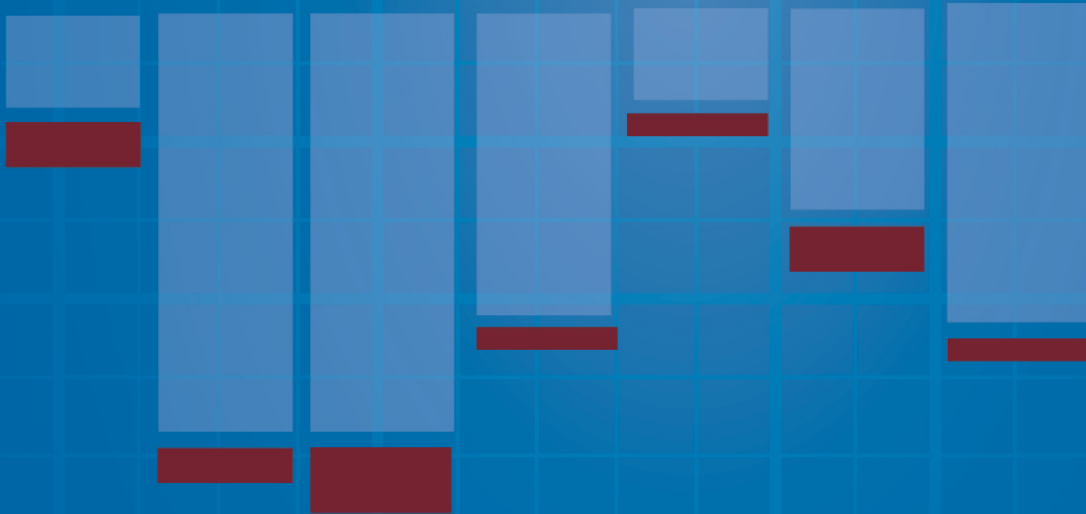


# QUARTERLY FINANCIAL AND PERFORMANCE REPORT



Regional  
Transportation  
Authority

**MOVING YOU**

August 2021

## 2<sup>nd</sup> Quarter 2021 Financial and Performance Report

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## Executive Summary

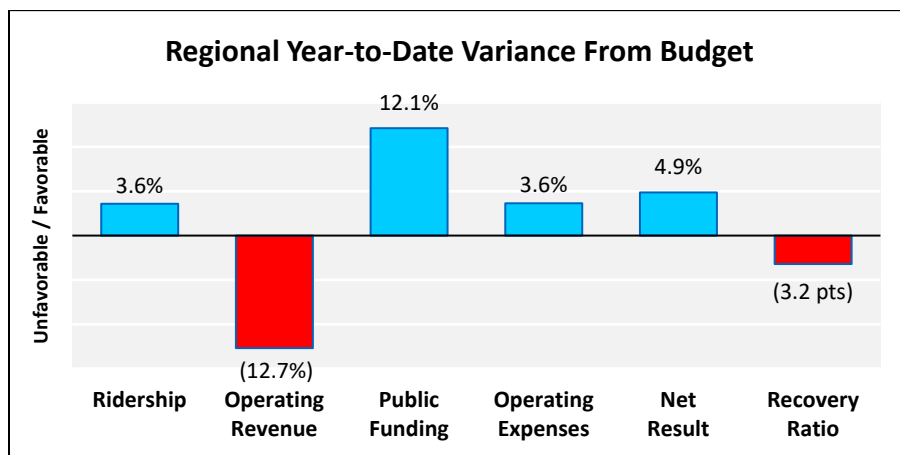
On a seasonally adjusted basis, the size of the Chicago-area labor force increased by 16,400 in June, while employment in the region also increased, by 10,200 jobs. As a result, the regional unemployment rate increased slightly to 8.2%, which was 2.3 percentage points worse than the national rate.

RTA system year-to-date ridership of 92.1 million was 3.6% above budget, and in June was almost 41% of pre-COVID levels. CTA ridership exceeded their revised budget and Metra essentially met budget, while Pace and ADA Paratransit ridership lagged budget. The current budget assumes that regional ridership will continue to recover to about 65% of normal by year end as commuting gradually increases and students return to in-person learning.

RTA sales tax receipts have continued to far exceed expectations. March results set an all-time monthly record of \$125 million followed by \$120 million collected in April, and indications are that May results will beat March’s record. The ongoing sales tax rebound will necessitate a funding amendment, which will go to the Board next month for approval. Improving RTA funding reduces the need for federal relief funding, and therefore constrains the amount able to be requisitioned for fare revenue replacement. For recovery ratio purposes, relief funding is included in operating revenue, and thus is causing it to fall short of budget. In total, operating revenue was \$77.7 million, or 12.7%, unfavorable.

System-wide operating expenses through June were \$51.3 million, or 3.6%, favorable to the revised budget with each Service Board reporting favorable results. Metra’s actual expense results have improved to \$11.5 million favorable to budget and Pace Suburban Service produced favorable to budget variances in each expense category, resulting in an overall favorable variance of \$11.4 million, or 9.5%. CTA and ADA Paratransit expenses have also remained under budget, but recovering ridership is expected to increase ADA costs in the coming months.

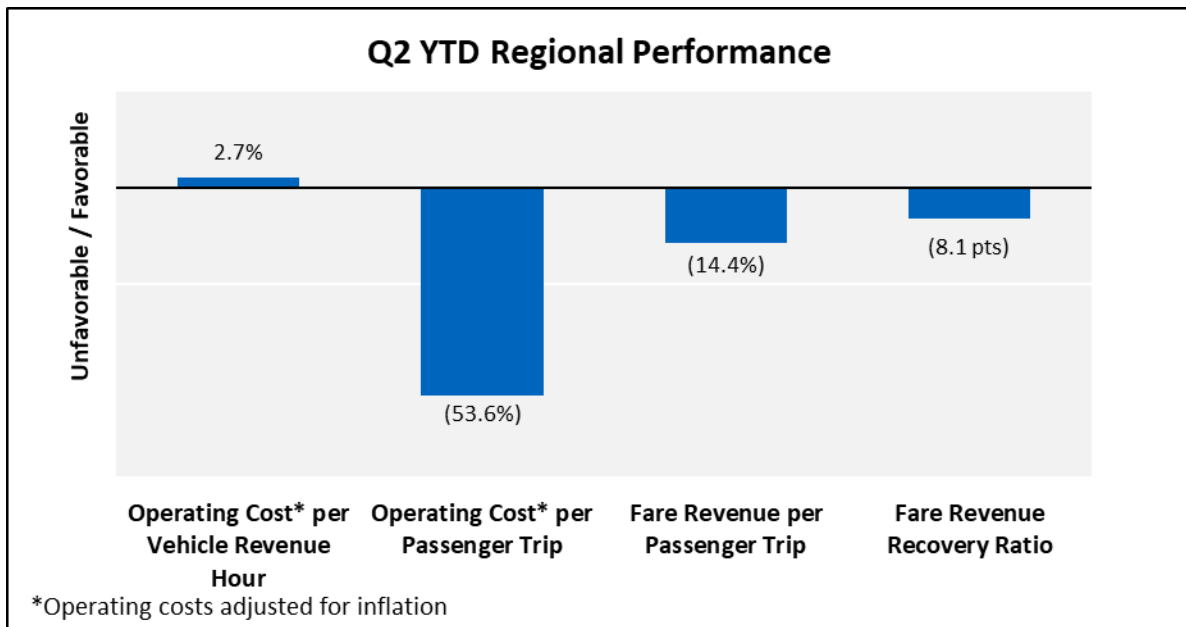
Through June, the Service Boards included a total of \$332.9 million of federal relief funding in operating revenue, about \$60 million less than budgeted. With that relief funding included, the regional recovery ratio was 50.9%, now 3.2 percentage points below budget. However, the strong public funding results supported a regional net result of \$56.6 million through the second quarter.



In 2021, year-over-year comparisons are 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 in the 2021 quarterly reports will show unusual and extreme changes from the prior year.

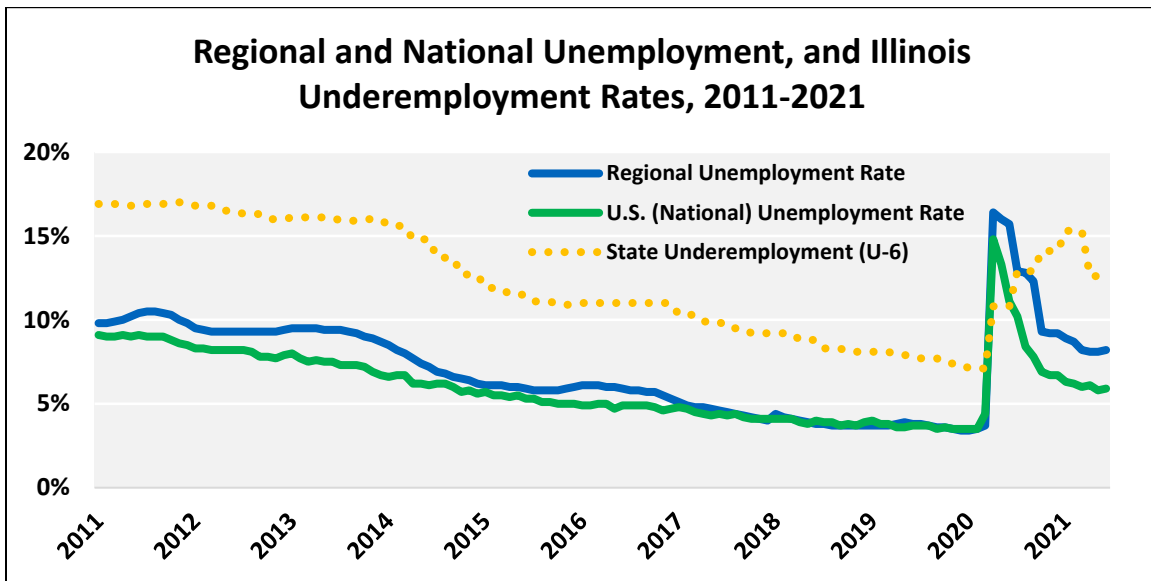
Second quarter 2021 year-to-date regional performance results were favorable for one measure and unfavorable for three measures compared to 2020. After adjusting for inflation, regional operating costs were 2.9% lower compared to 2020, a favorable difference of \$39.9 million. A 0.3% decrease in service hours resulted in an operating cost per vehicle revenue hour that was 2.7% or \$5.33 lower (favorable) compared to 2020. Ridership for the first half of 2021 was down 36.8% compared to 2020, resulting in a 2021 inflation-adjusted operating cost per passenger trip of \$14.43 which was \$5.04, or 53.6%, higher compared to 2020. The 46% decrease in fare revenue in 2021, spread over significantly fewer passenger trips, resulted in an average fare revenue per passenger trip that was 14.4%, or \$0.24 lower compared to 2020. The fare revenue recovery ratio of 9.6% was 8.1 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.

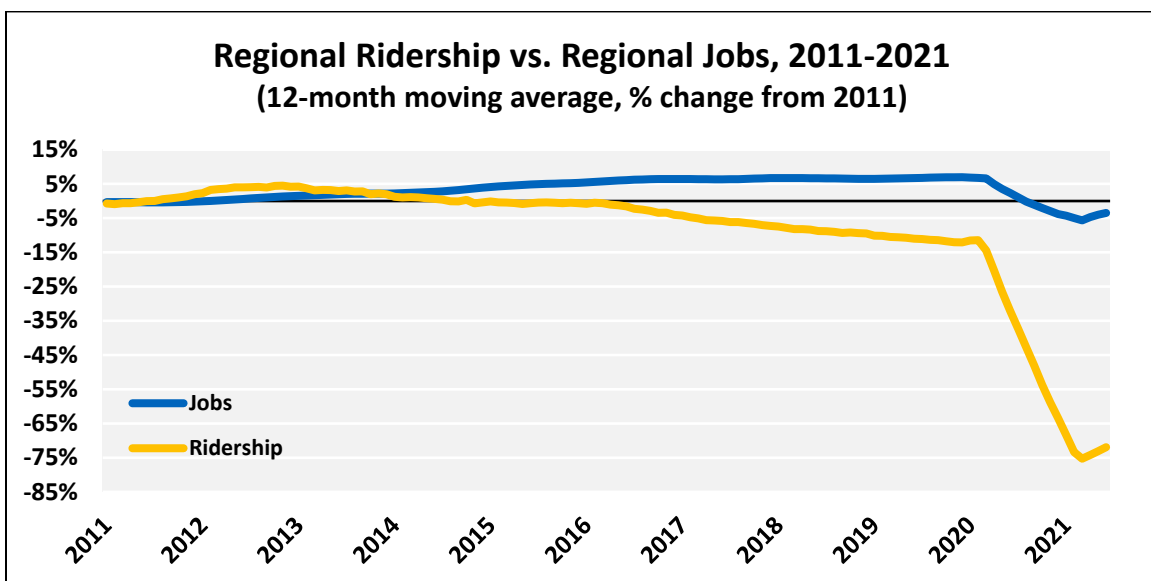


## Environmental Factors

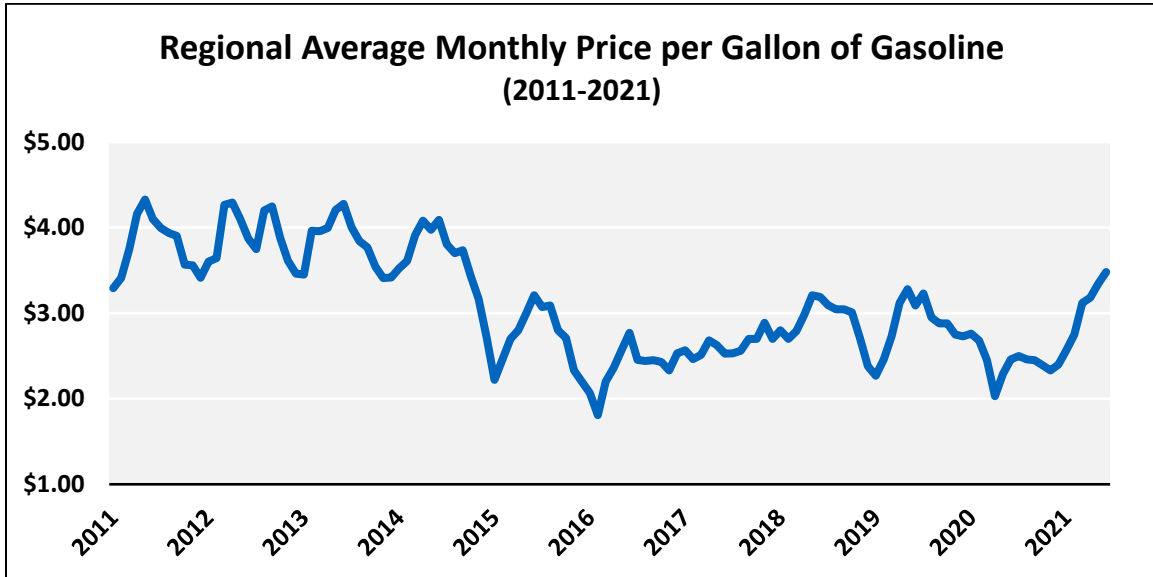
During the second quarter of 2021, the average size of the Chicago-area labor force increased by 34,200, while employment in the region also increased, by 47,267 jobs. As a result, the regional unemployment rate remained steady at 8.2%, which was 2.3 percentage points worse than the national rate.



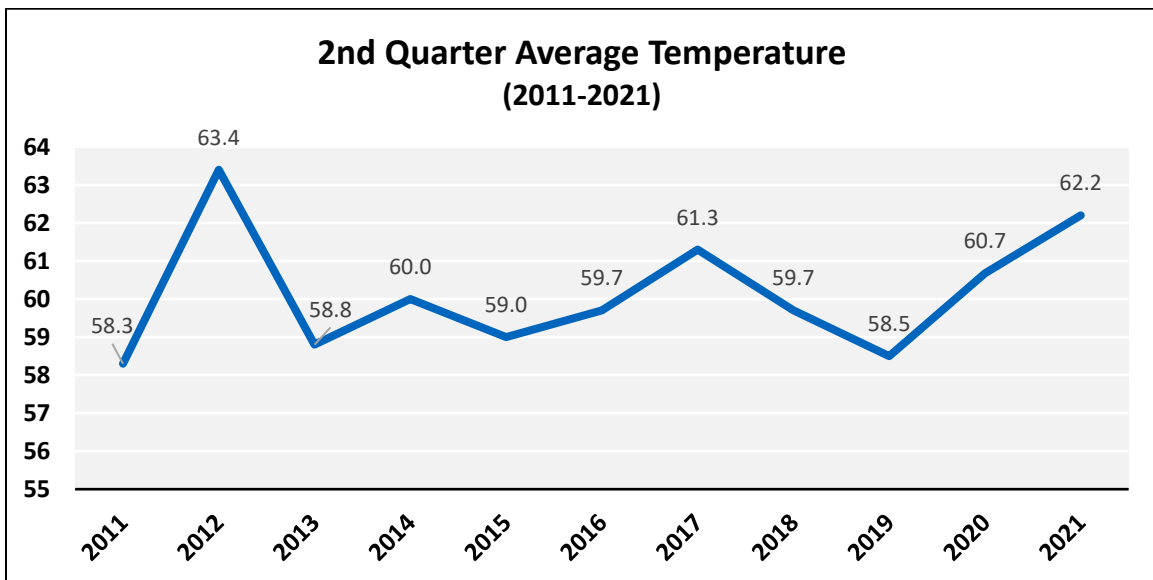
The twelve-month moving average of regional jobs improved by 2.2 percentage points from the prior quarter and is now 3.5% lower than 2011. The moving average of ridership also improved during the second quarter but is still 71.9% below 2011 levels.



The average price per gallon of gasoline in the Chicago region during the second quarter of 2021 was \$3.33, up 52 cents from the first quarter, and 47.5% higher than the second quarter of 2020.

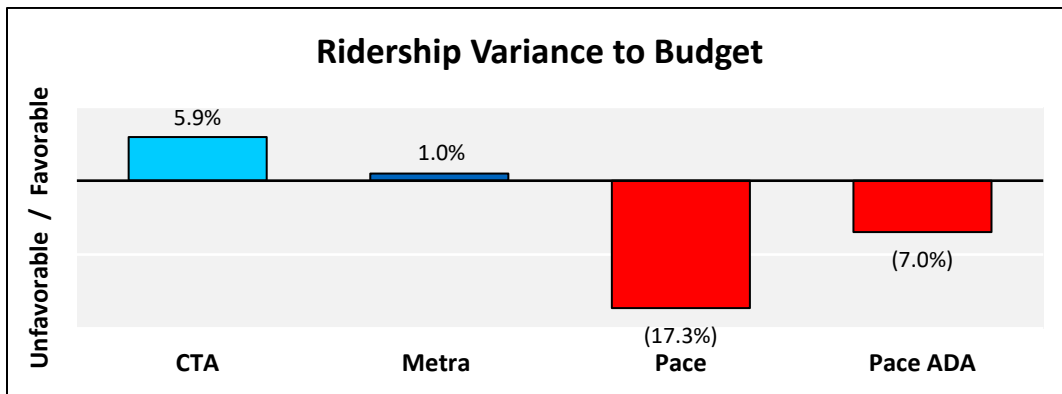


The average temperature in Chicago for the second quarter of 2021 was 62.2 degrees, the second warmest in the past ten years.

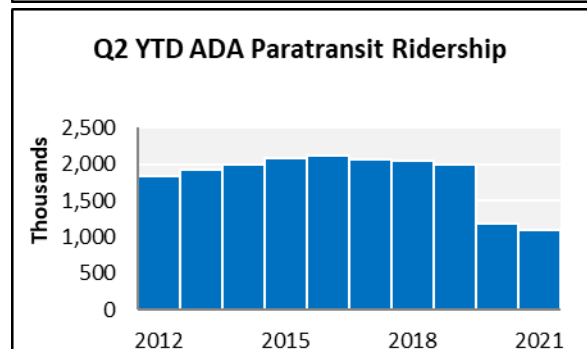
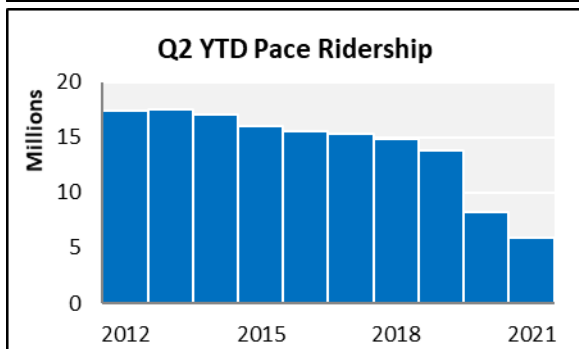
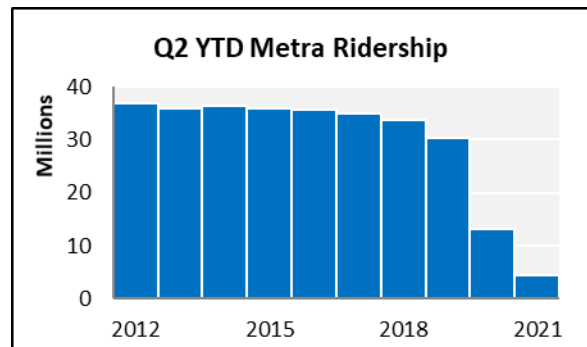
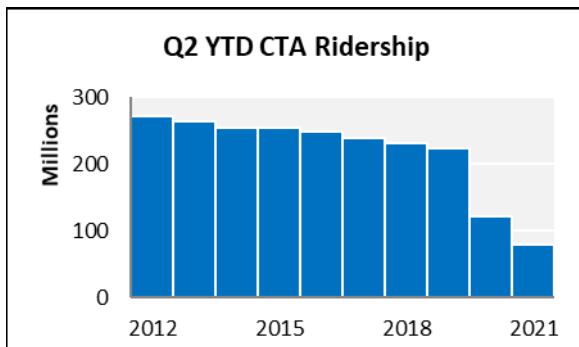


## Ridership

RTA system ridership through June was 3.6% favorable to the amended budget as ridership steadily improved throughout the second quarter. As a standalone month June ridership climbed above 40% of pre-pandemic levels, so ridership is headed in the right direction. Pace Suburban Service and ADA Paratransit each reported ridership results unfavorable to budget while CTA and Metra ridership results were favorable to budget.

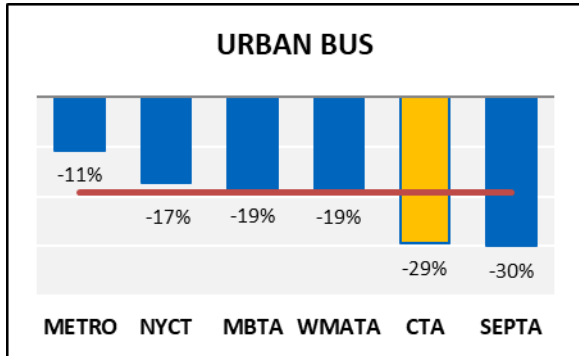


The charts below show each Service Board’s second quarter year-to-date ridership for the last ten years, as reported to the National Transit Database (NTD).



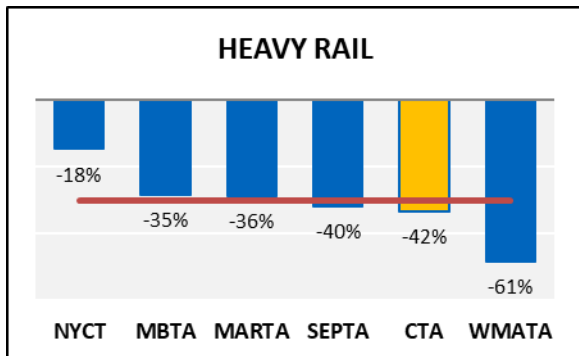
## Ridership: Peer Comparison for CTA and Metra

The following peer comparisons show the percent change in ridership for the first half of 2021, by mode, in comparison to 2020. Data are provided by the NTD. CTA bus and rail experienced ridership decreases of 29.4% and 41.9%, respectively; Metra ridership was down 65.4%.



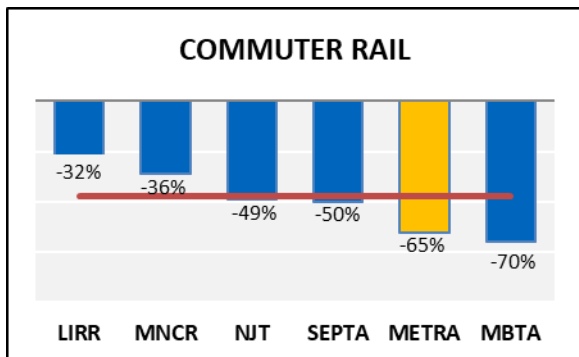
CTA bus peers include:

- METRO (Los Angeles)
- NYCT (New York)
- MBTA (Boston)
- WMATA (Washington, DC)
- SEPTA (Philadelphia)
- Peer average: -19.1%



CTA rail peers include:

- NYCT (New York City)
- MBTA (Boston)
- MARTA (Atlanta)
- SEPTA (Philadelphia)
- WMATA (Washington, DC)
- Peer average: -38.0%



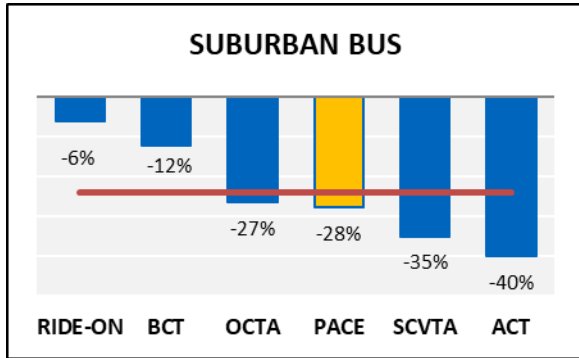
Metra's peers include:

- LIRR (Long Island, New York)
- MNCR (New York/Connecticut)
- NJT (New Jersey/New York)
- SEPTA (Philadelphia)
- MBTA (Boston)
- Peer average: -47.2%



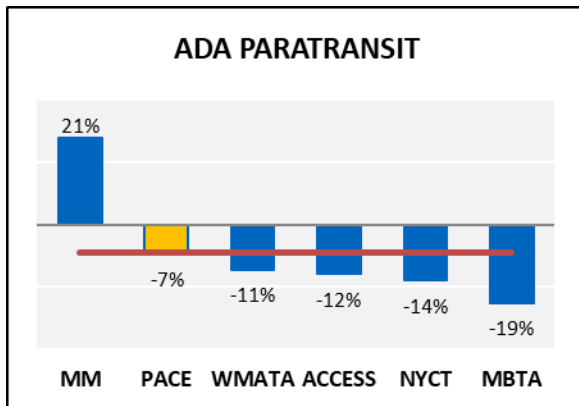
## Ridership: Peer Comparison for Pace

Pace bus ridership was 27.8% lower compared to 2020; ADA Paratransit ridership was down by 7.1%.



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: -24.0%



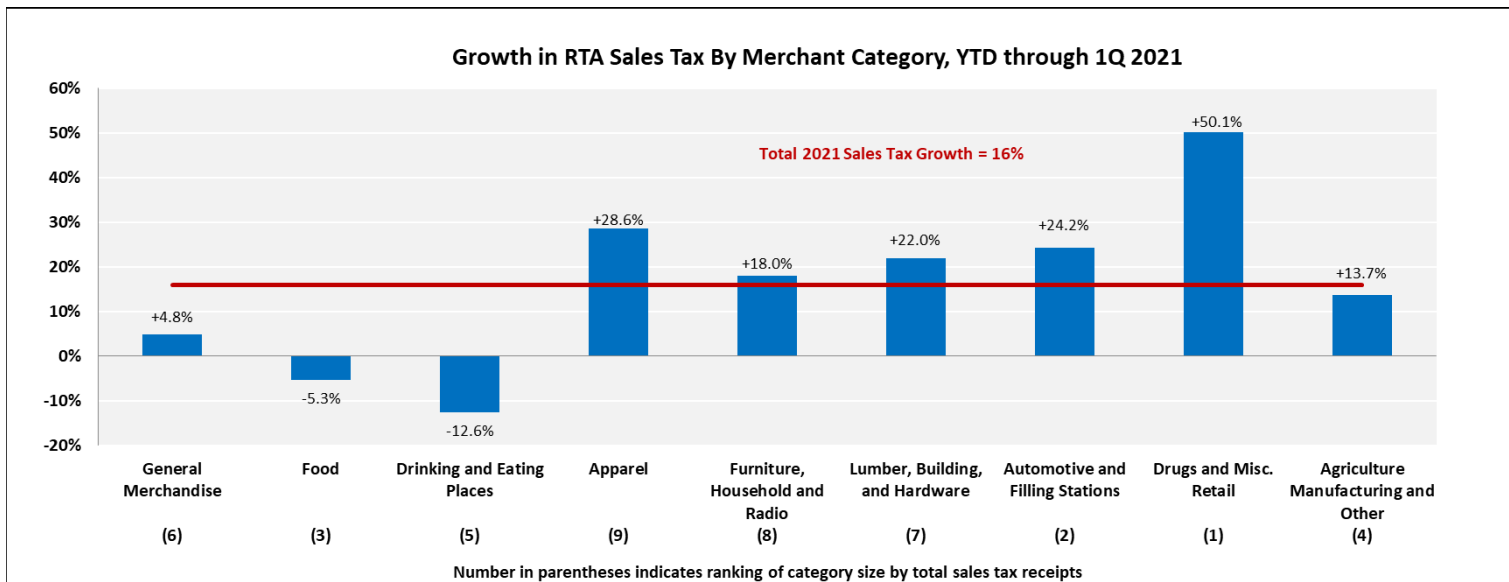
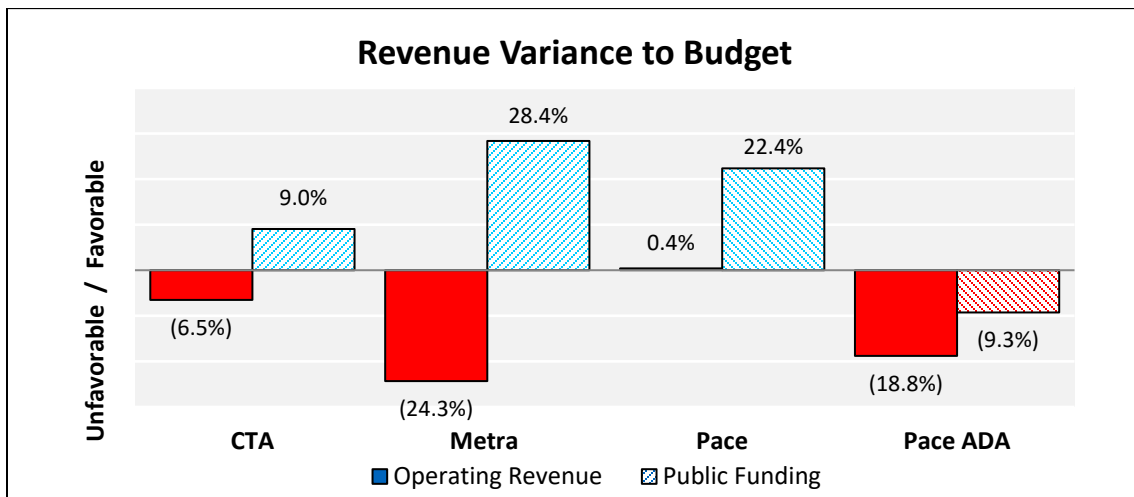
ADA Paratransit peers include:

- MM (Minneapolis)
- WMATA (Washington, DC)
- ACCESS (Los Angeles)
- NYCT (New York City)
- MBTA (Boston)
- Peer average: -6.9%

## Operating Revenue and Public Funding

At the regional level, operating revenue was \$77.7 million, or 12.7%, unfavorable to budget through June because federal relief for fare revenue replacement is being constrained due to over performing sales tax receipts. This imbalance is particularly acute at Metra with operating revenue falling \$53.4 million, or 24.3%, short of the amended budget. This is good in that the relief funding will last longer, but it is putting downward pressure on the regional recovery ratio.

RTA sales tax receipts continue to far exceed our expectations. The collection of RTA sales tax on a broader range of online purchases has been driving these sharp increases, producing a total favorable variance of \$94.9 million to budget. The 9.3% unfavorable funding variance for ADA Paratransit is due to lower than anticipated CRRSAA requisitions. As seen in the chart for the first quarter of 2021, the latest available, every category except Food and Drinking and Eating Places saw growth compared to the first quarter of 2020, producing a total increase of 16%.



## Expenses

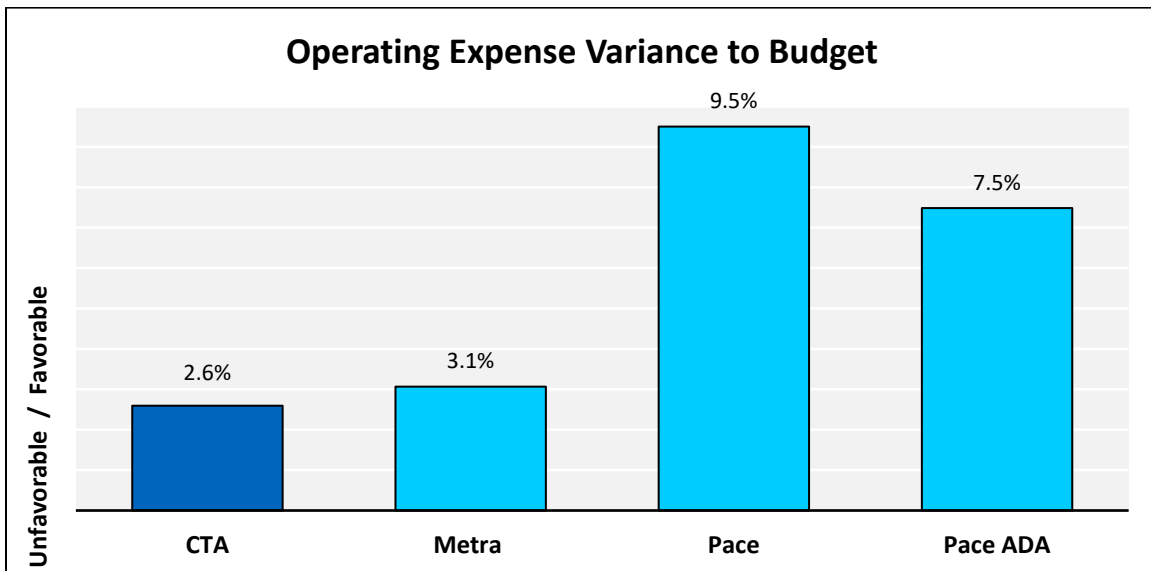
Total Service Board operating expenses of \$1.356 billion were \$51.3 million or 3.6% favorable to budget through June. Fuel expenses were favorable across all Service Boards except Pace, for a total positive budget variance of \$6.1 million.

CTA’s total expenses were \$21.1 million, or 2.6%, favorable to budget with savings generated from each expense category except Materials, which was slightly unfavorable.

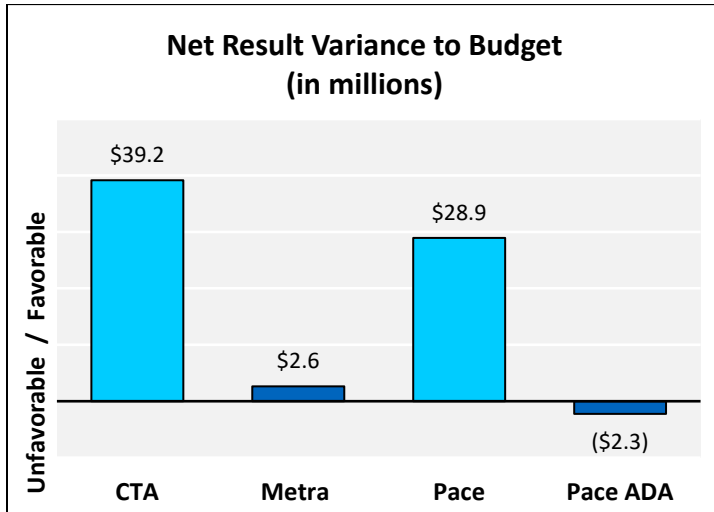
Metra’s actual expense results have improved to \$11.5 million favorable to budget as Metra has continued to control operating costs well. The transportation, administration, and fuel expense categories produced favorable to budget results, while the engineering and mechanical categories lagged budget due to bad winter weather.

Pace Suburban Service reported favorable results in each expense category except fuel and claims, producing an overall result which was \$11.4 million, or 9.5%, favorable to their adopted budget through the second quarter.

Pace ADA Paratransit total expenses were \$7.2 million, or 7.5%, favorable to budget through June. All expense categories were favorable to the amended budget, but recovering ridership is expected to increase ADA costs in the coming months.

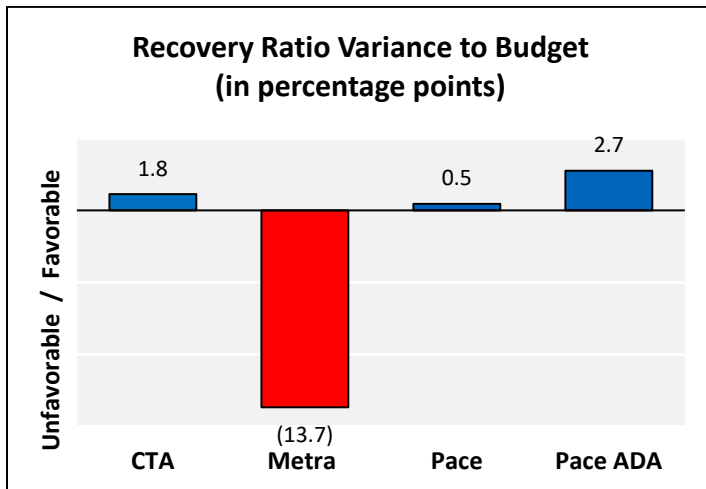


## Net Results



Favorable public funding results, combined with good expense performance, supported a regional net result that was \$56.6 million favorable to the revised 2021 budget through the second quarter. CTA and Pace Suburban Service reported favorable net results of \$39.2 million and \$28.9 million, respectively, while ADA Paratransit finished slightly below budget. Metra’s lagging operating revenue dragged down their net result, finishing only \$2.6 million favorable to budget.

## Recovery Ratios



Through June, the Service Boards included a total of \$332.9 million of federal relief funding in operating revenue, about \$60 million less than budgeted. With that relief funding included, the regional recovery ratio was 50.9%, now 3.2 percentage points below budget. Metra’s net result was 13.7 percentage points below budget due to the lower than expected federal relief drawdowns.

## 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, Q2 2021 year-to-date performance is compared to Q2 2020 year-to-date 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.

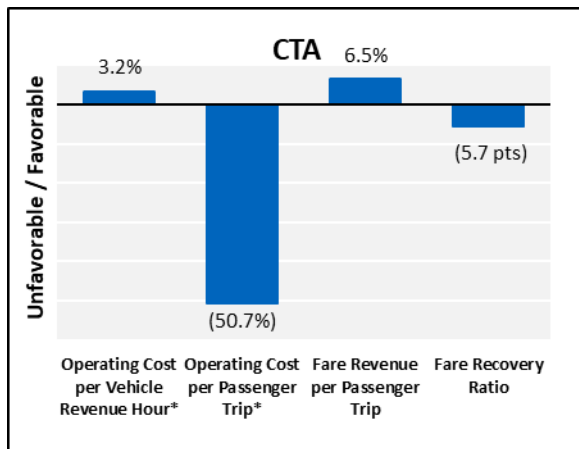
**Operating cost per passenger trip:** The cost of providing each individual passenger trip. Operating costs have been adjusted for inflation for this metric.

**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.

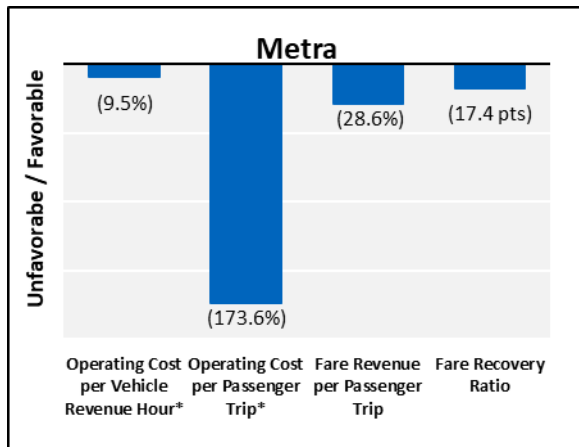
The following charts show the net percentage change for 2021 compared to 2020; bars below the line indicate unfavorable performance.

### CTA Q2 YTD Performance Results



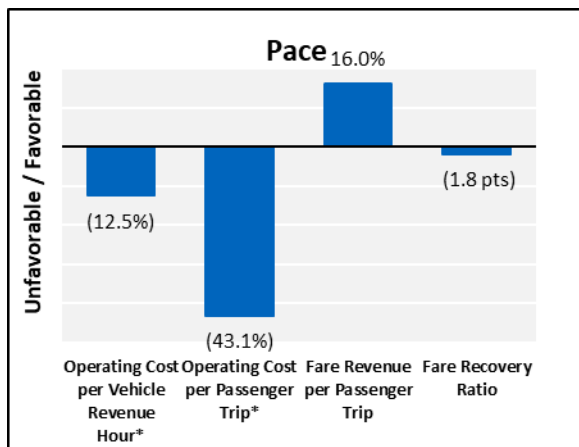
- CTA’s inflation-adjusted operating cost was 1.4% lower compared to 2020; a 1.9% increase in vehicle revenue hours resulted in an operating cost per vehicle hour that was 3.2% favorable to 2020 results, a difference of \$5.54.
- CTA ridership through Q2 2021 was 34.6% lower compared to 2020, resulting in an operating cost per passenger trip of \$9.61, an unfavorable difference of \$3.23.
- CTA year-to-date fare revenue was 30.3% lower compared to 2020. The average fare of \$1.23 was \$0.07, or 6.5% higher compared to 2020.
- The CTA fare recovery ratio of 12.5% was 5.7 percentage points lower compared to 2020.

**Metra Q2 YTD Performance Results**



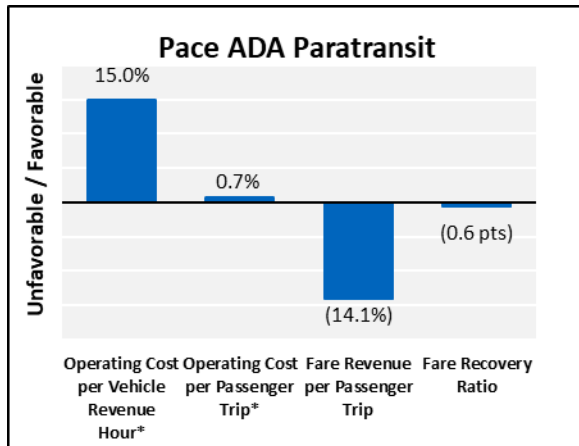
- Metra’s inflation-adjusted operating cost was 5.3% lower compared to 2020; a 13.5% decrease in vehicle revenue hours resulted in an operating cost per vehicle hour that was 9.5% unfavorable to 2020 results, a difference of \$63.82.
- Metra ridership through Q2 2021 was 65.4% lower compared to 2020, resulting in an operating cost per passenger trip of \$77.16, an unfavorable difference of \$48.96.
- Metra year-to-date fare revenue was 75.3% lower compared to 2020. The average fare of \$4.70 was \$1.89, or 28.6% lower compared to 2020.
- The Metra fare recovery ratio of 5.9% was 17.4 percentage points lower compared to 2020.

**Pace Q2 YTD Performance Results**



- Pace’s inflation-adjusted operating cost was 2.0% higher compared to 2020; a 9.3% decrease in vehicle revenue hours resulted in an operating cost per vehicle hour that was 12.5% unfavorable to 2020 results, a difference of \$13.06.
- Pace ridership through Q2 2021 was 28.7% lower compared to 2020, resulting in an operating cost per passenger trip of \$17.92, an unfavorable difference of \$5.40.
- Pace year-to-date fare revenue was 17.3% lower compared to 2020. The average fare of \$1.23 was \$0.17, or 16.0% higher compared to 2020.
- The Pace fare recovery ratio of 6.7% was 1.8 percentage points lower compared to 2020.

**Pace ADA Paratransit Q2 YTD Performance Results**



- ADA Paratransit’s inflation-adjusted operating cost was 7.7% lower compared to 2020; an 8.5% increase in vehicle revenue hours resulted in an operating cost per vehicle hour that was 15.0% favorable to 2020 results, a difference of \$19.49.
- ADA Paratransit ridership through Q2 2021 was 7.1% lower compared to 2020, resulting in an operating cost per passenger trip of \$79.51, a favorable difference of \$0.58.
- ADA Paratransit year-to-date fare revenue was 20.2% lower compared to 2020. The average fare of \$2.74 was \$0.45, or 14.1% lower compared to 2020.
- The ADA Paratransit fare recovery ratio of 3.3% was 0.6 percentage points lower compared to 2020.

# Region Summary Report - 2nd Quarter 2021

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	2nd Quarter 2021				YTD 2021				2nd Quarter 2020			YTD 2020		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenues</b>														
CTA	\$162.1	\$185.5	(\$23.4)	(12.6%)	\$335.3	\$358.6	(\$23.4)	(6.5%)	\$181.7	(\$19.6)	(10.8%)	\$326.8	\$8.4	2.6%
Metra	\$59.0	\$120.2	(\$61.2)	(50.9%)	\$166.1	\$219.5	(\$53.4)	(24.3%)	\$84.9	(\$25.9)	(30.5%)	\$183.2	(\$17.1)	(9.3%)
Pace	\$14.5	\$14.4	\$0.0	0.3%	\$28.6	\$28.5	\$0.1	0.4%	\$11.6	\$2.8	24.4%	\$24.1	\$4.4	18.4%
Pace ADA	<u>\$3.2</u>	<u>\$2.8</u>	<u>\$0.4</u>	<u>14.5%</u>	<u>\$4.5</u>	<u>\$5.5</u>	<u>(\$1.0)</u>	<u>(18.8%)</u>	<u>\$0.7</u>	<u>\$2.4</u>	<u>329.2%</u>	<u>\$4.3</u>	<u>\$0.1</u>	<u>2.9%</u>
<b>Total</b>	<b>\$238.7</b>	<b>\$322.9</b>	<b>(\$84.1)</b>	<b>(26.1%)</b>	<b>\$534.4</b>	<b>\$612.0</b>	<b>(\$77.7)</b>	<b>(12.7%)</b>	<b>\$278.9</b>	<b>\$40.2</b>	<b>14.4%</b>	<b>\$538.5</b>	<b>(\$4.1)</b>	<b>(0.8%)</b>
<b>Public Funding (1)</b>														
CTA	\$265.4	\$224.1	\$41.3	18.4%	\$498.5	\$457.2	\$41.4	9.0%	\$246.2	\$19.1	7.8%	\$447.4	\$51.2	11.4%
Metra	\$101.0	\$83.6	\$17.4	20.9%	\$201.5	\$157.0	\$44.5	28.4%	\$112.0	(\$10.9)	(9.8%)	\$217.0	(\$15.6)	(7.2%)
Pace	\$55.3	\$40.4	\$14.9	36.9%	\$101.7	\$78.1	\$23.6	30.3%	\$50.3	\$5.0	10.0%	\$86.1	\$15.6	18.1%
Pace ADA	<u>\$41.4</u>	<u>\$45.6</u>	<u>(\$4.2)</u>	<u>(9.3%)</u>	<u>\$82.8</u>	<u>\$91.3</u>	<u>(\$8.5)</u>	<u>(9.3%)</u>	<u>\$37.9</u>	<u>\$3.5</u>	<u>9.3%</u>	<u>\$83.2</u>	<u>(\$0.4)</u>	<u>(0.5%)</u>
<b>Total</b>	<b>\$463.1</b>	<b>\$393.7</b>	<b>\$69.4</b>	<b>17.6%</b>	<b>\$884.5</b>	<b>\$783.5</b>	<b>\$101.1</b>	<b>12.9%</b>	<b>\$446.4</b>	<b>(\$16.7)</b>	<b>(3.7%)</b>	<b>\$833.7</b>	<b>\$50.8</b>	<b>6.1%</b>
<b>Operating Expenses</b>														
CTA	\$388.4	\$409.6	\$21.1	5.2%	\$794.6	\$815.8	\$21.1	2.6%	\$378.6	(\$9.8)	(2.6%)	\$781.7	(\$12.9)	(1.7%)
Metra	\$178.5	\$203.2	\$24.6	12.1%	\$363.7	\$375.2	\$11.5	3.1%	\$173.4	(\$5.1)	(3.0%)	\$372.5	\$8.8	2.4%
Pace	\$56.9	\$59.4	\$2.5	4.2%	\$108.3	\$119.7	\$11.4	9.5%	\$48.9	(\$8.0)	(16.5%)	\$103.0	(\$5.3)	(5.2%)
Pace ADA	<u>\$47.4</u>	<u>\$50.0</u>	<u>\$2.6</u>	<u>5.2%</u>	<u>\$89.5</u>	<u>\$96.7</u>	<u>\$7.2</u>	<u>7.5%</u>	<u>\$47.1</u>	<u>(\$0.3)</u>	<u>(0.7%)</u>	<u>\$94.1</u>	<u>\$4.6</u>	<u>4.9%</u>
<b>Total</b>	<b>\$671.3</b>	<b>\$722.1</b>	<b>\$50.8</b>	<b>7.0%</b>	<b>\$1,356.1</b>	<b>\$1,407.3</b>	<b>\$51.3</b>	<b>3.6%</b>	<b>\$648.0</b>	<b>(\$23.3)</b>	<b>(3.6%)</b>	<b>\$1,351.3</b>	<b>(\$4.8)</b>	<b>(0.4%)</b>
<b>Net Results</b>														
CTA	\$39.1	\$0.0	\$39.1		\$39.2	\$0.0	\$39.2		\$49.3	(\$10.2)		(\$7.6)	\$46.7	
Metra	(\$18.5)	\$0.6	(\$19.1)		\$3.9	\$1.2	\$2.6		\$23.4	(\$42.0)		\$27.7	(\$23.8)	
Pace	\$12.9	(\$4.5)	\$17.4		\$21.9	(\$13.2)	\$35.1		\$13.1	(\$0.2)		\$7.2	\$14.7	
Pace ADA	<u>(\$2.9)</u>	<u>(\$1.6)</u>	<u>(\$1.2)</u>		<u>(\$2.1)</u>	<u>\$0.1</u>	<u>(\$2.3)</u>		<u>(\$8.5)</u>	<u>\$5.6</u>		<u>(\$6.5)</u>	<u>\$4.3</u>	
<b>Total</b>	<b>\$30.6</b>	<b>(\$5.5)</b>	<b>\$36.1</b>		<b>\$62.8</b>	<b>(\$11.8)</b>	<b>\$74.7</b>		<b>\$77.3</b>	<b>(\$46.7)</b>		<b>\$20.9</b>	<b>\$41.9</b>	
<b>Operating Deficit</b>														
CTA	\$226.3	\$224.1	(\$2.2)	(1.0%)	\$459.4	\$457.2	(\$2.2)	(0.48%)	\$196.9	(29.3)	(14.9%)	\$454.9	(\$4.4)	(1.0%)
Metra	\$119.5	\$83.0	(\$36.6)	(44.1%)	\$197.6	\$155.7	(\$41.9)	(26.9%)	\$88.5	(31.0)	(35.0%)	\$189.3	(8.3)	(4.4%)
Pace	\$42.5	\$45.0	\$2.5	5.6%	\$79.8	\$91.3	\$11.5	12.6%	\$37.2	(5.2)	(14.0%)	\$78.9	(0.9)	(1.1%)
Pace ADA	<u>\$44.3</u>	<u>\$47.3</u>	<u>\$3.0</u>	<u>6.3%</u>	<u>\$85.0</u>	<u>\$91.2</u>	<u>\$6.2</u>	<u>6.8%</u>	<u>\$46.4</u>	<u>2.1</u>	<u>4.6%</u>	<u>\$89.7</u>	<u>4.7</u>	<u>5.3%</u>
<b>Total</b>	<b>\$432.5</b>	<b>\$399.3</b>	<b>(\$33.3)</b>	<b>(8.3%)</b>	<b>\$821.7</b>	<b>\$795.3</b>	<b>(\$26.4)</b>	<b>(3.3%)</b>	<b>\$369.1</b>	<b>(\$63.5)</b>	<b>(17.2%)</b>	<b>\$812.8</b>	<b>(\$8.9)</b>	<b>(1.1%)</b>
<b>Recovery Ratio</b>														
CTA	57.4%	55.1%	2.3 pts		56.3%	55.2%	1.1 pts		58.0%	(0.6) pts		51.4%	4.9 pts	
Metra	36.2%	64.2%	(28.0) pts		49.8%	63.5%	(13.7) pts		53.0%	(16.8) pts		53.0%	(3.2) pts	
Pace	29.5%	30.8%	(1.3) pts		30.6%	30.2%	0.5 pts		31.5%	(2.0) pts		30.0%	0.6 pts	
Pace ADA	<u>13.3%</u>	<u>9.8%</u>	<u>3.5 pts</u>		<u>12.8%</u>	<u>10.0%</u>	<u>2.7 pts</u>		<u>2.6%</u>	<u>10.6 pts</u>		<u>7.1%</u>	<u>5.7 pts</u>	
<b>System</b>	<b>47.2%</b>	<b>54.5%</b>	<b>(7.2) pts</b>		<b>50.9%</b>	<b>54.1%</b>	<b>(3.2) pts</b>		<b>53.7%</b>	<b>(6.4) pts</b>		<b>48.9%</b>	<b>2.0 pts</b>	
<b>Ridership</b>														
CTA	45.4	40.9	4.5	10.9%	80.2	75.8	4.5	5.9%	27.5	17.9	65.3%	122.6	(42.4)	(34.6%)
Metra(2)	2.9	2.9	0.0	1.5%	4.6	4.5	0.0	1.0%	0.9	2.0	234.3%	15.1	(10.5)	(69.7%)
Pace	3.2	4.4	(1.2)	(27.9%)	5.9	7.1	(1.2)	(17.3%)	2.3	0.9	38.5%	8.3	(2.4)	(29.2%)
Pace ADA	<u>0.8</u>	<u>0.8</u>	<u>(0.0)</u>	<u>(1.8%)</u>	<u>1.4</u>	<u>1.6</u>	<u>(0.1)</u>	<u>(7.0%)</u>	<u>0.4</u>	<u>0.4</u>	<u>123.8%</u>	<u>1.3</u>	<u>0.1</u>	<u>10.8%</u>
<b>Total</b>	<b>52.2</b>	<b>49.0</b>	<b>3.3</b>	<b>6.7%</b>	<b>92.1</b>	<b>88.9</b>	<b>3.2</b>	<b>3.6%</b>	<b>31.0</b>	<b>21.3</b>	<b>68.7%</b>	<b>147.3</b>	<b>(55.1)</b>	<b>(37.4%)</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 2021

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	2nd Quarter 2021				YTD 2021				2nd Quarter 2020			YTD 2020		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Unit	%	Actual	Unit	%
			Unit	%			Unit	%						
<b>Operating Revenue</b>														
Farebox	\$56.0	\$57.0	(\$1.0)	(1.7%)	\$99.0	\$99.9	(\$1.0)	(1.0%)	\$22.4	\$33.6	150.2%	\$142.0	(\$43.1)	(30.3%)
Reduced Fare	\$3.7	\$3.7	(0.0)	(0.0%)	\$7.3	\$7.3	(0.0)	(0.0%)	\$3.9	(0.2)	(5.8%)	\$7.5	(0.2)	(3.0%)
Other	\$11.3	\$13.7	(2.4)	(17.3%)	\$23.2	\$25.5	(2.4)	(9.3%)	\$11.7	(0.4)	(3.3%)	\$33.5	(10.4)	(31.0%)
CARES Act Funding - Fare Revenue Replacement	\$91.1	\$95.8	(4.6)	(4.8%)	\$205.8	\$210.5	(4.6)	(2.2%)	\$143.7	(52.6)	(36.6%)	\$0.0	205.8	0.0%
Additional Relief Funding or Budget Balancing Acti	<u>\$0.0</u>	<u>\$15.4</u>	<u>(15.4)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>\$15.4</u>	<u>(15.4)</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>\$162.1</b>	<b>\$185.5</b>	<b>(\$23.4)</b>	<b>(12.6%)</b>	<b>\$335.3</b>	<b>\$358.6</b>	<b>(\$23.4)</b>	<b>(6.5%)</b>	<b>\$181.7</b>	<b>(\$19.6)</b>	<b>(10.8%)</b>	<b>\$183.1</b>	<b>\$152.2</b>	<b>83.1%</b>
<b>Public Funding</b>														
Sales Tax I	\$97.0	\$86.6	\$10.4	12.0%	\$186.8	\$161.0	\$25.9	16.1%	\$74.5	\$22.6	30.3%	\$156.3	\$30.6	19.6%
Sales Tax II	\$9.5	\$5.1	4.4	86.0%	\$18.3	\$6.0	12.3	205.9%	\$12.3	(2.7)	(22.3%)	\$15.3	2.9	19.2%
PTF II	\$16.9	\$12.9	4.0	30.8%	\$33.9	\$29.4	4.5	15.3%	\$14.5	2.4	16.2%	\$32.8	1.1	3.4%
25% PTF on RETT	\$3.8	\$2.6	1.2	47.6%	\$6.7	\$4.9	1.9	38.1%	\$2.7	1.1	42.3%	\$5.7	1.0	18.0%
City of Chicago RETT	\$19.6	\$10.9	8.6	79.2%	\$32.6	\$19.8	12.8	64.7%	\$10.6	8.9	83.8%	\$21.2	11.5	54.1%
Non-Statutory Funding - PTF I	\$54.6	\$42.1	12.4	29.5%	\$110.6	\$96.2	14.4	15.0%	\$47.7	6.9	14.4%	\$107.5	3.0	2.8%
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	\$1.6	\$1.4	0.2	14.0%	\$3.1	\$2.5	0.5	20.6%	\$1.3	0.3	22.9%	\$2.6	0.5	18.8%
CARES Act Funding - Public Funding Replacement	\$48.3	\$48.3	0.0	0.0%	\$92.4	\$123.3	(30.9)	(25.0%)	\$82.7	(34.4)	(41.5%)	\$105.1	(12.6)	(12.0%)
CRRSAA Funding - Public Funding Replacement	<u>\$14.1</u>	<u>\$14.1</u>	<u>0.0</u>	<u>0.0%</u>	<u>\$14.1</u>	<u>\$14.1</u>	<u>0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>14.1</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>14.1</u>	<u>0.0%</u>
<b>Total Public Funding</b>	<b>\$265.4</b>	<b>\$224.1</b>	<b>41.3</b>	<b>18.4%</b>	<b>\$498.5</b>	<b>\$457.2</b>	<b>\$41.4</b>	<b>9.0%</b>	<b>\$246.2</b>	<b>\$19.1</b>	<b>7.8%</b>	<b>\$447.4</b>	<b>\$51.2</b>	<b>11.4%</b>
<b>Total Revenues</b>	<b>\$427.5</b>	<b>\$409.6</b>	<b>\$17.9</b>	<b>4.4%</b>	<b>\$833.8</b>	<b>\$815.8</b>	<b>\$18.0</b>	<b>2.2%</b>	<b>\$427.9</b>	<b>(\$0.4)</b>	<b>(0.1%)</b>	<b>\$630.5</b>	<b>\$203.3</b>	<b>32.3%</b>
<b>Expense</b>														
Labor	\$282.0	\$288.6	\$6.6	2.3%	\$568.8	\$575.3	\$6.6	1.1%	\$279.3	(\$2.7)	(1.0%)	\$568.8	\$0.0	0.0%
Material	\$21.3	\$21.0	(\$0.2)	(1.1%)	\$44.1	\$43.8	(\$0.2)	(0.5%)	\$18.2	(3.0)	(16.6%)	\$38.8	(5.3)	(13.7%)
Fuel	\$7.3	\$9.2	\$1.8	20.1%	\$15.5	\$17.4	\$1.8	10.6%	\$8.4	1.1	12.9%	\$18.8	3.3	17.4%
Power	\$5.9	\$7.3	\$1.4	19.2%	\$13.0	\$14.4	\$1.4	9.7%	\$5.1	(0.8)	(15.1%)	\$12.8	(0.2)	(1.5%)
I&D	\$7.9	\$7.9	\$0.0	0.0%	\$15.8	\$15.8	\$0.0	0.0%	\$5.5	(2.4)	(44.0%)	\$11.0	(4.8)	(44.0%)
Passenger Security	\$4.1	\$5.0	\$1.0	19.0%	\$8.3	\$9.2	\$1.0	10.4%	\$5.0	1.0	18.9%	\$10.0	1.7	17.3%
All Other	<u>\$59.9</u>	<u>\$70.5</u>	<u>\$10.6</u>	<u>15.1%</u>	<u>\$129.2</u>	<u>\$139.8</u>	<u>\$10.6</u>	<u>7.6%</u>	<u>\$57.0</u>	<u>(2.9)</u>	<u>(5.1%)</u>	<u>\$121.6</u>	<u>(7.6)</u>	<u>(6.3%)</u>
<b>Total Expense</b>	<b>\$388.4</b>	<b>\$409.6</b>	<b>\$21.1</b>	<b>5.2%</b>	<b>\$794.6</b>	<b>\$815.8</b>	<b>\$21.1</b>	<b>2.6%</b>	<b>\$378.6</b>	<b>(\$9.8)</b>	<b>(2.6%)</b>	<b>\$781.7</b>	<b>(\$12.9)</b>	<b>(1.7%)</b>
<b>Net Results</b>	<b>\$39.1</b>	<b>\$0.0</b>	<b>\$39.1</b>		<b>\$39.2</b>	<b>\$0.0</b>	<b>\$39.2</b>		<b>\$49.3</b>	<b>(\$10.2)</b>		<b>(\$151.3)</b>	<b>\$190.4</b>	
<b>Operating Deficit</b>	<b>\$226.3</b>	<b>\$224.1</b>	<b>(\$2.2)</b>	<b>(1.0%)</b>	<b>\$459.4</b>	<b>\$457.2</b>	<b>(\$2.2)</b>	<b>(0.5%)</b>	<b>\$196.9</b>	<b>(\$29.3)</b>	<b>(14.9%)</b>	<b>\$598.6</b>	<b>\$139.3</b>	<b>23.3%</b>
<b>Recovery Ratio</b>	<b>57.4%</b>	<b>55.1%</b>	<b>2.3 pts</b>		<b>56.3%</b>	<b>55.2%</b>	<b>1.1 pts</b>		<b>58.0%</b>	<b>(0.6) pts</b>		<b>51.4%</b>	<b>4.9 pts</b>	
<b>Total Ridership</b>	<b>45.4</b>	<b>40.9</b>	<b>4.5</b>	<b>10.9%</b>	<b>80.2</b>	<b>75.8</b>	<b>4.5</b>	<b>5.9%</b>	<b>27.5</b>	<b>17.9</b>	<b>65.3%</b>	<b>122.6</b>	<b>(42.4)</b>	<b>(34.6%)</b>
<i>Average Fare</i>	\$1.23	\$1.39	(\$0.16)	(11.4%)	\$1.23	\$1.32	(\$0.09)	(6.5%)	\$0.82	0.42	0.51	1.16	0.07	0.06

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 2021

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	2nd Quarter 2021				YTD 2021				2nd Quarter 2020			YTD 2020		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Unit	Change %	Actual	Unit	Change %
<b>Operating Revenue</b>														
Farebox	\$14.2	\$12.8	\$1.4	10.6%	\$21.5	\$32.3	(\$10.8)	(33.5%)	\$6.7	\$7.5	112.8%	\$87.0	(\$65.5)	(75.3%)
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	\$8.5	\$8.2	\$0.3	4.1%	\$32.1	\$16.0	\$16.1	100.6%	\$9.5	(\$1.0)	(10.5%)	\$20.5	\$11.7	57.1%
CARES Act Funding - Fare Revenue Replacement	<u>\$35.8</u>	<u>\$98.8</u>	<u>(\$62.9)</u>	<u>(63.7%)</u>	<u>\$111.6</u>	<u>\$170.3</u>	<u>(\$58.7)</u>	<u>(34.5%)</u>	<u>\$0.0</u>	<u>\$35.8</u>	<u>0</u>	<u>\$0.0</u>	<u>\$111.6</u>	<u>0</u>
<b>Total Operating Revenue</b>	<b>\$59.0</b>	<b>\$120.2</b>	<b>(\$61.2)</b>	<b>(50.9%)</b>	<b>\$166.1</b>	<b>\$219.5</b>	<b>(\$53.4)</b>	<b>(24.3%)</b>	<b>\$16.6</b>	<b>\$42.4</b>	<b>255.0%</b>	<b>\$108.2</b>	<b>\$57.8</b>	<b>53.4%</b>
<b>Public Funding</b>														
Sales Tax I	\$78.9	\$68.3	\$10.6	15.5%	\$157.8	\$126.9	\$30.9	24.3%	\$67.5	\$11.5	17.0%	\$133.9	\$23.9	17.8%
Sales Tax II	\$7.7	\$4.2	\$3.6	86.0%	\$14.8	\$4.9	\$10.0	205.9%	\$10.0	(\$2.2)	(22.3%)	\$12.4	\$2.4	19.2%
PTF II	\$13.7	\$10.5	\$3.2	30.8%	\$27.6	\$23.9	\$3.6	15.3%	\$11.8	\$1.9	16.2%	\$26.6	\$0.9	3.4%
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	\$0.7	(\$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%
JSIF Reserves	\$0.6	\$0.6	\$0.0	0.0%	\$1.3	\$1.3	\$0.0	0.0%	\$0.0	\$0.6	0	\$0.0	\$1.3	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	\$0.0	\$0.0	0.0%
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</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>
<b>Total Public Funding</b>	<b>\$101.0</b>	<b>\$83.6</b>	<b>\$17.4</b>	<b>20.9%</b>	<b>\$201.5</b>	<b>\$157.0</b>	<b>\$44.5</b>	<b>28.4%</b>	<b>\$89.2</b>	<b>\$11.8</b>	<b>13.2%</b>	<b>\$217.0</b>	<b>(\$15.6)</b>	<b>(7.2%)</b>
<b>Total Revenues</b>	<b>\$160.0</b>	<b>\$203.8</b>	<b>(\$43.8)</b>	<b>(21.5%)</b>	<b>\$367.6</b>	<b>\$376.4</b>	<b>(\$8.9)</b>	<b>(2.4%)</b>	<b>\$105.8</b>	<b>\$54.1</b>	<b>51.2%</b>	<b>\$400.2</b>	<b>(\$32.7)</b>	<b>(8.2%)</b>
<b>Expenses</b>														
Transportation	\$59.4	\$68.8	\$9.4	13.6%	\$117.3	\$125.7	\$8.4	6.7%	\$65.6	\$6.2	9.4%	\$136.4	\$19.2	14.0%
Maintenance of Way (Engineering)	\$39.1	\$40.1	\$0.9	2.3%	\$84.3	\$78.0	(\$6.3)	(8.1%)	\$34.8	(\$4.3)	(12.4%)	\$75.1	(\$9.2)	(12.3%)
Maintenance of Equipment (Mechanical)	\$41.9	\$45.5	\$3.6	7.9%	\$86.0	\$84.9	(\$1.2)	(1.4%)	\$39.0	(\$2.9)	(7.5%)	\$84.7	\$1.3	1.6%
Claims & Insurance	\$6.3	\$5.4	(\$0.9)	(16.5%)	\$10.8	\$10.0	(\$0.7)	(7.4%)	\$3.7	(\$2.6)	(69.8%)	\$8.0	(\$2.8)	(34.9%)
Administration	\$21.3	\$28.0	\$6.7	23.8%	\$43.6	\$51.6	\$8.0	15.5%	\$20.6	(\$0.7)	(3.4%)	\$44.4	\$0.8	1.7%
Diesel Fuel	\$9.6	\$14.4	\$4.8	33.3%	\$19.7	\$23.0	\$3.3	14.4%	\$9.0	(\$0.6)	(6.8%)	\$22.3	\$2.6	11.6%
Electricity	<u>\$0.8</u>	<u>\$0.9</u>	<u>\$0.2</u>	<u>16.6%</u>	<u>\$1.9</u>	<u>\$1.9</u>	<u>(\$0.0)</u>	<u>(1.2%)</u>	<u>\$0.6</u>	<u>(\$0.1)</u>	<u>(23.5%)</u>	<u>\$1.6</u>	<u>(\$0.3)</u>	<u>(18.9%)</u>
<b>Total Expense</b>	<b>\$178.5</b>	<b>\$203.2</b>	<b>\$24.6</b>	<b>12.1%</b>	<b>\$363.7</b>	<b>\$375.2</b>	<b>\$11.5</b>	<b>3.1%</b>	<b>\$173.4</b>	<b>(\$5.1)</b>	<b>(3.0%)</b>	<b>\$372.5</b>	<b>\$8.8</b>	<b>2.4%</b>
<b>Operating Deficit</b>	<b>\$119.5</b>	<b>\$83.0</b>	<b>(\$36.6)</b>	<b>(44.1%)</b>	<b>\$197.6</b>	<b>\$155.7</b>	<b>(\$41.9)</b>	<b>(26.9%)</b>	<b>\$156.8</b>	<b>\$37.2</b>	<b>23.7%</b>	<b>\$264.3</b>	<b>\$66.7</b>	<b>25.2%</b>
<b>Net Results</b>	<b>(\$18.5)</b>	<b>\$0.6</b>	<b>(\$19.1)</b>		<b>\$3.9</b>	<b>\$1.2</b>	<b>\$2.6</b>		<b>(\$67.5)</b>	<b>\$49.0</b>		<b>\$27.7</b>	<b>(\$23.8)</b>	
<b>Recovery Ratio</b>	<b>36.2%</b>	<b>64.2%</b>	<b>(28.0) pts</b>		<b>49.8%</b>	<b>63.7%</b>	<b>(13.8) pts</b>		<b>53.0%</b>	<b>(16.8)</b>	<b>pts</b>	<b>53.0%</b>	<b>(3.2) pts</b>	
<b>Ridership</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>1.5%</b>	<b>4.6</b>	<b>4.5</b>	<b>0.0</b>	<b>1.0%</b>	<b>0.9</b>	<b>2.0</b>	<b>234.3%</b>	<b>15.1</b>	<b>(10.5)</b>	<b>(69.7%)</b>
Average Fare	\$4.90	\$4.50	\$0.40	9.0%	\$4.70	\$7.13	(\$2.43)	(34.1%)	\$7.70	(\$2.80)	(36.3%)	\$5.77	(\$1.07)	(18.5%)

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 2021

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	2nd Quarter 2021				YTD 2021				2nd Quarter 2020			YTD 2020		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Unit	%	Actual	Unit	%
			Unit	%			Unit	%						
<b>Operating Revenue</b>														
Farebox	\$3.9	\$5.8	(\$1.8)	(31.9%)	\$7.2	\$11.1	(\$3.9)	(35.2%)	\$0.9	\$3.0	314.8%	\$8.7	(\$1.5)	(17.3%)
Reduced Fare	\$0.3	\$0.3	\$0.0	0.0%	\$0.7	\$0.7	\$0.0	0.0%	\$0.3	\$0.0	0.0%	\$0.7	\$0.0	0.0%
Advertising	\$0.3	\$0.3	\$0.0	2.7%	\$1.0	\$0.6	\$0.5	78.9%	\$0.1	\$0.2	426.8%	\$0.8	\$0.2	27.0%
Investment/Other	\$3.3	\$3.4	(\$0.1)	(3.5%)	\$5.6	\$6.9	(\$1.2)	(18.1%)	\$3.1	\$0.2	5.7%	\$6.8	(\$1.1)	(16.7%)
CARES Act Funding - Fare Revenue R	<u>\$6.6</u>	<u>\$4.6</u>	<u>\$2.0</u>	<u>43.6%</u>	<u>\$14.0</u>	<u>\$9.2</u>	<u>\$4.8</u>	<u>52.6%</u>	<u>\$0.0</u>	<u>\$6.6</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$14.0</u>	<u>0.0%</u>
<b>Total Operating Revenue</b>	<b>\$14.5</b>	<b>\$14.4</b>	<b>\$0.0</b>	<b>0.3%</b>	<b>\$28.6</b>	<b>\$28.5</b>	<b>\$0.1</b>	<b>0.4%</b>	<b>\$4.5</b>	<b>\$10.0</b>	<b>222.7%</b>	<b>\$17.0</b>	<b>\$11.6</b>	<b>68.2%</b>
<b>Public Funding</b>														
Sales Tax I	\$25.0	\$21.6	\$3.4	15.5%	\$50.0	\$40.2	\$9.8	24.3%	\$21.5	\$3.5	16.2%	\$42.6	\$7.4	17.4%
Sales Tax II	\$2.6	\$1.4	1.2	86.0%	\$4.9	\$1.6	3.3	205.9%	\$3.3	(0.7)	(22.3%)	\$4.1	0.8	19.2%
PTF II	\$4.6	\$3.5	1.1	30.8%	\$9.2	\$8.0	1.2	15.3%	\$3.9	0.6	16.2%	\$8.9	0.3	3.4%
SCMF	\$6.5	\$5.7	0.8	14.0%	\$12.7	\$10.6	2.2	20.6%	\$5.3	1.2	22.9%	\$10.7	2.0	18.8%
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	\$1.1	\$0.9	0.3	29.5%	\$2.3	\$2.0	0.3	15.0%	\$1.0	0.1	14.4%	\$2.2	0.1	2.8%
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	\$0.2	\$0.0	0.2	0.0%	\$0.6	\$0.0	0.6	0.0%	\$0.3	(0.2)	(53.8%)	\$0.7	(0.1)	(18.9%)
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	\$2.2	\$1.6	0.7	43.0%	\$4.0	\$2.9	1.1	36.0%	\$12.6	(10.4)	(82.3%)	\$12.6	(8.7)	(68.6%)
CARES Act Funding - Public Funding I	<u>\$13.2</u>	<u>\$5.8</u>	<u>7.4</u>	<u>127.7%</u>	<u>\$16.8</u>	<u>\$11.6</u>	<u>5.2</u>	<u>45.0%</u>	<u>\$0.0</u>	<u>13.2</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>16.8</u>	<u>0.0%</u>
<b>Total Public Funding</b>	<b>\$55.3</b>	<b>\$40.4</b>	<b>14.9</b>	<b>36.9%</b>	<b>\$101.7</b>	<b>\$78.1</b>	<b>\$23.6</b>	<b>30.3%</b>	<b>\$48.0</b>	<b>\$7.3</b>	<b>15.3%</b>	<b>\$82.1</b>	<b>\$19.6</b>	<b>23.8%</b>
<b>Total Revenues</b>	<b>\$69.8</b>	<b>\$54.9</b>	<b>\$14.9</b>	<b>27.3%</b>	<b>\$130.3</b>	<b>\$106.5</b>	<b>\$23.8</b>	<b>22.3%</b>	<b>\$52.5</b>	<b>\$17.3</b>	<b>33.0%</b>	<b>\$99.1</b>	<b>\$31.2</b>	<b>31.4%</b>
<b>Expense</b>														
Labor / Fringe	\$32.2	\$34.9	\$2.7	7.6%	\$64.9	\$70.5	\$5.6	7.9%	\$32.5	\$0.2	0.7%	\$66.2	\$1.3	2.0%
Health Insurance	\$6.1	\$6.6	\$0.5	8.0%	\$12.0	\$13.2	\$1.2	9.1%	\$6.0	(0.1)	(1.0%)	\$12.3	0.3	2.5%
Material	\$2.1	\$2.3	\$0.1	5.7%	\$4.4	\$4.6	\$0.1	2.8%	\$1.3	(0.9)	(71.0%)	\$2.9	(1.6)	(55.5%)
Purchased Transportation	\$4.1	\$5.0	\$0.9	18.7%	\$7.6	\$10.0	\$2.4	23.6%	\$2.0	(2.1)	(105.4%)	\$6.0	(1.6)	(27.7%)
Fuel	\$2.5	\$2.0	(\$0.6)	(28.5%)	\$4.4	\$3.9	(\$0.5)	(12.0%)	\$1.2	(1.3)	(109.8%)	\$3.6	(0.8)	(22.4%)
Utilities	\$0.9	\$0.8	(\$0.1)	(8.0%)	\$1.5	\$1.8	\$0.3	16.8%	\$0.6	(0.3)	(53.6%)	\$1.3	(0.3)	(19.9%)
Insurance and Claims	\$4.5	\$2.8	(\$1.7)	(63.1%)	\$5.8	\$5.5	(\$0.3)	(4.8%)	\$1.5	(3.1)	(208.4%)	\$3.6	(2.3)	(63.2%)
Other Expenses	<u>\$4.5</u>	<u>\$5.1</u>	<u>\$0.6</u>	<u>11.6%</u>	<u>\$7.7</u>	<u>\$10.2</u>	<u>\$2.5</u>	<u>24.7%</u>	<u>\$3.9</u>	<u>(0.6)</u>	<u>(14.2%)</u>	<u>\$7.3</u>	<u>(0.4)</u>	<u>(5.4%)</u>
<b>Total Expense</b>	<b>\$56.9</b>	<b>\$59.4</b>	<b>\$2.5</b>	<b>4.2%</b>	<b>\$108.3</b>	<b>\$119.7</b>	<b>\$11.4</b>	<b>9.5%</b>	<b>\$48.9</b>	<b>(\$8.0)</b>	<b>(16.5%)</b>	<b>\$103.0</b>	<b>(\$5.3)</b>	<b>(5.2%)</b>
<b>Net Results</b>	<b>\$12.9</b>	<b>(\$4.5)</b>	<b>\$17.4</b>		<b>\$21.9</b>	<b>(\$13.2)</b>	<b>\$35.1</b>		<b>\$3.6</b>	<b>\$9.3</b>		<b>(\$3.9)</b>	<b>\$25.8</b>	
<b>Operating Deficit</b>	<b>\$42.5</b>	<b>\$45.0</b>	<b>\$2.5</b>	<b>5.6%</b>	<b>\$79.8</b>	<b>\$91.3</b>	<b>\$11.5</b>	<b>12.6%</b>	<b>\$44.4</b>	<b>\$1.9</b>	<b>4.4%</b>	<b>\$86.0</b>	<b>\$6.3</b>	<b>7.3%</b>
<b>Recovery Ratio Adjustments</b>														
Revenue & Expense (In-Kind)	\$1.8	\$2.5	(\$0.7)	(28.4%)	\$3.6	\$4.9	(\$1.4)	(27.4%)	\$2.0	(\$0.2)	125.6%	\$4.6	(\$1.1)	77.1%
Free Rides	\$0.3	\$0.4	(\$0.0)	(1.0%)	\$0.6	\$0.7	(\$0.0)	(6.2%)	\$0.0	\$0.3	1326.4%	\$0.5	\$0.1	125.2%
ICE	(\$0.4)	(\$0.6)	\$0.1	(19.2%)	(\$1.0)	(\$1.1)	\$0.2	(14.1%)	(\$0.5)	\$0.1	102.1%	(\$1.0)	\$0.1	93.4%
SSJA-Funded Services	(\$1.9)	(\$1.9)	\$0.0	0.0%	(\$3.8)	(\$3.8)	\$0.0	0.0%	(\$1.9)	\$0.0	100.0%	(\$3.8)	\$0.0	100.0%
Express Bus Services	\$0.0	(\$3.4)	\$3.4	(100.0%)	\$0.0	(\$6.7)	\$6.7	(100.0%)	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	0.0%
Debt Service	(\$0.0)	(\$0.0)	\$0.0	0.0%	(\$0.1)	(\$0.1)	\$0.0	0.0%	(\$0.0)	\$0.0	82.6%	(\$0.1)	\$0.0	82.6%
<b>Recovery Ratio</b>	<b>29.5%</b>	<b>30.8%</b>	<b>(1.3) pts</b>		<b>30.6%</b>	<b>30.2%</b>	<b>0.5 pts</b>		<b>13.4%</b>	<b>(1.2) pts</b>		<b>21.5%</b>	<b>(1.7) pts</b>	
<b>Operating Data</b>														
Vehicle Miles	7.9	10.9	(3.0)	(27.7%)	15.6	21.5	(5.9)	(27.7%)	7.4	0.5	7.2%	17.5	(2.0)	(11.3%)
Passengers Per Mile	0.4	0.4	(0.0)	(0.2%)	0.4	0.3	0.0	14.4%	0.3	0.1	29.2%	0.5	(0.1)	(20.2%)
<b>Total Ridership</b>	<b>3.2</b>	<b>4.4</b>	<b>(1.2)</b>	<b>(27.9%)</b>	<b>5.9</b>	<b>7.1</b>	<b>(1.2)</b>	<b>(17.3%)</b>	<b>2.3</b>	<b>0.9</b>	<b>38.5%</b>	<b>8.3</b>	<b>(2.4)</b>	<b>(29.2%)</b>
<i>Average Fare</i>	\$1.24	\$1.31	(\$0.07)	(5.6%)	\$1.23	\$1.57	(\$0.34)	(21.7%)	\$0.41	\$0.83	199.4%	\$1.05	\$0.18	16.8%

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 2021

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	2nd Quarter 2021				YTD 2021				2nd Quarter 2020			YTD 2020		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Unit	%	Actual	Unit	%
<b>Operating Revenue</b>														
Farebox	\$1.7	\$1.9	(\$0.2)	(12.0%)	\$3.0	\$3.8	(\$0.8)	(21.9%)	\$0.7	\$1.0	129.4%	\$3.7	(\$0.8)	(20.2%)
Other Revenue	\$0.0	\$0.1	(\$0.1)	(82.1%)	\$0.0	\$0.1	(\$0.1)	(84.4%)	(\$0.0)	\$0.0	(455.1%)	\$0.6	(\$0.6)	(96.7%)
CRRSAA Operating Assistance	<u>\$1.5</u>	<u>\$0.8</u>	<u>\$0.7</u>	<u>88.4%</u>	<u>\$1.5</u>	<u>\$1.5</u>	<u>(\$0.1)</u>	<u>(5.8%)</u>	<u>\$0.0</u>	<u>\$1.5</u>	<u>0.0%</u>	<u>0.0</u>	<u>1.5</u>	<u>0.0%</u>
<b>Total Operating Revenue</b>	<b>\$3.2</b>	<b>\$2.8</b>	<b>\$0.4</b>	<b>14.5%</b>	<b>\$4.5</b>	<b>\$5.5</b>	<b>(\$1.0)</b>	<b>(18.8%)</b>	<b>\$0.7</b>	<b>\$2.4</b>	<b>329.2%</b>	<b>\$4.3</b>	<b>\$0.1</b>	<b>2.9%</b>
<b>Public Funding</b>														
ADA Paratransit Fund	\$39.3	\$39.3	\$0.0	0.0%	\$78.6	\$78.6	\$0.0	0.0%	\$35.8	\$3.5	9.8%	\$79.0	(\$0.4)	(0.5%)
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%)
ADA Reserve	<u>\$0.0</u>	<u>\$4.2</u>	<u>(4.2)</u>	<u>(100.0%)</u>	<u>0.0</u>	<u>8.5</u>	<u>(8.5)</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 Public Funding</b>	<b>\$41.4</b>	<b>\$45.6</b>	<b>(\$4.2)</b>	<b>(9.3%)</b>	<b>\$82.8</b>	<b>\$91.3</b>	<b>(\$8.5)</b>	<b>(9.3%)</b>	<b>\$37.9</b>	<b>\$3.5</b>	<b>9.3%</b>	<b>\$83.2</b>	<b>(\$0.4)</b>	<b>(0.5%)</b>
<b>Total Revenue</b>	<b>\$44.6</b>	<b>\$48.4</b>	<b>(\$3.8)</b>	<b>(7.9%)</b>	<b>\$87.3</b>	<b>\$96.8</b>	<b>(\$9.5)</b>	<b>(9.8%)</b>	<b>\$38.6</b>	<b>\$5.9</b>	<b>15.4%</b>	<b>\$87.6</b>	<b>(\$0.3)</b>	<b>(0.3%)</b>
<b>Expenses</b>														
Labor / Fringe	\$1.0	\$1.1	\$0.1	9.6%	\$1.9	\$2.1	\$0.2	11.2%	\$1.1	\$0.1	7.6%	\$2.1	\$0.2	8.5%
Health Insurance	\$0.2	\$0.2	0.0	9.6%	0.4	0.4	0.1	14.5%	\$0.2	(0.0)	(25.7%)	0.3	(0.0)	(9.2%)
Administration	\$0.7	\$1.2	0.5	43.3%	1.2	2.3	1.1	47.1%	\$0.7	0.1	9.8%	1.8	0.6	33.0%
Fuel	\$1.9	\$1.8	(0.0)	(2.4%)	2.6	3.6	1.0	26.8%	\$0.6	(1.3)	(240.3%)	1.1	(1.5)	(136.5%)
Insurance and Claims	\$0.1	\$0.2	0.1	36.0%	0.4	0.5	0.1	24.7%	\$0.2	0.1	28.8%	0.3	(0.1)	(19.1%)
Purchased Transportation	\$41.7	\$43.1	1.4	3.3%	79.3	83.1	3.8	4.6%	\$42.2	0.5	1.2%	84.2	4.9	5.8%
Regional ADA Support Allocation	<u>\$1.9</u>	<u>\$2.4</u>	<u>0.5</u>	<u>21.2%</u>	<u>3.8</u>	<u>4.7</u>	<u>1.0</u>	<u>20.2%</u>	<u>\$2.2</u>	<u>0.3</u>	<u>15.4%</u>	<u>4.3</u>	<u>0.5</u>	<u>12.1%</u>
<b>Total Expense</b>	<b>\$47.4</b>	<b>\$50.0</b>	<b>\$2.6</b>	<b>5.2%</b>	<b>\$89.5</b>	<b>\$96.7</b>	<b>\$7.2</b>	<b>7.5%</b>	<b>\$47.1</b>	<b>(\$0.3)</b>	<b>(0.7%)</b>	<b>\$94.1</b>	<b>\$4.6</b>	<b>4.9%</b>
<b>Net Results</b>	<b>(\$2.9)</b>	<b>(\$1.6)</b>	<b>(\$1.2)</b>		<b>(\$2.1)</b>	<b>\$0.1</b>	<b>(\$2.3)</b>		<b>(\$8.5)</b>	<b>\$5.6</b>		<b>(\$6.5)</b>	<b>\$4.3</b>	
<b>Operating Deficit</b>	<b>\$44.3</b>	<b>\$47.3</b>	<b>\$3.0</b>	<b>6.3%</b>	<b>\$85.0</b>	<b>\$91.2</b>	<b>\$6.2</b>	<b>6.8%</b>	<b>\$46.4</b>	<b>\$2.1</b>	<b>4.6%</b>	<b>\$89.7</b>	<b>\$4.7</b>	<b>5.3%</b>
<b>Recovery Ratio</b>	<b>8.8%</b>	<b>9.1%</b>	<b>(0.3) pts</b>		<b>8.4%</b>	<b>9.4%</b>	<b>(0.9) pts</b>		<b>2.6%</b>	<b>6.2 pts</b>		<b>7.1%</b>	<b>1.3 pts</b>	
<b>Total Ridership</b>	<b>0.8</b>	<b>0.8</b>	<b>(0.0)</b>	<b>(1.8%)</b>	<b>1.4</b>	<b>1.6</b>	<b>(0.1)</b>	<b>(7.0%)</b>	<b>0.4</b>	<b>0.4</b>	<b>123.8%</b>	<b>1.3</b>	<b>0.1</b>	<b>10.8%</b>
<i>Average Fare</i>	\$2.15	\$2.39	(\$0.25)	(10.3%)	\$2.07	\$2.46	(\$0.40)	(16.0%)	\$2.09	\$0.05	2.5%	\$2.87	(\$0.80)	(27.9%)

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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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