

Quarterly Financial and Performance Report – 1st Quarter 2026

May 2026





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Executive Summary

Financial

March ridership of 33.6 million was at 73.2% of pre-COVID levels, while year-to-date system ridership through the first quarter was 5.6% above budget, with 92.4 million rides provided, approximately 72% of pre-pandemic ridership. However, total system-generated revenue was \$13.3 million or 6.5% unfavorable to budget as each Service Board, including ADA Paratransit, reported unfavorable results through March.

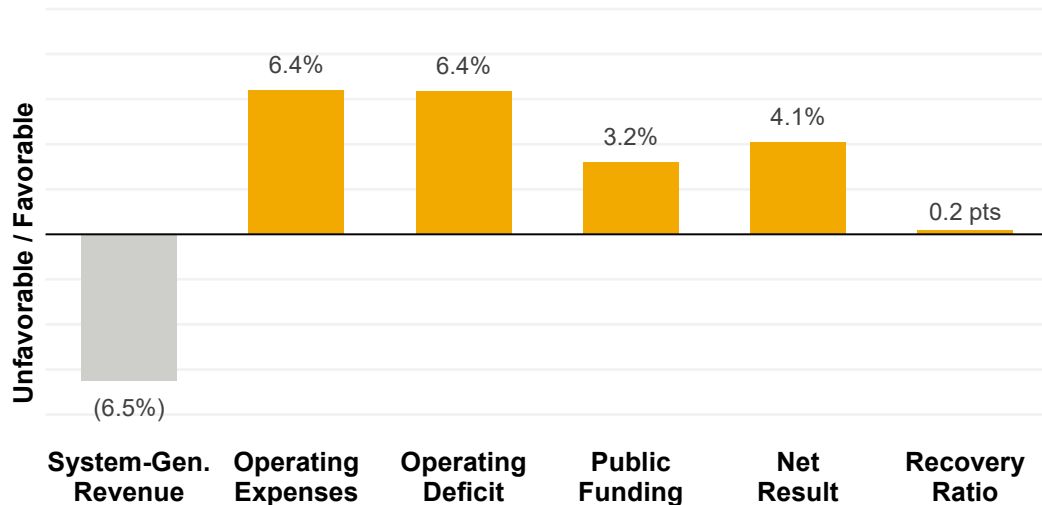
Service Board expense results continue to be under budget, driven primarily by the timing of invoices and lower contractual & professional services spending. Regional operating expenses were \$66.4 million or 6.4% favorable to budget. The overall strong expense performance more than offset the unfavorable system-generated revenue, resulting in favorable to budget operating deficits for each Service Board, including ADA Paratransit, with the combined regional operating deficit 6.4% favorable.

Accordingly, staff recommends a finding of in substantial accordance with budget through the first quarter for the results of CTA, Metra, Pace Suburban Service, ADA Paratransit, and the Region as a whole.

Total public funding through March came in 3.2% favorable to budget. Actual PTF through March was 2.9% higher than budget. January sales tax collections of \$145.7 million finished 6.0% higher than the prior. The region has now utilized about 88% of the total federal COVID relief funding including \$194.0 million for the first quarter of 2026, which was \$29.2 million less than budgeted.

The system-wide net result was \$42.2 million favorable to budget through March as each Service Board, including ADA Paratransit, reported positive results. The regional recovery ratio of 52.3%, which does not include any federal COVID relief applied from reserves, was 0.2 percentage points above the adopted budget.

Regional Year-to-Date Variance From Budget



Performance Measurement

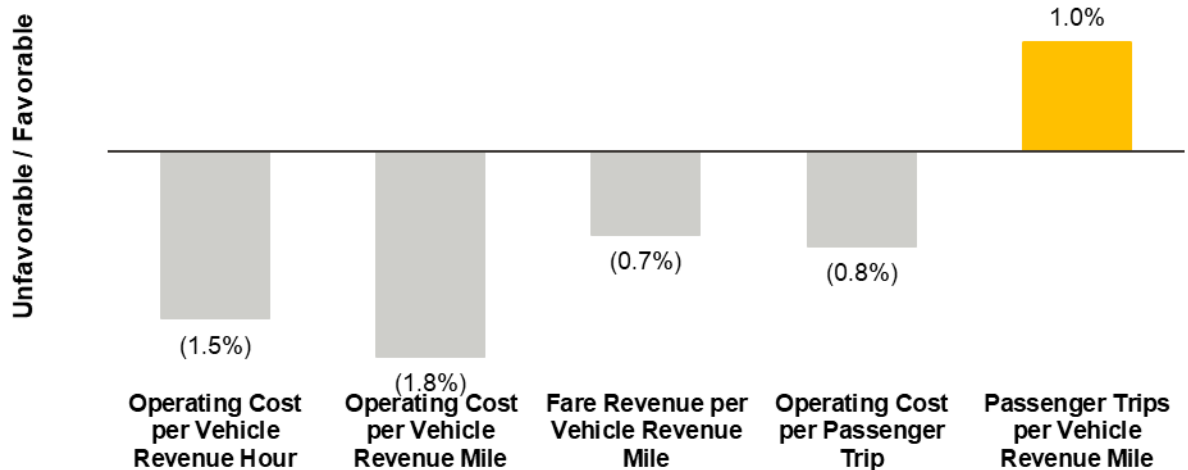
First quarter 2026 regional performance results were favorable for one measure and unfavorable for four measures compared to 2025. After adjusting for inflation, regional operating costs of \$970.8 million were 4.0% higher compared to 2025, a difference of \$37.4 million. A 2.5% increase in service hours contributed to an operating cost per vehicle revenue hour that was \$3.57 higher compared to 2025. Vehicle revenue miles increased by 2.1%, producing a systemwide operating cost per vehicle revenue mile of \$16.58, an increase of \$0.30.

Regional fare revenues increased by \$1.8 million or 1.4% compared to 2025. Fare revenue per vehicle revenue mile was \$2.24, a decrease of \$0.02. First quarter 2026 ridership increased 3.1% to 92.3 million, an increase of 2.8 million trips. The regional operating cost per passenger trip of \$10.52 was \$0.09, or 0.8%, higher compared to 2025.

The increase in ridership outpaced increases in vehicle miles traveled; the productivity measure passenger trips per vehicle mile increased 1.0% to 1.58.

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

Regional 2026 YTD Performance

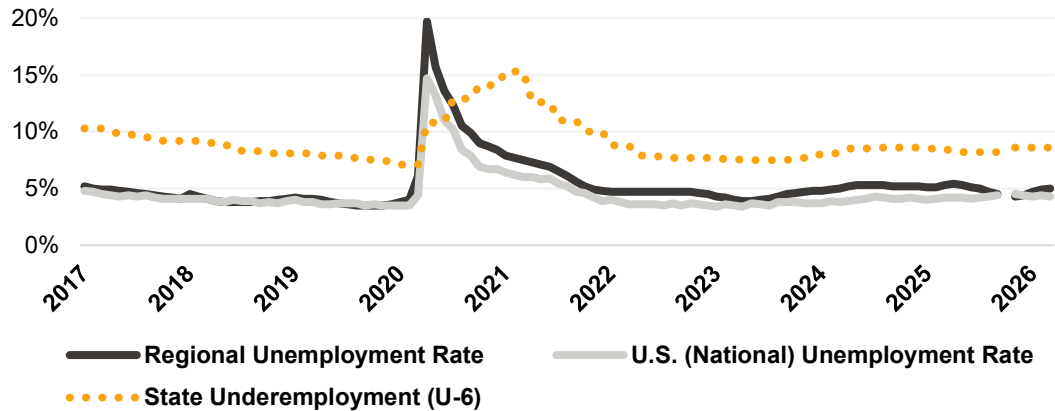


Environmental Factors

Unemployment

During the first quarter of 2026, the average size of the Chicago-area labor force increased by about 22,833 while employment in the region also increased by 2,033 jobs. The regional unemployment rate increased to 5.0%, which was 0.7 percentage points higher than the national rate. (October 2025 labor data is unavailable)

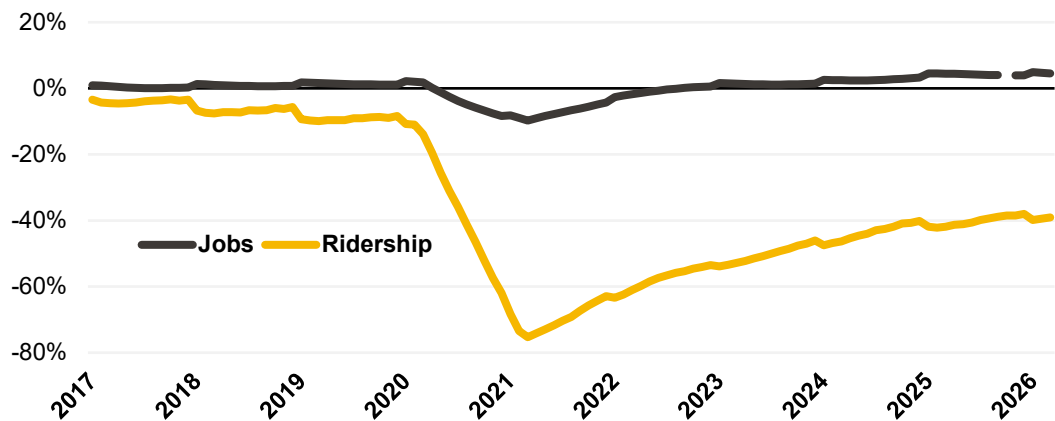
Regional and National Unemployment, and Illinois Underemployment Rates, 2017-2026



Regional Jobs

The twelve-month moving average of regional jobs decreased slightly from the fourth quarter of 2025 and is now 4.5% higher than the same period of 2016. The moving average of ridership also improved slightly during the first quarter but is still 39.0% below 2016 levels. (October 2025 labor data is unavailable).

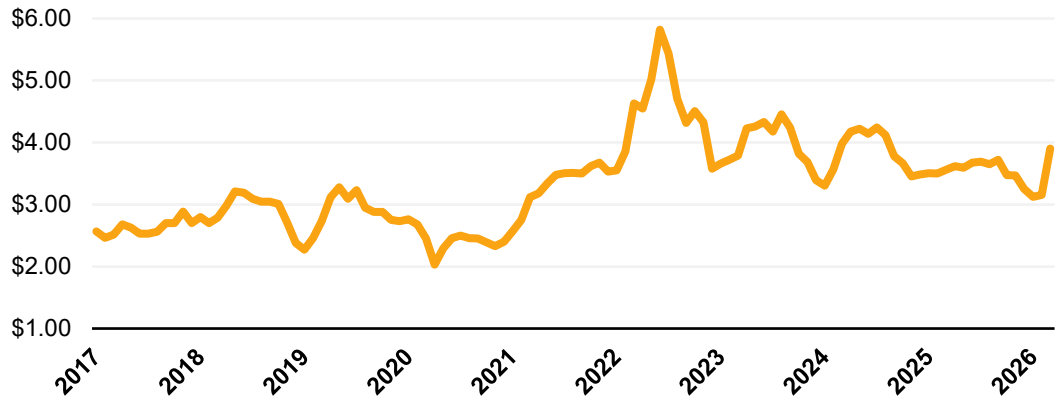
Regional Ridership vs. Regional Jobs, 2017-2026 (12-month moving average, % change)



Gas Prices

The average price per gallon of gasoline in the Chicago region during the first quarter of 2026 was \$3.39, a decrease of \$0.01 from the prior quarterly average, and 3.7% lower than the first quarter of 2025.

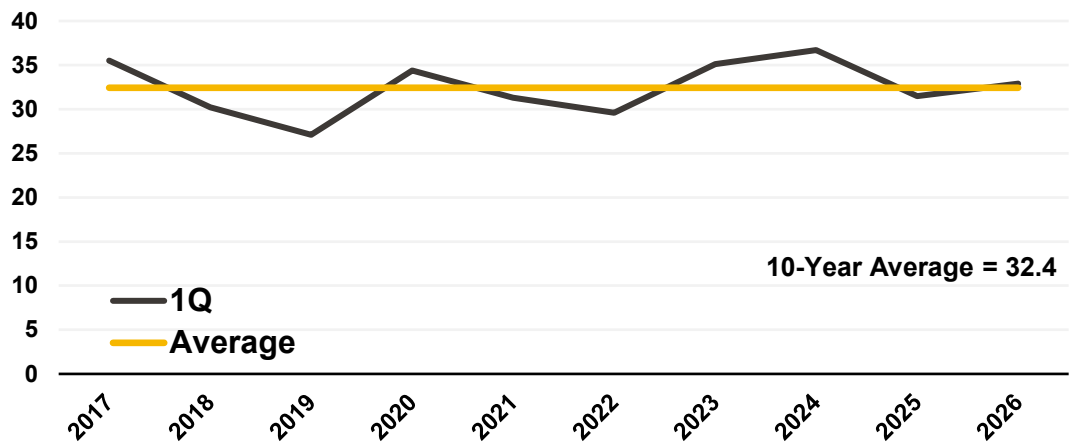
Regional Average Monthly Price per Gallon of Gasoline (2017-2026)



Average Temperature

The average temperature in Chicago for the first quarter of 2026 was 32.9 degrees, which was 0.5 degrees warmer than the 10-year average.

1st Quarter Average Temperature (2017-2026)

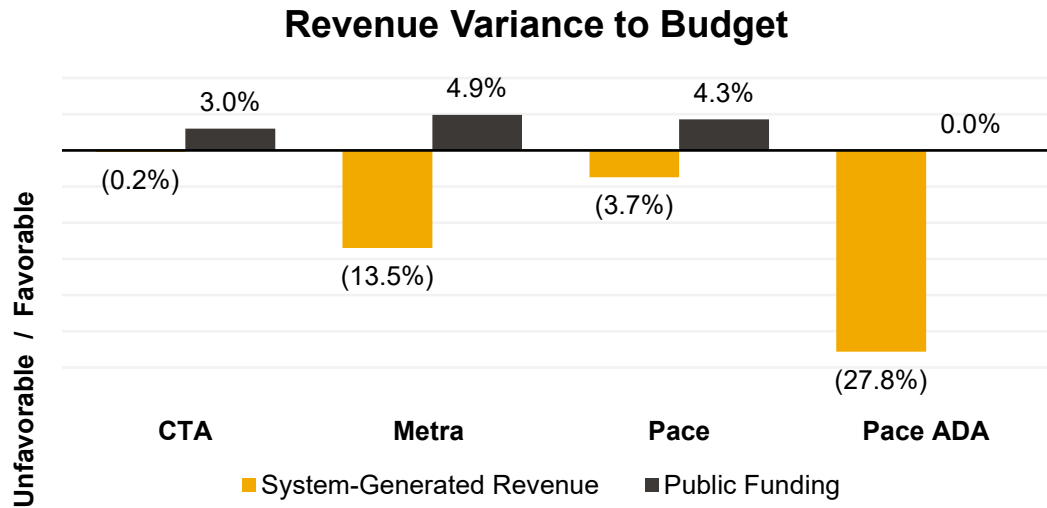


Financial Results

System-Generated Revenue and Public Funding

At the regional level, total system-generated revenue of \$189.9 million was \$13.3 million, or 6.5%, unfavorable to budget through March as each Service Board reported unfavorable results. CTA and Metra reported favorable fare revenue offset by unfavorable ancillary revenue, while Pace Suburban Service and ADA Paratransit both reported unfavorable fare revenue due to lower than budgeted ridership through the first quarter.

RTA sales tax receipts collected through January surpassed the adopted budget by \$7.4 million or 5.3%. Year-to-date PTF receipts through March were 2.9% favorable to budget and RETT receipts finished the first quarter 3.0% unfavorable.



Operating Expenses

Total Service Board operating expenses of \$970.8 million were \$66.4 million or 6.4% favorable to budget through March. Fuel expenses were essentially at budget across all Service Boards through the first quarter.

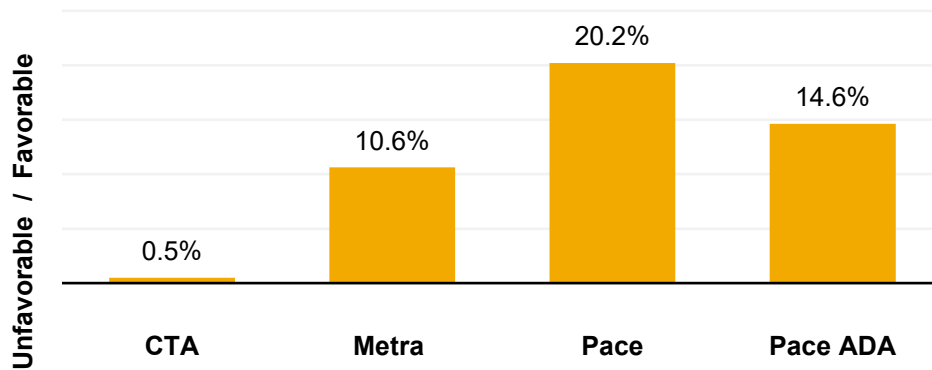
CTA's total expenses were \$2.7 million, or 0.5%, favorable to budget with savings generated from each expense category except for material, fuel, and purchased security categories which finished the first quarter 2.9%, 8.0%, and 34.7% unfavorable, respectively.

Metra's actual expense results were \$32.2 million, or 10.6%, favorable to budget as lower NICTD, administrative, and claims costs more than offset the higher than budgeted mechanical and downtown stations expense.

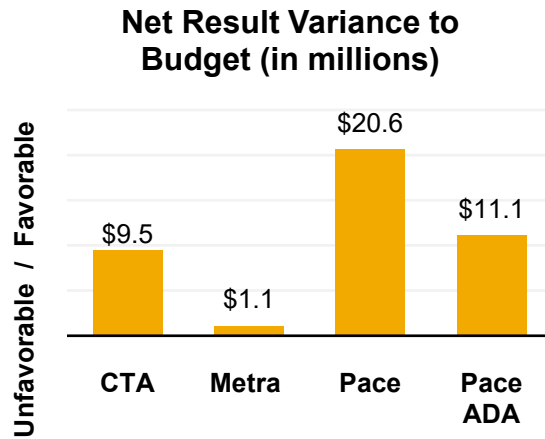
Pace Suburban Service reported favorable results in every expense category except overhead producing an overall result which was \$18.8 million, or 20.2%, favorable to the adopted budget.

Pace ADA Paratransit total expenses were \$12.7 million, or 14.6%, favorable to budget through March with savings in each expense category except utilities which finished the first quarter 9.5% unfavorable to budget.

Operating Expense Variance to Budget

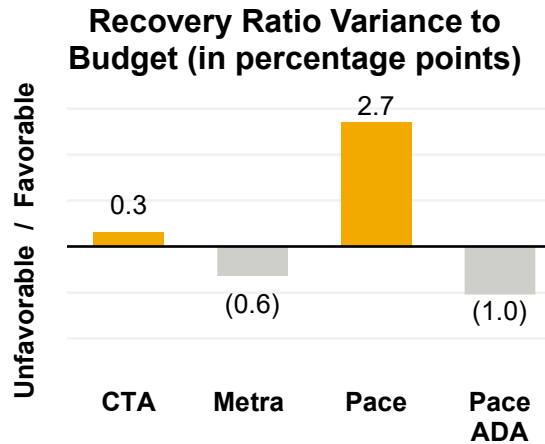


Net Results



The regional net result through the first quarter was \$42.2 million favorable to budget. CTA's result was \$9.5 million favorable to budget. Metra reported a favorable net result of \$1.1 million. Pace Suburban Service finished favorable to budget by \$20.6 million, and ADA Paratransit reported a favorable to budget net result of \$11.1 million.

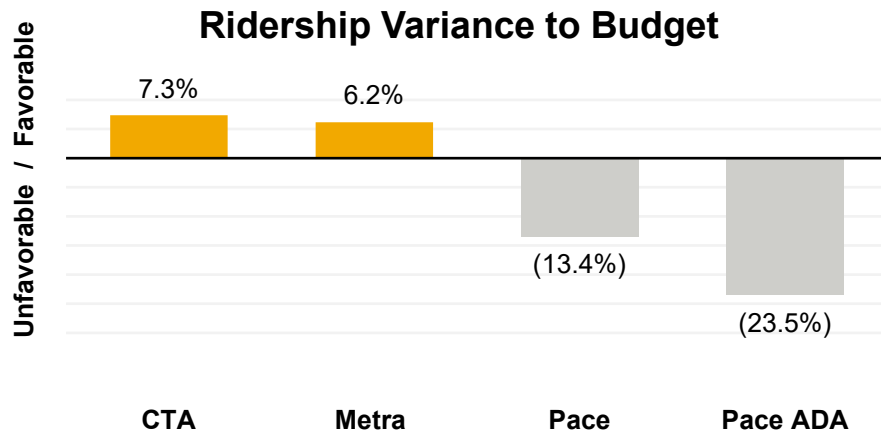
Recovery Ratios



The regional recovery ratio finished March at 21.3%, which was 0.2 percentage points favorable to budget. Beginning with 2026, the RTA regional recovery ratio result no longer includes any federal COVID relief funding applied from reserves and incorporates exclusions only for security expenses. Each Service Board's recovery ratio finished close to budget through the first quarter as good expense performance offset unfavorable revenue results.

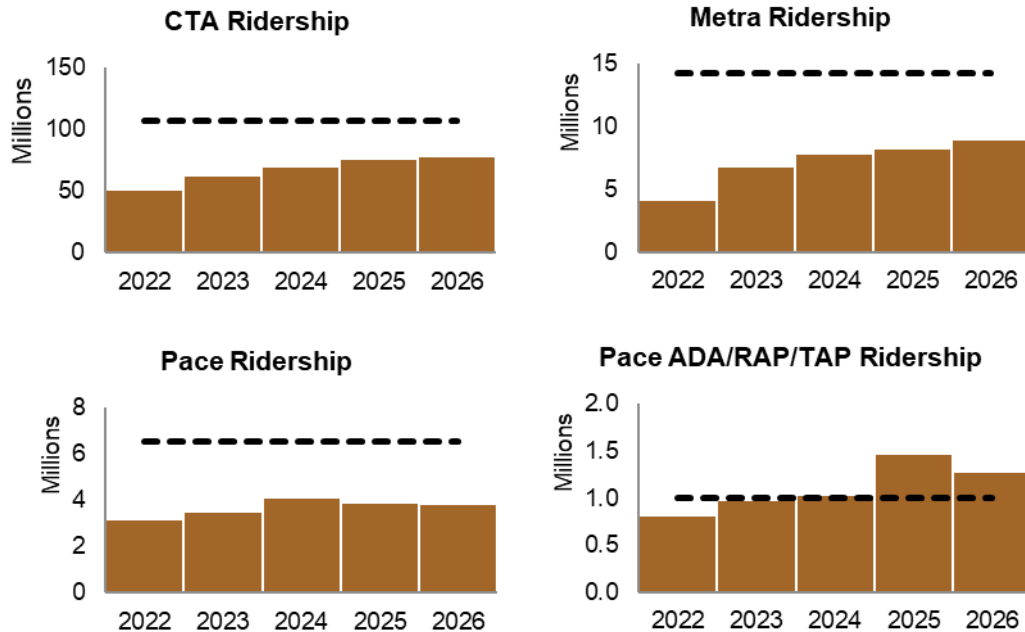
Ridership

Regional ridership of 92.4 million finished the first quarter favorable to budget by 5.6%, and at 72.1% of pre-pandemic levels. CTA and Metra reported favorable to budget ridership through March, while Pace and ADA Paratransit both reported unfavorable to budget ridership through March. Note that Pace ADA Paratransit ridership includes Taxi Access Program (TAP) and Rideshare Access Program (RAP) rides along with the traditional service.



Historical Trends

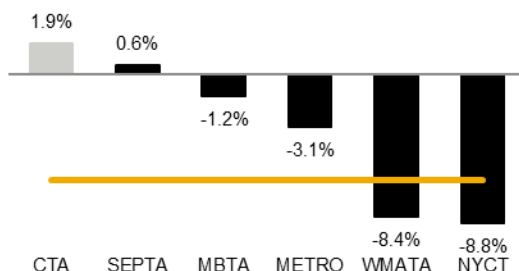
The charts below show each Service Board's first quarter ridership for the last five years, as reported to the National Transit Database (NTD); ADA ridership includes Taxi Access Program (TAP) and Rideshare Access Program (RAP) trips not reported to NTD. The dashed line reflects 2019 (pre-pandemic) ridership.



Peer Comparisons

The following peer comparisons show the percent change in first quarter ridership for 2026, by mode, in comparison to the same time period of 2025. Data are provided by the Federal Transit Administration's National Transit Database. Compared to 2025, CTA bus and rail experienced a ridership increase of 1.9% and 4.9%, respectively; Metra ridership increased 8.7%. Peer averages are represented by an orange line.

**Urban Bus Ridership
2026 vs. 2025**

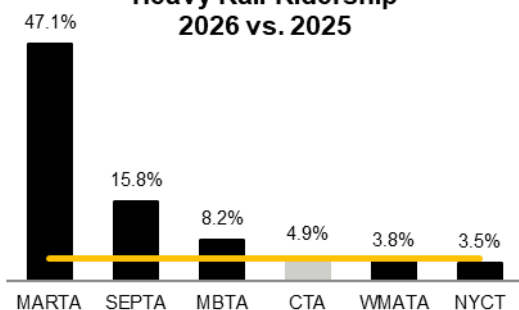


CTA bus peers include:

- SEPTA (Philadelphia)
- MBTA (Boston)
- METRO (Los Angeles)
- WMATA (Washington, DC)
- NYCT (New York)

Peer average: -6.2%

**Heavy Rail Ridership
2026 vs. 2025**

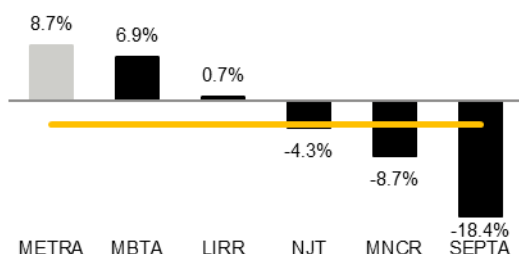


CTA rail peers include:

- MARTA (Atlanta)
- SEPTA (Philadelphia)
- MBTA (Boston)
- WMATA (Washington, DC)
- NYCT (New York City)

Peer average: +4.5%

**Commuter Rail Ridership
2026 vs. 2025**

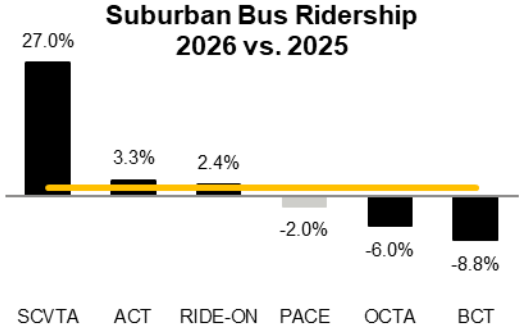


Metra's peers include:

- MBTA (Boston)
- LIRR (Long Island, New York)
- NJT (New Jersey/New York)
- MNCR (New York/Connecticut)
- SEPTA (Philadelphia)

Peer average: -3.8%

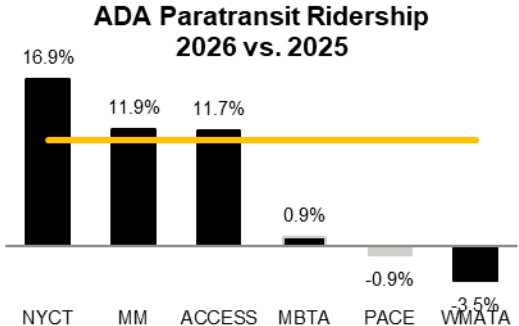
Pace bus annual ridership was 2.0% lower compared to 2025; ADA Paratransit ridership (excluding TAP and RAP trips) decreased by 0.9%.



Pace bus peers include:

- SCVTA (San Francisco area)
- ACT (Oakland Area)
- RIDE-ON (DC area)
- OCTA (Orange County, CA)
- BCT (Miami area)

Peer average: +1.8%



ADA Paratransit peers include:

- NYCT (New York City)
- MM (Minneapolis)
- ACCESS (Los Angeles)
- MBTA (Boston)
- WMATA (Washington, DC)

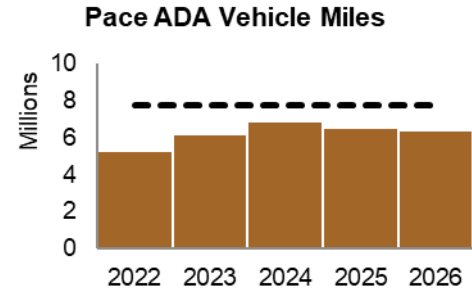
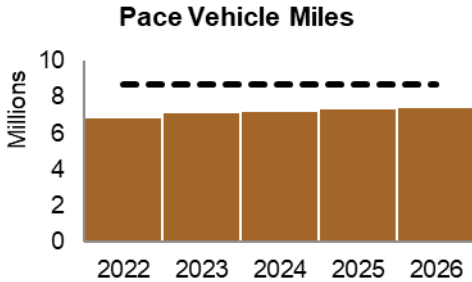
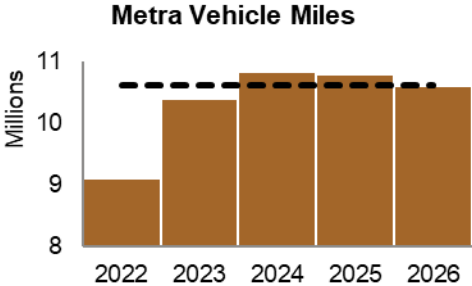
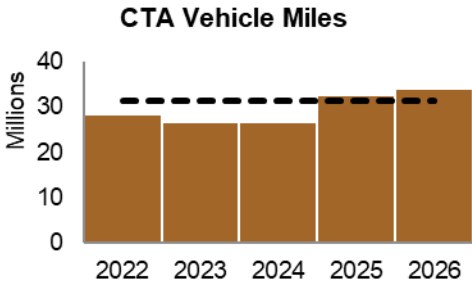
Peer Average: +10.7%



Service Miles

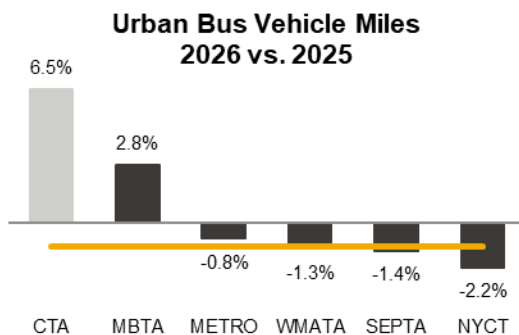
Historical Trends

The charts below show each Service Board’s first quarter service miles (vehicle revenue miles) for the last five years, as reported to the National Transit Database (NTD). The dashed line reflects 2019 (pre-pandemic) service miles.



Peer Comparisons

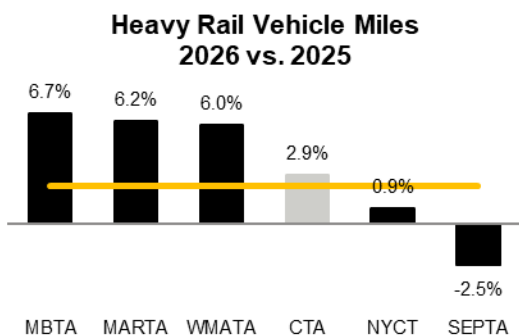
The following peer comparisons show the percent change in first quarter vehicle revenue miles for 2026, by mode, in comparison to the same time period of 2025. Data are provided by the NTD. CTA bus service miles increased 6.5%, CTA rail service miles increased by 2.9%, and Metra service miles decreased by 1.6%.



CTA bus peers include:

- MBTA (Boston)
- METRO (Los Angeles)
- WMATA (Washington, DC)
- SEPTA (Philadelphia)
- NYCT (New York)

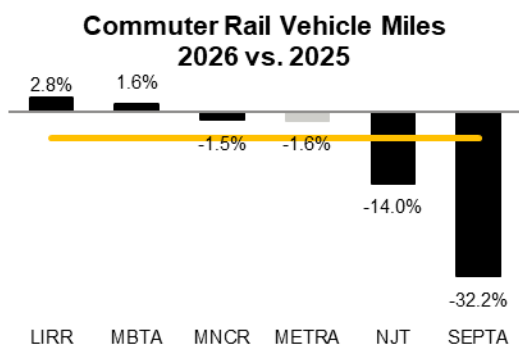
Peer average: -1.1%



CTA rail peers include:

- MBTA (Boston)
- MARTA (Atlanta)
- WMATA (Washington, DC)
- NYCT (New York City)
- SEPTA (Philadelphia)

Peer average: +2.3%

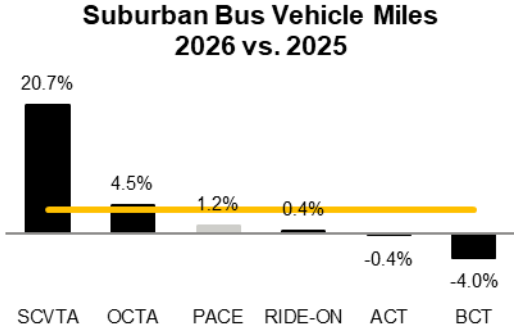


Metra's peers include:

- LIRR (Long Island, New York)
- MBTA (Boston)
- MNCR (New York/Connecticut)
- NJT (New Jersey/New York)
- SEPTA (Philadelphia)

Peer average: -5.1%

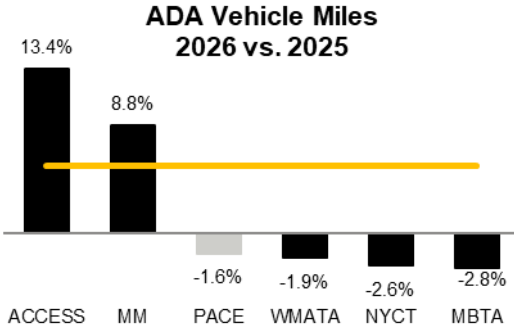
Pace bus annual service, as measured by vehicle revenue miles, was 1.2% higher compared to 2024; ADA Paratransit service miles decreased 1.6%.



Pace bus peers include:

- SCVTA (San Francisco area)
- OCTA (Orange County, CA)
- RIDE-ON (DC area)
- ACT (Oakland Area)
- BCT (Miami area)

Peer average: +3.8%



ADA Paratransit peers include:

- ACCESS (Los Angeles)
- MM (Minneapolis)
- WMATA (Washington, DC)
- NYCT (New York City)
- MBTA (Boston)

Peer Average: +5.5%



Year-to-Date Performance

The inputs for year-to-date performance measures are comprised of financial information provided by the Service Boards and operating statistics published by the federal National Transit Database (NTD). In the following charts, 2026 first quarter performance is compared to 2025 performance, with adjustments for inflation. Definitions of the inputs used in the reported performance measures are provided by the NTD:

Fare revenue: All income received directly from passengers, paid either in cash or through pre-paid tickets, passes, etc. It includes donations from those passengers who donate money on the vehicle. It includes the reduced fares paid by passengers in a user-side subsidy arrangement.

Operating cost: The expenses associated with the operation of the transit agency.

Passenger trips: The number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

Vehicle revenue hours: The hours that vehicles travel while in revenue service. Vehicle revenue hours include layover / recovery time and exclude deadhead, operator training, vehicle maintenance testing, and other non-revenue uses of vehicles.

Vehicle revenue miles: The miles that vehicles travel while in revenue service. Vehicle revenue miles include layover / recovery time and exclude deadhead, operator training, vehicle maintenance testing, and other non-revenue uses of vehicles.

The following charts show the year-to-date change for 2026 compared to 2025. Bars above the line indicate favorable performance; bars below the line indicate unfavorable performance.

CTA

Year-to-date inputs and performance results

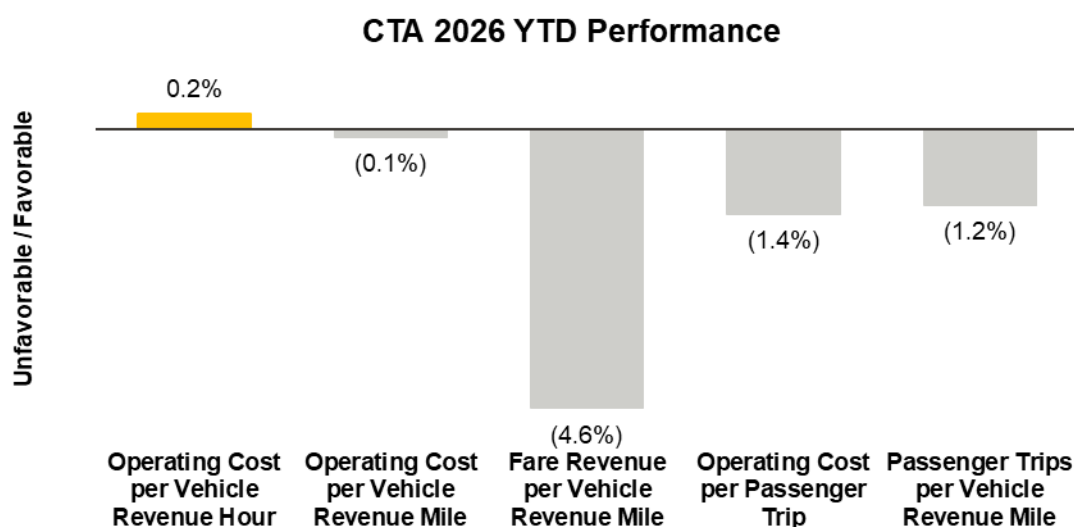
Fare Revenue: \$81.4 million, a 0.4% decrease

Operating Cost: \$551.8 million, a 4.5% increase

Passenger Trips: 78.2 million, a 3.1% increase

Vehicle Revenue Hours: 2.8 million, a 4.7% increase

Vehicle Revenue Miles: 34.0 million, a 4.3% increase



CTA's 4.5% increase in operating costs corresponded to similar increases in vehicle revenue hours and miles, which increased 4.7% and 4.3%, respectively. The 2025 operating cost per vehicle revenue hour of \$203.68 was a decrease of \$0.51 compared to Q1 2025. The operating cost per vehicle revenue mile of \$16.21 was an increase of \$0.02 compared to Q1 2025.

Compared to 2025, CTA ridership increased by 2.3 million trips, yet the inflation-adjusted fare revenue decreased by \$351 thousand. CTA received an average \$2.39 in fare revenue per vehicle revenue mile, a decrease of \$0.11. CTA's operating cost per passenger trip increased to \$7.06, a difference of \$0.10. Increased service, as expressed by vehicle revenue miles, without proportionate increased ridership, resulted in a 1.2% decrease for the productivity measure passenger trips per vehicle revenue mile, which decreased to 2.30.

Metra

Year-to-date input and performance results

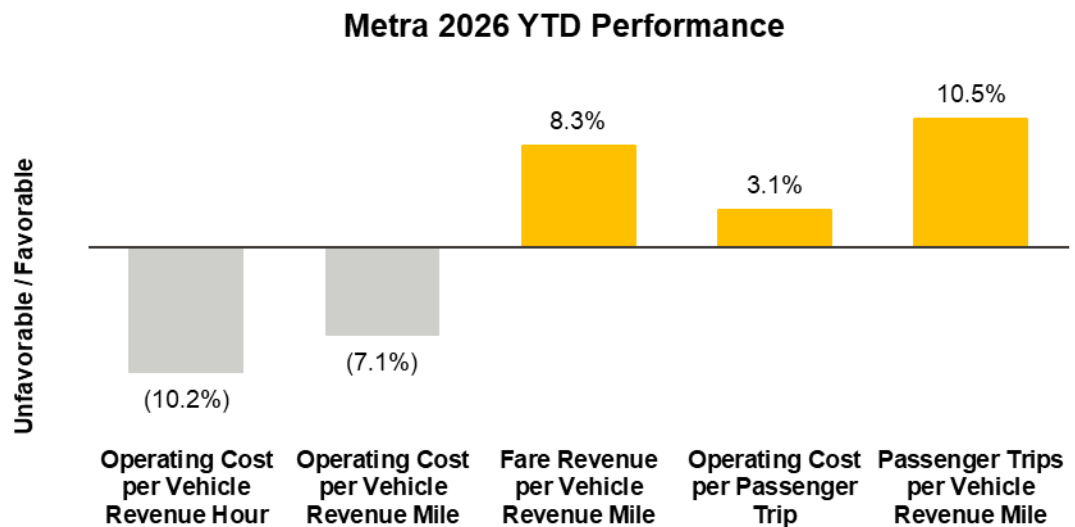
Fare Revenue: \$41.4 million, 6.6% increase

Operating Cost: \$270.8 million, a 5.4% increase

Passenger Trips: 9.0 million, an 8.7% increase

Vehicle Revenue Hours: 354 thousand, a 4.3% decrease

Vehicle Revenue Miles: 10.6 million, a 1.6% decrease



Increases in operating cost, paired with reductions in service, resulted in higher operating cost per vehicle revenue hour and per vehicle revenue mile, up 10.2.3% and 7.1%, respectively compared to 2025. The Q1 2026 operating cost per vehicle revenue hour of \$764.14 was an increase of \$70.67. The operating cost per vehicle revenue mile of \$25.54 was an increase of \$1.70.

Ridership increased by 724 thousand trips, and fare revenue increased by \$2.6 million. Fare revenue per vehicle revenue mile was \$3.91, \$0.30 higher compared to 2025. Metra's operating cost per passenger trip decreased to \$30.06, a difference of \$0.95. Gains in ridership also contributed to favorable results for the productivity measure passenger trips per vehicle mile, which increased to 0.85, a difference of 0.08 trips per mile.

Pace Suburban Service

Year-to-date input and performance results

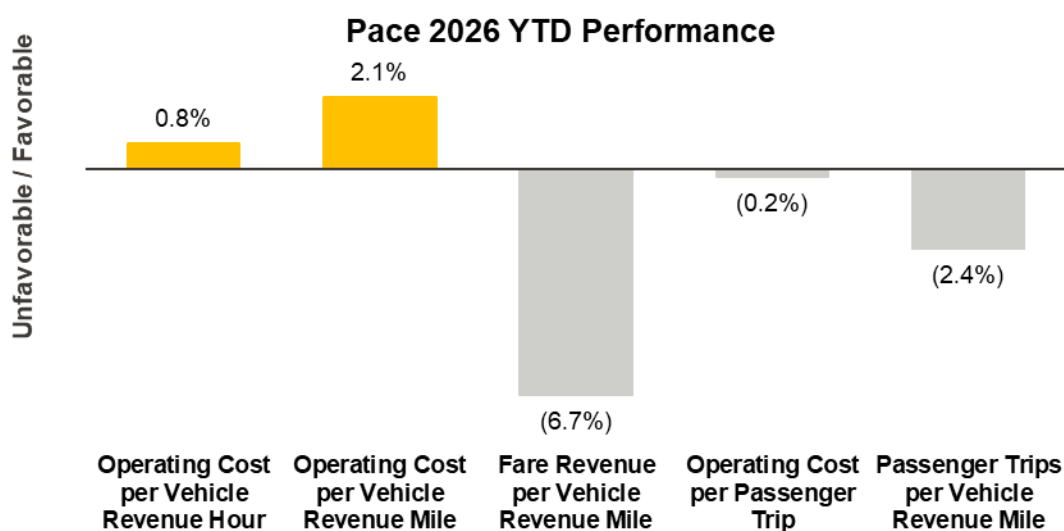
Fare Revenue: \$4.7 million, a 5.7% decrease

Operating Cost: \$74.0 million, a 1.1% decrease

Passenger Trips: 3.8 million, a 1.3% decrease

Vehicle Revenue Hours: 489 thousand, a 0.3% decrease

Vehicle Revenue Miles: 7.5 million, a 1.1% increase



Pace's 1.1% decrease in operating cost, in conjunction with reduced vehicle revenue hours, resulted in a 0.8% decrease in operating cost per vehicle revenue hour, while the increased vehicle miles produced a 2.1% decrease in cost per mile. Pace's operating cost per vehicle revenue hour of \$151.37 was \$1.16 lower compared to Q1 2025. The operating cost per vehicle revenue mile of \$9.88 was \$0.22 lower compared to Q1 2025.

Ridership decreased by 51.6 thousand trips, contributing to a 5.7% decrease in fare revenue. Fare revenue per vehicle revenue mile was \$0.63, a decrease of \$0.05 compared to 2025. Pace's operating cost per passenger trip increased to \$19.26, a difference of \$0.04. Losses in ridership also contributed to unfavorable results for the productivity measure passenger trips per vehicle mile, which decreased to 0.51, a loss of 0.01 trips per mile.

Pace Paratransit Service (ADA/RAP/TAP)

Year-to-date input and performance results

Fare Revenue: \$3.4 million, a 4.3% decrease

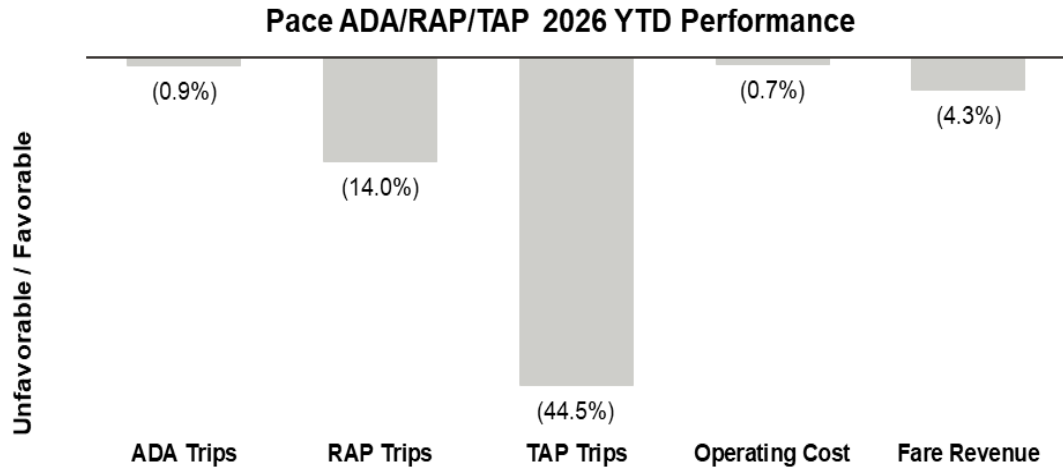
Operating Cost: \$74.2 million, a 0.7% increase

Total Passenger Trips: 1.3 million, a 12.7% decrease

ADA Paratransit trips: 753,054, a 0.9% decrease

RAP trips: 381,257, a 14.0% decrease

TAP trips: 147,103, a 44.5% decrease



Pace reported 12.7% fewer paratransit service trips in Q1 2026 compared to Q1 2025. Passengers took 1.3 million total trips: 753 thousand on ADA Paratransit, 381 thousand with the Rideshare Access Program, and 147 thousand with the Taxi Access Program, with decreases noted for each program's ridership.

Operating costs increased to \$74.2 million, an increase of \$553 thousand compared to Q1 2025. Fare revenue decreased by \$151 thousand.

Vehicle revenue miles and vehicle revenue hours were not available for RAP and TAP trips.

Detailed Financial Results

Region

Current Year vs. Budget

Current Year vs. Prior Year

RTA Region (in millions)	March 2026				YTD 2026				March 2025			YTD 2025		
	Actual	Budget	Variance Unit %		Actual	Budget	Variance Unit %		Actual	Unit	Change %	Actual	Unit	Change %
System-Generated Revenues														
CTA	\$37.7	\$37.8	(\$0.1)	(0.4%)	\$103.9	\$104.2	(\$0.2)	(0.2%)	\$38.4	(\$0.7)	(1.8%)	\$106.8	(\$2.9)	(2.7%)
Metra	\$23.8	\$32.0	(\$8.1)	(25.4%)	\$70.0	\$80.9	(\$10.9)	(13.5%)	\$20.6	\$3.2	15.6%	\$59.2	\$10.8	18.2%
Pace	\$4.1	\$4.2	(\$0.2)	(4.0%)	\$11.7	\$12.2	(\$0.5)	(3.7%)	\$4.0	\$0.1	2.0%	\$12.0	(\$0.3)	(2.2%)
Pace ADA Paratransit	\$1.4	\$2.0	(\$0.5)	(26.2%)	\$4.2	\$5.9	(\$1.6)	(27.8%)	\$1.4	\$0.1	6.8%	\$4.2	\$0.0	1.1%
Total	\$67.0	\$76.0	(\$9.0)	(11.8%)	\$189.9	\$203.1	(\$13.3)	(6.5%)	\$64.4	\$2.7	4.2%	\$182.2	\$7.7	4.2%
Public Funding														
CTA	\$119.7	\$115.2	\$4.4	3.9%	\$324.9	\$315.5	\$9.5	3.0%	\$103.6	\$16.0	15.5%	\$279.5	\$45.4	16.2%
Metra	\$51.7	\$50.8	\$0.9	1.7%	\$140.4	\$133.8	\$6.6	4.9%	\$53.5	(\$1.8)	(3.4%)	\$139.5	\$0.9	0.6%
Pace	\$21.0	\$20.3	\$0.7	3.6%	\$56.2	\$53.9	\$2.3	4.3%	\$21.6	(\$0.6)	(2.6%)	\$57.0	(\$0.9)	(1.5%)
Pace ADA Paratransit	\$22.4	\$22.4	\$0.0	0.0%	\$67.1	\$67.1	\$0.0	0.0%	\$21.3	\$1.0	4.8%	\$64.0	\$3.1	4.8%
Total	\$214.7	\$208.7	\$6.0	2.9%	\$588.6	\$570.3	\$18.3	3.2%	\$200.1	\$14.7	7.3%	\$540.2	\$48.4	9.0%
Operating Expenses														
CTA	\$190.4	\$191.5	\$1.1	0.6%	\$551.8	\$554.5	\$2.7	0.5%	\$168.9	(\$21.5)	(12.7%)	\$518.4	(\$33.4)	(6.4%)
Metra	\$90.8	\$103.9	\$13.1	12.6%	\$270.8	\$303.0	\$32.2	10.6%	\$83.6	(\$7.2)	(8.6%)	\$252.2	(\$18.7)	(7.4%)
Pace	\$27.6	\$31.3	\$3.7	11.8%	\$74.0	\$92.8	\$18.8	20.2%	\$25.3	(\$2.3)	(9.3%)	\$73.5	(\$0.6)	(0.8%)
Pace ADA Paratransit	\$24.9	\$29.0	\$4.0	14.0%	\$74.2	\$86.9	\$12.7	14.6%	\$24.0	(\$0.9)	(3.7%)	\$72.3	(\$1.9)	(2.6%)
Total	\$333.7	\$355.7	\$22.0	6.2%	\$970.8	\$1,037.2	\$66.4	6.4%	\$301.8	(\$31.9)	(10.6%)	\$916.3	(\$54.5)	(6.0%)
Net Results														
CTA	\$4.4	(\$0.0)	\$4.4		\$9.5	\$0.0	\$9.5		\$11.1	(\$6.7)		\$15.5	(\$6.0)	
Metra	(\$4.6)	\$0.0	(\$4.6)		\$1.1	(\$0.0)	\$1.1		\$1.9	(\$6.5)		\$9.0	(\$7.9)	
Pace	(\$2.5)	(\$6.8)	\$4.3		(\$6.1)	(\$26.7)	\$20.6		\$0.3	(\$2.8)		(\$4.4)	(\$1.7)	
Pace ADA Paratransit	(\$1.1)	(\$4.6)	\$3.5		(\$2.8)	(\$13.9)	\$11.1		(\$1.3)	\$0.2		(\$4.1)	\$1.2	
Total	(\$3.8)	(\$11.4)	\$7.7		\$1.6	(\$40.6)	\$42.2		\$12.0	(\$15.8)		\$16.0	(\$14.3)	
Operating Deficit														
CTA	\$152.7	\$153.7	\$1.0	0.6%	\$447.9	\$450.4	\$2.5	0.6%	\$130.5	(\$22.2)	(17.0%)	\$411.6	(\$36.3)	(8.8%)
Metra	\$66.9	\$71.9	\$5.0	6.9%	\$200.9	\$222.1	\$21.3	9.6%	\$63.0	(\$4.0)	(6.3%)	\$193.0	(\$7.9)	(4.1%)
Pace	\$23.5	\$27.1	\$3.5	13.1%	\$62.3	\$80.6	\$18.3	22.7%	\$21.3	(\$2.3)	(10.6%)	\$61.5	(\$0.8)	(1.3%)
Pace ADA Paratransit	\$23.5	\$27.0	\$3.5	13.1%	\$70.0	\$81.0	\$11.1	13.7%	\$22.7	(\$0.8)	(3.5%)	\$68.1	(\$1.9)	(2.7%)
Total	\$266.7	\$279.7	\$13.0	4.7%	\$781.0	\$834.1	\$53.1	6.4%	\$237.4	(\$29.3)	(12.3%)	\$734.1	(\$46.9)	(6.4%)
Recovery Ratio														
CTA	22.4%	22.1%	0.4 pts		21.4%	21.1%	0.3 pts		52.8%	(30.3) pts		57.6%	(36.2) pts	
Metra	27.3%	31.9%	(4.6) pts		27.1%	27.7%	(0.6) pts		41.2%	(13.9) pts		51.9%	(24.8) pts	
Pace	14.7%	13.5%	1.2 pts		15.9%	13.2%	2.7 pts		21.6%	(6.8) pts		22.2%	(6.3) pts	
Pace ADA Paratransit	5.8%	6.8%	(1.0) pts		5.7%	6.8%	(1.0) pts		11.3%	(5.6) pts		11.5%	(5.8) pts	
System (Statutory)	21.8%	23.0%	(1.2) pts		21.3%	21.2%	0.2 pts		46.0%	(24.1) pts		52.3%	(31.0) pts	
Ridership														
CTA	28.4	26.9	1.5	5.7%	78.2	72.8	5.4	7.3%	26.2	2.2	8.4%	71.7	6.5	9.1%
Metra	3.3	3.2	0.1	2.4%	9.0	8.5	0.5	6.2%	3.0	0.3	8.6%	8.3	0.7	9.0%
Pace	1.4	1.7	(0.3)	(15.9%)	3.9	4.5	(0.6)	(13.4%)	1.4	(0.0)	(0.8%)	4.0	(0.0)	(1.0%)
Pace ADA Paratransit	0.4	0.6	(0.1)	(21.5%)	1.3	1.7	(0.4)	(23.5%)	0.5	(0.0)	(6.7%)	1.4	(0.1)	(7.4%)
Total	33.6	32.4	1.2	3.8%	92.4	87.6	4.9	5.6%	31.2	2.4	7.8%	85.3	7.1	8.3%



CTA

Current Year vs. Budget

Current Year vs. Prior Year

CTA (in millions)	March 2026				YTD 2026				March 2025			YTD 2025		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Unit	Change %	Actual	Unit	Change %
System-Generated Revenues														
Farebox Revenue	\$30.3	\$30.3	(\$0.0)	(0.2%)	\$81.4	\$81.2	\$0.2	0.2%	\$29.8	\$0.5	1.6%	\$80.2	\$1.2	1.4%
Reduced Fare Subsidy	\$1.6	\$1.6	\$0.0	0.0%	\$4.8	\$4.8	\$0.0	0.0%	\$1.5	\$0.1	9.1%	\$4.4	\$0.4	10.0%
Other	\$5.8	\$5.9	(\$0.1)	(1.7%)	\$17.7	\$18.2	(\$0.4)	(2.4%)	\$7.1	(\$1.3)	(22.9%)	\$22.2	(\$4.5)	(20.1%)
Total	\$37.7	\$37.8	(\$0.1)	(0.4%)	\$103.9	\$104.2	(\$0.2)	(0.2%)	\$38.4	(\$0.7)	(1.9%)	\$106.8	(\$2.9)	(2.7%)
Federal Relief Funding - Fare Revenue Replacement	\$37.5	\$38.5	(\$1.0)	(2.5%)	\$132.4	\$134.9	(\$2.5)	(1.8%)	\$38.0	(\$0.5)	(1.3%)	\$147.5	(\$15.1)	(10.2%)
Public Funding														
Sales Tax I	\$50.0	\$50.0	\$0.0	0.0%	\$136.0	\$134.2	\$1.9	1.4%	\$49.2	\$0.8	1.6%	\$130.9	\$5.1	3.9%
Sales Tax II	\$3.5	\$3.5	\$0.0	0.0%	\$9.8	\$5.0	\$4.9	98.0%	\$4.8	(\$1.3)	(26.6%)	\$7.9	\$2.0	25.3%
PTF II	\$11.4	\$10.4	\$1.1	10.3%	\$30.7	\$29.3	\$1.4	4.7%	\$9.5	\$1.9	20.3%	\$27.1	\$3.6	13.4%
25% PTF on RETT	\$1.1	\$1.3	(\$0.3)	(20.6%)	\$4.1	\$4.5	(\$0.4)	(8.2%)	\$1.1	\$0.0	0.1%	\$3.9	\$0.2	5.0%
City of Chicago RETT	\$6.1	\$5.1	\$1.0	19.9%	\$13.9	\$14.3	(\$0.4)	(3.0%)	\$4.8	\$1.4	29.0%	\$12.4	\$1.5	12.0%
Non-Statutory Funding - PTF I	\$36.9	\$34.3	\$2.6	7.7%	\$99.0	\$96.9	\$2.1	2.2%	\$31.0	\$5.9	19.0%	\$87.6	\$11.4	13.1%
Non-Statutory Funding - ST I	\$9.1	\$9.1	\$0.0	0.0%	\$27.4	\$27.4	\$0.0	0.0%	\$3.3	\$5.9	178.9%	\$9.8	\$17.6	178.9%
SB2111 Discretionary 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 Funding for Operations	\$1.4	\$1.4	\$0.0	0.0%	\$3.9	\$3.9	\$0.0	0.0%	\$0.0	\$1.4	0.0%	\$0.0	\$3.9	0.0%
Total	\$119.7	\$115.2	\$4.4	3.9%	\$324.9	\$315.5	\$9.5	3.0%	\$103.6	\$16.0	15.5%	\$279.5	\$45.4	16.2%
Total Revenues	\$194.8	\$191.5	\$3.3	1.7%	\$561.2	\$554.5	\$6.7	1.2%	\$180.0	\$14.8	8.2%	\$533.8	\$27.4	5.1%
Operating Expenses														
Labor	\$129.9	\$133.3	\$3.4	2.5%	\$376.5	\$380.4	\$4.0	1.0%	\$119.4	(\$10.5)	(8.8%)	\$352.9	(\$23.6)	(6.7%)
Material	\$13.1	\$12.2	(\$1.0)	(8.0%)	\$38.5	\$37.5	(\$1.1)	(2.9%)	\$10.7	(\$2.5)	(23.0%)	\$32.6	(\$5.9)	(18.2%)
Fuel - Revenue Equip	\$4.5	\$3.7	(\$0.8)	(20.4%)	\$12.3	\$11.3	(\$0.9)	(8.0%)	\$3.6	(\$0.9)	(26.6%)	\$11.1	(\$1.1)	(10.2%)
Power	\$2.6	\$3.9	\$1.3	34.4%	\$9.3	\$13.4	\$4.1	30.6%	\$3.6	\$1.0	28.9%	\$13.9	\$4.7	33.5%
Provision for Injuries & Damages	\$2.9	\$2.9	\$0.0	0.0%	\$8.7	\$8.7	\$0.0	0.0%	\$1.9	(\$1.0)	(56.5%)	\$5.6	(\$3.1)	(56.5%)
Purchase of Security Svcs	\$9.9	\$6.8	(\$3.0)	(44.0%)	\$27.7	\$20.5	(\$7.1)	(34.7%)	\$6.7	(\$3.1)	(46.5%)	\$22.4	(\$5.3)	(23.7%)
Other Expenses	\$27.5	\$28.7	\$1.1	3.9%	\$78.9	\$82.7	\$3.8	4.6%	\$23.1	(\$4.5)	(19.4%)	\$79.9	\$1.0	1.3%
Total	\$190.4	\$191.5	\$1.1	0.6%	\$551.8	\$554.5	\$2.7	0.5%	\$168.9	(\$21.5)	(12.7%)	\$518.4	(\$33.4)	(6.4%)
Net Result	\$4.4	\$0.0	\$4.4		\$9.5	\$0.0	\$9.5		\$11.1	(\$6.7)		\$15.5	(\$6.0)	
Operating Deficit	\$152.7	\$153.7	\$1.0	0.6%	\$447.9	\$450.4	\$2.5	0.6%	\$130.5	(\$22.2)	(17.0%)	\$411.6	(\$36.3)	(8.8%)
Recovery Ratio	22.4%	22.1%	0.4 Pts		21.4%	21.1%	0.3 Pts		52.8%	(30.3) Pts		57.6%	(36.2) Pts	
Ridership	28.4	26.9	1.5	5.7%	78.2	72.8	5.4	7.3%	26.2	2.2	8.4%	71.7	6.5	9.1%
<i>Average Fare</i>	\$ 1.07	\$ 1.13	\$(0.06)	(5.6%)	\$ 1.04	\$ 1.11	\$(0.07)	(6.6%)	\$ 1.14	\$(0.07)	(6.3%)	\$ 1.12	\$(0.08)	(7.0%)

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



Metra

Current Year vs. Budget

Current Year vs. Prior Year

METRA (in millions)	March 2026				YTD 2026				March 2025			YTD 2025		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Unit	Change %	Actual	Unit	Change %
System-Generated Revenues														
Farebox Revenue	\$14.9	\$14.5	\$0.4	2.5%	\$41.4	\$39.3	\$2.2	5.5%	\$13.9	\$1.0	6.9%	\$38.2	\$3.3	8.6%
Reduced Fare Subsidy	\$0.2	\$0.2	\$0.0	0.0%	\$0.5	\$0.5	\$0.0	0.0%	\$0.2	\$0.0	10.0%	\$0.5	\$0.0	10.0%
Other	\$8.8	\$17.3	(\$8.5)	(49.2%)	\$28.0	\$41.1	(\$13.1)	(31.8%)	\$6.5	\$2.2	34.1%	\$20.6	\$7.5	36.2%
Total	\$23.8	\$32.0	(\$8.1)	(25.4%)	\$70.0	\$80.9	(\$10.9)	(13.5%)	\$20.6	\$3.2	15.6%	\$59.2	\$10.8	18.2%
Federal Relief Funding - Fare Revenue Replacement	\$10.7	\$21.1	(\$10.4)	(49.4%)	\$61.6	\$88.3	(\$26.7)	(30.3%)	\$11.4	(\$0.7)	(6.2%)	\$62.4	(\$0.9)	(1.4%)
Public Funding														
Sales Tax I	\$39.5	\$39.5	\$0.0	0.0%	\$107.4	\$106.0	\$1.5	1.4%	\$39.2	\$0.3	0.8%	\$103.2	\$4.3	4.1%
Sales Tax II	\$2.9	\$2.9	\$0.0	0.0%	\$8.0	\$4.0	\$4.0	98.0%	\$3.9	(\$1.0)	(26.6%)	\$6.4	\$1.6	25.3%
PTF II	\$9.3	\$8.4	\$0.9	10.3%	\$25.0	\$23.8	\$1.1	4.7%	\$7.7	\$1.6	20.3%	\$22.0	\$3.0	13.4%
Non-Statutory Funding - ST I	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$2.7	(\$2.7)	(100.0%)	\$8.0	(\$8.0)	(100.0%)
SB2111 Discretionary 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 Funding for Operations	\$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%
Total	\$51.7	\$50.8	\$0.9	1.7%	\$140.4	\$133.8	\$6.6	4.9%	\$53.5	(\$1.8)	(3.4%)	\$139.5	\$0.9	0.6%
Total Revenues	\$86.2	\$103.9	(\$17.7)	(17.0%)	\$271.9	\$303.0	(\$31.1)	(10.3%)	\$85.5	\$0.7	0.8%	\$261.2	\$10.8	4.1%
Operating Expenses														
Transportation	\$25.4	\$26.2	\$0.8	3.0%	\$76.2	\$77.9	\$1.7	2.1%	\$24.9	(\$0.6)	(2.3%)	\$74.9	(\$1.3)	(1.8%)
Engineering	\$23.6	\$35.3	\$11.7	33.2%	\$73.6	\$96.1	\$22.5	23.4%	\$19.8	(\$3.8)	(19.4%)	\$58.5	(\$15.1)	(25.9%)
Mechanical	\$21.5	\$19.8	(\$1.8)	(8.9%)	\$62.3	\$59.9	(\$2.3)	(3.9%)	\$19.4	(\$2.1)	(10.6%)	\$61.1	(\$1.2)	(1.9%)
Administration	\$10.0	\$12.6	\$2.6	20.9%	\$30.6	\$38.1	\$7.5	19.6%	\$9.9	(\$0.1)	(0.7%)	\$29.9	(\$0.8)	(2.5%)
Fuel	\$6.0	\$5.4	(\$0.6)	(10.4%)	\$16.8	\$16.8	\$0.0	0.0%	\$5.1	(\$0.9)	(17.5%)	\$16.3	(\$0.5)	(3.4%)
Motive Electricity	\$0.5	\$0.6	\$0.1	22.4%	\$1.8	\$2.0	\$0.2	8.7%	\$0.7	\$0.3	35.9%	\$2.2	\$0.4	16.3%
Downtown Stations	\$1.1	\$1.1	(\$0.0)	(1.3%)	\$3.4	\$3.3	(\$0.1)	(2.2%)	\$1.0	(\$0.1)	(11.3%)	\$3.3	(\$0.1)	(3.6%)
Claims and claims related	\$2.8	\$2.9	\$0.2	6.2%	\$6.2	\$8.9	\$2.8	30.9%	\$2.8	\$0.1	3.2%	\$6.2	\$0.0	0.5%
Total	\$90.8	\$103.9	\$13.1	12.6%	\$270.8	\$303.0	\$32.2	10.6%	\$83.6	(\$7.2)	(8.6%)	\$252.2	(\$18.7)	(7.4%)
Net Result	(\$4.6)	\$0.0	(\$4.6)		\$1.1	\$0.0	\$1.1		\$1.9	(\$6.5)		\$9.0	(\$7.9)	
Operating Deficit	\$66.944	\$71.9	\$5.0	6.9%	\$201	\$222.1	\$21.3	9.6%	\$63.0	(\$4.0)	(6.3%)	\$193.0	(\$7.9)	(4.1%)
Recovery Ratio	27.3%	31.9%	(4.6) Pts		27.1%	27.7%	(0.6) Pts		41.2%	(13.9) Pts		51.9%	(24.8) Pts	
Ridership	3.3	3.2	0.1	2.4%	9.0	8.5	0.5	6.2%	3.0	0.3	8.6%	8.3	0.7	9.0%
<i>Average Fare</i>	<i>\$ 4.49</i>	<i>\$ 4.49</i>	<i>\$ (0.00)</i>	<i>(0.1%)</i>	<i>\$ 4.59</i>	<i>\$ 4.63</i>	<i>\$ (0.04)</i>	<i>(0.8%)</i>	<i>\$ 4.57</i>	<i>\$ (0.08)</i>	<i>(1.7%)</i>	<i>\$ 4.62</i>	<i>\$ (0.03)</i>	<i>(0.6%)</i>

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



Pace Suburban

Current Year vs. Budget

Current Year vs. Prior Year

PACE SUBURBAN (in millions)	March 2026				YTD 2026				March 2025			YTD 2025		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Unit	Change %	Actual	Unit	Change %
System-Generated Revenues														
Farebox Revenue	\$1.7	\$2.0	(\$0.3)	(15.5%)	\$4.7	\$5.4	(\$0.7)	(13.1%)	\$1.7	(\$0.1)	(4.2%)	\$4.9	(\$0.2)	(4.0%)
Reduced Fare Subsidy	\$0.1	\$0.1	\$0.0	0.1%	\$0.4	\$0.4	\$0.0	0.1%	\$0.2	(\$0.1)	(28.8%)	\$0.5	(\$0.0)	(6.9%)
Other	\$2.3	\$2.1	\$0.1	6.6%	\$6.6	\$6.3	\$0.3	4.0%	\$2.0	\$0.2	10.4%	\$6.6	(\$0.0)	(0.5%)
Total	\$4.1	\$4.2	(\$0.2)	(4.0%)	\$11.7	\$12.2	(\$0.5)	(3.7%)	\$4.0	\$0.1	2.0%	\$12.0	(\$0.3)	(2.2%)
Federal Relief Funding - Fare Revenue Replacement	\$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	\$12.5	\$12.5	\$0.0	0.0%	\$34.1	\$33.6	\$0.5	1.4%	\$12.5	\$0.1	0.5%	\$32.8	\$1.3	3.8%
Sales Tax II	\$1.0	\$1.0	\$0.0	0.0%	\$2.7	\$1.3	\$1.3	98.0%	\$1.3	(\$0.3)	(26.6%)	\$2.1	\$0.5	25.3%
PTF II	\$3.1	\$2.8	\$0.3	10.3%	\$8.3	\$7.9	\$0.4	4.7%	\$2.6	\$0.5	20.3%	\$7.3	\$1.0	13.4%
SCMF	\$3.3	\$3.3	\$0.0	0.0%	\$9.0	\$8.9	\$0.2	1.7%	\$3.3	\$0.0	0.0%	\$8.7	\$0.3	3.2%
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	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.6	(\$0.6)	(100.0%)	\$1.8	(\$1.8)	(100.0%)
Non-Statutory Funding - ST I	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.9	(\$0.9)	(100.0%)	\$2.7	(\$2.7)	(100.0%)
SB2111 Discretionary 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%
CMAQ/JARC/Enhanced Mobility/Bus Facility	\$1.1	\$0.7	\$0.4	64.4%	\$2.1	\$2.1	\$0.0	0.0%	\$0.4	\$0.7	167.2%	\$1.6	\$0.5	32.7%
Total	\$21.0	\$20.3	\$0.7	3.6%	\$56.2	\$53.9	\$2.3	4.3%	\$21.6	(\$0.6)	(2.6%)	\$57.0	(\$0.9)	(1.5%)
Total Revenues	\$25.1	\$24.5	\$0.6	2.3%	\$67.9	\$66.1	\$1.9	2.8%	\$25.6	(\$0.5)	(1.9%)	\$69.1	(\$1.1)	(1.6%)
Operating Expenses														
Labor/Fringes	\$15.1	\$16.5	\$1.4	8.4%	\$42.1	\$48.4	\$6.3	13.1%	\$14.3	(\$0.8)	(5.7%)	\$42.2	\$0.1	0.2%
Parts/Supplies	\$1.4	\$1.5	\$0.2	9.9%	\$4.1	\$4.4	\$0.3	6.9%	\$1.4	(\$0.0)	(0.4%)	\$4.3	\$0.1	3.3%
Purchased Trans	\$2.4	\$3.2	\$0.8	24.0%	\$7.2	\$9.4	\$2.2	23.6%	\$2.2	(\$0.2)	(7.7%)	\$7.0	(\$0.2)	(3.2%)
Fuel	\$1.3	\$1.3	(\$0.0)	(1.3%)	\$3.4	\$3.7	\$0.3	9.4%	\$1.0	(\$0.3)	(28.3%)	\$3.0	(\$0.4)	(12.2%)
Utilities	\$0.4	\$0.6	\$0.1	25.4%	\$1.3	\$1.7	\$0.3	20.4%	\$0.5	\$0.1	11.1%	\$1.6	\$0.3	17.1%
Health Insurance	\$2.3	\$3.1	\$0.8	25.1%	\$7.1	\$9.2	\$2.0	22.2%	\$2.3	\$0.0	0.3%	\$6.9	(\$0.2)	(2.6%)
Liability Insurance	\$1.0	\$1.3	\$0.3	21.3%	\$3.5	\$4.3	\$0.8	18.7%	\$1.7	\$0.6	38.3%	\$3.4	(\$0.1)	(2.1%)
Other	\$4.6	\$5.0	\$0.4	8.3%	\$8.0	\$15.0	\$7.0	46.8%	\$2.7	(\$1.9)	(69.3%)	\$7.4	(\$0.6)	(7.4%)
Overhead Allocation	(\$0.9)	(\$1.1)	(\$0.2)	16.1%	(\$2.7)	(\$3.3)	(\$0.7)	20.3%	(\$0.8)	\$0.1	(18.7%)	(\$2.3)	\$0.3	(14.1%)
Total	\$27.6	\$31.3	\$3.7	11.8%	\$74.0	\$92.8	\$18.8	20.2%	\$25.3	(\$2.3)	(9.3%)	\$73.5	(\$0.6)	(0.8%)
Net Result	(\$2.5)	(\$6.8)	\$4.3		(\$6.1)	(\$26.7)	\$20.6		\$0.3	(\$2.8)		(\$4.4)	(\$1.7)	
Operating Deficit	\$23.5	\$27.1	\$3.5	13.1%	\$62.3	\$80.6	\$18.3	22.7%	\$21.3	(\$2.3)	(10.6%)	\$61.5	(\$0.8)	(1.3%)
Recovery Ratio	14.7%	13.5%	1.2 Pts		15.9%	13.2%	2.7 Pts		21.6%	(6.8) Pts		22.2%	(6.3) Pts	
Ridership	1.4	1.7	(0.3)	(15.9%)	3.9	4.5	(0.6)	(13.4%)	1.4	(0.0)	(0.8%)	4.0	(0.0)	(1.0%)
Average Fare	\$ 1.18	\$ 1.17	\$ 0.00	0.4%	\$ 1.20	\$ 1.19	\$ 0.00	0.3%	\$ 1.22	\$ (0.04)	(3.4%)	\$ 1.23	\$ (0.04)	(2.9%)

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



ADA Paratransit

Current Year vs. Budget

Current Year vs. Prior Year

ADA PARATRANSIT (in millions)	March 2026				YTD 2026				March 2025			YTD 2025		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Unit	Change %	Actual	Unit	Change %
System-Generated Revenues														
Farebox Revenue	\$1.2	\$1.7	(\$0.6)	(33.0%)	\$3.4	\$5.2	(\$1.9)	(35.5%)	\$1.1	\$0.0	2.9%	\$3.5	(\$0.1)	(2.5%)
Other	\$0.3	\$0.2	\$0.1	27.5%	\$0.9	\$0.7	\$0.2	33.2%	\$0.2	\$0.1	26.9%	\$0.7	\$0.1	18.1%
Total	\$1.4	\$2.0	(\$0.5)	(26.2%)	\$4.2	\$5.9	(\$1.6)	(27.8%)	\$1.4	\$0.1	6.8%	\$4.2	\$0.0	1.1%
Federal Relief Funding - Fare Revenue Replacement	\$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 Funding	\$22.4	\$22.4	\$0.0	0.0%	\$67.1	\$67.1	\$0.0	0.0%	\$21.3	\$1.0	4.8%	\$64.0	\$3.1	4.8%
Additional State 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%
ADA Reserve/RTA Fund Balance/ICE/SCMF	\$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%
Total	\$22.4	\$22.4	\$0.0	0.0%	\$67.1	\$67.1	\$0.0	0.0%	\$21.3	\$1.0	4.8%	\$64.0	\$3.1	4.8%
Total Revenues	\$23.8	\$24.3	(\$0.5)	(2.1%)	\$71.4	\$73.0	(\$1.6)	(2.2%)	\$22.7	\$1.1	4.9%	\$68.2	\$3.1	4.6%
Operating Expenses														
Labor/Fringes	\$0.5	\$0.5	\$0.0	1.7%	\$1.3	\$1.5	\$0.2	12.9%	\$0.5	(\$0.1)	(11.2%)	\$1.4	\$0.0	2.7%
Parts/Supplies	\$0.0	\$0.0	\$0.0	100.0%	\$0.0	\$0.0	\$0.0	100.0%	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	100.0%
Purchased Trans	\$22.5	\$26.1	\$3.6	13.9%	\$67.5	\$78.3	\$10.8	13.8%	\$21.9	(\$0.6)	(2.6%)	\$65.5	(\$2.0)	(3.0%)
Fuel	\$0.5	\$0.6	\$0.1	22.0%	\$1.4	\$1.9	\$0.5	25.0%	\$0.4	(\$0.1)	(33.7%)	\$1.5	\$0.0	2.5%
Utilities	\$0.0	\$0.0	\$0.0	2.7%	\$0.1	\$0.1	(\$0.01)	(9.5%)	\$0.0	\$0.0	0.8%	\$0.1	\$0.0	0.5%
Health Insurance	\$0.1	\$0.1	\$0.1	49.7%	\$0.2	\$0.4	\$0.1	41.5%	\$0.1	\$0.0	17.1%	\$0.2	\$0.0	14.3%
Liability Insurance	\$0.0	\$0.0	\$0.0	100.0%	(\$0.0)	\$0.0	\$0.0	157.2%	\$0.1	\$0.1	100.0%	\$0.3	\$0.3	103.7%
Other	\$0.4	\$0.5	\$0.0	7.2%	\$1.0	\$1.4	\$0.4	27.1%	\$0.3	(\$0.1)	(36.2%)	\$1.0	\$0.0	1.0%
Overhead Allocation	\$0.9	\$1.1	\$0.2	16.1%	\$2.7	\$3.3	\$0.7	20.3%	\$0.8	(\$0.1)	(18.7%)	\$2.3	(\$0.3)	(14.1%)
Total	\$24.9	\$29.0	\$4.0	14.0%	\$74.2	\$86.9	\$12.7	14.6%	\$24.0	(\$0.9)	(3.7%)	\$72.3	(\$1.9)	(2.6%)
Net Result	(\$1.1)	(\$4.6)	\$3.5		(\$2.8)	(\$13.9)	\$11.1		(\$1.3)	\$0.2		(\$4.1)	\$1.2	
Operating Deficit	\$23.5	\$27.0	\$3.5	13.1%	\$69.965	\$81.0	\$11.1	13.7%	\$22.7	(\$0.8)	(3.5%)	\$68.1	(\$1.9)	(2.7%)
Recovery Ratio	5.8%	6.8%	(1.0) Pts		5.7%	6.8%	(1.0) Pts		11.3%	(5.6) Pts		11.5%	(5.8) Pts	
Ridership	0.4	0.6	(0.1)	-21.5%	1.3	1.7	(0.4)	-23.5%	0.5	(0.0)	-6.7%	1.4	(0.1)	-7.4%
Average Fare	\$ 2.60	\$ 3.04	\$ (0.44)	(14.6%)	\$ 2.57	\$ 3.04	\$ (0.48)	(15.6%)	\$ 2.36	\$ 0.21	8.9%	\$ 2.44	\$ 0.13	5.3%

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