2%	(1.4) pts		9.6%	(3.8) pts		9.6%	(3.8) pts	
Total Ridership	0.8	0.8	0.0	6.1%	0.8	0.8	0.0	6.1%	0.7	0.2	26.5%	0.7	0.2	26.5%
<i>Average Fare</i>	\$1.97	\$2.16	(\$0.18)	(8.6%)	\$1.97	\$2.16	(\$0.18)	(8.6%)	\$1.98	(\$0.00)	(0.0%)	\$1.98	(\$0.00)	(0.0%)

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.



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