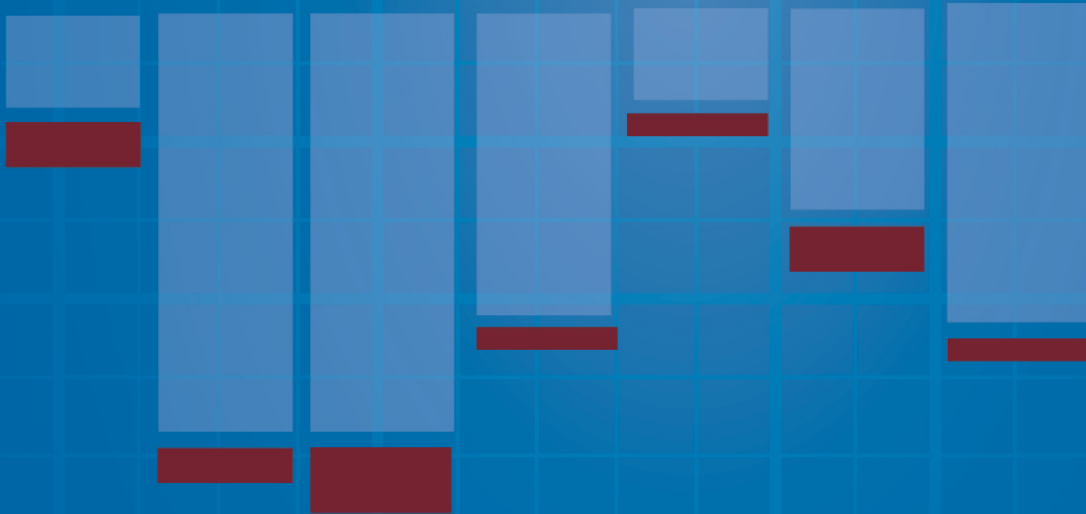


# QUARTERLY FINANCIAL AND PERFORMANCE REPORT



Regional  
Transportation  
Authority

**MOVING YOU**

May 2021

# 1<sup>st</sup> Quarter 2021 Financial and Performance Report

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## Executive Summary

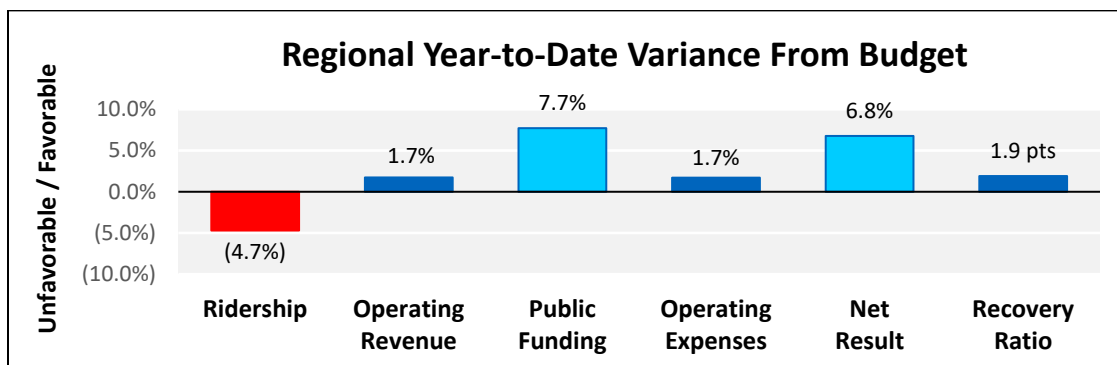
On a seasonally adjusted basis, the average size of the Chicago-area labor force increased by 2,900 in the first quarter, while average employment in the region increased by about 40,000 jobs. As a result, the regional unemployment rate improved to 8.2% through March and finished 2.2 percentage points worse than the national rate. Regional unemployment peaked at 16.4% in April 2020.

RTA year-to-date ridership was 2.0 million, or 4.7% unfavorable to the adopted 2021 budget and down about 65% from the first quarter of 2020. CTA and Pace ADA Paratransit reported favorable to budget ridership results of 4.7% and 5.7%, respectively, through the first quarter while ridership at Metra and Pace Suburban Service fell significantly short of originally budgeted levels. These budget variances will be addressed with the first budget amendment of the year to be considered at the May Board meeting.

Operating revenue finished the quarter \$5.3 million, or 1.7%, favorable to the adopted 2021 budget. Strong ancillary revenue at Metra produced a favorable result of \$6.2 million, while ADA Paratransit finished \$1.0 million unfavorable to budget. Federal CARES Act funding of \$210.2 million through March has helped offset fare revenue losses at CTA, Metra, and Pace Suburban Service. February sales tax is projected to come in about 1.6% above prior year, benefitting each of the Service Boards and the RTA. RETT receipts also finished the first quarter with a favorable variance, of \$0.6 million. Total public funding is expected to be \$30.0 million, or 7.7%, favorable to budget through the first quarter.

At the regional level, year-to-date operating expenses were \$11.9 million, or 1.7%, favorable to the adopted budget. CTA, Pace Suburban Service, and ADA Paratransit reported favorable total expense variances, while Metra results were \$9.1 million unfavorable to budget due to higher labor and maintenance costs as a result of reinstated service. With the exception of Metra, which added service, each Service Board had good fuel expense results, with the favorable variances totaling \$2.8 million. Favorable public funding and expense results supported the regional net result, which was \$47.2 million favorable to budget. The regional recovery ratio, which does not consider sales tax results, improved to 54.5% with the inclusion of CARES Act funding and finished 1.9 percentage points favorable to budget.

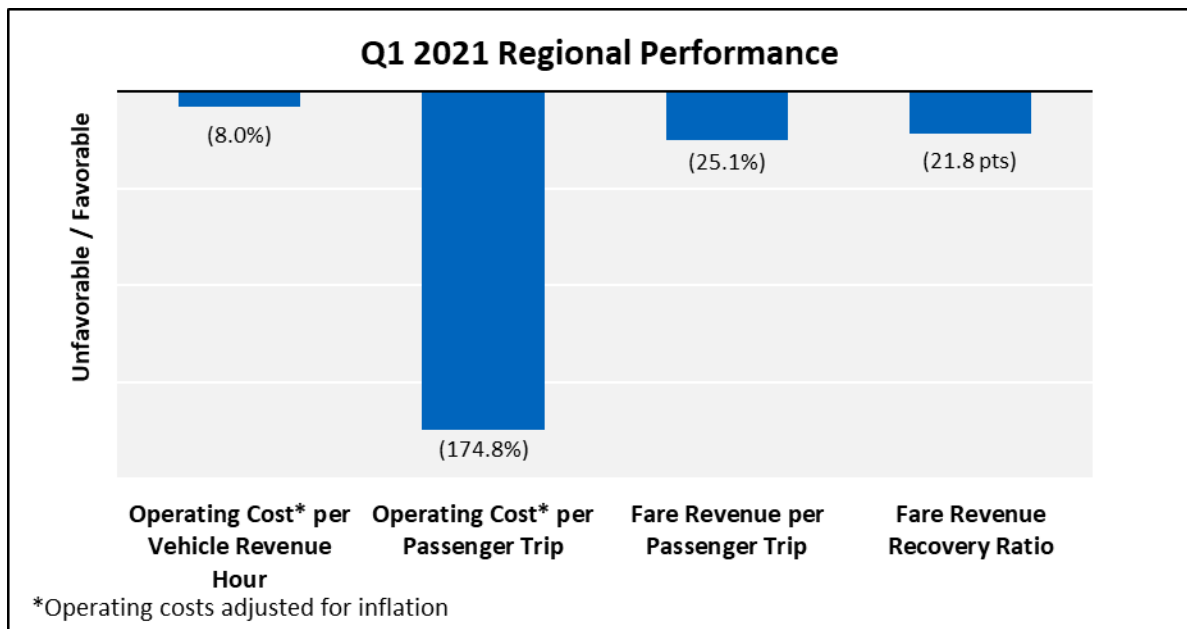
Staff recommends Board adoption of resolutions certifying that the operating financial results of the Service Boards, ADA Paratransit, and the region as a whole, through the first quarter, are in substantial accordance with the 2021 budget adopted on December 17, 2020. Beginning next month, comparisons will be made to the revised CTA, Metra, Pace, and ADA operating budgets, if adopted by the RTA Board.



As we move into 2021, year-over-year comparisons are now being made to periods that were impacted by the onset of the COVID-19 pandemic in mid-March of 2020. As a result, the metrics shown in this first quarter report, and especially future quarterly reports, may show unusual and extreme changes from prior year.

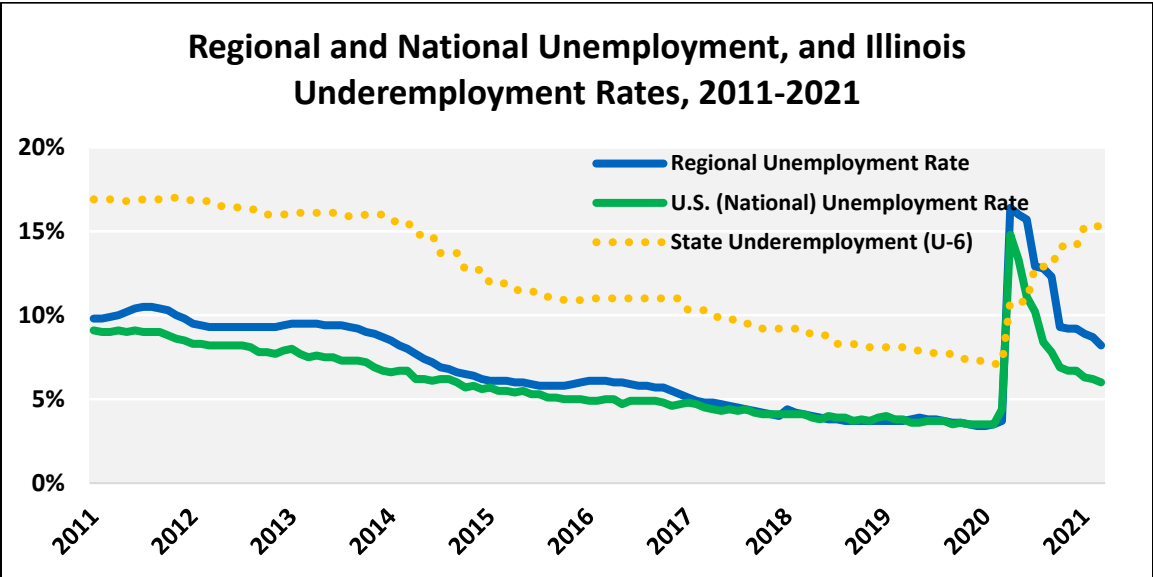
First quarter 2021 regional performance results were unfavorable for each measure compared to 2020. After adjusting for inflation, regional operating costs were 4.6% lower compared to 2020, a favorable difference of \$32.55 million. An 11.6% decrease in service hours resulted in an operating cost per vehicle revenue hour that was 8.0% or \$14.93 higher (unfavorable) compared to 2020. Ridership for the first quarter of 2021 was down 65.3% compared to 2020, resulting in a 2021 inflation-adjusted operating cost per passenger trip of \$17.02 which was \$10.83 higher compared to 2020. The 74% decrease in fare revenue in 2021, spread over significantly fewer passenger trips, resulted in an average fare revenue per passenger trip that was 25.1%, or \$0.46 lower compared to 2020. The fare revenue recovery ratio of 8.0% was 21.8 percentage points lower compared to 2020.

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.

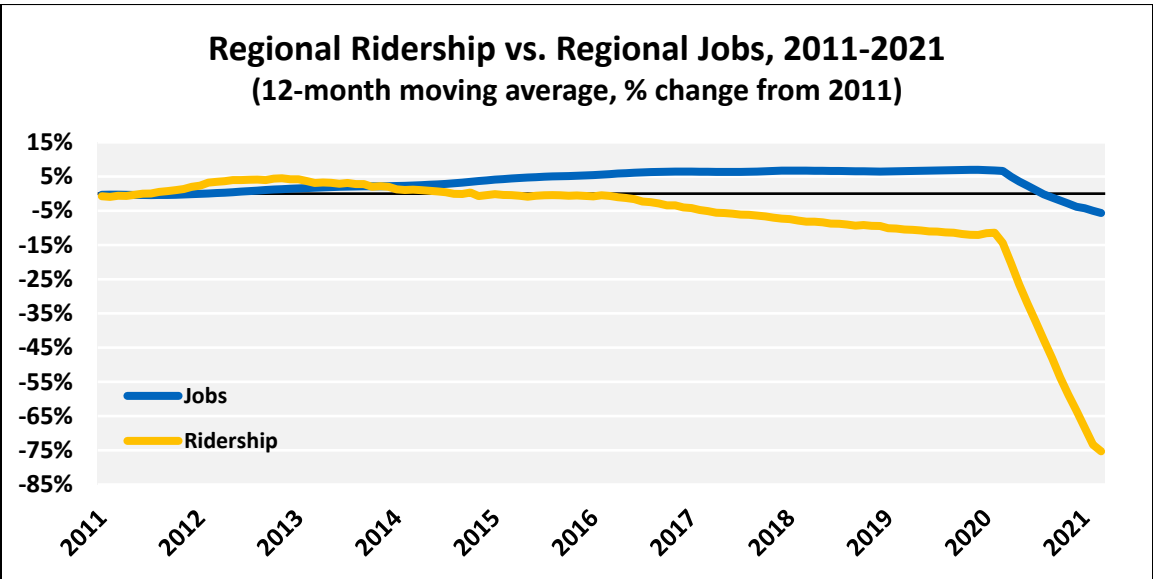


**Environmental Factors**

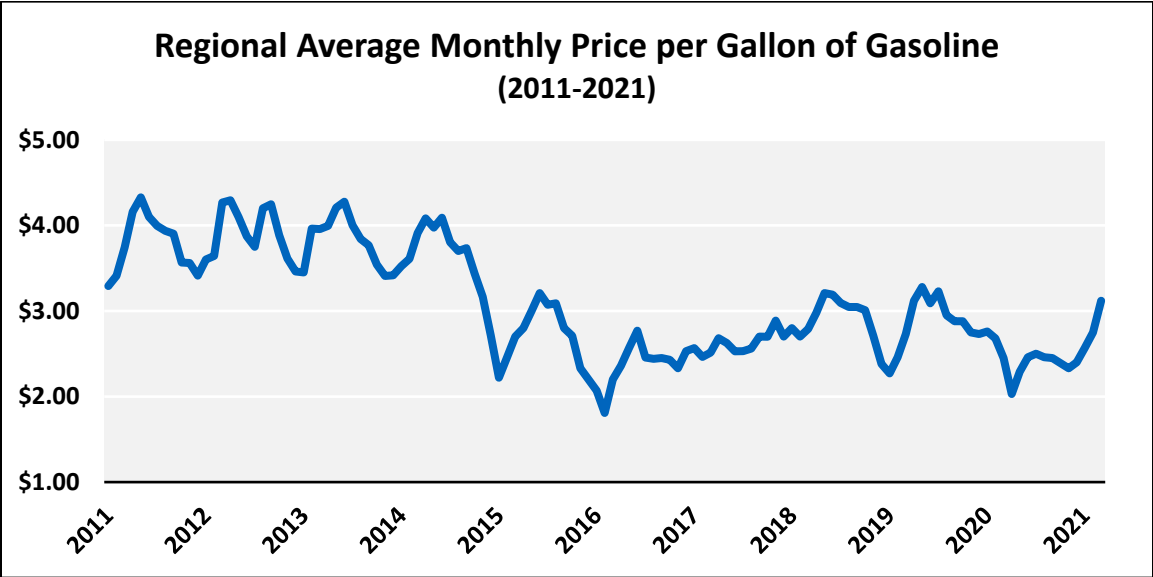
Regional unemployment peaked at 16.4% in April 2020, reflecting the onset of the pandemic, but improved to 9.2% by year-end 2020. During the first quarter of 2021, the average size of the Chicago-area labor force increased by 2,900, while average employment in the region increased by about 40,000 jobs. As a result, the regional unemployment rate improved to 8.2% through March and finished 2.2 percentage points worse than the national rate.



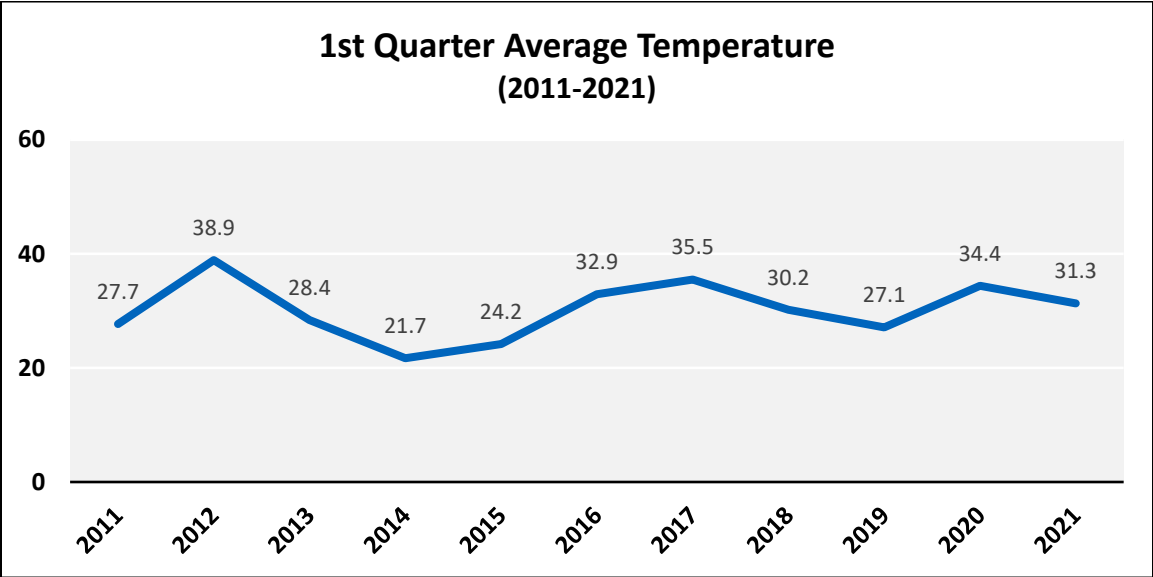
The twelve-month moving average of regional jobs continued to worsen from the prior quarter, and is now 5.7% lower than 2011, while the moving average of ridership is now 75.5% below 2011 levels.



The average price per gallon of gasoline in the Chicago region during the first quarter of 2021 was \$2.81, up 44 cents from the fourth quarter of 2020. The month of March alone experienced a 37-cent increase from the prior month's average.

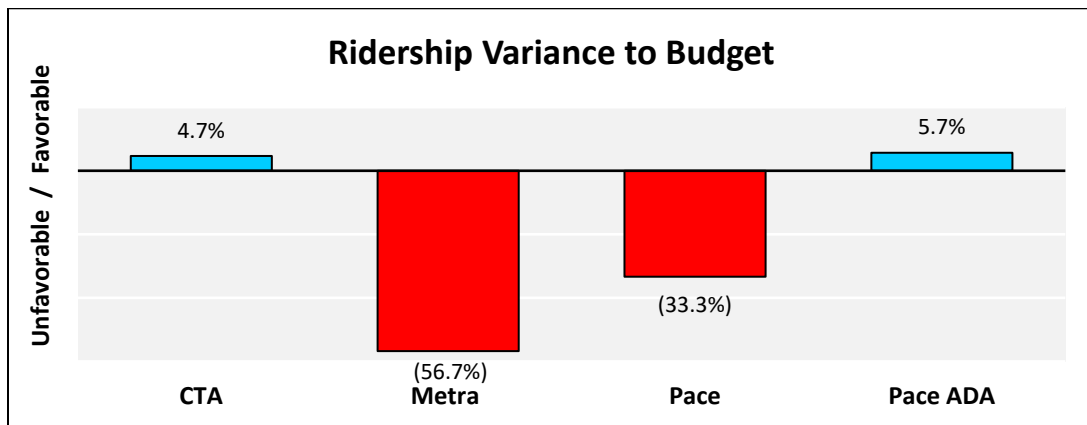


The average temperature in Chicago for the first quarter of 2021 was 31.3 degrees, on par with the averages of the past 10 years.

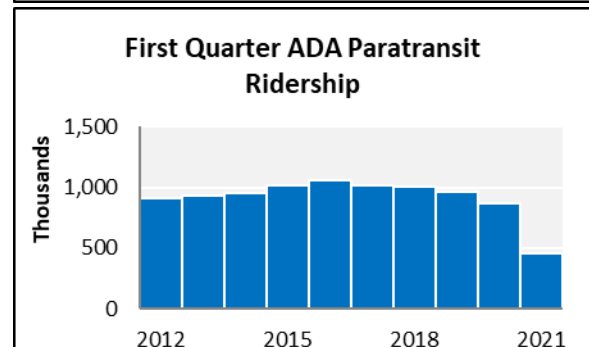
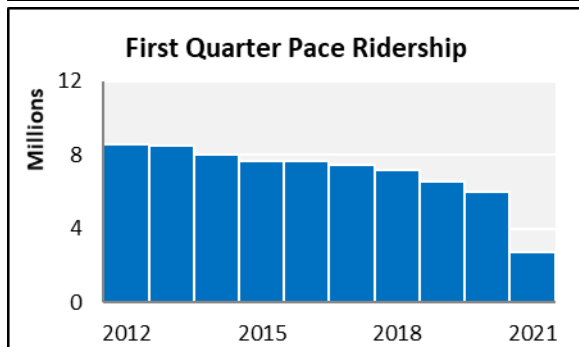
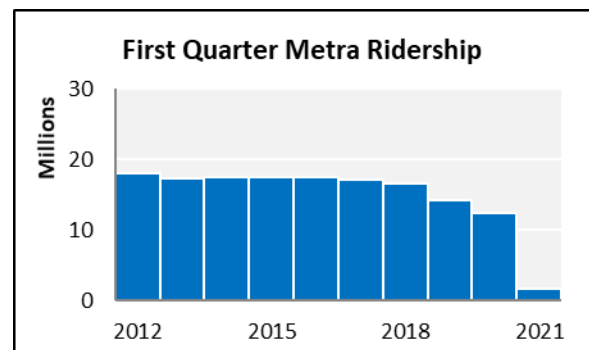
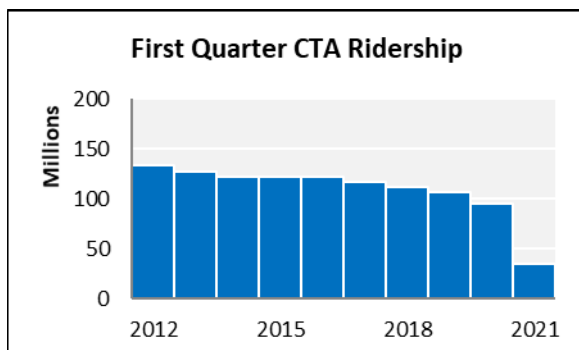


## Ridership

RTA system ridership through March was 4.7% unfavorable to the adopted budget, and about 65% lower than during the first quarter of 2020. March as a standalone month, however, saw ridership results essentially at budget, and the Service Boards have reported steadily improving ridership in April and May. Due to outdated forecasts, Metra and Pace Suburban Service ridership results lagged budget significantly each month of the first quarter. Beginning with next month’s financial report, the Service Board results will be compared to the refreshed ridership forecasts contained in their revised budgets.

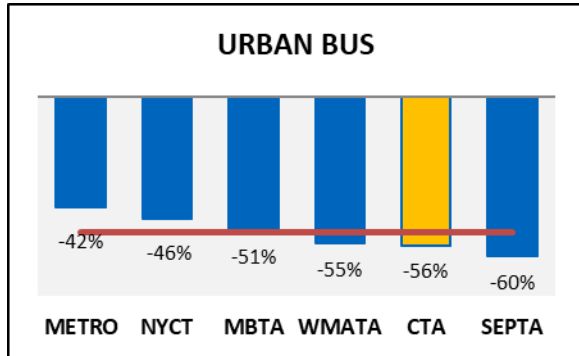


The charts below show each Service Board’s first quarter ridership for the last ten years, as reported to the National Transit Database (NTD).



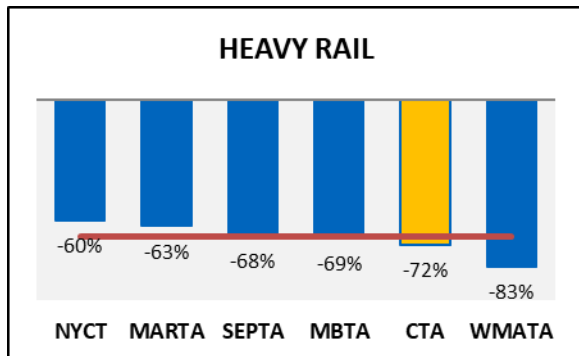
## Ridership: Peer Comparison for CTA and Metra

The following peer comparisons show the percent change in ridership for the first quarter of 2021, by mode, in comparison to 2020. Data are provided by the NTD. CTA bus and rail experienced ridership decreases of 56% and 72%, respectively; Metra ridership was down 86%.



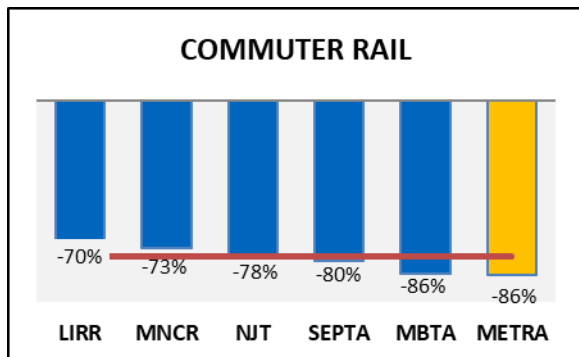
CTA bus peers include:

- METRO (Los Angeles)
- NYCT (New York)
- MBTA (Boston)
- WMATA (Washington, DC)
- SEPTA (Philadelphia)
- Peer average: -50.8%



CTA rail peers include:

- NYCT (New York City)
- MARTA (Atlanta)
- SEPTA (Philadelphia)
- MBTA (Boston)
- WMATA (Washington, DC)
- Peer average: -68.7%



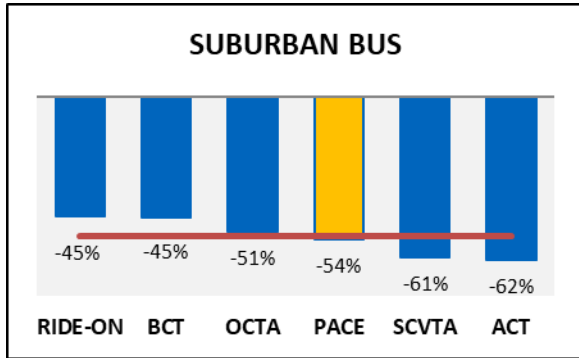
Metra's peers include:

- LIRR (Long Island, New York)
- MNCR (New York/Connecticut)
- NJT (New Jersey/New York)
- SEPTA (Philadelphia)
- MBTA (Boston)
- Peer average: -77.3%



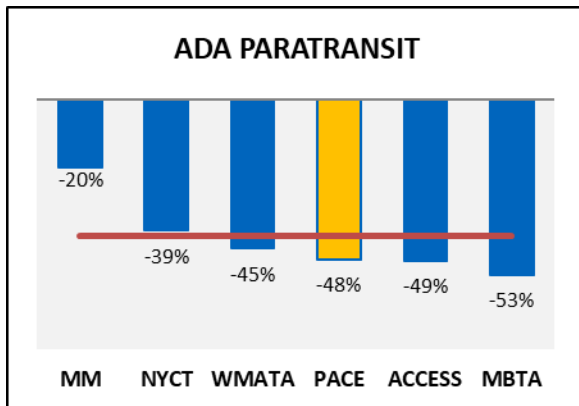
## Ridership: Peer Comparison for Pace

Pace bus saw a year-over-year ridership decrease of 54%; ADA Paratransit ridership dropped by 48%.



Pace bus peers include:

- RIDE-ON (Washington, DC area)
- BCT (Miami area)
- OCTA (Orange County, CA)
- SCVTA (San Francisco area)
- ACT (Oakland Area)
  
- Peer average: -52.7%



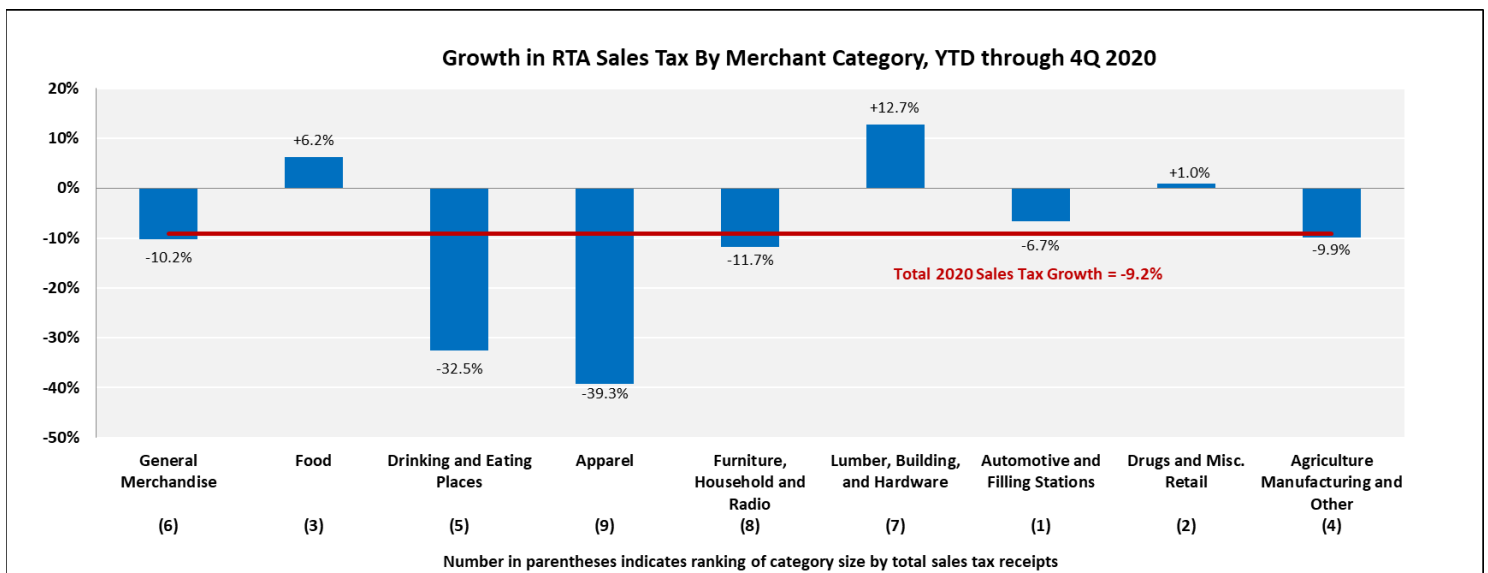
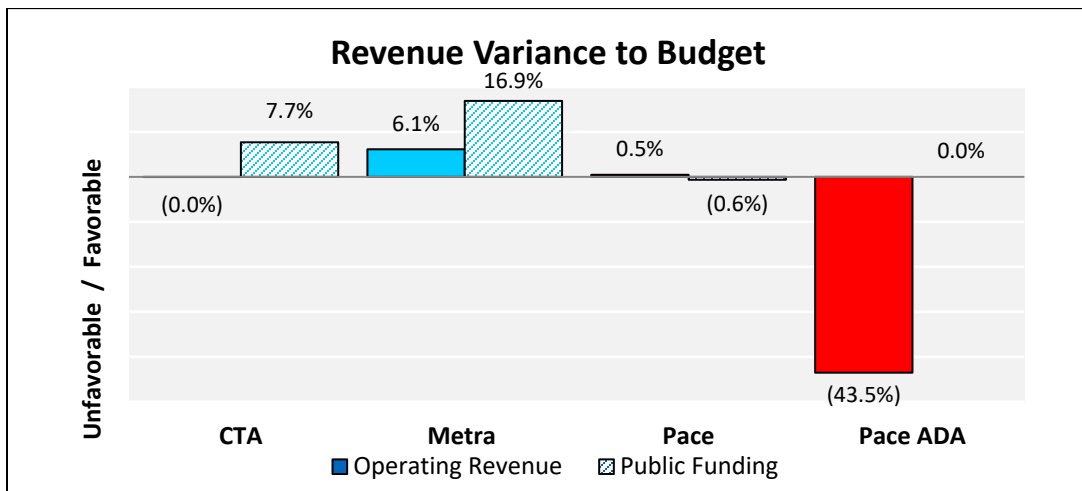
ADA Paratransit peers include:

- MM (Minneapolis)
- NYCT (New York City)
- WMATA (Washington, DC)
- ACCESS (Los Angeles)
- MBTA (Boston)
  
- Peer average: -41.1%

## Operating Revenue and Public Funding

Operating revenue for the region was \$5.3 million or 1.7% favorable to budget through the first quarter. Metra’s unanticipated ancillary revenue produced a favorable result of 6.1%, more than offsetting their fare revenue shortfall. ADA Paratransit revenue finished \$1.0 million, or 43.5% unfavorable to budget due to foregone revenue for RTA certification trips. CTA and Pace Suburban Service stayed close to their adopted budgets with CARES Act funding included.

Public funding was \$30.0 million or 7.7% favorable to budget. Sales tax receipts have continued to come in significantly better than anticipated, and as a result less CARES Act funding has been needed to offset sales tax losses. As seen in the chart for the fourth quarter of 2020, the latest available, only the Food (grocery), Lumber, Building, and Hardware, and Prescription Drug categories had positive growth as residents spent more time at home during the pandemic, with sharp declines in all other categories producing a full-year decline of 9.2%.



## Expenses

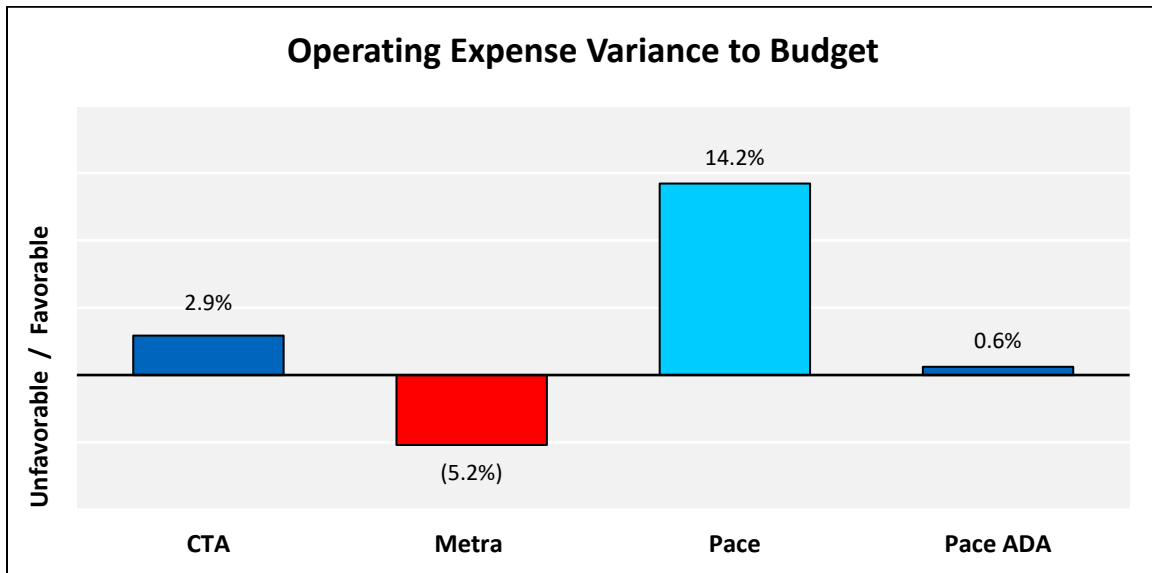
Total Service Board operating expenses of \$684.8 million were \$11.9 million or 1.7% favorable to budget through March. Fuel expenses were favorable across all Service Boards except Metra, for a total positive budget variance of \$1.3 million.

CTA’s total expenses were \$12.3 million, or 2.9%, favorable to budget with savings generated from each expense category, except materials which was slightly unfavorable.

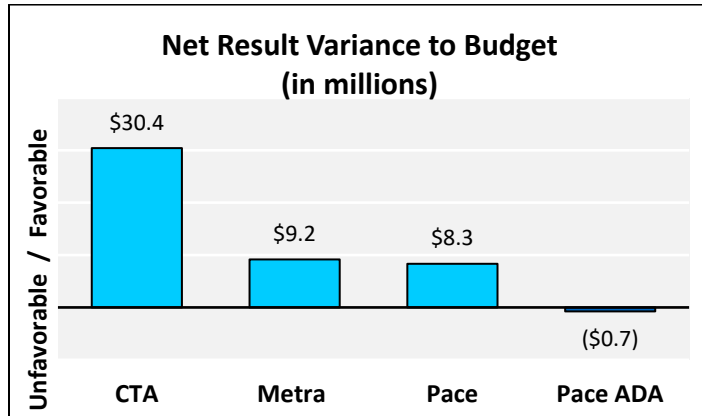
Metra’s total expenses came in \$9.1 million, or 5.2%, unfavorable to budget due to increased labor, fuel, and maintenance costs as a result of service reinstatements. This was addressed in Metra’s revised 2021 operating budget.

Pace Suburban Service reported favorable results in each expense category producing an overall result which was \$8.5 million, or 14.2%, favorable to their adopted budget through the first quarter.

Pace ADA Paratransit total expenses were \$0.3 million, or 0.6%, favorable to budget through March. The purchased transportation category produced an unfavorable result while all other expense categories were favorable to the adopted budget.

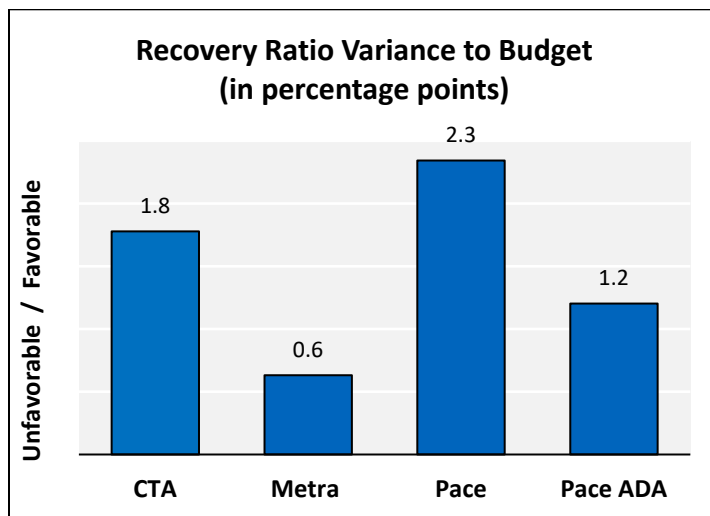


## Net Results



Favorable public funding results, combined with good expense performance, supported a regional net result that was \$47.2 million favorable to the adopted 2021 budget through the first quarter. Each mainline Service Board’s net result surpassed budgeted expectations, while ADA Paratransit finished slightly below budget.

## Recovery Ratios



With a total of \$210.2 million of CARES Act funding included, each of the Service Boards’ year-to-date recovery ratios was favorable to budget, and the regional recovery ratio of 54.5% finished 1.9 percentage points favorable. Pace had the most favorable result due to their exceptionally good expense performance.

## 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, Q1 2021 performance is compared to Q1 2020 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.

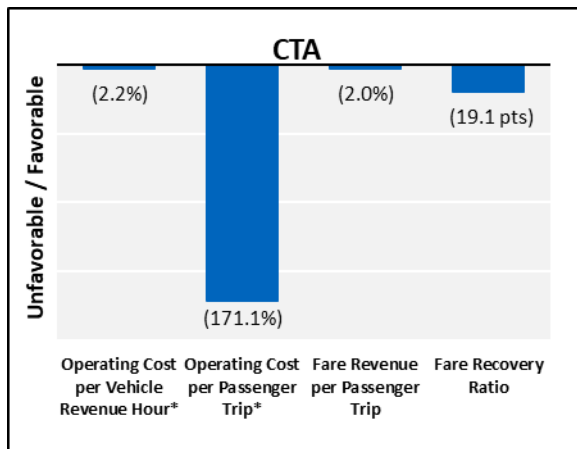
**Operating cost per passenger trip:** The cost of providing each individual passenger trip. Operating costs have been adjusted for inflation for this metric.

**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.

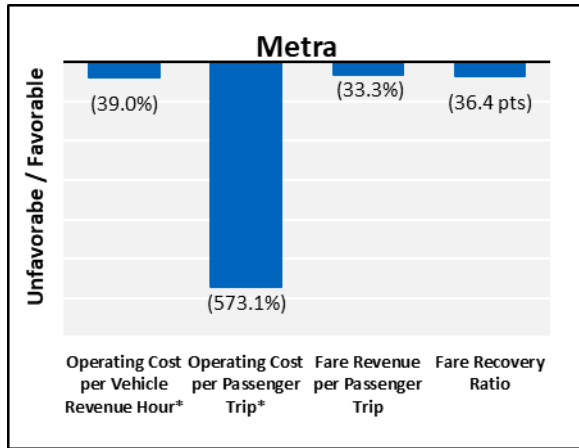
The following charts show the net percentage change for 2021 compared to 2020; bars below the line indicate unfavorable performance.

### CTA 2021 Performance Results



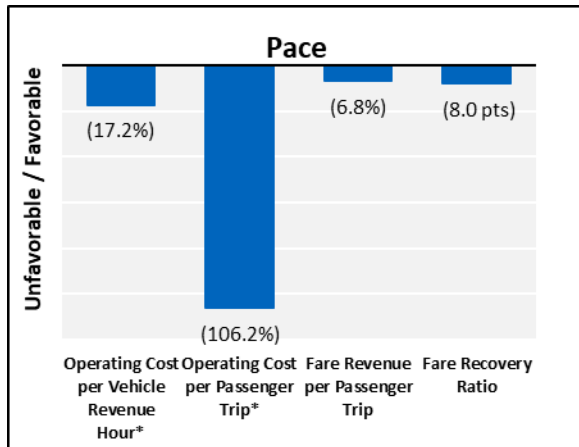
- CTA’s inflation-adjusted operating cost was 0.7% lower compared to 2020; a 2.8% reduction in vehicle revenue hours resulted in an operating cost per vehicle hour that was 2.2% unfavorable to 2020 results.
- CTA first quarter ridership for 2021 was 63.4% lower compared to 2020, resulting in an operating cost per passenger trip of \$11.49, an unfavorable difference of \$7.25.
- CTA first quarter fare revenue was 64.1% lower compared to 2020. The average fare of \$1.23 was \$0.02, or 2% lower compared to 2020.
- The CTA fare recovery ratio decreased by 19.1 percentage points to 10.6%.

**Metra 2021 Performance Results**



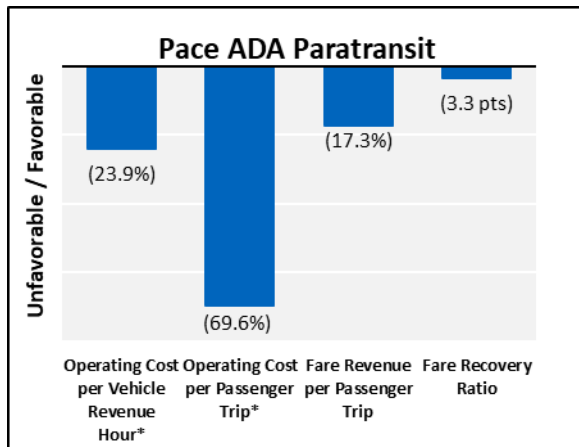
- Metra’s inflation-adjusted operating cost was 8.4% lower compared to 2020; a 34.1% reduction in vehicle revenue hours resulted in a 39% higher operating cost per vehicle revenue hour compared to 2020.
- Metra’s first quarter ridership for 2021 was 86.4% lower than 2020, which resulted in an operating cost per passenger trip of \$108.63, an unfavorable difference of \$92.49.
- Overall fare revenue decreased by 91% in 2021; the fare revenue per passenger trip (average fare paid) was \$4.34, \$2.16 lower compared to 2020.
- The fare recovery ratio of 3.9% was 36.4 percentage points unfavorable to 2020.

**Pace 2021 Performance Results**



- Pace’s inflation-adjusted operating cost was 6.4% lower compared to 2020; a 20.2% reduction in vehicle revenue hours resulted in an operating cost per vehicle revenue hour that was 17.2% higher compared to 2020.
- First quarter 2021 ridership was 54.6% lower compared to 2020, resulting in an operating cost per passenger trip of \$18.68, an unfavorable increase of \$9.62.
- Fare revenues were 57.7% lower compared to 2020; fare revenue per passenger trip saw a 6.8% decrease in the first quarter of 2021, an unfavorable difference of \$0.09.
- Pace’s fare recovery ratio decreased 8.0 percentage points in 2021 to 6.4%.

**Pace ADA Paratransit 2021 Performance Results**



- Inflation-adjusted operating costs for ADA Paratransit services were 11.8% lower compared to 2020; a 28.8% reduction in vehicle revenue hours resulted in a 23.9% increase in operating cost per vehicle hour.
- First quarter 2021 ridership was 48% lower compared to 2020, resulting in an operating cost per passenger trip of \$91.43, an unfavorable increase of \$37.53.
- Fare revenues were 57% lower compared to 2020; fare revenue per passenger trip saw a 17.3% decrease in the first quarter of 2021, a difference of \$0.60.
- At 3.1%, the fare recovery ratio was 3.3 percentage points lower compared to 2020.

# Region Summary Report - March

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	March 2021				YTD 2021				March 2020			YTD 2020		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Unit	%	Actual	Unit	%
		Unit	%			Unit	%				Change			Change
<b>Operating Revenues</b>														
CTA	\$62.1	\$62.1	\$0.0	0.0%	\$185.4	\$185.4	(\$0.0)	(0.0%)	\$37.8	\$24.3	64.4%	\$145.1	\$40.3	27.8%
Metra	\$34.0	\$33.3	\$0.7	2.1%	\$107.1	\$100.9	\$6.2	6.1%	\$32.1	\$1.9	5.9%	\$98.3	\$8.8	8.9%
Pace	\$4.8	\$4.8	\$0.0	0.4%	\$14.1	\$14.0	\$0.1	0.5%	\$3.8	\$1.0	26.2%	\$12.5	\$1.6	12.7%
Pace ADA Paratransit	<u>\$0.4</u>	<u>\$0.8</u>	<u>(\$0.4)</u>	<u>(48.2%)</u>	<u>\$1.3</u>	<u>\$2.3</u>	<u>(\$1.0)</u>	<u>(43.5%)</u>	<u>\$1.2</u>	<u>(\$0.7)</u>	<u>(63.5%)</u>	<u>\$3.6</u>	<u>(\$2.3)</u>	<u>(63.9%)</u>
<b>Total</b>	<b>\$101.4</b>	<b>\$101.1</b>	<b>\$0.3</b>	<b>0.3%</b>	<b>\$307.9</b>	<b>\$302.7</b>	<b>\$5.3</b>	<b>1.7%</b>	<b>\$74.9</b>	<b>\$26.5</b>	<b>35.4%</b>	<b>\$259.5</b>	<b>\$48.4</b>	<b>18.6%</b>
<b>Public Funding (1)</b>														
CTA	\$85.1	\$80.3	\$4.9	6.1%	\$254.0	\$235.9	\$18.1	7.7%	\$77.2	\$7.9	10.2%	\$201.1	\$52.9	26.3%
Metra	\$24.9	\$24.1	\$0.8	3.4%	\$83.8	\$71.7	\$12.1	16.9%	\$36.5	(\$11.7)	(31.9%)	\$105.1	(\$21.2)	(20.2%)
Pace	\$10.9	\$13.0	(\$2.0)	(15.7%)	\$39.5	\$39.8	(\$0.3)	(0.6%)	\$12.5	(\$1.5)	(12.3%)	\$35.8	\$3.7	10.5%
Pace ADA Paratransit	<u>\$13.8</u>	<u>\$13.8</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$41.4</u>	<u>\$41.4</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$15.1</u>	<u>(\$1.3)</u>	<u>(8.6%)</u>	<u>\$45.3</u>	<u>(\$3.9)</u>	<u>(8.6%)</u>
<b>Total</b>	<b>\$134.7</b>	<b>\$131.1</b>	<b>\$3.7</b>	<b>2.8%</b>	<b>\$418.8</b>	<b>\$388.8</b>	<b>\$30.0</b>	<b>7.7%</b>	<b>\$141.3</b>	<b>(\$6.6)</b>	<b>(4.7%)</b>	<b>\$387.3</b>	<b>\$31.5</b>	<b>8.1%</b>
<b>Operating Expenses</b>														
CTA	\$133.7	\$141.7	\$8.0	5.7%	\$406.2	\$418.5	\$12.3	2.9%	\$135.8	\$2.2	1.6%	\$403.1	(\$3.1)	(0.8%)
Metra	\$64.3	\$61.2	(\$3.1)	(5.0%)	\$185.2	\$176.0	(\$9.1)	(5.2%)	\$65.1	\$0.9	1.3%	\$199.1	\$14.0	7.0%
Pace	\$18.1	\$20.6	\$2.4	11.8%	\$51.4	\$59.9	\$8.5	14.2%	\$17.4	(\$0.8)	(4.3%)	\$54.1	\$2.7	5.0%
Pace ADA Paratransit	<u>\$14.0</u>	<u>\$13.7</u>	<u>(\$0.4)</u>	<u>(2.8%)</u>	<u>\$42.0</u>	<u>\$42.3</u>	<u>\$0.3</u>	<u>0.6%</u>	<u>\$15.7</u>	<u>\$1.6</u>	<u>10.5%</u>	<u>\$46.9</u>	<u>\$4.9</u>	<u>10.5%</u>
<b>Total</b>	<b>\$230.1</b>	<b>\$237.1</b>	<b>\$7.0</b>	<b>2.9%</b>	<b>\$684.8</b>	<b>\$696.7</b>	<b>\$11.9</b>	<b>1.7%</b>	<b>\$234.0</b>	<b>\$3.9</b>	<b>1.7%</b>	<b>\$703.3</b>	<b>\$18.5</b>	<b>2.6%</b>
<b>Net Results</b>														
CTA	\$13.6	\$0.7	\$12.9		\$33.2	\$2.8	\$30.4		(\$20.8)	\$34.4		(\$56.9)	\$90.1	
Metra	(\$5.3)	(\$3.8)	(\$1.6)		\$5.8	(\$3.4)	\$9.2		\$3.6	(\$8.9)		\$4.3	\$1.5	
Pace	(\$2.4)	(\$2.8)	\$0.4		\$2.2	(\$6.1)	\$8.3		(\$1.1)	(\$1.3)		(\$5.8)	\$8.1	
Pace ADA Paratransit	<u>\$0.2</u>	<u>\$1.0</u>	<u>(\$0.8)</u>		<u>\$0.7</u>	<u>\$1.5</u>	<u>(\$0.7)</u>		<u>\$0.6</u>	<u>(\$0.4)</u>		<u>\$2.0</u>	<u>(\$1.3)</u>	
<b>Total</b>	<b>\$6.0</b>	<b>(\$4.9)</b>	<b>\$11.0</b>		<b>\$41.9</b>	<b>(\$5.2)</b>	<b>\$47.2</b>		<b>(\$17.8)</b>	<b>\$23.8</b>		<b>(\$56.4)</b>	<b>\$98.4</b>	
<b>Operating Deficit</b>														
CTA	\$71.6	\$79.6	\$8.0	10.1%	\$220.8	\$233.1	\$12.3	5.3%	\$98.1	26.5	27.0%	\$258.0	\$37.2	14.4%
Metra	\$30.2	\$27.8	(\$2.4)	(8.5%)	\$78.1	\$75.1	(\$3.0)	(3.9%)	\$33.0	2.8	8.4%	\$100.8	22.7	22.6%
Pace	\$13.3	\$15.7	\$2.4	15.5%	\$37.3	\$45.9	\$8.6	18.7%	\$13.6	0.3	1.9%	\$41.6	4.3	10.4%
Pace ADA Paratransit	<u>\$13.6</u>	<u>\$12.8</u>	<u>(\$0.8)</u>	<u>(6.0%)</u>	<u>\$40.7</u>	<u>\$40.0</u>	<u>(\$0.7)</u>	<u>(1.9%)</u>	<u>\$14.5</u>	<u>0.9</u>	<u>6.2%</u>	<u>\$43.3</u>	<u>2.6</u>	<u>6.0%</u>
<b>Total</b>	<b>\$128.7</b>	<b>\$136.0</b>	<b>\$7.3</b>	<b>5.4%</b>	<b>\$376.9</b>	<b>\$394.1</b>	<b>\$17.2</b>	<b>4.4%</b>	<b>\$159.1</b>	<b>\$30.4</b>	<b>19.1%</b>	<b>\$443.7</b>	<b>\$66.8</b>	<b>15.1%</b>
<b>Recovery Ratio</b>														
CTA	56.3%	53.0%	3.2 pts		55.4%	53.6%	1.8 pts		35.2%	21.1 pts		45.2%	10.1 pts	
Metra	57.3%	59.0%	(1.7) pts		62.9%	62.2%	0.6 pts		53.0%	4.3 pts		53.0%	9.9 pts	
Pace	31.1%	29.5%	1.6 pts		31.9%	29.5%	2.3 pts		27.6%	3.5 pts		28.8%	3.1 pts	
Pace ADA Paratransit	<u>16.0%</u>	<u>11.9%</u>	<u>4.1 pts</u>		<u>11.7%</u>	<u>10.5%</u>	<u>1.2 pts</u>		<u>12.8%</u>	<u>3.2 pts</u>		<u>10.9%</u>	<u>0.9 pts</u>	
<b>System</b>	<b>53.1%</b>	<b>51.3%</b>	<b>1.8 pts</b>		<b>54.5%</b>	<b>52.6%</b>	<b>1.9 pts</b>		<b>38.3%</b>	<b>14.8 pts</b>		<b>44.6%</b>	<b>9.9 pts</b>	
<b>Ridership</b>														
CTA	13.6	12.5	1.1	9.2%	34.8	33.3	1.5	4.7%	23.1	(9.5)	(41.2%)	95.1	(60.3)	(63.4%)
Metra (2)	0.7	1.5	(0.8)	(52.8%)	1.7	3.9	(2.2)	(56.7%)	2.5	(1.8)	(72.2%)	14.2	(12.5)	(88.2%)
Pace	1.0	1.5	(0.4)	(28.1%)	2.7	4.0	(1.3)	(33.3%)	1.6	(0.6)	(35.7%)	6.0	(3.3)	(55.0%)
Pace ADA Paratransit	<u>0.2</u>	<u>0.2</u>	<u>0.0</u>	<u>23.0%</u>	<u>0.7</u>	<u>0.6</u>	<u>0.0</u>	<u>5.7%</u>	<u>0.2</u>	<u>0.0</u>	<u>8.4%</u>	<u>1.0</u>	<u>(0.3)</u>	<u>(31.2%)</u>
<b>Total</b>	<b>15.6</b>	<b>15.6</b>	<b>0.0</b>	<b>0.1%</b>	<b>39.9</b>	<b>41.8</b>	<b>(2.0)</b>	<b>(4.7%)</b>	<b>27.5</b>	<b>(11.9)</b>	<b>(43.3%)</b>	<b>116.3</b>	<b>(76.4)</b>	<b>(65.7%)</b>



# CTA Summary Report - March

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	MARCH 2021				YTD 2021				MARCH 2020			YTD 2020		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
		Unit	%			Unit	%		Unit	%		Unit	%	
<b>Operating Revenue</b>														
Farebox Revenue	\$16.7	\$12.2	\$4.5	37.1%	\$42.9	\$34.8	\$8.1	23.3%	\$29.2	(\$12.6)	(43.0%)	\$119.6	(\$76.7)	(64.1%)
Reduced Fare Subsidy	\$1.2	\$1.2	(0.0)	(0.0%)	\$3.7	\$3.7	(\$0.0)	(0.0%)	\$1.2	0.0	0.0%	\$3.7	0.0	0.0%
Other	\$3.9	\$6.0	(2.1)	(35.5%)	\$11.8	\$17.9	(\$6.1)	(34.1%)	\$7.3	(3.5)	(47.3%)	\$21.8	(10.0)	(45.9%)
CARES Act Funding - Fare Revenue Replacement	\$40.4	\$42.8	(2.4)	(5.6%)	\$127.0	\$129.0	(\$2.0)	(1.5%)	\$0.0	40.4	0.0%	\$0.0	127.0	0.0%
Additional Relief Funding or Budget Balancing Actio	<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 Operating Revenue</b>	<b>\$62.1</b>	<b>\$62.1</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$185.4</b>	<b>\$185.4</b>	<b>(\$0.0)</b>	<b>(0.0%)</b>	<b>\$37.8</b>	<b>\$24.3</b>	<b>64.4%</b>	<b>\$145.1</b>	<b>\$40.3</b>	<b>27.8%</b>
<b>Public Funding</b>														
Sales Tax I	\$24.6	\$24.6	\$0.0	0.0%	\$77.2	\$74.4	\$2.9	3.8%	\$26.5	(\$1.9)	(7.2%)	\$81.8	(\$4.5)	(5.6%)
Sales Tax II	\$0.2	\$0.2	0.0	0.0%	\$3.7	\$0.8	\$2.8	332.1%	\$2.1	(1.8)	(89.3%)	\$3.0	0.6	19.8%
PTF II	\$6.3	\$5.2	1.0	19.4%	\$17.0	\$14.5	\$2.5	17.4%	\$6.6	(0.3)	(5.1%)	\$18.2	(1.2)	(6.8%)
25% PTF on RETT	\$0.9	\$0.8	0.1	17.0%	\$2.9	\$2.5	\$0.4	17.5%	\$0.9	(0.0)	(1.2%)	\$3.0	(0.1)	(3.3%)
City of Chicago RETT	\$3.9	\$3.9	0.0	0.0%	\$12.3	\$11.7	\$0.6	5.3%	\$3.8	0.1	2.2%	\$10.5	1.8	16.7%
Non-Statutory Funding - PTF I	\$20.8	\$17.1	3.7	21.8%	\$56.0	\$47.2	\$8.8	18.7%	\$21.7	(0.9)	(4.1%)	\$59.9	(3.9)	(6.5%)
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%	\$0.9	(0.9)	(100.0%)
ICE Funding for operations	\$0.4	\$0.4	0.0	0.0%	\$1.2	\$1.2	\$0.1	4.7%	\$0.4	(0.0)	(10.4%)	\$1.3	(0.1)	(6.3%)
CARES Act Funding - Public Funding Replacement	\$28.0	\$28.0	0.0	0.0%	\$83.6	\$83.6	\$0.0	0.0%	\$15.2	12.8	84.4%	\$22.4	61.3	273.7%
Additional Relief Funding or Budget Balancing Actio	<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 Non-Operating Revenue</b>	<b>\$85.1</b>	<b>\$80.3</b>	<b>4.9</b>	<b>6.1%</b>	<b>\$254.0</b>	<b>\$235.9</b>	<b>\$18.1</b>	<b>7.7%</b>	<b>\$77.2</b>	<b>\$7.9</b>	<b>10.2%</b>	<b>\$201.1</b>	<b>\$52.9</b>	<b>26.3%</b>
<b>Total Revenue</b>	<b>\$147.3</b>	<b>\$142.4</b>	<b>\$4.9</b>	<b>3.4%</b>	<b>\$439.4</b>	<b>\$421.3</b>	<b>\$18.1</b>	<b>4.3%</b>	<b>\$115.0</b>	<b>\$32.2</b>	<b>28.0%</b>	<b>\$346.2</b>	<b>\$93.2</b>	<b>26.9%</b>
<b>Expense</b>														
Labor	\$96.5	\$98.0	\$1.5	1.5%	\$286.8	\$290.7	\$3.9	1.4%	\$98.3	\$1.8	1.8%	\$289.5	\$2.7	0.9%
Material	\$7.4	\$7.4	(\$0.1)	(1.1%)	\$22.8	\$22.5	(\$0.3)	(1.4%)	\$7.1	(0.4)	(5.3%)	\$20.5	(2.3)	(11.1%)
Fuel	\$2.8	\$3.1	\$0.4	12.1%	\$8.2	\$10.1	\$1.9	18.5%	\$3.2	0.4	13.6%	\$10.4	2.2	21.1%
Power	\$2.0	\$2.6	\$0.6	24.9%	\$7.1	\$8.4	\$1.3	15.4%	\$2.1	0.2	7.4%	\$7.7	0.6	7.6%
I&D	\$2.6	\$2.6	\$0.0	0.0%	\$7.9	\$7.9	\$0.0	0.0%	\$1.8	(0.8)	(44.0%)	\$5.5	(2.4)	(44.0%)
Passenger Security	\$1.4	\$1.7	\$0.3	18.0%	\$4.2	\$5.0	\$0.9	17.0%	\$1.7	0.3	17.9%	\$5.0	0.8	15.7%
All Other	<u>\$21.0</u>	<u>\$26.3</u>	<u>\$5.3</u>	<u>20.0%</u>	<u>\$69.2</u>	<u>\$73.9</u>	<u>\$4.7</u>	<u>6.3%</u>	<u>\$21.7</u>	<u>0.6</u>	<u>2.9%</u>	<u>\$64.6</u>	<u>(4.7)</u>	<u>(7.3%)</u>
<b>Total Expense</b>	<b>\$133.7</b>	<b>\$141.7</b>	<b>\$8.0</b>	<b>5.7%</b>	<b>\$406.2</b>	<b>\$418.5</b>	<b>\$12.3</b>	<b>2.9%</b>	<b>\$135.8</b>	<b>\$2.2</b>	<b>1.6%</b>	<b>\$403.1</b>	<b>(\$3.1)</b>	<b>(0.8%)</b>
<b>Net Results</b>	<b>\$13.6</b>	<b>\$0.7</b>	<b>\$12.9</b>		<b>\$33.2</b>	<b>\$2.8</b>	<b>\$30.4</b>		<b>(\$20.8)</b>	<b>\$34.4</b>		<b>(\$56.9)</b>	<b>\$90.1</b>	
<b>Operating Deficit</b>	<b>\$71.6</b>	<b>\$79.6</b>	<b>\$8.0</b>	<b>10.1%</b>	<b>\$220.8</b>	<b>\$233.1</b>	<b>\$12.3</b>	<b>5.3%</b>	<b>\$98.1</b>	<b>\$26.5</b>	<b>27.0%</b>	<b>\$258.0</b>	<b>\$37.2</b>	<b>14.4%</b>
<b>Recovery Ratio</b>	<b>56.3%</b>	<b>53.0%</b>	<b>3.2 pts</b>		<b>55.4%</b>	<b>53.6%</b>	<b>1.8 pts</b>		<b>35.2%</b>	<b>21.1 pts</b>		<b>45.2%</b>	<b>10.1 pts</b>	
<b>Total Ridership</b>	<b>13.6</b>	<b>12.5</b>	<b>1.1</b>	<b>9.2%</b>	<b>34.8</b>	<b>33.3</b>	<b>1.5</b>	<b>4.7%</b>	<b>23.1</b>	<b>(9.5)</b>	<b>(41.2%)</b>	<b>95.1</b>	<b>(60.3)</b>	<b>(63.4%)</b>
<i>Average Fare</i>	\$1.23	\$0.98	\$0.25	25.6%	\$1.23	\$1.05	\$0.19	17.8%	\$1.26	(\$0.04)	(3.0%)	\$1.26	(\$0.02)	(2.0%)

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 2021				YTD 2021				MARCH 2020			YTD 2020		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenue</b>														
Farebox	\$2.9	\$7.4	(\$4.5)	(60.9%)	\$7.3	\$19.5	(\$12.2)	(62.5%)	\$22.5	(\$19.6)	(87.0%)	\$80.3	(\$73.0)	(90.9%)
Reduced Fare	\$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%
Other	\$2.6	\$2.6	(\$0.1)	(3.0%)	\$23.6	\$7.8	\$15.8	201.8%	\$3.8	(\$1.2)	(31.9%)	\$10.9	\$12.7	116.0%
CARES Act Funding - Fare Revenue Replacement	<u>\$28.4</u>	<u>\$23.1</u>	<u>\$5.3</u>	<u>22.9%</u>	<u>\$75.8</u>	<u>\$73.2</u>	<u>\$2.6</u>	<u>3.5%</u>	<u>\$0.0</u>	<u>\$28.4</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$75.8</u>	<u>0.0%</u>
<b>Total Operating Revenue</b>	<b>\$34.0</b>	<b>\$33.3</b>	<b>\$0.7</b>	<b>2.1%</b>	<b>\$107.1</b>	<b>\$100.9</b>	<b>\$6.2</b>	<b>6.1%</b>	<b>\$26.4</b>	<b>\$7.7</b>	<b>29.1%</b>	<b>\$91.6</b>	<b>\$15.5</b>	<b>16.9%</b>
<b>Public Funding</b>														
Sales Tax I	\$19.4	\$19.4	\$0.0	0.0%	\$66.4	\$58.6	\$7.8	13.3%	\$22.4	(\$2.9)	(13.2%)	\$66.5	(\$0.1)	(0.1%)
Sales Tax II	\$0.2	\$0.2	\$0.0	0.0%	\$3.0	\$0.7	\$2.3	332.1%	\$1.7	(\$1.5)	(89.3%)	\$2.5	\$0.5	19.8%
PTF II	\$5.1	\$4.3	\$0.8	19.4%	\$13.8	\$11.8	\$2.0	17.4%	\$5.4	(\$0.3)	(5.1%)	\$14.8	(\$1.0)	(6.8%)
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%	\$0.7	(\$0.7)	(100.0%)
Homeland Security	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	0.0%
JSIF Reserves	\$0.2	\$0.2	\$0.0	0.0%	\$0.6	\$0.6	\$0.0	0.0%	\$0.0	\$0.2	0.0%	\$0.0	\$0.6	0.0%
Prior Year PBV	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	0.0%	\$7.0	(\$7.0)	(100.0%)
CARES Act Funding - Public Funding Replacement	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>
<b>Total Public Funding</b>	<b>\$24.9</b>	<b>\$24.1</b>	<b>\$0.8</b>	<b>3.4%</b>	<b>\$83.8</b>	<b>\$71.7</b>	<b>\$12.1</b>	<b>16.9%</b>	<b>\$36.5</b>	<b>(\$11.7)</b>	<b>(31.9%)</b>	<b>\$105.1</b>	<b>(\$21.2)</b>	<b>(20.2%)</b>
<b>Total Revenue</b>	<b>\$58.9</b>	<b>\$57.4</b>	<b>\$1.5</b>	<b>2.7%</b>	<b>\$190.9</b>	<b>\$172.6</b>	<b>\$18.3</b>	<b>10.6%</b>	<b>\$68.7</b>	<b>(\$9.8)</b>	<b>(14.2%)</b>	<b>\$203.4</b>	<b>(\$12.5)</b>	<b>(6.1%)</b>
<b>Expenses</b>														
Transportation	\$19.4	\$20.9	\$1.5	7.1%	\$57.9	\$58.9	\$1.0	1.8%	\$23.3	\$3.9	16.7%	\$70.9	\$13.0	18.4%
Maintenance of Way (Engineering)	\$14.7	\$14.5	(\$0.2)	(1.4%)	\$45.1	\$39.9	(\$5.3)	(13.2%)	\$12.8	(\$2.0)	(15.4%)	\$40.2	(\$4.9)	(12.2%)
Maintenance of Equipment (Mechanical)	\$15.8	\$13.2	(\$2.6)	(19.9%)	\$44.1	\$39.4	(\$4.8)	(12.1%)	\$15.1	(\$0.7)	(4.5%)	\$45.7	\$1.6	3.5%
Claims & Insurance	\$2.7	\$1.5	(\$1.2)	(76.7%)	\$4.5	\$4.6	\$0.2	3.2%	\$1.8	(\$0.9)	(53.4%)	\$4.3	(\$0.2)	(4.7%)
Administration	\$7.9	\$7.9	\$0.0	0.3%	\$22.3	\$23.6	\$1.3	5.7%	\$7.6	(\$0.3)	(4.4%)	\$23.7	\$1.5	6.2%
Diesel Fuel	\$3.4	\$2.8	(\$0.5)	(18.6%)	\$10.1	\$8.6	(\$1.5)	(17.2%)	\$4.2	\$0.8	18.9%	\$13.3	\$3.2	24.1%
Electricity	<u>\$0.4</u>	<u>\$0.3</u>	<u>(\$0.1)</u>	<u>(17.4%)</u>	<u>\$1.2</u>	<u>\$1.0</u>	<u>(\$0.2)</u>	<u>(17.3%)</u>	<u>\$0.5</u>	<u>\$0.1</u>	<u>22.4%</u>	<u>\$1.0</u>	<u>(\$0.2)</u>	<u>(16.2%)</u>
<b>Total Expense</b>	<b>\$64.3</b>	<b>\$61.2</b>	<b>(\$3.1)</b>	<b>(5.0%)</b>	<b>\$185.2</b>	<b>\$176.0</b>	<b>(\$9.1)</b>	<b>(5.2%)</b>	<b>\$65.1</b>	<b>\$0.9</b>	<b>1.3%</b>	<b>\$199.1</b>	<b>\$14.0</b>	<b>7.0%</b>
<b>Operating Deficit</b>	<b>\$30.2</b>	<b>\$27.8</b>	<b>(\$2.4)</b>	<b>(8.5%)</b>	<b>\$78.1</b>	<b>\$75.1</b>	<b>(\$3.0)</b>	<b>(3.9%)</b>	<b>\$38.8</b>	<b>\$8.5</b>	<b>22.0%</b>	<b>\$107.5</b>	<b>\$29.4</b>	<b>27.4%</b>
<b>Net Results</b>	<b>(\$5.3)</b>	<b>(\$3.8)</b>	<b>(\$1.6)</b>		<b>\$5.8</b>	<b>(\$3.4)</b>	<b>\$9.2</b>		<b>\$3.6</b>	<b>(\$8.9)</b>		<b>\$4.3</b>	<b>\$1.5</b>	
<b>Recovery Ratio</b>	<b>57.3%</b>	<b>59.0%</b>	<b>(1.7) pts</b>		<b>62.9%</b>	<b>62.2%</b>	<b>0.6 pts</b>		<b>53.0%</b>	<b>4.3 pts</b>		<b>53.0%</b>	<b>9.9 pts</b>	
<b>Ridership</b>	<b>0.7</b>	<b>1.5</b>	<b>(0.8)</b>	<b>(52.8%)</b>	<b>1.7</b>	<b>3.9</b>	<b>(2.2)</b>	<b>(56.7%)</b>	<b>2.5</b>	<b>(1.8)</b>	<b>(72.2%)</b>	<b>14.2</b>	<b>(12.5)</b>	<b>(88.2%)</b>
Average Fare	\$4.25	\$5.13	(\$0.88)	(17.1%)	\$4.34	\$5.02	(\$0.67)	(13.4%)	\$9.13	(\$4.88)	(53.4%)	\$5.65	(\$1.31)	(23.1%)

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 2021				YTD 2021				MARCH 2020			YTD 2020		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
		Unit	%			Unit	%		Unit	%		Unit	%	
<b>Operating Revenue</b>														
Farebox	\$1.2	\$1.9	(\$0.7)	(35.0%)	\$3.3	\$5.4	(\$2.1)	(38.8%)	\$2.2	(\$0.9)	(43.1%)	\$7.8	(\$4.5)	(57.7%)
Reduced Fare	\$0.1	\$0.1	\$0.0	0.0%	\$0.3	\$0.3	\$0.0	0.0%	\$0.1	\$0.0	0.0%	\$0.3	\$0.0	0.0%
Advertising	\$0.7	\$0.1	\$0.6	655.8%	\$0.7	\$0.3	\$0.4	155.1%	\$0.3	\$0.5	188.4%	\$0.8	(\$0.0)	(2.7%)
Investment/Other	\$0.8	\$1.0	(\$0.3)	(25.4%)	\$2.3	\$3.1	(\$0.8)	(25.7%)	\$1.3	(\$0.5)	(38.4%)	\$3.6	(\$1.3)	(36.1%)
CARES Act Funding - Fare Revenue R	<u>\$2.0</u>	<u>\$1.6</u>	<u>\$0.3</u>	<u>19.7%</u>	<u>\$7.4</u>	<u>\$4.9</u>	<u>\$2.5</u>	<u>50.9%</u>	<u>\$0.0</u>	<u>\$2.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$7.4</u>	<u>0.0%</u>
<b>Total Operating Revenue</b>	<b>\$4.8</b>	<b>\$4.8</b>	<b>\$0.0</b>	<b>0.4%</b>	<b>\$14.1</b>	<b>\$14.0</b>	<b>\$0.1</b>	<b>0.5%</b>	<b>\$3.8</b>	<b>\$1.0</b>	<b>26.2%</b>	<b>\$12.5</b>	<b>\$1.6</b>	<b>12.7%</b>
<b>Public Funding</b>														
Sales Tax I	\$6.2	\$6.2	\$0.0	0.0%	\$21.1	\$18.6	\$2.5	13.4%	\$7.1	(\$1.0)	(13.5%)	\$21.1	(\$0.0)	(0.0%)
Sales Tax II	\$0.1	\$0.1	\$0.0	0.0%	\$1.0	\$0.2	\$0.8	332.1%	\$0.6	(0.5)	(89.3%)	\$0.8	\$0.2	19.8%
PTF II	\$1.7	\$1.4	\$0.3	19.4%	\$4.6	\$3.9	\$0.7	17.4%	\$1.8	(0.1)	(5.1%)	\$4.9	(\$0.3)	(6.8%)
SCMF	\$1.6	\$1.6	\$0.0	0.0%	\$5.1	\$4.9	\$0.2	4.7%	\$1.8	(0.2)	(10.4%)	\$5.5	(\$0.3)	(6.3%)
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	\$0.4	\$0.3	\$0.1	21.8%	\$1.1	\$1.0	\$0.2	18.7%	\$0.4	(0.0)	(4.1%)	\$1.2	(\$0.1)	(6.5%)
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%	\$0.2	(\$0.2)	(100.0%)
ICE Funding	\$0.0	\$0.0	\$0.0	0.0%	\$0.1	\$0.0	\$0.1	0.0%	\$0.1	(0.1)	(100.0%)	\$0.4	(\$0.2)	(65.1%)
ICE Carryover (2019)	\$0.0	\$0.0	\$0.0	0.0%	\$1.2	\$1.2	\$0.0	0.0%	\$0.0	0.0	0.0%	\$0.0	\$1.2	0.0%
CMAQ/JARC/New Freedom	\$0.6	\$0.5	\$0.1	18.7%	\$1.7	\$1.4	\$0.3	22.4%	\$0.6	(0.1)	(11.5%)	\$1.7	\$0.0	0.0%
CARES Act Funding - Public Funding	<u>\$0.4</u>	<u>\$2.9</u>	<u>(\$2.5)</u>	<u>(85.8%)</u>	<u>\$3.6</u>	<u>\$8.6</u>	<u>(\$5.0)</u>	<u>(58.2%)</u>	<u>\$0.0</u>	<u>0.4</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$3.6</u>	<u>0.0%</u>
<b>Total Public Funding</b>	<b>\$10.9</b>	<b>\$13.0</b>	<b>(\$2.0)</b>	<b>(15.7%)</b>	<b>\$39.5</b>	<b>\$39.8</b>	<b>(\$0.3)</b>	<b>(0.6%)</b>	<b>\$12.5</b>	<b>(\$1.5)</b>	<b>(12.3%)</b>	<b>\$35.8</b>	<b>\$3.7</b>	<b>10.5%</b>
<b>Total Revenue</b>	<b>\$15.8</b>	<b>\$17.8</b>	<b>(\$2.0)</b>	<b>(11.3%)</b>	<b>\$53.6</b>	<b>\$53.8</b>	<b>(\$0.2)</b>	<b>(0.4%)</b>	<b>\$16.3</b>	<b>(\$0.5)</b>	<b>(3.3%)</b>	<b>\$48.3</b>	<b>\$5.3</b>	<b>11.1%</b>
<b>Expense</b>														
Labor / Fringe	\$11.2	\$12.0	\$0.8	6.4%	\$32.6	\$35.2	\$2.6	7.3%	\$11.3	\$0.1	0.9%	\$33.7	\$1.1	3.2%
Health Insurance	\$2.0	\$2.2	\$0.2	7.6%	\$5.9	\$6.6	\$0.7	10.2%	\$2.1	\$0.0	2.3%	\$6.3	\$0.4	5.8%
Material	\$0.8	\$0.8	(\$0.0)	(5.8%)	\$2.3	\$2.3	(\$0.0)	(0.0%)	\$0.5	(\$0.3)	(67.5%)	\$1.6	(\$0.7)	(43.3%)
Purchased Transportation	\$1.2	\$1.7	\$0.5	30.7%	\$3.6	\$5.0	\$1.4	28.6%	\$0.8	(\$0.4)	(53.2%)	\$4.0	\$0.4	10.8%
Fuel	\$0.7	\$0.7	(\$0.0)	(7.2%)	\$1.8	\$1.9	\$0.1	4.6%	\$0.7	(\$0.0)	(0.6%)	\$2.4	\$0.5	21.8%
Utilities	\$0.2	\$0.3	\$0.1	34.5%	\$0.7	\$1.0	\$0.4	36.3%	\$0.2	\$0.0	8.8%	\$0.7	\$0.1	7.2%
Insurance and Claims	\$0.6	\$0.9	\$0.3	34.5%	\$1.3	\$2.8	\$1.5	53.4%	\$0.6	\$0.0	5.9%	\$2.1	\$0.8	38.4%
Other Expenses	<u>\$1.3</u>	<u>\$1.9</u>	<u>\$0.6</u>	<u>32.4%</u>	<u>\$3.2</u>	<u>\$5.1</u>	<u>\$1.9</u>	<u>37.6%</u>	<u>\$1.1</u>	<u>(\$0.2)</u>	<u>(19.5%)</u>	<u>\$3.4</u>	<u>\$0.2</u>	<u>5.0%</u>
<b>Total Expense</b>	<b>\$18.1</b>	<b>\$20.6</b>	<b>\$2.4</b>	<b>11.8%</b>	<b>\$51.4</b>	<b>\$59.9</b>	<b>\$8.5</b>	<b>14.2%</b>	<b>\$17.4</b>	<b>(\$0.8)</b>	<b>(4.3%)</b>	<b>\$54.1</b>	<b>\$2.7</b>	<b>5.0%</b>
<b>Net Result</b>	<b>(\$2.4)</b>	<b>(\$2.8)</b>	<b>\$0.4</b>		<b>\$2.2</b>	<b>(\$6.1)</b>	<b>\$8.3</b>		<b>(\$1.1)</b>	<b>(\$1.3)</b>		<b>(\$5.8)</b>	<b>\$8.1</b>	
<b>Operating Deficit</b>	<b>\$13.3</b>	<b>\$15.7</b>	<b>\$2.4</b>	<b>15.5%</b>	<b>\$37.3</b>	<b>\$45.9</b>	<b>\$8.6</b>	<b>18.7%</b>	<b>\$13.6</b>	<b>\$0.3</b>	<b>1.9%</b>	<b>\$41.6</b>	<b>\$4.3</b>	<b>10.4%</b>
<b>Recovery Ratio</b>	<b>31.1%</b>	<b>29.5%</b>	<b>1.6 pts</b>		<b>31.9%</b>	<b>29.5%</b>	<b>2.3 pts</b>		<b>27.6%</b>	<b>(0.8) pts</b>		<b>28.8%</b>	<b>0.3 pts</b>	
<b>Total Ridership</b>	<b>1.0</b>	<b>1.5</b>	<b>(0.4)</b>	<b>(28.1%)</b>	<b>2.7</b>	<b>4.0</b>	<b>(1.3)</b>	<b>(33.3%)</b>	<b>1.6</b>	<b>(0.6)</b>	<b>(35.7%)</b>	<b>6.0</b>	<b>(3.3)</b>	<b>(55.0%)</b>
<i>Average Fare</i>	\$1.20	\$1.32	(\$0.13)	(9.6%)	\$1.22	\$1.33	(\$0.11)	(8.2%)	\$1.35	(\$0.16)	(11.5%)	\$1.30	(\$0.08)	(6.1%)

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 2021				YTD 2021				MARCH 2020			YTD 2020		
	Actual	Budget	<u>Variance</u>		Actual	Budget	<u>Variance</u>		Actual	<u>Change</u>		Actual	<u>Change</u>	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenue</b>														
Farebox	\$0.4	\$0.6	(\$0.2)	(33.1%)	\$1.3	\$1.8	(\$0.5)	(26.9%)	\$1.0	(\$0.6)	(56.7%)	\$3.0	(\$1.7)	(57.0%)
Other Revenue	\$0.0	\$0.2	(\$0.2)	(98.8%)	\$0.0	\$0.5	(\$0.5)	(98.5%)	\$0.2	(\$0.2)	(98.8%)	\$0.6	(\$0.6)	(98.6%)
<b>Total Operating Revenue</b>	<b>\$0.4</b>	<b>\$0.8</b>	<b>(\$0.4)</b>	<b>(48.2%)</b>	<b>\$1.3</b>	<b>\$2.3</b>	<b>(\$1.0)</b>	<b>(43.5%)</b>	<b>\$1.2</b>	<b>(\$0.7)</b>	<b>(63.5%)</b>	<b>\$3.6</b>	<b>(\$2.3)</b>	<b>(63.9%)</b>
<b>Public Funding</b>														
ADA Paratransit Fund	\$13.1	\$13.1	\$0.0	0.0%	\$39.3	\$39.3	\$0.0	0.0%	\$14.4	(\$1.3)	(9.0%)	\$43.2	(\$3.9)	(9.0%)
Additional State Funding	\$0.7	\$0.7	\$0.0	0.0%	\$2.1	\$2.1	\$0.0	0.0%	\$0.7	(\$0.0)	(0.0%)	\$2.1	(\$0.0)	(0.0%)
ADA Reserve	\$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>\$13.8</b>	<b>\$13.8</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$41.4</b>	<b>\$41.4</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$15.1</b>	<b>(\$1.3)</b>	<b>(8.6%)</b>	<b>\$45.3</b>	<b>(\$3.9)</b>	<b>(8.6%)</b>
<b>Total Revenue</b>	<b>\$14.2</b>	<b>\$14.6</b>	<b>(\$0.4)</b>	<b>(2.7%)</b>	<b>\$42.7</b>	<b>\$43.7</b>	<b>(\$1.0)</b>	<b>(2.3%)</b>	<b>\$16.3</b>	<b>(\$2.0)</b>	<b>(12.5%)</b>	<b>\$48.9</b>	<b>(\$6.2)</b>	<b>(12.7%)</b>
<b>Expenses</b>														
Labor / Fringe	\$0.3	\$0.4	\$0.0	4.8%	\$0.9	\$1.1	\$0.1	12.8%	\$0.4	\$0.0	7.6%	\$1.0	\$0.1	9.5%
Health Insurance	\$0.1	\$0.1	\$0.0	12.2%	\$0.2	\$0.2	\$0.0	19.4%	\$0.1	(\$0.0)	(17.0%)	\$0.2	\$0.0	4.9%
Administration	\$0.2	\$0.4	\$0.2	58.0%	\$0.5	\$1.1	\$0.6	50.9%	\$0.3	\$0.2	54.0%	\$1.1	\$0.5	48.7%
Fuel	\$0.3	\$0.5	\$0.3	50.2%	\$0.7	\$1.6	\$0.9	55.2%	\$0.2	(\$0.1)	(50.3%)	\$0.5	(\$0.2)	(30.9%)
Insurance and Claims	\$0.1	\$0.1	\$0.0	8.2%	\$0.2	\$0.2	\$0.0	13.3%	\$0.0	(\$0.0)	(151.1%)	\$0.1	(\$0.1)	(136.2%)
Purchased Transportation	\$12.4	\$11.5	(\$1.0)	(8.3%)	\$37.5	\$35.7	(\$1.9)	(5.2%)	\$14.0	\$1.5	10.9%	\$41.9	\$4.4	10.5%
Regional ADA Support Allocation	\$0.7	\$0.8	\$0.1	10.0%	\$1.9	\$2.4	\$0.5	19.3%	\$0.8	\$0.0	6.3%	\$2.1	\$0.2	8.6%
<b>Total Expense</b>	<b>\$14.0</b>	<b>\$13.7</b>	<b>(\$0.4)</b>	<b>(2.8%)</b>	<b>\$42.0</b>	<b>\$42.3</b>	<b>\$0.3</b>	<b>0.6%</b>	<b>\$15.7</b>	<b>\$1.6</b>	<b>10.5%</b>	<b>\$46.9</b>	<b>\$4.9</b>	<b>10.5%</b>
<b>Net Result</b>	<b>\$0.2</b>	<b>\$1.0</b>	<b>(\$0.8)</b>		<b>\$0.7</b>	<b>\$1.5</b>	<b>(\$0.7)</b>		<b>\$0.6</b>	<b>(\$0.4)</b>		<b>\$2.0</b>	<b>(\$1.3)</b>	
<b>Operating Deficit</b>	<b>\$13.6</b>	<b>\$12.8</b>	<b>(\$0.8)</b>	<b>(6.0%)</b>	<b>\$40.7</b>	<b>\$40.0</b>	<b>(\$0.7)</b>	<b>(1.9%)</b>	<b>\$14.5</b>	<b>\$0.9</b>	<b>6.2%</b>	<b>\$43.3</b>	<b>\$2.6</b>	<b>6.0%</b>
<b>Recovery Ratio Adjustments</b>														
Capital Cost of Contracting (2)	\$8.8	\$6.0	\$2.8	46.7%	\$25.0	\$18.0	\$6.9	38.5%	6.6	2.2	32.6%	13.8	11.2	81.5%
Single Rides (Security)	\$2.6	\$0.8	\$1.8	233.9%	\$6.0	\$2.4	\$3.6	151.3%	0.0	2.6	0.0%	0.0	6.0	0.0%
<b>Recovery Ratio</b>	<b>16.0%</b>	<b>11.9%</b>	<b>4.1 pts</b>		<b>11.7%</b>	<b>10.5%</b>	<b>1.2 pts</b>		<b>12.8%</b>	<b>3.2 pts</b>		<b>10.9%</b>	<b>0.9 pts</b>	
<b>Total Ridership</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>23.0%</b>	<b>0.7</b>	<b>0.6</b>	<b>0.0</b>	<b>5.7%</b>	<b>0.2</b>	<b>0.0</b>	<b>8.4%</b>	<b>1.0</b>	<b>(0.3)</b>	<b>(31.2%)</b>
<i>Average Fare</i>	\$1.69	\$3.12	(\$1.42)	(45.7%)	\$1.98	\$2.86	(\$0.88)	(30.8%)	\$4.25	(\$2.55)	(60.1%)	\$3.16	(\$1.19)	(37.5%)

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







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