

# Quarterly Financial and Performance Report – 4<sup>th</sup> Quarter 2025

February 2026



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# Executive Summary

## Financial

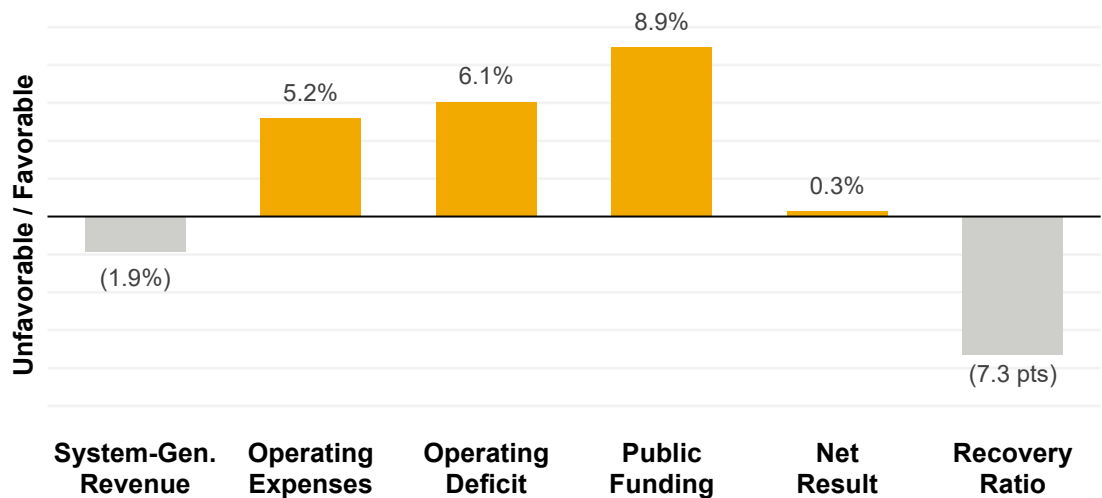
December ridership of 27.5 million was at 66.1% of pre-COVID levels, while year-to-date system ridership of 381.0 million was 11.2% below budget and approximately 69% of pre-pandemic ridership but still higher than the prior year by 3.8%. In turn, year-to-date system-generated revenue of \$815.2 million was \$15.4 million or 1.9% unfavorable to budget. The CTA reported positive revenue results for 2025, offset by unfavorable revenue results at Metra, Pace Suburban Service, and ADA Paratransit.

Service Board expense results continue to be under budget driven primarily by lower contractual and professional services spending. Regional operating expenses of \$3.755 billion were \$205.4 million or 5.2% favorable to budget through December. 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 favorable by \$189.9 million or 6.1%.

Total public funding through December came in \$202.9 million or 8.9% favorable to budget. RTA sales tax collections of \$1.583 billion through October finished 13.5% higher than the prior year due to the extension of local sales taxes to more online purchases beginning January 1, 2025. Actual PTF through December was 10.2% higher than budget, also due to the expansion of the sales tax base. The region has now utilized about 83% of the total federal COVID relief funding including \$478.8 million for 2025, which was \$382.1 million less than was budgeted.

The system-wide net result was \$10.8 million favorable to budget through December as each Service Board reported favorable results except CTA. Due to the lower than anticipated relief funding utilization, the regional recovery ratio of 42.5% was 7.3 percentage points below the adopted budget.

### Regional Year-to-Date Variance From Budget



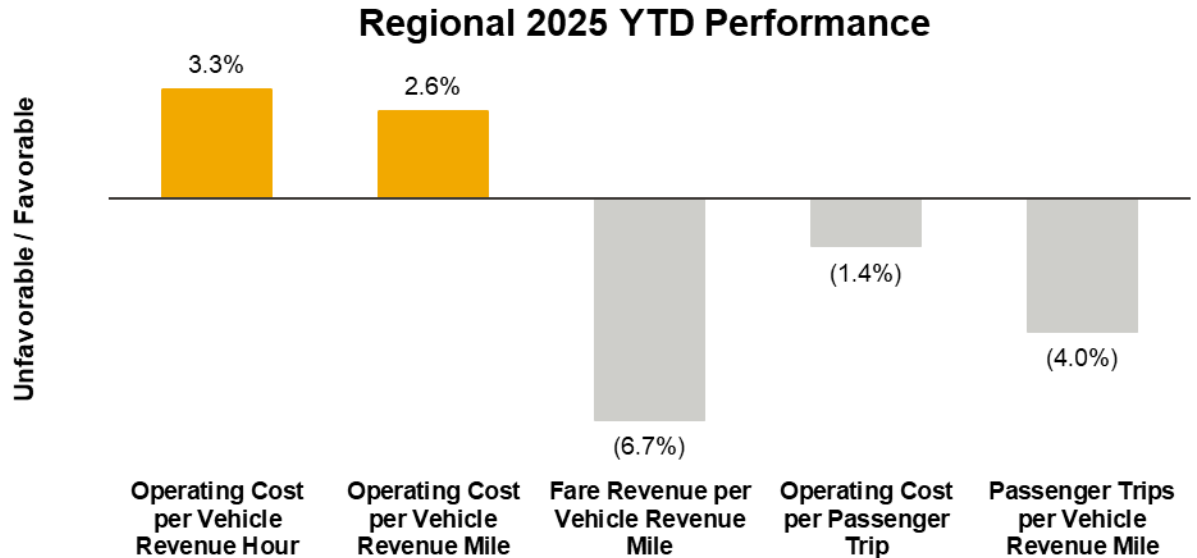
## Performance Measurement

Annual 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 \$3.75 billion were 4.8% higher compared to 2024, a difference of \$173.2 million. A 8.4% increase in service hours contributed to an operating cost per vehicle revenue hour that was \$7.88 lower compared to 2024. Vehicle revenue miles increased by 7.7%, producing a systemwide operating cost per vehicle revenue mile of \$15.81, a decrease of \$0.43.

Regional fare revenues increased by \$2.6 million or 0.5% compared to 2024. Fare revenue per vehicle revenue mile was \$2.39, a decrease of \$0.17. Annual 2025 ridership increased 3.3% to 378.6 million, an increase of 12.2 million trips. The regional operating cost per passenger trip of \$9.92 was \$0.14, or 1.4%, higher compared to 2024.

The increased in reported vehicle revenue miles outpaced increases in ridership; the productivity measure passenger trips per vehicle mile decreased 4.0% to 1.59.

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.

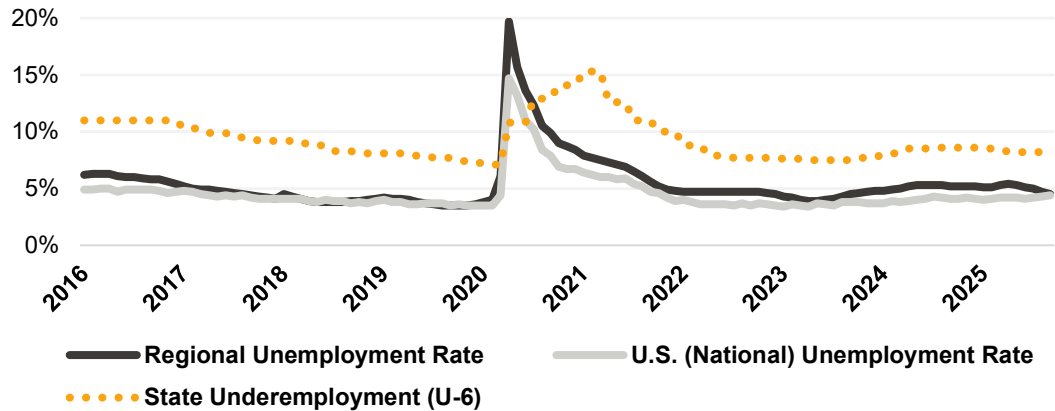


# Environmental Factors

## Unemployment

During the third quarter of 2025, the average size of the Chicago-area labor force decreased by about 26,800 while employment in the region also decreased by 3,500 jobs. The regional unemployment rate improved to 4.5%, which was 0.1 percentage points higher than the national rate. Fourth quarter labor data was incomplete when this report was released.

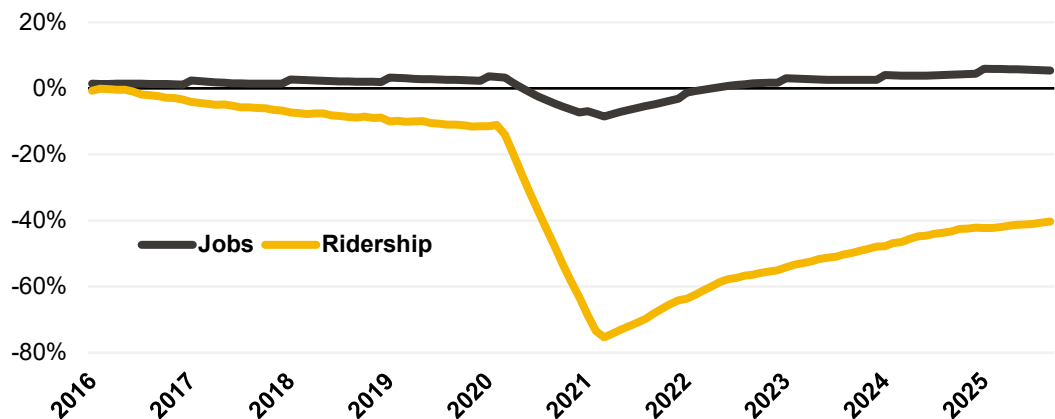
### Regional and National Unemployment, and Illinois Underemployment Rates, 2016-2025



## Regional Jobs

The twelve-month moving average of regional jobs increased slightly from the second quarter and is now 5.4% higher than the same period of 2016. The moving average of ridership also improved slightly during the third quarter but is still 40.1% below 2016 levels. Fourth quarter labor data was incomplete when this report was released.

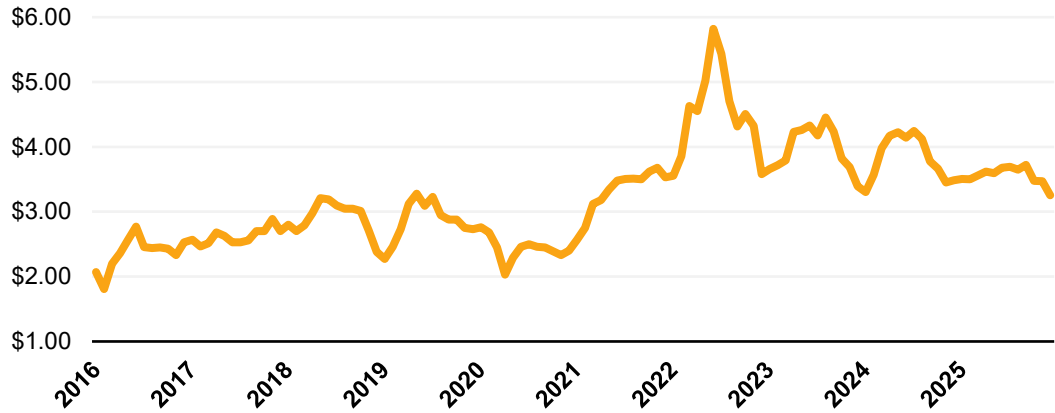
### Regional Ridership vs. Regional Jobs, 2016-2025 (12-month moving average, % change)



## Gas Prices

The average price per gallon of gasoline in the Chicago region during the fourth quarter of 2025 was \$3.40, a decrease of \$0.29 from the prior quarterly average, and 3.8% lower than the fourth quarter of 2024.

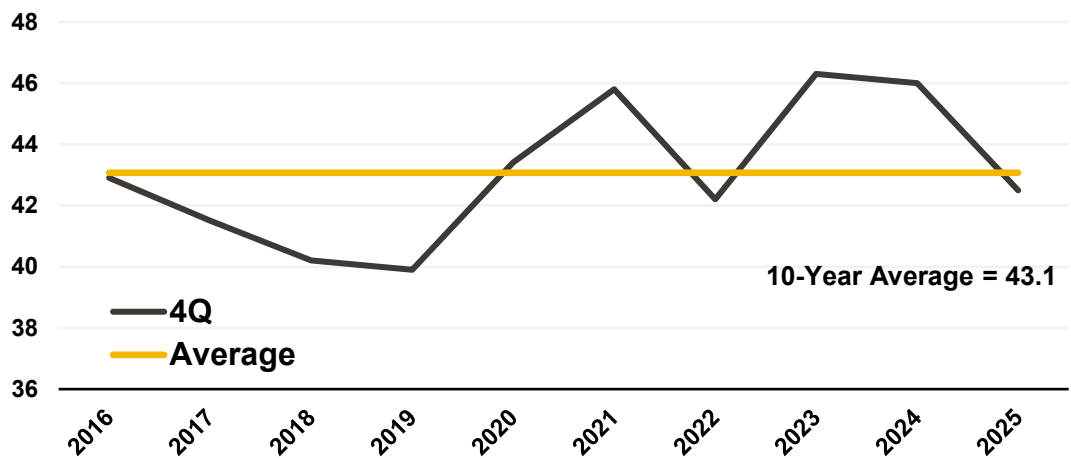
### Regional Average Monthly Price per Gallon of Gasoline (2016-2025)



## Average Temperature

The average temperature in Chicago for the fourth quarter of 2025 was 42.5 degrees, which was 0.6 degrees colder than the 10-year average.

### 4th Quarter Average Temperature (2016-2025)



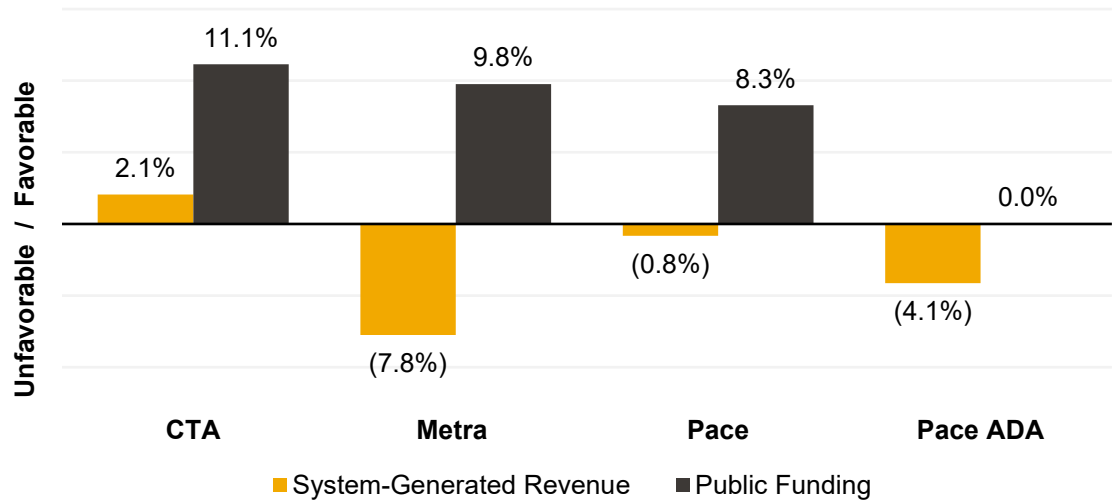
# Financial Results

## System-Generated Revenue and Public Funding

At the regional level, total system-generated revenue of \$815.2 million was \$15.4 million, or 1.9%, unfavorable to budget through December as CTA reported favorable results. Metra's unfavorable result was due to lower than budgeted average fares, as well as lagging ancillary revenue. Pace Suburban Service and ADA Paratransit each reported unfavorable results through the fourth quarter due to unfavorable ridership.

RTA sales tax receipts collected through October surpassed the adopted budget by \$163.6 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 December were 10.2% favorable to budget and RETT receipts finished the fourth quarter 8.8% favorable.

### Revenue Variance to Budget



## Operating Expenses

Total Service Board operating expenses of \$3.755 billion were \$205.4 million or 5.2% favorable to budget through December. Fuel expenses were favorable across all Service Boards, resulting in an overall favorable variance of \$11.2 million through the fourth quarter.

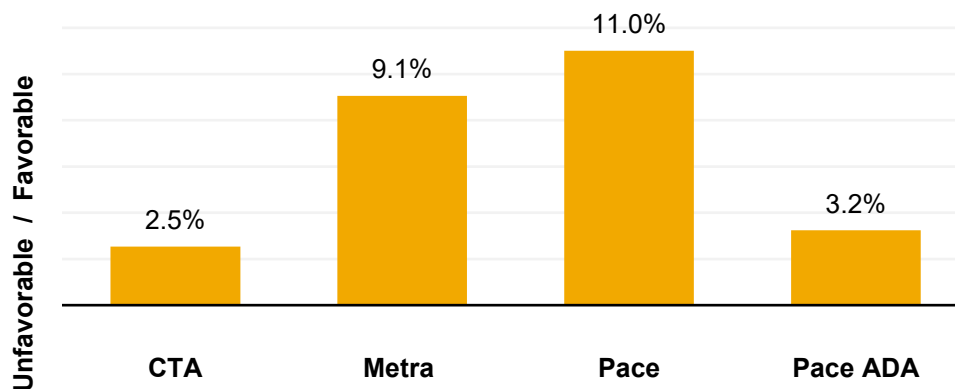
CTA's total expenses were \$54.5 million, or 2.5%, favorable to budget with savings generated from each expense category except labor, provisions for injuries and damages, and purchased security categories which finished the fourth quarter 2.1%, 123.8%, and 1.7% unfavorable, respectively. CTA made additional contributions to their provisions for injuries and damages reserve as recommended by their actuary.

Metra's actual expense results were \$102.8 million, or 9.1%, favorable to budget with each expense category finishing favorable to budget except for mechanical and downtown stations which finished the fourth quarter 0.1% and 5.3% unfavorable to budget, respectively.

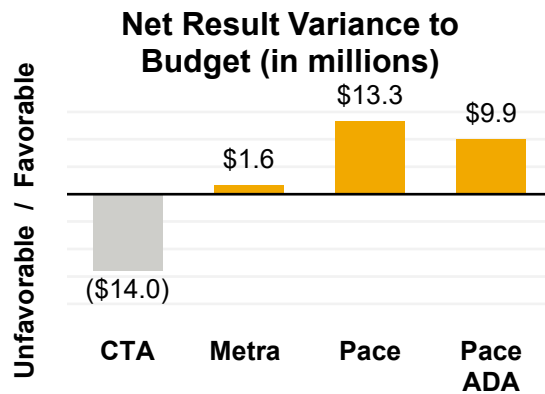
Pace Suburban Service reported favorable results in every expense category except parts and supplies producing an overall result which was \$37.3 million, or 11.0%, favorable to the adopted budget.

Pace ADA Paratransit total expenses were \$10.7 million, or 3.2%, favorable to budget through December with savings in each expense category except utilities and liability insurance which finished the fourth quarter 2.8% and 15.9% unfavorable to budget, respectively.

### Operating Expense Variance to Budget

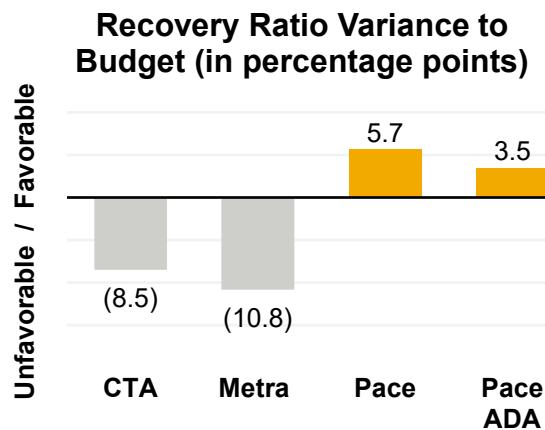


## Net Results



The regional net result through the fourth quarter was \$10.8 million favorable to budget. CTA's result was \$14.0 million unfavorable to budget, while Metra reported a favorable net result of \$1.6 million. Pace Suburban Service finished favorable to budget by \$13.3 million, and ADA Paratransit reported a favorable to budget net result of \$9.9 million.

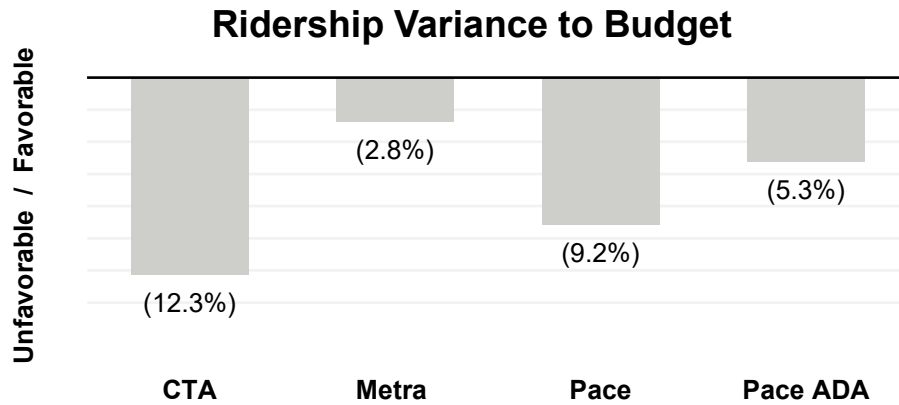
## Recovery Ratios



Through December, the Service Boards included a total of \$478.8 million of federal relief funding in operating revenue, significantly less than the \$860.9 million budgeted. With that relief funding included, the regional recovery ratio was 42.5%, which was 7.3 percentage points unfavorable to budget. Less than anticipated relief funding reserve application contributed to unfavorable results at CTA and Metra, while Pace's good expense performance contributed to the favorable recovery ratio on Suburban Service and ADA Paratransit.

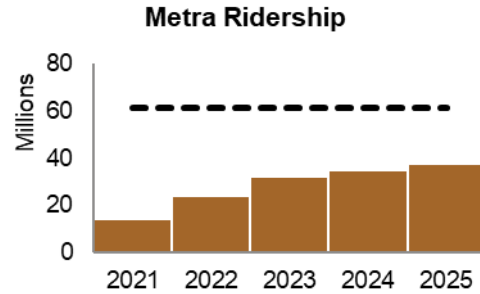
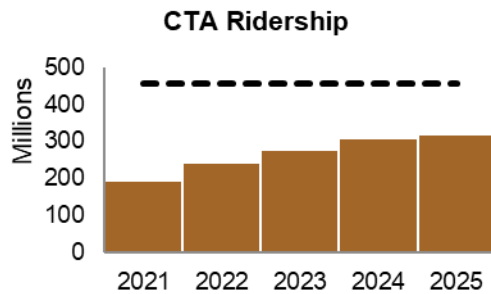
# Ridership

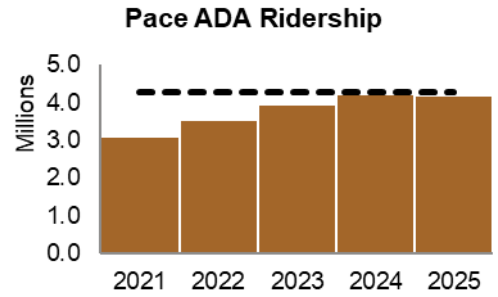
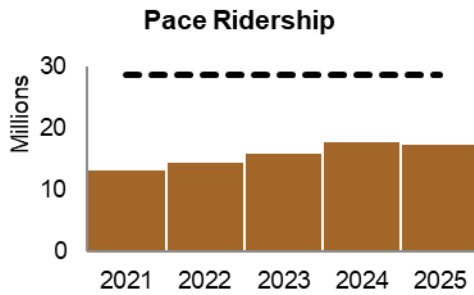
Regional ridership of 381.0 million finished the fourth quarter unfavorable to budget by 11.2%, and at 69.3% of pre-pandemic levels. Each Service Board, including ADA Paratransit, reported unfavorable to budget ridership through December. Note that Pace ADA Paratransit ridership includes Taxi Access Program (TAP) and Rideshare Access Program (RAP) rides along with the traditional service.



## Historical Trends

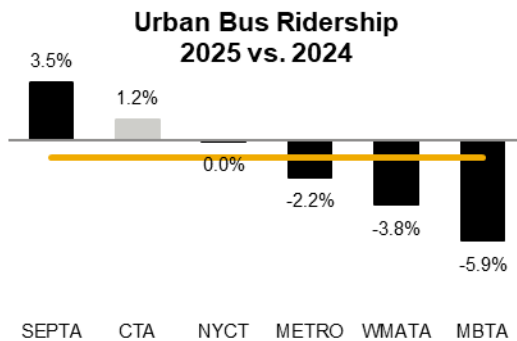
The charts below show each Service Board's annual ridership for the last five years, as reported to the National Transit Database (NTD); ADA ridership includes Taxi Access Program trips not reported to NTD, but does not include Rideshare Access Program ridership. The dashed line reflects 2019 (pre-pandemic)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





## Peer Comparisons

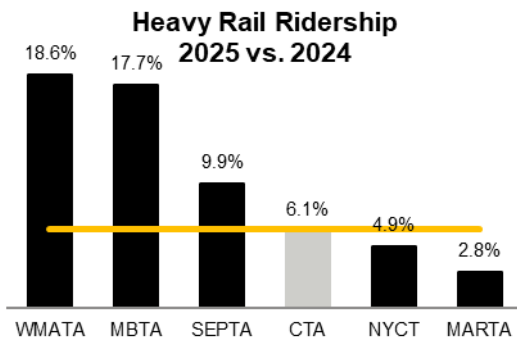
The following peer comparisons show the percent change in annual ridership for 2025, by mode, in comparison to the same time period of 2024. Data are provided by the Federal Transit Administration’s National Transit Database. Compared to 2024, CTA bus and rail experienced a ridership increase of 1.2% and 6.1%, respectively; Metra ridership increased 8.1%. Peer averages are represented by an orange line.



CTA bus peers include:

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

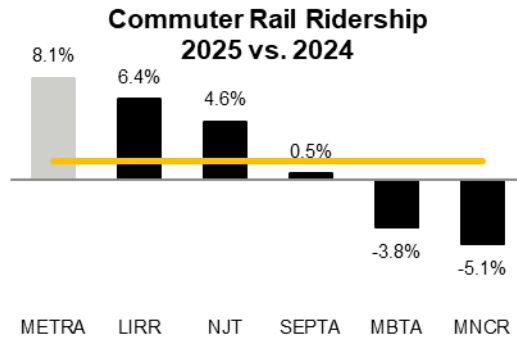
Peer average: -1.0%



CTA rail peers include:

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

Peer average: +6.2%

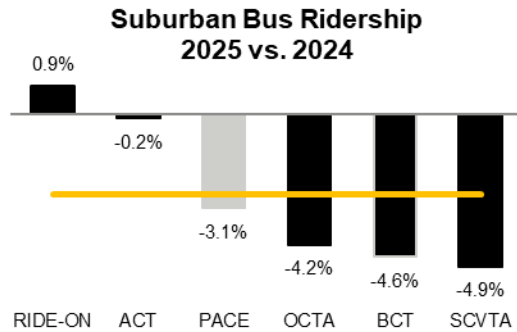


Metra's peers include:

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

Peer average: +1.5%

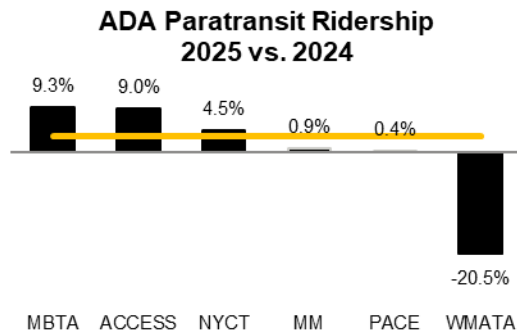
Pace bus annual ridership was 3.1% lower compared to 2024; ADA Paratransit ridership (excluding TAP and RAP trips) increased by 0.4%.



Pace bus peers include:

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

Peer average: -2.6%



ADA Paratransit peers include:

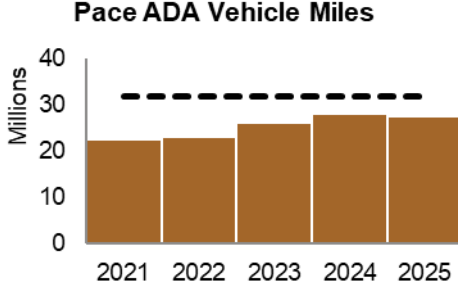
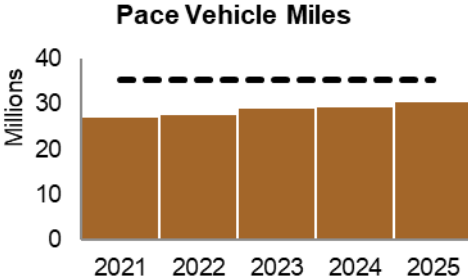
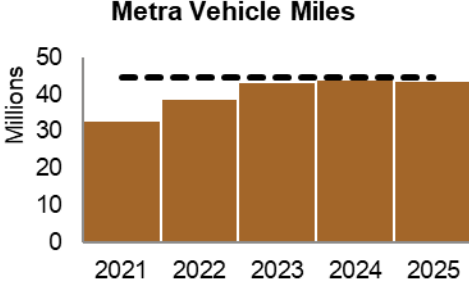
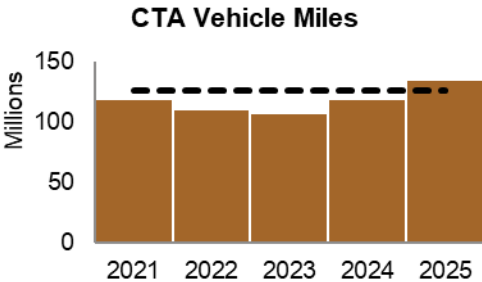
- MBTA (Boston)
- ACCESS (Los Angeles)
- NYCT (New York City)
- MM (Minneapolis)
- WMATA (Washington, DC)

Peer Average: +3.3%

# Service Miles

## Historical Trends

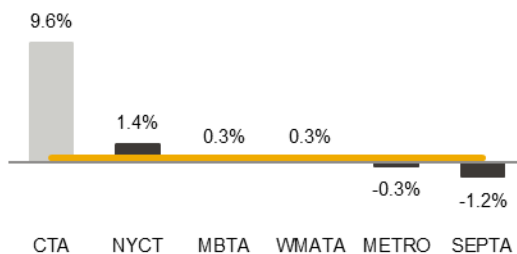
The charts below show each Service Board’s annual service miles (vehicle revenue miles) for the last five years, as reported to the National Transit Database (NTD). The dashed line reflects 2019 (pre-pandemic) service miles.



## Peer Comparisons

The following peer comparisons show the percent change in annual vehicle revenue miles for 2025, by mode, in comparison to the same time period of 2024. Data are provided by the NTD. CTA bus miles increased 9.6%, CTA rail service increased by 16.8%, and Metra service miles decreased by 0.9%.

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

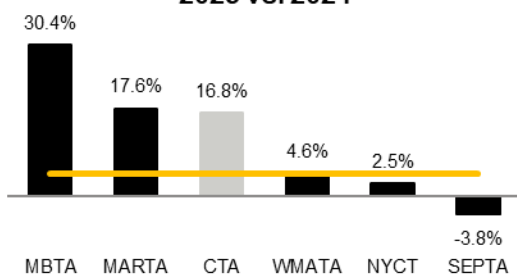


CTA bus peers include:

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

Peer average: +0.3%

**Heavy Rail Vehicle Miles  
2025 vs. 2024**

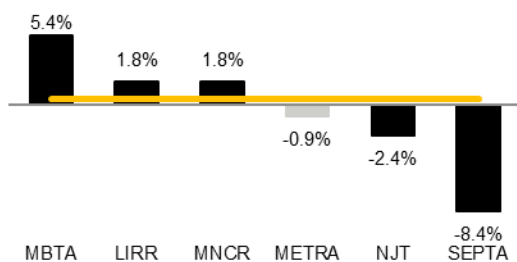


CTA rail peers include:

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

Peer average: +4.4%

**Commuter Rail Vehicle Miles  
2025 vs. 2024**



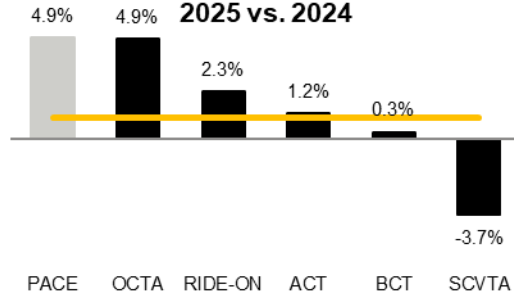
Metra's peers include:

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

Peer average: +0.4%

Pace bus annual service, as measured by vehicle revenue miles, was 4.9% higher compared to 2024; ADA Paratransit service miles decreased 1.6%.

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

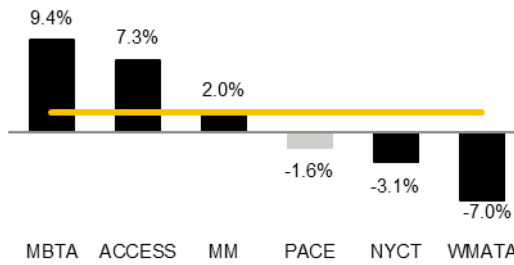


Pace bus peers include:

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

Peer average: +1.0%

**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: +2.0%

# Annual Performance

The inputs for annual 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 annual performance is compared to 2024 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 annual change for 2025 compared to 2024. Bars above the line indicate favorable performance; bars below the line indicate unfavorable performance.

## CTA

### Annual inputs and performance results

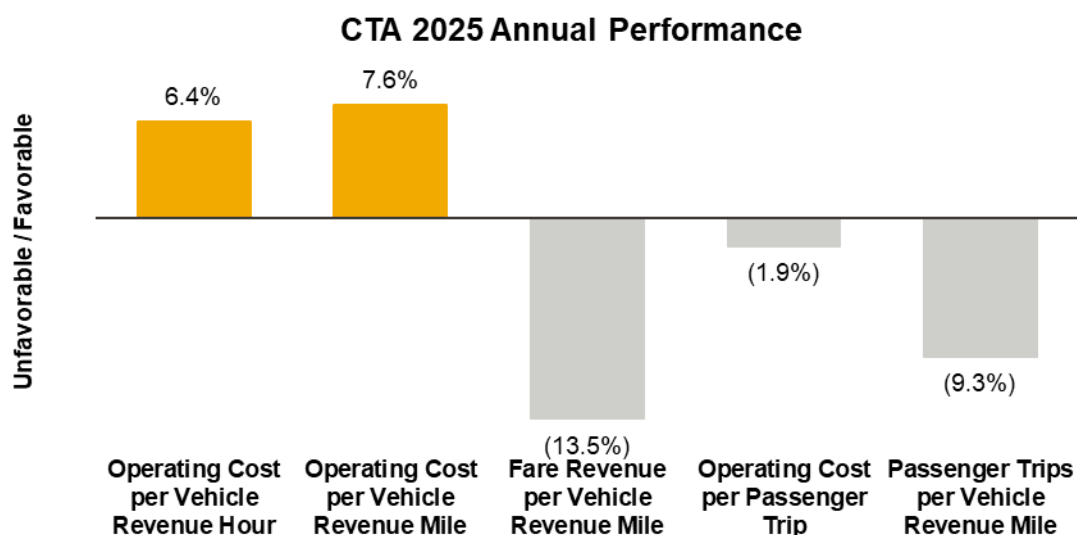
Fare Revenue: \$356.4 million, a 1.5% increase

Operating Cost: \$2.1 billion, a 5.2% increase

Passenger Trips: 319.2 million, a 3.2% increase

Vehicle Revenue Hours: 10.8 million, a 12.4% increase

Vehicle Revenue Miles: 135.6 million, an 13.8% increase



CTA's 5.2% increase in operating cost, spread over increased vehicle revenue hours and vehicle revenue miles, resulted in an annual decrease in operating cost per vehicle revenue hour and per vehicle revenue mile, by 6.4% and 7.6%, respectively. The 2025 operating cost per vehicle revenue hour of \$195.41 was a decrease of \$13.39. The operating cost per vehicle revenue mile of \$15.50 was a decrease of \$1.27.

Compared to 2024, CTA ridership increased by 9.96 million trips, yet the inflation-adjusted fare revenue decreased by \$5.5 million. Fare revenue per vehicle revenue mile was \$2.63, a decrease of \$0.41. CTA's operating cost per passenger trip increased to \$6.59, a difference of \$0.12. Gains in ridership were not proportional to gains in service miles, producing a 9.3% decrease for the productivity measure passenger trips per vehicle revenue mile, which decreased to 2.35.

## Metra

### Annual input and performance results

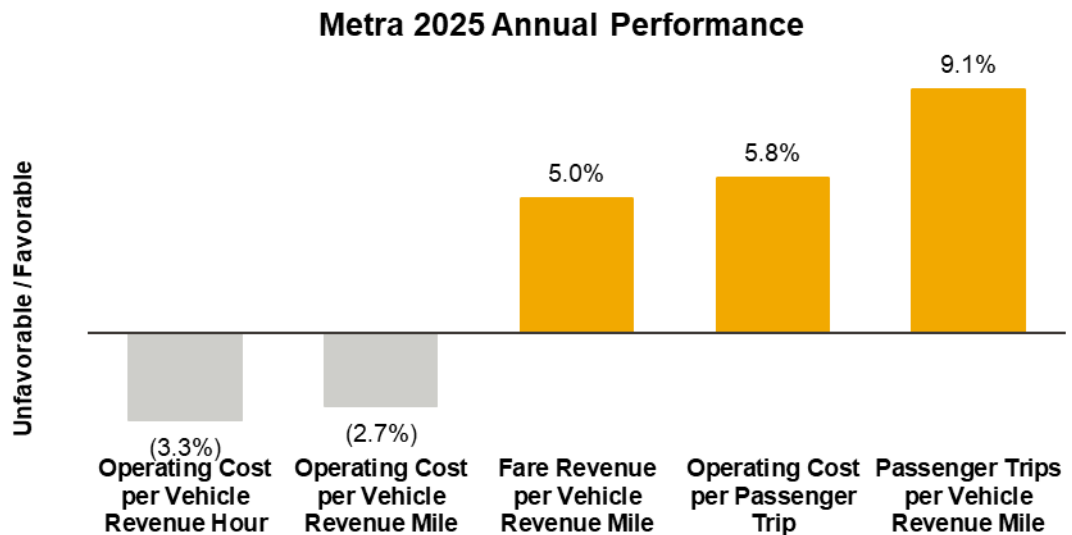
Fare Revenue: \$175.4 million, 7.3% increase

Operating Cost: \$1.03 billion, a 1.8% increase

Passenger Trips: 37.9 million, an 8.1% increase

Vehicle Revenue Hours: 1.5 million, a 1.4% decrease

Vehicle Revenue Miles: 43.7 million, a 0.9% 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 0.9 3.3% and 2.7%, respectively compared to 2024. The annual operating cost per vehicle revenue hour of \$694.80 was an increase of \$22.03. The operating cost per vehicle revenue mile of \$23.61 was an increase of \$0.63.

Ridership increased by 2.8 million trips, and fare revenue increased by \$6.9 million. Fare revenue per vehicle revenue mile was \$4.01, \$0.19 higher compared to 2024. Metra's operating cost per passenger trip decreased to \$27.25, a difference of \$1.67. Gains in ridership also contributed to favorable results for the productivity measure passenger trips per vehicle mile, which increased to 0.87, a difference of 0.07 trips per mile.

## Pace Suburban Service

### Annual input and performance results

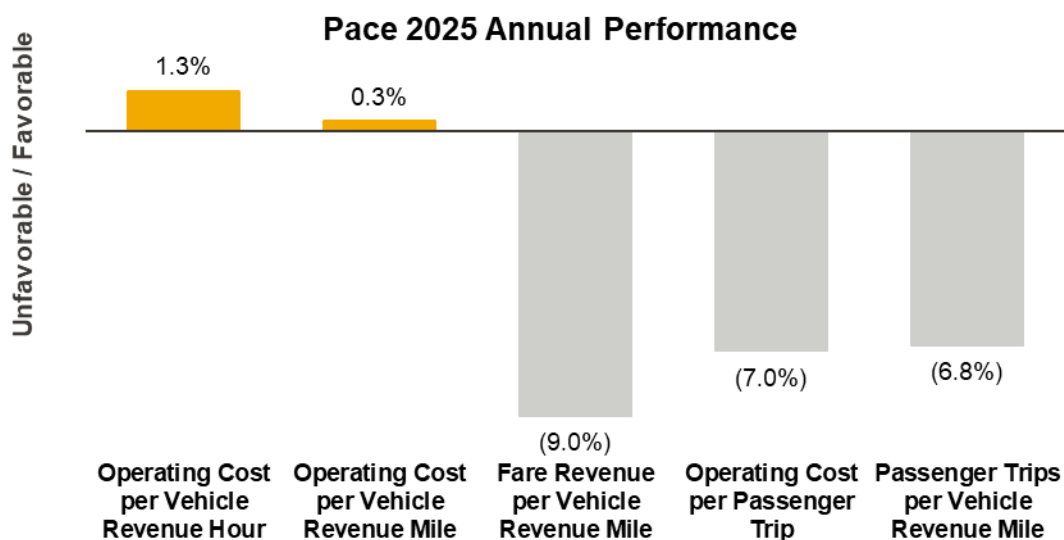
Fare Revenue: \$21.2 million, a 2.3% decrease

Operating Cost: \$301.6 million, a 3.9% increase

Passenger Trips: 17.4 million, a 2.9% decrease

Vehicle Revenue Hours: 2.0 million, a 5.3% increase

Vehicle Revenue Miles: 30.7 million, a 4.2% increase



Pace's 3.9% 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 1.3% and 0.3%, respectively. Pace's operating cost per vehicle revenue hour of \$147.82 was \$1.91 lower compared to 2024. The operating cost per vehicle revenue mile of \$9.83 was \$0.03 lower compared to 2024.

Ridership decreased by 512 thousand trips, contributing to a 2.3% decrease in fare revenue. Fare revenue per vehicle revenue mile was \$0.69, a decrease of \$0.07 compared to 2024. Pace's operating cost per passenger trip increased to \$17.34, a difference of \$1.13. Losses in ridership also contributed to unfavorable results for the productivity measure passenger trips per vehicle mile, which decreased to 0.57, a loss of 0.04 trips per mile.

# Detailed Financial Results

## Region

### Current Year vs. Budget

### Current Year vs. Prior Year

RTA Region (in millions)	December 2025				YTD 2025				December 2024			YTD 2024		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Unit	Change %	Actual	Unit	Change %
<b>System-Generated Revenues</b>														
CTA	\$34.9	\$35.9	(\$1.0)	(2.9%)	\$465.3	\$456.0	\$9.4	2.1%	\$33.9	\$0.9	2.8%	\$440.7	\$24.7	5.6%
Metra	\$29.3	\$21.7	\$7.6	35.2%	\$280.5	\$304.1	(\$23.6)	(7.8%)	\$25.5	\$3.8	14.9%	\$246.4	\$34.1	13.8%
Pace	\$5.3	\$4.4	\$0.9	20.4%	\$51.3	\$51.7	(\$0.4)	(0.8%)	\$4.4	\$0.9	21.4%	\$54.3	(\$3.0)	(5.6%)
Pace ADA Paratransit	\$1.4	\$1.6	(\$0.2)	(13.2%)	\$18.0	\$18.8	(\$0.8)	(4.1%)	\$1.3	\$0.1	5.9%	\$15.8	\$2.3	14.3%
<b>Total</b>	<b>\$70.9</b>	<b>\$63.6</b>	<b>\$7.3</b>	<b>11.5%</b>	<b>\$815.2</b>	<b>\$830.6</b>	<b>(\$15.4)</b>	<b>(1.9%)</b>	<b>\$65.2</b>	<b>\$5.7</b>	<b>8.8%</b>	<b>\$757.2</b>	<b>\$58.0</b>	<b>7.7%</b>
<b>Public Funding</b>														
CTA	\$119.5	\$114.9	\$4.5	3.9%	\$1,246.8	\$1,121.9	\$124.9	11.1%	\$113.0	\$6.4	5.7%	\$1,112.2	\$134.6	12.1%
Metra	\$66.6	\$65.7	\$1.0	1.5%	\$650.3	\$592.5	\$57.8	9.8%	\$62.3	\$4.3	6.9%	\$578.6	\$71.7	12.4%
Pace	\$30.4	\$30.5	(\$0.1)	(0.4%)	\$263.6	\$243.4	\$20.2	8.3%	\$32.2	(\$1.8)	(5.7%)	\$243.3	\$20.3	8.3%
Pace ADA Paratransit	\$66.4	\$66.4	\$0.0	0.0%	\$311.3	\$311.3	\$0.0	0.0%	\$18.9	\$47.5	251.4%	\$236.0	\$75.3	31.9%
<b>Total</b>	<b>\$282.9</b>	<b>\$277.5</b>	<b>\$5.4</b>	<b>1.9%</b>	<b>\$2,472.0</b>	<b>\$2,269.1</b>	<b>\$202.9</b>	<b>8.9%</b>	<b>\$226.5</b>	<b>\$56.4</b>	<b>24.9%</b>	<b>\$2,170.1</b>	<b>\$301.9</b>	<b>13.9%</b>
<b>Operating Expenses</b>														
CTA	\$217.2	\$186.6	(\$30.6)	(16.4%)	\$2,102.0	\$2,156.5	\$54.5	2.5%	\$206.7	(\$10.5)	(5.1%)	\$1,938.5	(\$163.5)	(8.4%)
Metra	\$98.6	\$96.2	(\$2.4)	(2.5%)	\$1,032.2	\$1,135.0	\$102.8	9.1%	\$89.1	(\$9.5)	(10.7%)	\$983.3	(\$48.9)	(5.0%)
Pace	\$26.0	\$29.8	\$3.8	12.6%	\$301.6	\$339.0	\$37.3	11.0%	\$23.2	(\$2.8)	(12.1%)	\$281.6	(\$20.1)	(7.1%)
Pace ADA Paratransit	\$26.4	\$28.6	\$2.2	7.7%	\$319.4	\$330.1	\$10.7	3.2%	\$24.8	(\$1.6)	(6.4%)	\$271.5	(\$47.9)	(17.6%)
<b>Total</b>	<b>\$368.3</b>	<b>\$341.2</b>	<b>(\$27.1)</b>	<b>(7.9%)</b>	<b>\$3,755.2</b>	<b>\$3,960.6</b>	<b>\$205.4</b>	<b>5.2%</b>	<b>\$343.8</b>	<b>(\$24.4)</b>	<b>(7.1%)</b>	<b>\$3,474.9</b>	<b>(\$280.3)</b>	<b>(8.1%)</b>
<b>Net Results</b>														
CTA	(\$48.2)	\$1.1	(\$49.4)		(\$14.0)	\$0.0	(\$14.0)		\$2.0	(\$50.2)		\$16.4	(\$30.4)	
Metra	(\$2.7)	\$0.0	(\$2.7)		\$1.6	\$0.0	\$1.6		(\$1.3)	(\$1.4)		(\$4.7)	\$6.3	
Pace	\$9.7	\$48.9	(\$39.3)		\$13.3	(\$0.0)	\$13.3		\$13.4	(\$3.7)		\$16.1	(\$2.8)	
Pace ADA Paratransit	\$41.4	\$39.5	\$2.0		\$9.9	\$0.0	\$9.9		(\$4.6)	\$46.0		(\$19.8)	\$29.7	
<b>Total</b>	<b>\$0.2</b>	<b>\$89.5</b>	<b>(\$89.3)</b>		<b>\$10.8</b>	<b>\$0.0</b>	<b>\$10.8</b>		<b>\$9.6</b>	<b>(\$9.3)</b>		<b>\$7.9</b>	<b>\$2.9</b>	
<b>Operating Deficit</b>														
CTA	\$182.3	\$150.7	(\$31.6)	(21.0%)	\$1,636.7	\$1,700.6	\$63.9	3.8%	\$172.8	(\$9.6)	(5.5%)	\$1,497.9	(\$138.8)	(9.3%)
Metra	\$69.3	\$74.5	\$5.2	7.0%	\$751.7	\$830.9	\$79.2	9.5%	\$63.6	(\$5.7)	(9.0%)	\$736.8	(\$14.9)	(2.0%)
Pace	\$20.7	\$25.3	\$4.7	18.4%	\$250.3	\$287.3	\$36.9	12.8%	\$18.8	(\$1.9)	(9.9%)	\$227.2	(\$23.1)	(10.2%)
Pace ADA Paratransit	\$25.0	\$27.0	\$2.0	7.4%	\$301.4	\$311.3	\$9.9	3.2%	\$23.5	(\$1.5)	(6.4%)	\$255.8	(\$45.6)	(17.8%)
<b>Total</b>	<b>\$297.3</b>	<b>\$277.5</b>	<b>(\$19.8)</b>	<b>(7.1%)</b>	<b>\$2,940.0</b>	<b>\$3,130.0</b>	<b>\$189.9</b>	<b>6.1%</b>	<b>\$278.7</b>	<b>(\$18.7)</b>	<b>(6.7%)</b>	<b>\$2,717.7</b>	<b>(\$222.3)</b>	<b>(8.2%)</b>
<b>Recovery Ratio</b>														
CTA	26.7%	46.2%	(19.5) pts		47.1%	55.6%	(8.5) pts		53.4%	(26.7) pts		51.9%	(4.8) pts	
Metra	31.9%	33.9%	(1.9) pts		40.1%	50.9%	(10.8) pts		30.6%	1.3 pts		43.7%	(3.7) pts	
Pace	26.0%	16.5%	9.5 pts		22.7%	17.0%	5.7 pts		25.0%	1.0 pts		25.1%	(2.4) pts	
Pace ADA Paratransit	8.8%	6.6%	2.2 pts		11.0%	7.5%	3.5 pts		10.6%	(1.9) pts		11.0%	0.0 pts	
<b>System (Statutory)</b>	<b>28.2%</b>	<b>39.0%</b>	<b>(10.8) pts</b>		<b>42.5%</b>	<b>49.8%</b>	<b>(7.3) pts</b>		<b>44.2%</b>	<b>(16.0) pts</b>		<b>46.2%</b>	<b>(3.7) pts</b>	
<b>Ridership</b>														
CTA	23.1	29.0	(5.9)	(20.4%)	319.2	363.8	(44.7)	(12.3%)	22.9	0.2	1.0%	309.2	10.0	3.2%
Metra	2.7	3.0	(0.4)	(12.1%)	37.9	39.0	(1.1)	(2.8%)	2.5	0.2	6.4%	34.9	3.0	8.6%
Pace	1.3	1.9	(0.6)	(31.9%)	17.7	19.5	(1.8)	(9.2%)	1.3	(0.0)	(2.1%)	18.2	(0.4)	(2.4%)
Pace ADA Paratransit	0.4	0.6	(0.1)	(25.7%)	6.1	6.5	(0.3)	(5.3%)	0.5	(0.0)	(8.9%)	4.9	1.3	25.9%
<b>Total</b>	<b>27.5</b>	<b>34.5</b>	<b>(7.0)</b>	<b>(20.4%)</b>	<b>381.0</b>	<b>428.8</b>	<b>(47.9)</b>	<b>(11.2%)</b>	<b>27.1</b>	<b>0.3</b>	<b>1.2%</b>	<b>367.2</b>	<b>13.8</b>	<b>3.8%</b>



# CTA

## Current Year vs. Budget

## Current Year vs. Prior Year

CTA (in millions)	December 2025				YTD 2025				December 2024			YTD 2024		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Unit	Change %	Actual	Unit	Change %
<b>System-Generated Revenues</b>														
Farebox Revenue	\$27.0	\$28.8	(\$1.8)	(6.1%)	\$356.4	\$369.1	(\$12.7)	(3.4%)	\$25.9	\$1.1	4.2%	\$351.1	\$5.3	1.5%
Reduced Fare Subsidy	\$1.6	\$1.5	\$0.1	10.0%	\$18.3	\$17.4	\$0.9	5.0%	\$1.5	\$0.1	9.1%	\$16.6	\$1.7	10.0%
Other	\$6.3	\$5.7	\$0.6	10.4%	\$90.6	\$69.4	\$21.2	30.5%	\$6.6	(\$0.4)	(5.7%)	\$72.9	\$17.7	24.2%
<b>Total</b>	<b>\$34.9</b>	<b>\$35.9</b>	<b>(\$1.0)</b>	<b>(2.9%)</b>	<b>\$465.3</b>	<b>\$456.0</b>	<b>\$9.4</b>	<b>2.1%</b>	<b>\$33.9</b>	<b>\$0.9</b>	<b>2.7%</b>	<b>\$440.7</b>	<b>\$24.7</b>	<b>5.6%</b>
<b>Federal Relief Funding - Fare Revenue Replacement</b>	<b>\$14.7</b>	<b>\$36.9</b>	<b>(\$22.3)</b>	<b>(60.3%)</b>	<b>\$375.9</b>	<b>\$578.7</b>	<b>(\$202.8)</b>	<b>(35.0%)</b>	<b>\$61.7</b>	<b>(\$47.1)</b>	<b>(76.2%)</b>	<b>\$402.0</b>	<b>(\$26.1)</b>	<b>(6.5%)</b>
<b>Public Funding</b>														
Sales Tax I	\$51.2	\$51.2	\$0.0	0.0%	\$583.0	\$528.9	\$54.1	10.2%	\$51.6	(\$0.4)	(0.8%)	\$526.7	\$56.3	10.7%
Sales Tax II	\$18.5	\$18.5	\$0.0	0.0%	\$91.6	\$68.1	\$23.5	34.5%	\$18.4	\$0.1	0.7%	\$79.3	\$12.3	15.5%
PTF II	\$9.5	\$8.3	\$1.2	14.3%	\$108.9	\$97.7	\$11.2	11.4%	\$8.4	\$1.2	13.9%	\$96.0	\$12.9	13.4%
25% PTF on RETT	\$1.4	\$1.1	\$0.3	22.3%	\$15.7	\$14.1	\$1.7	11.8%	\$1.4	\$0.0	2.4%	\$13.7	\$2.0	14.5%
City of Chicago RETT	\$5.5	\$5.5	\$0.0	0.0%	\$62.6	\$57.5	\$5.1	8.8%	\$5.0	\$0.5	10.7%	\$58.7	\$3.9	6.6%
Non-Statutory Funding - PTF I	\$30.1	\$27.0	\$3.1	11.5%	\$345.7	\$316.2	\$29.5	9.3%	\$27.3	\$2.8	10.3%	\$311.3	\$34.4	11.0%
Non-Statutory Funding - ST I	\$3.3	\$3.3	\$0.0	0.0%	\$39.4	\$39.4	\$0.0	0.0%	\$2.3	\$1.0	41.9%	\$27.7	\$11.6	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%
<b>Total</b>	<b>\$119.5</b>	<b>\$114.9</b>	<b>\$4.5</b>	<b>3.9%</b>	<b>\$1,246.8</b>	<b>\$1,121.9</b>	<b>\$124.9</b>	<b>11.1%</b>	<b>\$114.3</b>	<b>\$5.2</b>	<b>4.5%</b>	<b>\$1,113.5</b>	<b>\$133.3</b>	<b>12.0%</b>
<b>Total Revenues</b>	<b>\$169.0</b>	<b>\$187.8</b>	<b>(\$18.8)</b>	<b>(10.0%)</b>	<b>\$2,088.0</b>	<b>\$2,156.5</b>	<b>(\$68.5)</b>	<b>(3.2%)</b>	<b>\$209.9</b>	<b>(\$40.9)</b>	<b>(19.5%)</b>	<b>\$1,956.2</b>	<b>\$131.9</b>	<b>6.7%</b>
<b>Operating Expenses</b>														
Labor	\$144.5	\$124.5	(\$20.0)	(16.0%)	\$1,478.4	\$1,448.2	(\$30.2)	(2.1%)	\$139.7	(\$4.8)	(3.4%)	\$1,350.0	(\$128.4)	(9.5%)
Material	\$12.1	\$12.4	\$0.3	2.1%	\$136.9	\$153.4	\$16.4	10.7%	\$9.8	(\$2.3)	(23.4%)	\$129.2	(\$7.7)	(6.0%)
Fuel - Revenue Equip	\$4.1	\$4.1	(\$0.0)	(1.0%)	\$44.2	\$48.5	\$4.3	8.9%	\$3.7	(\$0.4)	(10.4%)	\$41.5	(\$2.7)	(6.5%)
Power	\$1.5	\$5.6	\$4.1	73.9%	\$33.1	\$56.8	\$23.7	41.8%	\$4.9	\$3.4	70.1%	\$35.8	\$2.7	7.6%
Provision for Injuries & Damages	\$27.6	\$1.9	(\$25.7)	(1385.6%)	\$49.8	\$22.3	(\$27.6)	(123.8%)	\$11.7	(\$15.9)	(136.5%)	\$29.8	(\$20.0)	(66.9%)
Purchase of Security Svcs	\$9.0	\$7.0	(\$2.0)	(28.4%)	\$86.6	\$85.1	(\$1.4)	(1.7%)	\$10.5	\$1.4	13.7%	\$91.6	\$5.1	5.5%
Other Expenses	\$18.4	\$31.1	\$12.7	40.8%	\$273.0	\$342.3	\$69.2	20.2%	\$26.5	\$8.1	30.4%	\$260.5	(\$12.5)	(4.8%)
<b>Total</b>	<b>\$217.2</b>	<b>\$186.6</b>	<b>(\$30.6)</b>	<b>(16.4%)</b>	<b>\$2,102.0</b>	<b>\$2,156.5</b>	<b>\$54.5</b>	<b>2.5%</b>	<b>\$206.7</b>	<b>(\$10.5)</b>	<b>(5.1%)</b>	<b>\$1,938.5</b>	<b>(\$163.5)</b>	<b>(8.4%)</b>
<b>Net Result</b>	<b>(\$48.2)</b>	<b>\$1.1</b>	<b>(\$49.4)</b>		<b>(\$14.0)</b>	<b>\$0.0</b>	<b>(\$14.0)</b>		<b>\$3.2</b>	<b>(\$51.5)</b>		<b>\$17.6</b>	<b>(\$31.6)</b>	
<b>Operating Deficit</b>	<b>\$182.3</b>	<b>\$150.7</b>	<b>(\$31.6)</b>	<b>(21.0%)</b>	<b>\$1,636.7</b>	<b>\$1,700.6</b>	<b>\$63.9</b>	<b>3.8%</b>	<b>\$172.8</b>	<b>(\$9.6)</b>	<b>(5.5%)</b>	<b>\$1,497.9</b>	<b>(\$138.8)</b>	<b>(9.3%)</b>
<b>Recovery Ratio</b>	<b>26.7%</b>	<b>46.2%</b>	<b>(19.5) Pts</b>		<b>47.1%</b>	<b>55.6%</b>	<b>(8.5) Pts</b>		<b>53.4%</b>	<b>(26.7) Pts</b>		<b>51.9%</b>	<b>(4.8) Pts</b>	
<b>Ridership</b>	<b>23.1</b>	<b>29.0</b>	<b>(5.9)</b>	<b>-20.4%</b>	<b>319.2</b>	<b>363.8</b>	<b>(44.7)</b>	<b>-12.3%</b>	<b>22.9</b>	<b>0.2</b>	<b>1.0%</b>	<b>309.2</b>	<b>10.0</b>	<b>3.2%</b>
<i>Average Fare</i>	<i>\$ 1.17</i>	<i>\$ 0.99</i>	<i>\$ 0.18</i>	<i>17.9%</i>	<i>\$ 1.12</i>	<i>\$ 1.01</i>	<i>\$ 0.10</i>	<i>10.1%</i>	<i>\$ 1.13</i>	<i>\$ 0.04</i>	<i>3.4%</i>	<i>\$ 1.14</i>	<i>\$ (0.02)</i>	<i>(1.6%)</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)	December 2025				YTD 2025				December 2024			YTD 2024		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Unit	Change %	Actual	Unit	Change %
<b>System-Generated Revenues</b>														
Farebox Revenue	\$13.3	\$14.4	(\$1.1)	(7.6%)	\$175.4	\$184.2	(\$8.8)	(4.8%)	\$12.8	\$0.5	3.6%	\$163.5	\$11.9	7.3%
Reduced Fare Subsidy	\$0.2	\$0.2	\$0.0	10.0%	\$2.0	\$1.9	\$0.1	5.0%	\$0.2	\$0.0	9.9%	\$1.8	\$0.2	10.0%
Other	\$15.9	\$7.1	\$8.7	121.9%	\$103.1	\$118.0	(\$14.9)	(12.6%)	\$12.5	\$3.3	26.5%	\$81.1	\$22.0	27.1%
<b>Total</b>	<b>\$29.3</b>	<b>\$21.7</b>	<b>\$7.6</b>	<b>35.2%</b>	<b>\$280.5</b>	<b>\$304.1</b>	<b>(\$23.6)</b>	<b>(7.8%)</b>	<b>\$25.5</b>	<b>\$3.8</b>	<b>14.9%</b>	<b>\$246.4</b>	<b>\$34.1</b>	<b>13.8%</b>
<b>Federal Relief Funding - Fare Revenue Replacement</b>	<b>\$0.0</b>	<b>\$8.8</b>	<b>(\$8.8)</b>	<b>(100.0%)</b>	<b>\$102.9</b>	<b>\$238.4</b>	<b>(\$135.4)</b>	<b>(56.8%)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$153.5</b>	<b>(\$50.5)</b>	<b>(32.9%)</b>
<b>Public Funding</b>														
Sales Tax I	\$41.2	\$41.2	\$0.0	0.0%	\$455.5	\$425.8	\$29.7	7.0%	\$41.1	\$0.2	0.4%	\$416.0	\$39.5	9.5%
Sales Tax II	\$15.0	\$15.0	\$0.0	0.0%	\$74.4	\$55.4	\$19.1	34.5%	\$14.9	\$0.1	0.7%	\$64.5	\$10.0	15.5%
PTF II	\$7.7	\$6.8	\$1.0	14.3%	\$88.4	\$79.4	\$9.1	11.4%	\$6.8	\$0.9	13.9%	\$78.0	\$10.5	13.4%
Non-Statutory Funding - ST I	\$2.7	\$2.7	\$0.0	0.0%	\$32.0	\$32.0	\$0.0	0.0%	\$1.9	\$0.8	41.9%	\$22.5	\$9.4	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%
<b>Total</b>	<b>\$66.6</b>	<b>\$65.7</b>	<b>\$1.0</b>	<b>1.5%</b>	<b>\$650.3</b>	<b>\$592.5</b>	<b>\$57.8</b>	<b>9.8%</b>	<b>\$64.7</b>	<b>\$2.0</b>	<b>3.1%</b>	<b>\$581.0</b>	<b>\$69.4</b>	<b>11.9%</b>
<b>Total Revenues</b>	<b>\$96.0</b>	<b>\$96.2</b>	<b>(\$0.2)</b>	<b>(0.2%)</b>	<b>\$1,033.8</b>	<b>\$1,135.0</b>	<b>(\$101.2)</b>	<b>(8.9%)</b>	<b>\$90.2</b>	<b>\$5.8</b>	<b>6.4%</b>	<b>\$980.8</b>	<b>\$53.0</b>	<b>5.4%</b>
<b>Operating Expenses</b>														
Transportation	\$25.5	\$27.6	\$2.0	7.4%	\$299.0	\$320.4	\$21.4	6.7%	\$24.7	(\$0.8)	(3.4%)	\$295.3	(\$3.7)	(1.3%)
Engineering	\$29.9	\$23.6	(\$6.3)	(26.8%)	\$255.9	\$300.9	\$45.1	15.0%	\$23.6	(\$6.3)	(26.7%)	\$229.8	(\$26.1)	(11.3%)
Mechanical	\$21.7	\$21.9	\$0.2	0.8%	\$242.6	\$242.5	(\$0.1)	(0.1%)	\$21.3	(\$0.4)	(2.0%)	\$230.0	(\$12.6)	(5.5%)
Administration	\$12.1	\$12.6	\$0.4	3.2%	\$129.0	\$149.9	\$20.9	14.0%	\$8.9	(\$3.2)	(36.4%)	\$106.8	(\$22.2)	(20.8%)
Fuel	\$5.5	\$5.9	\$0.4	6.0%	\$61.9	\$65.3	\$3.4	5.2%	\$5.9	\$0.3	5.9%	\$69.7	\$7.9	11.3%
Motive Electricity	\$0.3	\$0.6	\$0.2	42.9%	\$5.6	\$6.8	\$1.1	16.7%	\$0.9	\$0.6	64.6%	\$7.1	\$1.5	20.5%
Downtown Stations	\$1.1	\$1.0	(\$0.1)	(10.0%)	\$13.0	\$12.3	(\$0.7)	(5.3%)	\$0.9	(\$0.3)	(33.6%)	\$9.7	(\$3.3)	(33.9%)
Claims and claims related	\$2.3	\$3.1	\$0.8	26.1%	\$25.3	\$37.0	\$11.7	31.6%	\$2.9	\$0.7	22.4%	\$34.9	\$9.6	27.6%
<b>Total</b>	<b>\$98.6</b>	<b>\$96.2</b>	<b>(\$2.4)</b>	<b>(2.5%)</b>	<b>\$1,032.2</b>	<b>\$1,135.0</b>	<b>\$102.8</b>	<b>9.1%</b>	<b>\$89.1</b>	<b>(\$9.5)</b>	<b>(10.7%)</b>	<b>\$983.3</b>	<b>(\$48.9)</b>	<b>(5.0%)</b>
<b>Net Result</b>	<b>(\$2.7)</b>	<b>\$0.0</b>	<b>(\$2.7)</b>		<b>\$1.6</b>	<b>\$0.0</b>	<b>\$1.6</b>		<b>\$1.1</b>	<b>(\$3.7)</b>		<b>(\$2.4)</b>	<b>\$4.0</b>	
<b>Operating Deficit</b>	<b>\$69.3</b>	<b>\$74.5</b>	<b>\$5.2</b>	<b>7.0%</b>	<b>\$751.7</b>	<b>\$830.9</b>	<b>\$79.2</b>	<b>9.5%</b>	<b>\$63.6</b>	<b>(\$5.7)</b>	<b>(9.0%)</b>	<b>\$736.8</b>	<b>(\$14.9)</b>	<b>(2.0%)</b>
<b>Recovery Ratio</b>	<b>31.9%</b>	<b>33.9%</b>	<b>(1.9) Pts</b>		<b>40.1%</b>	<b>50.9%</b>	<b>(10.8) Pts</b>		<b>30.6%</b>	<b>1.3 Pts</b>		<b>43.7%</b>	<b>(3.7) Pts</b>	
<b>Ridership</b>	<b>2.7</b>	<b>3.0</b>	<b>(0.4)</b>	<b>(12.1%)</b>	<b>37.9</b>	<b>39.0</b>	<b>(1.1)</b>	<b>(2.8%)</b>	<b>2.5</b>	<b>0.2</b>	<b>6.4%</b>	<b>34.9</b>	<b>3.0</b>	<b>8.6%</b>
<i>Average Fare</i>	<i>\$ 5.00</i>	<i>\$ 4.76</i>	<i>\$ 0.24</i>	<i>4.9%</i>	<i>\$ 4.62</i>	<i>\$ 4.72</i>	<i>\$ (0.11)</i>	<i>(2.3%)</i>	<i>\$ 5.11</i>	<i>\$ (0.11)</i>	<i>(2.2%)</i>	<i>\$ 4.63</i>	<i>\$ (0.02)</i>	<i>(0.4%)</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)	December 2025				YTD 2025				December 2024			YTD 2024		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Unit	Change %	Actual	Unit	Change %
<b>System-Generated Revenues</b>														
Farebox Revenue	\$1.5	\$1.9	(\$0.4)	(19.5%)	\$21.2	\$22.9	(\$1.6)	(7.1%)	\$1.6	(\$0.1)	(5.1%)	\$21.7	(\$0.5)	(2.3%)
Reduced Fare Subsidy	\$0.1	\$0.1	\$0.0	10.0%	\$1.8	\$1.6	\$0.2	9.5%	\$0.1	\$0.0	21.0%	\$1.5	\$0.3	20.5%
Other	\$3.6	\$2.4	\$1.3	52.3%	\$28.3	\$27.3	\$1.0	3.8%	\$2.7	\$1.0	37.4%	\$31.2	(\$2.8)	(9.1%)
<b>Total</b>	<b>\$5.3</b>	<b>\$4.4</b>	<b>\$0.9</b>	<b>20.4%</b>	<b>\$51.3</b>	<b>\$51.7</b>	<b>(\$0.4)</b>	<b>(0.8%)</b>	<b>\$4.4</b>	<b>\$0.9</b>	<b>21.4%</b>	<b>\$54.3</b>	<b>(\$3.0)</b>	<b>(5.6%)</b>
<b>Federal Relief Funding - Fare Revenue Replacement</b>	<b>\$0.0</b>	<b>\$43.8</b>	<b>(\$43.8)</b>	<b>(100.0%)</b>	<b>\$0.0</b>	<b>\$43.8</b>	<b>(\$43.8)</b>	<b>(100.0%)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0.0%</b>
<b>Public Funding</b>														
Sales Tax I	\$13.1	\$13.1	\$0.0	0.0%	\$144.9	\$135.4	\$9.5	7.0%	\$13.0	\$0.1	0.6%	\$132.0	\$12.9	9.7%
Sales Tax II	\$5.0	\$5.0	\$0.0	0.0%	\$24.8	\$18.5	\$6.4	34.5%	\$5.0	\$0.0	0.7%	\$21.5	\$3.3	15.5%
PTF II	\$2.6	\$2.3	\$0.3	14.3%	\$29.5	\$26.5	\$3.0	11.4%	\$2.3	\$0.3	13.9%	\$26.0	\$3.5	13.4%
SCMF	\$0.7	\$0.7	\$0.0	0.0%	\$35.9	\$32.5	\$3.3	10.2%	\$3.4	(\$2.8)	(80.8%)	\$34.8	\$1.1	3.1%
SSJA	\$7.5	\$7.5	\$0.0	0.0%	\$7.5	\$7.5	\$0.0	0.0%	\$7.5	\$0.0	0.0%	\$7.5	\$0.0	0.0%
Non-Statutory Funding - PTF I	\$0.6	\$0.6	\$0.1	11.5%	\$7.1	\$6.5	\$0.6	9.3%	\$0.6	\$0.1	10.3%	\$6.4	\$0.7	11.0%
Non-Statutory Funding - ST I	\$0.9	\$0.9	\$0.0	0.0%	\$10.7	\$10.7	\$0.0	0.0%	\$0.6	\$0.3	41.9%	\$7.5	\$3.1	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	\$0.0	\$0.5	(\$0.5)	(100.0%)	\$3.4	\$6.0	(\$2.6)	(43.8%)	\$0.7	(\$0.7)	(100.0%)	\$8.6	(\$5.2)	(60.5%)
<b>Total</b>	<b>\$30.4</b>	<b>\$30.5</b>	<b>(\$0.1)</b>	<b>(0.4%)</b>	<b>\$263.6</b>	<b>\$243.4</b>	<b>\$20.2</b>	<b>8.3%</b>	<b>\$33.1</b>	<b>(\$2.7)</b>	<b>(8.2%)</b>	<b>\$244.2</b>	<b>\$19.4</b>	<b>8.0%</b>
<b>Total Revenues</b>	<b>\$35.7</b>	<b>\$78.7</b>	<b>(\$43.0)</b>	<b>(54.7%)</b>	<b>\$314.9</b>	<b>\$339.0</b>	<b>(\$24.1)</b>	<b>(7.1%)</b>	<b>\$37.5</b>	<b>(\$1.8)</b>	<b>(4.8%)</b>	<b>\$298.5</b>	<b>\$16.4</b>	<b>5.5%</b>
<b>Operating Expenses</b>														
Labor/Fringes	\$14.4	\$16.1	\$1.7	10.7%	\$170.2	\$179.6	\$9.4	5.2%	\$12.8	(\$1.6)	(12.2%)	\$160.3	(\$9.9)	(6.2%)
Parts/Supplies	\$1.2	\$1.3	\$0.0	1.2%	\$16.3	\$14.3	(\$2.0)	(13.9%)	\$1.4	\$0.2	11.1%	\$14.8	(\$1.4)	(9.6%)
Purchased Trans	\$2.4	\$2.9	\$0.5	17.3%	\$29.0	\$34.3	\$5.3	15.5%	\$2.2	(\$0.1)	(6.0%)	\$28.1	(\$0.9)	(3.3%)
Fuel	\$1.1	\$1.4	\$0.2	15.9%	\$13.1	\$15.4	\$2.3	14.9%	\$1.0	(\$0.2)	(19.0%)	\$13.2	\$0.0	0.1%
Utilities	\$0.5	\$0.8	\$0.3	33.0%	\$5.4	\$6.4	\$1.0	15.1%	\$0.5	\$0.0	0.2%	\$5.7	\$0.2	4.2%
Health Insurance	\$2.4	\$2.8	\$0.3	11.9%	\$28.1	\$33.2	\$5.1	15.3%	\$2.4	(\$0.0)	(1.1%)	\$25.3	(\$2.8)	(11.1%)
Liability Insurance	\$1.1	\$1.4	\$0.3	19.6%	\$12.2	\$16.3	\$4.1	25.1%	\$0.9	(\$0.2)	(28.7%)	\$11.9	(\$0.3)	(2.4%)
Other	\$3.7	\$4.2	\$0.5	12.1%	\$37.8	\$51.1	\$13.4	26.1%	\$2.7	(\$1.0)	(36.0%)	\$30.4	(\$7.4)	(24.4%)
Overhead Allocation	(\$0.9)	(\$1.0)	(\$0.1)	6.6%	(\$10.5)	(\$11.7)	(\$1.2)	10.1%	(\$0.7)	\$0.2	(24.4%)	(\$8.1)	\$2.4	(29.8%)
<b>Total</b>	<b>\$26.0</b>	<b>\$29.8</b>	<b>\$3.8</b>	<b>12.6%</b>	<b>\$301.6</b>	<b>\$339.0</b>	<b>\$37.3</b>	<b>11.0%</b>	<b>\$23.2</b>	<b>(\$2.8)</b>	<b>(12.1%)</b>	<b>\$281.6</b>	<b>(\$20.1)</b>	<b>(7.1%)</b>
<b>Net Result</b>	<b>\$9.7</b>	<b>\$48.9</b>	<b>(\$39.3)</b>		<b>\$13.3</b>	<b>(\$0.0)</b>	<b>\$13.3</b>		<b>\$14.3</b>	<b>(\$4.6)</b>		<b>\$16.9</b>	<b>(\$3.7)</b>	
<b>Operating Deficit</b>	<b>\$20.7</b>	<b>\$25.3</b>	<b>\$4.7</b>	<b>18.4%</b>	<b>\$250.3</b>	<b>\$287.3</b>	<b>\$36.9</b>	<b>12.8%</b>	<b>\$18.8</b>	<b>(\$1.9)</b>	<b>(9.9%)</b>	<b>\$227.2</b>	<b>(\$23.1)</b>	<b>(10.2%)</b>
<b>Recovery Ratio</b>	<b>26.0%</b>	<b>16.5%</b>	<b>9.5 Pts</b>		<b>22.7%</b>	<b>17.0%</b>	<b>5.7 Pts</b>		<b>25.0%</b>	<b>1.0 Pts</b>		<b>25.1%</b>	<b>(2.4) Pts</b>	
<b>Ridership</b>	<b>1.3</b>	<b>1.9</b>	<b>(0.6)</b>	<b>-31.9%</b>	<b>17.7</b>	<b>19.5</b>	<b>(1.8)</b>	<b>-9.2%</b>	<b>1.3</b>	<b>(0.0)</b>	<b>-2.1%</b>	<b>18.2</b>	<b>(0.4)</b>	<b>-2.4%</b>
<i>Average Fare</i>	<i>\$ 1.17</i>	<i>\$ 0.99</i>	<i>\$ 0.18</i>	<i>18.3%</i>	<i>\$ 1.20</i>	<i>\$ 1.17</i>	<i>\$ 0.03</i>	<i>2.2%</i>	<i>\$ 1.21</i>	<i>\$ (0.04)</i>	<i>(3.1%)</i>	<i>\$ 1.19</i>	<i>\$ 0.00</i>	<i>0.2%</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)	December 2025				YTD 2025				December 2024			YTD 2024		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Unit	Change %	Actual	Unit	Change %
<b>System-Generated Revenues</b>														
Farebox Revenue	\$1.1	\$1.4	(\$0.3)	(22.1%)	\$14.8	\$16.3	(\$1.5)	(9.0%)	\$1.1	\$0.0	0.4%	\$12.1	\$2.7	22.4%
Other	\$0.3	\$0.2	\$0.1	44.0%	\$3.2	\$2.6	\$0.7	26.7%	\$0.2	\$0.1	30.7%	\$3.7	(\$0.5)	(12.2%)
<b>Total</b>	<b>\$1.4</b>	<b>\$1.6</b>	<b>(\$0.2)</b>	<b>(13.2%)</b>	<b>\$18.0</b>	<b>\$18.8</b>	<b>(\$0.8)</b>	<b>(4.1%)</b>	<b>\$1.3</b>	<b>\$0.1</b>	<b>5.9%</b>	<b>\$15.8</b>	<b>\$2.3</b>	<b>14.3%</b>
<b>Federal Relief Funding - Fare Revenue Replacement</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0.0%</b>
<b>Public Funding</b>														
ADA Paratransit Funding	\$21.3	\$21.3	\$0.0	0.0%	\$256.2	\$256.2	\$0.0	0.0%	\$18.9	\$2.4	12.9%	\$226.9	\$29.3	12.9%
Additional State Funding	\$0.0	\$0.0	\$0.0	0.0%	\$10.0	\$10.0	\$0.0	0.0%	\$0.0	\$0.0	0.0%	\$9.1	\$0.9	10.0%
CRRSAA Public Funding Replacement	\$45.1	\$45.1	\$0.0	0.0%	\$45.1	\$45.1	\$0.0	0.0%	\$0.0	\$45.1	0.0%	\$0.0	\$45.1	0.0%
<b>Total</b>	<b>\$66.4</b>	<b>\$66.4</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$311.3</b>	<b>\$311.3</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$18.9</b>	<b>\$47.5</b>	<b>251.4%</b>	<b>\$236.0</b>	<b>\$75.3</b>	<b>31.9%</b>
<b>Total Revenues</b>	<b>\$67.8</b>	<b>\$68.1</b>	<b>(\$0.2)</b>	<b>(0.3%)</b>	<b>\$329.3</b>	<b>\$330.1</b>	<b>(\$0.8)</b>	<b>(0.2%)</b>	<b>\$20.2</b>	<b>\$47.6</b>	<b>235.2%</b>	<b>\$251.7</b>	<b>\$77.6</b>	<b>30.8%</b>
<b>Operating Expenses</b>														
Labor/Fringes	\$0.4	\$0.5	\$0.1	17.5%	\$5.5	\$5.8	\$0.2	4.0%	\$0.4	(\$0.1)	(15.0%)	\$5.0	(\$0.5)	(10.7%)
Parts/Supplies	\$0.0	\$0.0	\$0.0	100.0%	\$0.0	\$0.0	\$0.0	93.5%	\$0.0	\$0.0	0.0%	\$0.0	(\$0.0)	(2000.0%)
Purchased Trans	\$24.2	\$25.8	\$1.5	6.0%	\$291.1	\$297.5	\$6.4	2.2%	\$22.6	(\$1.6)	(7.1%)	\$245.1	(\$46.0)	(18.8%)
Fuel	\$0.4	\$0.7	\$0.3	39.2%	\$6.4	\$7.6	\$1.1	15.1%	\$0.6	\$0.2	32.1%	\$7.3	\$0.9	11.9%
Utilities	\$0.0	\$0.1	\$0.0	47.9%	\$0.5	\$0.5	(\$0.0)	(2.8%)	\$0.0	(\$0.0)	(21.4%)	\$0.5	\$0.0	4.4%
Health Insurance	\$0.1	\$0.1	\$0.0	10.1%	\$0.9	\$1.3	\$0.4	29.7%	\$0.1	(\$0.0)	(83.5%)	\$0.8	(\$0.1)	(13.8%)
Liability Insurance	\$0.0	\$0.0	\$0.0	100.0%	\$0.4	\$0.3	(\$0.1)	(15.9%)	\$0.1	\$0.1	100.0%	\$1.0	\$0.6	60.1%
Other	\$0.3	\$0.5	\$0.2	35.0%	\$4.1	\$5.5	\$1.4	25.6%	\$0.3	\$0.0	8.9%	\$3.8	(\$0.3)	(8.0%)
Overhead Allocation	\$0.9	\$1.0	\$0.1	6.6%	\$10.5	\$11.7	\$1.2	10.1%	\$0.7	(\$0.2)	(24.4%)	\$8.1	(\$2.4)	(29.8%)
<b>Total</b>	<b>\$26.4</b>	<b>\$28.6</b>	<b>\$2.2</b>	<b>7.7%</b>	<b>\$319.4</b>	<b>\$330.1</b>	<b>\$10.7</b>	<b>3.2%</b>	<b>\$24.8</b>	<b>(\$1.6)</b>	<b>(6.4%)</b>	<b>\$271.5</b>	<b>(\$47.9)</b>	<b>(17.6%)</b>
<b>Net Result</b>	<b>\$41.4</b>	<b>\$39.5</b>	<b>\$2.0</b>		<b>\$9.9</b>	<b>\$0.0</b>	<b>\$9.9</b>		<b>(\$4.6)</b>	<b>\$46.0</b>		<b>(\$19.8)</b>	<b>\$29.7</b>	
<b>Operating Deficit</b>	<b>\$25.0</b>	<b>\$27.0</b>	<b>\$2.0</b>	<b>7.4%</b>	<b>\$301.4</b>	<b>\$311.3</b>	<b>\$9.9</b>	<b>3.2%</b>	<b>\$23.5</b>	<b>(\$1.5)</b>	<b>(6.4%)</b>	<b>\$255.8</b>	<b>(\$45.6)</b>	<b>(17.8%)</b>
<b>Recovery Ratio</b>	<b>8.8%</b>	<b>6.6%</b>	<b>2.2 Pts</b>		<b>11.0%</b>	<b>7.5%</b>	<b>3.5 Pts</b>		<b>10.6%</b>	<b>(1.9) Pts</b>		<b>11.0%</b>	<b>0.0 Pts</b>	
<b>Ridership</b>	<b>0.4</b>	<b>0.6</b>	<b>(0.1)</b>	<b>-25.7%</b>	<b>6.1</b>	<b>6.5</b>	<b>(0.3)</b>	<b>-5.3%</b>	<b>0.5</b>	<b>(0.0)</b>	<b>-8.9%</b>	<b>4.9</b>	<b>1.3</b>	<b>25.9%</b>
<i>Average Fare</i>	<i>\$ 2.63</i>	<i>\$ 2.51</i>	<i>\$ 0.12</i>	<i>4.7%</i>	<i>\$ 2.41</i>	<i>\$ 2.51</i>	<i>\$ (0.10)</i>	<i>(3.9%)</i>	<i>\$ 2.38</i>	<i>\$ 0.03</i>	<i>1.1%</i>	<i>\$ 2.48</i>	<i>\$ (0.07)</i>	<i>(2.8%)</i>

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





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