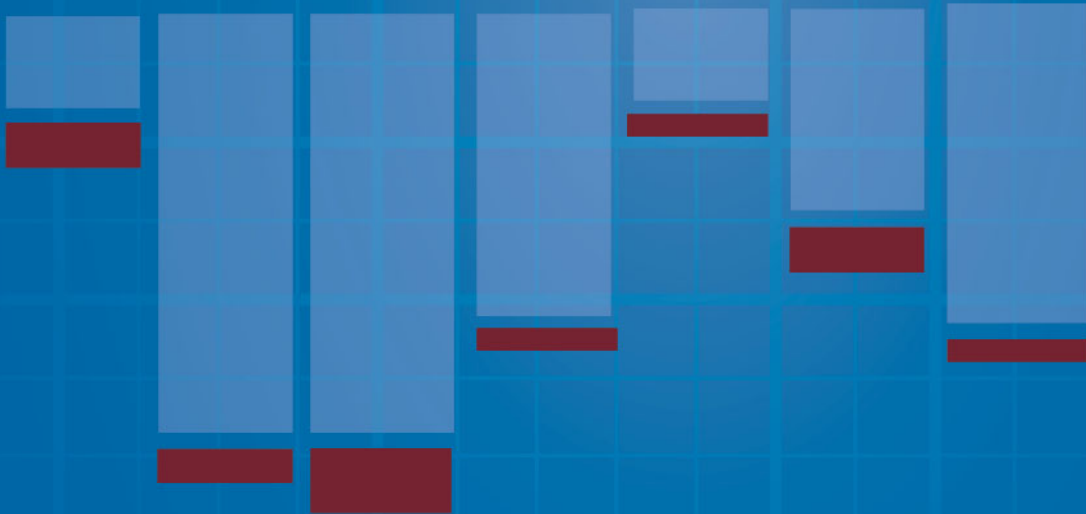


QUARTERLY FINANCIAL AND PERFORMANCE REPORT



Regional
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November 2020

3rd Quarter 2020 Financial and Performance Report

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Executive Summary

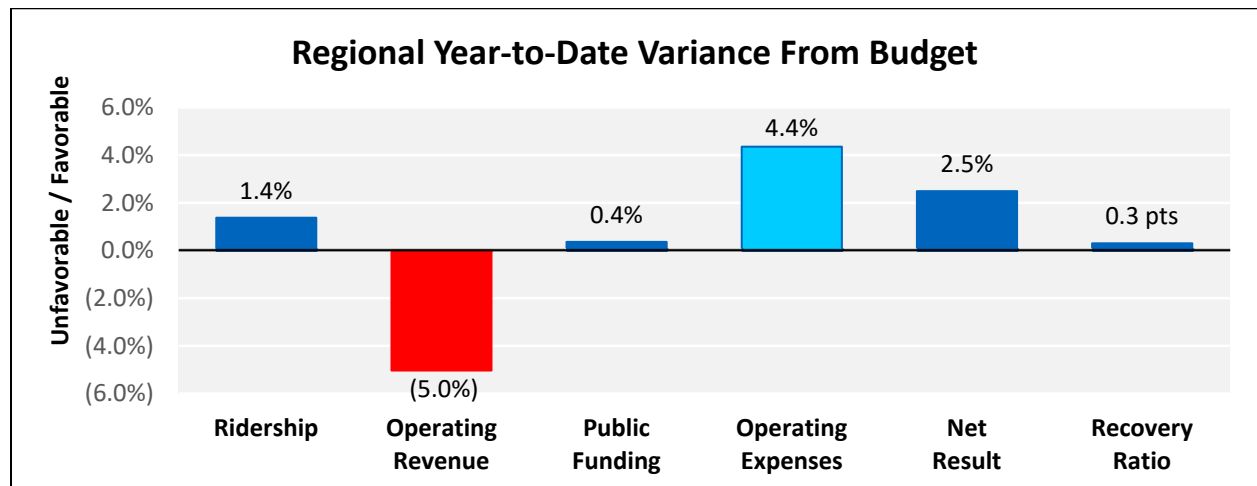
On a seasonally adjusted basis, the size of the Chicago-area labor force decreased by 67,000 in the third quarter, while employment in the region increased by 76,200 jobs. As a result, the regional unemployment rate improved to 11.5% by the end of the third quarter and finished 3.6 percentage points worse than the national unemployment rate. Regional unemployment peaked at 16.1% in June 2020.

RTA year-to-date ridership was 191.2 million, or 1.4% above the amended budget and almost 55% lower than prior year. CTA and Pace Suburban Service reported favorable ridership results in excess of 3% through the third quarter. Metra ridership has been slow to recover and lagged the amended budget by 3.2 million rides, or 15.7%. Pace ADA Paratransit reported a favorable ridership variance of 5.1% through September.

Operating revenue finished the quarter \$43.1 million, or 5.0%, unfavorable to the amended 2020 budget. A combination of good expense performance and better than expected sales tax performance has begun to constrain the amount of CARES Act funding that the Service Boards can requisition for fare revenue replacement, contributing to operating revenue shortfalls from budget. August sales tax is projected to come in about 6% below prior year, better than the expectation of up to an 18% drop. The total public funding variance was \$4.1 million, or 0.4%, favorable to budget, as less CARES Act funding was needed to offset sales tax losses.

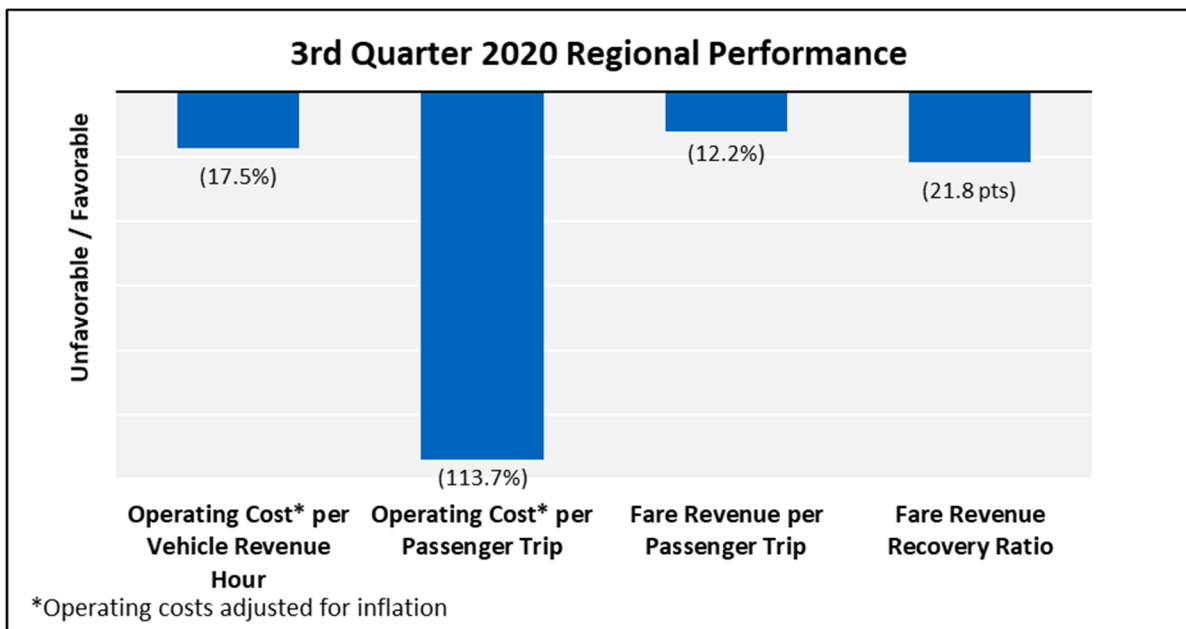
At the regional level, year-to-date operating expenses were \$90.9 million, or 4.4%, favorable to the amended budget. CTA, Metra, and Pace Suburban Service reported favorable total expense variances, while ADA Paratransit results were \$2.6 million unfavorable to budget due to improving ridership. Each Service Board had favorable fuel expense results, totaling \$11.2 million through the third quarter. The good expense results more than offset the unfavorable operating revenue to produce a net result which was \$51.9 million favorable to budget. The regional recovery ratio improved to 50.4% with the inclusion of \$412.2 million of CARES Act funding and is now favorable to budget by 0.3 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 third quarter.



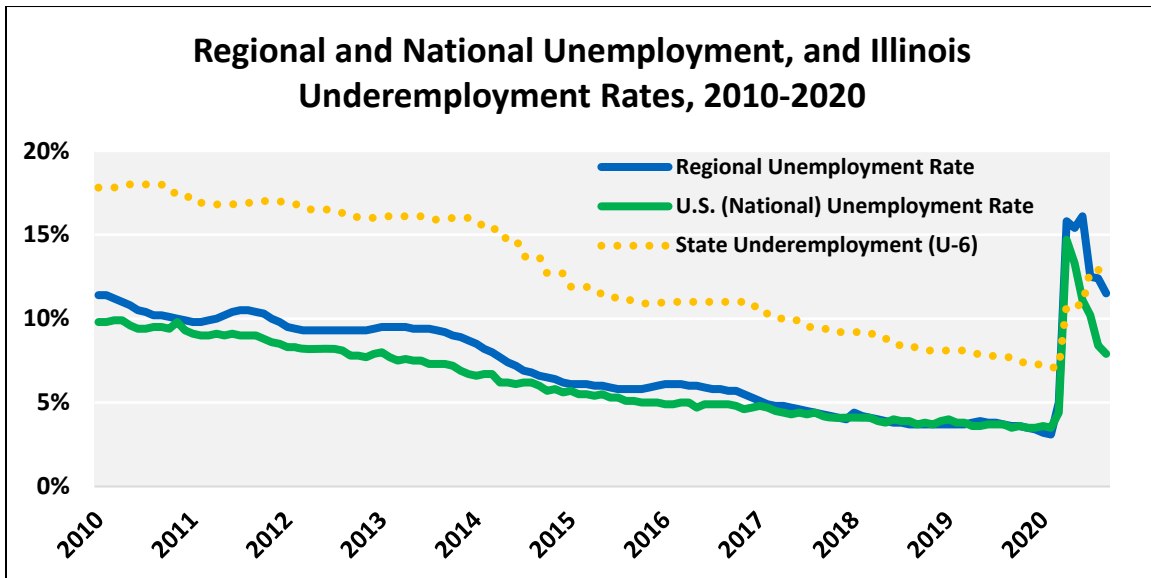
Year-to-date third quarter 2020 regional performance results were unfavorable for each measure compared to 2019. After adjusting for inflation, regional operating costs were 2.9% lower compared to 2019, a favorable difference of \$59.2 million. A 16.5% decrease in service hours resulted in an operating cost per vehicle revenue hour that was 17.5% or \$29.72 higher (unfavorable) compared to 2019. Ridership for the first nine months of 2020 was down 54.1% compared to 2019, resulting in a 2020 inflation-adjusted operating cost per passenger trip of \$10.52 which was \$5.60 higher compared to 2019. The 59.7% decrease in fare revenue through September 2020, spread over significantly fewer passenger trips, resulted in an average fare revenue per passenger trip that was 12.2%, or \$0.22 lower compared to 2019. The fare revenue recovery ratio of 14.9% was 21.8 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.

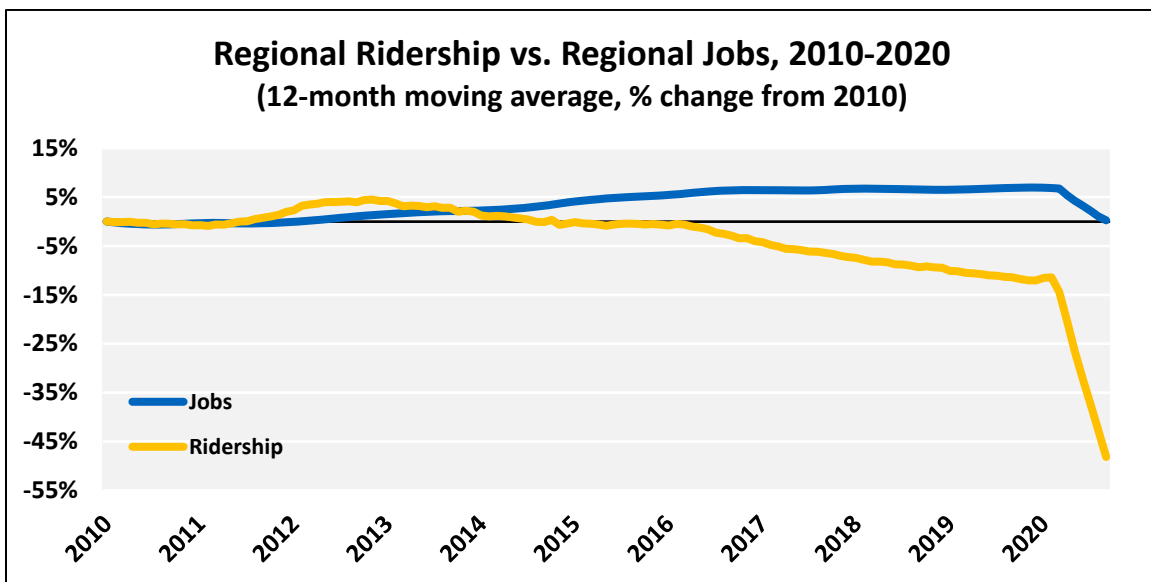


Environmental Factors

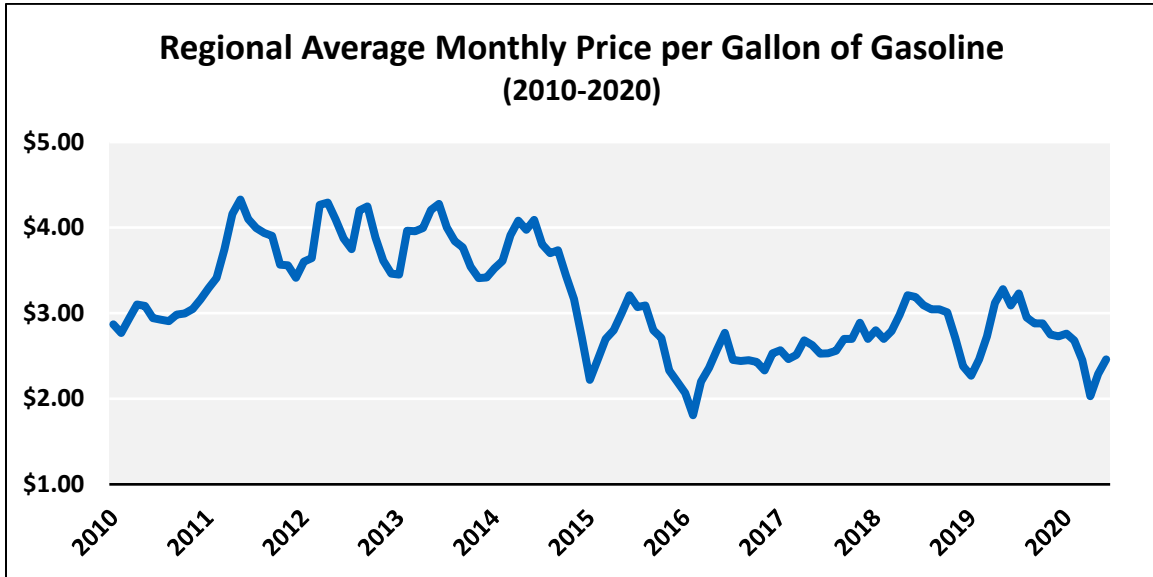
Regional unemployment peaked at 16.1% in June 2020 but improved to 11.5% by the end of the third quarter, 3.6 percentage points above the national rate. The size of the labor force decreased by 67,000 while the number of jobs increased by 76,200 since the second quarter of 2020.



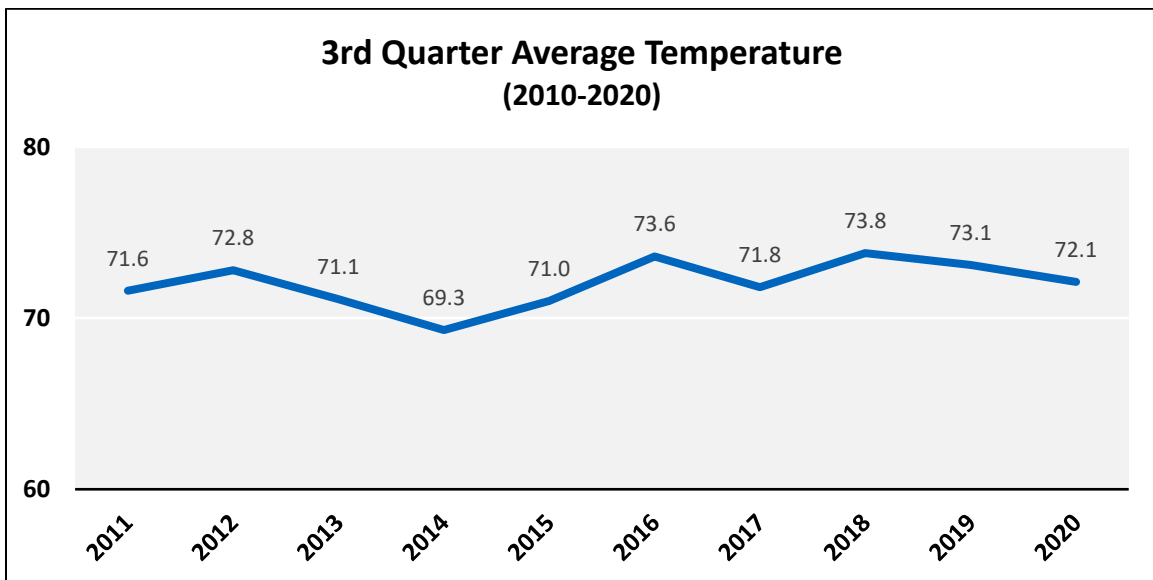
The twelve-month moving average of regional jobs continued to worsen from the second quarter, and is now only 0.2% higher than 2010, while the moving average of ridership is now 48.2% below 2010 levels.



The average price per gallon of gasoline in the Chicago region during the third quarter of 2020 was \$2.47, down 55 cents from the third quarter of 2019, and remained essentially flat throughout the quarter.

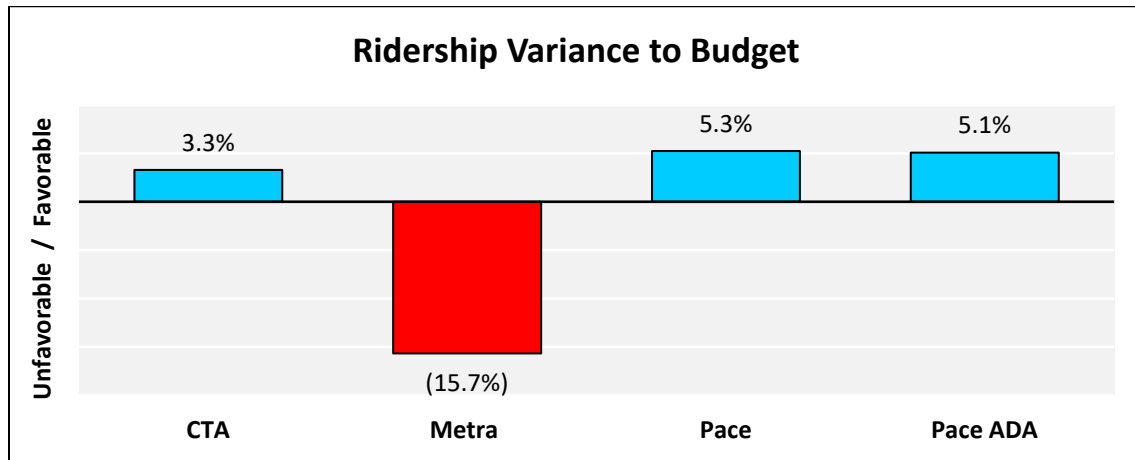


The average temperature in the third quarter of 2020 was 72.1 degrees, on par with the averages of the past 10 years.

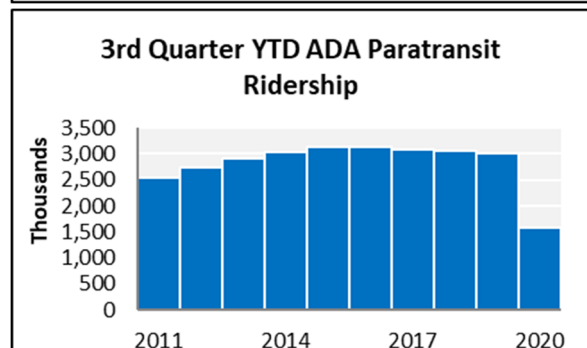
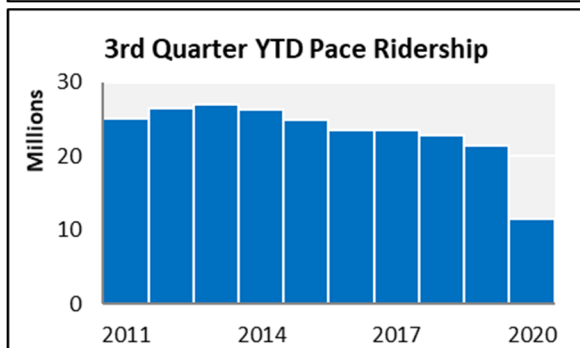
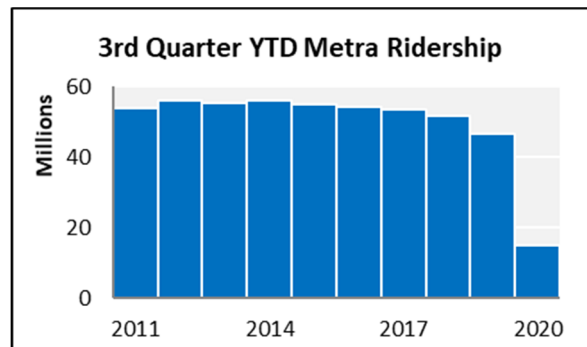
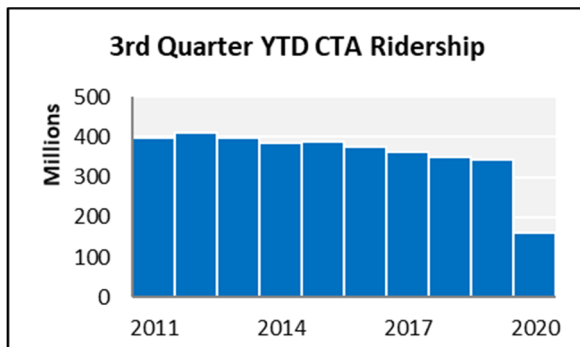


Ridership

RTA system ridership of 191.2 million was down almost 55% from prior year, but 1.4% favorable to budget. The amended budgets mostly incorporated actual results for the first half of the year, but subsequent results diverged from those budgets in the third quarter. CTA, Pace, and ADA Paratransit ridership had favorable to budget results, while Metra ridership has fallen short of the forecast in their August budget amendment, which anticipated that ridership might recover to 30% of normal by year end. Metra has since adjusted that expectation downwards to 20%, and actual Metra ridership has still been hovering around 10% of normal, resulting in a 15.7% unfavorable variance from budget.

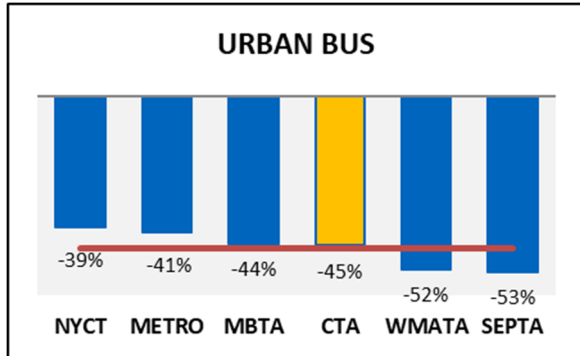


The charts below show each Service Board’s year-to-date ridership through September for the last ten years, as reported to the National Transit Database (NTD).



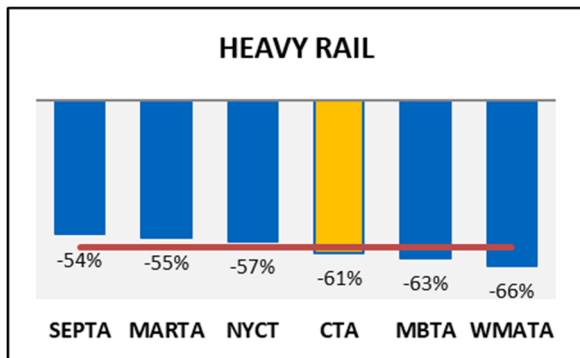
Ridership: Peer Comparison for CTA and Metra

The following peer comparisons show the percent change in ridership through the third quarter 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 45% and 61%, respectively; Metra ridership was down 68%.



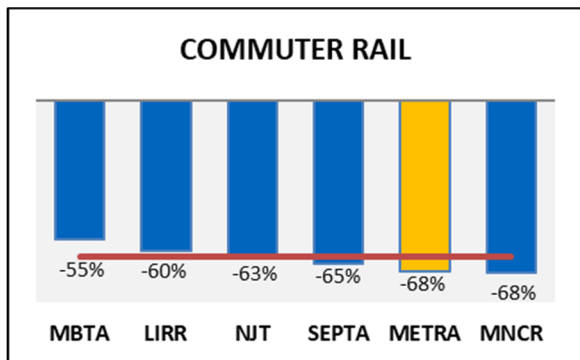
CTA bus peers include:

- NYCT (New York)
- METRO (Los Angeles)
- MBTA (Boston)
- WMATA (Washington, DC)
- SEPTA (Philadelphia)
- Peer average: -45.9%



CTA rail peers include:

- MARTA (Atlanta)
- SEPTA (Philadelphia)
- NYCT (New York City)
- MBTA (Boston)
- WMATA (Washington, DC)
- Peer average: -59.0%

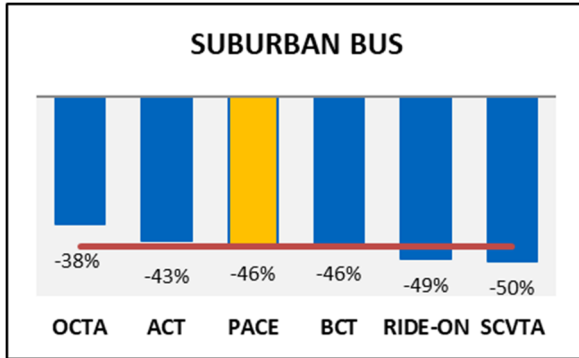


Metra's peers include:

- MBTA (Boston)
- LIRR (Long Island, New York)
- NJT (New Jersey/New York)
- SEPTA (Philadelphia)
- MNCR (New York/Connecticut)
- Peer average: -61.9%

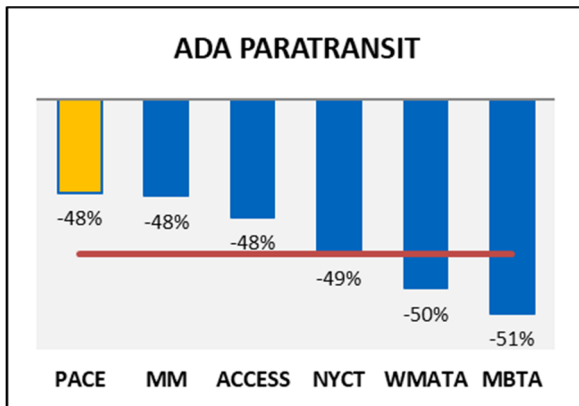
Ridership: Peer Comparison for Pace

Pace bus saw a year-over-year ridership decrease of 46%; ADA Paratransit ridership dropped by 48%.



Pace bus peers include:

- OCTA (Orange County, CA)
- ACT (Oakland Area)
- BCT (Miami area)
- RIDE-ON (Washington, DC area)
- SCVTA (San Francisco area)
- Peer average: -45.1%



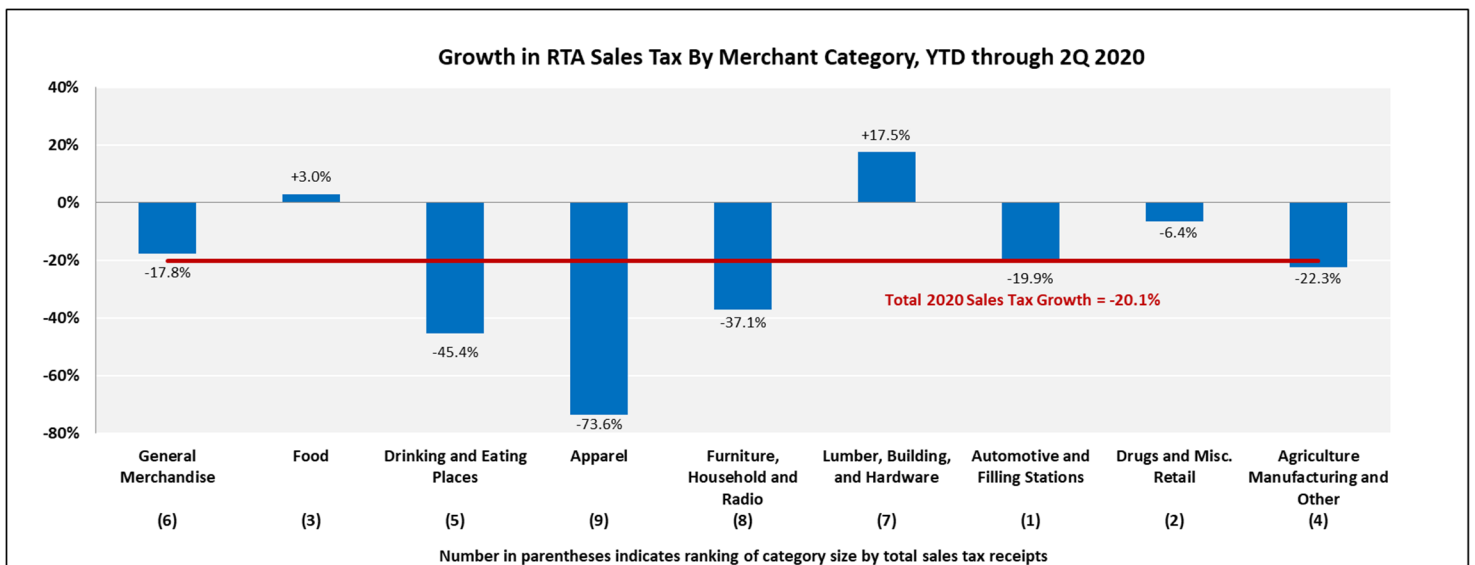
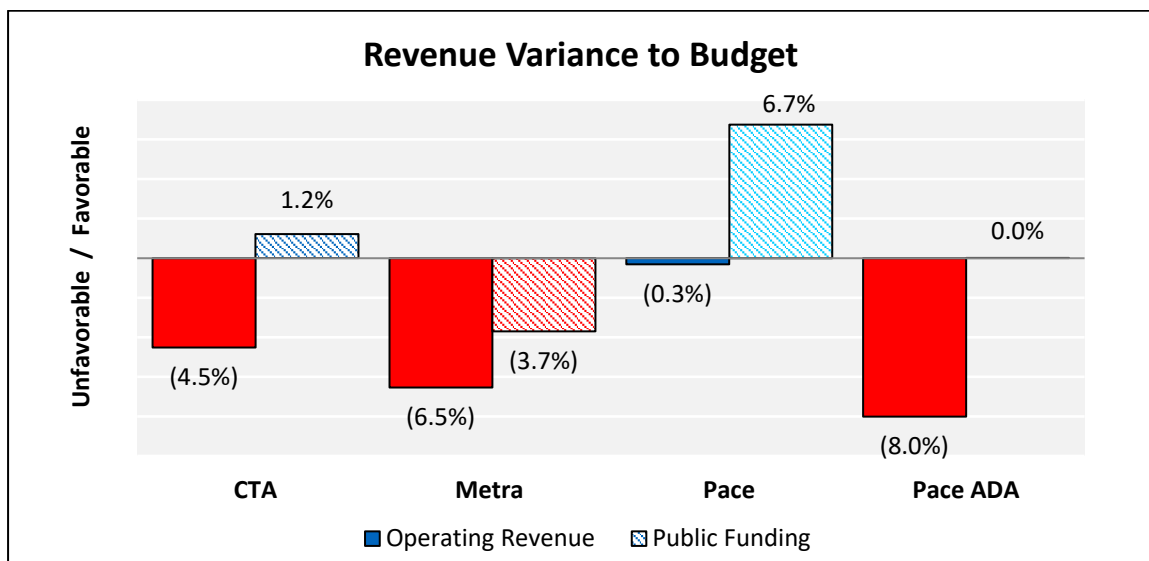
ADA Paratransit peers include:

- MM (Minneapolis)
- ACCESS (Los Angeles)
- NYCT (New York City)
- WMATA (Washington, DC)
- MBTA (Boston)
- Peer average: -49.3%

Operating Revenue and Public Funding

Operating revenue for the region was \$43.1 million or 5.0% unfavorable to budget for the third quarter. CTA, Metra, and ADA Paratransit each reported unfavorable results in excess of 3% due to the ridership and fare revenue shortfall at Metra and the timing of CARES Act requisitions for fare revenue losses.

Public funding was \$4.1 million or 0.4% favorable to budget. Sales tax receipts have continued to come in significantly better than anticipated by the May funding amendment, and as result less CARES Act funding has been needed to offset sales tax losses. As seen in the chart for the second quarter of 2020, the latest available, only the Food (grocery) and Lumber, Building, and Hardware categories had positive growth, with sharp declines in all other categories producing an overall decline of 20.1%.



Expenses

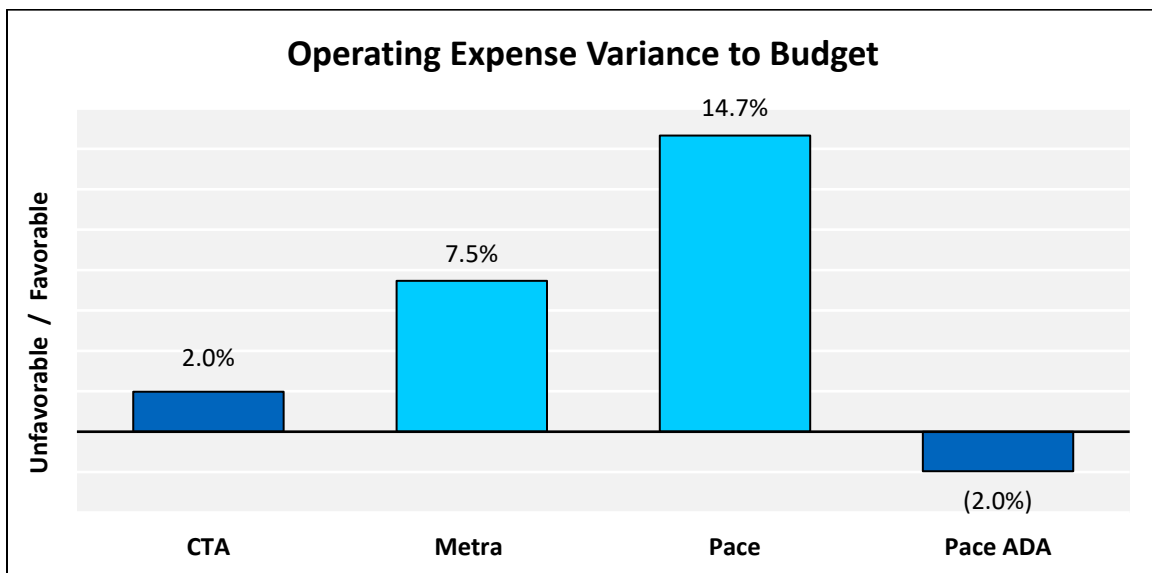
Total Service Board operating expenses of \$1.994 billion were \$90.9 million or 4.4% favorable to budget through September. Fuel expenses were favorable across all Service Boards except ADA Paratransit, for a total positive budget variance of \$11.2 million.

CTA’s total expenses were \$23.5 million, or 2.0%, favorable to budget with the largest savings coming from the Fuel, Power, and Other expense categories.

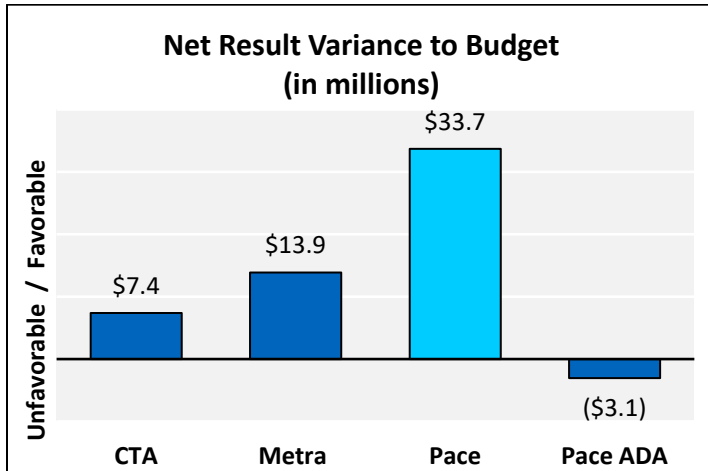
Metra’s total expenses came in \$43.8 million, or 7.5%, favorable to budget. Each expense category except Claims and Insurance was favorable to budget as Metra has continued to operate reduced weekday and weekend schedules.

Pace Suburban Service also reported favorable results in each expense category due to ongoing service reductions implemented in May 2020. Total expenses through the third quarter were \$26.3 million or 14.7% favorable to budget. Pace Fuel expense was favorable by 47.4% due to a combination of lower consumption driven by reduced service levels and decreases in fuel price.

ADA Paratransit total expenses were \$2.6 million, or 2.0%, unfavorable to budget through the third quarter due to higher than expected ridership driving increased Purchased Transportation expense.

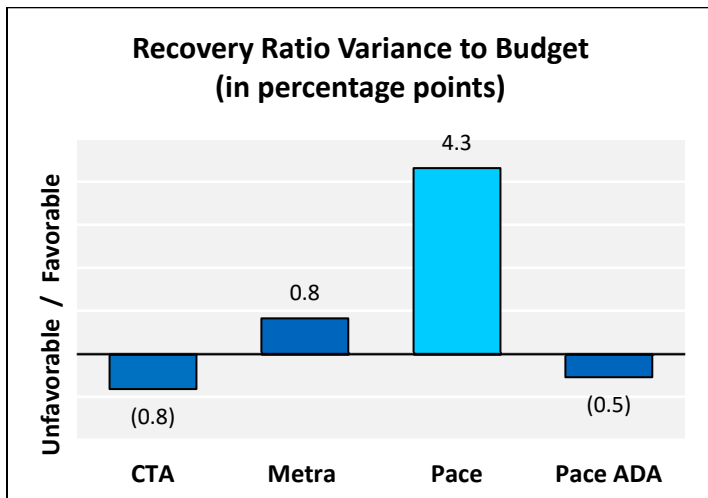


Net Results



Good operating expense performance more than offset unfavorable operating revenue to produce a regional net result that was \$51.9 million favorable to budget through the third quarter. Pace had the most favorable result, while ADA Paratransit finished with an unfavorable net result of \$3.1 million.

Recovery Ratios



The regional recovery ratio of 50.4% was 0.3 percentage points favorable to budget through the third quarter. The recovery ratio was supported by \$412.2 million of total CARES Act funding which offset 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 the 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.

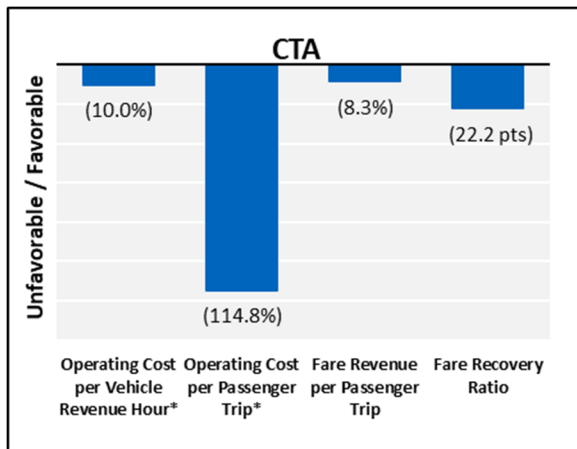
Operating cost per passenger trip: The cost of providing each individual passenger trip. Operating costs have been adjusted for inflation for this metric.

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.

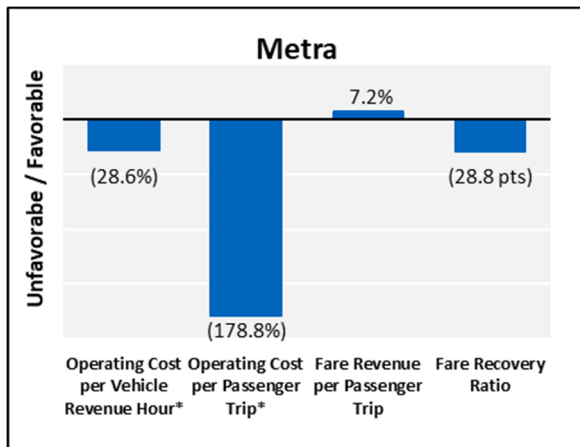
The following charts show the net percentage change for the first three quarters of 2020 compared to 2019, with bars above the line indicating improved performance.

CTA 2020 Performance Results



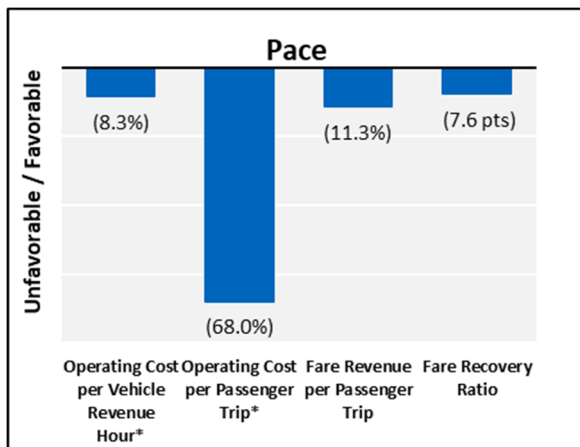
- CTA’s inflation-adjusted operating cost increase of 1.4%, combined with the 7.8% reduction in vehicle revenue hours, resulted in an operating cost per vehicle hour that was 10% unfavorable to 2019 results.
- CTA ridership through September 2020 was 52.8% lower than in 2019, resulting in an operating cost per passenger trip of \$7.12, an unfavorable difference of \$3.80.
- CTA total fare revenue decreased by 56.8% through September 2020. The average fare of \$1.17 was \$0.10, or 8.3% lower compared to 2019.
- The CTA fare recovery ratio decreased by 22.2 percentage points to 16.2%.

Metra 2020 Performance Results



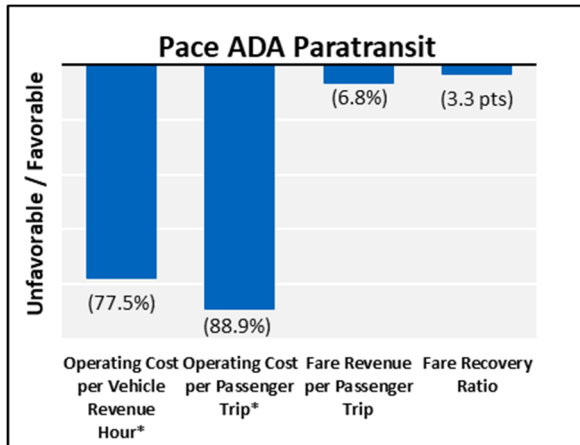
- Metra saw an inflation-adjusted operating cost decrease of 10.0% compared to 2019, as vehicle revenue hours decreased by 30%. Metra’s operating cost per vehicle revenue hour was 28.6% higher compared to 2019.
- Metra’s year-to-date ridership decrease of 67.8% resulted in an operating cost per passenger trip of \$35.69, an unfavorable difference of \$22.89.
- Overall fare revenue decreased by 65.4% through September 2020; the fare revenue per passenger trip (average fare paid) was \$6.37, \$0.43 higher compared to 2019.
- The fare recovery ratio of 17.6% was 28.8 percentage points unfavorable to 2019.

Pace 2020 Performance Results



- Pace’s inflation-adjusted operating cost decreased 9.7% in 2020 as service levels decreased 16.7%, resulting in an operating cost per vehicle revenue hour that was 8.3% higher compared to 2019.
- Pace had a 46.3% decline in ridership through September, resulting in an operating cost per passenger trip of \$13.13, an unfavorable increase of \$5.31.
- Fare revenues decreased by 52.3% through September 2020; fare revenue per passenger trip saw an 11.3% decrease compared to 2019, an unfavorable difference of \$0.14.
- Pace’s fare recovery ratio decreased 7.6 percentage points in 2020 to 8.3%.

Pace ADA Paratransit 2020 Performance Results



- Inflation-adjusted operating costs for ADA Paratransit services were favorable by 1.0% in 2020, while vehicle revenue hours decreased 44.2%, resulting in a 77.5% increase in operating cost per vehicle hour.
- Higher operating costs spread over 47.6% fewer passenger trips resulted in a cost per passenger trip of \$85.89, \$40.43 higher compared to 2019.
- Fare revenue decreased by 51.2%. Decreased fare revenue and lower ridership produced a 6.8%, or \$0.20 decrease in fare revenue per passenger trip compared to 2019.
- At 3.2%, the fare recovery ratio was 3.3 percentage points lower compared to 2019.

Region Summary Report - September

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	September 2020				YTD 2020				September 2019			YTD 2019		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Unit	%	Actual	Unit	%
			Unit	%			Unit	%						
Operating Revenues														
CTA	\$55.9	\$65.6	(\$9.6)	(14.7%)	\$499.8	\$523.5	(\$23.6)	(4.5%)	\$58.5	(\$2.6)	(4.4%)	\$511.5	(\$11.7)	(2.3%)
Metra	\$30.6	\$33.7	(\$3.1)	(9.2%)	\$270.5	\$289.4	(\$18.9)	(6.5%)	\$35.0	(\$4.5)	(12.7%)	\$312.6	(\$42.1)	(13.5%)
Pace	\$5.0	\$5.7	(\$0.7)	(11.7%)	\$39.4	\$39.6	(\$0.1)	(0.3%)	\$4.7	\$0.3	6.0%	\$41.3	(\$1.8)	(4.5%)
Pace ADA Paratransit	<u>\$0.4</u>	<u>\$0.9</u>	<u>(\$0.4)</u>	<u>(49.5%)</u>	<u>\$5.0</u>	<u>\$5.4</u>	<u>(\$0.4)</u>	<u>(8.0%)</u>	<u>\$1.2</u>	<u>(\$0.8)</u>	<u>(64.2%)</u>	<u>\$11.4</u>	<u>(\$6.4)</u>	<u>(56.1%)</u>
Total	\$92.0	\$105.8	(\$13.8)	(13.1%)	\$814.7	\$857.9	(\$43.1)	(5.0%)	\$99.5	(\$7.5)	(7.6%)	\$876.8	(\$62.0)	(7.1%)
Public Funding (1)														
CTA	\$58.5	\$74.1	(\$15.6)	(21.1%)	\$630.3	\$622.8	\$7.6	1.2%	\$67.6	(\$9.2)	(13.5%)	\$581.3	\$49.1	8.4%
Metra	\$7.9	\$34.2	(\$26.3)	(77.0%)	\$285.5	\$296.4	(\$11.0)	(3.7%)	\$32.2	(\$24.3)	(75.5%)	\$282.6	\$2.9	1.0%
Pace	\$10.1	\$19.6	(\$9.5)	(48.4%)	\$119.2	\$111.6	\$7.5	6.7%	\$14.1	(\$4.0)	(28.5%)	\$123.5	(\$4.3)	(3.5%)
Pace ADA Paratransit	<u>\$7.7</u>	<u>\$7.7</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$106.3</u>	<u>\$106.3</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$14.4</u>	<u>(\$6.7)</u>	<u>(46.6%)</u>	<u>\$129.8</u>	<u>(\$23.5)</u>	<u>(18.1%)</u>
Total	\$84.1	\$135.5	(\$51.4)	(37.9%)	\$1,141.3	\$1,137.1	\$4.1	0.4%	\$128.4	(\$44.2)	(34.5%)	\$1,117.1	\$24.2	2.2%
Operating Expenses														
CTA	\$124.4	\$134.0	\$9.6	7.2%	\$1,162.3	\$1,185.7	\$23.5	2.0%	\$121.7	(\$2.7)	(2.2%)	\$1,133.0	(\$29.2)	(2.6%)
Metra	\$54.2	\$67.9	\$13.6	20.1%	\$542.0	\$585.8	\$43.8	7.5%	\$65.6	\$11.3	17.3%	\$595.2	\$53.2	8.9%
Pace	\$17.7	\$19.6	\$1.9	9.6%	\$152.9	\$179.2	\$26.3	14.7%	\$18.0	\$0.3	1.8%	\$167.5	\$14.5	8.7%
Pace ADA Paratransit	<u>\$14.2</u>	<u>\$11.5</u>	<u>(\$2.6)</u>	<u>(22.8%)</u>	<u>\$137.0</u>	<u>\$134.3</u>	<u>(\$2.6)</u>	<u>(2.0%)</u>	<u>\$15.8</u>	<u>\$1.6</u>	<u>10.4%</u>	<u>\$136.8</u>	<u>(\$0.2)</u>	<u>(0.1%)</u>
Total	\$210.5	\$233.0	\$22.5	9.6%	\$1,994.2	\$2,085.1	\$90.9	4.4%	\$221.1	\$10.6	4.8%	\$2,032.5	\$38.3	1.9%
Net Results														
CTA	(\$10.0)	\$5.7	(\$15.6)		(\$32.1)	(\$39.5)	\$7.4		\$4.4	(\$14.4)		(\$40.2)	\$8.1	
Metra	(\$15.8)	(\$0.0)	(\$15.8)		\$13.9	\$0.0	\$13.9		\$1.7	(\$17.4)		(\$0.1)	\$14.0	
Pace	(\$2.6)	\$5.6	(\$8.2)		\$5.7	(\$28.0)	\$33.7		\$0.8	(\$3.4)		(\$2.7)	\$8.4	
Pace ADA Paratransit	<u>(\$6.0)</u>	<u>(\$2.9)</u>	<u>(\$3.1)</u>		<u>(\$25.7)</u>	<u>(\$22.6)</u>	<u>(\$3.1)</u>		<u>(\$0.1)</u>	<u>(\$5.9)</u>		<u>\$4.4</u>	<u>(\$30.0)</u>	
Total	(\$34.4)	\$8.4	(\$42.7)		(\$38.2)	(\$90.1)	\$51.9		\$6.8	(\$41.2)		(\$38.6)	\$0.4	
Operating Deficit														
CTA	\$68.5	\$68.4	(\$0.0)	(0.1%)	\$662.4	\$662.2	(\$0.2)	(0.0%)	\$63.2	(5.3)	(8.3%)	\$621.5	(\$40.9)	(6.6%)
Metra	\$23.7	\$34.2	\$10.5	30.8%	\$271.6	\$296.4	\$24.8	8.4%	\$30.5	6.9	22.5%	\$282.6	11.0	3.9%
Pace	\$12.7	\$13.9	\$1.2	8.8%	\$113.5	\$139.7	\$26.2	18.7%	\$13.3	0.6	4.5%	\$126.2	12.7	10.1%
Pace ADA Paratransit	<u>\$13.7</u>	<u>\$10.6</u>	<u>(\$3.1)</u>	<u>(28.8%)</u>	<u>\$132.0</u>	<u>\$128.9</u>	<u>(\$3.1)</u>	<u>(2.4%)</u>	<u>\$14.5</u>	<u>0.8</u>	<u>5.8%</u>	<u>\$125.4</u>	<u>(6.6)</u>	<u>(5.3%)</u>
Total	\$118.5	\$127.2	\$8.6	6.8%	\$1,179.5	\$1,227.2	\$47.7	3.9%	\$121.6	\$3.0	2.5%	\$1,155.7	(\$23.8)	(2.1%)
Recovery Ratio														
CTA	55.7%	58.9%	(3.2) pts		53.0%	53.9%	(0.8) pts		59.1%	(3.4) pts		55.5%	(2.4) pts	
Metra	61.2%	53.0%	8.2 pts		53.8%	53.0%	0.8 pts		57.4%	3.8 pts		56.1%	(2.3) pts	
Pace	35.0%	36.7%	(1.7) pts		32.8%	28.5%	4.3 pts		32.0%	3.0 pts		30.1%	2.7 pts	
Pace ADA Paratransit	<u>6.9%</u>	<u>11.3%</u>	<u>(4.4)</u> pts		<u>8.9%</u>	<u>9.5%</u>	<u>(0.5)</u> pts		<u>10.2%</u>	<u>(3.3)</u> pts		<u>10.5%</u>	<u>(1.6)</u> pts	
System	54.0%	53.9%	0.1 pts		50.4%	50.1%	0.3 pts		53.9%	0.1 pts		51.5%	(1.1) pts	
Ridership														
CTA	12.3	12.2	0.2	1.3%	160.6	155.5	5.1	3.3%	40.0	(27.7)	(69.2%)	341.5	(180.9)	(53.0%)
Metra (2)	0.6	2.2	(1.6)	(71.6%)	17.2	20.4	(3.2)	(15.7%)	6.2	(5.6)	(89.8%)	55.8	(38.5)	(69.1%)
Pace	1.1	0.9	0.2	22.9%	11.5	10.9	0.6	5.3%	2.5	(1.4)	(56.7%)	21.4	(9.9)	(46.3%)
Pace ADA Paratransit	<u>0.2</u>	<u>0.1</u>	<u>0.1</u>	<u>69.9%</u>	<u>1.9</u>	<u>1.8</u>	<u>0.1</u>	<u>5.1%</u>	<u>0.4</u>	<u>(0.1)</u>	<u>(36.5%)</u>	<u>3.2</u>	<u>(1.3)</u>	<u>(40.0%)</u>
Total	14.3	15.4	(1.1)	(7.4%)	191.2	188.6	2.6	1.4%	49.1	(34.9)	(70.9%)	421.9	(230.7)	(54.7%)

CTA Summary Report: 3rd Quarter 2020

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	3rd Quarter 2020				YTD 2020				3rd Quarter 2019			YTD 2019		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Unit	%	Actual	Unit	%
Operating Revenue														
Farebox	\$46.3	\$35.8	\$10.5	29.2%	\$188.3	\$177.9	\$10.5	5.9%	\$153.3	(\$107.0)	(69.8%)	\$435.5	(\$247.2)	(56.8%)
Reduced Fare	\$3.7	\$3.7	(0.0)	(0.0%)	\$11.2	\$11.2	(0.0)	(0.0%)	\$4.0	(0.3)	(8.4%)	\$11.1	0.1	1.0%
Other	\$14.9	\$13.9	0.9	6.7%	\$48.4	\$47.5	0.9	1.9%	\$22.2	(7.3)	(32.9%)	\$65.0	(16.5)	(25.4%)
CARES Act Funding - Fare Revenue Replacement	<u>\$108.2</u>	<u>\$143.2</u>	<u>(35.0)</u>	<u>(24.5%)</u>	<u>\$251.9</u>	<u>\$286.9</u>	<u>(35.0)</u>	<u>(12.2%)</u>	<u>\$0.0</u>	<u>108.2</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>251.9</u>	<u>0.0%</u>
Total Operating Revenue	\$173.0	\$196.7	(\$23.6)	(12.0%)	\$499.8	\$523.5	(\$23.6)	(4.5%)	\$179.4	(\$6.4)	(3.6%)	\$511.5	(\$11.7)	(2.3%)
Public Funding														
Sales Tax I	\$88.1	\$70.4	\$17.7	25.2%	\$244.4	\$201.1	\$43.2	21.5%	\$100.1	(\$12.0)	(12.0%)	\$285.0	(\$40.7)	(14.3%)
Sales Tax II	\$15.9	\$8.5	7.4	86.5%	\$31.3	\$12.1	19.1	157.9%	\$8.8	7.1	81.3%	\$20.5	10.7	52.2%
PTF II	\$14.2	\$9.2	5.0	54.4%	\$47.0	\$41.4	5.6	13.5%	\$17.5	(3.3)	(18.9%)	\$50.3	(3.3)	(6.6%)
25% PTF on RETT	\$3.2	\$2.9	0.4	12.7%	\$8.9	\$8.1	0.9	10.9%	\$4.4	(1.2)	(26.7%)	\$11.4	(2.5)	(21.8%)
City of Chicago RETT	\$14.3	\$12.7	1.6	12.4%	\$35.5	\$31.0	4.4	14.3%	\$18.2	(3.9)	(21.6%)	\$45.8	(10.4)	(22.6%)
Non-Statutory Funding - PTF I	\$46.0	\$29.5	16.5	55.8%	\$153.5	\$135.1	18.4	13.6%	\$56.9	(10.9)	(19.1%)	\$163.7	(10.2)	(6.2%)
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	\$1.3	\$1.1	0.2	17.4%	\$3.9	\$3.1	0.7	22.8%	\$1.6	(0.3)	(18.0%)	\$4.5	(0.6)	(13.7%)
CARES Act Funding - Public Funding Replacement	<u>\$0.0</u>	<u>\$84.8</u>	<u>(84.8)</u>	<u>(100.0%)</u>	<u>\$105.1</u>	<u>\$189.8</u>	<u>(84.8)</u>	<u>(44.7%)</u>	<u>\$0.0</u>	<u>0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>105.1</u>	<u>0.0%</u>
Total Public Funding	\$183.0	\$219.1	(36.1)	(16.5%)	\$630.3	\$622.8	\$7.6	1.2%	\$207.5	(\$24.5)	(11.8%)	\$581.3	\$49.1	8.4%
Total Revenues	\$356.0	\$415.7	(\$59.7)	(14.4%)	\$1,130.2	\$1,146.3	(\$16.1)	(1.4%)	\$386.9	(\$30.9)	(8.0%)	\$1,092.8	\$37.4	3.4%
Expense														
Labor	\$283.7	\$283.8	\$0.2	0.1%	\$852.5	\$852.7	\$0.2	0.0%	\$273.6	(\$10.0)	(3.7%)	\$807.7	(\$44.8)	(5.5%)
Material	\$19.0	\$19.1	\$0.1	0.8%	\$57.7	\$57.9	\$0.1	0.3%	\$16.7	(2.2)	(13.3%)	\$54.3	(3.4)	(6.3%)
Fuel	\$9.1	\$10.9	\$1.8	16.3%	\$27.9	\$29.7	\$1.8	6.0%	\$10.1	1.0	9.7%	\$30.3	2.4	7.8%
Power	\$6.0	\$8.2	\$2.2	26.8%	\$18.8	\$21.0	\$2.2	10.5%	\$8.2	2.2	26.5%	\$25.0	6.2	24.9%
I&D	\$5.5	\$5.5	\$0.0	0.0%	\$16.5	\$16.5	\$0.0	0.0%	\$1.9	(3.6)	(193.3%)	\$5.6	(10.9)	(193.3%)
Passenger Security	\$5.0	\$5.1	\$0.1	2.6%	\$15.0	\$15.1	\$0.1	0.9%	\$4.2	(0.7)	(17.6%)	\$12.8	(2.2)	(17.3%)
All Other	<u>\$52.3</u>	<u>\$71.4</u>	<u>\$19.1</u>	<u>26.7%</u>	<u>\$173.9</u>	<u>\$192.9</u>	<u>\$19.1</u>	<u>9.9%</u>	<u>\$58.5</u>	<u>6.2</u>	<u>10.6%</u>	<u>\$197.4</u>	<u>23.5</u>	<u>11.9%</u>
Total Expense	\$380.5	\$404.0	\$23.4	5.8%	\$1,162.3	\$1,185.7	\$23.5	2.0%	\$373.2	(\$7.3)	(2.0%)	\$1,133.0	(\$29.2)	(2.6%)
Net Results	(\$24.5)	\$11.8	(\$36.3)		(\$32.1)	(\$39.5)	\$7.4		\$13.7	(\$38.2)		(\$40.2)	\$8.1	
Operating Deficit	\$207.5	\$207.3	(\$0.2)	(0.1%)	\$662.4	\$662.2	(\$0.2)	(0.0%)	\$193.8	(\$13.7)	(7.1%)	\$621.5	(\$40.9)	(6.6%)
Recovery Ratio	56.4%	58.7%	(2.2) pts		53.0%	53.9%	(0.8) pts		59.1%	(2.7) pts		55.5%	(2.4) pts	
Total Ridership	38.0	32.9	5.1	15.6%	160.6	155.5	5.1	3.3%	118.4	(80.4)	(67.9%)	341.5	(180.9)	(53.0%)
<i>Average Fare</i>	\$1.22	\$1.09	\$0.13	11.8%	\$1.17	\$1.14	\$0.03	2.5%	\$1.29	(0.08)	(0.06)	1.28	(0.10)	(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: 3rd Quarter 2020

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	3rd Quarter 2020				YTD 2020				3rd Quarter 2019			YTD 2019		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Unit	%	Actual	Unit	%
Operating Revenue														
Farebox	\$8.6	\$23.0	(\$14.4)	(62.7%)	\$95.5	\$112.1	(\$16.6)	(14.8%)	\$96.2	(\$87.7)	(91.1%)	\$276.1	(\$180.6)	(65.4%)
Reduced Fare	\$0.4	\$0.4	\$0.0	0.1%	\$1.2	\$1.2	\$0.0	0.1%	\$0.4	(\$0.0)	(0.0%)	\$1.2	\$0.0	0.0%
Other	\$8.8	\$11.1	(\$2.3)	(20.6%)	\$29.3	\$31.7	(\$2.4)	(7.7%)	\$13.1	(\$4.3)	(32.8%)	\$35.2	(\$6.0)	(16.9%)
CARES Act Funding - Fare Revenue Replacement	<u>\$69.5</u>	<u>\$67.2</u>	<u>\$2.3</u>	<u>3.4%</u>	<u>\$144.4</u>	<u>\$144.4</u>	<u>\$0.1</u>	<u>0.1%</u>	<u>\$0.0</u>	<u>\$69.5</u>	<u>0</u>	<u>\$0.0</u>	<u>\$144.4</u>	<u>#DIV/0!</u>
Total Operating Revenue	\$87.3	\$101.7	(\$14.4)	(14.2%)	\$270.5	\$289.4	(\$18.9)	(6.5%)	\$109.7	(\$22.5)	(20.5%)	\$312.6	(\$42.1)	(13.5%)
Public Funding														
Sales Tax I	\$72.5	\$54.5	\$18.0	32.9%	\$206.4	\$156.2	\$50.2	32.1%	\$78.5	(\$6.0)	(7.7%)	\$223.9	(\$17.4)	(7.8%)
Sales Tax II	\$13.0	\$6.9	\$6.0	86.5%	\$25.4	\$9.9	\$15.5	157.9%	\$7.1	\$5.8	81.3%	\$16.7	\$8.7	52.2%
PTF II	\$11.5	\$7.5	\$4.1	54.4%	\$38.2	\$33.6	\$4.5	13.5%	\$14.2	(\$2.7)	(18.9%)	\$40.9	(\$2.7)	(6.6%)
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%)	\$1.1	(\$1.1)	(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>(\$28.5)</u>	<u>\$34.2</u>	<u>(\$62.8)</u>	<u>(183.3%)</u>	<u>\$7.7</u>	<u>\$89.0</u>	<u>(\$81.3)</u>	<u>(91.3%)</u>	<u>\$0.0</u>	<u>(\$28.5)</u>	<u>0</u>	<u>\$0.0</u>	<u>\$7.7</u>	<u>0.0%</u>
Total Public Funding	\$68.4	\$103.2	(\$34.7)	(33.7%)	\$285.5	\$296.4	(\$11.0)	(3.7%)	\$100.2	(\$3.3)	(3.3%)	\$282.6	\$2.9	1.0%
Total Revenues	\$155.7	\$204.9	(\$49.2)	(24.0%)	\$555.9	\$585.8	(\$29.9)	(5.1%)	\$210.0	(\$54.3)	(25.8%)	\$595.1	(\$39.2)	(6.6%)
Expenses														
Transportation	\$59.7	\$72.9	\$13.2	18.1%	\$196.2	\$211.9	\$15.8	7.4%	\$71.4	\$11.7	16.4%	\$207.5	\$11.4	5.5%
Maintenance of Way (Engineering)	\$34.2	\$38.7	\$4.5	11.7%	\$109.3	\$114.6	\$5.3	4.6%	\$40.4	\$6.2	15.3%	\$118.8	\$9.6	8.1%
Maintenance of Equipment (Mechanical)	\$40.2	\$48.5	\$8.3	17.1%	\$124.9	\$135.6	\$10.7	7.9%	\$43.9	\$3.7	8.3%	\$140.0	(\$15.1)	(10.8%)
Claims & Insurance	\$5.5	\$4.0	(\$1.5)	(37.2%)	\$13.5	\$12.0	(\$1.6)	(13.1%)	\$4.0	(\$1.5)	(38.6%)	\$13.4	(\$0.1)	(0.7%)
Administration	\$19.3	\$26.2	\$6.9	26.3%	\$63.7	\$71.6	\$8.0	11.1%	\$20.8	\$1.6	7.4%	\$67.0	\$3.3	4.9%
Diesel Fuel	\$9.7	\$13.3	\$3.5	26.6%	\$32.1	\$37.1	\$5.1	13.7%	\$14.6	\$4.8	33.1%	\$44.4	\$12.4	27.9%
Electricity	<u>\$0.8</u>	<u>\$1.2</u>	<u>\$0.3</u>	<u>30.0%</u>	<u>\$2.4</u>	<u>\$2.9</u>	<u>\$0.5</u>	<u>17.2%</u>	<u>\$1.2</u>	<u>\$0.3</u>	<u>29.8%</u>	<u>\$4.0</u>	<u>\$1.6</u>	<u>39.1%</u>
Total Expense	\$169.5	\$204.9	\$35.3	17.2%	\$542.0	\$585.8	\$43.8	7.5%	\$196.2	\$26.7	13.6%	\$595.2	\$53.2	8.9%
Operating Deficit	\$82.3	\$103.2	\$20.9	20.3%	\$271.6	\$296.4	\$24.8	8.4%	\$86.5	\$4.2	4.9%	\$282.6	\$11.0	3.9%
Net Results	(\$13.8)	\$0.0	(\$13.8)		\$13.9	\$0.0	\$13.9		\$13.7	(\$27.6)		(\$0.1)	\$14.0	
Recovery Ratio	55.6%	53.0%	2.6 pts		53.8%	53.0%	0.8 pts		60.0%	(4.4)	pts	56.1%	(2.3) pts	
Ridership	1.9	4.9	(3.1)	(62.4%)	17.2	20.4	(3.2)	(15.7%)	19.3	(17.4)	(90.4%)	55.8	(38.5)	(69.1%)
Average Fare	\$4.62	\$4.67	(\$0.05)	(1.0%)	\$5.55	\$5.49	\$0.06	1.0%	\$5.00	(\$0.38)	(7.5%)	\$4.95	\$0.59	12.0%

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: 3rd Quarter 2020

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	3rd Quarter 2020				YTD 2020				3rd Quarter 2019			YTD 2019		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Unit	%	Actual	Unit	%
Operating Revenue														
Farebox	\$4.0	\$3.0	\$1.0	33.0%	\$12.7	\$11.7	\$1.0	8.4%	\$9.2	(\$5.2)	(56.6%)	\$26.7	(\$14.0)	(52.3%)
Reduced Fare	\$0.3	\$0.3	\$0.0	0.0%	\$1.0	\$1.0	\$0.0	0.0%	\$0.3	(\$0.0)	(0.0%)	\$1.0	(\$0.0)	(0.0%)
Advertising	\$0.3	\$0.4	(\$0.1)	(30.0%)	\$1.1	\$1.3	(\$0.1)	(10.4%)	\$0.8	(\$0.5)	(59.9%)	\$2.2	(\$1.1)	(49.8%)
Investment/Other	(\$5.2)	\$0.6	(\$5.7)	(976.9%)	\$8.8	\$7.4	\$1.4	19.1%	\$4.2	(\$9.3)	(223.6%)	\$11.4	(\$2.6)	(22.9%)
CARES Act Funding - Fare Revenue R	<u>\$15.8</u>	<u>\$11.1</u>	<u>\$4.8</u>	<u>43.0%</u>	<u>\$15.8</u>	<u>\$18.2</u>	<u>(\$2.4)</u>	<u>(13.1%)</u>	<u>\$0.0</u>	<u>\$15.8</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$15.8</u>	<u>0.0%</u>
Total Operating Revenue	\$15.3	\$15.4	(\$0.1)	(0.8%)	\$39.4	\$39.6	(\$0.1)	(0.3%)	\$14.5	\$0.9	5.9%	\$41.3	(\$1.8)	(4.5%)
Public Funding														
Sales Tax I	\$23.0	\$17.2	\$5.8	33.4%	\$65.6	\$49.4	\$16.2	32.8%	\$24.9	(\$1.9)	(7.8%)	\$70.9	(\$5.4)	(7.5%)
Sales Tax II	\$4.3	\$2.3	2.0	86.5%	\$8.5	\$3.3	5.2	157.9%	\$2.4	1.9	81.3%	\$5.6	2.9	52.2%
PTF II	\$3.8	\$2.5	1.4	54.4%	\$12.7	\$11.2	1.5	13.5%	\$4.7	(0.9)	(18.9%)	\$13.6	(0.9)	(6.6%)
SCMF	\$5.4	\$4.6	0.8	17.4%	\$16.1	\$13.1	3.0	22.8%	\$6.6	(1.2)	(18.0%)	\$18.7	(2.6)	(13.7%)
SSJA	\$0.0	\$0.0	0.0	0.0%	\$0.0	\$0.0	0.0	0.0%	\$1.9	(1.9)	(100.0%)	\$5.6	(5.6)	(100.0%)
Non-Statutory Funding - PTF I	\$0.9	\$0.6	0.3	55.8%	\$3.1	\$2.8	0.4	13.6%	\$1.2	(0.2)	(19.1%)	\$3.3	(0.2)	(6.2%)
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	\$0.3	\$0.3	0.1	17.4%	\$1.0	\$0.9	0.2	22.8%	\$0.4	(0.1)	(18.0%)	\$1.2	(0.2)	(13.7%)
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	\$2.3	\$1.3	1.0	78.2%	\$6.3	\$3.8	2.5	65.7%	\$1.6	0.8	47.7%	\$4.5	1.8	40.1%
CARES Act Funding - Public Funding I	<u>\$5.5</u>	<u>\$14.3</u>	<u>(8.8)</u>	<u>(61.3%)</u>	<u>\$5.5</u>	<u>\$27.0</u>	<u>(21.4)</u>	<u>(79.4%)</u>	<u>\$0.0</u>	<u>5.5</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>5.5</u>	<u>0.0%</u>
Total Public Funding	\$45.7	\$43.2	2.5	5.8%	\$119.2	\$111.6	\$7.5	6.7%	\$43.6	\$2.0	4.7%	\$123.5	(\$4.3)	(3.5%)
Total Revenues	\$61.0	\$58.6	\$2.4	4.1%	\$158.6	\$151.2	\$7.4	4.9%	\$58.1	\$2.9	5.0%	\$164.7	(\$6.2)	(3.7%)
Expense														
Labor / Fringe	\$31.8	\$35.4	\$3.6	10.2%	\$98.0	\$103.8	\$5.8	5.6%	\$32.9	\$1.1	3.3%	\$96.4	(\$1.6)	(1.6%)
Health Insurance	\$6.0	\$6.8	\$0.9	12.5%	\$18.3	\$20.4	\$2.2	10.6%	\$5.4	(0.6)	(10.8%)	\$18.2	(0.1)	(0.4%)
Material	\$1.3	\$1.6	\$0.3	20.5%	\$4.1	\$4.7	\$0.6	12.5%	\$1.8	0.5	28.9%	\$4.9	0.7	14.8%
Purchased Transportation	\$2.7	\$5.3	\$2.7	50.0%	\$8.6	\$16.0	\$7.4	46.1%	\$5.6	2.9	52.0%	\$16.5	7.9	47.8%
Fuel	\$1.5	\$3.3	\$1.8	54.1%	\$5.1	\$9.6	\$4.6	47.4%	\$2.8	1.3	47.0%	\$8.7	3.7	42.0%
Utilities	\$0.6	\$0.7	\$0.1	14.1%	\$1.8	\$2.3	\$0.4	18.8%	\$0.6	0.0	4.4%	\$1.9	0.0	2.2%
Insurance and Claims	\$2.1	\$2.7	\$0.6	22.1%	\$5.7	\$8.2	\$2.5	30.6%	\$2.9	0.8	26.1%	\$7.7	2.0	25.9%
Other Expenses	<u>\$4.1</u>	<u>\$4.8</u>	<u>\$0.7</u>	<u>15.2%</u>	<u>\$11.4</u>	<u>\$14.2</u>	<u>\$2.8</u>	<u>19.8%</u>	<u>\$5.0</u>	<u>0.9</u>	<u>18.2%</u>	<u>\$13.2</u>	<u>1.9</u>	<u>14.2%</u>
Total Expense	\$49.9	\$60.6	\$10.6	17.6%	\$152.9	\$179.2	\$26.3	14.7%	\$56.9	\$6.9	12.2%	\$167.5	\$14.5	8.7%
Net Results	\$11.1	(\$2.0)	\$13.0		\$5.7	(\$28.0)	\$33.7		\$1.2	\$9.8		(\$2.7)	\$8.4	
Operating Deficit	\$34.6	\$45.2	\$10.5	23.3%	\$113.5	\$139.7	\$26.2	18.7%	\$42.4	\$7.8	18.3%	\$126.2	\$12.7	10.1%
Recovery Ratio	39.0%	33.8%	5.2 pts		32.8%	28.5%	4.3 pts		31.1%	(0.5) pts		30.1%	(2.5) pts	
Total Ridership	3.2	2.7	0.6	21.6%	11.5	10.9	0.6	5.3%	7.6	(4.4)	(57.5%)	21.4	(9.9)	(46.3%)
<i>Average Fare</i>	\$1.23	\$1.13	\$0.11	9.3%	\$1.10	\$1.07	\$0.03	3.0%	\$1.21	\$0.03	2.2%	\$1.24	(\$0.14)	(11.2%)

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 - 3rd Quarter 2020

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	3rd Quarter 2020				YTD 2020				3rd Quarter 2019			YTD 2019		
	Actual	Budget	<u>Change</u>		Actual	Budget	<u>Change</u>		Actual	Unit	%	Actual	Unit	%
Operating Revenue														
Farebox	\$0.6	\$0.9	(\$0.3)	(35.2%)	\$4.3	\$4.7	(\$0.3)	(7.0%)	\$3.0	(\$2.4)	(80.2%)	\$8.9	(\$4.6)	(51.2%)
Other Revenue	<u>\$0.1</u>	<u>\$0.2</u>	<u>(\$0.1)</u>	<u>(61.3%)</u>	<u>\$0.7</u>	<u>\$0.8</u>	<u>(\$0.1)</u>	<u>(14.3%)</u>	<u>\$0.7</u>	<u>(\$0.6)</u>	<u>(89.5%)</u>	<u>2.5</u>	<u>(1.8)</u>	<u>(73.6%)</u>
Total Operating Revenue	\$0.7	\$1.1	(\$0.4)	(39.5%)	\$5.0	\$5.4	(\$0.4)	(8.0%)	\$3.7	(\$3.0)	(81.9%)	\$11.4	(\$6.4)	(56.1%)
Public Funding														
ADA Paratransit Fund	\$21.0	\$21.0	\$0.0	0.0%	\$100.0	\$100.0	\$0.0	0.0%	\$41.2	(\$20.2)	(49.0%)	\$123.5	(\$23.5)	(19.0%)
Additional State Funding	\$2.1	\$2.1	0.0	0.0%	6.3	6.3	0.0	0.0%	\$2.1	0.0	0.0%	6.3	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>
Total Public Funding	\$23.1	\$23.1	\$0.0	0.0%	\$106.3	\$106.3	\$0.0	0.0%	\$43.3	(\$20.2)	(46.6%)	\$129.8	(\$23.5)	(18.1%)
Total Revenue	\$23.8	\$24.2	(\$0.4)	(1.8%)	\$111.3	\$111.7	(\$0.4)	(0.4%)	\$46.9	(\$23.2)	(49.4%)	\$141.2	(\$29.8)	(21.1%)
Expenses														
Labor / Fringe	\$1.0	\$0.9	(\$0.1)	(8.3%)	\$3.1	\$3.0	(\$0.1)	(2.6%)	\$1.0	(\$0.0)	(1.4%)	\$3.0	(\$0.1)	(2.4%)
Health Insurance	\$0.2	\$0.1	(0.0)	(22.8%)	0.5	0.5	(0.0)	(6.3%)	\$0.1	(0.0)	(14.9%)	0.5	(0.0)	(4.4%)
Administration	\$0.6	\$0.5	(0.1)	(16.1%)	2.4	2.3	(0.1)	(3.5%)	\$1.3	0.7	56.0%	3.8	1.5	38.1%
Fuel	\$1.2	\$0.9	(0.2)	(25.7%)	2.3	2.0	(0.2)	(11.7%)	\$0.7	(0.4)	(55.4%)	2.0	(0.3)	(14.7%)
Insurance and Claims	\$0.2	\$0.2	(0.0)	(17.7%)	0.5	0.5	(0.0)	(6.7%)	\$0.1	(0.1)	(150.2%)	0.2	(0.3)	(129.0%)
Purchased Transportation	\$37.7	\$35.7	(2.0)	(5.7%)	121.9	119.8	(2.0)	(1.7%)	\$41.2	3.5	8.6%	121.0	(0.8)	(0.7%)
Regional ADA Support Allocation	<u>\$2.1</u>	<u>\$1.9</u>	<u>(0.2)</u>	<u>(8.1%)</u>	<u>6.4</u>	<u>6.2</u>	<u>(0.2)</u>	<u>(2.5%)</u>	<u>\$2.4</u>	<u>0.3</u>	<u>12.1%</u>	<u>6.2</u>	<u>(0.2)</u>	<u>(2.8%)</u>
Total Expense	\$42.9	\$40.3	(\$2.6)	(6.5%)	\$137.0	\$134.3	(\$2.6)	(2.0%)	\$46.9	\$4.0	8.5%	\$136.8	(\$0.2)	(0.1%)
Net Results	(\$19.2)	(\$16.1)	(\$3.1)		(\$25.7)	(\$22.6)	(\$3.1)		\$0.0	(\$19.2)		\$4.4	(\$30.0)	
Operating Deficit	\$42.3	\$39.2	(\$3.1)	(7.8%)	\$132.0	\$128.9	(\$3.1)	(2.4%)	\$43.2	\$1.0	2.2%	\$125.4	(\$6.6)	(5.3%)
Recovery Ratio	-13.8%	-31.7%	17.9 pts		8.9%	9.5%	(0.5) pts		9.9%	(23.7) pts		10.5%	(1.6) pts	
Total Ridership	0.6	0.5	0.1	18.0%	1.9	1.8	0.1	5.1%	1.1	(0.5)	(44.1%)	3.2	(1.3)	(40.0%)
<i>Average Fare</i>	\$0.98	\$1.79	(\$0.81)	(45.1%)	\$2.27	\$2.57	(\$0.29)	(11.5%)	\$2.77	(\$1.79)	(64.5%)	\$2.79	(\$0.52)	(18.6%)

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