

Quarterly Financial and Performance Report – 2nd Quarter 2025

August 2025



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Executive Summary

Financial

June ridership of 32.3 million was at 69.3% of pre-COVID levels, while year-to-date system ridership through the second quarter was 9.2% below budget, with 184.0 million rides provided, approximately 68% of pre-pandemic ridership. In turn, total system-generated revenue was \$0.2 million or 0.1% unfavorable to budget. CTA, Pace Suburban Service, and ADA Paratransit each reported positive revenue results through June, offset by Metra's unfavorable revenue results.

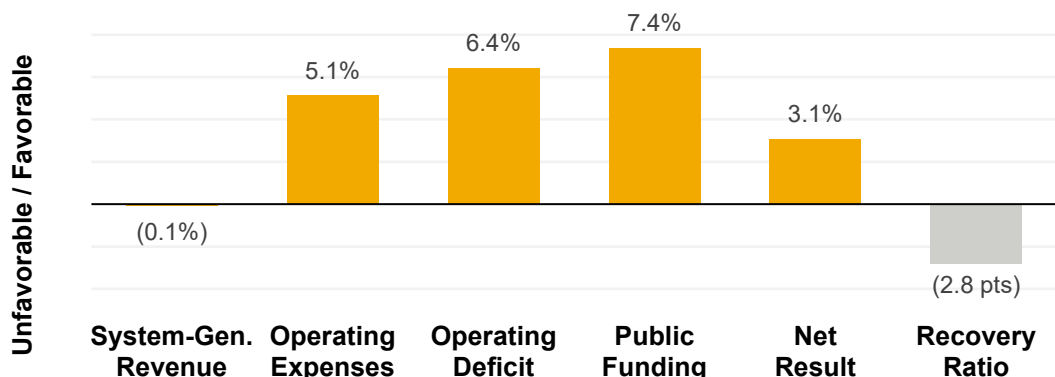
Service Board expense results continue to be under budget, driven primarily by the timing of invoices and lower than budgeted NICTD-related expenses at Metra. Regional operating expenses were \$98.5 million or 5.1% favorable to budget. The overall strong expense performance more than offset the unfavorable system-generated revenue, resulting in favorable to budget operating deficits for each Service Board except ADA Paratransit, with the combined regional operating deficit 6.4% favorable.

Accordingly, staff recommends a finding of in substantial accordance with budget through the second quarter for the results of CTA, Metra, Pace Suburban Service, and the Region as a whole. Staff recommends a finding of not in substantial accordance with budget for the Pace ADA Paratransit results due to an unfavorable operating deficit variance of \$16.5 million or 11.9% through June.

Total public funding through June came in 7.4% favorable to budget. Actual PTF through June was 9.0% higher than budget. Sales tax collections of \$585.3 million through April finished 14.2% higher than the prior year due to IL PA 103-0983, which amended the Retailers' Occupation Tax Act such that some items formerly subject to the Use Tax are now subject to local sales taxes including RTA Sales Tax beginning January 1, 2025. The region has now utilized about 79% of the total federal COVID relief funding including \$357.5 million through the second quarter of 2025, which was \$115.0 million less than budgeted.

The system-wide net result was \$59.1 million favorable to budget through June as positive results at CTA, Metra, and Pace more than offset ADA Paratransit's unfavorable net result of \$15.1 million. Due to the lower than anticipated relief funding utilization, the regional recovery ratio of 50.2% was 2.8 percentage points below the adopted budget.

Regional Year-to-Date Variance From Budget



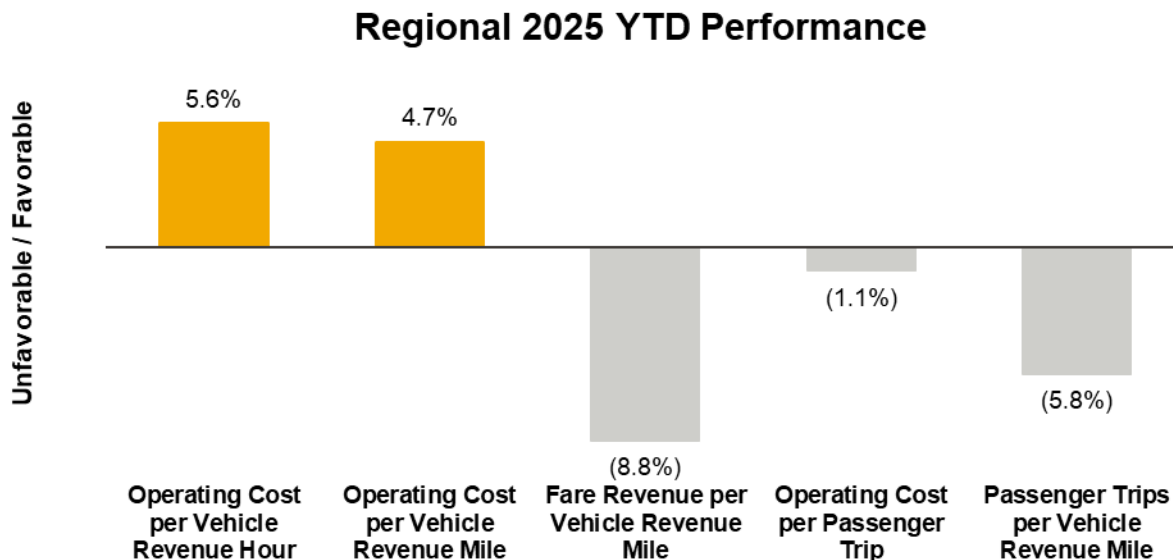
Performance Measurement

Year-to-date second quarter 2025 regional performance results were favorable for two measures and unfavorable for three measures compared to 2024. After adjusting for inflation, regional operating costs of \$1.83 billion were 4.3% higher compared to 2024, a difference of \$75.2 million. A 10.5% increase in service hours contributed to an operating cost per vehicle revenue hour that was \$13.55 lower compared to 2024. Vehicle revenue miles increased by 9.5%, producing a systemwide operating cost per mile of \$15.68, a decrease of \$0.78

Regional fare revenues decreased by 0.2% compared to 2024, a decrease of \$420 thousand. Fare revenue per vehicle revenue mile was \$2.35, a decrease of \$0.23. Year-to-date second quarter 2025 ridership increased 3.2% to 182.8 million, an increase of 5.6 million trips. The regional operating cost per passenger trip of \$9.99 was \$0.11, or 1.1%, higher compared to 2024.

Increased vehicle miles outpaced gains in ridership; the productivity measure passenger trips per vehicle mile decreased 5.8% to 1.57.

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.

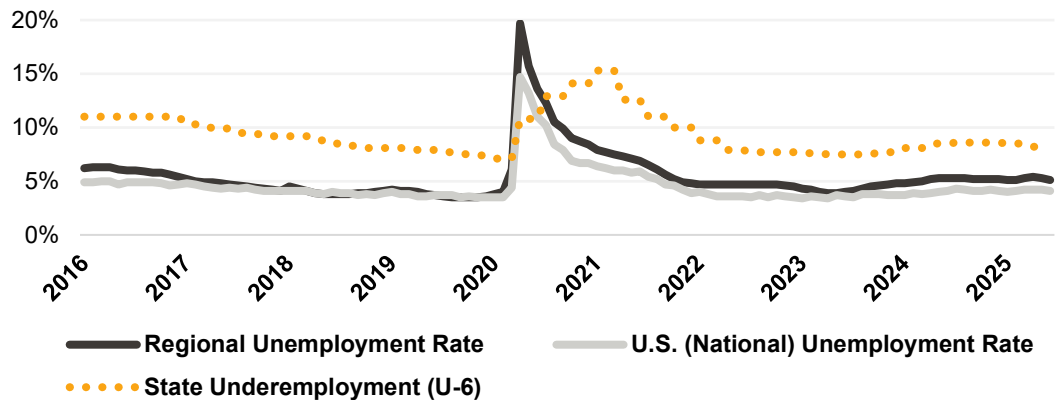


Environmental Factors

Unemployment

During the second quarter of 2025, the average size of the Chicago-area labor force decreased by about 9,100 while employment in the region also decreased by 12,800 jobs. The regional unemployment rate improved slightly to 5.1%, which was 1.0 percentage points higher than the national rate.

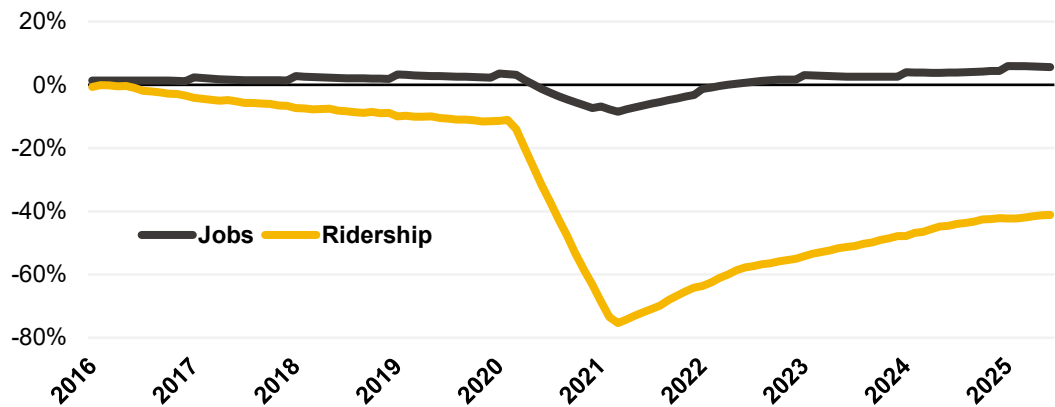
Regional and National Unemployment, and Illinois Underemployment Rates, 2016-2025



Regional Jobs

The twelve-month moving average of regional jobs increased slightly from the prior quarter and is now 5.7% higher than the same period of 2016. The moving average of ridership also improved slightly during the second quarter but is still 41.2% below 2016 levels.

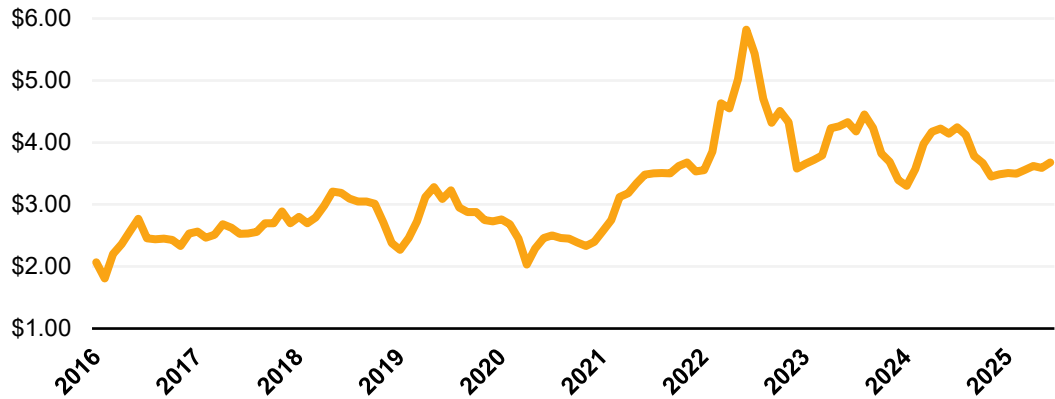
Regional Ridership vs. Regional Jobs, 2016-2025 (12-month moving average, % change)



Gas Prices

The average price per gallon of gasoline in the Chicago region during the second quarter of 2025 was \$3.63, an increase of \$0.11 from the prior quarterly average, and 13.2% lower than the second quarter of 2024.

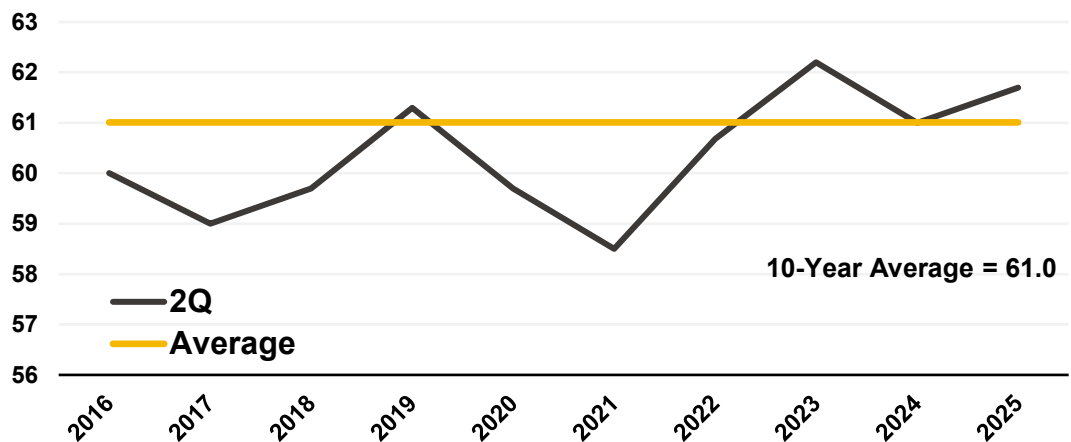
Regional Average Monthly Price per Gallon of Gasoline (2016-2025)



Average Temperature

The average temperature in Chicago for the second quarter of 2025 was 61.5 degrees, which was 0.5 degrees warmer than the 10-year average.

2nd Quarter Average Temperature (2016-2025)

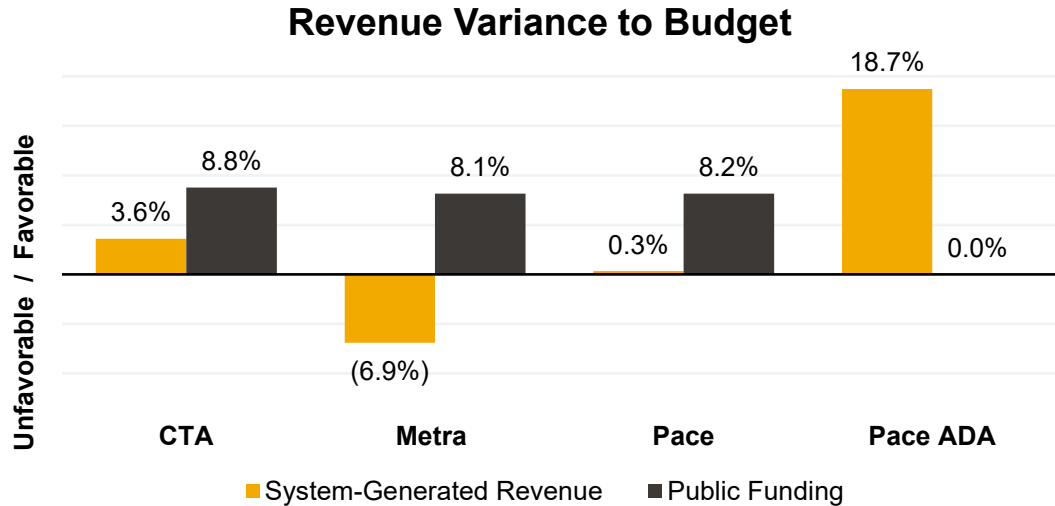


Financial Results

System-Generated Revenue and Public Funding

At the regional level, total system-generated revenue of \$388.9 million was \$0.2 million, or 0.1%, unfavorable to budget through June as CTA, Pace Suburban Service, and ADA Paratransit reported favorable results. Metra's unfavorable result was due to lower than budgeted average fares, as well as lagging ancillary revenue. Higher than budgeted ridership at Pace is driving the favorable revenue result for ADA Paratransit.

RTA sales tax receipts collected through April surpassed the adopted budget by \$60.6 million or 11.5% due to IL PA 103-0983 effective January 1, 2025, which amended the Retailers' Occupation Tax Act such that some items formerly subject to the Use Tax are now subject to local sales taxes including RTA Sales Tax. Year-to-date PTF receipts through June were 9.0% favorable to budget and RETT receipts finished the second quarter 3.6% favorable.



Operating Expenses

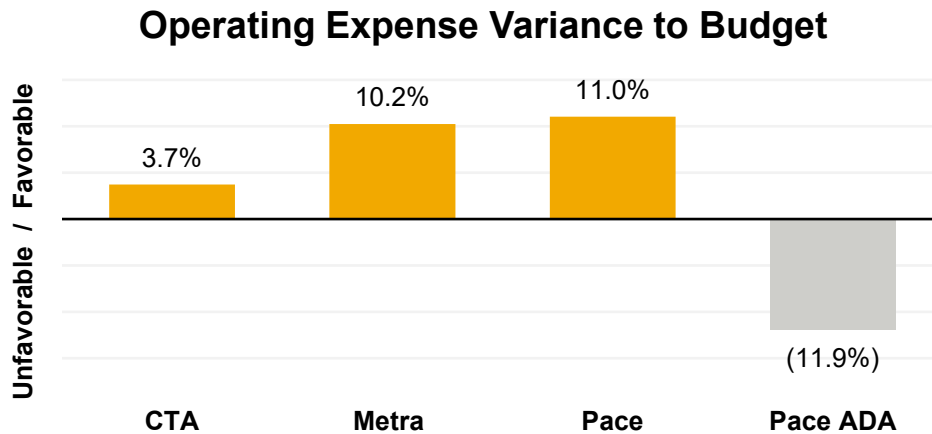
Total Service Board operating expenses of \$1.827 billion were \$98.5 million or 5.1% favorable to budget through June. Fuel expenses were favorable across all Service Boards, resulting in an overall favorable variance of \$6.1 million through the second quarter.

CTA's total expenses were \$39.4 million, or 3.7%, favorable to budget with savings generated from each expense category except labor which finished the second quarter \$1.9 million, or 0.3%, unfavorable to budget.

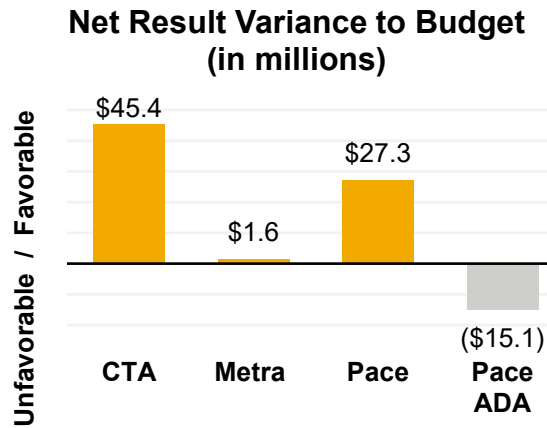
Metra's actual expense results were \$57.2 million, or 10.2%, favorable to budget with each expense category finishing favorable to budget except for downtown stations which finished the second quarter \$0.3 million, or 4.7%, unfavorable to budget.

Pace Suburban Service reported favorable results in every expense category except parts and supplies producing an overall result which was \$18.4 million, or 11.0%, favorable to the adopted budget.

Pace ADA Paratransit total expenses were \$16.5 million, or 11.9%, unfavorable to budget through June as purchased transportation expense has driven total expenses above budget despite having savings from all other categories.

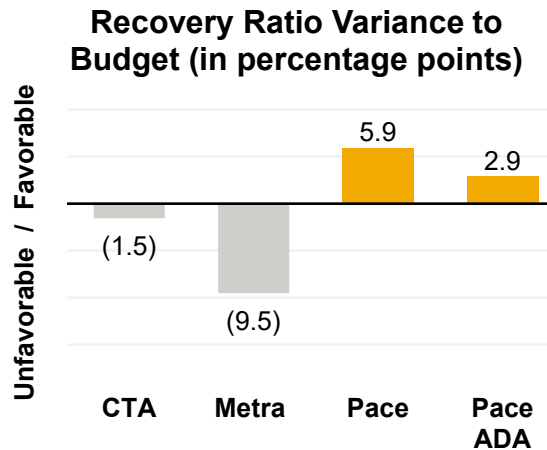


Net Results



The regional net result through the second quarter was \$59.1 million favorable to budget. CTA's result was \$45.4 million favorable to budget due to strong public funding, while Metra reported a favorable net result of \$1.6 million. Pace Suburban Service finished favorable to budget by \$27.3 million, and ADA Paratransit reported an unfavorable to budget net result of \$15.1 million due to operating expense exceeding budget.

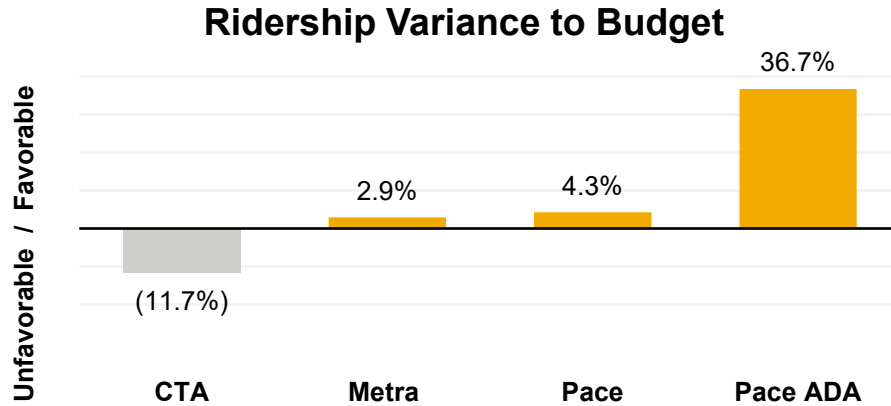
Recovery Ratios



Through June, the Service Boards included a total of \$357.5 million of federal relief funding in operating revenue, significantly less than the \$472.5 million budgeted. With that relief funding included, the regional recovery ratio was 50.2%, which was 2.8 percentage points unfavorable to budget. Slower than anticipated relief funding drawdowns contributed to unfavorable results at CTA and Metra, while Pace's good expense performance contributed to the favorable recovery ratio on Suburban Service and strong passenger revenue at ADA Paratransit contributed to that favorable result.

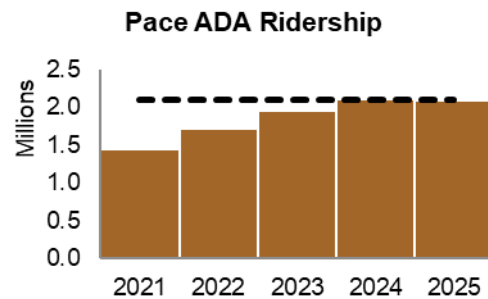
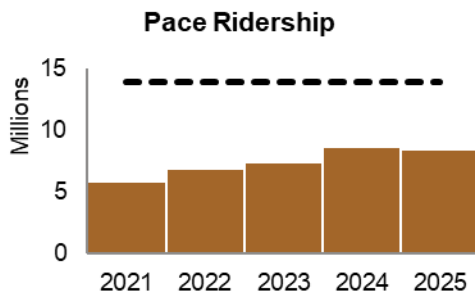
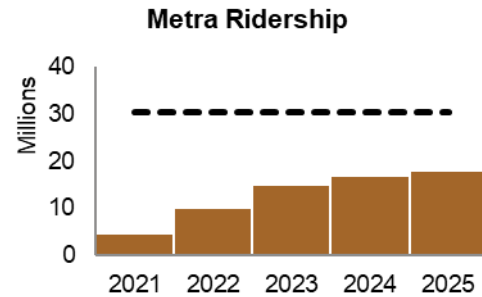
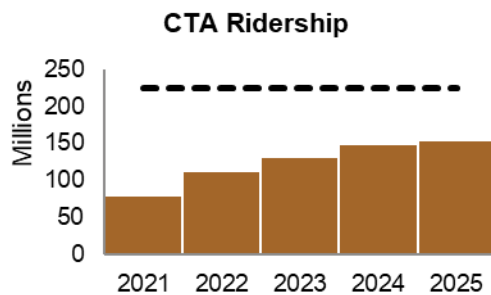
Ridership

Regional ridership finished the second quarter unfavorable to budget by 9.2%, and at 68.2% of pre-pandemic levels. Metra, Pace Suburban Service, and ADA Paratransit reported favorable ridership results, while CTA finished the quarter unfavorable to budget.



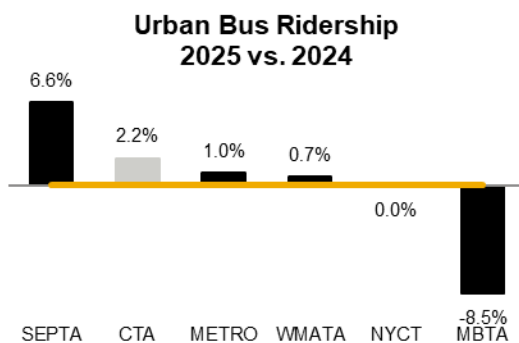
Historical Trends

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



Peer Comparisons

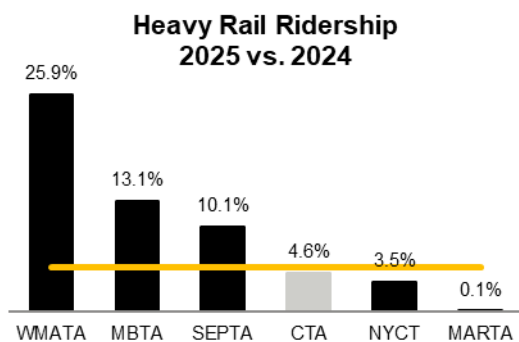
The following peer comparisons show the percent change in year-to-date ridership for Q2 2025, by mode, in comparison to the same time period of 2024. Data are provided by the NTD. CTA bus and rail experienced a ridership increase of 2.2% and 4.6%, respectively; Metra ridership increased 6.5%.



CTA bus peers include:

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

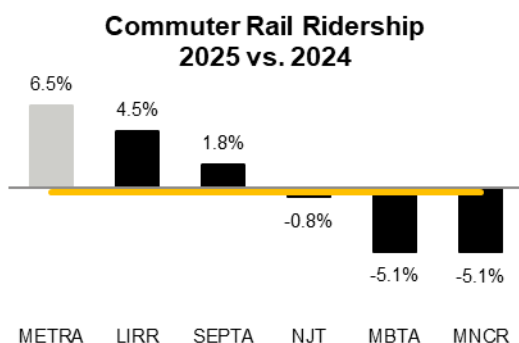
Peer average: +0.1%



CTA rail peers include:

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

Peer average: +5.3%

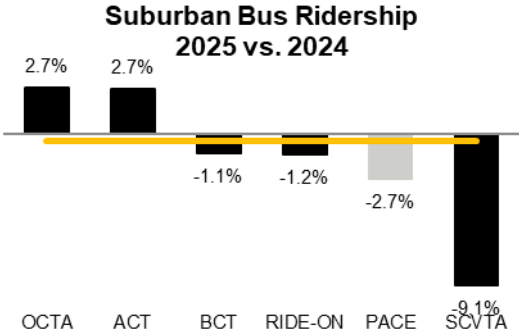


Metra's peers include:

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

Peer average: -0.4%

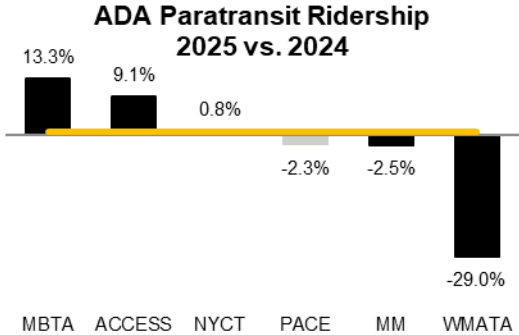
Pace bus year-to-date ridership was 2.7% lower compared to 2024; ADA Paratransit ridership (excluding TAP trips) decreased by 2.3%.



Pace bus peers include:

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

Peer average: -0.4%



ADA Paratransit peers include:

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

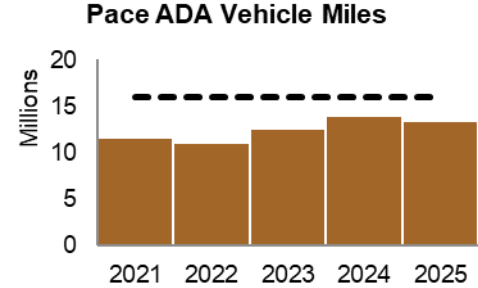
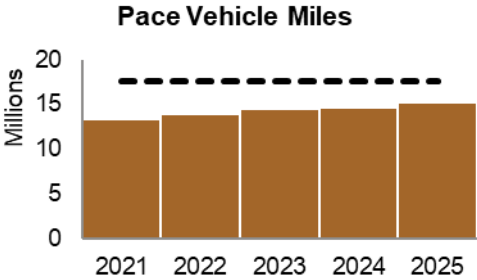
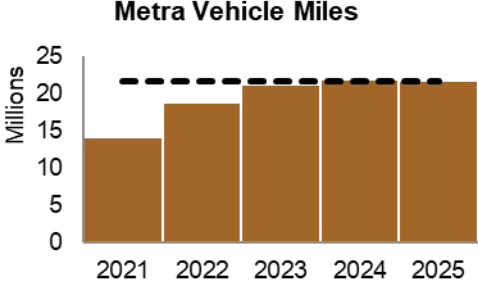
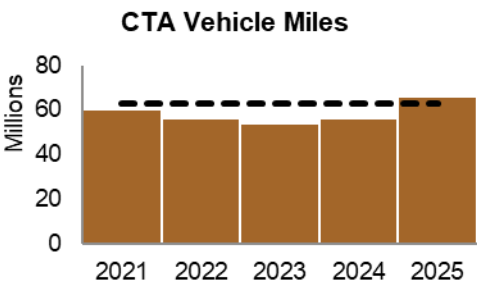
Peer Average: +0.8%



Service Miles

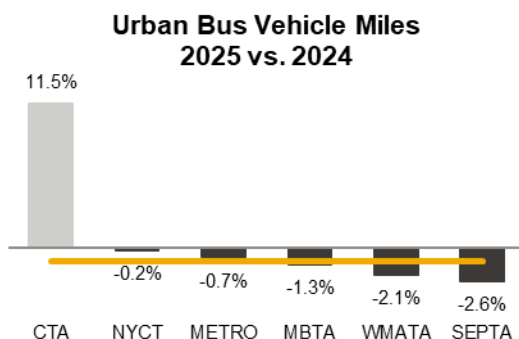
Historical Trends

The charts below show each Service Board’s year-to-date 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

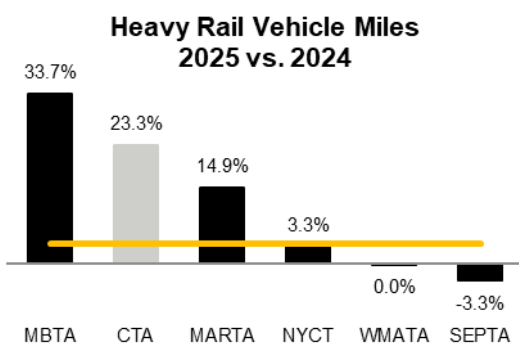
The following peer comparisons show the percent change in year-to-date vehicle revenue miles for Q2 2025, by mode, in comparison to the same time period of 2024. Data are provided by the NTD. CTA bus miles increased by 11.5%, CTA rail service increased by 23.3%, and Metra service decreased by 0.5%.



CTA bus peers include:

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

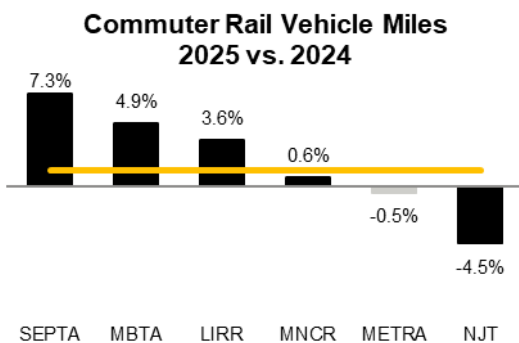
Peer average: -1.1%



CTA rail peers include:

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

Peer average: +4.0%



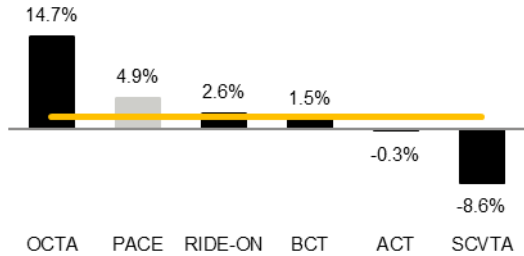
Metra's peers include:

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

Peer average: +1.3%

Pace bus year-to-date service, as measured by vehicle revenue miles, was 4.9% higher compared to 2024; ADA Paratransit service decreased 4.1%.

**Suburban Bus Vehicle Miles
2025 vs. 2024**

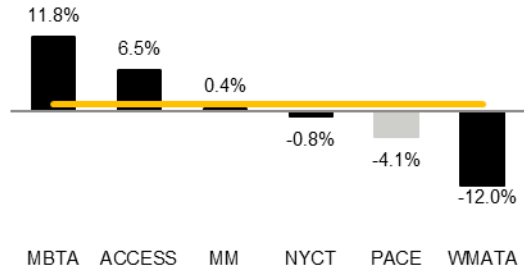


Pace bus peers include:

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

Peer average: +2.1%

**ADA Vehicle Miles
2025 vs. 2024**



ADA Paratransit peers include:

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

Peer Average: +1.1%



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, 2025 year-to-date performance is compared to 2024 performance for the same time period, 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 2025 compared to the same time period of 2024. Bars above the line indicate favorable performance; bars below the line indicate unfavorable performance.

CTA

Year-to-date inputs and performance results

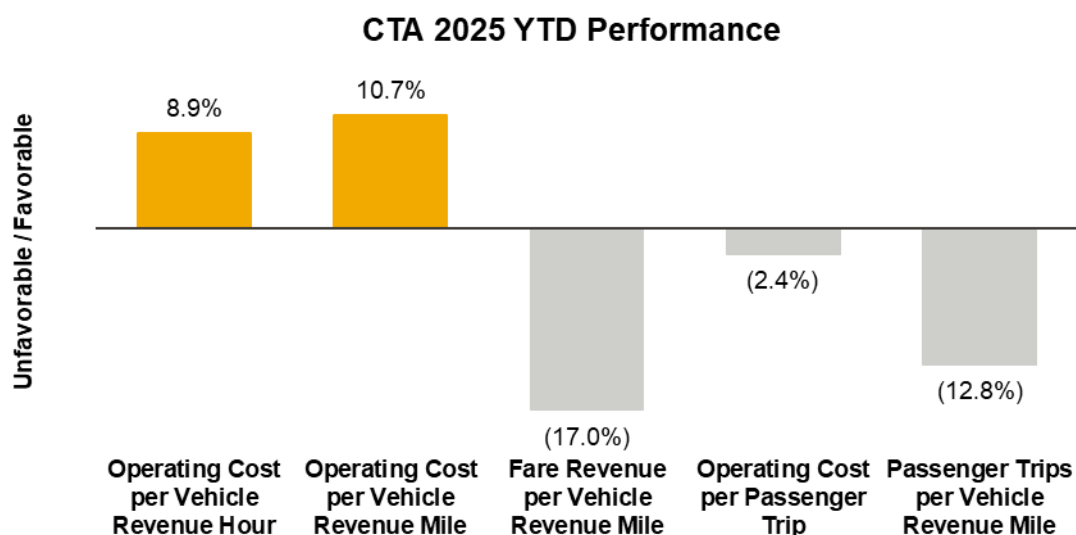
Fare Revenue: \$172.7 million, a 1.8% decrease

Operating Cost: \$1.02 billion, a 5.6% increase

Passenger Trips: 154.2 million, a 3.2% increase

Vehicle Revenue Hours: 5.26 million, a 16.0% increase

Vehicle Revenue Miles: 66.2 million, an 18.3% increase



CTA's 5.6% increase in operating cost, spread over increased vehicle revenue hours and vehicle revenue miles, resulted in a year-over-year decrease in operating cost per vehicle revenue hour and per vehicle revenue mile, by 8.9% and 10.7%, respectively. The Q2 2025 operating cost per vehicle revenue hour of \$194.34 was a decrease of \$19.09. The operating cost per vehicle revenue mile of \$15.43 was a decrease of \$1.84.

CTA ridership increased by 4.75 million trips, yet the inflation-adjusted fare revenue decreased by \$3.24 million. Fare revenue per vehicle revenue mile was \$2.61, a decrease of \$0.53. CTA's operating cost per passenger trip increased to \$6.62, a difference of \$0.15. Gains in ridership were not proportional to gains in service miles, producing a 12.8% decrease for the productivity measure, passenger trips per vehicle revenue mile, which decreased to 2.33.

Metra

Year-to-date input and performance results

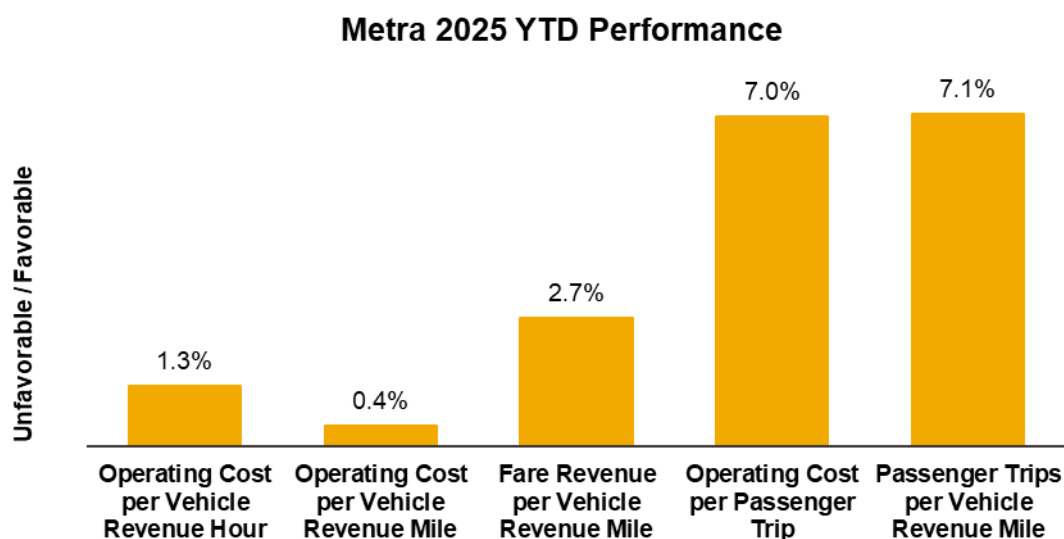
Fare Revenue: \$83.3 million, a 2.2% increase

Operating Cost: \$502.6 million, a 1.0% decrease

Passenger Trips: 18.1 million, a 6.5% increase

Vehicle Revenue Hours: 743 thousand, a 0.3% increase

Vehicle Revenue Miles: 21.8 million, a 0.5% decrease



Metra's year-over-year decrease in operating cost resulted in lower operating cost per vehicle revenue hour and per vehicle revenue mile, down 1.3% and 0.4%, respectively. The year-to-date Q2 2025 operating cost per vehicle revenue hour of \$676.36 was a decrease of \$8.69. The operating cost per vehicle revenue mile was \$23.08, a decrease of \$0.10.

Ridership increased by 1.1 million trips, however, and fare revenue increased by \$1.8 million. Fare revenue per vehicle revenue mile was \$3.83, \$0.10 higher compared to 2024. Metra's operating cost per passenger trip decreased to \$27.79, a difference of \$2.09. Gains in ridership also contributed to favorable results for the productivity measure, passenger trips per vehicle mile, which increased to 0.83, a difference of 0.05 trips per mile.

Pace Suburban Service

Year-to-date input and performance results

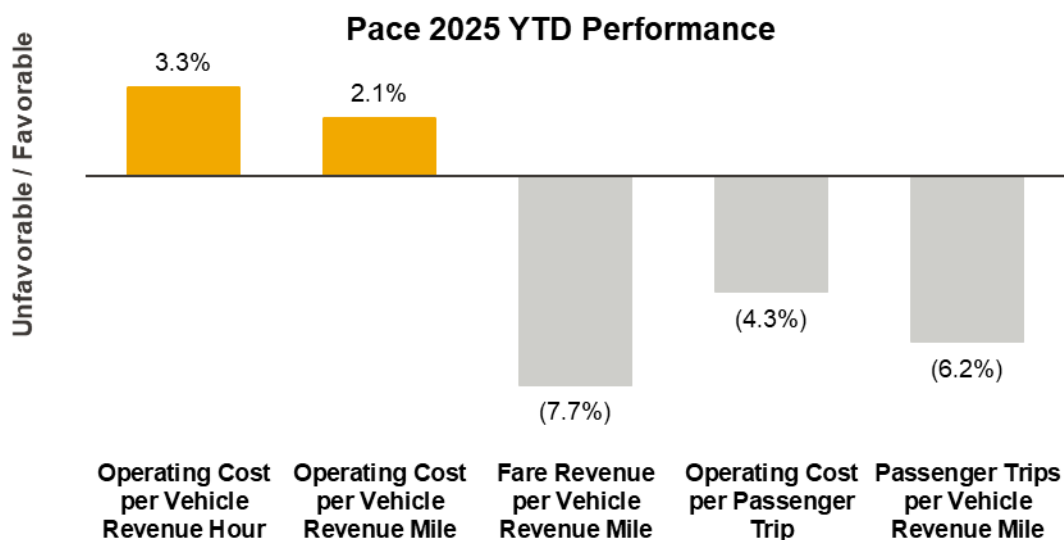
Fare Revenue: \$10.3 million, a 4.3% decrease

Operating Cost: \$148.6 million, a 1.6% increase

Passenger Trips: 8.4 million, a 2.6% decrease

Vehicle Revenue Hours: 1.01 million, a 5.0% increase

Vehicle Revenue Miles: 15.1 million, a 3.8% increase



Pace's 1.6% increase in operating cost, spread over increased vehicle revenue hours and vehicle revenue miles, resulted in a year-over-year decrease in operating cost per vehicle revenue hour and per vehicle revenue mile, by 3.3% and 2.1%, respectively. Pace's operating cost per vehicle revenue hour of \$147.23 was \$4.99 lower compared to 2024. The operating cost per vehicle revenue mile of \$9.81 was \$0.21 lower compared to 2024.

Ridership decreased by 225 thousand trips, contributing to a 4.3% decrease in fare revenue. Fare revenue per vehicle revenue mile was \$0.68, a decrease of \$0.06 compared to 2024. Pace's operating cost per passenger trip increased to \$17.70, a difference of \$0.73. Losses in ridership also contributed to unfavorable results for the productivity measure, passenger trips per vehicle mile, which decreased to 0.55, a loss of 0.04 trips per mile.

Pace ADA Paratransit

Year-to-date input and performance results

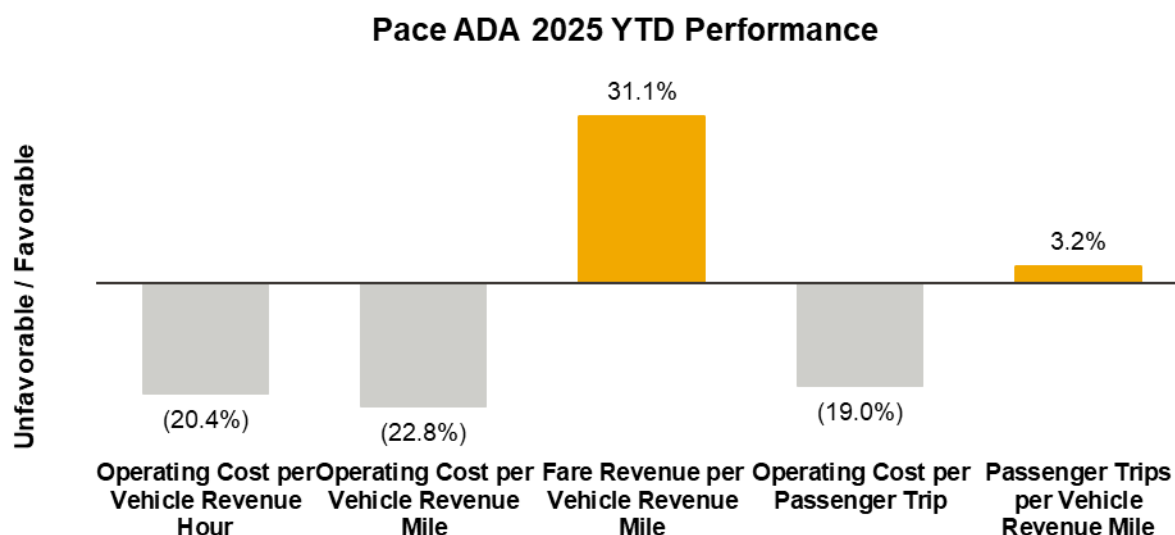
Fare Revenue: \$7.36 million, a 25.7% increase

Operating Cost: \$154.5 million, a 17.8% increase

Passenger Trips: 2.08 million, a 1.0% decrease

Vehicle Revenue Hours: 961.2 thousand, a 2.2% decrease

Vehicle Revenue Miles: 13.4 million, a 4.1% decrease



ADA Paratransit's year-over-year increase in operating cost resulted in higher operating cost per vehicle revenue hour and per vehicle mile, up 20.4% and 22.8%, respectively. The year-to-date Q2 2025 operating cost per vehicle revenue hour of \$160.70 was an increase of \$27.25. The operating cost per vehicle revenue mile was \$11.53, an increase of \$2.14.

Ridership decreased by 22 thousand trips; however, fare revenue per vehicle revenue mile was \$0.55, an increase of \$0.13. ADA Paratransit operating cost per passenger trip increased to \$74.14, a difference of \$11.85. Passenger trips per vehicle revenue mile, a measure of productivity, increased by 3.2% to 0.16.

Detailed Financial Results

Region

Current Year vs. Budget

Current Year vs. Prior Year

RTA Region (in millions)	June 2025				YTD 2025				June 2024			YTD 2024		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
System-Generated Revenues														
CTA	\$38.6	\$37.6	\$1.0	2.7%	\$226.4	\$218.6	\$7.8	3.6%	\$36.6	\$2.0	5.4%	\$211.8	\$14.6	6.9%
Metra	\$24.5	\$27.5	(\$3.0)	(10.9%)	\$128.9	\$138.4	(\$9.5)	(6.9%)	\$21.4	\$3.1	14.4%	\$118.1	\$10.8	9.2%
Pace	\$4.3	\$4.3	(\$0.0)	(0.6%)	\$24.8	\$24.7	\$0.1	0.3%	\$4.3	(\$0.0)	(0.9%)	\$26.9	(\$2.1)	(7.7%)
Pace ADA Paratransit	\$1.6	\$1.3	\$0.3	24.2%	\$8.8	\$7.4	\$1.4	18.7%	\$1.3	\$0.3	21.6%	\$7.3	\$1.4	19.4%
Total	\$68.9	\$70.7	(\$1.7)	(2.4%)	\$388.9	\$389.1	(\$0.2)	(0.1%)	\$63.6	\$5.3	8.3%	\$364.1	\$24.8	6.8%
Public Funding														
CTA	\$98.7	\$94.4	\$4.2	4.5%	\$563.3	\$517.9	\$45.4	8.8%	\$90.0	\$8.6	9.6%	\$506.2	\$57.1	11.3%
Metra	\$50.1	\$49.1	\$1.0	2.0%	\$287.8	\$266.1	\$21.7	8.1%	\$45.8	\$4.3	9.4%	\$257.6	\$30.2	11.7%
Pace	\$20.3	\$19.9	\$0.4	1.9%	\$117.1	\$108.3	\$8.8	8.2%	\$18.6	\$1.7	8.9%	\$105.2	\$12.0	11.4%
Pace ADA Paratransit	\$31.4	\$31.4	\$0.0	0.0%	\$138.1	\$138.1	\$0.0	0.0%	\$28.0	\$3.4	12.0%	\$122.5	\$15.6	12.7%
Total	\$200.4	\$194.8	\$5.6	2.9%	\$1,106.3	\$1,030.5	\$75.9	7.4%	\$182.5	\$18.0	9.8%	\$991.5	\$114.8	11.6%
Operating Expenses														
CTA	\$167.8	\$177.7	\$9.9	5.6%	\$1,021.3	\$1,060.6	\$39.4	3.7%	\$147.2	(\$20.5)	(14.0%)	\$932.9	(\$88.3)	(9.5%)
Metra	\$84.0	\$92.9	\$8.9	9.5%	\$502.6	\$559.8	\$57.2	10.2%	\$79.6	(\$4.4)	(5.6%)	\$489.7	(\$12.8)	(2.6%)
Pace	\$24.9	\$27.7	\$2.8	10.1%	\$148.6	\$167.0	\$18.4	11.0%	\$22.1	(\$2.8)	(12.6%)	\$141.1	(\$7.4)	(5.3%)
Pace ADA Paratransit	\$28.0	\$23.5	(\$4.6)	(19.5%)	\$154.5	\$138.0	(\$16.5)	(11.9%)	\$22.9	(\$5.2)	(22.7%)	\$126.6	(\$27.9)	(22.0%)
Total	\$304.7	\$321.7	\$17.0	5.3%	\$1,826.9	\$1,925.4	\$98.5	5.1%	\$271.8	(\$32.9)	(12.1%)	\$1,690.4	(\$136.5)	(8.1%)
Net Results														
CTA	\$5.4	\$1.1	\$4.2		\$38.5	(\$6.9)	\$45.4		\$6.5	(\$1.1)		(\$36.4)	\$74.8	
Metra	(\$5.7)	\$0.0	(\$5.7)		\$1.6	\$0.0	\$1.6		(\$1.7)	(\$3.9)		\$0.0	\$1.5	
Pace	(\$0.3)	(\$3.4)	\$3.2		(\$6.6)	(\$33.9)	\$27.3		\$0.9	(\$1.2)		(\$9.1)	\$2.5	
Pace ADA Paratransit	\$4.9	\$9.2	(\$4.3)		(\$7.6)	\$7.5	(\$15.1)		\$6.4	(\$1.6)		\$3.3	(\$10.9)	
Total	\$4.3	\$6.8	(\$2.5)		\$25.8	(\$33.3)	\$59.1		\$12.1	(\$7.7)		(\$42.1)	\$67.9	
Operating Deficit														
CTA	\$129.2	\$140.1	\$10.9	7.8%	\$794.9	\$842.1	\$47.2	5.6%	\$110.6	(\$18.6)	(16.8%)	\$721.2	(\$73.7)	(10.2%)
Metra	\$59.5	\$65.4	\$5.9	9.0%	\$373.7	\$421.4	\$47.7	11.3%	\$58.2	(\$1.4)	(2.3%)	\$371.7	(\$2.0)	(0.5%)
Pace	\$20.6	\$23.4	\$2.8	11.9%	\$123.7	\$142.2	\$18.5	13.0%	\$17.8	(\$2.8)	(15.8%)	\$114.3	(\$9.5)	(8.3%)
Pace ADA Paratransit	\$26.5	\$22.2	(\$4.3)	(19.2%)	\$145.7	\$130.6	(\$15.1)	(11.6%)	\$21.6	(\$4.9)	(22.7%)	\$119.2	(\$26.5)	(22.2%)
Total	\$235.8	\$251.1	\$15.3	6.1%	\$1,438.0	\$1,536.3	\$98.3	6.4%	\$208.2	(\$27.6)	(13.3%)	\$1,326.3	(\$111.7)	(8.4%)
Recovery Ratio														
CTA	51.6%	55.0%	(3.4) pts		56.9%	58.5%	(1.5) pts		53.3%	(1.7) pts		50.3%	6.7 pts	
Metra	36.4%	50.2%	(13.9) pts		46.4%	55.9%	(9.5) pts		43.4%	(7.0) pts		51.0%	(4.7) pts	
Pace	22.9%	17.3%	5.6 pts		22.5%	16.6%	5.9 pts		25.5%	(2.6) pts		24.7%	(2.1) pts	
Pace ADA Paratransit	7.3%	7.5%	(0.2) pts		10.5%	7.5%	2.9 pts		10.6%	(3.3) pts		10.6%	(0.2) pts	
System (Statutory)	44.0%	49.3%	(5.3) pts		50.2%	53.0%	(2.8) pts		46.6%	(2.6) pts		47.4%	2.7 pts	
Ridership														
CTA	26.9	30.1	(3.2)	(10.7%)	154.2	174.6	(20.4)	(11.7%)	25.7	1.3	4.9%	149.5	4.8	3.2%
Metra	3.3	3.3	0.0	1.2%	18.1	17.6	0.5	2.9%	3.0	0.3	9.8%	16.9	1.2	6.9%
Pace	1.5	1.6	(0.1)	(8.8%)	8.6	8.2	0.3	4.3%	1.5	0.0	0.4%	8.8	(0.2)	(2.5%)
Pace ADA Paratransit	0.5	0.4	0.2	41.6%	3.1	2.3	0.8	36.7%	0.4	0.1	35.6%	2.2	0.9	40.8%
Total	32.3	35.4	(3.2)	(8.9%)	184.0	202.7	(18.7)	(9.2%)	30.6	1.7	5.6%	177.4	6.6	3.7%



CTA

Current Year vs. Budget

Current Year vs. Prior Year

CTA (in millions)	June 2025				YTD 2025				June 2024			YTD 2024		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Unit	Change %	Actual	Unit	Change %
System-Generated Revenues														
Farebox Revenue	\$29.8	\$30.9	(\$1.2)	(3.7%)	\$172.7	\$177.7	(\$5.0)	(2.8%)	\$29.7	\$0.1	0.4%	\$169.8	\$2.9	1.7%
Reduced Fare Subsidy	\$1.5	\$1.5	\$0.0	0.0%	\$8.7	\$8.7	\$0.0	0.0%	\$1.3	\$0.1	9.1%	\$7.9	\$0.8	10.0%
Other	\$7.4	\$5.2	\$2.2	41.5%	\$45.0	\$32.2	\$12.8	39.9%	\$5.7	\$1.7	23.4%	\$34.1	\$10.9	32.0%
Total	\$38.6	\$37.6	\$1.0	2.7%	\$226.4	\$218.6	\$7.8	3.6%	\$36.6	\$2.0	5.1%	\$211.8	\$14.6	6.9%
Federal Relief Funding - Fare Revenue Replacement	\$35.9	\$46.8	(\$10.9)	(23.3%)	\$270.1	\$317.3	(\$47.2)	(14.9%)	\$27.0	\$8.8	32.7%	\$178.6	\$91.5	51.2%
Public Funding														
Sales Tax I	\$46.5	\$46.5	\$0.0	0.0%	\$271.4	\$252.8	\$18.6	7.4%	\$44.2	\$2.3	5.2%	\$246.0	\$25.4	10.3%
Sales Tax II	\$2.9	\$2.9	\$0.0	0.0%	\$17.6	\$10.2	\$7.5	73.4%	\$3.6	(\$0.8)	(21.3%)	\$15.6	\$2.1	13.2%
PTF II	\$9.4	\$8.2	\$1.2	14.7%	\$51.9	\$47.3	\$4.6	9.8%	\$8.0	\$1.4	17.8%	\$46.6	\$5.3	11.3%
25% PTF on RETT	\$1.4	\$1.3	\$0.0	3.0%	\$7.4	\$6.4	\$1.0	15.0%	\$1.3	\$0.1	9.9%	\$6.0	\$1.4	22.7%
City of Chicago RETT	\$5.6	\$5.7	(\$0.1)	(2.0%)	\$29.4	\$28.4	\$1.0	3.6%	\$4.8	\$0.7	15.2%	\$26.3	\$3.2	12.0%
Non-Statutory Funding - PTF I	\$29.6	\$26.5	\$3.1	11.7%	\$165.9	\$153.2	\$12.7	8.3%	\$25.8	\$3.8	14.8%	\$151.8	\$14.1	9.3%
Non-Statutory Funding - ST I	\$3.3	\$3.3	\$0.0	0.0%	\$19.7	\$19.7	\$0.0	0.0%	\$2.3	\$1.0	41.9%	\$13.9	\$5.8	41.9%
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	\$98.7	\$94.4	\$4.2	4.5%	\$563.3	\$517.9	\$45.4	8.8%	\$90.0	\$8.6	9.6%	\$506.2	\$57.1	11.3%
Total Revenues	\$173.2	\$178.8	(\$5.7)	(3.2%)	\$1,059.8	\$1,053.8	\$6.0	0.6%	\$153.7	\$19.4	12.7%	\$896.6	\$163.2	18.2%
Operating Expenses														
Labor	\$118.0	\$117.5	(\$0.6)	(0.5%)	\$711.5	\$709.6	(\$1.9)	(0.3%)	\$102.9	(\$15.2)	(14.7%)	\$636.6	(\$74.9)	(11.8%)
Material	\$12.1	\$13.3	\$1.2	9.0%	\$67.2	\$75.5	\$8.2	10.9%	\$9.6	(\$2.5)	(25.8%)	\$63.7	(\$3.6)	(5.6%)
Fuel - Revenue Equip	\$3.6	\$4.1	\$0.5	12.3%	\$21.7	\$24.2	\$2.5	10.5%	\$3.2	(\$0.3)	(9.5%)	\$20.2	(\$1.4)	(7.1%)
Power	\$2.7	\$4.8	\$2.1	44.5%	\$21.0	\$26.7	\$5.7	21.3%	\$3.3	\$0.6	18.2%	\$17.1	(\$3.9)	(22.9%)
Provision for Injuries & Damages	\$1.9	\$1.9	\$0.0	0.0%	\$11.1	\$11.1	\$0.0	0.0%	\$1.7	(\$0.2)	(12.2%)	\$9.9	(\$1.2)	(12.2%)
Purchase of Security Svcs	\$6.7	\$6.9	\$0.3	4.0%	\$42.0	\$43.7	\$1.7	4.0%	\$7.3	\$0.6	8.1%	\$44.9	\$3.0	6.6%
Other Expenses	\$22.9	\$29.3	\$6.4	21.7%	\$146.7	\$169.7	\$23.0	13.6%	\$19.3	(\$3.6)	(18.5%)	\$140.5	(\$6.2)	(4.4%)
Total	\$167.8	\$177.7	\$9.9	5.6%	\$1,021.3	\$1,060.6	\$39.4	3.7%	\$147.2	(\$20.5)	(14.0%)	\$932.9	(\$88.3)	(9.5%)
Net Result	\$5.4	\$1.1	\$4.2		\$38.5	-\$6.9	\$45.4		\$6.5	(\$1.1)		(\$36.4)	\$74.8	
Operating Deficit	\$129.2	\$140.1	\$10.9	7.8%	\$794.9	\$842.1	\$47.2	5.6%	\$110.6	(\$18.6)	(16.8%)	\$721.2	(\$73.7)	(10.2%)
Recovery Ratio	51.6%	55.0%	(3.4) Pts		56.9%	58.5%	(1.5) Pts		53.3%	(1.7) Pts		50.3%	6.7 Pts	
Ridership	26.9	30.1	(3.2)	-10.7%	154.2	174.6	-20.4	-11.7%	25.7	1.3	4.9%	149.5	4.8	3.2%
<i>Average Fare</i>	<i>\$ 1.11</i>	<i>\$ 1.03</i>	<i>\$ 0.08</i>	<i>7.7%</i>	<i>\$ 1.12</i>	<i>\$ 1.02</i>	<i>\$ 0.10</i>	<i>10.0%</i>	<i>\$ 1.15</i>	<i>\$ (0.05)</i>	<i>(4.3%)</i>	<i>\$ 1.14</i>	<i>\$ (0.02)</i>	<i>(1.4%)</i>

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)	June 2025				YTD 2025				June 2024			YTD 2024		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Unit	Change %	Actual	Unit	Change %
System-Generated Revenues														
Farebox Revenue	\$15.7	\$16.1	(\$0.4)	(2.3%)	\$83.3	\$83.2	\$0.1	0.2%	\$14.2	\$1.5	10.3%	\$78.7	\$4.6	5.9%
Reduced Fare Subsidy	\$0.2	\$0.2	\$0.0	0.0%	\$1.0	\$1.0	\$0.0	0.0%	\$0.1	\$0.0	10.0%	\$0.9	\$0.1	10.0%
Other	\$8.6	\$11.3	(\$2.6)	(23.3%)	\$44.6	\$54.3	(\$9.7)	(17.8%)	\$7.0	\$1.6	22.8%	\$38.5	\$6.1	15.9%
Total	\$24.5	\$27.5	(\$3.0)	(10.9%)	\$128.9	\$138.4	(\$9.5)	(6.9%)	\$21.4	\$3.1	14.4%	\$118.1	\$10.8	9.2%
Federal Relief Funding - Fare Revenue Replacement	\$3.8	\$16.3	(\$12.5)	(76.7%)	\$87.4	\$155.2	(\$67.8)	(43.7%)	\$10.7	(\$6.9)	(64.5%)	\$114.1	(\$26.7)	(23.4%)
Public Funding														
Sales Tax I	\$37.5	\$37.5	\$0.0	0.0%	\$215.3	\$203.5	\$11.9	5.8%	\$34.5	\$3.0	8.7%	\$195.8	\$19.5	10.0%
Sales Tax II	\$2.3	\$2.3	\$0.0	0.0%	\$14.3	\$8.3	\$6.1	73.4%	\$3.0	(\$0.6)	(21.3%)	\$12.7	\$1.7	13.2%
PTF II	\$7.6	\$6.7	\$1.0	14.7%	\$42.2	\$38.4	\$3.8	9.8%	\$6.5	\$1.2	17.8%	\$37.9	\$4.3	11.3%
Non-Statutory Funding - ST I	\$2.7	\$2.7	\$0.0	0.0%	\$16.0	\$16.0	\$0.0	0.0%	\$1.9	\$0.8	41.9%	\$11.3	\$4.7	41.9%
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	\$50.1	\$49.1	\$1.0	2.0%	\$287.8	\$266.1	\$21.7	8.1%	\$45.8	\$4.3	9.4%	\$257.6	\$30.2	11.7%
Total Revenues	\$78.4	\$92.9	(\$14.5)	(15.6%)	\$504.1	\$559.8	(\$55.7)	(9.9%)	\$77.9	\$0.5	0.7%	\$489.8	\$14.3	2.9%
Operating Expenses														
Transportation	\$24.3	\$26.0	\$1.7	6.6%	\$149.1	\$158.0	\$8.9	5.6%	\$24.4	\$0.0	0.1%	\$145.6	(\$3.5)	(2.4%)
Engineering	\$21.2	\$25.4	\$4.1	16.3%	\$119.2	\$145.5	\$26.3	18.1%	\$16.8	(\$4.4)	(26.4%)	\$117.4	(\$1.8)	(1.6%)
Mechanical	\$19.6	\$19.2	(\$0.4)	(1.9%)	\$119.9	\$120.3	\$0.4	0.3%	\$17.6	(\$2.0)	(11.3%)	\$111.9	(\$7.9)	(7.1%)
Administration	\$10.3	\$12.4	\$2.2	17.5%	\$60.2	\$75.3	\$15.1	20.0%	\$8.9	(\$1.3)	(14.8%)	\$53.8	(\$6.4)	(12.0%)
Fuel	\$4.2	\$5.2	\$1.0	18.9%	\$30.9	\$32.4	\$1.5	4.7%	\$5.6	\$1.3	24.2%	\$34.8	\$4.0	11.4%
Motive Electricity	\$0.4	\$0.5	\$0.1	21.9%	\$3.5	\$3.7	\$0.2	5.1%	\$0.8	\$0.3	45.3%	\$3.4	(\$0.1)	(4.0%)
Downtown Stations	\$1.1	\$1.0	(\$0.0)	(2.7%)	\$6.4	\$6.1	(\$0.3)	(4.7%)	\$0.7	(\$0.3)	(46.4%)	\$5.3	(\$1.2)	(22.1%)
Claims and claims related	\$2.9	\$3.1	\$0.1	4.3%	\$13.4	\$18.5	\$5.2	27.9%	\$4.9	\$1.9	39.6%	\$17.6	\$4.3	24.2%
Total	\$84.0	\$92.9	\$8.9	9.5%	\$502.6	\$559.8	\$57.2	10.2%	\$79.6	(\$4.4)	(5.6%)	\$489.7	(\$12.8)	(2.6%)
Net Result	(\$5.7)	\$0.0	(\$5.7)		\$1.6	\$0.0	\$1.6		(\$1.7)	(\$3.9)		\$0.0	\$1.5	
Operating Deficit	\$59.5	\$65.4	\$5.9	9.0%	\$373.7	\$421.4	\$47.7	11.3%	\$58.2	(\$1.4)	(2.3%)	\$371.7	(\$2.0)	(0.5%)
Recovery Ratio	36.4%	50.2%	(13.9) Pts		46.4%	55.9%	(9.5) Pts		43.4%	(7.0) Pts		51.0%	(4.7) Pts	
Ridership	3.3	3.3	0.0	1.2%	18.1	17.6	0.5	2.9%	3.0	0.3	9.8%	16.9	1.2	6.9%
<i>Average Fare</i>	<i>\$ 4.72</i>	<i>\$ 4.90</i>	<i>\$ (0.17)</i>	<i>(3.6%)</i>	<i>\$ 4.60</i>	<i>\$ 4.73</i>	<i>\$ (0.14)</i>	<i>(2.9%)</i>	<i>\$ 4.71</i>	<i>\$ 0.01</i>	<i>0.3%</i>	<i>\$ 4.56</i>	<i>\$ 0.04</i>	<i>0.9%</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)	June 2025				YTD 2025				June 2024			YTD 2024		
	Actual	Budget	Variance Unit %		Actual	Budget	Variance Unit %		Actual	Unit %	Change	Actual	Unit %	Change
System-Generated Revenues														
Farebox Revenue	\$1.7	\$1.8	(\$0.2)	(8.5%)	\$10.3	\$10.3	(\$0.0)	(0.2%)	\$1.6	\$0.0	2.9%	\$10.4	(\$0.1)	(0.8%)
Reduced Fare Subsidy	\$0.1	\$0.1	\$0.0	0.0%	\$0.9	\$0.8	\$0.1	9.1%	\$0.1	\$0.0	10.0%	\$0.7	\$0.1	20.0%
Other	\$2.5	\$2.3	\$0.1	5.6%	\$13.7	\$13.6	\$0.0	0.2%	\$2.6	(\$0.1)	(3.8%)	\$15.8	(\$2.1)	(13.5%)
Total	\$4.3	\$4.3	(\$0.0)	(0.6%)	\$24.8	\$24.7	\$0.1	0.3%	\$4.3	(\$0.0)	(0.9%)	\$26.9	(\$2.1)	(7.7%)
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	\$11.9	\$11.9	\$0.0	0.0%	\$68.5	\$64.7	\$3.8	5.9%	\$10.9	\$1.0	8.8%	\$62.1	\$6.4	10.2%
Sales Tax II	\$0.8	\$0.8	\$0.0	0.0%	\$4.8	\$2.8	\$2.0	73.4%	\$1.0	(\$0.2)	(21.3%)	\$4.2	\$0.6	13.2%
PTF II	\$2.5	\$2.2	\$0.3	14.7%	\$14.1	\$12.8	\$1.3	9.8%	\$2.2	\$0.4	17.8%	\$12.6	\$1.4	11.3%
SCMF	\$3.1	\$3.1	\$0.0	0.0%	\$18.1	\$16.9	\$1.2	7.3%	\$2.9	\$0.2	7.0%	\$16.3	\$1.8	11.0%
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	\$0.6	\$0.5	\$0.1	11.7%	\$3.4	\$3.1	\$0.3	8.3%	\$0.5	\$0.1	14.8%	\$3.1	\$0.3	9.3%
Non-Statutory Funding - ST I	\$0.9	\$0.9	\$0.0	0.0%	\$5.3	\$5.3	\$0.0	0.0%	\$0.6	\$0.3	41.9%	\$3.8	\$1.6	41.9%
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%
CMAQ/JARC/Enhanced Mobility/Bus Facility	\$0.5	\$0.5	(\$0.0)	(2.2%)	\$3.0	\$2.7	\$0.3	10.0%	\$0.5	(\$0.0)	(5.0%)	\$3.0	(\$0.0)	(0.8%)
Total	\$20.3	\$19.9	\$0.4	1.9%	\$117.1	\$108.3	\$8.8	8.2%	\$18.6	\$1.7	8.9%	\$105.2	\$12.0	11.4%
Total Revenues	\$24.6	\$24.2	\$0.4	1.5%	\$142.0	\$133.0	\$8.9	6.7%	\$23.0	\$1.6	7.1%	\$132.0	\$9.9	7.5%
Operating Expenses														
Labor/Fringes	\$14.2	\$14.6	\$0.3	2.4%	\$85.4	\$87.7	\$2.3	2.7%	\$12.9	(\$1.3)	(9.8%)	\$81.4	(\$4.0)	(4.9%)
Parts/Supplies	\$1.4	\$1.1	(\$0.3)	(28.7%)	\$8.3	\$7.0	(\$1.3)	(18.6%)	\$1.3	(\$0.2)	(12.6%)	\$7.1	(\$1.2)	(16.7%)
Purchased Trans	\$2.5	\$2.9	\$0.4	12.9%	\$14.3	\$17.2	\$2.8	16.4%	\$2.3	(\$0.1)	(5.8%)	\$14.1	(\$0.2)	(1.5%)
Fuel	\$1.0	\$1.2	\$0.2	15.5%	\$6.0	\$7.5	\$1.5	19.5%	\$1.1	\$0.0	4.2%	\$6.7	\$0.6	9.7%
Utilities	\$0.4	\$0.6	\$0.1	22.2%	\$2.9	\$3.0	\$0.2	6.0%	\$0.4	(\$0.1)	(23.5%)	\$2.9	\$0.1	2.8%
Health Insurance	\$2.4	\$2.8	\$0.4	13.9%	\$14.0	\$16.6	\$2.6	15.4%	\$2.1	(\$0.3)	(16.1%)	\$12.5	(\$1.5)	(12.3%)
Liability Insurance	\$0.9	\$1.4	\$0.5	35.0%	\$6.5	\$8.1	\$1.7	20.4%	\$0.6	(\$0.3)	(41.9%)	\$6.4	(\$0.0)	(0.5%)
Other	\$3.2	\$4.2	\$1.0	23.4%	\$16.3	\$25.5	\$9.2	36.1%	\$1.8	(\$1.4)	(74.0%)	\$14.1	(\$2.2)	(15.9%)
Overhead Allocation	(\$1.2)	(\$0.9)	\$0.3	(27.8%)	(\$5.1)	(\$5.7)	(\$0.6)	9.8%	(\$0.4)	\$0.8	(185.0%)	(\$4.1)	\$1.0	(24.4%)
Total	\$24.9	\$27.7	\$2.8	10.1%	\$148.6	\$167.0	\$18.4	11.0%	\$22.1	(\$2.8)	(12.6%)	\$141.1	(\$7.4)	(5.3%)
Net Result	(\$0.3)	(\$3.4)	\$3.2		(\$6.6)	(\$33.9)	\$27.3		\$0.9	(\$1.2)		(\$9.1)	\$2.5	
Operating Deficit	\$20.6	\$23.4	\$2.8	11.9%	\$123.7	\$142.2	\$18.5	13.0%	\$17.8	(\$2.8)	(15.8%)	\$114.3	(\$9.5)	(8.3%)
Recovery Ratio	22.9%	17.3%	5.6 Pts		22.5%	16.6%	5.9 Pts		25.5%	(2.6) Pts		24.7%	(2.1) Pts	
Ridership	1.5	1.6	(0.1)	-8.8%	8.6	8.2	0.3	4.3%	1.5	0.0	0.4%	8.8	(0.2)	-2.5%
<i>Average Fare</i>	<i>\$ 1.15</i>	<i>\$ 1.14</i>	<i>\$ 0.00</i>	<i>0.4%</i>	<i>\$ 1.20</i>	<i>\$ 1.26</i>	<i>\$ (0.05)</i>	<i>(4.2%)</i>	<i>\$ 1.12</i>	<i>\$ 0.03</i>	<i>2.5%</i>	<i>\$ 1.18</i>	<i>\$ 0.02</i>	<i>1.8%</i>

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)	June 2025				YTD 2025				June 2024			YTD 2024		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Unit	Change %	Actual	Unit	Change %
System-Generated Revenues														
Farebox Revenue	\$1.3	\$1.0	\$0.3	33.2%	\$7.4	\$5.8	\$1.5	26.7%	\$1.0	\$0.3	31.4%	\$5.6	\$1.7	30.3%
Other	\$0.2	\$0.3	(\$0.0)	(9.5%)	\$1.4	\$1.6	(\$0.2)	(10.7%)	\$0.3	(\$0.0)	(13.6%)	\$1.7	(\$0.3)	(16.9%)
Total	\$1.6	\$1.3	\$0.3	24.2%	\$8.8	\$7.4	\$1.4	18.7%	\$1.3	\$0.3	21.6%	\$7.3	\$1.4	19.4%
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	\$21.3	\$21.3	\$0.0	0.0%	\$128.1	\$128.1	\$0.0	0.0%	\$18.9	\$2.4	12.9%	\$113.4	\$14.7	12.9%
Additional State Funding	\$10.0	\$10.0	\$0.0	0.0%	\$10.0	\$10.0	\$0.0	0.0%	\$9.1	\$0.9	10.0%	\$9.1	\$0.9	10.0%
CRRSAA Public Funding 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%
Total	\$31.4	\$31.4	\$0.0	0.0%	\$138.1	\$138.1	\$0.0	0.0%	\$28.0	\$3.4	12.0%	\$122.5	\$15.6	12.7%
Total Revenues	\$32.9	\$32.6	\$0.3	0.9%	\$146.9	\$145.5	\$1.4	0.9%	\$29.3	\$3.6	12.4%	\$129.9	\$17.0	13.1%
Operating Expenses														
Labor/Fringes	\$0.5	\$0.5	\$0.0	6.3%	\$2.8	\$3.1	\$0.3	9.7%	\$0.4	(\$0.1)	(15.7%)	\$2.8	(\$0.0)	(0.2%)
Parts/Supplies	\$0.0	\$0.0	\$0.0	79.8%	\$0.0	\$0.0	\$0.0	87.0%	\$0.0	(\$0.0)	0.0%	\$0.0	(\$0.0)	(2000.0%)
Purchased Trans	\$25.4	\$20.6	(\$4.9)	(23.6%)	\$140.5	\$121.1	(\$19.5)	(16.1%)	\$20.8	(\$4.6)	(22.1%)	\$113.1	(\$27.4)	(24.2%)
Fuel	\$0.5	\$0.6	\$0.1	19.8%	\$3.2	\$3.7	\$0.6	15.2%	\$0.7	\$0.2	25.3%	\$3.6	\$0.4	11.1%
Utilities	\$0.0	\$0.1	\$0.1	62.7%	\$0.2	\$0.3	\$0.1	22.0%	\$0.1	\$0.0	42.0%	\$0.3	\$0.1	22.4%
Health Insurance	\$0.1	\$0.1	\$0.1	45.5%	\$0.5	\$0.7	\$0.2	31.6%	\$0.1	\$0.0	7.8%	\$0.4	(\$0.0)	(4.7%)
Liability Insurance	(\$0.0)	\$0.1	\$0.1	109.1%	\$0.3	\$0.7	\$0.4	62.1%	\$0.1	\$0.1	111.5%	\$0.4	\$0.2	41.8%
Other	\$0.3	\$0.5	\$0.2	33.0%	\$1.9	\$2.8	\$0.8	30.4%	\$0.3	(\$0.0)	(9.0%)	\$1.8	(\$0.1)	(4.4%)
Overhead Allocation	\$1.2	\$0.9	(\$0.3)	(27.8%)	\$5.1	\$5.7	\$0.6	9.8%	\$0.4	(\$0.8)	(185.0%)	\$4.1	(\$1.0)	(24.4%)
Total	\$28.0	\$23.5	(\$4.6)	(19.5%)	\$154.5	\$138.0	(\$16.5)	(11.9%)	\$22.9	(\$5.2)	(22.7%)	\$126.6	(\$27.9)	(22.0%)
Net Result	\$4.9	\$9.2	(\$4.3)		(\$7.6)	\$7.5	(\$15.1)		\$6.4	(\$1.6)		\$3.3	(\$10.9)	
Operating Deficit	\$26.5	\$22.2	(\$4.3)	(19.2%)	\$145.7	\$130.6	(\$15.1)	(11.6%)	\$21.6	(\$4.9)	(22.7%)	\$119.2	(\$26.5)	(22.2%)
Recovery Ratio	7.3%	7.5%	(0.2) Pts		10.5%	7.5%	2.9 Pts		10.6%	(3.3) Pts		10.6%	(0.2) Pts	
Ridership	0.5	0.4	0.2	41.6%	3.1	2.3	0.8	36.7%	0.4	0.1	35.6%	2.2	0.9	40.8%
<i>Average Fare</i>	<i>\$ 2.40</i>	<i>\$ 2.56</i>	<i>\$ (0.15)</i>	<i>(6.0%)</i>	<i>\$ 2.37</i>	<i>\$ 2.56</i>	<i>\$ (0.19)</i>	<i>(7.3%)</i>	<i>\$ 2.48</i>	<i>\$ (0.11)</i>	<i>(4.4%)</i>	<i>\$ 2.56</i>	<i>\$ (0.19)</i>	<i>(7.4%)</i>

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