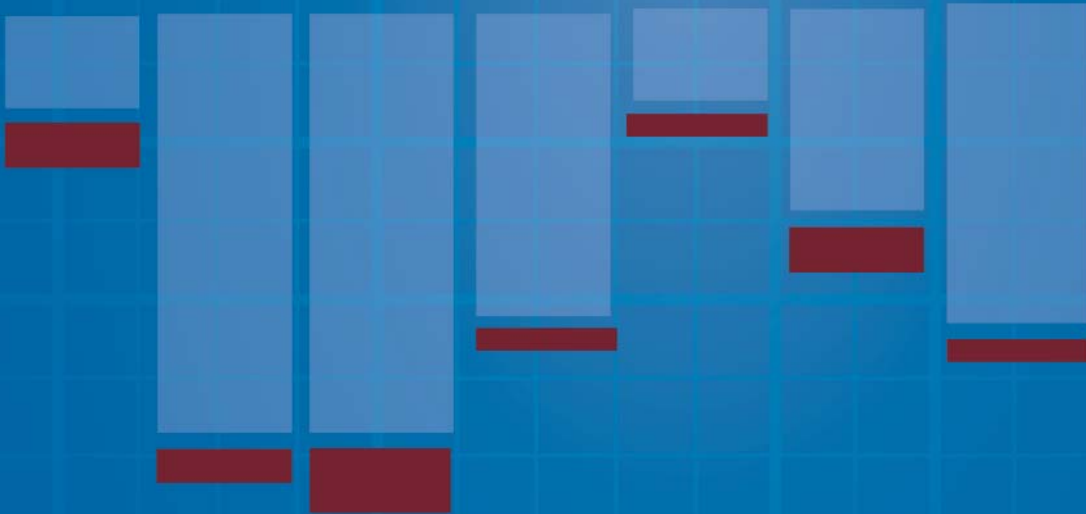


# QUARTERLY FINANCIAL AND PERFORMANCE REPORT



Regional  
Transportation  
Authority

**MOVING YOU**

August 2020

## 2<sup>nd</sup> Quarter 2020 Financial and Performance Report

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## Executive Summary

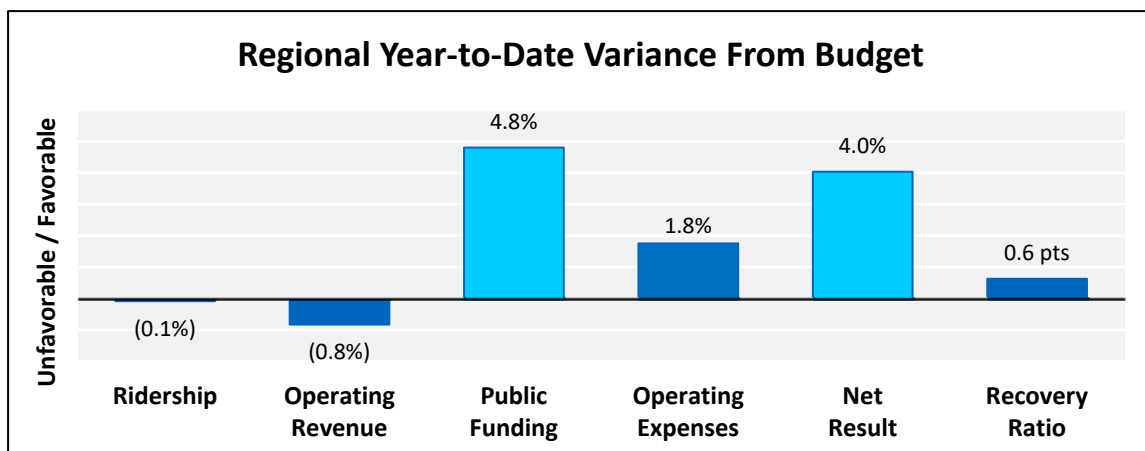
The size of the Chicago-area labor force decreased by only 1,000 in the second quarter, while employment in the region fell sharply due to COVID-19 mitigation efforts, by 445,000 jobs. As a result, the regional unemployment rate soared to 16.1% by the end of the second quarter and finished 5 percentage points higher than the national unemployment rate.

RTA year-to-date ridership was 147.6 million, 0.1% below the amended budget and 46.5% lower than prior year. April experienced the steepest ridership decline as the effects of the pandemic fully took hold on our system. Mitigation efforts, such as rear-door boarding, further dragged down fare revenue. Bleak ridership levels of about 20% of normal persisted throughout most of the second quarter with a slight uptick in June as the City and State began to reopen. Importantly, the amended 2020 operating budgets of the Service Boards mostly incorporated actual results for the first half of the year, thus many of the variances from budget for the year-to-date results are now zero or close to zero.

Operating revenue finished the quarter \$4.5 million, or 0.8%, unfavorable to the amended 2020 budget. Federal CARES Act funding of \$225.8 million through June has helped offset fare revenue losses at CTA, Metra, and Pace. May sales tax is projected to come in about 24% below prior year. However, this result is significantly better than the 50% drop anticipated in the funding amendment adopted in May. RETT receipts also improved compared to the amended budget, finishing \$2.8 million or 15.5% favorable. The total public funding variance was \$35.9 million, or 4.8%, favorable to budget.

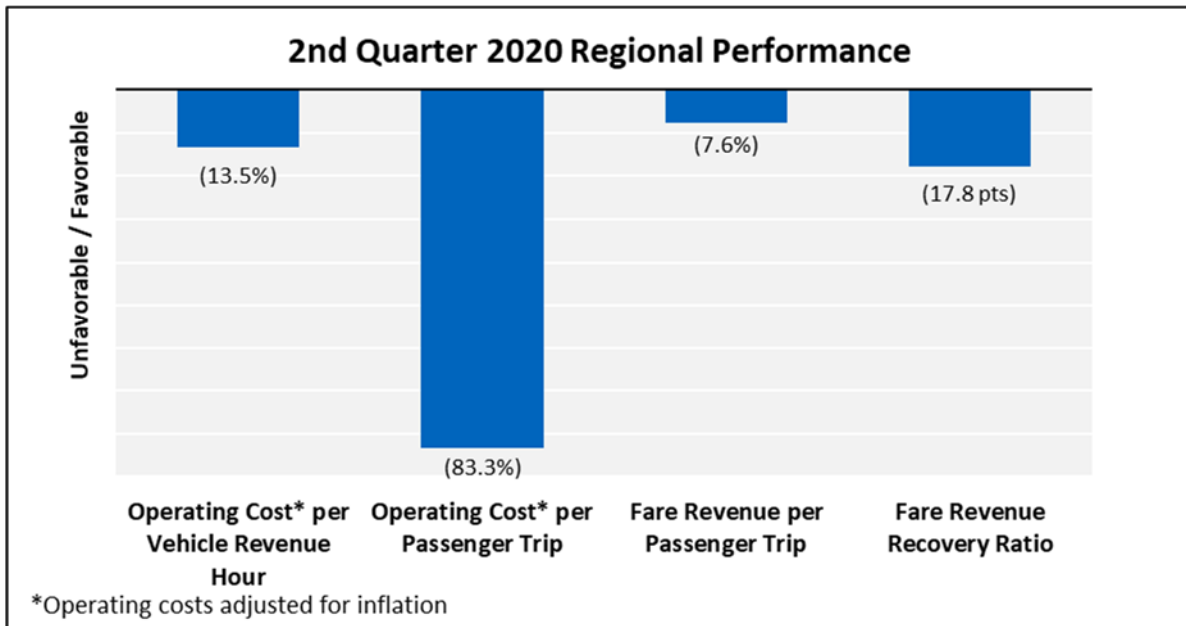
At the regional level, year-to-date operating expenses were \$24.1 million, or 1.8%, favorable to the amended budget. Metra and Pace Suburban Service reported favorable total expense variances, while CTA and ADA Paratransit results were flat to budget. Each Service Board had favorable fuel expense results, totaling \$4.3 million through the second quarter. The good expense results aided by favorable public funding produced a net result which was \$55.5 million favorable to budget. The regional recovery ratio, which does not consider sales tax results, improved to 48.9% due to the inclusion of CARES Act funding, now favorable to budget by 0.6 percentage points.

Accordingly, staff recommends that each Service Board, ADA Paratransit, and the region as a whole be found in substantial accordance with the amended 2020 budget through the second quarter.



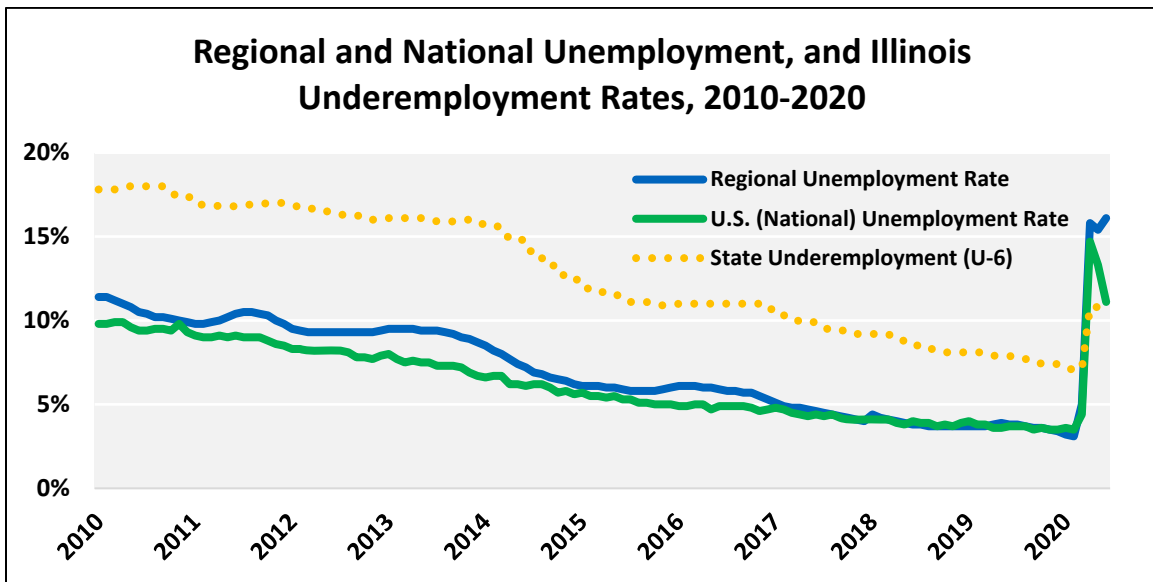
Year-to-date second quarter 2020 regional performance results were unfavorable for each measure compared to 2019. After adjusting operating costs for inflation, regional operating costs were 1.3% lower compared to 2019, a favorable difference of \$17.56 million. A 13% decrease in service hours resulted in an operating cost per vehicle revenue hour that was 13.5% or \$23.28 higher (unfavorable) compared to 2019. Ridership for the first six months of 2020 was down 46.2% compared to the first half of 2019, resulting in a 2020 inflation-adjusted operating cost per passenger trip of \$9.30, which was \$4.23 or 83.3% higher compared to 2019. The 50.3% decrease in fare revenue through the first half of 2020, spread over significantly fewer passenger trips, resulted in an average fare revenue per passenger trip that was 7.6%, or \$0.14 lower compared to 2019. The fare revenue recovery ratio of 17.6% was 17.8 percentage points lower compared to 2019, primarily resulting from lower 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.

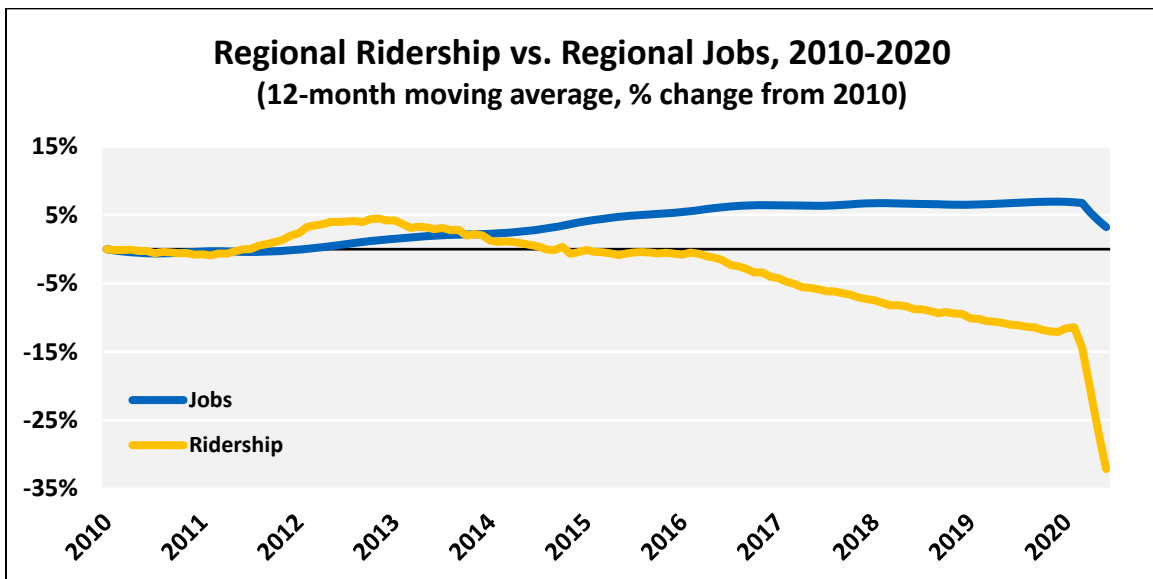


## Environmental Factors

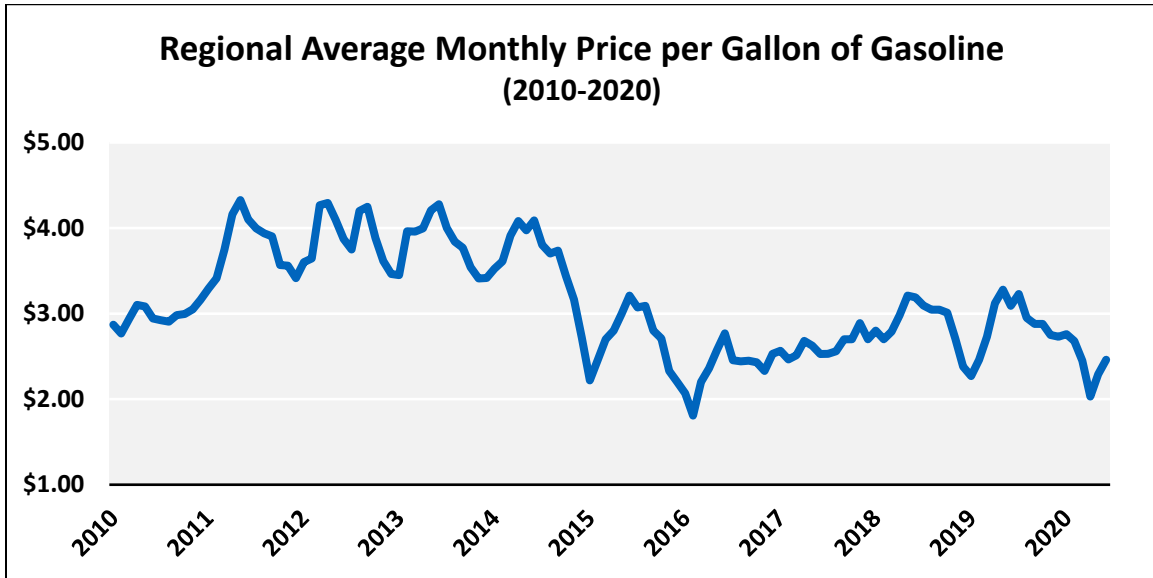
Regional unemployment spiked to 16.1% by the end of the second quarter, surpassing the national rate by five percentage points, as the effects of COVID-19 resulted in many American job losses. The size of the labor force decreased by 1,200 while the number of jobs decreased by 445,000 since the first quarter of 2020.



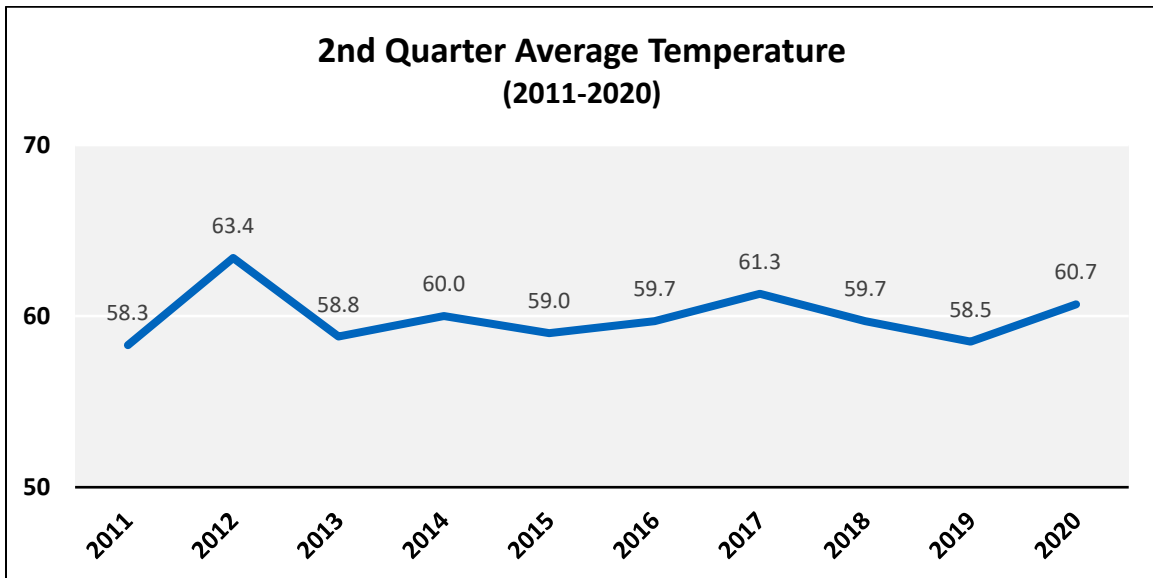
The twelve-month moving average of regional jobs worsened from the first quarter, but is still 3.2% higher than 2010, while ridership is now 32.1% below 2010 levels.



The average price per gallon of gasoline in the Chicago region during the second quarter of 2020 was \$2.26, down 90 cents from the first quarter of 2019, but showed an increasing trend during the quarter. Demand for gasoline has been directly impacted by the Governor’s Stay At Home Order put in place on March 21, which dramatically reduced all forms of travel and resulted in about 50% less driving throughout the second quarter.

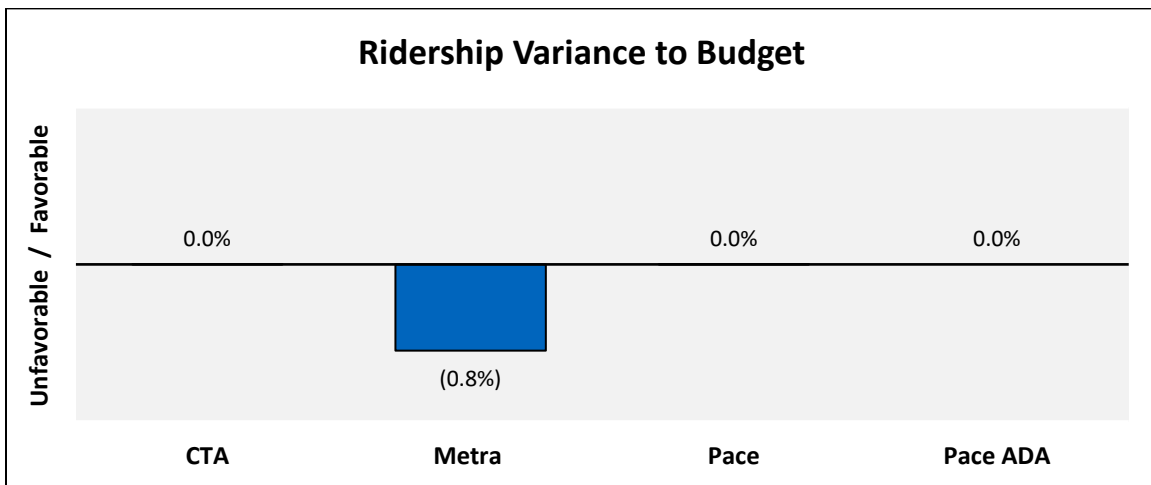


The average temperature in the second quarter of 2020 was 60.7 degrees, on par with the averages of the past 10 years.

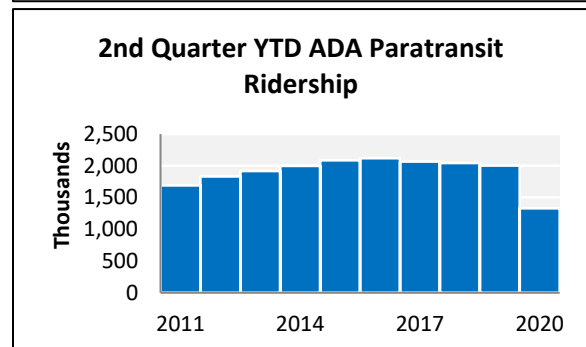
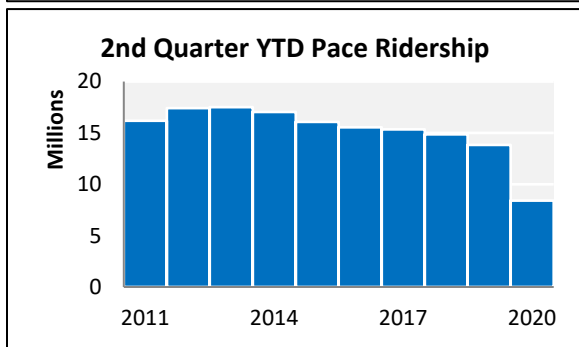
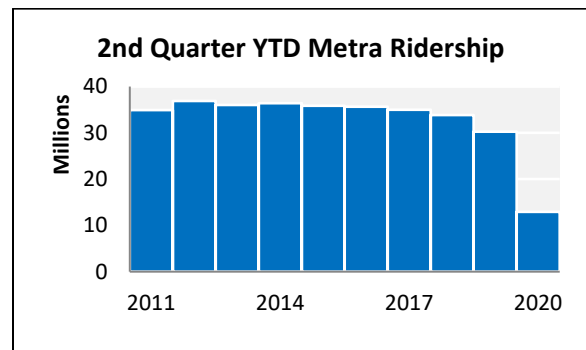
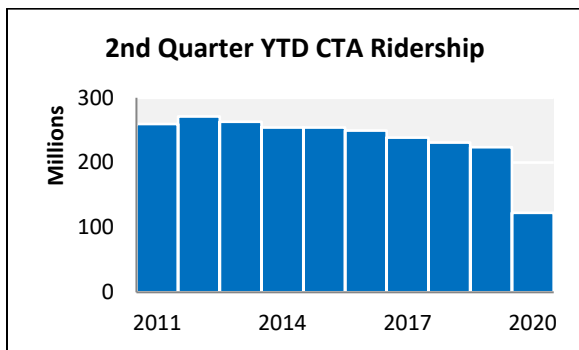


## Ridership

Due to COVID-19 mitigation efforts, RTA system ridership was down 46% compared to prior year. Mild winter weather contributed to good ridership performance in January and February before plummeting in March due to the strict mitigation measures implemented in response to the coronavirus outbreak. The system recorded 147.6 million passenger trips through June. Since the amended Service Board budgets mostly incorporated actual results for the first half of the year, ridership variances from the amended budget were minimal.

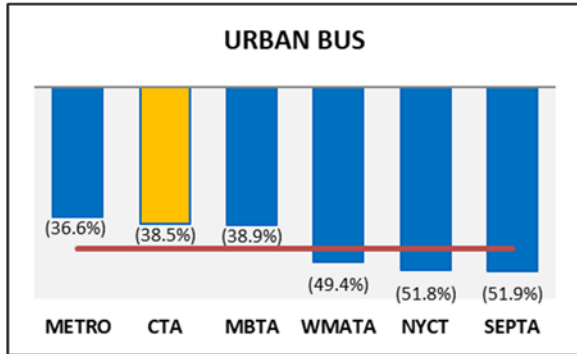


The charts below show each Service Board’s year-to-date ridership through June for the last ten years, as reported to the National Transit Database (NTD).



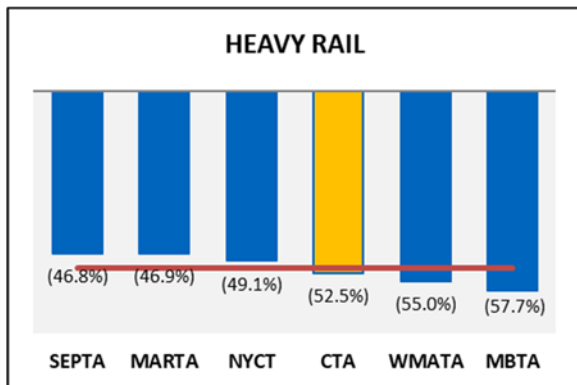
## Ridership: Peer Comparison for CTA and Metra

The following peer comparisons show the percent change in ridership for the first half of 2020, by mode, in comparison to 2019. Data are provided by the NTD. CTA bus and rail experienced year-to-date ridership decreases of 38.5% and 52.5%, respectively; Metra ridership was down 56.5%.



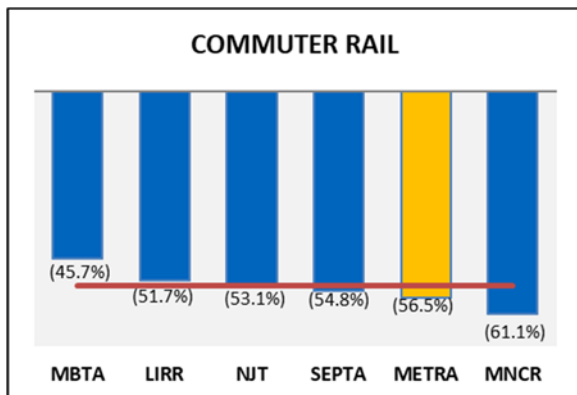
CTA bus peers include:

- METRO (Los Angeles)
- MBTA (Boston)
- WMATA (Washington, DC)
- NYCT (New York)
- SEPTA (Philadelphia)
- Peer average: -45.7%



CTA rail peers include:

- SEPTA (Philadelphia)
- MARTA (Atlanta)
- NYCT (New York City)
- WMATA (Washington, DC)
- MBTA (Boston)
- Peer average: -51.1%



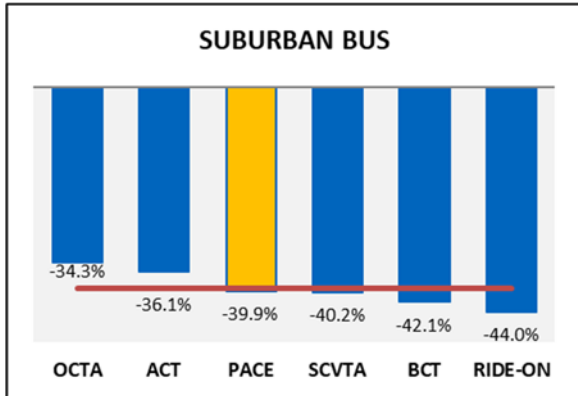
Metra's peers include:

- MBTA (Boston)
- LIRR (Long Island, New York)
- NJT (New Jersey/New York)
- SEPTA (Philadelphia)
- MNCR (New York/Connecticut)
- Peer average: -53.3%



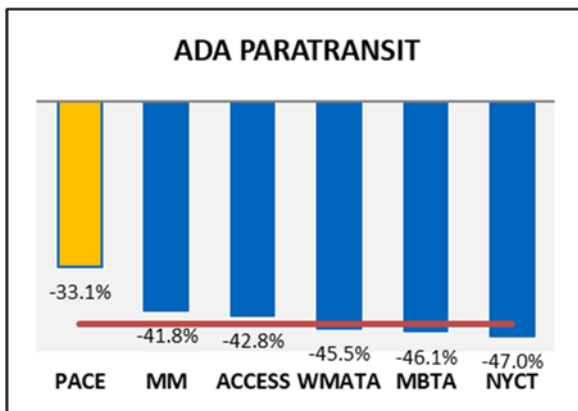
### Ridership: Peer Comparison for Pace

Pace bus saw a year-over-year ridership decrease of 39.9%; ADA Paratransit ridership dropped by 33.1%.



Pace bus peers include:

- OCTA (Orange County, CA)
- ACT (Oakland Area)
- SCVTA (San Francisco area)
- BCT (Miami area)
- RIDE-ON (Washington, DC area)
- Peer average: -39.3%



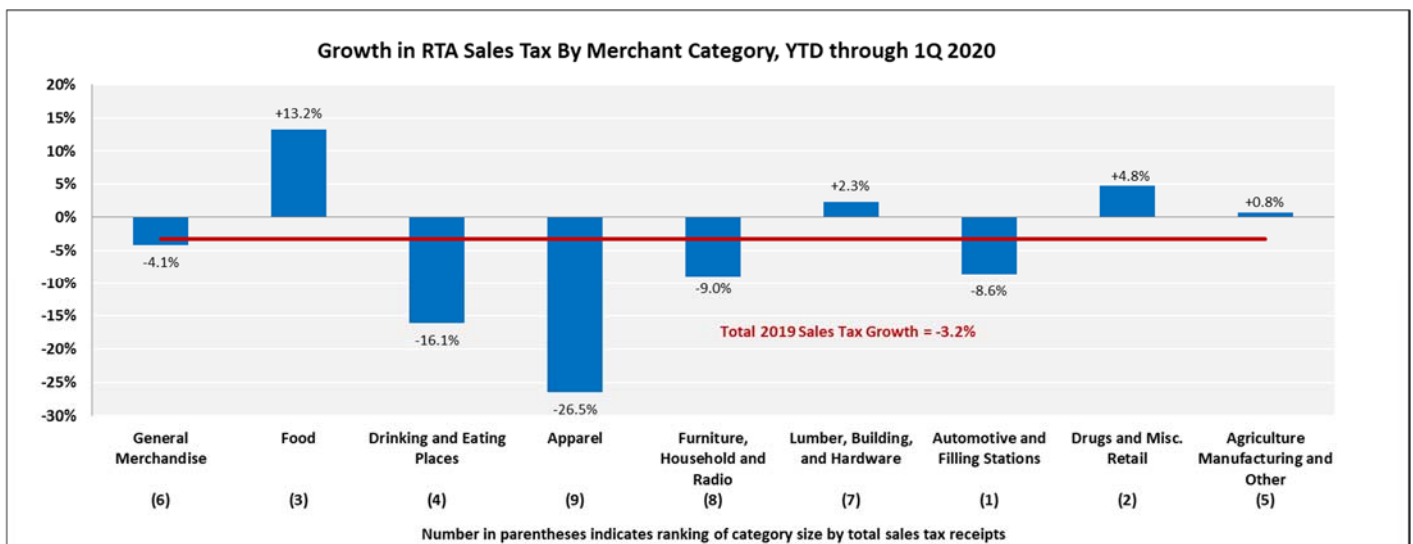
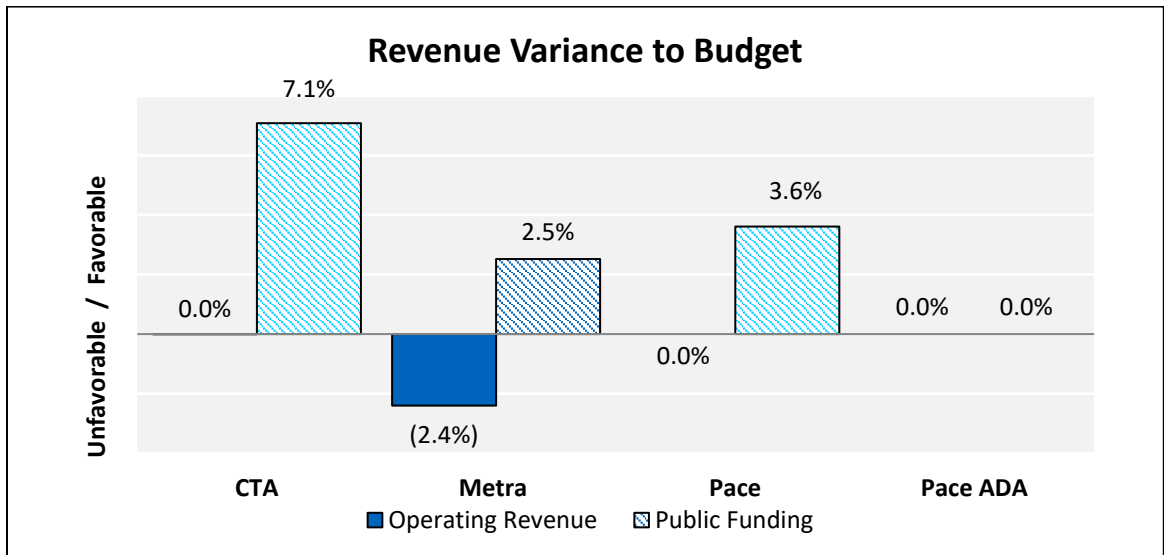
ADA Paratransit peers include:

- MM (Minneapolis)
- ACCESS (Los Angeles)
- WMATA (Washington, DC)
- MBTA (Boston)
- NYCT (New York City)
- Peer average: -44.6%

## Operating Revenue and Public Funding

Operating revenue for the region was \$4.5 million or 0.8% unfavorable to budget for the second quarter. CTA, Pace, and ADA Paratransit produced zero variance results since their amended budgets incorporated actual operating revenue results through June.

Public funding was \$35.9 million or 4.8% favorable to budget, primarily due to sales tax receipts coming in better than anticipated relative to the May funding amendment. As seen in the chart for the first quarter of 2020, the latest available, Food led the merchant categories with sales tax growth of 13.2%, however overall first quarter sales tax growth was -3.2%, excluding the Use Tax, which is not included in the SIC-level data from which this chart is sourced. The first quarter results shown do not reflect the full impact of COVID-19 on sales tax receipts, which began in mid-March.



## Expenses

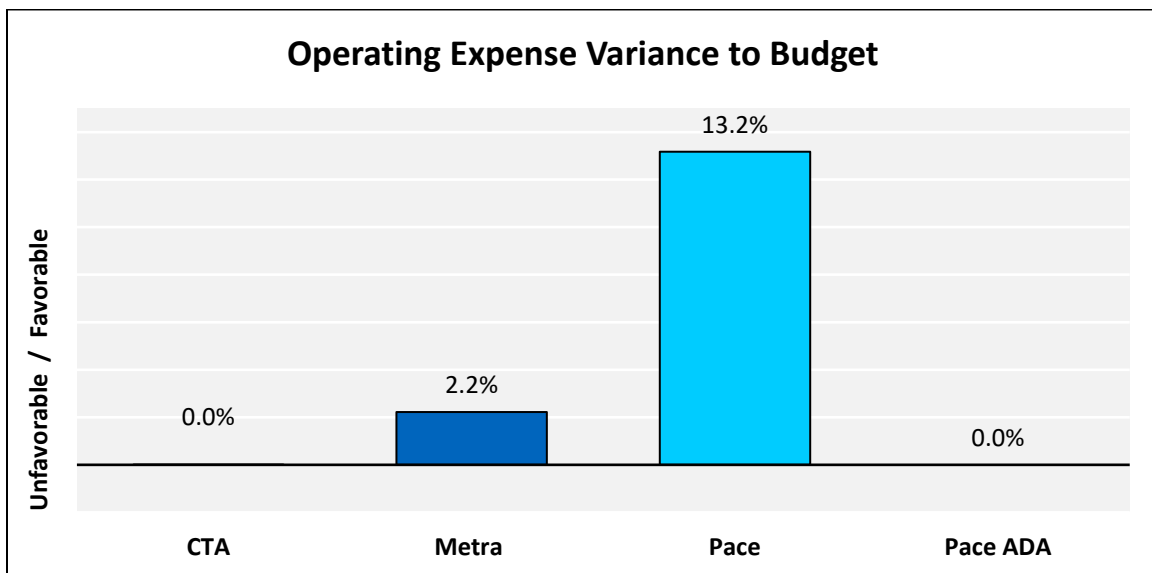
Total Service Board operating expenses of \$1.351 billion were \$24.1 million or 1.8% favorable to budget through June. Fuel expenses were favorable at Metra and Pace, by a total of \$4.3 million.

CTA’s total expenses were flat to budget, including fuel and power since their amended budget included actual results through June.

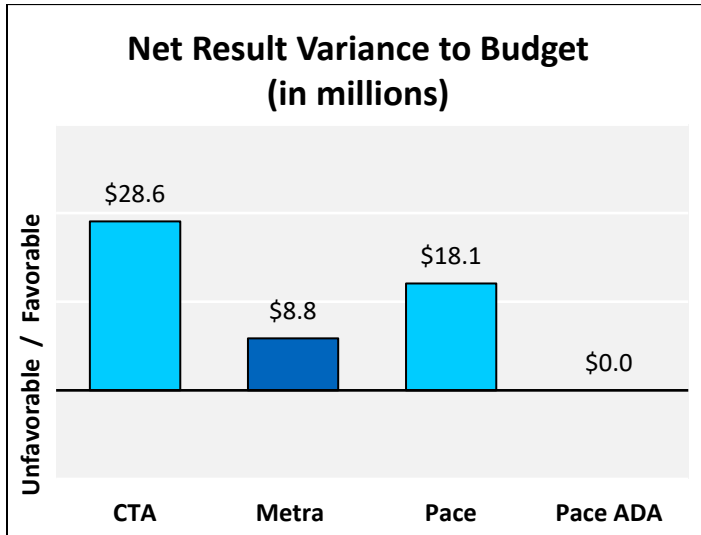
Metra’s total expenses came in \$8.4 million, or 2.2%, favorable to budget. Since Metra’s amended budget included actual results through May, the year-to-date variance was driven solely by the month of June. Each expense category was essentially favorable to budget including fuel expense which was 6.5% favorable, and power expense which finished the second quarter 8.9% favorable to budget.

Unlike the other Service Boards, Pace left expenses at originally budgeted levels in their amended operating budget, resulting in significant year-to-date variances. Total expenses through the second quarter were \$15.6 million or 13.2% favorable to budget. Pace fuel expense was favorable by 44% due to a combination of lower consumption driven by reduced service levels and decreases in fuel price.

ADA Paratransit’s total expenses were flat to budget through the second quarter because the amended budget included actuals through June, producing a zero variance. ADA Paratransit expense performance is expected to worsen due to the extension of COVID-19 protection efforts through the third quarter.

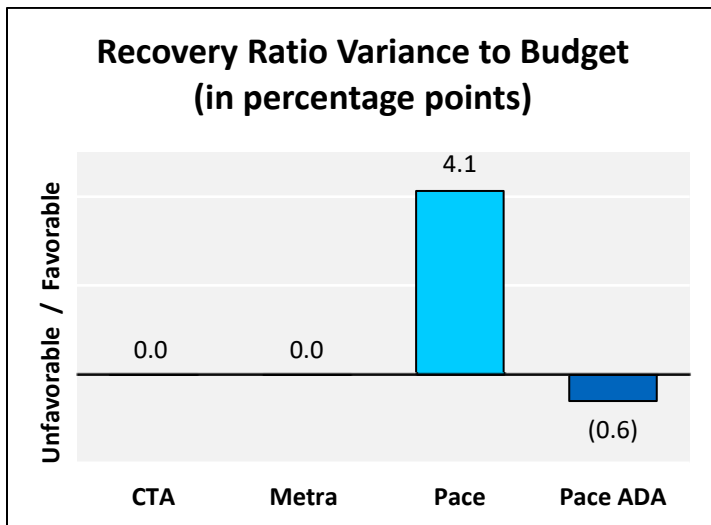


### Net Results



Favorable public funding results combined with good operating expense performance produced a regional net result that was \$55.5 million favorable to budget through the second quarter. CTA had the most favorable result due to RETT and sales tax receipts surpassing budgeted levels. ADA Paratransit finished with a zero variance net result.

### Recovery Ratios



The regional recovery ratio of 48.9% was 0.6 percentage points favorable to budget for the quarter. The recovery ratio improved dramatically due to the \$225.8 million of total CARES Act funding which bridged the gap in fare revenue shortfalls at each Service Board except ADA Paratransit. Pace Suburban Service reported the most favorable variance from budget due to their expense performance relative to their amended budget.

## 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, 2020 year-to-date performance is compared to 2019 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.

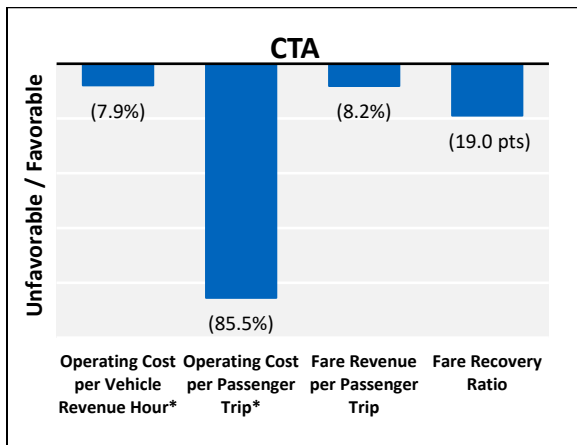
**Operating cost per passenger trip:** The cost of providing each individual passenger trip. Operating costs have been adjusted for inflation for this metric.

**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.

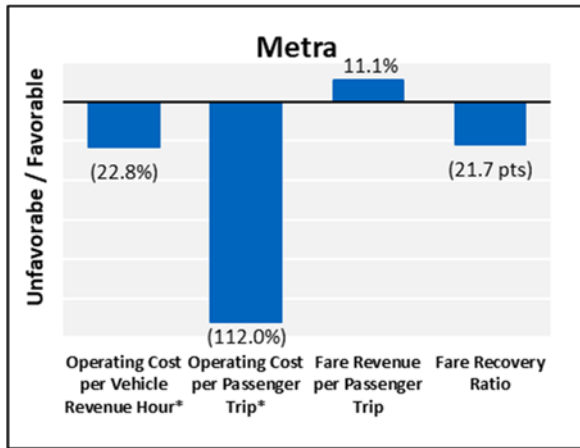
The following charts show the net percentage change for first half performance of 2020 compared to 2019, with bars above the line indicating improved performance.

### CTA 2020 Performance Results



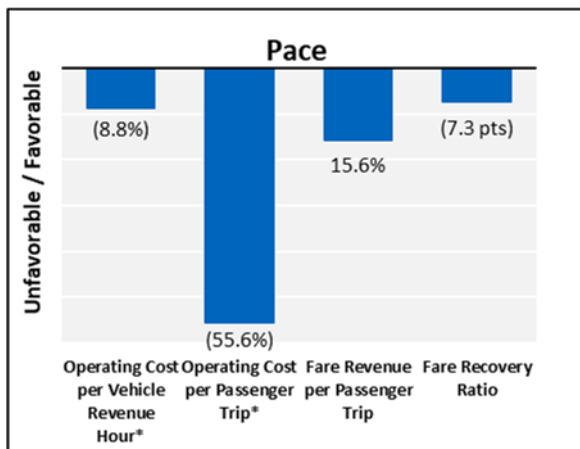
- CTA’s inflation-adjusted operating cost increase of 1.6%, combined with the 5.8% reduction in vehicle revenue hours, resulted in an operating cost per vehicle hour that was 7.9% unfavorable to 2019 results.
- CTA ridership for the first half of 2020 was 45.2% lower than in 2019, resulting in an operating cost per passenger trip that was 85.5%, or \$2.90, higher in comparison.
- CTA total fare revenue decreased by 49.7% in the first half of 2020. The average fare of \$1.16 was \$0.10, or 8.2% lower compared to 2019.
- The CTA fare recovery ratio decreased by 19 percentage points to 18.2%.

**Metra 2020 Performance Results**



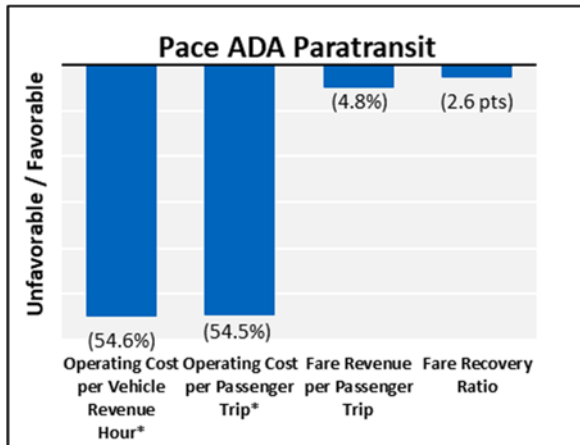
- Metra saw an inflation-adjusted operating cost decrease of 7.8% compared to 2019, as vehicle revenue hours decreased by 24.9%. Metra’s operating cost per vehicle revenue hour was 22.8% higher compared to 2019.
- Metra’s year-to-date ridership decrease of 56.5% resulted in an operating cost per passenger trip that was 112.0%, or \$14.77, higher compared to 2019.
- Overall fare revenue decreased 51.7% through the first half of 2020; the fare revenue per passenger trip (average fare paid) was \$6.61, \$0.66 higher compared to 2019.
- The fare recovery ratio of 23.3% was 21.7 percentage points unfavorable to 2019.

**Pace 2020 Performance Results**



- Pace’s inflation-adjusted operating cost decreased 8.0% in 2020 as service levels decreased 15.5%, resulting in an operating cost per vehicle revenue hour that was 8.8% higher compared to 2019.
- Pace saw a 40.9% decline in ridership through June, resulting in a 55.6% increase in cost per passenger trip, an unfavorable increase of \$4.44.
- Fare revenues decreased by 50.1% in the first half of 2020; fare revenue per passenger trip saw a 15.6% decrease compared to 2019, an unfavorable difference of \$0.20.
- Pace’s fare recovery ratio decreased 7.3 percentage points in 2020 to 8.5%.

**Pace ADA Paratransit 2020 Performance Results**



- Inflation-adjusted operating costs for ADA Paratransit services were unfavorable by 3.4% in 2020, while vehicle revenue hours decreased 33.1%, resulting in a 54.6% increase in operating cost per vehicle hour.
- Higher operating costs spread over 33.1% fewer passenger trips resulted in a cost per passenger trip that was 54.5%, or \$24.47 higher compared to 2019.
- Fare revenue decreased by 36.3%. Decreased fare revenue and lower ridership produced a 4.8%, or \$0.14 decrease in fare revenue per passenger trip compared to 2019.
- At 4.0%, the fare recovery ratio was 2.6 percentage points lower compared to 2019.

# Region Summary Report - 2nd Quarter 2020

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	2nd Quarter 2020				YTD 2020				2nd Quarter 2019			YTD 2019		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenues</b>														
CTA	\$181.7	\$181.7	\$0.0	0.0%	\$326.8	\$326.8	(\$0.0)	(0.0%)	\$172.9	\$8.9	5.1%	\$332.1	(\$5.3)	(1.6%)
Metra	\$84.9	\$89.3	(\$4.5)	(5.0%)	\$183.2	\$187.7	(\$4.5)	(2.4%)	\$106.3	(\$21.4)	(20.2%)	\$202.8	(\$19.6)	(9.7%)
Pace	\$11.6	\$11.6	(\$0.0)	(0.0%)	\$24.1	\$24.1	(\$0.0)	(0.0%)	\$13.6	(\$2.0)	(14.5%)	\$26.8	(\$2.7)	(10.0%)
Pace ADA	<u>\$0.7</u>	<u>\$0.7</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$4.3</u>	<u>\$4.3</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$4.4</u>	<u>(\$3.7)</u>	<u>(83.3%)</u>	<u>\$7.7</u>	<u>(\$3.4)</u>	<u>(43.8%)</u>
<b>Total</b>	<b>\$278.9</b>	<b>\$283.4</b>	<b>(\$4.5)</b>	<b>(1.6%)</b>	<b>\$538.5</b>	<b>\$543.0</b>	<b>(\$4.5)</b>	<b>(0.8%)</b>	<b>\$297.1</b>	<b>\$18.2</b>	<b>6.1%</b>	<b>\$569.5</b>	<b>(\$31.0)</b>	<b>(5.4%)</b>
<b>Public Funding (1)</b>														
CTA	\$231.2	\$204.5	\$26.7	13.1%	\$432.3	\$403.7	\$28.6	7.1%	\$193.2	\$37.9	19.6%	\$373.8	\$58.5	15.6%
Metra	\$93.1	\$92.2	\$0.8	0.9%	\$198.1	\$193.3	\$4.9	2.5%	\$97.3	(\$4.3)	(4.4%)	\$182.3	\$15.8	8.7%
Pace	\$35.1	\$34.7	\$0.4	1.3%	\$70.9	\$68.4	\$2.5	3.6%	\$42.5	(\$7.3)	(17.3%)	\$79.8	(\$8.9)	(11.1%)
Pace ADA	<u>\$37.9</u>	<u>\$37.9</u>	<u>(\$0.0)</u>	<u>(0.0%)</u>	<u>\$83.2</u>	<u>\$83.2</u>	<u>(\$0.0)</u>	<u>(0.0%)</u>	<u>\$43.3</u>	<u>(\$5.4)</u>	<u>(12.4%)</u>	<u>\$86.5</u>	<u>(\$3.3)</u>	<u>(3.8%)</u>
<b>Total</b>	<b>\$397.3</b>	<b>\$369.3</b>	<b>\$28.0</b>	<b>7.6%</b>	<b>\$784.6</b>	<b>\$748.6</b>	<b>\$35.9</b>	<b>4.8%</b>	<b>\$376.3</b>	<b>(\$21.0)</b>	<b>(5.6%)</b>	<b>\$722.5</b>	<b>\$62.1</b>	<b>8.6%</b>
<b>Operating Expenses</b>														
CTA	\$378.6	\$378.6	\$0.0	0.0%	\$781.7	\$781.7	\$0.0	0.0%	\$376.5	(\$2.1)	(0.6%)	\$759.8	(\$21.9)	(2.9%)
Metra	\$173.4	\$181.8	\$8.4	4.6%	\$372.5	\$381.0	\$8.4	2.2%	\$195.1	\$21.7	11.1%	\$399.0	\$26.5	6.6%
Pace	\$48.9	\$59.2	\$10.3	17.4%	\$103.0	\$118.6	\$15.6	13.2%	\$56.6	\$7.7	13.7%	\$110.6	\$7.6	6.9%
Pace ADA	<u>\$47.1</u>	<u>\$47.1</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$94.1</u>	<u>\$94.1</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$48.8</u>	<u>\$1.7</u>	<u>3.4%</u>	<u>\$89.9</u>	<u>(\$4.2)</u>	<u>(4.6%)</u>
<b>Total</b>	<b>\$648.0</b>	<b>\$666.8</b>	<b>\$18.8</b>	<b>2.8%</b>	<b>\$1,351.3</b>	<b>\$1,375.4</b>	<b>\$24.1</b>	<b>1.8%</b>	<b>\$677.1</b>	<b>\$29.1</b>	<b>4.3%</b>	<b>\$1,359.2</b>	<b>\$8.0</b>	<b>0.6%</b>
<b>Net Results</b>														
CTA	\$34.3	\$7.5	\$26.7		(\$22.6)	(\$51.2)	\$28.6		(\$10.5)	\$44.7		(\$53.9)	\$31.3	
Metra	\$4.5	(\$0.3)	\$4.8		\$8.8	\$0.0	\$8.8		\$8.5	(\$4.0)		(\$13.8)	\$22.6	
Pace	(\$2.1)	(\$12.9)	\$10.7		(\$7.9)	(\$26.0)	\$18.1		(\$0.5)	(\$1.6)		(\$4.0)	(\$4.0)	
Pace ADA	<u>(\$8.5)</u>	<u>(\$8.5)</u>	<u>(\$0.0)</u>		<u>(\$6.5)</u>	<u>(\$6.5)</u>	<u>(\$0.0)</u>		<u>(\$1.1)</u>	<u>(\$7.4)</u>		<u>\$4.3</u>	<u>(\$10.8)</u>	
<b>Total</b>	<b>\$28.2</b>	<b>(\$14.1)</b>	<b>\$42.3</b>		<b>(\$28.2)</b>	<b>(\$83.8)</b>	<b>\$55.5</b>		<b>(\$3.6)</b>	<b>\$31.8</b>		<b>(\$67.3)</b>	<b>\$39.0</b>	
<b>Operating Deficit</b>														
CTA	\$196.9	\$196.9	\$0.0	0.0%	\$454.9	\$454.9	\$0.0	0.00%	\$203.7	6.8	3.3%	\$427.7	(\$27.2)	(6.4%)
Metra	\$88.5	\$92.5	\$4.0	4.3%	\$189.3	\$193.3	\$3.9	2.0%	\$88.8	0.3	0.3%	\$196.1	6.8	3.5%
Pace	\$37.2	\$47.6	\$10.3	21.7%	\$78.9	\$94.5	\$15.6	16.5%	\$43.0	5.8	13.4%	\$83.8	4.9	5.9%
Pace ADA	<u>\$46.4</u>	<u>\$46.4</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$89.7</u>	<u>\$89.7</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$44.4</u>	<u>(2.0)</u>	<u>(4.5%)</u>	<u>\$82.2</u>	<u>(7.5)</u>	<u>(9.2%)</u>
<b>Total</b>	<b>\$369.1</b>	<b>\$383.4</b>	<b>\$14.3</b>	<b>3.7%</b>	<b>\$812.8</b>	<b>\$832.4</b>	<b>\$19.6</b>	<b>2.4%</b>	<b>\$379.9</b>	<b>\$10.8</b>	<b>2.9%</b>	<b>\$789.8</b>	<b>(\$23.0)</b>	<b>(2.9%)</b>
<b>Recovery Ratio</b>														
CTA	57.9%	57.9%	0.0 pts		51.4%	51.4%	(0.0) pts		56.4%	1.5 pts		53.7%	(2.3) pts	
Metra	53.0%	53.0%	0.0 pts		53.0%	53.0%	(0.0) pts		58.3%	(5.3) pts		54.2%	(1.2) pts	
Pace	31.5%	25.4%	6.0 pts		30.0%	25.8%	4.1 pts		29.3%	2.2 pts		29.6%	0.3 pts	
Pace ADA	<u>2.6%</u>	<u>3.2%</u>	<u>(0.6) pts</u>		<u>7.1%</u>	<u>7.7%</u>	<u>(0.6) pts</u>		<u>11.3%</u>	<u>(8.7) pts</u>		<u>10.8%</u>	<u>(3.7) pts</u>	
<b>System</b>	<b>53.5%</b>	<b>52.5%</b>	<b>1.0 pts</b>		<b>48.9%</b>	<b>48.3%</b>	<b>0.6 pts</b>		<b>52.2%</b>	<b>1.3 pts</b>		<b>49.9%</b>	<b>(1.0) pts</b>	
<b>Ridership</b>														
CTA	27.5	27.5	0.0	0.0%	122.6	122.6	0.0	0.0%	116.7	(89.2)	(76.5%)	223.1	(100.5)	(45.1%)
Metra(2)	0.8	0.9	(0.1)	(13.9%)	15.4	15.5	(0.1)	(0.8%)	18.9	(18.1)	(95.8%)	36.5	(21.1)	(57.9%)
Pace	2.3	2.3	0.0	0.0%	8.3	8.3	0.0	0.0%	7.3	(5.0)	(68.7%)	13.8	(5.5)	(40.1%)
Pace ADA	<u>0.4</u>	<u>0.4</u>	<u>0.0</u>	<u>0.0%</u>	<u>1.3</u>	<u>1.3</u>	<u>0.0</u>	<u>0.0%</u>	<u>1.1</u>	<u>(0.7)</u>	<u>(67.2%)</u>	<u>2.1</u>	<u>(0.8)</u>	<u>(37.9%)</u>
<b>Total</b>	<b>30.9</b>	<b>31.0</b>	<b>(0.1)</b>	<b>(0.4%)</b>	<b>147.6</b>	<b>147.7</b>	<b>(0.1)</b>	<b>(0.1%)</b>	<b>143.9</b>	<b>(113.1)</b>	<b>(78.5%)</b>	<b>275.6</b>	<b>(128.0)</b>	<b>(46.5%)</b>

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

(1) Throughout these summaries 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: 2nd Quarter 2020

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	2nd Quarter 2020				YTD 2020				2nd Quarter 2019			YTD 2019		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenue</b>														
Farebox	\$22.4	\$22.4	\$0.0	0.0%	\$142.0	\$142.0	(\$0.0)	(0.0%)	\$148.0	(\$125.6)	(84.9%)	\$282.2	(\$140.2)	(49.7%)
Reduced Fare	\$3.9	\$3.9	0.0	0.0%	\$7.5	\$7.5	(0.0)	(0.0%)	\$3.5	0.3	9.4%	\$7.1	0.4	6.3%
Other	\$11.7	\$11.7	(0.0)	(0.0%)	\$33.6	\$33.6	(0.0)	(0.0%)	\$21.3	(9.6)	(45.0%)	\$42.8	(9.2)	(21.6%)
CARES Act Funding - Fare Revenue Replacement	<u>\$143.7</u>	<u>\$143.7</u>	<u>0.0</u>	<u>0.0%</u>	<u>\$143.7</u>	<u>\$143.7</u>	<u>0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>143.7</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>143.7</u>	<u>0.0%</u>
<b>Total Operating Revenue</b>	<b>\$181.7</b>	<b>\$181.7</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$326.8</b>	<b>\$326.8</b>	<b>(\$0.0)</b>	<b>(0.0%)</b>	<b>\$172.9</b>	<b>\$8.9</b>	<b>5.1%</b>	<b>\$332.1</b>	<b>(\$5.3)</b>	<b>(1.6%)</b>
<b>Public Funding</b>														
Sales Tax I	\$64.6	\$50.0	\$14.6	29.3%	\$146.4	\$130.8	\$15.6	11.9%	\$99.6	(\$35.0)	(35.1%)	\$184.9	(\$38.5)	(20.8%)
Sales Tax II	\$7.5	\$1.4	6.1	428.8%	\$10.5	\$3.6	6.9	194.1%	\$8.3	(0.8)	(10.0%)	\$11.8	(1.2)	(10.5%)
PTF II	\$14.5	\$14.0	0.6	4.2%	\$32.8	\$32.2	0.6	1.8%	\$15.1	(0.6)	(3.7%)	\$32.8	(0.0)	(0.0%)
25% PTF on RETT	\$2.7	\$2.2	0.5	23.7%	\$5.7	\$5.2	0.5	9.8%	\$4.1	(1.5)	(35.8%)	\$7.0	(1.3)	(18.7%)
City of Chicago RETT	\$10.6	\$7.8	2.8	36.5%	\$21.2	\$18.3	2.8	15.5%	\$15.6	(4.9)	(31.7%)	\$27.6	(6.4)	(23.3%)
Non-Statutory Funding - PTF I	\$47.7	\$45.7	1.9	4.3%	\$107.5	\$105.6	1.9	1.8%	\$49.0	(1.3)	(2.6%)	\$106.9	0.7	0.6%
Non-Statutory Funding - ST I	\$0.0	\$0.0	0.0	0.0%	\$0.9	\$0.9	0.0	0.0%	\$0.0	0.0	0.0%	\$0.0	0.9	0.0%
ICE funding for operations	\$0.9	\$0.8	0.1	14.4%	\$2.2	\$2.0	0.2	7.6%	\$1.6	(0.7)	(42.8%)	\$2.9	(0.7)	(24.2%)
CARES Act Funding - Public Funding Replacement	<u>\$82.7</u>	<u>\$82.7</u>	<u>0.0</u>	<u>0.0%</u>	<u>\$105.1</u>	<u>\$105.1</u>	<u>0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>82.7</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>105.1</u>	<u>0.0%</u>
<b>Total Public Funding</b>	<b>\$231.2</b>	<b>\$204.5</b>	<b>26.7</b>	<b>13.1%</b>	<b>\$432.3</b>	<b>\$403.7</b>	<b>\$28.6</b>	<b>7.1%</b>	<b>\$193.2</b>	<b>\$37.9</b>	<b>19.6%</b>	<b>\$373.8</b>	<b>\$58.5</b>	<b>15.6%</b>
<b>Total Revenues</b>	<b>\$412.9</b>	<b>\$386.2</b>	<b>\$26.7</b>	<b>6.9%</b>	<b>\$759.1</b>	<b>\$730.5</b>	<b>\$28.6</b>	<b>3.9%</b>	<b>\$366.1</b>	<b>\$46.8</b>	<b>12.8%</b>	<b>\$705.9</b>	<b>\$53.2</b>	<b>7.5%</b>
<b>Expense</b>														
Labor	\$279.3	\$279.3	(\$0.0)	(0.0%)	\$568.8	\$568.8	\$0.0	0.0%	\$265.6	(\$13.7)	(5.2%)	\$534.0	(\$34.8)	(6.5%)
Material	\$18.2	\$18.2	\$0.0	0.0%	\$38.8	\$38.8	(\$0.0)	(0.0%)	\$17.2	(1.1)	(6.2%)	\$37.6	(1.2)	(3.2%)
Fuel	\$8.4	\$8.4	\$0.0	0.0%	\$18.8	\$18.8	(\$0.0)	(0.0%)	\$9.6	1.2	12.6%	\$20.2	1.4	6.9%
Power	\$5.1	\$5.1	\$0.0	0.0%	\$12.8	\$12.8	\$0.0	0.0%	\$7.8	2.7	34.1%	\$16.8	4.1	24.1%
I&D	\$5.5	\$5.5	\$0.0	0.0%	\$11.0	\$11.0	\$0.0	0.0%	\$1.9	(3.6)	(193.3%)	\$3.8	(7.2)	(193.3%)
Passenger Security	\$5.0	\$5.0	(\$0.0)	(0.0%)	\$10.0	\$10.0	(\$0.0)	(0.0%)	\$4.2	(0.8)	(18.9%)	\$8.5	(1.5)	(17.1%)
All Other	<u>\$57.0</u>	<u>\$57.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$121.6</u>	<u>\$121.6</u>	<u>(\$0.0)</u>	<u>(0.0%)</u>	<u>\$70.3</u>	<u>13.3</u>	<u>18.9%</u>	<u>\$138.9</u>	<u>17.3</u>	<u>12.5%</u>
<b>Total Expense</b>	<b>\$378.6</b>	<b>\$378.6</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$781.7</b>	<b>\$781.7</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$376.5</b>	<b>(\$2.1)</b>	<b>(0.6%)</b>	<b>\$759.8</b>	<b>(\$21.9)</b>	<b>(2.9%)</b>
<b>Net Results</b>	<b>\$34.3</b>	<b>\$7.5</b>	<b>\$26.7</b>		<b>(\$22.6)</b>	<b>(\$51.2)</b>	<b>\$28.6</b>		<b>(\$10.5)</b>	<b>\$44.7</b>		<b>(\$53.9)</b>	<b>\$31.3</b>	
<b>Operating Deficit</b>	<b>\$196.9</b>	<b>\$196.9</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$454.9</b>	<b>\$454.9</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$203.7</b>	<b>\$6.8</b>	<b>3.3%</b>	<b>\$427.7</b>	<b>(\$27.2)</b>	<b>(6.4%)</b>
<b>Recovery Ratio</b>	<b>57.9%</b>	<b>57.9%</b>	<b>0.0 pts</b>		<b>51.4%</b>	<b>51.4%</b>	<b>(0.0) pts</b>		<b>56.4%</b>	<b>1.5 pts</b>		<b>53.7%</b>	<b>(2.3) pts</b>	
<b>Total Ridership</b>	27.5	27.5	0.0	0.0%	122.6	122.6	0.0	0.0%	116.7	(89.2)	(76.5%)	223.1	(100.5)	(45.1%)
<i>Average Fare</i>	\$0.82	\$0.82	(\$0.00)	(0.0%)	\$1.16	\$1.16	(\$0.00)	(0.0%)	\$1.27	(0.45)	(0.36)	1.26	(0.11)	(0.08)

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

# Metra Summary Report: 2nd Quarter 2020

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	2nd Quarter 2020				YTD 2020				2nd Quarter 2019			YTD 2019		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Unit	%	Actual	Unit	%
			Unit	%			Unit	%						
<b>Operating Revenue</b>														
Farebox	\$6.7	\$8.8	(\$2.2)	(24.4%)	\$87.0	\$89.1	(\$2.2)	(2.4%)	\$94.5	(\$87.9)	(92.9%)	\$179.9	(\$92.9)	(51.7%)
Reduced Fare	\$0.4	\$0.4	\$0.0	0.0%	\$0.8	\$0.8	\$0.0	0.0%	\$0.4	\$0.0	0.0%	\$0.8	\$0.0	0.0%
Other	\$9.5	\$9.7	(\$0.1)	(1.5%)	\$20.5	\$20.6	(\$0.1)	(0.7%)	\$11.3	(\$1.8)	(15.8%)	\$22.1	(\$1.7)	(7.5%)
CARES Act Funding - Fare Revenue Replacement	<u>\$68.2</u>	<u>\$70.4</u>	<u>(\$2.2)</u>	<u>(3.1%)</u>	<u>\$74.9</u>	<u>\$77.2</u>	<u>(\$2.2)</u>	<u>(2.9%)</u>	<u>\$0.0</u>	<u>\$68.2</u>	<u>0</u>	<u>\$0.0</u>	<u>\$74.9</u>	<u>#DIV/0!</u>
<b>Total Operating Revenue</b>	<b>\$84.9</b>	<b>\$89.3</b>	<b>(\$4.5)</b>	<b>(5.0%)</b>	<b>\$183.2</b>	<b>\$187.7</b>	<b>(\$4.5)</b>	<b>(2.4%)</b>	<b>\$106.3</b>	<b>(\$21.4)</b>	<b>(20.2%)</b>	<b>\$202.8</b>	<b>(\$19.6)</b>	<b>(9.7%)</b>
<b>Public Funding</b>														
Sales Tax I	\$52.4	\$38.7	\$13.7	35.5%	\$118.9	\$101.7	\$17.3	17.0%	\$78.0	(\$25.5)	(32.7%)	\$145.4	(\$26.4)	(18.2%)
Sales Tax II	\$6.1	\$1.1	\$4.9	428.8%	\$8.5	\$2.9	\$5.6	194.1%	\$6.7	(\$0.7)	(10.0%)	\$9.5	(\$1.0)	(10.5%)
PTF II	\$11.8	\$11.3	\$0.5	4.2%	\$26.6	\$26.2	\$0.5	1.8%	\$12.3	(\$0.4)	(3.7%)	\$26.6	(\$0.0)	(0.0%)
Non-Statutory Sales Tax I	\$0.0	\$0.0	\$0.0	0.0%	\$0.7	\$0.7	\$0.0	0.0%	\$0.0	\$0.0	0	\$0.0	\$0.7	0.0%
Homeland Security	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.4	(\$0.4)	(100.0%)	\$0.8	(\$0.8)	(100.0%)
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%
Prior Year PBV	\$0.0	\$0.0	\$0.0	0.0%	\$7.0	\$7.0	\$0.0	0.0%	\$0.0	\$0.0	0	\$0.0	\$7.0	0.0%
CARES Act Funding - Public Funding Replacement	<u>\$22.7</u>	<u>\$41.0</u>	<u>(\$18.3)</u>	<u>(44.6%)</u>	<u>\$36.3</u>	<u>\$54.8</u>	<u>(\$18.5)</u>	<u>(33.8%)</u>	<u>\$0.0</u>	<u>\$22.7</u>	<u>0</u>	<u>\$0.0</u>	<u>\$36.3</u>	<u>0.0%</u>
<b>Total Public Funding</b>	<b>\$93.1</b>	<b>\$92.2</b>	<b>\$0.8</b>	<b>0.9%</b>	<b>\$198.1</b>	<b>\$193.3</b>	<b>\$4.9</b>	<b>2.5%</b>	<b>\$97.3</b>	<b>(\$27.0)</b>	<b>(27.7%)</b>	<b>\$182.3</b>	<b>\$15.8</b>	<b>8.7%</b>
<b>Total Revenues</b>	<b>\$177.9</b>	<b>\$181.5</b>	<b>(\$3.6)</b>	<b>(2.0%)</b>	<b>\$381.3</b>	<b>\$381.0</b>	<b>\$0.4</b>	<b>0.1%</b>	<b>\$203.6</b>	<b>(\$25.7)</b>	<b>(12.6%)</b>	<b>\$385.2</b>	<b>(\$3.8)</b>	<b>(1.0%)</b>
<b>Expenses</b>														
Transportation	\$65.6	\$68.2	\$2.6	3.8%	\$136.4	\$139.0	\$2.6	1.8%	\$68.0	\$2.4	3.6%	\$136.1	(\$0.3)	(0.2%)
Maintenance of Way (Engineering)	\$34.8	\$35.6	\$0.8	2.1%	\$75.1	\$75.8	\$0.8	1.0%	\$35.5	\$0.7	1.9%	\$78.5	\$3.4	4.3%
Maintenance of Equipment (Mechanical)	\$39.0	\$41.4	\$2.4	5.8%	\$84.7	\$87.1	\$2.4	2.8%	\$46.5	\$7.6	16.2%	\$96.1	(\$11.4)	(11.9%)
Claims & Insurance	\$3.7	\$3.6	(\$0.1)	(1.7%)	\$8.0	\$7.9	(\$0.1)	(0.8%)	\$6.2	\$2.5	40.6%	\$9.4	\$1.4	15.3%
Administration	\$20.6	\$21.7	\$1.1	4.9%	\$44.4	\$45.4	\$1.1	2.3%	\$23.2	\$2.6	11.0%	\$46.1	\$1.8	3.8%
Diesel Fuel	\$9.0	\$10.6	\$1.5	14.6%	\$22.3	\$23.8	\$1.5	6.5%	\$14.3	\$5.3	37.0%	\$29.9	\$7.6	25.3%
Electricity	<u>\$0.6</u>	<u>\$0.8</u>	<u>\$0.2</u>	<u>20.6%</u>	<u>\$1.6</u>	<u>\$1.8</u>	<u>\$0.2</u>	<u>8.9%</u>	<u>\$1.3</u>	<u>\$0.7</u>	<u>53.5%</u>	<u>\$2.8</u>	<u>\$1.2</u>	<u>42.9%</u>
<b>Total Expense</b>	<b>\$173.4</b>	<b>\$181.8</b>	<b>\$8.4</b>	<b>4.6%</b>	<b>\$372.5</b>	<b>\$381.0</b>	<b>\$8.4</b>	<b>2.2%</b>	<b>\$195.1</b>	<b>\$21.7</b>	<b>11.1%</b>	<b>\$399.0</b>	<b>\$26.5</b>	<b>6.6%</b>
<b>Operating Deficit</b>	<b>\$88.5</b>	<b>\$92.5</b>	<b>\$4.0</b>	<b>4.3%</b>	<b>\$189.3</b>	<b>\$193.3</b>	<b>\$3.9</b>	<b>2.0%</b>	<b>\$88.8</b>	<b>\$0.3</b>	<b>0.3%</b>	<b>\$196.1</b>	<b>\$6.8</b>	<b>3.5%</b>
<b>Net Results</b>	<b>\$4.5</b>	<b>(\$0.3)</b>	<b>\$4.8</b>		<b>\$8.8</b>	<b>\$0.0</b>	<b>\$8.8</b>		<b>\$8.5</b>	<b>(\$4.0)</b>		<b>(\$13.8)</b>	<b>\$22.6</b>	
<b>Recovery Ratio</b>	<b>53.0%</b>	<b>53.0%</b>	<b>0.0 pts</b>		<b>53.0%</b>	<b>53.0%</b>	<b>(0.0) pts</b>		<b>58.3%</b>	<b>(5.3) pts</b>		<b>54.2%</b>	<b>(1.2) pts</b>	
<b>Ridership</b>	<b>0.8</b>	<b>0.9</b>	<b>(0.1)</b>	<b>(13.9%)</b>	<b>15.4</b>	<b>15.5</b>	<b>(0.1)</b>	<b>(0.8%)</b>	<b>18.9</b>	<b>(18.1)</b>	<b>(95.8%)</b>	<b>36.5</b>	<b>(21.1)</b>	<b>(57.9%)</b>
Average Fare	\$8.43	\$9.61	(\$1.17)	(12.2%)	\$5.66	\$5.75	(\$0.09)	(1.6%)	\$5.01	\$3.43	68.4%	\$4.93	\$0.73	14.8%

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: 2nd Quarter 2020

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	2nd Quarter 2020				YTD 2020				2nd Quarter 2019			YTD 2019		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenue</b>														
Farebox	\$0.9	\$0.9	\$0.0	0.0%	\$8.7	\$8.7	\$0.0	0.0%	\$9.1	(\$8.2)	(89.6%)	\$17.5	(\$8.8)	(50.1%)
Reduced Fare	\$0.3	\$0.3	\$0.0	0.0%	\$0.7	\$0.7	\$0.0	0.0%	\$0.0	\$0.3	1542.0%	\$0.7	(\$0.0)	(0.0%)
Advertising	\$0.1	\$0.1	\$0.0	0.0%	\$0.8	\$0.8	\$0.0	0.0%	\$0.8	(\$0.7)	(92.6%)	\$1.5	(\$0.7)	(44.6%)
Investment/Other	\$10.3	\$3.1	\$7.1	227.4%	\$13.9	\$6.8	\$7.1	105.6%	\$3.7	\$6.6	178.1%	\$7.2	\$6.7	93.2%
CARES Act Funding - Fare Revenue Replacement	<u>\$0.0</u>	<u>\$7.1</u>	<u>(\$7.1)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>\$7.1</u>	<u>(\$7.1)</u>	<u>(100.0%)</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>\$11.6</b>	<b>\$11.6</b>	<b>(\$0.0)</b>	<b>(0.0%)</b>	<b>\$24.1</b>	<b>\$24.1</b>	<b>(\$0.0)</b>	<b>(0.0%)</b>	<b>\$13.6</b>	<b>(\$2.0)</b>	<b>(14.5%)</b>	<b>\$26.8</b>	<b>(\$2.7)</b>	<b>(10.0%)</b>
<b>Public Funding</b>														
Sales Tax I	\$16.7	\$12.2	\$4.4	36.3%	\$37.7	\$32.1	\$5.6	17.4%	\$24.7	(\$8.0)	(32.4%)	\$46.0	(\$8.3)	(18.0%)
Sales Tax II	\$2.0	\$0.4	1.6	428.8%	\$2.8	\$1.0	1.9	194.1%	\$2.2	(0.2)	(10.0%)	\$3.2	(0.3)	(10.5%)
PTF II	\$3.9	\$3.8	0.2	4.2%	\$8.9	\$8.7	0.2	1.8%	\$4.1	(0.1)	(3.7%)	\$8.9	(0.0)	(0.0%)
SCMF	\$3.7	\$3.3	0.5	14.4%	\$9.2	\$8.5	0.6	7.6%	\$6.5	(2.8)	(42.8%)	\$12.1	(2.9)	(24.2%)
SSJA	\$0.0	\$0.0	0.0	0.0%	\$0.0	\$0.0	0.0	0.0%	\$1.9	(1.9)	(100.0%)	\$3.8	(3.8)	(100.0%)
Non-Statutory Funding - PTF I	\$1.0	\$0.9	0.0	4.3%	\$2.2	\$2.2	0.0	1.8%	\$1.0	(0.0)	(2.6%)	\$2.2	0.0	0.6%
Non-Statutory Funding - ST I	\$0.0	\$0.0	0.0	0.0%	\$0.2	\$0.2	0.0	0.0%	\$0.0	0.0	0.0%	\$0.0	0.2	0.0%
ICE Funding	\$0.2	\$0.2	0.0	14.4%	\$0.6	\$0.6	0.0	7.6%	\$0.4	(0.2)	(42.8%)	\$0.8	(0.2)	(24.2%)
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	\$1.3	\$1.3	(0.0)	(1.6%)	\$2.9	\$2.5	0.4	17.0%	\$1.7	(0.4)	(25.2%)	\$2.9	0.0	0.0%
CARES Act Funding - Public Funding Replacement	<u>\$6.3</u>	<u>\$12.6</u>	<u>(6.3)</u>	<u>(50.0%)</u>	<u>\$6.3</u>	<u>\$12.6</u>	<u>(6.3)</u>	<u>(50.0%)</u>	<u>\$0.0</u>	<u>6.3</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>6.3</u>	<u>0.0%</u>
<b>Total Public Funding</b>	<b>\$35.1</b>	<b>\$34.7</b>	<b>0.4</b>	<b>1.3%</b>	<b>\$70.9</b>	<b>\$68.4</b>	<b>\$2.5</b>	<b>3.6%</b>	<b>\$42.5</b>	<b>(\$7.3)</b>	<b>(17.3%)</b>	<b>\$79.8</b>	<b>(\$8.9)</b>	<b>(11.1%)</b>
<b>Total Revenues</b>	<b>\$46.8</b>	<b>\$46.3</b>	<b>\$0.4</b>	<b>0.9%</b>	<b>\$95.1</b>	<b>\$92.6</b>	<b>\$2.5</b>	<b>2.7%</b>	<b>\$56.1</b>	<b>(\$9.3)</b>	<b>(16.6%)</b>	<b>\$106.6</b>	<b>(\$11.6)</b>	<b>(10.9%)</b>
<b>Expense</b>														
Labor / Fringe	\$32.5	\$34.2	\$1.7	5.0%	\$66.2	\$68.4	\$2.2	3.3%	\$32.0	(\$0.4)	(1.3%)	\$63.5	(\$2.7)	(4.2%)
Health Insurance	\$6.0	\$6.8	\$0.8	11.7%	\$12.3	\$13.6	\$1.3	9.6%	\$6.4	0.4	6.5%	\$12.8	0.5	3.9%
Material	\$1.3	\$1.6	\$0.3	19.9%	\$2.9	\$3.1	\$0.3	8.5%	\$1.5	0.3	17.7%	\$3.1	0.2	6.5%
Purchased Transportation	\$2.0	\$5.3	\$3.4	63.0%	\$6.0	\$10.7	\$4.7	44.2%	\$5.6	3.7	65.0%	\$11.0	5.0	45.7%
Fuel	\$1.2	\$3.2	\$2.0	62.7%	\$3.6	\$6.3	\$2.8	44.0%	\$3.2	2.0	62.2%	\$5.9	2.3	39.6%
Utilities	\$0.6	\$0.7	\$0.1	19.3%	\$1.3	\$1.6	\$0.3	20.7%	\$0.5	(0.1)	(14.6%)	\$1.3	0.0	1.3%
Insurance and Claims	\$1.5	\$2.7	\$1.3	46.4%	\$3.6	\$5.5	\$1.9	34.9%	\$2.8	1.3	47.8%	\$4.8	1.2	25.8%
Other Expenses	<u>\$3.9</u>	<u>\$4.7</u>	<u>\$0.7</u>	<u>15.4%</u>	<u>\$7.3</u>	<u>\$9.4</u>	<u>\$2.1</u>	<u>22.1%</u>	<u>\$4.5</u>	<u>0.6</u>	<u>12.9%</u>	<u>\$8.3</u>	<u>1.0</u>	<u>11.8%</u>
<b>Total Expense</b>	<b>\$48.9</b>	<b>\$59.2</b>	<b>\$10.3</b>	<b>17.4%</b>	<b>\$103.0</b>	<b>\$118.6</b>	<b>\$15.6</b>	<b>13.2%</b>	<b>\$56.6</b>	<b>\$7.7</b>	<b>13.7%</b>	<b>\$110.6</b>	<b>\$7.6</b>	<b>6.9%</b>
<b>Net Results</b>	<b>(\$2.1)</b>	<b>(\$12.9)</b>	<b>\$10.7</b>		<b>(\$7.9)</b>	<b>(\$26.0)</b>	<b>\$18.1</b>		<b>(\$0.5)</b>	<b>(\$1.6)</b>		<b>(\$4.0)</b>	<b>(\$4.0)</b>	
<b>Operating Deficit</b>	<b>\$37.2</b>	<b>\$47.6</b>	<b>\$10.3</b>	<b>21.7%</b>	<b>\$78.9</b>	<b>\$94.5</b>	<b>\$15.6</b>	<b>16.5%</b>	<b>\$43.0</b>	<b>\$5.8</b>	<b>13.4%</b>	<b>\$83.8</b>	<b>\$4.9</b>	<b>5.9%</b>
<b>Recovery Ratio</b>	<b>31.5%</b>	<b>25.4%</b>	<b>6.0 pts</b>		<b>30.0%</b>	<b>25.8%</b>	<b>4.1 pts</b>		<b>29.3%</b>	<b>(2.0) pts</b>		<b>29.6%</b>	<b>(4.5) pts</b>	
<b>Total Ridership</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0%</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0%</b>	<b>7.3</b>	<b>(5.0)</b>	<b>(68.7%)</b>	<b>13.8</b>	<b>(5.5)</b>	<b>(40.1%)</b>
<i>Average Fare</i>	\$0.41	\$0.41	(\$0.00)	(0.0%)	\$1.05	\$1.05	(\$0.00)	(0.0%)	\$1.25	(\$0.83)	(66.8%)	\$1.26	(\$0.21)	(16.6%)

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 - 2nd Quarter 2020

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	2nd Quarter 2020				YTD 2020				2nd Quarter 2019			YTD 2019		
	Actual	Budget	<u>Change</u>		Actual	Budget	<u>Change</u>		Actual	<u>Change</u>		Actual	<u>Change</u>	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenue</b>														
Farebox	\$0.7	\$0.7	\$0.0	0.0%	\$3.7	\$3.7	\$0.0	0.0%	\$3.1	(\$2.4)	(76.3%)	\$5.9	(\$2.1)	(36.3%)
Other Revenue	<u>(\$0.0)</u>	<u>(\$0.0)</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$0.6</u>	<u>\$0.6</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$1.3</u>	<u>(\$1.3)</u>	<u>(100.2%)</u>	<u>1.8</u>	<u>(1.2)</u>	<u>(67.8%)</u>
<b>Total Operating Revenue</b>	<b>\$0.7</b>	<b>\$0.7</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$4.3</b>	<b>\$4.3</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$4.4</b>	<b>(\$3.7)</b>	<b>(83.3%)</b>	<b>\$7.7</b>	<b>(\$3.4)</b>	<b>(43.8%)</b>
<b>Public Funding</b>														
ADA Paratransit Fund	\$35.8	\$35.8	\$0.0	0.0%	\$79.0	\$79.0	\$0.0	0.0%	\$41.2	(\$5.4)	(13.0%)	\$82.3	(\$3.3)	(4.0%)
Additional State Funding	\$2.1	\$2.1	(0.0)	(0.0%)	4.2	4.2	(0.0)	(0.0%)	\$2.1	0.0	0.0%	4.2	0.0	0.0%
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>\$37.9</b>	<b>\$37.9</b>	<b>(\$0.0)</b>	<b>(0.0%)</b>	<b>\$83.2</b>	<b>\$83.2</b>	<b>(\$0.0)</b>	<b>(0.0%)</b>	<b>\$43.3</b>	<b>(\$5.4)</b>	<b>(12.4%)</b>	<b>\$86.5</b>	<b>(\$3.3)</b>	<b>(3.8%)</b>
<b>Total Revenue</b>	<b>\$38.6</b>	<b>\$38.6</b>	<b>(\$0.0)</b>	<b>(0.0%)</b>	<b>\$87.6</b>	<b>\$87.6</b>	<b>(\$0.0)</b>	<b>(0.0%)</b>	<b>\$47.7</b>	<b>(\$9.0)</b>	<b>(18.9%)</b>	<b>\$94.2</b>	<b>(\$6.7)</b>	<b>(7.1%)</b>
<b>Expenses</b>														
Labor / Fringe	\$1.1	\$1.1	\$0.0	0.0%	\$2.1	\$2.1	\$0.0	0.0%	\$1.1	\$0.0	4.1%	\$2.0	(\$0.1)	(2.8%)
Health Insurance	\$0.2	\$0.2	0.0	0.0%	0.3	0.3	0.0	0.0%	\$0.2	0.0	6.6%	0.3	(0.0)	(0.2%)
Administration	\$0.7	\$0.7	0.0	0.0%	1.8	1.8	0.0	0.0%	\$1.5	0.8	51.1%	2.5	0.7	28.9%
Fuel	\$0.6	\$0.6	0.0	0.0%	1.1	1.1	0.0	0.0%	\$0.7	0.1	19.0%	1.2	0.1	10.0%
Insurance and Claims	\$0.2	\$0.2	0.0	0.0%	0.3	0.3	0.0	0.0%	\$0.1	(0.1)	(67.6%)	0.1	(0.2)	(115.8%)
Purchased Transportation	\$42.2	\$42.2	0.0	0.0%	84.2	84.2	0.0	0.0%	\$43.3	1.0	2.4%	79.8	(4.3)	(5.4%)
Regional ADA Support Allocation	<u>\$2.2</u>	<u>\$2.2</u>	<u>0.0</u>	<u>0.0%</u>	<u>4.3</u>	<u>4.3</u>	<u>0.0</u>	<u>0.0%</u>	<u>\$2.0</u>	<u>(0.2)</u>	<u>(12.0%)</u>	<u>3.8</u>	<u>(0.5)</u>	<u>(12.2%)</u>
<b>Total Expense</b>	<b>\$47.1</b>	<b>\$47.1</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$94.1</b>	<b>\$94.1</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$48.8</b>	<b>\$1.7</b>	<b>3.4%</b>	<b>\$89.9</b>	<b>(\$4.2)</b>	<b>(4.6%)</b>
<b>Net Results</b>	<b>(\$8.5)</b>	<b>(\$8.5)</b>	<b>(\$0.0)</b>		<b>(\$6.5)</b>	<b>(\$6.5)</b>	<b>(\$0.0)</b>		<b>(\$1.1)</b>	<b>(\$7.4)</b>		<b>\$4.3</b>	<b>(\$10.8)</b>	
<b>Operating Deficit</b>	<b>\$46.4</b>	<b>\$46.4</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$89.7</b>	<b>\$89.7</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$44.4</b>	<b>(\$2.0)</b>	<b>(4.5%)</b>	<b>\$82.2</b>	<b>(\$7.5)</b>	<b>(9.2%)</b>
<b>Recovery Ratio</b>	<b>2.6%</b>	<b>3.2%</b>	<b>(0.6) pts</b>		<b>7.1%</b>	<b>7.7%</b>	<b>(0.6) pts</b>		<b>11.3%</b>	<b>(8.7) pts</b>		<b>10.8%</b>	<b>(3.7) pts</b>	
<b>Total Ridership</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0%</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0%</b>	<b>1.1</b>	<b>(0.7)</b>	<b>(67.2%)</b>	<b>2.1</b>	<b>(0.8)</b>	<b>(37.9%)</b>
<i>Average Fare</i>	\$2.09	\$2.09	\$0.00	0.0%	\$2.87	\$2.87	\$0.00	0.0%	\$2.90	(\$0.81)	(27.8%)	\$2.80	\$0.07	2.6%

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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