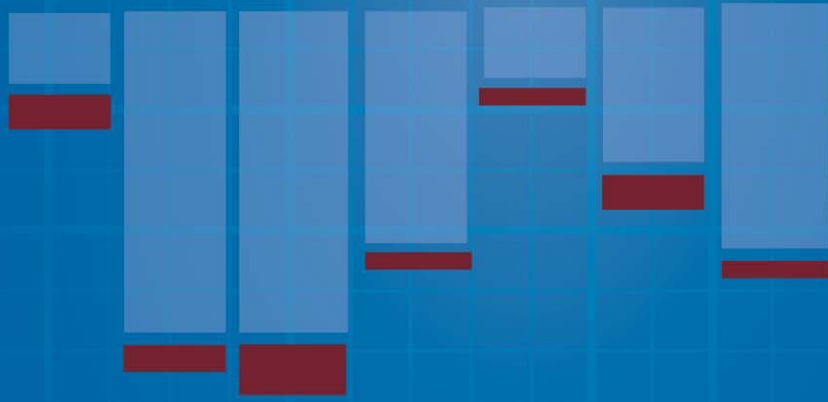


QUARTERLY FINANCIAL AND PERFORMANCE REPORT



Regional
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November 2019

3rd Quarter 2019 Financial and Performance Report

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Executive Summary

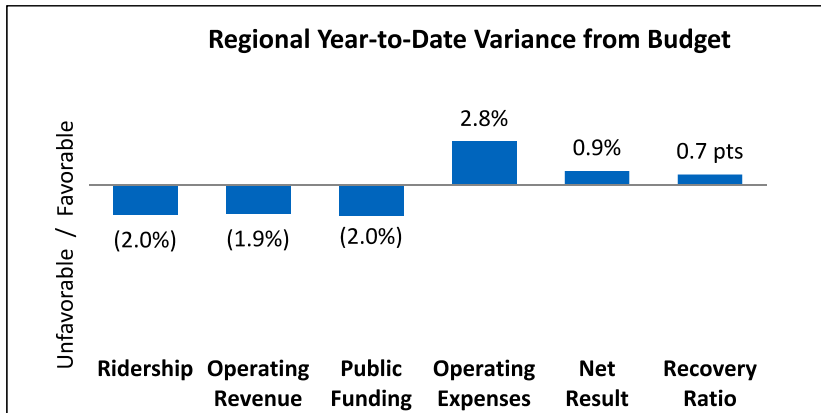
The size of the Chicago area labor force increased by 6,000 during the third quarter, while employment in the region increased by almost 14,000 jobs. As a result, the regional unemployment rate improved to a historically low 3.6% in September, slightly above the national unemployment rate of 3.5%.

The 2019 budget anticipated a 1% ridership decrease from prior year. Year-to-date system ridership was 421.9 million, almost 3% below prior year, and 2.0% below budget. Each Service Board had unfavorable ridership results, with Pace Suburban Service reporting the largest shortfall from budget, at 6.0%. Each month of 2019 has had lower ridership, with the largest decline of 9% coming in January’s extreme cold.

Operating revenue through September was \$16.9 million, or 1.9%, unfavorable to budget, due to lagging fare revenue and the lower level of State reduced fare reimbursement. After strong July results, August sales tax receipts showed some weakening with 1% growth over prior year. The year-to-date sales tax still lags budget by 1.3%. RETT receipts strengthened with an \$8.3 million result in August, but still lag budget by about 7%. PTF results are being impacted by the extension of the State’s 5% cut, and the total public funding variance is \$23.3 million, or 2.0%, unfavorable to budget.

Operating expenses were \$59.5 million, or 2.8%, favorable to budget. Each Service Board reported a favorable expense variance for the year-to-date, and each also had favorable fuel expense results, totaling \$5.7 million. This good expense performance more than offset the unfavorable operating revenue and public funding results, producing a net result which was \$19.3 million favorable to budget, a \$4.6 million improvement from last month’s result. The regional recovery ratio, which does not consider sales tax results, improved to 51.2% in September, favorable to budget by 0.7 percentage points.

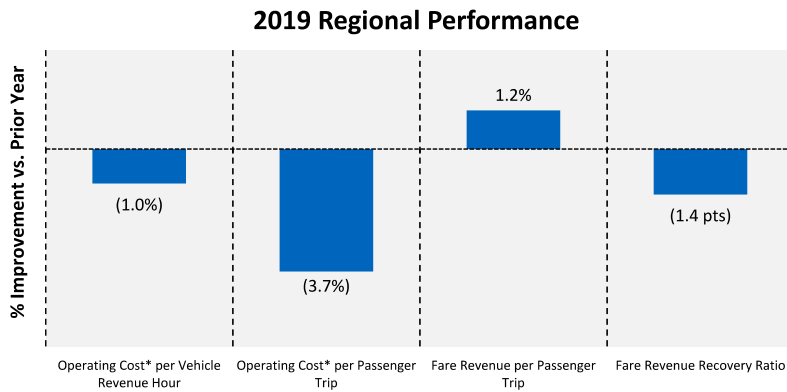
Each Service Board’s operating deficit was favorable to budget through the third quarter, and staff is recommending that each Service Board, ADA Paratransit, and the region as a whole be found in substantial accordance with budget. The following chart provides an overview of regional results.



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

Regional performance results through the third quarter of 2019 show improvement for one measure compared to the same time period of 2018. After adjusting operating costs for inflation, regional operating costs were 0.9% higher compared to 2018, an unfavorable difference of \$18.1 million. A 0.1% decrease in service hours resulted in an operating cost per vehicle revenue hour that was 1.0% or \$1.77 higher (unfavorable) compared to 2018. Ridership for the first nine months of 2019 was down 2.7% compared to 2018, resulting in a 2019 inflation-adjusted operating cost per passenger trip of \$4.88, which was \$0.17 or 3.7% higher compared to 2018. Taking lower ridership into account, the regional average fare paid was 1.2%, or \$0.02 higher compared to 2018. The fare revenue recovery ratio of 36.3% was 1.4 percentage points lower compared to 2018, resulting primarily from the 1.6% decrease in fare revenue.

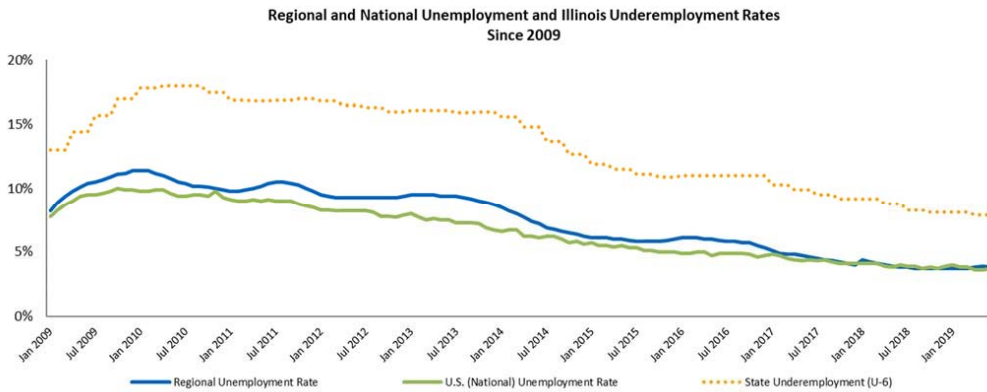
The chart below shows the year-to-date percentage change for each performance measure compared to last year. Bars above the line show improving trends while bars below the line show unfavorable trends.



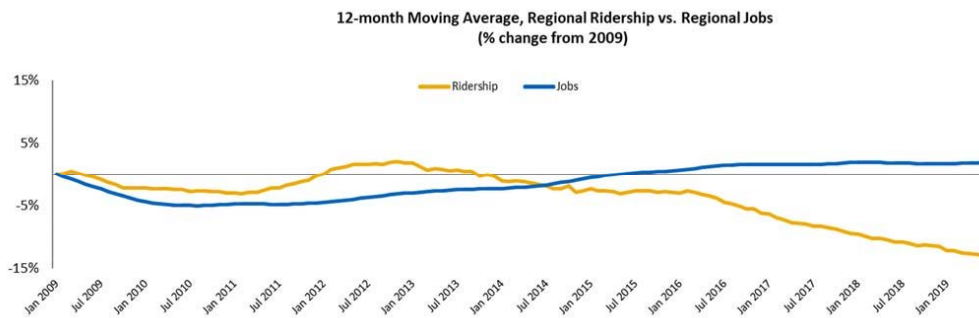
*Operating costs adjusted for inflation

Environmental Factors

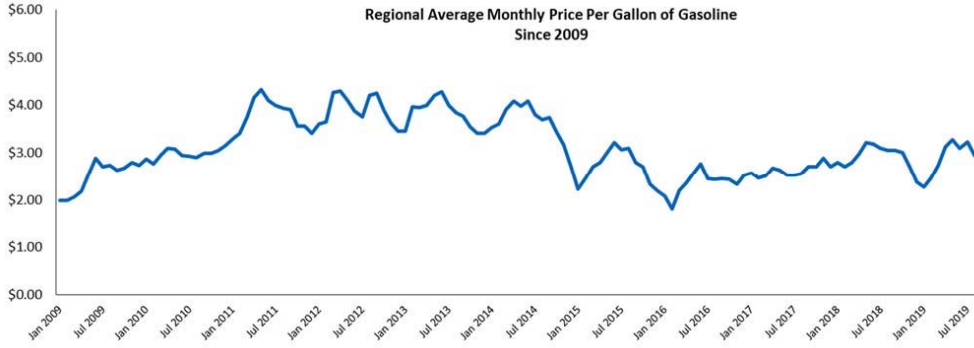
Regional unemployment decreased slightly to 3.6% in the third quarter, one-tenth of a percent higher than the national average, as the jobs in the Chicago region increased at a greater rate than the labor force did over the three-month period. Additionally, statewide underemployment, tracked by the U-6 rate, has dropped to 7.7%.



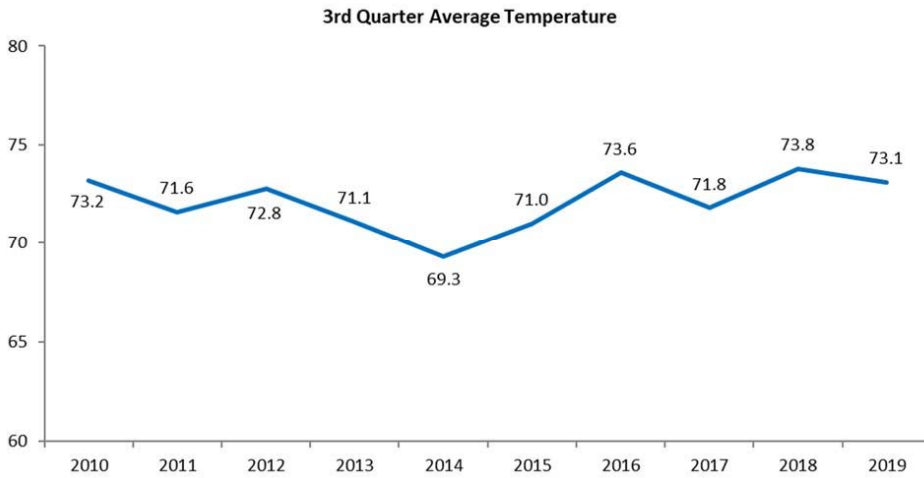
While the twelve-month moving average of regional jobs is 2.1% higher than 2009, ridership is now 13.4% below 2009 levels.



The average price per gallon of gas in the Chicago region during the third quarter of 2019 was \$3.02, down 14 cents from the second quarter and 4 cents lower than third quarter 2018.



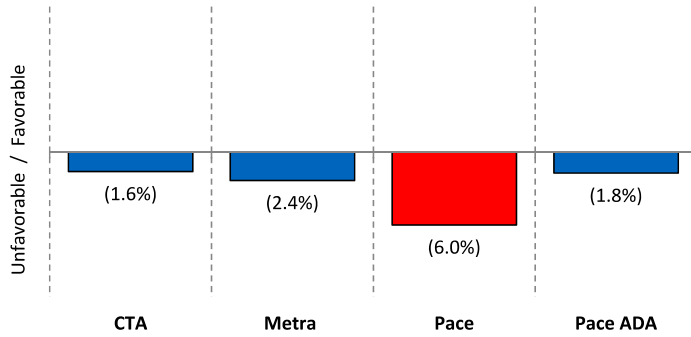
The average temperature in the third quarter of 2019 was 73.1 degrees, which is slightly higher than the ten-year average.



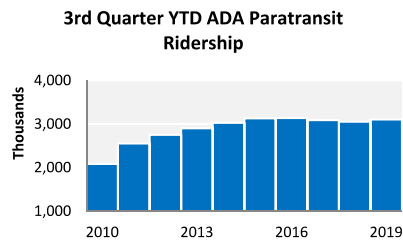
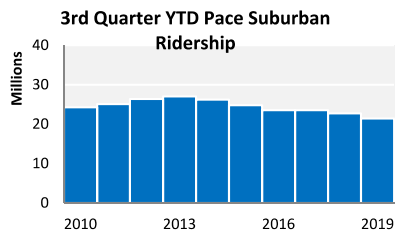
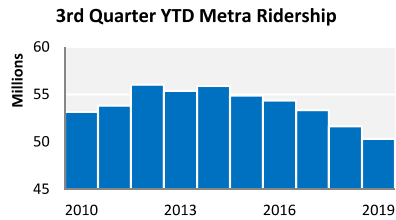
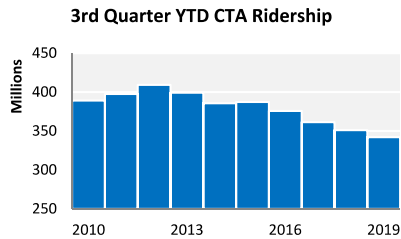
Ridership

The 2019 budget assumed a full-year ridership decrease of about 1%. RTA system ridership was unfavorable to budget by 2.0% through the third quarter, and was down almost 3% compared to prior year. The system recorded 421.9 million passenger trips, 8.4 million trips unfavorable to budget. Ridership has been steadily improving each month relative to budget as the system recovers from extreme weather in January, which resulted in some cancelled service and significantly impacted ridership.

Ridership Variance to Budget

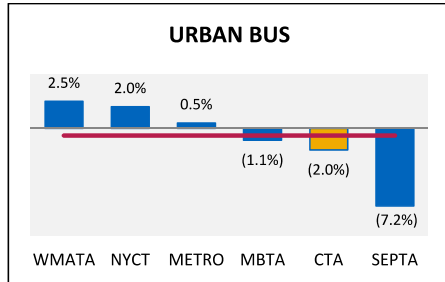


The charts below show each Service Board’s third quarter year-to-date ridership for the last ten years, as reported to the National Transit Database (NTD).



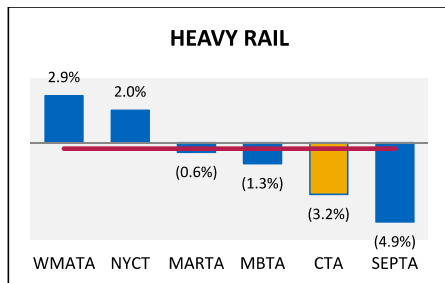
Ridership: Peer Comparison for CTA and Metra

The following peer comparisons show the percent change for ridership through September 2019, by mode, in comparison to 2018. Data are provided by the NTD. CTA bus ridership decreased 2.0% and rail ridership decreased 3.2%. Metra ridership through the third quarter of 2019 was down 2.6%.



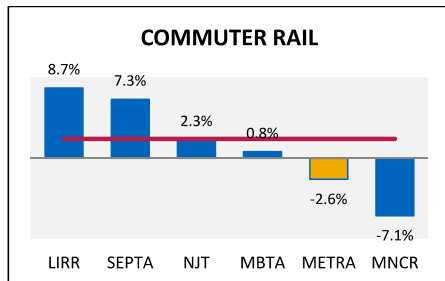
CTA bus peers include:

- WMATA (Washington, DC)
- NYCT (New York)
- METRO (Los Angeles)
- MBTA (Boston)
- SEPTA (Philadelphia)
- Peer average: -0.7%



CTA rail peers include:

- MBTA (Boston)
- MARTA (Atlanta)
- WMATA (Washington, DC)
- NYCT (New York City)
- SEPTA (Philadelphia)
- Peer average: -0.4%

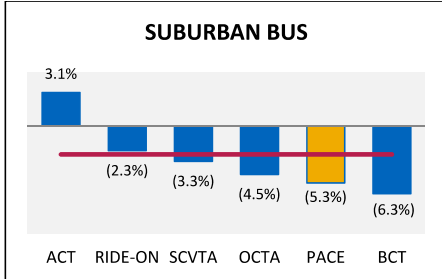


Metra's peers include:

- LIRR (Long Island, New York)
- SEPTA (Philadelphia)
- NJT (New Jersey/New York)
- MBTA (Boston)
- MNCR (New York/Connecticut)
- Peer average: 2.4%

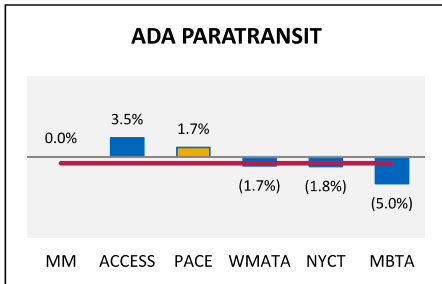
Ridership: Peer Comparison for Pace

Pace bus saw a year-over-year ridership decrease of 5.3%, while ADA Paratransit ridership saw a ridership increase of 1.7%.



Pace bus peers include:

- ACT (Oakland Area)
- RIDE-ON (Washington, DC area)
- SCVTA (San Francisco area)
- OCTA (Orange County, CA)
- BCT (Miami area)
- Peer average: -2.7%

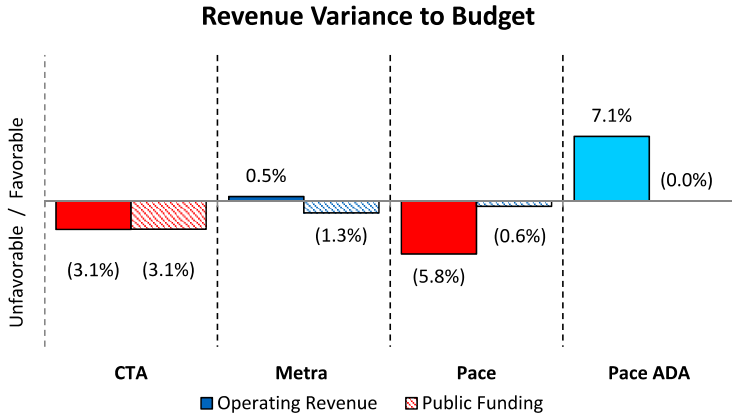


ADA Paratransit peers include:

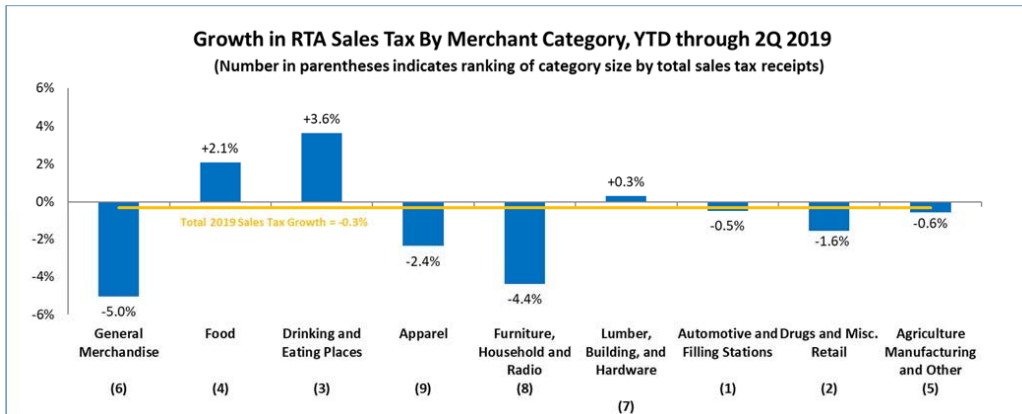
- MM (Minneapolis)
- ACCESS (Los Angeles)
- WMATA (Washington, DC)
- NYCT (New York City)
- MBTA (Boston)
- Peer average: -1.2%

Operating Revenue and Public Funding

Operating revenue for the region was \$16.9 million or 1.9% unfavorable to budget through the third quarter, with revenue shortfalls at CTA and Pace, and revenue surpluses at Metra and Pace ADA Paratransit. About 72% of the shortfall was due to a reduction in reduced fare reimbursement funding from the State, with the balance due to lagging ridership and fare revenue, especially in the first few months of the year. Public funding was \$23.3 million or 2.0% unfavorable to budget, due to unfavorable sales tax, PTF, and RETT receipts.



As seen in the sales tax by industry chart for the second quarter, the latest available, food and drink categories have been the best performers as we recover from the severe cold in January. Sales tax growth has since swung to positive 1.2% versus 2018.



Expenses

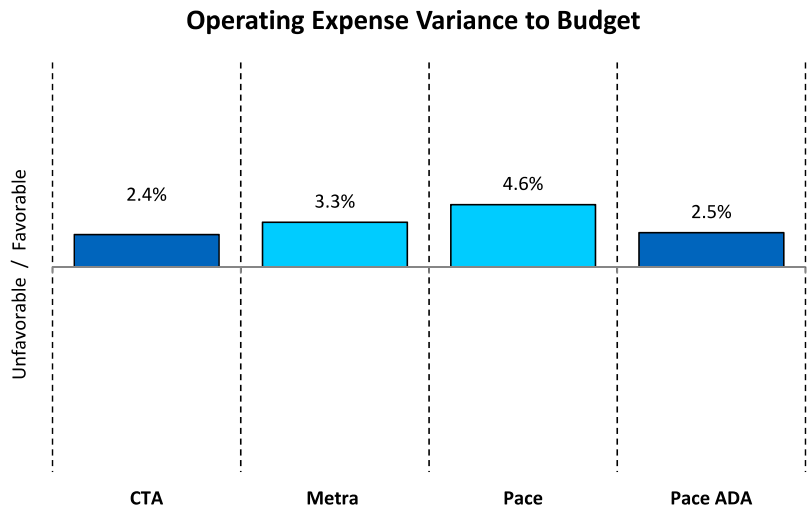
Total Service Board operating expenses of \$2.033 billion were \$59.5 million or 2.8% favorable to budget through September. Fuel expenses were favorable at each Service Board, by a total of \$5.6 million.

CTA’s total expenses were \$27.7 million or 2.4% favorable, with favorable results in all expense categories, led by Material, Fuel, Labor, and Security expenses. Fuel expense was \$2.6 million or 7.9% favorable to budget.

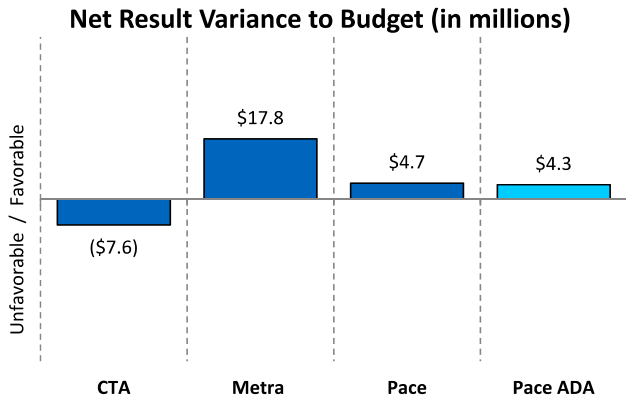
Metra’s total expenses came in \$20.2 million or 3.3% favorable to budget. Positive results were recorded in Administration, Operations, and Fuel. Fuel expense was \$1.9 million or 4.2% favorable to budget.

Pace’s total expenses were \$8.0 million or 4.6% favorable to budget due to favorable variances in all expense categories except the ADA Overhead allocation. Fuel expense was favorable by \$1.0 million or 10.3%. Pace does not lock its fuel needs in advance, so lower-than-budgeted prices have resulted in significant favorable variances.

ADA Paratransit’s total expenses were \$3.5 million or 2.5% favorable to budget, due primarily to favorable results in Purchased Transportation expense as ridership fell below budget. Fuel expense was \$0.1 million or 5.3% favorable.

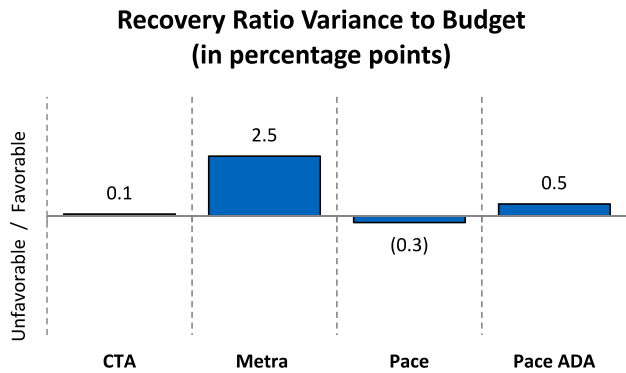


Net Results



Favorable operating expenses offset unfavorable public funding and operating revenue, producing a regional net result that was \$19.3 million favorable to budget. CTA was the only agency with an unfavorable to budget net result due to the combined impact of the reduction in RFR funding and unfavorable RETT receipts.

Recovery Ratios



The regional recovery ratio of 51.2% was 0.7 percentage points favorable to budget. The recovery ratio has improved steadily since January, when it was 2.0 points unfavorable to budget. Without approved adjustments, the regional recovery ratio was 1.3 points lower than third quarter 2018.

Performance Measures

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

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

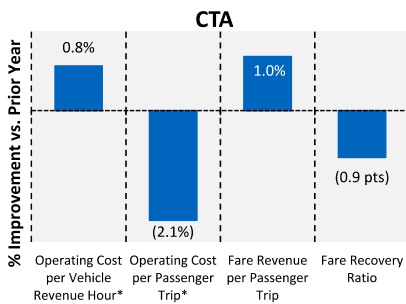
Operating cost per passenger trip: The cost of providing each individual passenger trip. Operating costs have been adjusted for inflation for this metric.

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

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

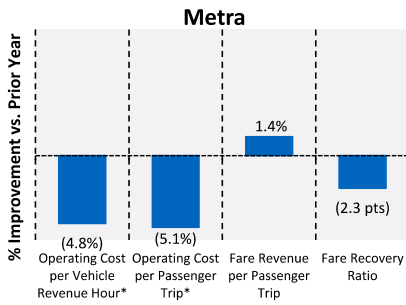
The following charts show the net percentage change for third quarter year-to-date performance of 2019 compared to 2018, with bars above the line indicating improved performance.

CTA 2019 Performance Results



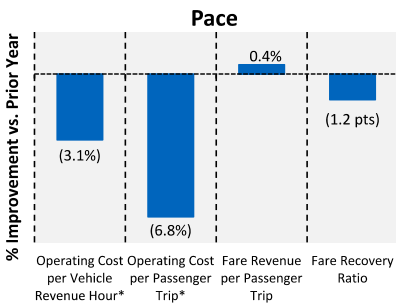
- CTA’s inflation-adjusted operating cost decrease of 0.5%, combined with 0.3% more vehicle revenue hours, resulted in an operating cost per vehicle hour that was 0.8% favorable to 2018 results.
- CTA 2019 year-to-date ridership was 2.6% lower than 2018, resulting in an operating cost per passenger trip that was 2.1%, or \$0.07, higher compared to 2018.
- CTA fare revenue decreased by 1.6% while ridership decreased at a steeper rate, resulting in a 1.0% higher average paid fare of \$1.27 -- a favorable difference of \$0.01 compared to 2018.
- The fare recovery ratio decreased by 0.9 percentage points to 38.4% as fare revenue declined at a steeper rate than the decrease in operating cost.

Metra 2019 Performance Results



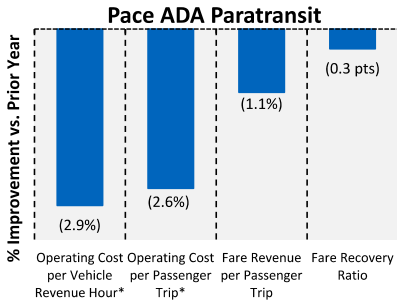
- Metra saw an inflation-adjusted operating cost increase of 2.4% compared to 2018, spread over 2.3% fewer vehicle revenue hours. Metra’s operating cost per vehicle revenue hour was 4.8% higher compared to 2018.
- A 2.6% ridership decrease resulted in an operating cost per passenger trip that was 5.1%, or \$0.57, higher than 2018.
- The fare revenue per passenger trip (average fare paid) through Q3 2019 was \$5.49, \$0.07 higher compared to 2018, a favorable result.
- The fare recovery ratio of 46.4% was 2.3 percentage points unfavorable to 2018.

Pace 2019 Performance Results



- Pace’s inflation-adjusted operating cost increased 0.7% in 2019 as service levels decreased 2.3%, resulting in an operating cost per vehicle revenue hour that was 3.1% unfavorable to 2018.
- Higher operating costs and a 5.7% ridership decline resulted in a 6.8% increase in cost per passenger trip, an unfavorable increase of \$0.49.
- Fare revenues decreased by 5.3% through the third quarter of 2019, resulting in a 0.4% improvement in average fare paid, a difference of \$0.01 compared to 2018.
- Pace’s fare recovery ratio decreased 1.2 percentage points in 2019 to 15.9%.

Pace ADA Paratransit 2019 Performance Results



- Inflation-adjusted operating costs for ADA Paratransit services were unfavorable by 4.4% in 2019, while vehicle revenue hours increased 1.4%, resulting in a 2.9% increase in operating cost per vehicle hour, an unfavorable result.
- Higher operating costs spread over 1.7% more passenger trips resulted in a cost per passenger trip that was 2.6%, or \$1.12, higher compared to 2018.
- Fare revenue increased by 0.7%. Higher fare revenue and higher ridership produced a 1.1%, or \$0.03 loss in fare revenue per passenger trip compared to 2018.
- At 6.5%, the fare recovery ratio was 0.3 percentage points lower compared to 2018.

Region Summary Report - September

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

| | September 2019 | | | | YTD 2019 | | | | September 2018 | | | YTD 2018 | | |
|---------------------------|----------------|----------------|----------------|---------------|------------------|------------------|-----------------|---------------|----------------|------------------|----------------|------------------|------------------|---------------|
| | Actual | Budget | Variance | | Actual | Budget | Variance | | Actual | Change | | Actual | Change | |
| | | Unit | % | | | Unit | % | | Unit | % | | Unit | % | |
| Operating Revenues | | | | | | | | | | | | | | |
| CTA | \$58.5 | \$60.8 | (\$2.3) | (3.7%) | \$511.5 | \$528.1 | (\$16.6) | (3.1%) | \$59.6 | (\$1.1) | (1.9%) | \$517.3 | (\$5.8) | (1.1%) |
| Metra | \$35.0 | \$35.4 | (\$0.4) | (1.1%) | \$312.6 | \$311.1 | \$1.4 | 0.5% | \$35.6 | (\$0.6) | (1.7%) | \$313.0 | (\$0.4) | (0.1%) |
| Pace | \$4.7 | \$5.4 | (\$0.7) | (12.3%) | \$41.3 | \$43.8 | (\$2.6) | (5.8%) | \$4.9 | (\$0.2) | (3.8%) | \$42.4 | (\$1.1) | (2.7%) |
| Pace ADA Paratransit | \$1.2 | \$1.2 | \$0.1 | 8.0% | \$11.4 | \$10.6 | \$0.8 | 7.1% | \$1.3 | (\$0.1) | (6.8%) | \$10.6 | \$0.8 | 7.1% |
| Total | \$99.5 | \$102.7 | (\$3.2) | (3.1%) | \$876.8 | \$893.7 | (\$16.9) | (1.9%) | \$101.5 | (\$2.0) | (2.0%) | \$883.4 | (\$6.6) | (0.7%) |
| Public Funding (1) | | | | | | | | | | | | | | |
| CTA | \$70.4 | \$71.2 | (\$0.8) | (1.1%) | \$584.2 | \$602.9 | (\$18.7) | (3.1%) | \$68.2 | \$2.2 | 3.3% | \$582.4 | \$1.8 | 0.3% |
| Metra | \$34.0 | \$34.3 | (\$0.3) | (0.9%) | \$284.5 | \$288.3 | (\$3.8) | (1.3%) | \$32.5 | \$1.5 | 4.6% | \$281.6 | \$2.8 | 1.0% |
| Pace | \$14.8 | \$14.8 | (\$0.0) | (0.1%) | \$124.2 | \$124.9 | (\$0.7) | (0.6%) | \$14.5 | \$0.2 | 1.7% | \$121.4 | \$2.8 | 2.3% |
| Pace ADA Paratransit | \$14.4 | \$14.4 | (\$0.0) | (0.0%) | \$129.8 | \$129.8 | (\$0.0) | (0.0%) | \$13.7 | \$0.7 | 5.0% | \$123.6 | \$6.2 | 5.0% |
| Total | \$133.6 | \$134.7 | (\$1.1) | (0.8%) | \$1,122.6 | \$1,145.9 | (\$23.3) | (2.0%) | \$128.9 | \$4.7 | 3.6% | \$1,109.0 | \$13.6 | 1.2% |
| Operating Expenses | | | | | | | | | | | | | | |
| CTA | \$121.7 | \$126.6 | \$4.9 | 3.9% | \$1,133.0 | \$1,160.7 | \$27.7 | 2.4% | \$117.7 | (\$4.0) | (3.4%) | \$1,125.1 | (\$8.0) | (0.7%) |
| Metra | \$65.6 | \$66.7 | \$1.1 | 1.7% | \$595.2 | \$615.4 | \$20.2 | 3.3% | \$61.8 | (\$3.8) | (6.2%) | \$574.2 | (\$21.0) | (3.7%) |
| Pace | \$18.0 | \$19.4 | \$1.3 | 6.9% | \$167.5 | \$175.5 | \$8.0 | 4.6% | \$15.9 | (\$2.1) | (13.5%) | \$164.2 | (\$3.3) | (2.0%) |
| Pace ADA Paratransit | \$15.8 | \$16.3 | \$0.5 | 2.9% | \$136.8 | \$140.3 | \$3.5 | 2.5% | \$15.3 | (\$0.5) | (3.4%) | \$129.4 | (\$7.4) | (5.7%) |
| Total | \$221.1 | \$228.9 | \$7.8 | 3.4% | \$2,032.5 | \$2,092.0 | \$59.5 | 2.8% | \$210.6 | (\$10.4) | (5.0%) | \$1,992.8 | (\$39.7) | (2.0%) |
| Net Results | | | | | | | | | | | | | | |
| CTA | \$7.2 | \$5.4 | \$1.9 | | (\$37.3) | (\$29.7) | (\$7.6) | | \$10.1 | (\$2.8) | | (\$25.3) | (\$12.0) | |
| Metra | \$3.4 | \$3.0 | \$0.4 | | \$1.8 | (\$16.0) | \$17.8 | | \$6.4 | (\$2.9) | | \$20.4 | (\$18.6) | |
| Pace | \$1.5 | \$0.8 | \$0.7 | | (\$2.0) | (\$6.8) | \$4.7 | | \$3.6 | (\$2.1) | | (\$0.4) | (\$1.6) | |
| Pace ADA Paratransit | (\$0.1) | (\$0.7) | \$0.6 | | \$4.4 | \$0.1 | \$4.3 | | (\$0.2) | \$0.1 | | \$4.8 | (\$0.5) | |
| Total | \$12.0 | \$8.6 | \$3.5 | | (\$33.2) | (\$52.4) | \$19.3 | | \$19.8 | (\$7.8) | | (\$0.5) | (\$32.7) | |
| Operating Deficit | | | | | | | | | | | | | | |
| CTA | \$63.2 | \$65.8 | \$2.6 | 4.0% | \$621.5 | \$632.6 | \$11.1 | 1.8% | \$58.1 | (5.1) | (8.7%) | \$607.7 | (\$13.8) | (2.3%) |
| Metra | \$30.5 | \$31.2 | \$0.7 | 2.3% | \$282.6 | \$304.3 | \$21.7 | 7.1% | \$26.1 | (4.4) | (16.9%) | \$261.2 | (21.4) | (8.2%) |
| Pace | \$13.3 | \$14.0 | \$0.7 | 4.8% | \$126.2 | \$131.7 | \$5.5 | 4.2% | \$11.0 | (2.3) | (21.2%) | \$121.8 | (4.4) | (3.6%) |
| Pace ADA Paratransit | \$14.5 | \$15.1 | \$0.6 | 3.7% | \$125.4 | \$129.7 | \$4.3 | 3.3% | \$13.9 | (0.6) | (4.4%) | \$118.7 | (6.7) | (5.6%) |
| Total | \$121.6 | \$126.1 | \$4.6 | 3.6% | \$1,155.7 | \$1,198.3 | \$42.6 | 3.6% | \$109.1 | (\$12.4) | (11.4%) | \$1,109.5 | (\$46.3) | (4.2%) |
| Recovery Ratio | | | | | | | | | | | | | | |
| CTA | 59.1% | 58.7% | 0.4 pts | | 55.5% | 55.4% | 0.1 pts | | 62.6% | (3.5) pts | | 56.6% | (1.2) pts | |
| Metra | 57.4% | 56.4% | 1.0 pts | | 56.1% | 53.6% | 2.5 pts | | 61.6% | (4.2) pts | | 58.0% | (1.9) pts | |
| Pace | 32.0% | 33.7% | (1.7) pts | | 30.1% | 30.4% | (0.3) pts | | 34.7% | (2.7) pts | | 30.6% | (0.4) pts | |
| Pace ADA Paratransit | 10.2% | 9.2% | 1.0 pts | | 10.5% | 10.0% | 0.5 pts | | 10.0% | 0.2 pts | | 10.0% | 0.5 pts | |
| System | 53.7% | 53.4% | 0.3 pts | | 51.2% | 50.5% | 0.7 pts | | 58.2% | (4.5) pts | | 52.5% | (1.3) pts | |
| Ridership | | | | | | | | | | | | | | |
| CTA | 40.0 | 40.3 | (0.2) | (0.5%) | 341.5 | 347.2 | (5.7) | (1.6%) | 40.4 | (0.4) | (1.0%) | 351.1 | (9.6) | (2.7%) |
| Metra (2) | 6.2 | 6.5 | (0.3) | (4.4%) | 55.8 | 57.1 | (1.4) | (2.4%) | 6.3 | (0.1) | (1.6%) | 57.4 | (1.6) | (2.9%) |
| Pace | 2.5 | 2.7 | (0.2) | (7.1%) | 21.4 | 22.8 | (1.4) | (6.0%) | 2.6 | (0.1) | (2.3%) | 22.7 | (1.3) | (5.6%) |
| Pace ADA Paratransit | 0.4 | 0.4 | 0.0 | 1.0% | 3.2 | 3.2 | (0.1) | (1.8%) | 0.3 | 0.0 | 4.2% | 3.2 | (0.0) | (0.7%) |
| Total | 49.1 | 49.8 | (0.7) | (1.4%) | 421.9 | 430.3 | (8.4) | (2.0%) | 49.7 | (0.5) | (1.1%) | 434.4 | (12.5) | (2.9%) |

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

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

CTA Summary Report - September

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

| | SEPTEMBER 2019 | | | | YTD 2019 | | | | SEPTEMBER 2018 | | | YTD 2018 | | |
|--------------------------------|----------------|----------------|-----------------|---------------|------------------|------------------|-----------------|---------------|----------------|------------------|---------------|------------------|------------------|---------------|
| | Actual | Budget | Variance | | Actual | Budget | Variance | | Actual | Change | % | Actual | Change | % |
| | | | Unit | % | | | Unit | % | | Unit | % | | Unit | % |
| Operating Revenue | | | | | | | | | | | | | | |
| Farebox Revenue | \$50.0 | \$51.0 | (\$1.0) | (2.0%) | \$435.5 | \$442.7 | (\$7.2) | (1.6%) | \$50.6 | (\$0.6) | (1.2%) | \$442.5 | (\$7.0) | (1.6%) |
| Reduced Fare Subsidy | \$1.2 | \$2.4 | (1.2) | (50.0%) | \$11.1 | \$21.2 | (\$10.2) | (47.9%) | \$1.2 | 0.0 | 0.0% | \$10.3 | 0.7 | 7.1% |
| Other | \$7.4 | \$7.4 | (0.1) | (0.9%) | \$65.0 | \$64.1 | \$0.8 | 1.3% | \$7.8 | (0.5) | (6.1%) | \$64.5 | 0.4 | 0.6% |
| Total Operating Revenue | \$58.5 | \$60.8 | (\$2.3) | (3.7%) | \$511.5 | \$528.1 | (\$16.6) | (3.1%) | \$59.6 | (\$1.1) | (1.9%) | \$517.3 | (\$5.8) | (1.1%) |
| Public Funding | | | | | | | | | | | | | | |
| Sales Tax I | \$34.1 | \$34.1 | \$0.0 | 0.0% | \$286.3 | \$290.6 | (\$4.3) | (1.5%) | \$32.8 | \$1.3 | 4.0% | \$280.1 | \$6.2 | 2.2% |
| Sales Tax II | \$3.2 | \$3.2 | 0.0 | 0.0% | \$21.2 | \$23.4 | (\$2.1) | (9.1%) | \$3.2 | (0.0) | (0.2%) | \$23.8 | (2.6) | (10.8%) |
| PTF II | \$5.9 | \$6.3 | (0.4) | (5.9%) | \$50.3 | \$52.5 | (\$2.2) | (4.1%) | \$5.8 | 0.1 | 2.2% | \$48.5 | 1.8 | 3.8% |
| 25% PTF on RETT | \$2.0 | \$1.4 | 0.6 | 43.2% | \$11.4 | \$12.5 | (\$1.1) | (8.6%) | \$1.4 | 0.6 | 43.2% | \$12.5 | (1.1) | (8.6%) |
| City of Chicago RETT | \$5.6 | \$5.6 | 0.0 | 0.0% | \$46.7 | \$50.0 | (\$3.3) | (6.6%) | \$5.9 | (0.3) | (5.1%) | \$54.8 | (8.1) | (14.8%) |
| Non-Statutory Funding - PTF I | \$19.2 | \$20.2 | (1.0) | (5.0%) | \$163.7 | \$169.5 | (\$5.8) | (3.4%) | \$18.7 | 0.5 | 2.7% | \$158.3 | 5.5 | 3.5% |
| 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% | \$0.0 | 0.0 | 0.0% |
| ICE funding for operations | \$0.5 | \$0.5 | 0.0 | 0.0% | \$4.5 | \$4.6 | (\$0.0) | (1.0%) | \$0.0 | 0.5 | 0.0% | \$0.0 | 4.5 | 0.0% |
| Total Public Funding | \$70.4 | \$71.2 | (0.8) | (1.1%) | \$584.2 | \$602.9 | (\$18.7) | (3.1%) | \$67.7 | \$2.8 | 4.1% | \$578.0 | \$6.2 | 1.1% |
| Total Revenue | \$129.0 | \$132.0 | (\$3.0) | (2.3%) | \$1,095.7 | \$1,131.0 | (\$35.3) | (3.1%) | \$127.3 | \$1.7 | 1.3% | \$1,095.3 | \$0.4 | 0.0% |
| Expense | | | | | | | | | | | | | | |
| Labor | \$87.7 | \$87.7 | \$0.0 | 0.0% | \$807.7 | \$809.9 | \$2.2 | 0.3% | \$84.4 | (\$3.3) | (4.0%) | \$803.9 | (\$3.7) | (0.5%) |
| Material | \$5.7 | \$7.0 | \$1.4 | 19.6% | \$54.3 | \$60.5 | \$6.2 | 10.2% | \$7.6 | 2.0 | 25.9% | \$68.2 | 13.9 | 20.4% |
| Fuel | \$3.2 | \$3.5 | \$0.3 | 9.6% | \$30.3 | \$32.9 | \$2.6 | 7.9% | \$2.2 | (1.0) | (45.7%) | \$24.5 | (5.8) | (23.7%) |
| Power | \$2.5 | \$2.8 | \$0.3 | 10.6% | \$25.0 | \$25.9 | \$0.9 | 3.3% | \$2.6 | 0.1 | 4.9% | \$23.1 | (1.9) | (8.0%) |
| I&D | \$0.6 | \$0.6 | \$0.0 | 0.0% | \$5.6 | \$5.6 | \$0.0 | 0.0% | \$1.3 | 0.6 | 50.0% | \$3.8 | (1.9) | (50.0%) |
| Passenger Security | \$1.2 | \$1.6 | \$0.4 | 24.0% | \$12.8 | \$14.5 | \$1.7 | 11.8% | \$1.6 | 0.4 | 22.3% | \$13.3 | 0.5 | 4.0% |
| All Other | \$20.8 | \$23.3 | \$2.5 | 10.7% | \$197.4 | \$211.5 | \$14.1 | 6.7% | \$18.1 | (2.7) | (15.1%) | \$188.2 | (9.2) | (4.9%) |
| Total Expense | \$121.7 | \$126.6 | \$4.9 | 3.9% | \$1,133.0 | \$1,160.7 | \$27.7 | 2.4% | \$117.7 | (\$4.0) | (3.4%) | \$1,125.1 | (\$8.0) | (0.7%) |
| Net Results | \$7.2 | \$5.4 | \$1.9 | | (\$37.3) | (\$29.7) | (\$7.6) | | \$9.6 | (\$2.3) | | (\$29.8) | (\$7.6) | |
| Operating Deficit | \$63.2 | \$65.8 | \$2.6 | 4.0% | \$621.5 | \$632.6 | \$11.1 | 1.8% | \$58.1 | (\$5.1) | (8.7%) | \$607.7 | (\$13.8) | (2.3%) |
| Recovery Ratio | 59.1% | 58.7% | 0.4 pts | | 55.5% | 55.4% | 0.1 pts | | 62.6% | (3.5) pts | | 56.6% | (1.2) pts | |
| Total Ridership | 40.0 | 40.3 | (0.2) | (0.5%) | 341.5 | 347.2 | (5.7) | (1.6%) | 40.4 | (0.4) | (1.0%) | 351.1 | (9.6) | (2.7%) |
| <i>Average Fare</i> | <i>\$1.25</i> | <i>\$1.27</i> | <i>(\$0.02)</i> | <i>(1.5%)</i> | <i>\$1.28</i> | <i>\$1.28</i> | <i>\$0.00</i> | <i>0.0%</i> | <i>\$1.25</i> | <i>(\$0.00)</i> | <i>(0.3%)</i> | <i>\$1.26</i> | <i>\$0.02</i> | <i>1.2%</i> |

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 - September

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

| | SEPTEMBER 2019 | | | | YTD 2019 | | | | SEPTEMBER 2018 | | | YTD 2018 | | |
|----------------------------------|----------------|---------------|----------------|----------------|----------------|-----------------|----------------|----------------|----------------|------------------|----------------|----------------|------------------|----------------|
| | Actual | Budget | Variance | | Actual | Budget | Variance | | Actual | Change | | Actual | Change | |
| | | | Unit | % | | | Unit | % | | Unit | % | | Unit | % |
| Operating Revenue | | | | | | | | | | | | | | |
| Farebox | \$30.8 | \$32.1 | (\$1.3) | (4.0%) | \$276.1 | \$280.4 | (\$4.3) | (1.5%) | \$31.4 | (\$0.6) | (1.8%) | \$279.7 | (\$3.6) | (1.3%) |
| Reduced Fare | \$0.1 | \$0.3 | (\$0.1) | (48.4%) | \$1.2 | \$2.4 | (\$1.1) | (48.4%) | \$0.1 | \$0.0 | 0.0% | \$1.3 | (\$0.1) | (4.3%) |
| Other | <u>\$4.1</u> | <u>\$3.1</u> | <u>\$1.0</u> | <u>32.8%</u> | <u>\$35.2</u> | <u>\$28.4</u> | <u>\$6.9</u> | <u>24.2%</u> | <u>\$4.1</u> | <u>(\$0.0)</u> | <u>(0.8%)</u> | <u>\$32.0</u> | <u>\$3.2</u> | <u>10.0%</u> |
| Total Operating Revenue | \$35.0 | \$35.4 | (\$0.4) | (1.1%) | \$312.6 | \$311.1 | \$1.4 | 0.5% | \$35.6 | (\$0.6) | (1.7%) | \$313.0 | (\$0.4) | (0.1%) |
| Public Funding | | | | | | | | | | | | | | |
| Sales Tax I | \$26.4 | \$26.4 | \$0.0 | 0.0% | \$225.2 | \$225.5 | (\$0.3) | (0.1%) | \$24.9 | \$1.5 | 6.1% | \$222.0 | \$3.2 | 1.5% |
| Sales Tax II | \$2.6 | \$2.6 | \$0.0 | 0.0% | \$17.3 | \$19.0 | (\$1.7) | (9.1%) | \$2.5 | \$0.1 | 4.2% | \$19.3 | (\$2.1) | (10.7%) |
| PTF II | \$4.8 | \$5.1 | (\$0.3) | (5.9%) | \$40.9 | \$42.6 | (\$1.8) | (4.1%) | \$4.9 | (\$0.1) | (2.6%) | \$39.2 | \$1.6 | 4.2% |
| Non-Statutory Sales Tax I | \$0.0 | \$0.0 | \$0.0 | 0.0% | \$0.0 | \$0.0 | \$0.0 | 0.0% | \$0.0 | \$0.0 | 0.0% | \$0.0 | \$0.0 | 0.0% |
| Homeland Security | \$0.1 | \$0.1 | \$0.0 | 0.0% | \$1.1 | \$1.1 | \$0.0 | 0.0% | \$0.1 | \$0.0 | 0.0% | \$1.1 | \$0.0 | 0.0% |
| JSIF Reserves | \$0.0 | \$0.0 | \$0.0 | 0.0% | \$0.0 | \$0.0 | \$0.0 | 0.0% | \$0.0 | \$0.0 | 0.0% | \$0.0 | \$0.0 | 0.0% |
| ICE (Carry Over 2015) | <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> |
| Total Public Funding | \$34.0 | \$34.3 | (\$0.3) | (0.9%) | \$284.5 | \$288.3 | (\$3.8) | (1.3%) | \$32.5 | \$1.5 | 4.6% | \$281.6 | \$2.8 | 1.0% |
| Total Revenue | \$69.0 | \$69.7 | (\$0.7) | (1.0%) | \$597.0 | \$599.4 | (\$2.4) | (0.4%) | \$68.1 | \$0.9 | 1.3% | \$594.6 | \$2.4 | 0.4% |
| Expenses | | | | | | | | | | | | | | |
| Operations | \$23.4 | \$22.9 | (\$0.5) | (2.1%) | \$207.5 | \$212.8 | \$5.3 | 2.5% | \$21.2 | (\$2.2) | (10.3%) | \$199.6 | (\$7.9) | (4.0%) |
| Maintenance | \$28.2 | \$28.2 | (\$0.0) | (0.1%) | \$258.8 | \$259.4 | \$0.6 | 0.2% | \$24.3 | (\$3.9) | (16.2%) | \$238.6 | (\$20.2) | (8.5%) |
| Administration/Regional Services | \$7.0 | \$8.8 | \$1.8 | 20.9% | \$67.0 | \$81.0 | \$14.0 | 17.3% | \$9.6 | \$2.6 | 27.4% | \$77.6 | \$10.7 | 13.8% |
| Fuel | \$4.4 | \$5.0 | \$0.6 | 12.0% | \$44.4 | \$46.4 | \$1.9 | 4.2% | \$4.4 | \$0.0 | 0.6% | \$43.2 | (\$1.2) | (2.8%) |
| Electricity | \$0.4 | \$0.4 | \$0.0 | 10.7% | \$4.0 | \$4.1 | \$0.1 | 2.7% | \$0.3 | (\$0.1) | (30.6%) | \$3.9 | (\$0.1) | (3.1%) |
| Claims/Insurance/Risk Mgmt | <u>\$2.2</u> | <u>\$1.3</u> | <u>(\$0.9)</u> | <u>(68.4%)</u> | <u>\$13.4</u> | <u>\$11.7</u> | <u>(\$1.7)</u> | <u>(14.7%)</u> | <u>\$1.9</u> | <u>(\$0.2)</u> | <u>(12.3%)</u> | <u>\$11.2</u> | <u>(\$2.2)</u> | <u>(20.0%)</u> |
| Total Expense | \$65.6 | \$66.7 | \$1.1 | 1.7% | \$595.2 | \$615.4 | \$20.2 | 3.3% | \$61.8 | (\$3.8) | (6.2%) | \$574.2 | (\$21.0) | (3.7%) |
| Operating Deficit | \$30.5 | \$31.2 | \$0.7 | 2.3% | \$282.6 | \$304.3 | \$21.7 | 7.1% | \$26.1 | (\$4.4) | (16.9%) | \$261.2 | (\$21.4) | (8.2%) |
| Net Results | \$3.4 | \$3.0 | \$0.4 | | \$1.8 | (\$16.0) | \$17.8 | | \$6.4 | (\$2.9) | | \$20.4 | (\$18.6) | |
| Recovery Ratio | 57.4% | 56.4% | 1.0 pts | | 56.1% | 53.6% | 2.5 pts | | 61.6% | (4.2) pts | | 58.0% | (1.9) pts | |
| Ridership | 6.2 | 6.5 | (0.3) | (4.4%) | 55.8 | 57.1 | (1.4) | (2.4%) | 6.3 | (0.1) | (1.6%) | 57.4 | (1.6) | (2.9%) |
| Average Fare | \$4.94 | \$4.92 | \$0.02 | 0.4% | \$4.95 | \$4.91 | \$0.04 | 0.9% | \$4.95 | (\$0.01) | (0.2%) | \$4.87 | \$0.08 | 1.6% |

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 - September

(in millions)

| | Current Year vs. Budget | | | | | | | | Current Year vs. Prior Year | | | | | |
|--------------------------------|-------------------------|----------------|------------------|----------------|----------------|----------------|------------------|---------------|-----------------------------|------------------|----------------|----------------|------------------|---------------|
| | SEPTEMBER 2019 | | | | YTD 2019 | | | | SEPTEMBER 2018 | | | YTD 2018 | | |
| | Actual | Budget | Variance | | Actual | Budget | Variance | | Actual | Change | | Actual | Change | |
| | | Unit | % | | | Unit | % | | Unit | % | | Unit | % | |
| Operating Revenue | | | | | | | | | | | | | | |
| Farebox | \$3.1 | \$3.7 | (\$0.5) | (14.5%) | \$26.7 | \$28.4 | (\$1.8) | (6.2%) | \$3.3 | (\$0.1) | (4.4%) | \$28.1 | (\$1.5) | (5.3%) |
| Reduced Fare | \$0.1 | \$0.2 | (\$0.1) | (48.4%) | \$1.0 | \$2.0 | (\$0.9) | (48.4%) | \$0.1 | \$0.0 | 5.3% | \$1.0 | \$0.1 | 5.3% |
| Advertising | \$0.3 | \$0.3 | \$0.0 | 1.3% | \$2.2 | \$2.3 | (\$0.0) | (2.0%) | \$0.2 | \$0.0 | 10.0% | \$2.1 | \$0.1 | 5.7% |
| Investment/Other | <u>\$1.2</u> | <u>\$1.3</u> | <u>(\$0.0)</u> | <u>(2.7%)</u> | <u>\$11.4</u> | <u>\$11.2</u> | <u>\$0.2</u> | <u>1.9%</u> | <u>\$1.3</u> | <u>(\$0.1)</u> | <u>(5.6%)</u> | <u>\$11.2</u> | <u>\$0.2</u> | <u>1.6%</u> |
| Total Operating Revenue | \$4.7 | \$5.4 | (\$0.7) | (12.3%) | \$41.3 | \$43.8 | (\$2.6) | (5.8%) | \$4.9 | (\$0.2) | (3.8%) | \$42.4 | (\$1.1) | (2.7%) |
| Public Funding | | | | | | | | | | | | | | |
| Sales Tax I | \$8.4 | \$8.4 | \$0.0 | 0.0% | \$71.3 | \$71.4 | (\$0.1) | (0.1%) | \$7.9 | \$0.4 | 5.7% | \$70.3 | \$1.0 | 1.4% |
| Sales Tax II | \$0.9 | \$0.9 | \$0.0 | 0.0% | \$5.8 | \$6.3 | (\$0.6) | (9.1%) | \$0.8 | 0.0 | 4.2% | \$6.4 | (\$0.7) | (10.7%) |
| PTF II | \$1.6 | \$1.7 | (\$0.1) | (5.9%) | \$13.6 | \$14.2 | (\$0.6) | (4.1%) | \$1.6 | (0.0) | (2.6%) | \$13.1 | \$0.5 | 4.2% |
| SCMF | \$2.2 | \$2.2 | \$0.0 | 0.0% | \$18.8 | \$19.0 | (\$0.2) | (1.0%) | \$2.1 | 0.1 | 6.5% | \$18.4 | \$0.4 | 1.9% |
| SSJA | \$0.6 | \$0.6 | \$0.0 | 0.0% | \$5.6 | \$5.6 | \$0.0 | 0.0% | \$0.6 | 0.0 | 0.0% | \$5.6 | \$0.0 | 0.0% |
| Non-Statutory Funding - PTF I | \$0.4 | \$0.4 | (\$0.0) | (5.0%) | \$3.3 | \$3.5 | (\$0.1) | (3.4%) | \$0.4 | (0.0) | (1.4%) | \$3.2 | \$0.2 | 5.1% |
| Non-Statutory Funding - ST I | \$0.0 | \$0.0 | \$0.0 | 0.0% | \$0.0 | \$0.0 | \$0.0 | 0.0% | \$0.0 | 0.0 | 0.0% | \$0.0 | \$0.0 | 0.0% |
| ICE Funding | \$0.1 | \$0.1 | \$0.0 | 0.0% | \$1.2 | \$1.2 | (\$0.0) | (1.0%) | \$0.0 | 0.1 | 0.0% | \$0.0 | \$1.2 | 0.0% |
| Transfer to Capital | \$0.0 | \$0.0 | \$0.0 | 0.0% | \$0.0 | \$0.0 | \$0.0 | 0.0% | \$0.0 | 0.0 | 0.0% | \$0.0 | \$0.0 | 0.0% |
| CMAQ/IARC/New Freedom | <u>\$0.6</u> | <u>\$0.4</u> | <u>\$0.1</u> | <u>24.8%</u> | <u>\$4.5</u> | <u>\$3.7</u> | <u>\$0.8</u> | <u>22.0%</u> | <u>\$1.0</u> | <u>(0.5)</u> | <u>(46.2%)</u> | <u>\$4.3</u> | <u>\$0.2</u> | <u>4.0%</u> |
| Total Public Funding | \$14.8 | \$14.8 | (\$0.0) | (0.1%) | \$124.2 | \$124.9 | (\$0.7) | (0.6%) | \$14.5 | \$0.2 | 1.7% | \$121.4 | \$2.8 | 2.3% |
| Total Revenue | \$19.5 | \$20.2 | (\$0.7) | (3.3%) | \$165.4 | \$168.7 | (\$3.3) | (2.0%) | \$19.4 | \$0.1 | 0.3% | \$163.8 | \$1.6 | 1.0% |
| Expense | | | | | | | | | | | | | | |
| Operations | \$9.3 | \$9.8 | \$0.5 | 4.6% | \$85.8 | \$87.4 | \$1.7 | 1.9% | \$8.5 | (\$0.8) | (9.5%) | \$78.1 | (\$7.7) | (9.8%) |
| Maintenance | \$1.6 | \$1.7 | \$0.1 | 4.8% | \$15.1 | \$15.0 | (\$0.0) | (0.3%) | \$2.1 | \$0.5 | 23.1% | \$19.7 | \$4.6 | 23.5% |
| Non-Vehicle Maintenance | \$0.4 | \$0.4 | \$0.1 | 12.2% | \$3.8 | \$4.2 | \$0.4 | 10.5% | \$0.3 | (\$0.1) | (17.6%) | \$3.5 | (\$0.2) | (7.0%) |
| Fuel | \$0.9 | \$1.1 | \$0.2 | 17.7% | \$8.7 | \$9.7 | \$1.0 | 10.3% | \$1.1 | \$0.2 | 20.8% | \$9.5 | \$0.8 | 8.6% |
| Health Insurance | \$1.9 | \$2.2 | \$0.2 | 10.8% | \$18.2 | \$19.6 | \$1.4 | 7.1% | \$2.1 | \$0.1 | 6.1% | \$18.5 | \$0.3 | 1.5% |
| Insurance & Claims | \$0.9 | \$0.9 | \$0.0 | 1.8% | \$7.7 | \$8.0 | \$0.4 | 4.6% | (\$0.6) | (\$1.4) | 255.9% | \$7.7 | \$0.0 | 0.1% |
| Administration | \$3.7 | \$4.1 | \$0.4 | 9.7% | \$34.4 | \$38.3 | \$3.8 | 10.0% | \$3.3 | (\$0.4) | (11.0%) | \$32.6 | (\$1.9) | (5.7%) |
| Overhead (1) | <u>(\$0.7)</u> | <u>(\$0.8)</u> | <u>(\$0.1)</u> | <u>(11.1%)</u> | <u>(\$6.2)</u> | <u>(\$6.8)</u> | <u>(\$0.6)</u> | <u>(8.9%)</u> | <u>(\$1.0)</u> | <u>(\$0.3)</u> | <u>(31.0%)</u> | <u>(\$5.4)</u> | <u>\$0.8</u> | <u>14.8%</u> |
| Total Expense | \$18.0 | \$19.4 | \$1.3 | 6.9% | \$167.5 | \$175.5 | \$8.0 | 4.6% | \$15.9 | (\$2.1) | (13.5%) | \$164.2 | (\$3.3) | (2.0%) |
| Net Result | \$1.5 | \$0.8 | \$0.7 | | (\$2.0) | (\$6.8) | \$4.7 | | \$3.6 | (\$2.1) | | (\$0.4) | (\$1.6) | |
| Operating Deficit | \$13.3 | \$14.0 | \$0.7 | 4.8% | \$126.2 | \$131.7 | \$5.5 | 4.2% | \$11.0 | (\$2.3) | (21.2%) | \$121.8 | (\$4.4) | (3.6%) |
| Recovery Ratio | 32.0% | 33.7% | (1.7) pts | | 30.1% | 30.4% | (0.3) pts | | 34.7% | (2.7) pts | | 30.6% | (0.4) pts | |
| Total Ridership | 2.5 | 2.7 | (0.2) | (7.1%) | 21.4 | 22.8 | (1.4) | (6.0%) | 2.6 | (0.1) | (2.3%) | 22.7 | (1.3) | (5.6%) |
| <i>Average Fare</i> | \$1.24 | \$1.35 | (\$0.11) | (7.9%) | \$1.24 | \$1.25 | (\$0.00) | (0.2%) | \$1.27 | (\$0.03) | (2.1%) | \$1.24 | \$0.00 | 0.3% |

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 - September

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

| | SEPTEMBER 2019 | | | | YTD 2019 | | | | SEPTEMBER 2018 | | | YTD 2018 | | |
|--------------------------------|----------------|----------------|----------------|---------------|----------------|----------------|----------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | Actual | Budget | Variance | | Actual | Budget | Variance | | Actual | Change | | Actual | Change | |
| | | | Unit | % | | | Unit | % | | Unit | % | | Unit | % |
| Operating Revenue | | | | | | | | | | | | | | |
| Farebox | \$1.0 | \$1.0 | \$0.0 | 3.6% | \$8.9 | \$9.1 | (\$0.2) | (1.8%) | \$1.0 | \$0.0 | 1.8% | \$8.8 | \$0.1 | 0.7% |
| Other Revenue | <u>\$0.2</u> | <u>\$0.2</u> | <u>\$0.1</u> | <u>33.1%</u> | <u>\$2.5</u> | <u>\$1.6</u> | <u>\$0.9</u> | <u>58.1%</u> | <u>\$0.3</u> | <u>(\$0.1)</u> | <u>(32.4%)</u> | <u>\$1.8</u> | <u>\$0.7</u> | <u>38.6%</u> |
| Total Operating Revenue | \$1.2 | \$1.2 | \$0.1 | 8.0% | \$11.4 | \$10.6 | \$0.8 | 7.1% | \$1.3 | (\$0.1) | (6.8%) | \$10.6 | \$0.8 | 7.1% |
| Public Funding | | | | | | | | | | | | | | |
| ADA Paratransit Fund | \$13.7 | \$13.7 | \$0.0 | 0.0% | \$123.5 | \$123.5 | \$0.0 | 0.0% | \$13.1 | \$0.7 | 5.0% | \$117.6 | \$5.9 | 5.0% |
| Additional State Funding | \$0.7 | \$0.7 | (\$0.0) | (0.0%) | \$6.3 | \$6.3 | (\$0.0) | (0.0%) | \$0.7 | \$0.0 | 5.3% | \$6.0 | \$0.3 | 5.3% |
| 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> |
| Total Public Funding | \$14.4 | \$14.4 | (\$0.0) | (0.0%) | \$129.8 | \$129.8 | (\$0.0) | (0.0%) | \$13.7 | \$0.7 | 5.0% | \$123.6 | \$6.2 | 5.0% |
| Total Revenue | \$15.7 | \$15.6 | \$0.1 | 0.6% | \$141.2 | \$140.4 | \$0.8 | 0.5% | \$15.1 | \$0.6 | 4.0% | \$134.2 | \$6.9 | 5.2% |
| Expenses | | | | | | | | | | | | | | |
| Purchased Transportation | \$14.0 | \$14.2 | \$0.2 | 1.3% | \$121.0 | \$123.0 | \$2.0 | 1.6% | \$13.3 | (\$0.8) | (6.0%) | \$114.9 | (\$6.1) | (5.3%) |
| Fuel | \$0.2 | \$0.2 | (\$0.0) | (0.6%) | \$2.0 | \$2.1 | \$0.1 | 5.3% | \$0.2 | \$0.0 | 0.7% | \$2.0 | \$0.0 | 0.5% |
| Health Insurance | \$0.0 | \$0.1 | \$0.0 | 38.3% | \$0.5 | \$0.7 | \$0.2 | 27.0% | \$0.1 | \$0.0 | 12.7% | \$0.5 | (\$0.0) | (7.3%) |
| Insurance & Claims | \$0.0 | \$0.0 | \$0.0 | 1.9% | \$0.2 | \$0.3 | \$0.0 | 15.1% | \$0.0 | (\$0.0) | (26.7%) | \$0.3 | \$0.1 | 19.5% |
| Administration | \$0.8 | \$0.9 | \$0.2 | 18.6% | \$6.9 | \$7.5 | \$0.6 | 8.3% | \$0.7 | (\$0.0) | (4.6%) | \$6.3 | (\$0.5) | (8.2%) |
| Indirect Overhead Allocation | <u>\$0.7</u> | <u>\$0.8</u> | <u>\$0.1</u> | <u>11.1%</u> | <u>\$6.2</u> | <u>\$6.8</u> | <u>\$0.6</u> | <u>8.9%</u> | <u>\$1.0</u> | <u>\$0.3</u> | <u>31.0%</u> | <u>\$5.4</u> | <u>(\$0.8)</u> | <u>(14.8%)</u> |
| Total Expense | \$15.8 | \$16.3 | \$0.5 | 2.9% | \$136.8 | \$140.3 | \$3.5 | 2.5% | \$15.3 | (\$0.5) | (3.4%) | \$129.4 | (\$7.4) | (5.7%) |
| Net Result | (\$0.1) | (\$0.7) | \$0.6 | | \$4.4 | \$0.1 | \$4.3 | | (\$0.2) | \$0.1 | | \$4.8 | (\$0.5) | |
| Operating Deficit | \$14.5 | \$15.1 | \$0.6 | 3.7% | \$125.4 | \$129.7 | \$4.3 | 3.3% | \$13.9 | (\$0.6) | (4.4%) | \$118.7 | (\$6.7) | (5.6%) |
| Recovery Ratio | 10.2% | 9.2% | 1.0 pts | | 10.5% | 10.0% | 0.5 pts | | 10.0% | 0.2 pts | | 10.0% | 0.5 pts | |
| Total Ridership | 0.4 | 0.4 | 0.0 | 1.0% | 3.2 | 3.2 | (0.1) | (1.8%) | 0.3 | 0.0 | 4.2% | 3.2 | (0.0) | (0.7%) |
| <i>Average Fare</i> | \$2.87 | \$2.79 | \$0.07 | 2.6% | \$2.79 | \$2.79 | (\$0.00) | (0.1%) | \$2.93 | (\$0.07) | (2.3%) | \$2.75 | \$0.04 | 1.4% |

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