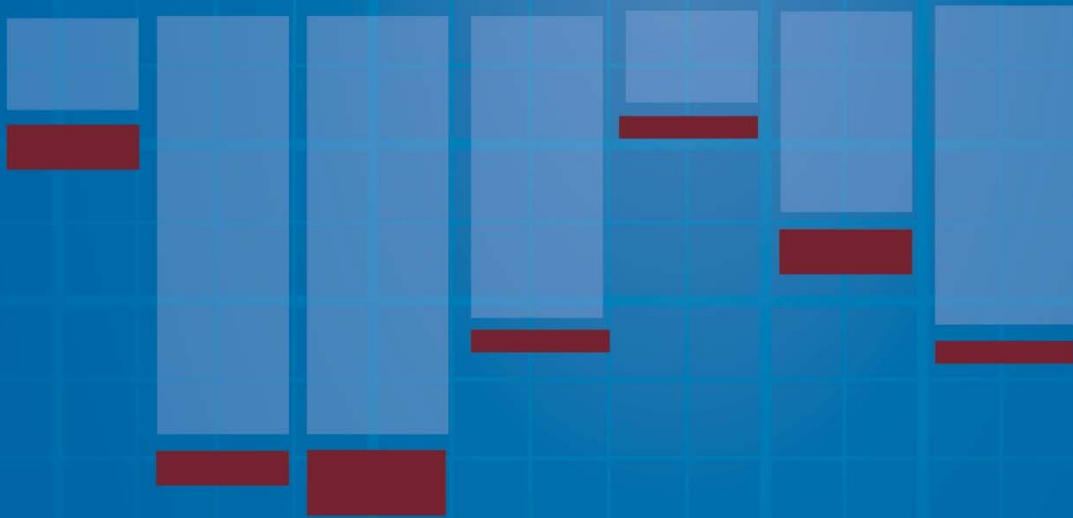


# QUARTERLY FINANCIAL AND PERFORMANCE REPORT



# 1<sup>st</sup> Quarter 2019 Financial and Performance Report

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## Executive Summary

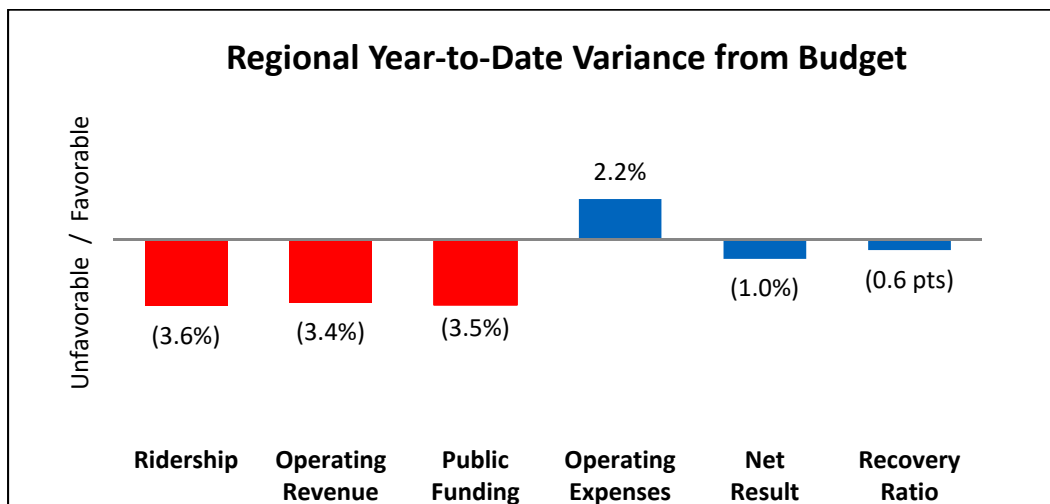
The size of the Chicago-area labor force increased by 6,000 in the first quarter, while employment in the region also increased, by 3,500 jobs. As a result, the regional unemployment rate held steady at 3.7%, a tenth of a point better than the national unemployment rate.

RTA system year-to-date ridership was 131.6 million, 3.6% below budget and 4.8% lower than prior year. Each Service Board reported unfavorable results. The greatest ridership shortfall was in January, at 8% unfavorable to budget, as the region experienced a historic outbreak of extremely cold weather. Ridership improved in February and March, coming in 1% and 2% unfavorable to budget, respectively.

Operating revenue finished the quarter \$9.6 million, or 3.4%, unfavorable to budget, due to lagging fare revenue and the lower level of State reduced fare reimbursement. February sales tax, prior to the 1.5% surcharge, is projected to be 2.4% higher than prior year, a significant improvement from the January results. Year-to-date, sales tax is about 4% unfavorable, and RETT receipts have also started the year below budget. The total public funding variance is \$12.7 million, or 3.5%, unfavorable to budget.

At the regional level, year-to-date operating expenses were \$15.1 million, or 2.2%, favorable to budget. Each Service Board reported a favorable total expense variance through the first quarter, and each also had favorable fuel expense results, totalling \$2.0 million. The expense results, however, did not offset the unfavorable operating revenue and public funding results, producing a net result which was \$7.3 million unfavorable to budget, \$1.6 million worse than last month's result. The regional recovery ratio, which does not consider sales tax results, improved during the quarter and finished at 47.1%, unfavorable to budget by 0.6 percentage points. The operating deficits of Metra, Pace Suburban Service, and ADA Paratransit were each favorable to budget, while CTA's operating deficit was 1.3% unfavorable.

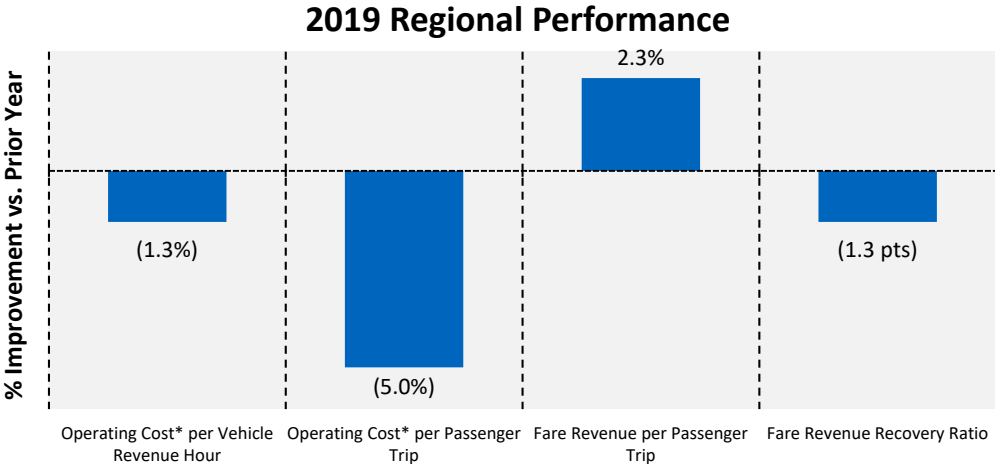
Accordingly, staff recommends that each Service Board, ADA Paratransit, and the region as a whole be found in substantial accordance with budget through the first quarter. The following chart provides an overview of regional results.



*Bars below the line indicate unfavorable results and bars above the line indicate favorable results.*

First quarter 2019 regional performance results show improvement for one measure compared to the first quarter of 2018. After adjusting operating costs for inflation, regional operating costs were roughly equal to 2018, with a favorable difference of 0.1%, or \$0.55 million. A 1.3% decrease in service hours resulted in an operating cost per vehicle revenue hour that was 1.3% or \$2.22 higher (unfavorable) compared to 2018. Ridership for the first three months of 2019 was down 4.8% compared to first quarter 2018, resulting in a 2019 inflation-adjusted operating cost per passenger trip of \$5.26, which was \$0.25 or 5.0% higher compared to 2018. Taking lower ridership into account, the regional average fare paid was 2.3%, or \$0.04 higher compared to 2018. The fare revenue recovery ratio of 33.4% was 1.3 percentage points lower compared to 2018, resulting from the 2.6% decrease in fare revenue.

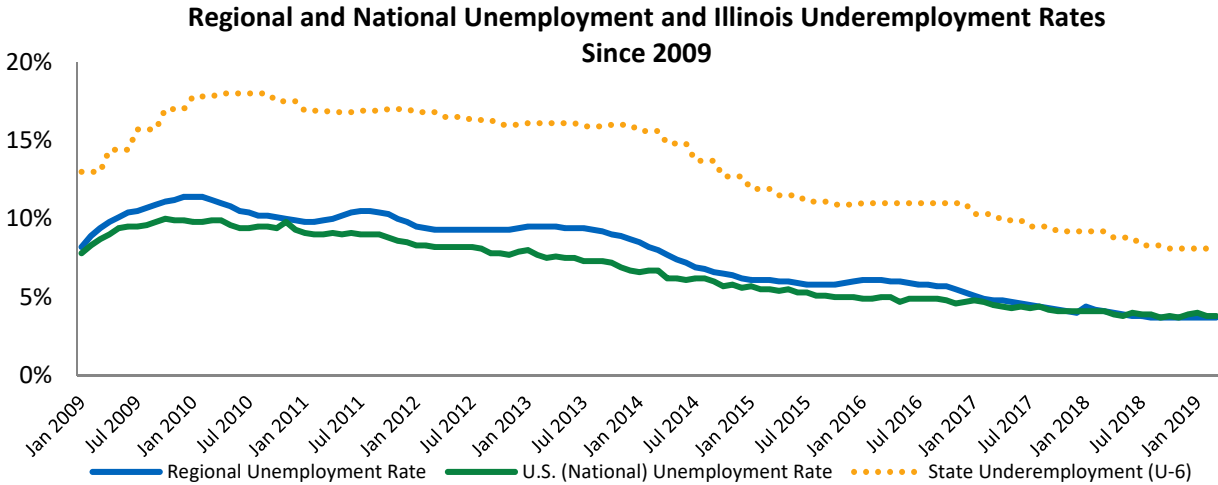
The chart below shows the year-to-date percentage change for each performance measure compared to last year. Bars above the line show improving trends while bars below the line show unfavorable trends.



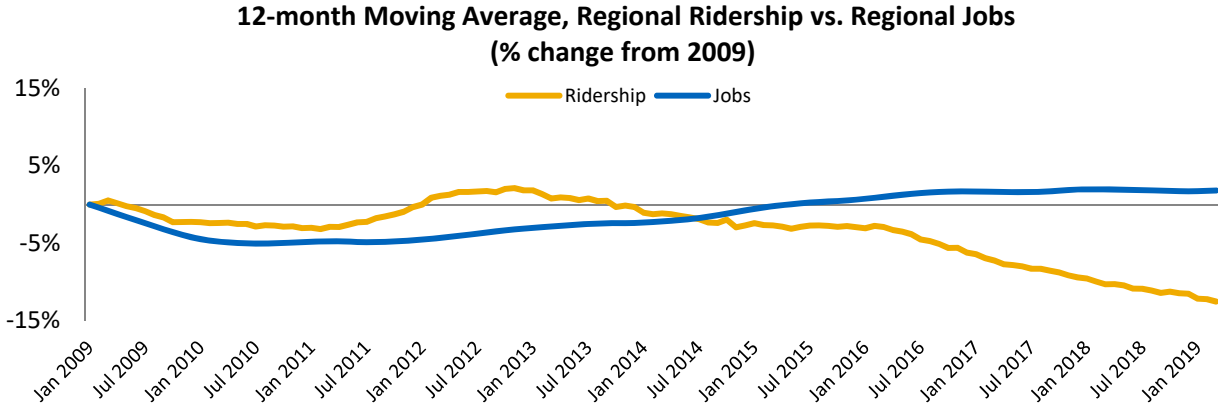
\*Operating costs adjusted for inflation

### Environmental Factors

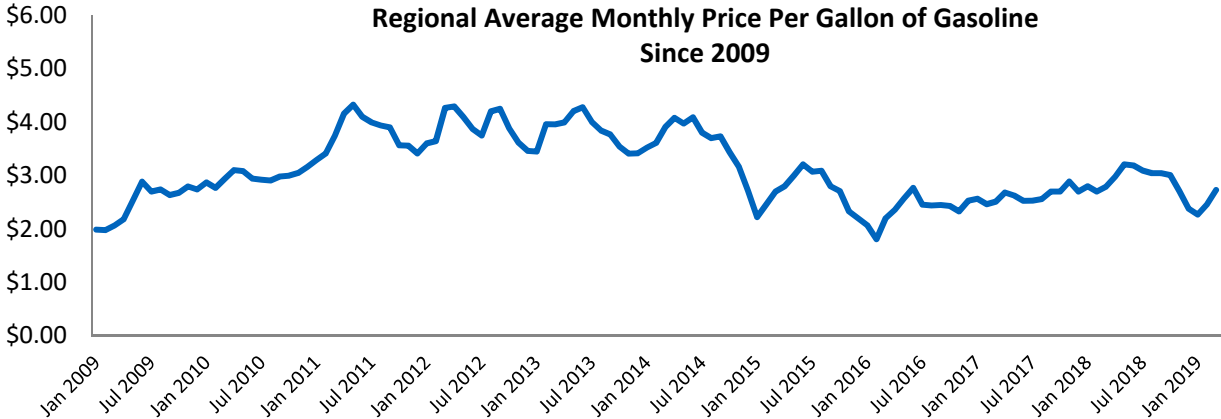
Regional unemployment held steady at 3.7% in the first quarter, essentially matching the national unemployment rate, as both the labor force size and number of jobs increased versus the fourth quarter. State-wide underemployment, tracked by the U-6 rate, also held steady at 8.1%.



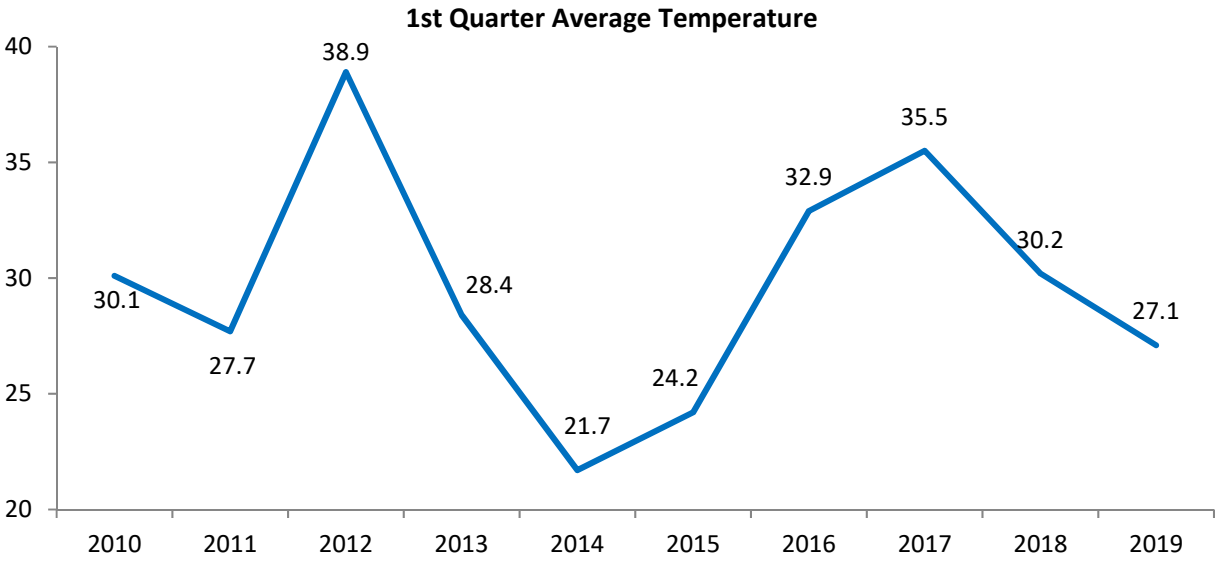
While the twelve-month moving average of regional jobs is 1.8% higher than 2009, ridership is now 12.5% below 2009 levels.



The average price per gallon of gas in the Chicago region during the first quarter of 2019 was \$2.49, down 27 cents from the first quarter of 2019, but prices showed an increasing trend during the quarter. Gas prices were high in 2012 through 2014, and have since generally remained at low levels.



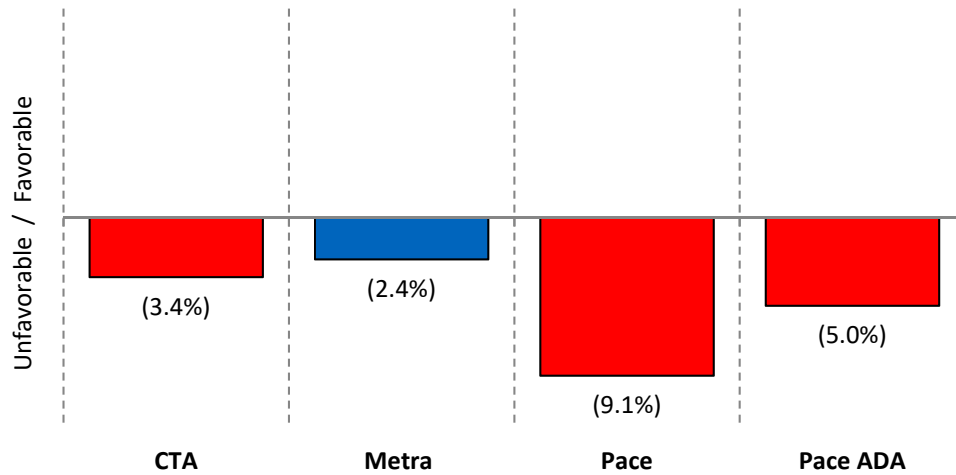
The average temperature in the first quarter of 2019 was 27.1 degrees, only the third coldest of the last 10 years, behind the winters of 2014 and 2015. A historic cold outbreak on January 29-31 of this year, however, shut down most businesses and schools for two days.



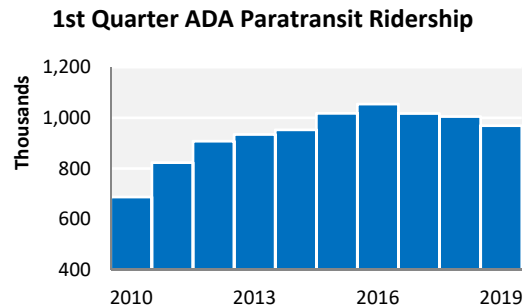
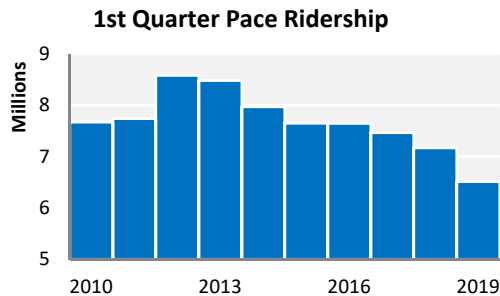
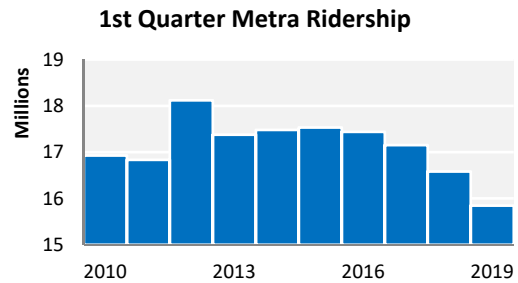
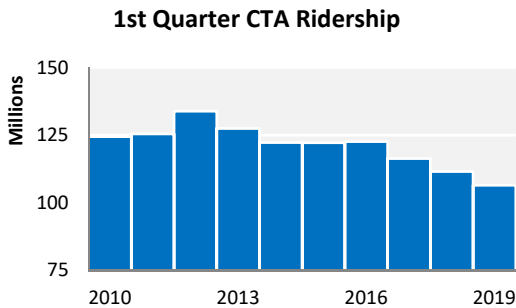
## Ridership

The 2019 budget assumed a full-year ridership decrease of about 1%. RTA system ridership was unfavorable to budget by 3.6% for the first quarter, and was down 4.8% compared to prior year. The system recorded 131.6 million passenger trips, 4.9 million trips unfavorable to budget. Ridership was greatly impacted by the cold weather at the end of January, but improved in February and March.

### Ridership Variance to Budget

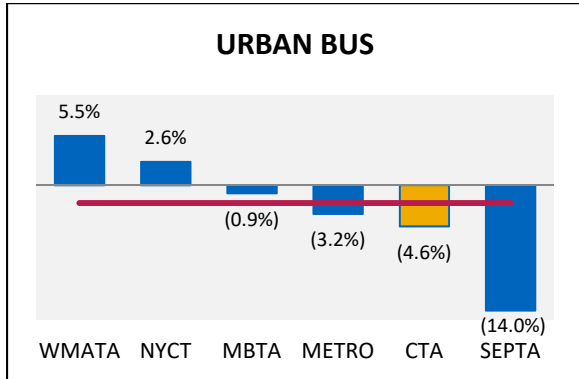


The charts below show each Service Board’s first quarter ridership for the last ten years, as reported to the National Transit Database (NTD).



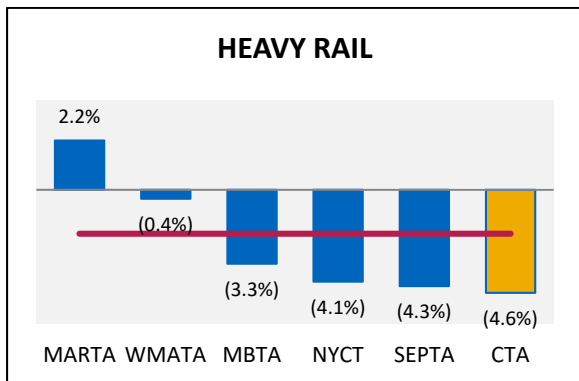
## Ridership: Peer Comparison for CTA and Metra

The following peer comparisons show the percent change for first quarter ridership for 2019, by mode, in comparison to 2018. Data are provided by the NTD. CTA bus and rail each experienced ridership decreases of 4.6%, while Metra was down 4.4%.



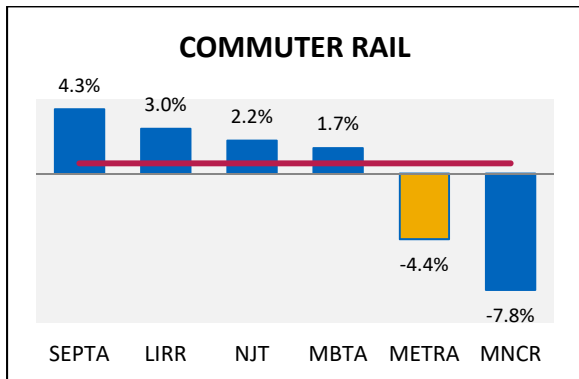
CTA bus peers include:

- WMATA (Washington, DC)
- NYCT (New York)
- MBTA (Boston)
- METRO (Los Angeles)
- SEPTA (Philadelphia)
- Peer average: -2.0%



CTA rail peers include:

- MARTA (Atlanta)
- WMATA (Washington, DC)
- MBTA (Boston)
- NYCT (New York City)
- SEPTA (Philadelphia)
- Peer average: -2.0%



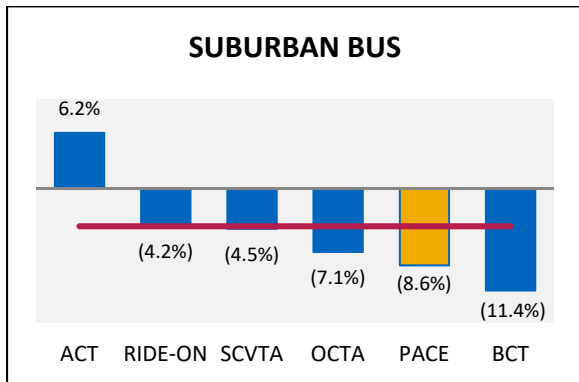
Metra's peers include:

- SEPTA (Philadelphia)
- LIRR (Long Island, New York)
- NJT (New Jersey/New York)
- MBTA (Boston)
- MNCR (New York/Connecticut)
- Peer average: 0.7%



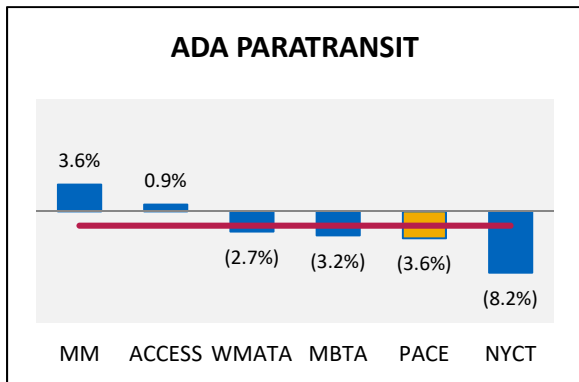
## Ridership: Peer Comparison for Pace

Pace bus saw a year-over-year ridership decrease of 8.6%, while ADA Paratransit ridership saw a ridership decrease of 3.6%.



Pace bus peers include:

- ACT (Oakland Area)
- RIDE-ON (Washington, DC area)
- SCVTA (San Francisco area)
- OCTA (Orange County, CA)
- BCT (Miami area)
- Peer average: -4.2%



ADA Paratransit peers include:

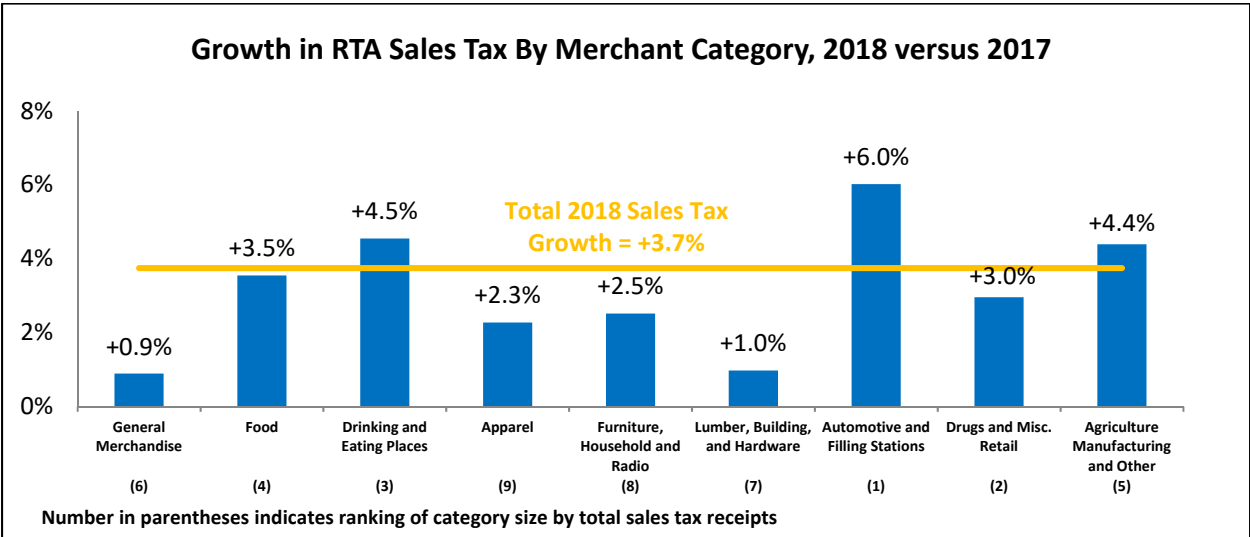
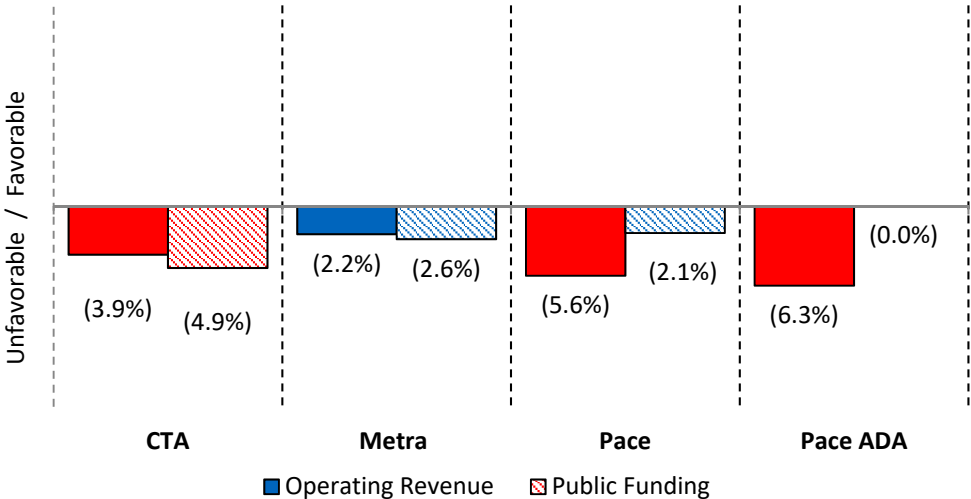
- MM (Minneapolis)
- ACCESS (Los Angeles)
- WMATA (Washington, DC)
- MBTA (Boston)
- NYCT (New York City)
- Peer average: -1.9%

### Operating Revenue and Public Funding

Operating revenue for the region was \$9.6 million or 3.4% unfavorable to budget for the first quarter, with revenue shortfalls at each Service Board. About 40% of the shortfall was due to a reduction in reduced fare reimbursement funding from the State, with the balance due to lagging ridership and fare revenue, especially in January.

Public funding was \$12.7 million or 3.5% unfavorable to budget, largely due to weather impacts on January sales tax receipts. As seen in the chart for last year, below, Automotive and Filling Stations led the merchant categories with sales tax growth of 6.0%, and overall 2018 sales tax growth was 3.7%.

### Revenue Variance to Budget



## Expenses

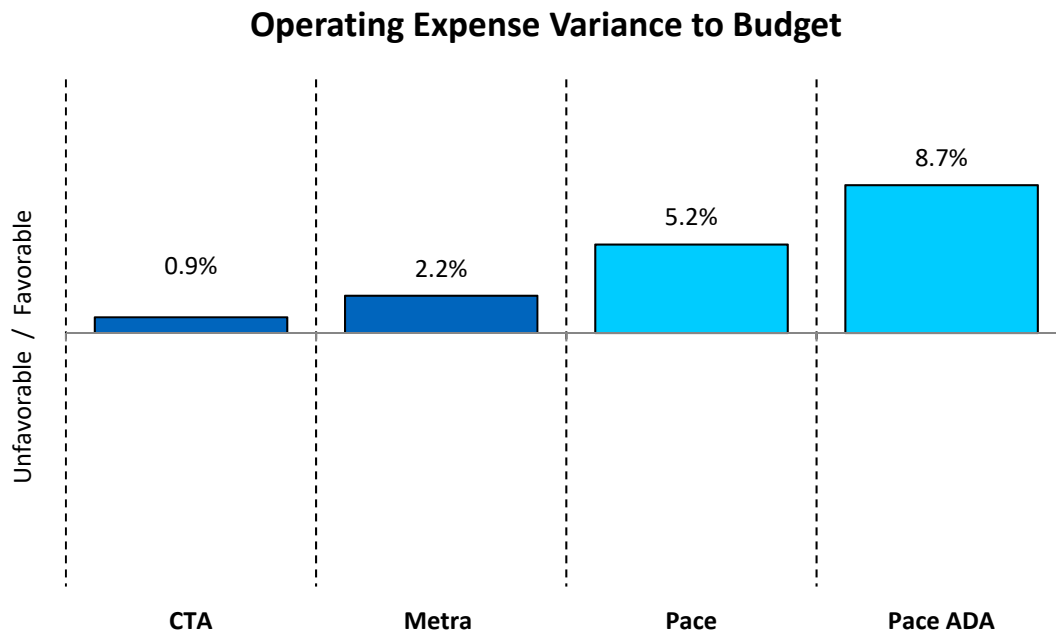
Total Service Board operating expenses of \$682.2 million were \$15.1 million or 2.2% favorable to budget through March. Fuel expenses were favorable at each Service Board, by a total of \$2.0 million.

CTA’s total expenses were \$3.6 million or 0.9% favorable, with favorable or flat to budget results in all expense categories, led by Fuel, Security, and Other expenses. Fuel expense was 6.6% favorable to budget.

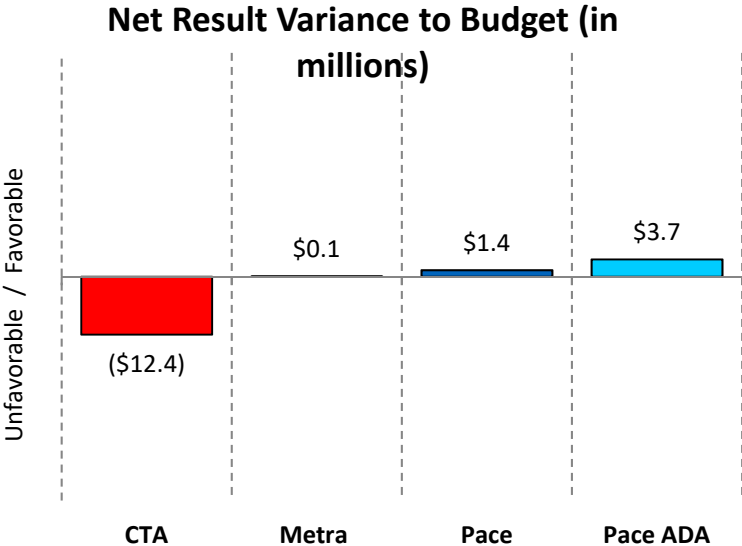
Metra’s total expenses came in \$4.6 million or 2.2% favorable to budget. Positive results were recorded in every expense category except Maintenance. Fuel expense was 4.4% favorable to budget.

Pace’s total expenses were \$3.0 million or 5.2% favorable to budget due to favorable variances in all expense categories except the ADA Overhead allocation. Fuel expense was favorable by 14.1%. Pace does not lock its fuel needs in advance, so price decreases result in significant favorable variances.

ADA Paratransit’s total expenses were \$3.9 million or 8.7% favorable to budget, due primarily to favorable results in Purchased Transportation expense as ridership fell below budget. Fuel expense was 19.3% favorable.

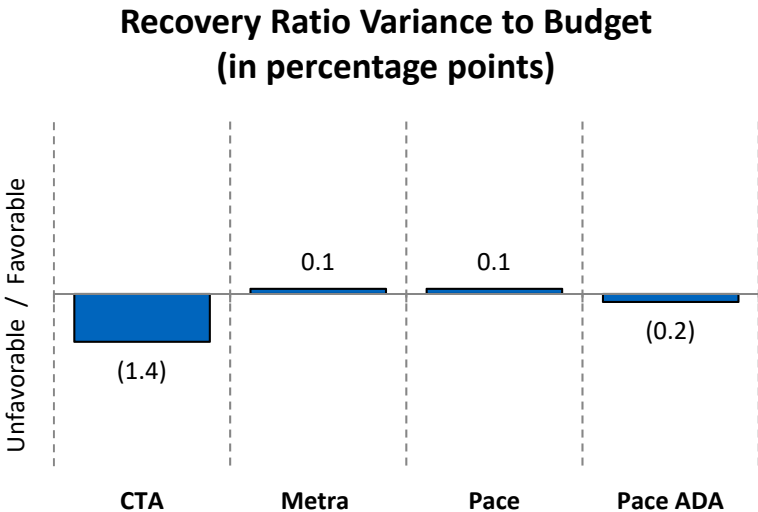


**Net Results**



Favorable operating expenses did not offset unfavorable public funding and operating revenue, producing a regional net result that was \$7.3 million unfavorable to budget. CTA had the most unfavorable result due to the combined impact of a reduction in RFR funding and unfavorable RETT receipts.

**Recovery Ratios**



The regional recovery ratio of 47.1% was 0.6 percentage points unfavorable to budget. The recovery ratio has improved significantly since January, when it was 2.0 points unfavorable to budget. Without approved adjustments, the regional recovery ratio was 39.6%, a full point lower than first quarter 2018.

## Performance Measures

The inputs for the quarterly performance measures are comprised of financial information provided by the Service Boards and operating statistics retrieved from the federal National Transit Database (NTD). In these charts, 2019 performance is compared to 2018 performance.

**Operating cost per vehicle revenue hour:** Actual dollar amounts that transit agencies expended to operate each hour of service provided to the public. Operating costs have been adjusted for inflation for this metric.

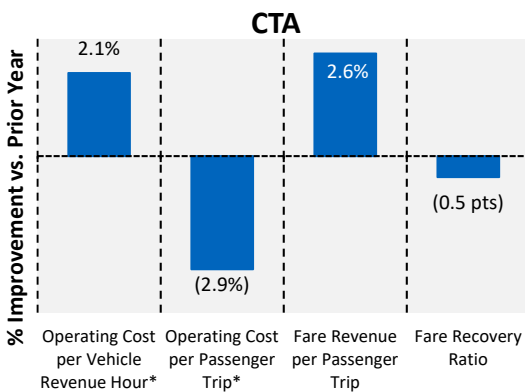
**Operating cost per passenger trip:** The cost of providing each individual passenger trip. Operating costs have been adjusted for inflation for this metric.

**Fare revenue per passenger trip:** The average fare collected for each individual passenger trip.

**Fare revenue recovery ratio:** The ratio of fares collected to operating expenses, without any inclusions or exclusions.

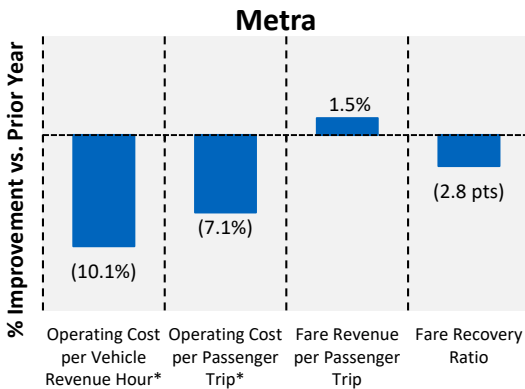
The following charts show the net percentage change for first quarter performance of 2019 compared to 2018, with bars above the line indicating improved performance.

### CTA 2019 Performance Results



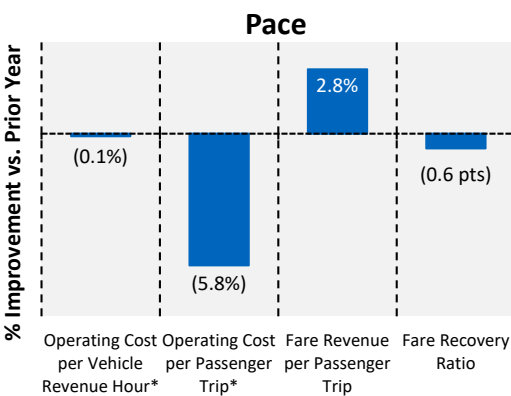
- CTA’s inflation-adjusted operating cost decrease of 1.8%, combined with 0.3% more vehicle revenue hours, resulted in an operating cost per vehicle hour that was 2.1% favorable to 2018 results.
- CTA 2019 Q1 ridership was 4.6% lower than 2018, resulting in an operating cost per passenger trip that was 2.9%, or \$0.10, higher compared to 2018.
- CTA fare revenue decreased by 2.1% while ridership also decreased at a steeper rate, resulting in a 2.6% higher average paid fare of \$1.26 -- a favorable difference of \$0.03 compared to 2018.
- The fare recovery ratio decreased by 0.5 percentage points to 35.0% as fare revenue declined at a steeper rate than the decrease in operating cost.

**Metra 2019 Performance Results**



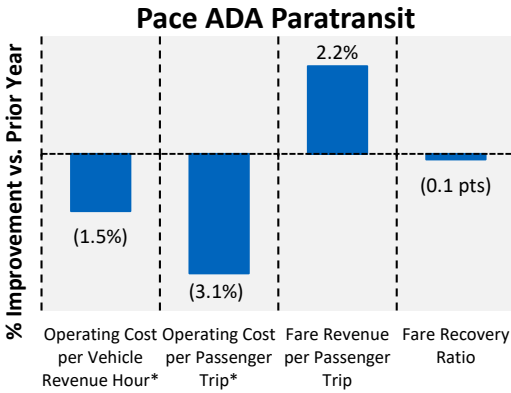
- Metra saw an inflation-adjusted operating cost increase of 2.3% compared to 2018, spread over 7.1% fewer vehicle revenue hours. Metra’s operating cost per vehicle revenue hour was 10.1% higher compared to 2018.
- A 4.4% ridership decrease resulted in an operating cost per passenger trip that was 7.1%, or \$0.84, higher than 2018.
- The fare revenue per passenger trip (average fare paid) for Q1 2019 was \$5.39, \$0.08 higher compared to 2018, a favorable result.
- The fare recovery ratio of 41.9% was 2.8 percentage points unfavorable to 2018.

**Pace 2019 Performance Results**



- Pace’s inflation-adjusted operating cost decreased 4.0% in 2019 as service levels decreased 4.1%, resulting in an operating cost per vehicle revenue hour that was roughly equal to 2018.
- Lower operating costs and a 9.2% ridership decline resulted in a 5.8% increase in cost per passenger trip, an unfavorable increase of \$0.45.
- Fare revenues decreased by 6.6% in the first quarter of 2019; fare revenue per passenger trip saw a 2.8% improvement, a difference of \$0.04 compared to 2018.
- Pace’s fare recovery ratio decreased 0.6 percentage points in 2019 to 15.5%.

**Pace ADA Paratransit 2019 Performance Results**



- Inflation-adjusted operating costs for ADA Paratransit services were favorable by 0.7% in 2019, while vehicle revenue hours decreased 2.1%, resulting in a 1.5% increase in operating cost per vehicle hour, an unfavorable result.
- Lower operating costs spread over 3.6% fewer passenger trips resulted in a cost per passenger trip that was 3.1%, or \$1.24, higher compared to 2018.
- Fare revenue decreased by 1.4%. Lower fare revenue and lower ridership produced a 2.2%, or \$0.06 gain in fare revenue per passenger trip compared to 2018.
- At 6.7%, the fare recovery ratio was roughly equal to 2018.

# Region Summary Report - March

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	March 2019				YTD 2019				March 2018			YTD 2018		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenues</b>														
CTA	\$55.8	\$58.2	(\$2.4)	(4.1%)	\$159.2	\$165.7	(\$6.4)	(3.9%)	\$57.4	(\$1.6)	(2.8%)	\$162.4	(\$3.2)	(2.0%)
Metra	\$33.3	\$32.8	\$0.5	1.5%	\$96.6	\$98.8	(\$2.2)	(2.2%)	\$33.3	\$0.0	0.1%	\$97.7	(\$1.1)	(1.1%)
Pace	\$4.5	\$4.9	(\$0.4)	(8.2%)	\$13.2	\$14.0	(\$0.8)	(5.6%)	\$4.9	(\$0.4)	(7.8%)	\$13.8	(\$0.6)	(4.3%)
Pace ADA Paratransit	<u>\$0.9</u>	<u>\$1.3</u>	<u>(\$0.3)</u>	<u>(24.8%)</u>	<u>\$3.3</u>	<u>\$3.5</u>	<u>(\$0.2)</u>	<u>(6.3%)</u>	<u>\$1.0</u>	<u>(\$0.1)</u>	<u>(6.6%)</u>	<u>\$3.3</u>	<u>\$0.0</u>	<u>0.2%</u>
<b>Total</b>	<b>\$94.5</b>	<b>\$97.1</b>	<b>(\$2.6)</b>	<b>(2.7%)</b>	<b>\$272.3</b>	<b>\$282.0</b>	<b>(\$9.6)</b>	<b>(3.4%)</b>	<b>\$96.6</b>	<b>(\$2.0)</b>	<b>(2.1%)</b>	<b>\$277.2</b>	<b>(\$4.9)</b>	<b>(1.8%)</b>
<b>Public Funding (1)</b>														
CTA	\$70.3	\$71.9	(\$1.6)	(2.3%)	\$184.5	\$194.1	(\$9.6)	(4.9%)	\$67.5	\$2.7	4.1%	\$184.0	\$0.5	0.3%
Metra	\$33.0	\$33.0	\$0.0	0.0%	\$85.3	\$87.6	(\$2.3)	(2.6%)	\$32.9	\$0.1	0.4%	\$86.0	(\$0.7)	(0.8%)
Pace	\$14.4	\$14.3	\$0.1	0.7%	\$37.5	\$38.3	(\$0.8)	(2.1%)	\$14.1	\$0.3	2.2%	\$36.8	\$0.7	1.8%
Pace ADA Paratransit	<u>\$14.4</u>	<u>\$14.4</u>	<u>(\$0.0)</u>	<u>(0.0%)</u>	<u>\$43.3</u>	<u>\$43.3</u>	<u>(\$0.0)</u>	<u>(0.0%)</u>	<u>\$13.8</u>	<u>\$0.6</u>	<u>4.7%</u>	<u>\$41.3</u>	<u>\$1.9</u>	<u>4.7%</u>
<b>Total</b>	<b>\$132.1</b>	<b>\$133.6</b>	<b>(\$1.5)</b>	<b>(1.1%)</b>	<b>\$350.5</b>	<b>\$363.3</b>	<b>(\$12.7)</b>	<b>(3.5%)</b>	<b>\$128.3</b>	<b>\$3.8</b>	<b>3.0%</b>	<b>\$348.1</b>	<b>\$2.4</b>	<b>0.7%</b>
<b>Operating Expenses</b>														
CTA	\$126.6	\$130.1	\$3.4	2.6%	\$383.3	\$386.9	\$3.6	0.9%	\$132.2	\$5.6	4.2%	\$385.5	\$2.2	0.6%
Metra	\$66.1	\$69.3	\$3.2	4.6%	\$203.9	\$208.4	\$4.6	2.2%	\$64.8	(\$1.3)	(2.0%)	\$196.8	(\$7.1)	(3.6%)
Pace	\$19.1	\$19.4	\$0.3	1.6%	\$54.0	\$57.0	\$3.0	5.2%	\$21.0	\$1.9	9.2%	\$55.5	\$1.5	2.7%
Pace ADA Paratransit	<u>\$12.1</u>	<u>\$14.5</u>	<u>\$2.4</u>	<u>16.5%</u>	<u>\$41.1</u>	<u>\$45.0</u>	<u>\$3.9</u>	<u>8.7%</u>	<u>\$13.2</u>	<u>\$1.0</u>	<u>8.0%</u>	<u>\$40.8</u>	<u>(\$0.2)</u>	<u>(0.6%)</u>
<b>Total</b>	<b>\$224.0</b>	<b>\$233.3</b>	<b>\$9.3</b>	<b>4.0%</b>	<b>\$682.2</b>	<b>\$697.3</b>	<b>\$15.1</b>	<b>2.2%</b>	<b>\$231.2</b>	<b>\$7.3</b>	<b>3.2%</b>	<b>\$678.6</b>	<b>(\$3.6)</b>	<b>(0.5%)</b>
<b>Net Results</b>														
CTA	(\$0.6)	(\$0.0)	(\$0.6)		(\$39.5)	(\$27.1)	(\$12.4)		(\$7.3)	\$6.7		(\$39.1)	(\$0.5)	
Metra	\$0.2	(\$3.4)	\$3.7		(\$22.0)	(\$22.1)	\$0.1		\$1.4	(\$1.1)		(\$13.1)	(\$8.9)	
Pace	(\$0.2)	(\$0.2)	\$0.0		(\$3.3)	(\$4.6)	\$1.4		(\$2.0)	\$1.9		(\$4.9)	\$1.6	
Pace ADA Paratransit	<u>\$3.2</u>	<u>\$1.1</u>	<u>\$2.1</u>		<u>\$5.5</u>	<u>\$1.8</u>	<u>\$3.7</u>		<u>\$1.6</u>	<u>\$1.6</u>		<u>\$3.8</u>	<u>\$1.7</u>	
<b>Total</b>	<b>\$2.7</b>	<b>(\$2.5)</b>	<b>\$5.2</b>		<b>(\$59.3)</b>	<b>(\$52.1)</b>	<b>(\$7.3)</b>		<b>(\$6.4)</b>	<b>\$9.1</b>		<b>(\$53.3)</b>	<b>(\$6.0)</b>	
<b>Operating Deficit</b>														
CTA	\$70.8	\$71.9	\$1.1	1.5%	\$224.0	\$221.2	(\$2.8)	(1.3%)	\$74.8	4.0	5.3%	\$223.1	(\$1.0)	(0.4%)
Metra	\$32.8	\$36.5	\$3.7	10.0%	\$107.3	\$109.7	\$2.4	2.2%	\$31.5	(1.3)	(4.1%)	\$99.1	(8.2)	(8.3%)
Pace	\$14.6	\$14.5	(\$0.1)	(0.6%)	\$40.8	\$43.0	\$2.2	5.1%	\$16.1	1.6	9.7%	\$41.7	0.9	2.2%
Pace ADA Paratransit	<u>\$11.2</u>	<u>\$13.3</u>	<u>\$2.1</u>	<u>15.8%</u>	<u>\$37.8</u>	<u>\$41.5</u>	<u>\$3.7</u>	<u>8.9%</u>	<u>\$12.2</u>	<u>1.0</u>	<u>8.1%</u>	<u>\$37.5</u>	<u>(0.2)</u>	<u>(0.6%)</u>
<b>Total</b>	<b>\$129.4</b>	<b>\$136.1</b>	<b>\$6.7</b>	<b>4.9%</b>	<b>\$409.9</b>	<b>\$415.3</b>	<b>\$5.5</b>	<b>1.3%</b>	<b>\$134.7</b>	<b>\$5.3</b>	<b>3.9%</b>	<b>\$401.4</b>	<b>(\$8.4)</b>	<b>(2.1%)</b>
<b>Recovery Ratio</b>														
CTA	54.4%	54.4%	(0.0) pts		51.0%	52.4%	(1.4) pts		52.8%	1.5 pts		51.5%	(0.5) pts	
Metra	53.7%	50.2%	3.5 pts		50.4%	50.2%	0.1 pts		54.6%	(0.9) pts		52.7%	(2.3) pts	
Pace	29.0%	30.6%	(1.6) pts		30.0%	29.9%	0.1 pts		29.0%	0.0 pts		29.4%	0.6 pts	
Pace ADA Paratransit	<u>9.9%</u>	<u>11.6%</u>	<u>(1.7) pts</u>		<u>10.2%</u>	<u>10.5%</u>	<u>(0.2) pts</u>		<u>10.0%</u>	<u>(0.1) pts</u>		<u>10.0%</u>	<u>0.2 pts</u>	
<b>System</b>	<b>49.7%</b>	<b>48.9%</b>	<b>0.8 pts</b>		<b>47.1%</b>	<b>47.7%</b>	<b>(0.6) pts</b>		<b>48.1%</b>	<b>1.6 pts</b>		<b>47.8%</b>	<b>(0.7) pts</b>	
<b>Ridership</b>														
CTA	38.3	39.1	(0.8)	(2.0%)	106.4	110.2	(3.7)	(3.4%)	39.9	(1.6)	(4.1%)	111.5	(5.1)	(4.6%)
Metra (2)	6.0	6.0	0.1	1.5%	17.6	18.1	(0.4)	(2.4%)	6.2	(0.1)	(2.2%)	18.5	(0.9)	(4.7%)
Pace	2.3	2.6	(0.2)	(9.4%)	6.5	7.2	(0.6)	(9.1%)	2.6	(0.2)	(9.3%)	7.2	(0.6)	(9.1%)
Pace ADA Paratransit	<u>0.4</u>	<u>0.4</u>	<u>(0.0)</u>	<u>(1.6%)</u>	<u>1.0</u>	<u>1.1</u>	<u>(0.1)</u>	<u>(5.0%)</u>	<u>0.4</u>	<u>0.0</u>	<u>0.1%</u>	<u>1.0</u>	<u>(0.0)</u>	<u>(2.5%)</u>
<b>Total</b>	<b>47.0</b>	<b>48.0</b>	<b>(0.9)</b>	<b>(2.0%)</b>	<b>131.6</b>	<b>136.5</b>	<b>(4.9)</b>	<b>(3.6%)</b>	<b>49.0</b>	<b>(2.0)</b>	<b>(4.1%)</b>	<b>138.3</b>	<b>(6.6)</b>	<b>(4.8%)</b>

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

(1) Throughout these summaries current public funding represents a projection and not actual receipts. RTA staff uses actual public funding receipts when available and makes projections based on current trends when information is not available. (2) Excludes South Shore ridership.



# CTA Summary Report - March

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	MARCH 2019				YTD 2019				MARCH 2018			YTD 2018		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenue</b>														
Farebox Revenue	\$47.6	\$48.8	(\$1.2)	(2.5%)	\$134.2	\$137.5	(\$3.3)	(2.4%)	\$49.0	(\$1.4)	(2.8%)	\$137.1	(\$2.8)	(2.1%)
Reduced Fare Subsidy	\$1.2	\$2.4	(1.2)	(50.0%)	\$3.5	\$7.1	(\$3.5)	(50.0%)	\$1.2	0.0	0.0%	\$3.5	0.0	0.0%
Other	\$7.0	\$7.0	0.0	0.2%	\$21.4	\$21.1	\$0.4	1.8%	\$7.3	(0.3)	(3.5%)	\$21.8	(0.3)	(1.6%)
<b>Total Operating Revenue</b>	<b>\$55.8</b>	<b>\$58.2</b>	<b>(\$2.4)</b>	<b>(4.1%)</b>	<b>\$159.2</b>	<b>\$165.7</b>	<b>(\$6.4)</b>	<b>(3.9%)</b>	<b>\$57.4</b>	<b>(\$1.6)</b>	<b>(2.8%)</b>	<b>\$162.4</b>	<b>(\$3.2)</b>	<b>(2.0%)</b>
<b>Public Funding</b>														
Sales Tax I	\$32.4	\$32.4	\$0.0	0.0%	\$85.3	\$87.9	(\$2.6)	(3.0%)	\$31.4	\$1.0	3.2%	\$85.2	\$0.1	0.1%
Sales Tax II	\$2.6	\$2.6	0.0	0.0%	\$3.7	\$4.6	(\$0.9)	(20.4%)	\$2.7	(0.1)	(4.0%)	\$5.0	(1.3)	(26.5%)
PTF II	\$7.0	\$7.0	0.0	0.0%	\$18.3	\$18.8	(\$0.5)	(2.5%)	\$6.4	0.5	8.5%	\$17.3	1.0	5.7%
25% PTF on RETT	\$1.4	\$1.4	0.0	0.0%	\$3.2	\$4.2	(\$0.9)	(22.6%)	\$1.4	0.0	0.0%	\$4.2	(0.9)	(22.6%)
City of Chicago RETT	\$5.6	\$5.6	0.0	0.0%	\$14.8	\$16.7	(\$1.9)	(11.4%)	\$4.3	1.3	29.4%	\$13.9	0.9	6.5%
Non-Statutory Funding - PTF I	\$20.9	\$22.5	(1.6)	(7.2%)	\$57.9	\$60.6	(\$2.7)	(4.4%)	\$20.8	0.0	0.2%	\$57.1	0.8	1.4%
Non-Statutory Funding - ST I	\$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	\$0.5	\$0.5	0.0	0.0%	\$1.4	\$1.4	(\$0.0)	(1.5%)	\$0.0	0.5	0.0%	\$0.0	1.4	0.0%
<b>Total Public Funding</b>	<b>\$70.3</b>	<b>\$71.9</b>	<b>(1.6)</b>	<b>(2.3%)</b>	<b>\$184.5</b>	<b>\$194.1</b>	<b>(\$9.6)</b>	<b>(4.9%)</b>	<b>\$67.0</b>	<b>\$3.2</b>	<b>4.8%</b>	<b>\$182.6</b>	<b>\$1.8</b>	<b>1.0%</b>
<b>Total Revenue</b>	<b>\$126.0</b>	<b>\$130.1</b>	<b>(\$4.0)</b>	<b>(3.1%)</b>	<b>\$343.7</b>	<b>\$359.7</b>	<b>(\$16.0)</b>	<b>(4.5%)</b>	<b>\$124.4</b>	<b>\$1.6</b>	<b>1.3%</b>	<b>\$345.1</b>	<b>(\$1.3)</b>	<b>(0.4%)</b>
<b>Expense</b>														
Labor	\$90.2	\$90.3	\$0.1	0.1%	\$268.4	\$268.3	(\$0.1)	(0.0%)	\$93.3	\$3.1	3.3%	\$267.8	(\$0.6)	(0.2%)
Material	\$6.8	\$7.2	\$0.4	5.9%	\$20.4	\$20.5	\$0.1	0.4%	\$7.8	1.0	12.6%	\$23.2	2.8	12.0%
Fuel	\$3.4	\$3.8	\$0.4	10.2%	\$10.6	\$11.3	\$0.7	6.6%	\$2.4	(1.1)	(46.0%)	\$8.7	(1.9)	(21.7%)
Power	\$2.7	\$2.8	\$0.1	3.3%	\$9.1	\$9.2	\$0.1	1.6%	\$2.5	(0.1)	(5.3%)	\$8.1	(0.9)	(11.6%)
I&D	\$0.6	\$0.6	\$0.0	0.0%	\$1.9	\$1.9	\$0.0	0.0%	\$1.3	0.6	50.0%	\$1.3	(0.6)	(50.0%)
Passenger Security	\$1.6	\$1.6	\$0.1	3.2%	\$4.3	\$4.8	\$0.5	10.8%	\$1.4	(0.1)	(10.5%)	\$4.2	(0.1)	(2.5%)
All Other	\$21.3	\$23.7	\$2.4	10.1%	\$68.6	\$70.8	\$2.2	3.1%	\$23.6	2.3	9.6%	\$72.2	3.6	5.0%
<b>Total Expense</b>	<b>\$126.6</b>	<b>\$130.1</b>	<b>\$3.4</b>	<b>2.6%</b>	<b>\$383.3</b>	<b>\$386.9</b>	<b>\$3.6</b>	<b>0.9%</b>	<b>\$132.2</b>	<b>\$5.6</b>	<b>4.2%</b>	<b>\$385.5</b>	<b>\$2.2</b>	<b>0.6%</b>
<b>Net Results</b>	<b>(\$0.6)</b>	<b>(\$0.0)</b>	<b>(\$0.6)</b>		<b>(\$39.5)</b>	<b>(\$27.1)</b>	<b>(\$12.4)</b>		<b>(\$7.8)</b>	<b>\$7.2</b>		<b>(\$40.4)</b>	<b>\$0.9</b>	
<b>Operating Deficit</b>	<b>\$70.8</b>	<b>\$71.9</b>	<b>\$1.1</b>	<b>1.5%</b>	<b>\$224.0</b>	<b>\$221.2</b>	<b>(\$2.8)</b>	<b>(1.3%)</b>	<b>\$74.8</b>	<b>\$4.0</b>	<b>5.3%</b>	<b>\$223.1</b>	<b>(\$1.0)</b>	<b>(0.4%)</b>
<b>Recovery Ratio</b>	<b>54.4%</b>	<b>54.4%</b>	<b>(0.0) pts</b>		<b>51.0%</b>	<b>52.4%</b>	<b>(1.4) pts</b>		<b>52.8%</b>	<b>1.5 pts</b>		<b>51.5%</b>	<b>(0.5) pts</b>	
<b>Total Ridership</b>	<b>38.3</b>	<b>39.1</b>	<b>(0.8)</b>	<b>(2.0%)</b>	<b>106.4</b>	<b>110.2</b>	<b>(3.7)</b>	<b>(3.4%)</b>	<b>39.9</b>	<b>(1.6)</b>	<b>(4.1%)</b>	<b>111.5</b>	<b>(5.1)</b>	<b>(4.6%)</b>
<i>Average Fare</i>	\$1.24	\$1.25	(\$0.01)	(0.5%)	\$1.26	\$1.25	\$0.01	1.1%	\$1.23	\$0.02	1.3%	\$1.23	\$0.03	2.6%

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

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

# Metra Summary Report - March

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	MARCH 2019				YTD 2019				MARCH 2018			YTD 2018		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenue</b>														
Farebox	\$29.2	\$29.1	\$0.1	0.3%	\$85.4	\$88.4	(\$3.0)	(3.4%)	\$29.5	(\$0.3)	(1.1%)	\$88.0	(\$2.6)	(3.0%)
Reduced Fare	\$0.1	\$0.3	(\$0.1)	(48.4%)	\$0.4	\$0.8	(\$0.4)	(48.4%)	\$0.1	\$0.0	0.1%	\$0.4	\$0.0	0.0%
Other	\$4.0	\$3.5	\$0.5	15.3%	\$10.8	\$9.6	\$1.2	12.6%	\$3.6	\$0.4	10.1%	\$9.3	\$1.5	16.1%
<b>Total Operating Revenue</b>	<b>\$33.3</b>	<b>\$32.8</b>	<b>\$0.5</b>	<b>1.5%</b>	<b>\$96.6</b>	<b>\$98.8</b>	<b>(\$2.2)</b>	<b>(2.2%)</b>	<b>\$33.3</b>	<b>\$0.0</b>	<b>0.1%</b>	<b>\$97.7</b>	<b>(\$1.1)</b>	<b>(1.1%)</b>
<b>Public Funding</b>														
Sales Tax I	\$25.1	\$25.1	\$0.0	0.0%	\$67.1	\$68.2	(\$1.2)	(1.7%)	\$25.5	(\$0.4)	(1.5%)	\$68.3	(\$1.2)	(1.8%)
Sales Tax II	\$2.1	\$2.1	\$0.0	0.0%	\$3.0	\$3.8	(\$0.8)	(20.4%)	\$2.4	(\$0.2)	(10.2%)	\$4.0	(\$1.0)	(25.2%)
PTF II	\$5.7	\$5.7	\$0.0	0.0%	\$14.9	\$15.2	(\$0.4)	(2.5%)	\$4.9	\$0.8	15.4%	\$13.3	\$1.5	11.6%
Non-Statutory Sales Tax I	\$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%
Homeland Security	\$0.1	\$0.1	\$0.0	0.0%	\$0.4	\$0.4	\$0.0	0.0%	\$0.1	\$0.0	0.0%	\$0.4	\$0.0	0.0%
JSIF Reserves	\$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 (Carry Over 2015)	\$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 Public Funding</b>	<b>\$33.0</b>	<b>\$33.0</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$85.3</b>	<b>\$87.6</b>	<b>(\$2.3)</b>	<b>(2.6%)</b>	<b>\$32.9</b>	<b>\$0.1</b>	<b>0.4%</b>	<b>\$86.0</b>	<b>(\$0.7)</b>	<b>(0.8%)</b>
<b>Total Revenue</b>	<b>\$66.4</b>	<b>\$65.9</b>	<b>\$0.5</b>	<b>0.8%</b>	<b>\$181.8</b>	<b>\$186.4</b>	<b>(\$4.5)</b>	<b>(2.4%)</b>	<b>\$66.2</b>	<b>\$0.2</b>	<b>0.3%</b>	<b>\$183.7</b>	<b>(\$1.8)</b>	<b>(1.0%)</b>
<b>Expenses</b>														
Operations	\$22.4	\$23.6	\$1.1	4.8%	\$68.1	\$70.6	\$2.5	3.6%	\$23.7	\$1.3	5.4%	\$68.5	\$0.4	0.6%
Maintenance	\$29.7	\$29.2	(\$0.5)	(1.8%)	\$92.5	\$88.3	(\$4.3)	(4.8%)	\$27.9	(\$1.8)	(6.3%)	\$87.5	(\$5.0)	(5.7%)
Administration/Regional Services	\$7.7	\$9.2	\$1.5	16.1%	\$22.9	\$27.7	\$4.8	17.2%	\$7.4	(\$0.3)	(4.5%)	\$22.4	(\$0.5)	(2.4%)
Fuel	\$5.3	\$5.6	\$0.3	6.1%	\$15.5	\$16.2	\$0.7	4.4%	\$4.5	(\$0.8)	(18.2%)	\$14.5	(\$1.1)	(7.5%)
Electricity	\$0.5	\$0.5	\$0.0	6.1%	\$1.5	\$1.6	\$0.1	6.2%	\$0.4	(\$0.1)	(20.5%)	\$1.6	\$0.1	4.2%
Claims/Insurance/Risk Mgmt	\$0.6	\$1.3	\$0.7	55.0%	\$3.2	\$3.9	\$0.7	18.9%	\$1.0	\$0.4	40.3%	\$2.3	(\$0.9)	(39.6%)
<b>Total Expense</b>	<b>\$66.1</b>	<b>\$69.3</b>	<b>\$3.2</b>	<b>4.6%</b>	<b>\$203.9</b>	<b>\$208.4</b>	<b>\$4.6</b>	<b>2.2%</b>	<b>\$64.8</b>	<b>(\$1.3)</b>	<b>(2.0%)</b>	<b>\$196.8</b>	<b>(\$7.1)</b>	<b>(3.6%)</b>
<b>Operating Deficit</b>	<b>\$32.8</b>	<b>\$36.5</b>	<b>\$3.7</b>	<b>10.0%</b>	<b>\$107.3</b>	<b>\$109.7</b>	<b>\$2.4</b>	<b>2.2%</b>	<b>\$31.5</b>	<b>(\$1.3)</b>	<b>(4.1%)</b>	<b>\$99.1</b>	<b>(\$8.2)</b>	<b>(8.3%)</b>
<b>Net Results</b>	<b>\$0.2</b>	<b>(\$3.4)</b>	<b>\$3.7</b>		<b>(\$22.0)</b>	<b>(\$22.1)</b>	<b>\$0.1</b>		<b>\$1.4</b>	<b>(\$1.1)</b>		<b>(\$13.1)</b>	<b>(\$8.9)</b>	
<b>Recovery Ratio</b>	<b>53.7%</b>	<b>50.2%</b>	<b>3.5 pts</b>		<b>50.4%</b>	<b>50.2%</b>	<b>0.1 pts</b>		<b>54.6%</b>	<b>(0.9) pts</b>		<b>52.7%</b>	<b>(2.3) pts</b>	
<b>Ridership</b>	<b>6.0</b>	<b>6.0</b>	<b>0.1</b>	<b>1.5%</b>	<b>17.6</b>	<b>18.1</b>	<b>(0.4)</b>	<b>(2.4%)</b>	<b>6.2</b>	<b>(0.1)</b>	<b>(2.2%)</b>	<b>18.5</b>	<b>(0.9)</b>	<b>(4.7%)</b>
Average Fare	\$4.83	\$4.89	(\$0.06)	(1.2%)	\$4.84	\$4.90	(\$0.05)	(1.1%)	\$4.78	\$0.05	1.1%	\$4.76	\$0.09	1.8%

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

# Pace Suburban Service Summary Report - March

(in millions)

	Current Year vs. Budget								Current Year vs. Prior Year					
	MARCH 2019				YTD 2019				MARCH 2018			YTD 2018		
	Actual	Budget	Variance Unit	Variance %	Actual	Budget	Variance Unit	Variance %	Actual	Change Unit	Change %	Actual	Change Unit	Change %
<b>Operating Revenue</b>														
Farebox	\$2.9	\$3.2	(\$0.3)	(8.9%)	\$8.4	\$9.0	(\$0.6)	(6.7%)	\$3.2	(\$0.3)	(8.3%)	\$9.0	(\$0.6)	(6.6%)
Reduced Fare	\$0.2	\$0.2	\$0.0	0.0%	\$0.7	\$0.7	\$0.0	0.0%	\$0.2	(\$0.0)	(0.0%)	\$0.7	(\$0.0)	(0.0%)
Advertising	\$0.2	\$0.3	(\$0.0)	(6.6%)	\$0.7	\$0.8	(\$0.0)	(6.1%)	\$0.2	\$0.0	5.2%	\$0.7	\$0.0	4.1%
Investment/Other	<u>\$1.1</u>	<u>\$1.2</u>	<u>(\$0.1)</u>	<u>(8.0%)</u>	<u>\$3.5</u>	<u>\$3.6</u>	<u>(\$0.1)</u>	<u>(3.5%)</u>	<u>\$1.2</u>	<u>(\$0.1)</u>	<u>(10.1%)</u>	<u>\$3.5</u>	<u>(\$0.0)</u>	<u>(0.7%)</u>
<b>Total Operating Revenue</b>	<b>\$4.5</b>	<b>\$4.9</b>	<b>(\$0.4)</b>	<b>(8.2%)</b>	<b>\$13.2</b>	<b>\$14.0</b>	<b>(\$0.8)</b>	<b>(5.6%)</b>	<b>\$4.9</b>	<b>(\$0.4)</b>	<b>(7.8%)</b>	<b>\$13.8</b>	<b>(\$0.6)</b>	<b>(4.3%)</b>
<b>Public Funding</b>														
Sales Tax I	\$7.9	\$7.9	\$0.0	0.0%	\$21.2	\$21.6	(\$0.4)	(1.7%)	\$8.1	(\$0.1)	(1.6%)	\$21.6	(\$0.3)	(1.5%)
Sales Tax II	\$0.7	\$0.7	\$0.0	0.0%	\$1.0	\$1.3	(\$0.3)	(20.4%)	\$0.8	(0.1)	(10.2%)	\$1.3	(\$0.3)	(25.2%)
PTF II	\$1.9	\$1.9	\$0.0	0.0%	\$5.0	\$5.1	(\$0.1)	(2.5%)	\$1.6	0.3	15.4%	\$4.4	\$0.5	11.6%
SCMF	\$2.1	\$2.1	\$0.0	0.0%	\$5.7	\$5.7	(\$0.1)	(1.5%)	\$2.1	0.0	0.3%	\$5.7	\$0.0	0.2%
SSJA	\$0.6	\$0.6	\$0.0	0.0%	\$1.9	\$1.9	\$0.0	0.0%	\$0.6	0.0	0.0%	\$1.9	\$0.0	0.0%
Non-Statutory Funding - PTF I	\$0.4	\$0.5	(\$0.0)	(7.2%)	\$1.2	\$1.2	(\$0.1)	(4.4%)	\$0.4	0.0	5.8%	\$1.1	\$0.1	9.0%
Non-Statutory Funding - ST I	\$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	\$0.1	\$0.1	\$0.0	0.0%	\$0.4	\$0.4	(\$0.0)	(1.5%)	\$0.0	0.1	0.0%	\$0.0	\$0.4	0.0%
Transfer to Capital	\$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/New Freedom	<u>\$0.6</u>	<u>\$0.4</u>	<u>\$0.1</u>	<u>33.0%</u>	<u>\$1.2</u>	<u>\$1.2</u>	<u>\$0.1</u>	<u>5.3%</u>	<u>\$0.5</u>	<u>0.1</u>	<u>22.2%</u>	<u>\$0.9</u>	<u>\$0.3</u>	<u>38.5%</u>
<b>Total Public Funding</b>	<b>\$14.4</b>	<b>\$14.3</b>	<b>\$0.1</b>	<b>0.7%</b>	<b>\$37.5</b>	<b>\$38.3</b>	<b>(\$0.8)</b>	<b>(2.1%)</b>	<b>\$14.1</b>	<b>\$0.3</b>	<b>2.2%</b>	<b>\$36.8</b>	<b>\$0.7</b>	<b>1.8%</b>
<b>Total Revenue</b>	<b>\$18.9</b>	<b>\$19.2</b>	<b>(\$0.3)</b>	<b>(1.5%)</b>	<b>\$50.7</b>	<b>\$52.3</b>	<b>(\$1.6)</b>	<b>(3.1%)</b>	<b>\$19.0</b>	<b>(\$0.1)</b>	<b>(0.3%)</b>	<b>\$50.6</b>	<b>\$0.1</b>	<b>0.2%</b>
<b>Expense</b>														
Operations	\$9.7	\$9.6	(\$0.1)	(0.9%)	\$28.0	\$28.2	\$0.2	0.5%	\$9.0	(\$0.7)	(7.7%)	\$25.3	(\$2.8)	(10.9%)
Maintenance	\$1.8	\$1.7	(\$0.1)	(4.8%)	\$4.8	\$4.9	\$0.1	1.2%	\$2.3	\$0.5	23.2%	\$6.7	\$1.9	27.9%
Non-Vehicle Maintenance	\$0.5	\$0.5	\$0.0	8.9%	\$1.2	\$1.5	\$0.3	19.0%	\$0.4	(\$0.0)	(1.4%)	\$1.2	\$0.0	0.0%
Fuel	\$1.0	\$1.1	\$0.1	7.6%	\$2.7	\$3.2	\$0.4	14.1%	\$1.0	\$0.0	1.8%	\$3.1	\$0.4	11.4%
Health Insurance	\$2.1	\$2.2	\$0.1	2.8%	\$6.4	\$6.5	\$0.1	2.2%	\$1.8	(\$0.3)	(15.3%)	\$6.1	(\$0.3)	(4.1%)
Insurance & Claims	\$0.7	\$0.9	\$0.2	26.6%	\$2.0	\$2.7	\$0.7	25.7%	\$2.9	\$2.2	77.2%	\$4.6	\$2.6	56.6%
Administration	\$4.0	\$4.1	\$0.1	3.5%	\$10.7	\$12.4	\$1.6	13.2%	\$4.1	\$0.1	2.7%	\$10.3	(\$0.4)	(4.0%)
Overhead (1)	<u>(\$0.7)</u>	<u>(\$0.8)</u>	<u>(\$0.1)</u>	<u>(12.2%)</u>	<u>(\$1.9)</u>	<u>(\$2.3)</u>	<u>(\$0.4)</u>	<u>(18.5%)</u>	<u>(\$0.6)</u>	<u>\$0.0</u>	<u>5.4%</u>	<u>(\$1.7)</u>	<u>\$0.1</u>	<u>7.4%</u>
<b>Total Expense</b>	<b>\$19.1</b>	<b>\$19.4</b>	<b>\$0.3</b>	<b>1.6%</b>	<b>\$54.0</b>	<b>\$57.0</b>	<b>\$3.0</b>	<b>5.2%</b>	<b>\$21.0</b>	<b>\$1.9</b>	<b>9.2%</b>	<b>\$55.5</b>	<b>\$1.5</b>	<b>2.7%</b>
<b>Net Result</b>	<b>(\$0.2)</b>	<b>(\$0.2)</b>	<b>\$0.0</b>		<b>(\$3.3)</b>	<b>(\$4.6)</b>	<b>\$1.4</b>		<b>(\$2.0)</b>	<b>\$1.9</b>		<b>(\$4.9)</b>	<b>\$1.6</b>	
<b>Operating Deficit</b>	<b>\$14.6</b>	<b>\$14.5</b>	<b>(\$0.1)</b>	<b>(0.6%)</b>	<b>\$40.8</b>	<b>\$43.0</b>	<b>\$2.2</b>	<b>5.1%</b>	<b>\$16.1</b>	<b>\$1.6</b>	<b>9.7%</b>	<b>\$41.7</b>	<b>\$0.9</b>	<b>2.2%</b>
<b>Recovery Ratio</b>	<b>29.0%</b>	<b>30.6%</b>	<b>(1.6) pts</b>		<b>30.0%</b>	<b>29.9%</b>	<b>0.1 pts</b>		<b>29.0%</b>	<b>0.0 pts</b>		<b>29.4%</b>	<b>0.6 pts</b>	
<b>Total Ridership</b>	<b>2.3</b>	<b>2.6</b>	<b>(0.2)</b>	<b>(9.4%)</b>	<b>6.5</b>	<b>7.2</b>	<b>(0.6)</b>	<b>(9.1%)</b>	<b>2.6</b>	<b>(0.2)</b>	<b>(9.3%)</b>	<b>7.2</b>	<b>(0.6)</b>	<b>(9.1%)</b>
<i>Average Fare</i>	\$1.25	\$1.24	\$0.01	0.6%	\$1.28	\$1.25	\$0.03	2.6%	\$1.23	\$0.01	1.0%	\$1.25	\$0.03	2.7%

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

(1) Pace applies an overhead allocation from the Suburban Service Budget to the ADA Paratransit Budget for costs incurred in support of regional ADA Paratransit service.

# Pace ADA Paratransit Summary Report - March

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	MARCH 2019				YTD 2019				MARCH 2018			YTD 2018		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
		Unit	%			Unit	%		Unit	%		Unit	%	
<b>Operating Revenue</b>														
Farebox	\$0.7	\$1.1	(\$0.3)	(30.8%)	\$2.8	\$3.0	(\$0.3)	(8.4%)	\$0.9	(\$0.1)	(15.5%)	\$2.8	(\$0.0)	(1.4%)
Other Revenue	<u>\$0.2</u>	<u>\$0.2</u>	<u>\$0.0</u>	<u>9.8%</u>	<u>\$0.6</u>	<u>\$0.5</u>	<u>\$0.0</u>	<u>5.1%</u>	<u>\$0.1</u>	<u>\$0.1</u>	<u>51.3%</u>	<u>\$0.5</u>	<u>\$0.0</u>	<u>9.1%</u>
<b>Total Operating Revenue</b>	<b>\$0.9</b>	<b>\$1.3</b>	<b>(\$0.3)</b>	<b>(24.8%)</b>	<b>\$3.3</b>	<b>\$3.5</b>	<b>(\$0.2)</b>	<b>(6.3%)</b>	<b>\$1.0</b>	<b>(\$0.1)</b>	<b>(6.6%)</b>	<b>\$3.3</b>	<b>\$0.0</b>	<b>0.2%</b>
<b>Public Funding</b>														
ADA Paratransit Fund	\$13.7	\$13.7	\$0.0	0.0%	\$41.2	\$41.2	\$0.0	0.0%	\$13.1	\$0.7	5.0%	\$39.2	\$2.0	5.0%
Additional State Funding	\$0.7	\$0.7	(\$0.0)	(0.0%)	\$2.1	\$2.1	(\$0.0)	(0.0%)	\$0.7	(\$0.0)	(1.2%)	\$2.1	(\$0.0)	(1.2%)
Other RTA Funding	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>
<b>Total Public Funding</b>	<b>\$14.4</b>	<b>\$14.4</b>	<b>(\$0.0)</b>	<b>(0.0%)</b>	<b>\$43.3</b>	<b>\$43.3</b>	<b>(\$0.0)</b>	<b>(0.0%)</b>	<b>\$13.8</b>	<b>\$0.6</b>	<b>4.7%</b>	<b>\$41.3</b>	<b>\$1.9</b>	<b>4.7%</b>
<b>Total Revenue</b>	<b>\$15.4</b>	<b>\$15.7</b>	<b>(\$0.3)</b>	<b>(2.0%)</b>	<b>\$46.6</b>	<b>\$46.8</b>	<b>(\$0.2)</b>	<b>(0.5%)</b>	<b>\$14.8</b>	<b>\$0.6</b>	<b>3.9%</b>	<b>\$44.6</b>	<b>\$1.9</b>	<b>4.3%</b>
<b>Expenses</b>														
Purchased Transportation	\$10.5	\$12.7	\$2.2	17.5%	\$36.5	\$39.4	\$2.9	7.4%	\$11.6	\$1.2	10.1%	\$36.4	(\$0.1)	(0.3%)
Fuel	\$0.2	\$0.2	\$0.0	18.4%	\$0.5	\$0.7	\$0.1	19.3%	\$0.2	\$0.0	7.9%	\$0.6	\$0.0	6.7%
Health Insurance	\$0.1	\$0.1	\$0.0	11.7%	\$0.2	\$0.2	\$0.0	21.0%	\$0.0	(\$0.0)	(53.7%)	\$0.1	(\$0.0)	(21.7%)
Insurance & Claims	\$0.0	\$0.0	\$0.0	22.6%	\$0.0	\$0.1	\$0.1	86.6%	\$0.0	(\$0.0)	(6.4%)	\$0.1	\$0.1	81.6%
Administration	\$0.7	\$0.8	\$0.0	3.9%	\$2.0	\$2.3	\$0.4	15.6%	\$0.7	(\$0.1)	(12.3%)	\$1.9	(\$0.1)	(3.0%)
Indirect Overhead Allocation	<u>\$0.7</u>	<u>\$0.8</u>	<u>\$0.1</u>	<u>12.2%</u>	<u>\$1.9</u>	<u>\$2.3</u>	<u>\$0.4</u>	<u>18.5%</u>	<u>\$0.6</u>	<u>(\$0.0)</u>	<u>(5.4%)</u>	<u>\$1.7</u>	<u>(\$0.1)</u>	<u>(7.4%)</u>
<b>Total Expense</b>	<b>\$12.1</b>	<b>\$14.5</b>	<b>\$2.4</b>	<b>16.5%</b>	<b>\$41.1</b>	<b>\$45.0</b>	<b>\$3.9</b>	<b>8.7%</b>	<b>\$13.2</b>	<b>\$1.0</b>	<b>8.0%</b>	<b>\$40.8</b>	<b>(\$0.2)</b>	<b>(0.6%)</b>
<b>Net Result</b>	<b>\$3.2</b>	<b>\$1.1</b>	<b>\$2.1</b>		<b>\$5.5</b>	<b>\$1.8</b>	<b>\$3.7</b>		<b>\$1.6</b>	<b>\$1.6</b>		<b>\$3.8</b>	<b>\$1.7</b>	
<b>Operating Deficit</b>	<b>\$11.2</b>	<b>\$13.3</b>	<b>\$2.1</b>	<b>15.8%</b>	<b>\$37.8</b>	<b>\$41.5</b>	<b>\$3.7</b>	<b>8.9%</b>	<b>\$12.2</b>	<b>\$1.0</b>	<b>8.1%</b>	<b>\$37.5</b>	<b>(\$0.2)</b>	<b>(0.6%)</b>
<b>Recovery Ratio</b>	<b>9.9%</b>	<b>11.6%</b>	<b>(1.7) pts</b>		<b>10.2%</b>	<b>10.5%</b>	<b>(0.2) pts</b>		<b>10.0%</b>	<b>(0.1) pts</b>		<b>10.0%</b>	<b>0.2 pts</b>	
<b>Total Ridership</b>	<b>0.4</b>	<b>0.4</b>	<b>(0.0)</b>	<b>(1.6%)</b>	<b>1.0</b>	<b>1.1</b>	<b>(0.1)</b>	<b>(5.0%)</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1%</b>	<b>1.0</b>	<b>(0.0)</b>	<b>(2.5%)</b>
<i>Average Fare</i>	\$1.96	\$2.79	(\$0.83)	(29.7%)	\$2.70	\$2.79	(\$0.10)	(3.5%)	\$2.33	(\$0.36)	(15.7%)	\$2.67	\$0.03	1.1%

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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