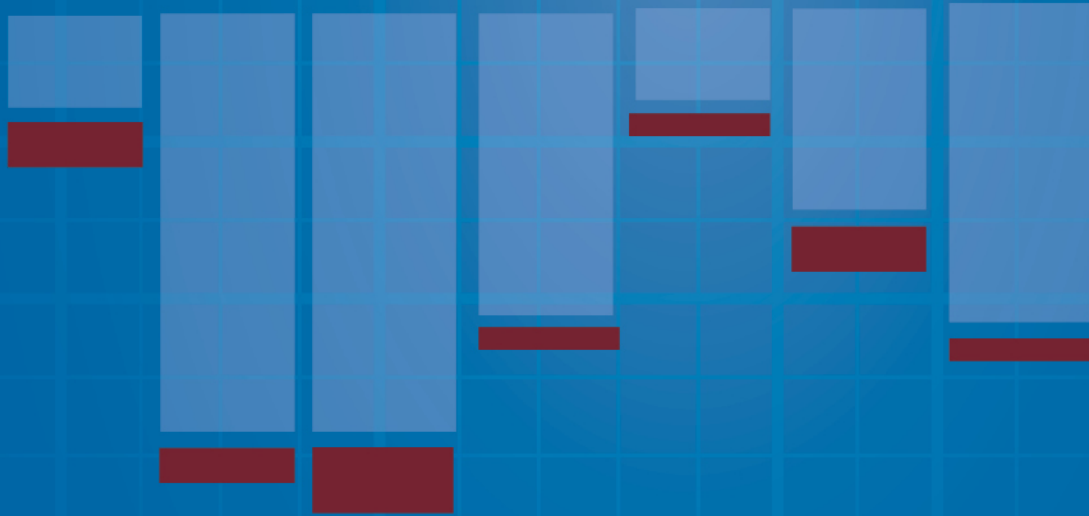


# QUARTERLY FINANCIAL AND PERFORMANCE REPORT



Regional  
Transportation  
Authority

**MOVING YOU**

November 2021

## 3<sup>rd</sup> Quarter 2021 Financial and Performance Report

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## Executive Summary

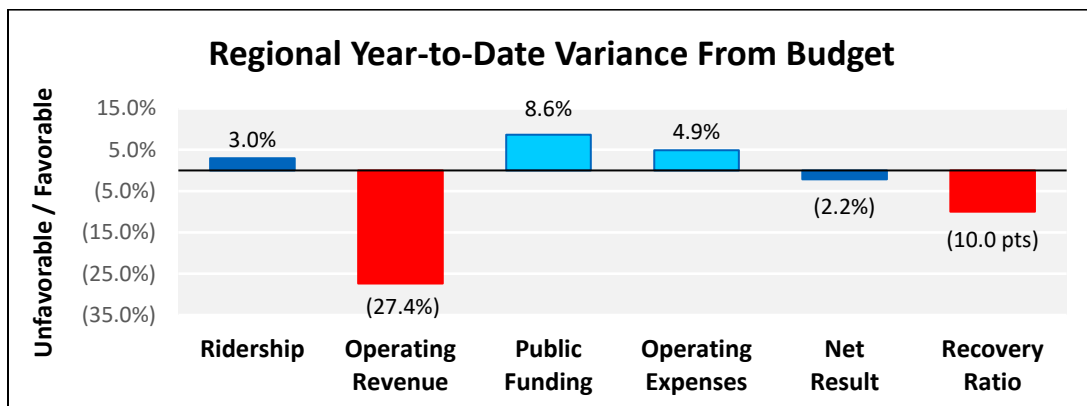
On a seasonally adjusted basis, the size of the Chicago-area labor force decreased by 3,400 in September, while employment in the region increased by 10,000 jobs. As a result, the regional unemployment rate improved to 7.6%, which was still 3.0 percentage points worse than the national rate.

Climbing above 50% of pre-pandemic levels for the first time, system ridership in September lagged budget by 3.5%. The current budget assumes that ridership will continue to recover to about 65% of pre-pandemic levels by year end. Indications are that August sales tax receipts will surpass budget by 29%, contributing to an overall favorable public funding variance of \$103.8 million, or 8.6%, on a year-to-date basis. System-wide operating expenses through the third quarter were \$104.6 million, or 4.9%, favorable to the amended budget, with each Service Board reporting favorable results.

The strong sales tax and good expense performance continue to mitigate the amount of federal relief funding needed to support operations. As a result, lower than expected relief funding requisitions have dragged operating revenue \$254.3 million or 27.4% unfavorable to budget. Through the third quarter, the Service Boards included a total of \$330.9 million of federal relief funding in operating revenue, almost \$260 million less than budgeted. With that relief funding included, the regional revenue recovery ratio was 43.7%, 10.0 percentage points below budget. In addition, each mainline Service Board’s recovery ratio is now significantly unfavorable to budget.

Operating deficits are the primary metric for quarterly certifications, and CTA, Metra, and Pace Suburban Service reported unfavorable to budget results in excess of the substantial accordance guidance of 3% due to lower than anticipated relief funding draw downs. Since sales tax increases do not impact Pace’s ADA Paratransit relief funding drawdowns, ADA Paratransit produced a favorable operating deficit of \$9.9 million. The system-wide operating deficit of the Service Boards, including Pace ADA Paratransit, was \$149.8 million, or 12.4%, unfavorable to budget and the regional recovery ratio was well below 50%. Accordingly, RTA staff recommends that the financial results of the CTA, Metra, Pace Suburban Service, and the region as a whole, through the third quarter of 2021, are not in substantial accordance with the budget adopted by the RTA Board on May 20, 2021, and that the operating financial results of ADA Paratransit are in substantial accordance with budget.

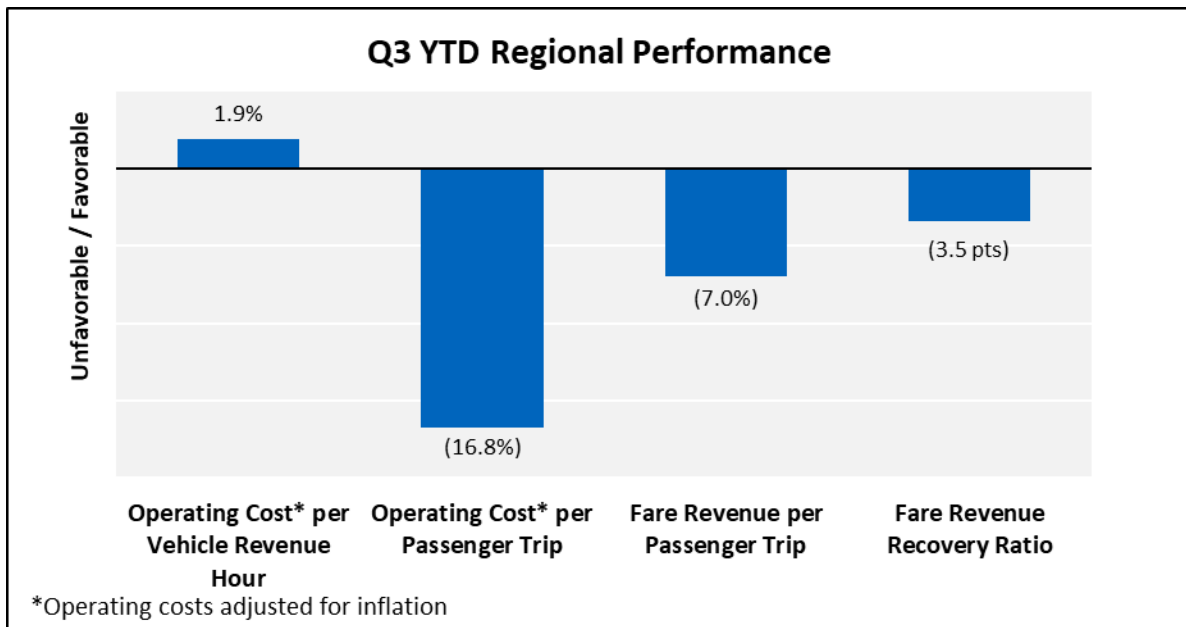
In response to an RTA request, the Illinois General Assembly passed HB106 on October 28, 2021, providing a waiver of the 50% requirement for both budgeted and actual results for RTA fiscal years 2021 thru 2023.



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.

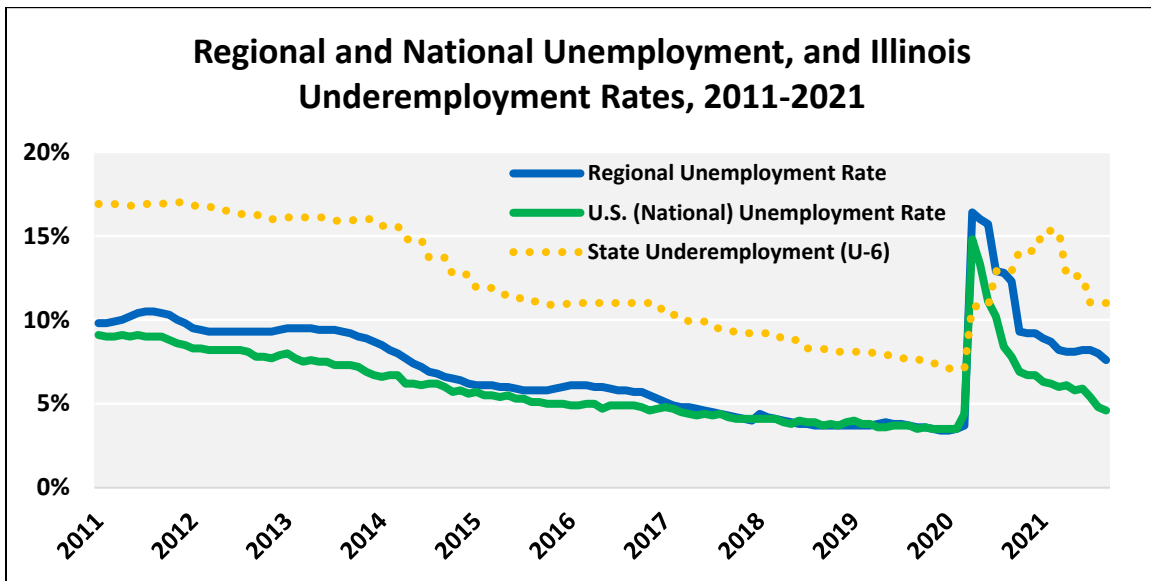
Third quarter 2021 year-to-date regional performance results were favorable for one measure and unfavorable for three measures compared to 2020. After adjusting for inflation, regional operating costs were 1.9% lower compared to 2020, a favorable difference of \$37.7 million. Unchanged service hours resulted in an operating cost per vehicle revenue hour that was 1.9% or \$3.69 lower (favorable) compared to 2020. Ridership through the third quarter of 2021 was down 16.0% compared to 2020, resulting in a 2021 inflation-adjusted operating cost per passenger trip of \$12.40 which was \$1.78, or 16.8%, higher compared to 2020. The 21.8% decrease in fare revenue in 2021, spread over significantly fewer passenger trips, resulted in an average fare that was 7.0%, or \$0.11 lower compared to 2020. The fare revenue recovery ratio of 11.5% was 3.5 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.

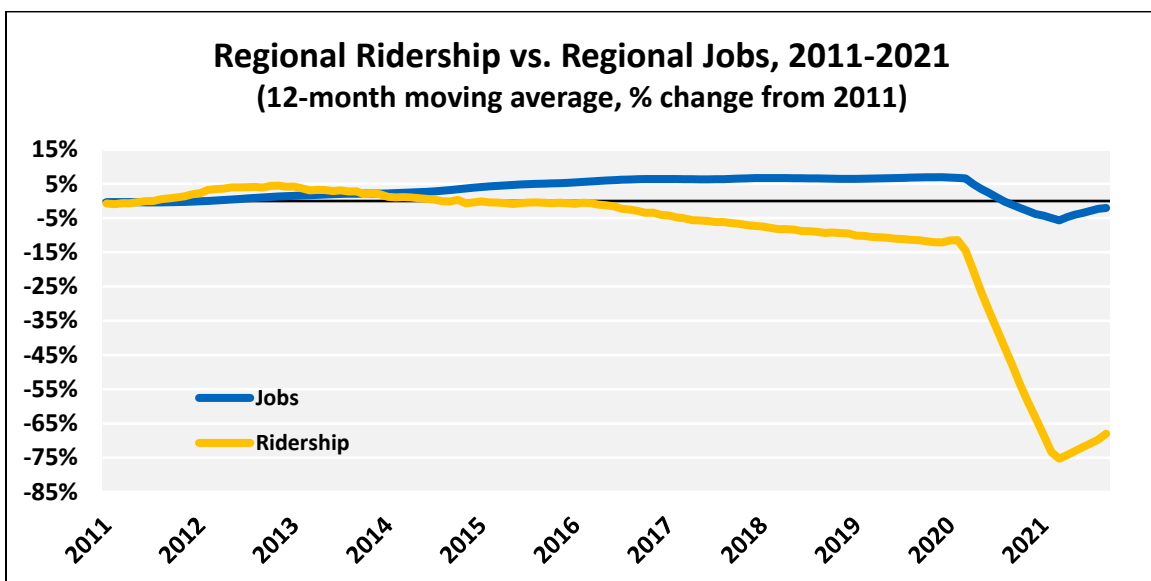


## Environmental Factors

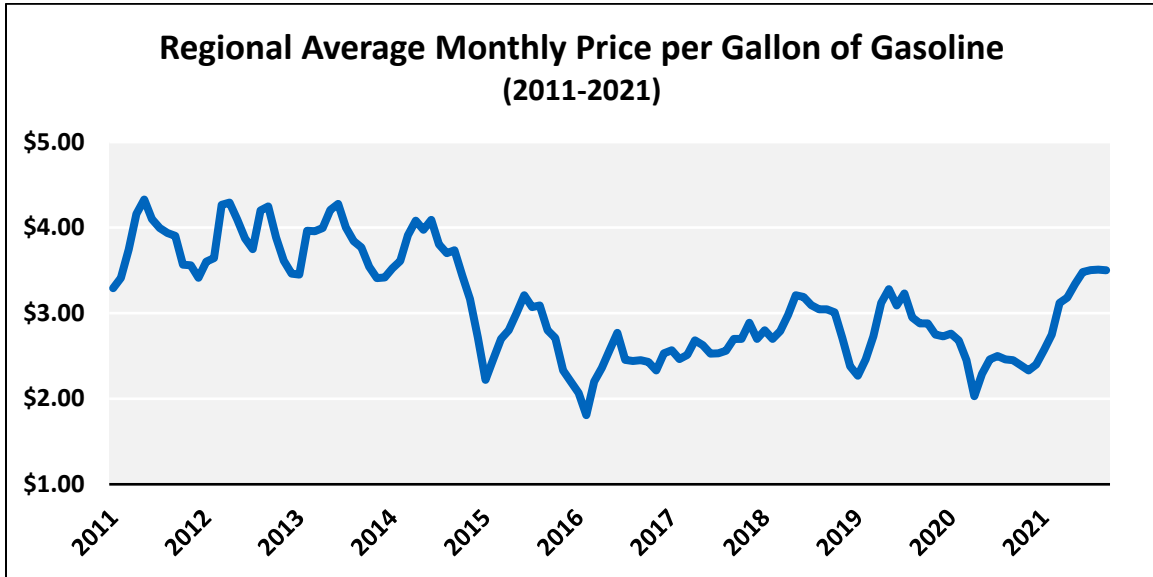
During the third quarter of 2021, the average size of the Chicago-area labor force increased by 23,100, while employment in the region also increased, by 29,200 jobs. As a result, the regional unemployment rate improved to 7.6%, which was 3.0 percentage points worse than the national rate.



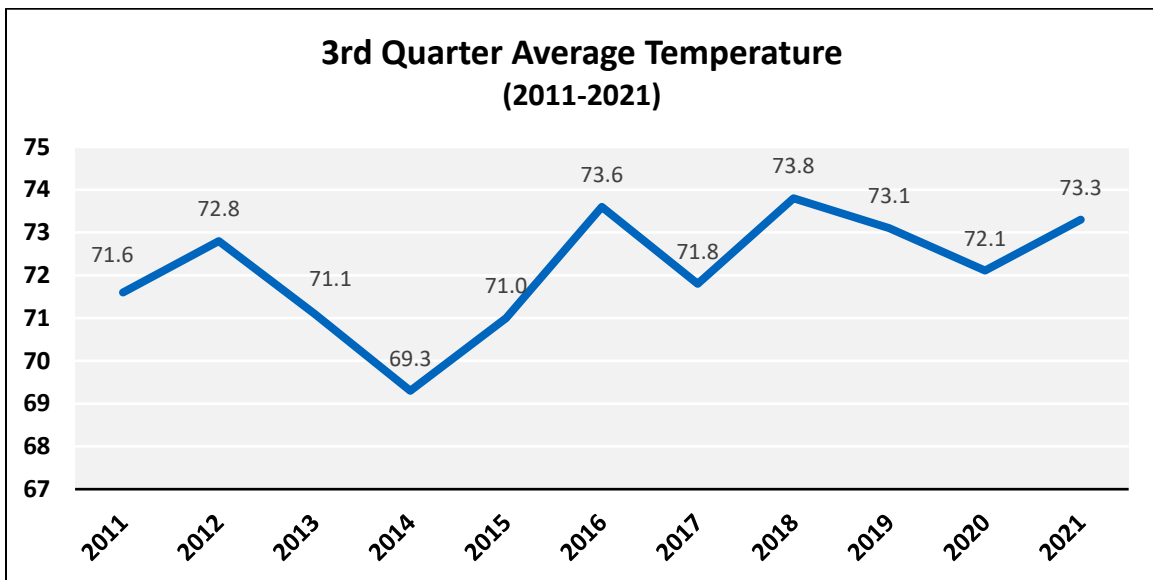
The twelve-month moving average of regional jobs improved by 1.5 percentage points from the prior quarter and improved to 2.0% lower than 2011. The moving average of ridership also improved during the third quarter but is still 68.0% below 2011 levels.



The average price per gallon of gasoline in the Chicago region during the third quarter of 2021 was \$3.50, up 17 cents from the second quarter, and almost 42% higher than the third quarter of 2020.

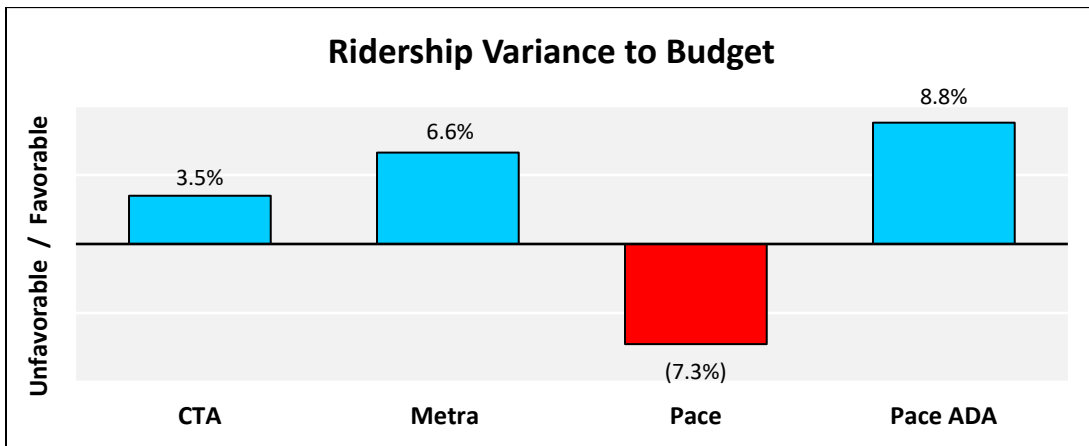


The average temperature in Chicago for the third quarter of 2021 was 73.3 degrees, the third warmest third quarter in the past ten years.

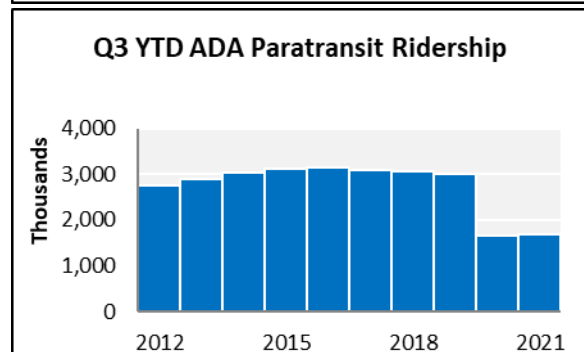
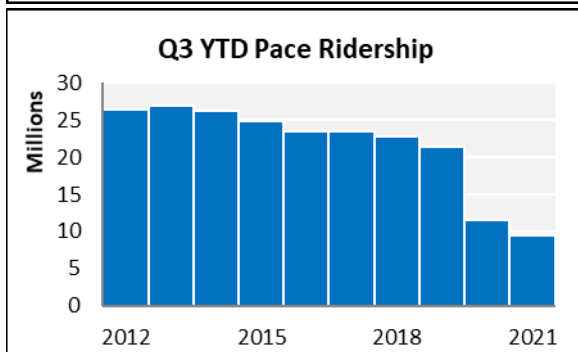
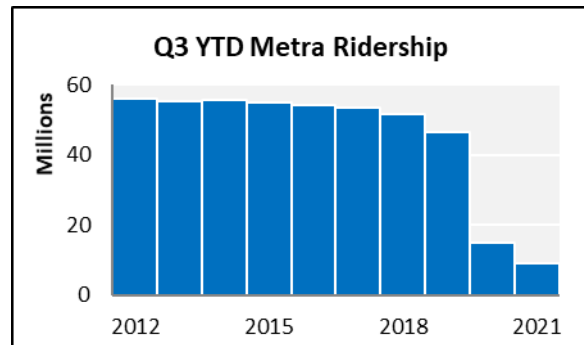
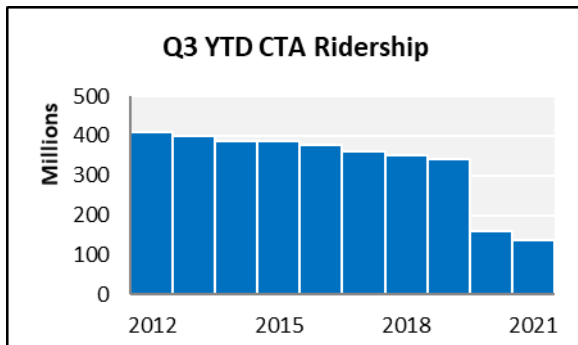


## Ridership

RTA system ridership through September was 3.0% favorable to the amended budget as ridership steadily improved throughout the third quarter. As a standalone month September ridership climbed above 50% of pre-pandemic levels for the first time. Pace Suburban Service reported year-to-date ridership results unfavorable to budget while CTA, Metra, and ADA Paratransit ridership results were favorable to budget.

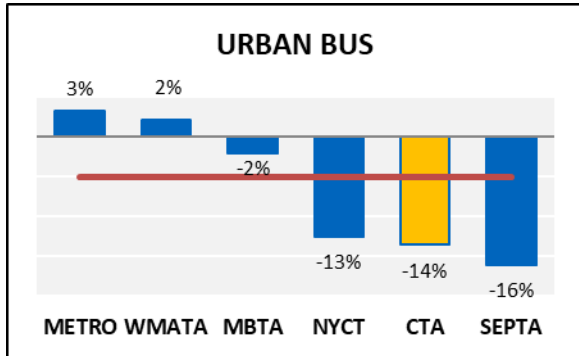


The charts below show each Service Board’s third quarter year-to-date ridership for the last ten years, as reported to the National Transit Database (NTD).



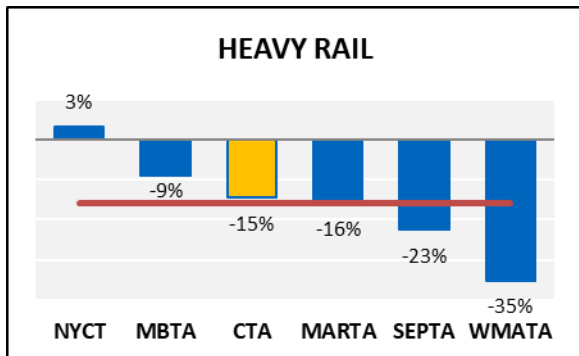
## Ridership: Peer Comparison for CTA and Metra

The following peer comparisons show the percent change in ridership for the first three quarters of 2021, by mode, in comparison to 2020. Data are provided by the NTD. CTA bus and rail experienced ridership decreases of 13.6% and 14.5%, respectively; Metra ridership was down 38.3%.



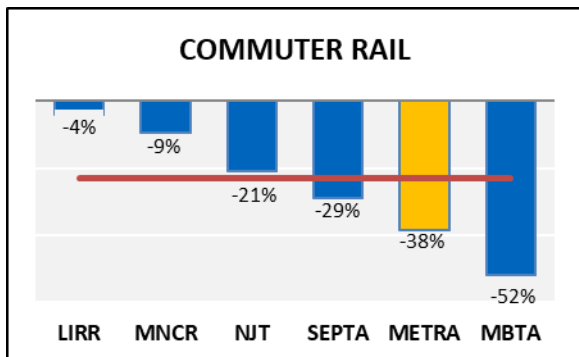
CTA bus peers include:

- METRO (Los Angeles)
- WMATA (Washington, DC)
- MBTA (Boston)
- NYCT (New York)
- SEPTA (Philadelphia)
- Peer average: -5.1%



CTA rail peers include:

- NYCT (New York City)
- MBTA (Boston)
- MARTA (Atlanta)
- SEPTA (Philadelphia)
- WMATA (Washington, DC)
- Peer average: -15.8%



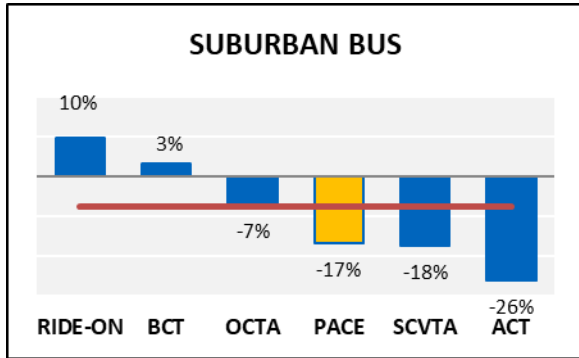
Metra's peers include:

- LIRR (Long Island, New York)
- MNCR (New York/Connecticut)
- NJT (New Jersey/New York)
- SEPTA (Philadelphia)
- MBTA (Boston)
- Peer average: -23.0%



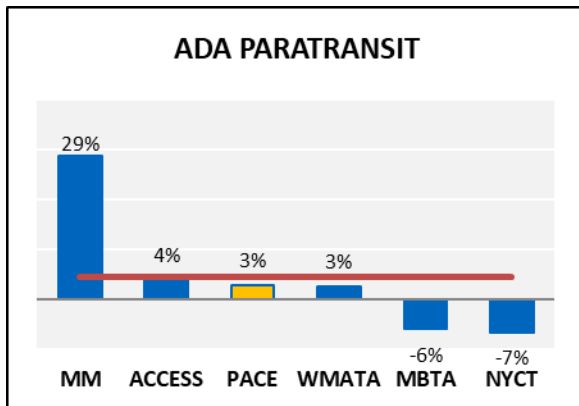
## Ridership: Peer Comparison for Pace

Pace bus ridership was 16.8% lower compared to 2020; ADA Paratransit ridership increased 2.8%.



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: -7.6%



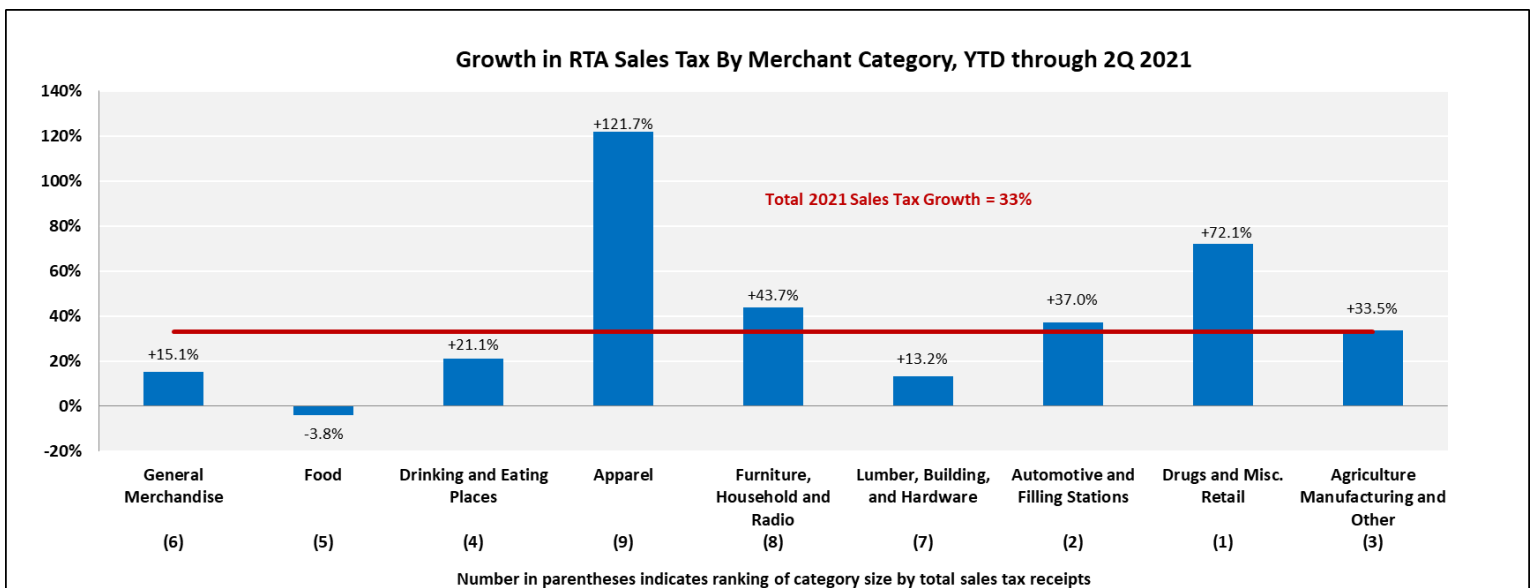
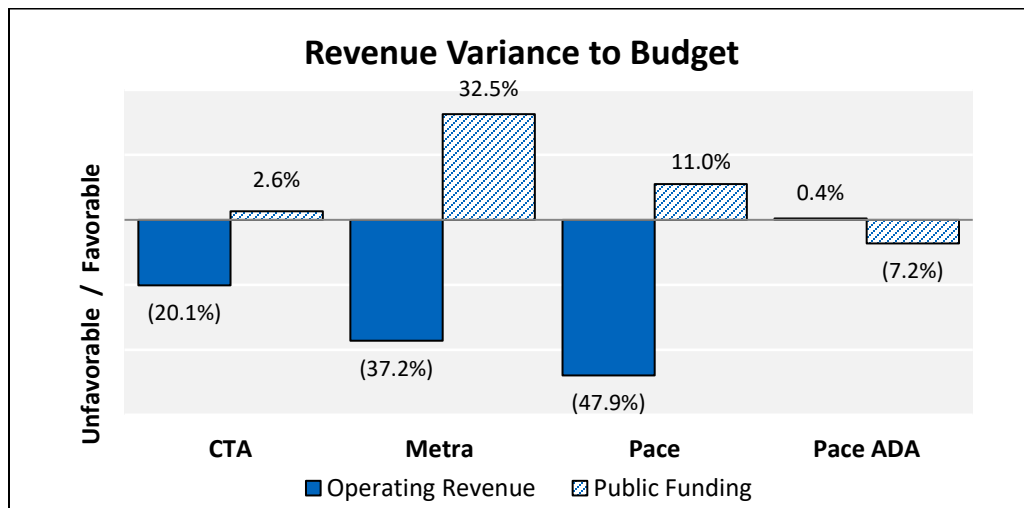
ADA Paratransit peers include:

- MM (Minneapolis)
- WMATA (Washington, DC)
- ACCESS (Los Angeles)
- NYCT (New York City)
- MBTA (Boston)
- Peer average: +4.5%

## Operating Revenue and Public Funding

At the regional level, operating revenue was \$254.3 million, or 27.4%, unfavorable to budget through September solely due the constraint on relief funding drawdowns for fare revenue replacement. This in turn is continuing to impact recovery ratios.

RTA sales tax receipts continue to far exceed our expectations. Indications are that August sales tax receipts will surpass budget by 29%, contributing to an overall favorable public funding variance of \$103.8 million, or 8.6%, on a year-to-date basis. The 7.2% unfavorable funding variance for ADA Paratransit is due to lower than anticipated CRRSAA requisitions, which are expected to catch up to budget as we move forward. As seen in the chart for the second quarter of 2021, the latest available, every category except Food saw growth compared to the second quarter of 2020, producing a total increase of 33.1%.



## Expenses

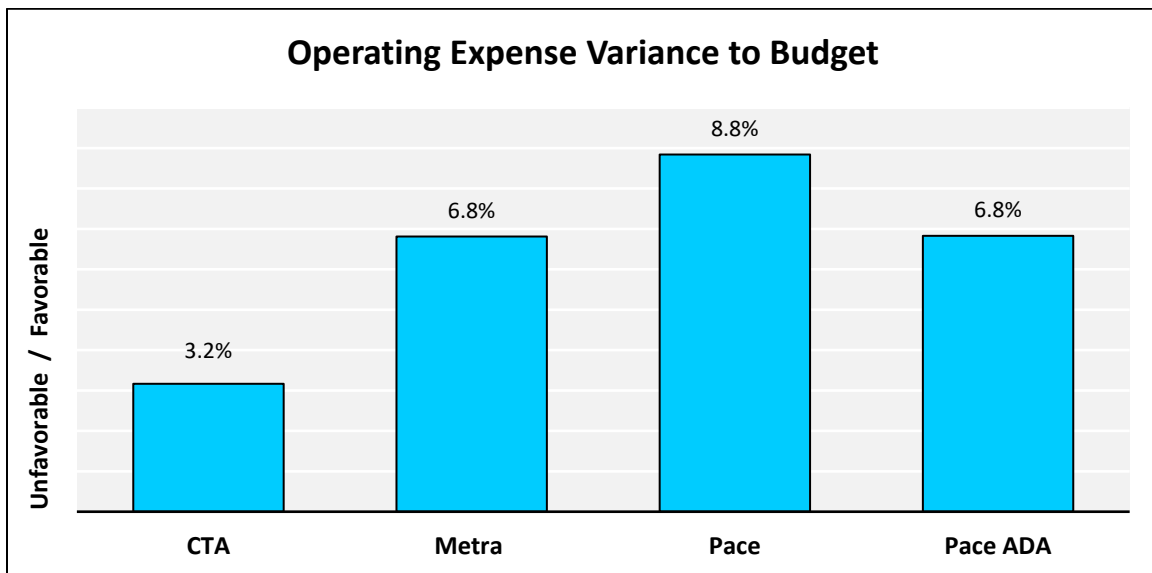
Total Service Board operating expenses of \$2.033 billion were \$104.6 million or 4.9% favorable to budget through September. Fuel expenses were favorable across all Service Boards except Pace, for a total positive budget variance of \$9.6 million.

CTA’s total expenses were \$38.8 million, or 3.2%, favorable to budget with savings generated from each expense category except Materials, which was slightly unfavorable.

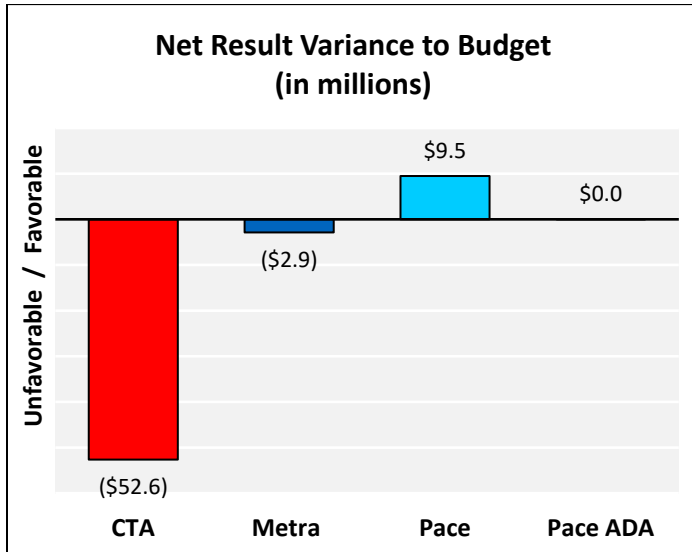
Metra’s actual expense results have improved to \$39.9 million favorable to budget as Metra has continued to control operating costs well. All expense categories were favorable to budget except for the Engineering department related to bad weather in the first quarter.

Pace Suburban Service reported favorable results in each expense category except fuel, producing an overall result which was \$16.0 million, or 8.8%, favorable to their adopted budget through the third quarter.

Pace ADA Paratransit total expenses were \$9.9 million, or 6.8%, favorable to budget through September. All expense categories were favorable to the amended budget, but recovering ridership is expected to increase ADA costs moving forward.

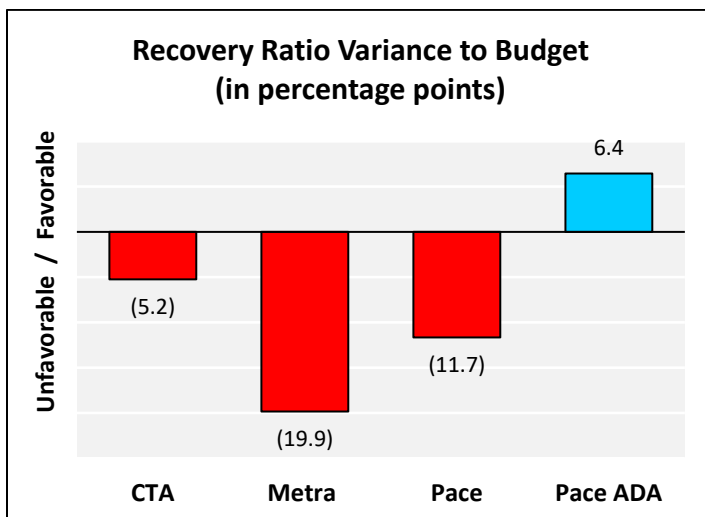


## Net Results



The regional net result through the third quarter was \$46.0 million unfavorable to budget. Metra’s net result was \$2.9 million unfavorable to budget, while Pace Suburban Service reported a favorable net result of \$9.5 million. ADA Paratransit finished the third quarter flat to budget, while CTA’s net result was \$52.6 million unfavorable to budget due to unfavorable operating revenue combined with lower federal relief funding drawdowns against public funding shortfalls.

## Recovery Ratios



Through September, the Service Boards included a total of \$330.9 million of federal relief funding in operating revenue, almost \$260 million less than budgeted. With that relief funding included, the regional recovery ratio was 43.7%, now 10.0 percentage points below budget. Unlike the mainline Service Boards, ADA Paratransit funding from sales tax is a fixed, budgeted amount for the year. Thus, the ongoing sales tax surge above budget does not increase Pace ADA Paratransit’s funding and, therefore, does not limit the amount of federal relief funding that Pace can draw down, resulting in a favorable recovery ratio variance.

## 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, Q3 2021 year-to-date performance is compared to Q3 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.

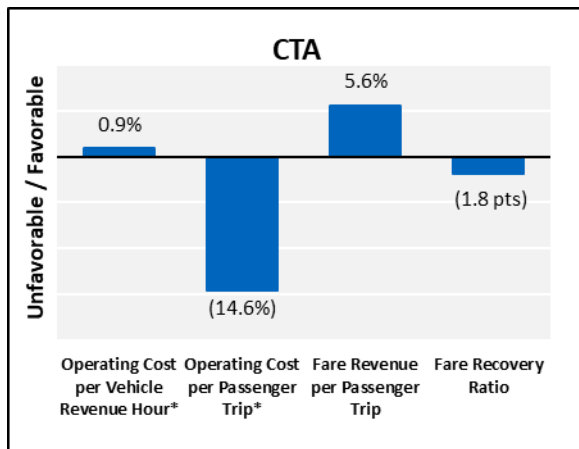
**Operating cost per passenger trip:** The cost of providing each individual passenger trip. Operating costs have been adjusted for inflation for this metric.

**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.

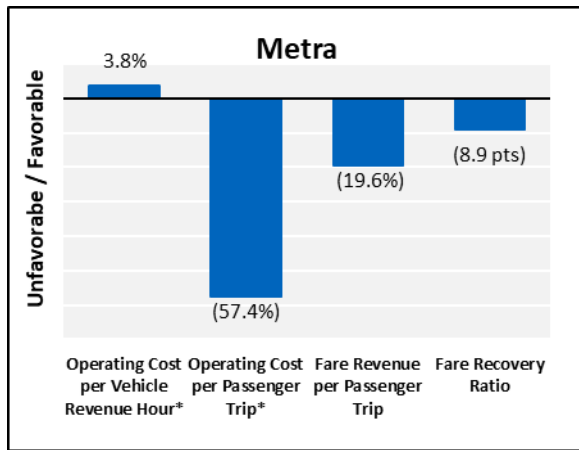
The following charts show the net percentage change for 2021 compared to 2020; bars below the line indicate unfavorable performance.

### CTA Q3 YTD Performance Results



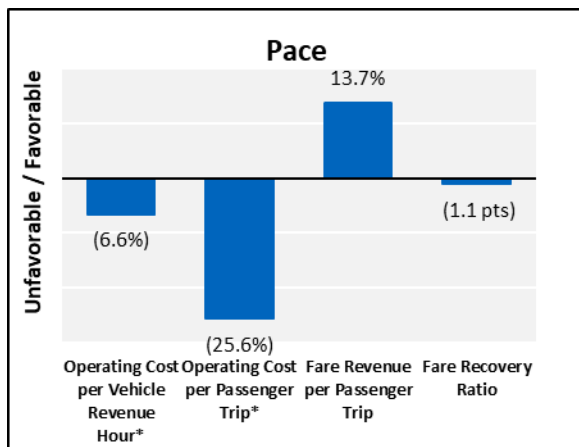
- CTA’s inflation-adjusted operating cost was 1.4% lower compared to 2020; a 0.5% decrease in vehicle revenue hours resulted in an operating cost per vehicle hour that was 0.9% favorable to 2020 results, a difference of \$1.50.
- CTA ridership through Q3 2021 was 14% lower compared to 2020, resulting in an operating cost per passenger trip of \$8.25, an unfavorable difference of \$1.05.
- CTA year-to-date fare revenue was 9.1% lower compared to 2020. The average fare of \$1.23 was \$0.07, or 5.6% higher compared to 2020.
- The CTA unadjusted fare recovery ratio of 14.4% was 1.8 percentage points lower compared to 2020.

**Metra Q3 YTD Performance Results**



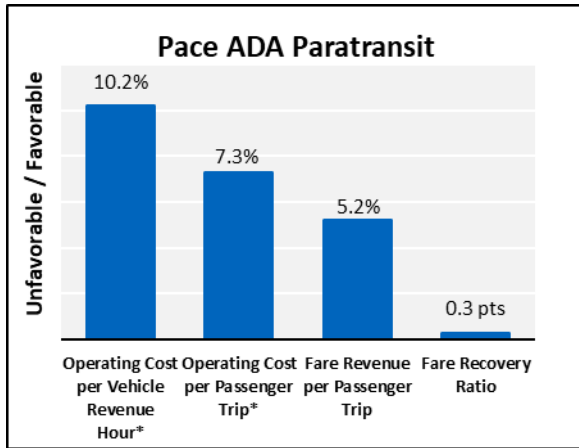
- Metra’s inflation-adjusted operating cost was 2.9% lower compared to 2020; a 0.9% increase in vehicle revenue hours resulted in an operating cost per vehicle hour that was 3.8% favorable to 2020 results, a difference of \$26.03.
- Metra ridership through Q3 2021 was 38.3% lower compared to 2020, resulting in an operating cost per passenger trip of \$56.54, an unfavorable difference of \$20.63.
- Metra year-to-date fare revenue was 50.4% lower compared to 2020. The average fare of \$5.09 was \$1.24, or 19.6% lower compared to 2020.
- The Metra unadjusted fare recovery ratio of 8.7% was 8.9 percentage points lower compared to 2020.

**Pace Q3 YTD Performance Results**



- Pace’s inflation-adjusted operating cost was 3.8% higher compared to 2020; a 2.6% decrease in vehicle revenue hours resulted in an operating cost per vehicle hour that was 6.6% unfavorable to 2020 results, a difference of \$7.09.
- Pace ridership through Q3 2021 was 17.3% lower compared to 2020, resulting in an operating cost per passenger trip of \$16.68, an unfavorable difference of \$3.40.
- Pace year-to-date fare revenue was 6.0% lower compared to 2020. The average fare of \$1.25 was \$0.15, or 13.7% higher compared to 2020.
- The Pace unadjusted fare recovery ratio of 7.3% was 1.1 percentage points lower compared to 2020.

**Pace ADA Paratransit Q3 YTD Performance Results**



- ADA Paratransit’s inflation-adjusted operating cost was 4.7% lower compared to 2020; a 6.1% increase in vehicle revenue hours resulted in an operating cost per vehicle hour that was 10.2% favorable to 2020 results, a difference of \$12.78.
- ADA Paratransit ridership through Q3 2021 was 2.8% higher compared to 2020, resulting in an operating cost per passenger trip of \$76.73, a favorable difference of \$6.02.
- ADA Paratransit year-to-date fare revenue was 8.1% higher compared to 2020. The average fare of \$2.76 was \$0.14, or 5.2% higher compared to 2020.
- The ADA Paratransit fare recovery ratio of 3.5% was 0.3 percentage points higher compared to 2020.

# Region Summary Report - 3rd Quarter 2021

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	3rd Quarter 2021				YTD 2021				3rd Quarter 2020			YTD 2020		
	Actual	Budget	Variance		Actual	Budget	Variance		Change			Change		
			Unit	%			Unit	%	Actual	Unit	%	Actual	Unit	%
<b>Operating Revenues</b>														
CTA	\$110.3	\$184.8	(\$74.4)	(40.3%)	\$434.0	\$543.4	(\$109.4)	(20.1%)	\$173.0	(\$62.7)	(36.2%)	\$499.8	(\$65.9)	(13.2%)
Metra	\$43.9	\$114.7	(\$70.8)	(61.7%)	\$210.0	\$334.2	(\$124.2)	(37.2%)	\$87.3	(\$43.4)	(49.7%)	\$270.5	(\$60.5)	(22.4%)
Pace	-\$6.0	\$14.9	(\$20.9)	(139.9%)	\$22.6	\$43.4	(\$20.8)	(47.9%)	\$15.3	(\$21.3)	(138.9%)	\$39.4	(\$16.8)	(42.7%)
Pace ADA	<u>\$5.2</u>	<u>\$2.7</u>	<u>\$2.5</u>	<u>92.8%</u>	<u>\$8.2</u>	<u>\$8.2</u>	<u>\$0.0</u>	<u>0.4%</u>	<u>\$0.7</u>	<u>\$4.6</u>	<u>683.4%</u>	<u>\$5.0</u>	<u>\$3.2</u>	<u>64.7%</u>
<b>Total</b>	<b>\$153.5</b>	<b>\$317.1</b>	<b>(\$163.6)</b>	<b>(51.6%)</b>	<b>\$674.8</b>	<b>\$929.1</b>	<b>(\$254.3)</b>	<b>(27.4%)</b>	<b>\$276.3</b>	<b>\$122.7</b>	<b>44.4%</b>	<b>\$814.7</b>	<b>(\$139.9)</b>	<b>(17.2%)</b>
<b>Public Funding (1)</b>														
CTA	\$240.2	\$225.6	\$14.6	6.5%	\$700.8	\$682.8	\$17.9	2.6%	\$175.3	\$64.9	37.0%	\$622.6	\$78.1	12.5%
Metra	\$107.0	\$93.5	\$13.5	14.4%	\$331.9	\$250.4	\$81.5	32.5%	\$77.8	\$29.2	37.5%	\$294.8	\$37.1	12.6%
Pace	\$50.9	\$51.8	(\$0.9)	(1.8%)	\$144.2	\$129.9	\$14.3	11.0%	\$37.1	\$13.8	37.2%	\$123.2	\$21.0	17.0%
Pace ADA	<u>\$44.2</u>	<u>\$45.6</u>	<u>(\$1.5)</u>	<u>(3.2%)</u>	<u>\$127.0</u>	<u>\$136.9</u>	<u>(\$9.9)</u>	<u>(7.2%)</u>	<u>\$23.1</u>	<u>\$21.1</u>	<u>91.4%</u>	<u>\$106.3</u>	<u>\$20.7</u>	<u>19.5%</u>
<b>Total</b>	<b>\$442.3</b>	<b>\$416.6</b>	<b>\$25.7</b>	<b>6.2%</b>	<b>\$1,303.9</b>	<b>\$1,200.1</b>	<b>\$103.8</b>	<b>8.6%</b>	<b>\$313.2</b>	<b>(\$129.0)</b>	<b>(41.2%)</b>	<b>\$1,147.0</b>	<b>\$156.9</b>	<b>13.7%</b>
<b>Operating Expenses</b>														
CTA	\$392.7	\$410.4	\$17.7	4.3%	\$1,187.4	\$1,226.2	\$38.8	3.2%	\$380.5	(\$12.2)	(3.2%)	\$1,162.3	(\$25.1)	(2.2%)
Metra	\$181.7	\$210.1	\$28.4	13.5%	\$545.4	\$585.3	\$39.9	6.8%	\$169.5	(\$12.2)	(7.2%)	\$542.0	(\$3.3)	(0.6%)
Pace	\$56.3	\$60.8	\$4.6	7.5%	\$164.6	\$180.5	\$16.0	8.8%	\$49.9	(\$6.3)	(12.6%)	\$152.9	(\$11.6)	(7.6%)
Pace ADA	<u>\$45.8</u>	<u>\$48.5</u>	<u>\$2.7</u>	<u>5.5%</u>	<u>\$135.3</u>	<u>\$145.2</u>	<u>\$9.9</u>	<u>6.8%</u>	<u>\$42.9</u>	<u>(\$2.9)</u>	<u>(6.8%)</u>	<u>\$137.0</u>	<u>\$1.7</u>	<u>1.2%</u>
<b>Total</b>	<b>\$676.5</b>	<b>\$729.8</b>	<b>\$53.3</b>	<b>7.3%</b>	<b>\$2,032.6</b>	<b>\$2,137.2</b>	<b>\$104.6</b>	<b>4.9%</b>	<b>\$642.9</b>	<b>(\$33.6)</b>	<b>(5.2%)</b>	<b>\$1,994.2</b>	<b>(\$38.4)</b>	<b>(1.9%)</b>
<b>Net Results</b>														
CTA	(\$42.2)	\$0.0	(\$42.2)		(\$52.6)	\$0.0	(\$52.6)		(\$32.2)	(\$10.0)		(\$39.8)	(\$12.9)	
Metra	(\$30.8)	(\$1.9)	(\$29.0)		(\$3.5)	(\$0.6)	(\$2.9)		(\$4.5)	(\$26.4)		\$23.2	(\$26.7)	
Pace	(\$11.3)	\$5.9	(\$17.2)		\$2.2	(\$7.3)	\$9.5		\$2.4	(\$13.8)		\$9.7	(\$7.5)	
Pace ADA	<u>\$3.6</u>	<u>(\$0.1)</u>	<u>\$3.7</u>		<u>(\$0.0)</u>	<u>(\$0.0)</u>	<u>\$0.0</u>		<u>(\$19.2)</u>	<u>\$22.8</u>		<u>(\$25.7)</u>	<u>\$25.7</u>	
<b>Total</b>	<b>(\$80.7)</b>	<b>\$3.9</b>	<b>(\$84.6)</b>		<b>(\$53.9)</b>	<b>(\$8.0)</b>	<b>(\$46.0)</b>		<b>(\$53.4)</b>	<b>(\$27.3)</b>		<b>(\$32.5)</b>	<b>(\$21.4)</b>	
<b>Operating Deficit</b>														
CTA	\$282.4	\$225.6	(\$56.7)	(25.1%)	\$753.4	\$682.8	(\$70.6)	(10.34%)	\$207.5	(74.9)	(36.1%)	\$662.4	(\$91.0)	(13.7%)
Metra	\$137.8	\$95.4	(\$42.4)	(44.5%)	\$335.4	\$251.1	(\$84.3)	(33.6%)	\$82.3	(55.5)	(67.5%)	\$271.6	(63.8)	(23.5%)
Pace	\$62.2	\$45.9	(\$16.3)	(35.5%)	\$142.0	\$137.2	(\$4.8)	(3.5%)	\$34.6	(27.6)	(79.6%)	\$113.5	(28.5)	(25.1%)
Pace ADA	<u>\$40.6</u>	<u>\$45.8</u>	<u>\$5.2</u>	<u>11.3%</u>	<u>\$127.0</u>	<u>\$137.0</u>	<u>\$9.9</u>	<u>7.3%</u>	<u>\$42.3</u>	<u>1.7</u>	<u>3.9%</u>	<u>\$132.0</u>	<u>4.9</u>	<u>3.7%</u>
<b>Total</b>	<b>\$523.0</b>	<b>\$412.7</b>	<b>(\$110.3)</b>	<b>(26.7%)</b>	<b>\$1,357.8</b>	<b>\$1,208.0</b>	<b>(\$149.8)</b>	<b>(12.4%)</b>	<b>\$366.7</b>	<b>(\$156.3)</b>	<b>(42.6%)</b>	<b>\$1,179.5</b>	<b>(\$178.3)</b>	<b>(15.1%)</b>
<b>Recovery Ratio</b>														
CTA	40.1%	54.8%	(14.8) pts		49.8%	55.1%	(5.2) pts		56.4%	(16.4) pts		53.0%	(3.2) pts	
Metra	26.5%	59.1%	(32.6) pts		42.1%	61.9%	(19.8) pts		55.6%	(29.1) pts		53.8%	(11.7) pts	
Pace	-8.0%	30.8%	(38.8) pts		18.7%	30.4%	(11.7) pts		39.0%	(47.0) pts		32.8%	(14.1) pts	
Pace ADA	<u>34.4%</u>	<u>9.9%</u>	<u>24.5 pts</u>		<u>16.4%</u>	<u>10.0%</u>	<u>6.4 pts</u>		<u>-13.8%</u>	<u>48.2 pts</u>		<u>8.9%</u>	<u>7.5 pts</u>	
<b>System</b>	<b>30.9%</b>	<b>52.7%</b>	<b>(21.8) pts</b>		<b>43.7%</b>	<b>53.6%</b>	<b>(10.0) pts</b>		<b>53.6%</b>	<b>(22.6) pts</b>		<b>50.4%</b>	<b>(6.7) pts</b>	
<b>Ridership</b>														
CTA	58.7	58.4	0.2	0.4%	138.9	134.2	4.7	3.5%	38.8	19.8	51.1%	161.4	(22.5)	(14.0%)
Metra(2)	4.7	4.2	0.5	12.7%	9.3	8.7	0.6	6.6%	1.9	2.9	155.6%	16.9	(7.6)	(45.0%)
Pace	4.9	4.5	0.4	8.5%	10.8	11.6	(0.8)	(7.3%)	3.2	1.7	51.2%	11.5	(0.8)	(6.6%)
Pace ADA	<u>1.1</u>	<u>0.8</u>	<u>0.3</u>	<u>40.2%</u>	<u>2.5</u>	<u>2.3</u>	<u>0.2</u>	<u>8.8%</u>	<u>0.6</u>	<u>0.5</u>	<u>79.7%</u>	<u>1.9</u>	<u>0.6</u>	<u>32.7%</u>
<b>Total</b>	<b>69.4</b>	<b>67.9</b>	<b>1.4</b>	<b>2.1%</b>	<b>161.5</b>	<b>156.9</b>	<b>4.6</b>	<b>3.0%</b>	<b>44.5</b>	<b>24.9</b>	<b>55.9%</b>	<b>191.8</b>	<b>(30.3)</b>	<b>(15.8%)</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: 3rd Quarter 2021

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	3rd Quarter 2021				YTD 2021				3rd Quarter 2020			YTD 2020		
	Actual	Budget	Change Unit	%	Actual	Budget	Change Unit	%	Actual	Unit	%	Actual	Unit	%
<b>Operating Revenue</b>														
Farebox	\$72.2	\$75.3	(\$3.1)	(4.1%)	\$171.2	\$175.2	(\$4.0)	(2.3%)	\$46.3	\$25.9	56.0%	\$188.3	(\$17.1)	(9.1%)
Reduced Fare	\$3.7	\$3.7	0.0	1.0%	\$11.0	\$11.0	0.0	0.3%	\$3.7	0.0	1.0%	\$11.2	(0.2)	(1.7%)
Other	\$17.1	\$15.5	1.6	10.5%	\$40.3	\$41.0	(0.8)	(1.8%)	\$14.9	2.2	15.0%	\$48.4	(8.2)	(16.9%)
CARES Act Funding - Fare Revenue Replacement	\$17.3	\$0.0	17.3	0.0%	\$211.5	\$210.5	1.0	0.5%	\$108.2	(90.9)	(84.0%)	\$0.0	211.5	0.0%
Additional Relief Funding or Budget Balancing Acti	<u>\$0.0</u>	<u>\$90.3</u>	<u>(90.3)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>\$105.7</u>	<u>(105.7)</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>\$110.3</b>	<b>\$184.8</b>	<b>(\$74.4)</b>	<b>(40.3%)</b>	<b>\$434.0</b>	<b>\$543.4</b>	<b>(\$109.4)</b>	<b>(20.1%)</b>	<b>\$173.0</b>	<b>(\$62.7)</b>	<b>(36.2%)</b>	<b>\$247.9</b>	<b>\$186.0</b>	<b>75.0%</b>
<b>Public Funding</b>														
Sales Tax I	\$99.9	\$93.6	\$6.2	6.7%	\$303.1	\$254.6	\$48.5	19.0%	\$89.2	\$10.7	11.9%	\$245.5	\$57.6	23.5%
Sales Tax II	\$10.4	\$7.6	2.8	36.6%	\$36.3	\$13.6	22.8	168.1%	\$17.8	(7.5)	(41.9%)	\$33.2	3.2	9.6%
PTF II	\$22.2	\$15.8	6.4	40.2%	\$56.1	\$45.3	10.9	24.0%	\$14.2	8.0	56.6%	\$47.0	9.2	19.5%
25% PTF on RETT	\$5.7	\$3.3	2.4	74.7%	\$12.4	\$8.1	4.3	52.7%	\$3.2	2.4	75.5%	\$8.9	3.5	38.9%
City of Chicago RETT	\$18.8	\$14.1	4.7	33.2%	\$51.5	\$34.0	17.5	51.6%	\$15.2	3.7	24.2%	\$36.4	15.1	41.6%
Non-Statutory Funding - PTF I	\$71.2	\$51.7	19.5	37.7%	\$181.7	\$147.8	33.9	22.9%	\$46.0	25.2	54.8%	\$153.5	28.2	18.4%
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	\$1.5	0.1	7.7%	\$5.0	\$4.0	0.9	23.7%	\$1.5	0.1	5.1%	\$4.1	0.9	21.4%
CARES Act Funding - Public Funding Replacement	\$10.5	\$0.0	10.5	0.0%	\$54.6	\$123.3	(68.7)	(55.7%)	(\$11.9)	22.4	(188.5%)	\$93.2	(38.6)	(41.4%)
CRRSAA Funding - Public Funding Replacement	<u>\$0.0</u>	<u>\$38.0</u>	<u>(38.0)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>\$52.1</u>	<u>(52.1)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>0.0</u>	<u>0.0%</u>
<b>Total Public Funding</b>	<b>\$240.2</b>	<b>\$225.6</b>	<b>14.6</b>	<b>6.5%</b>	<b>\$700.8</b>	<b>\$682.8</b>	<b>\$17.9</b>	<b>2.6%</b>	<b>\$175.3</b>	<b>\$64.9</b>	<b>37.0%</b>	<b>\$622.6</b>	<b>\$78.1</b>	<b>12.5%</b>
<b>Total Revenues</b>	<b>\$350.6</b>	<b>\$410.4</b>	<b>(\$59.8)</b>	<b>(14.6%)</b>	<b>\$1,134.7</b>	<b>\$1,226.2</b>	<b>(\$91.5)</b>	<b>(7.5%)</b>	<b>\$348.3</b>	<b>\$2.3</b>	<b>0.6%</b>	<b>\$870.6</b>	<b>\$264.2</b>	<b>30.3%</b>
<b>Expense</b>														
Labor	\$291.7	\$295.5	\$3.8	1.3%	\$860.5	\$870.8	\$10.3	1.2%	\$283.7	(\$8.0)	(2.8%)	\$852.5	(\$8.0)	(0.9%)
Material	\$24.2	\$22.3	(\$1.9)	(8.3%)	\$68.3	\$66.2	(\$2.1)	(3.2%)	\$19.0	(5.2)	(27.5%)	\$57.7	(10.5)	(18.2%)
Fuel	\$7.7	\$9.5	\$1.7	18.4%	\$23.3	\$26.8	\$3.6	13.3%	\$9.1	1.4	15.0%	\$27.9	4.6	16.6%
Power	\$6.3	\$8.0	\$1.7	21.3%	\$19.2	\$22.3	\$3.1	13.8%	\$6.0	(0.3)	(4.5%)	\$18.8	(0.5)	(2.5%)
I&D	\$7.9	\$7.9	\$0.0	0.0%	\$23.8	\$23.8	\$0.0	0.0%	\$5.5	(2.4)	(44.0%)	\$16.5	(7.3)	(44.0%)
Passenger Security	\$3.7	\$5.0	\$1.4	26.9%	\$12.0	\$14.3	\$2.3	16.2%	\$5.0	1.3	26.0%	\$15.0	3.0	20.2%
All Other	<u>\$51.2</u>	<u>\$62.2</u>	<u>\$11.0</u>	<u>17.7%</u>	<u>\$180.4</u>	<u>\$202.0</u>	<u>\$21.6</u>	<u>10.7%</u>	<u>\$52.3</u>	<u>1.1</u>	<u>2.1%</u>	<u>\$173.9</u>	<u>(6.5)</u>	<u>(3.8%)</u>
<b>Total Expense</b>	<b>\$392.7</b>	<b>\$410.4</b>	<b>\$17.7</b>	<b>4.3%</b>	<b>\$1,187.4</b>	<b>\$1,226.2</b>	<b>\$38.8</b>	<b>3.2%</b>	<b>\$380.5</b>	<b>(\$12.2)</b>	<b>(3.2%)</b>	<b>\$1,162.3</b>	<b>(\$25.1)</b>	<b>(2.2%)</b>
<b>Net Results</b>	<b>(\$42.2)</b>	<b>\$0.0</b>	<b>(\$42.2)</b>		<b>(\$52.6)</b>	<b>\$0.0</b>	<b>(\$52.6)</b>		<b>(\$32.2)</b>	<b>(\$10.0)</b>		<b>(\$291.7)</b>	<b>\$239.0</b>	
<b>Operating Deficit</b>	<b>\$282.4</b>	<b>\$225.6</b>	<b>(\$56.7)</b>	<b>(25.1%)</b>	<b>\$753.4</b>	<b>\$682.8</b>	<b>(\$70.6)</b>	<b>(10.3%)</b>	<b>\$207.5</b>	<b>(\$74.9)</b>	<b>(36.1%)</b>	<b>\$914.3</b>	<b>\$160.9</b>	<b>17.6%</b>
<b>Recovery Ratio</b>	<b>40.1%</b>	<b>54.8%</b>	<b>(14.8) pts</b>		<b>49.8%</b>	<b>55.1%</b>	<b>(5.2) pts</b>		<b>56.4%</b>	<b>(16.4) pts</b>		<b>53.0%</b>	<b>(3.2) pts</b>	
<b>Total Ridership</b>	<b>58.7</b>	<b>58.4</b>	<b>0.2</b>	<b>0.4%</b>	<b>138.9</b>	<b>134.2</b>	<b>4.7</b>	<b>3.5%</b>	<b>38.8</b>	<b>19.8</b>	<b>51.1%</b>	<b>161.4</b>	<b>(22.5)</b>	<b>(14.0%)</b>
<i>Average Fare</i>	\$1.23	\$1.29	(\$0.06)	(4.4%)	\$1.23	\$1.31	(\$0.07)	(5.6%)	\$1.19	0.04	0.03	1.17	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: 3rd Quarter 2021

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	3rd Quarter 2021				YTD 2021				3rd Quarter 2020			YTD 2020		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Unit	%	Actual	Unit	%
			Unit	%			Unit	%						Change
<b>Operating Revenue</b>														
Farebox	\$25.9	\$18.9	\$7.0	37.0%	\$47.4	\$51.2	(\$3.8)	(7.4%)	\$8.6	\$17.3	202.5%	\$95.5	(\$48.2)	(50.4%)
Reduced Fare	\$0.4	\$0.4	\$0.0	0.0%	\$1.2	\$1.2	\$0.0	0.0%	\$0.4	\$0.0	0.0%	\$1.2	(\$0.0)	(0.0%)
Other	\$13.4	\$8.5	\$4.9	57.5%	\$45.5	\$24.5	\$21.0	85.6%	\$8.8	\$4.6	51.9%	\$29.3	\$16.2	55.5%
CARES Act Funding - Fare Revenue Replacement	\$4.2	\$86.9	(\$82.7)	(95.1%)	\$115.9	\$257.3	(\$141.4)	(55.0%)	\$0.0	\$4.2	0	\$0.0	\$115.9	0
<b>Total Operating Revenue</b>	<b>\$43.9</b>	<b>\$114.7</b>	<b>(\$70.8)</b>	<b>(61.7%)</b>	<b>\$210.0</b>	<b>\$334.2</b>	<b>(\$124.2)</b>	<b>(37.2%)</b>	<b>\$17.8</b>	<b>\$26.1</b>	<b>147.1%</b>	<b>\$126.0</b>	<b>\$84.0</b>	<b>66.6%</b>
<b>Public Funding</b>														
Sales Tax I	\$79.9	\$73.8	\$6.0	8.2%	\$254.9	\$200.8	\$54.1	27.0%	\$80.3	(\$0.4)	(0.5%)	\$214.3	\$40.7	19.0%
Sales Tax II	\$8.4	\$6.2	\$2.3	36.6%	\$29.5	\$11.0	\$18.5	168.1%	\$14.5	(\$6.1)	(41.9%)	\$26.9	\$2.6	9.6%
PTF II	\$18.1	\$12.9	\$5.2	40.2%	\$45.6	\$36.8	\$8.8	24.0%	\$11.5	\$6.5	56.6%	\$38.2	\$7.4	19.5%
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%	\$1.9	\$1.9	\$0.0	0.0%	\$0.0	\$0.6	0	\$0.0	\$1.9	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	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	0	\$0.0	\$0.0	0.0%
<b>Total Public Funding</b>	<b>\$107.0</b>	<b>\$93.5</b>	<b>\$13.5</b>	<b>14.4%</b>	<b>\$331.9</b>	<b>\$250.4</b>	<b>\$81.5</b>	<b>32.5%</b>	<b>\$106.3</b>	<b>\$0.6</b>	<b>0.6%</b>	<b>\$294.8</b>	<b>\$37.1</b>	<b>12.6%</b>
<b>Total Revenues</b>	<b>\$150.9</b>	<b>\$208.2</b>	<b>(\$57.3)</b>	<b>(27.5%)</b>	<b>\$541.9</b>	<b>\$584.6</b>	<b>(\$42.7)</b>	<b>(7.3%)</b>	<b>\$124.1</b>	<b>\$26.8</b>	<b>21.6%</b>	<b>\$565.3</b>	<b>(\$23.4)</b>	<b>(4.1%)</b>
<b>Expenses</b>														
Transportation	\$61.5	\$74.4	\$12.9	17.4%	\$178.7	\$200.1	\$21.3	10.7%	\$59.7	(\$1.7)	(2.9%)	\$196.2	\$17.4	8.9%
Maintenance of Way (Engineering)	\$42.0	\$39.2	(\$2.8)	(7.2%)	\$126.3	\$117.1	(\$9.1)	(7.8%)	\$34.2	(\$7.8)	(22.7%)	\$109.3	(\$17.0)	(15.5%)
Maintenance of Equipment (Mechanical)	\$43.5	\$47.2	\$3.7	7.9%	\$129.5	\$132.0	\$2.6	1.9%	\$40.2	(\$3.2)	(8.0%)	\$124.9	\$4.6	3.7%
Claims & Insurance	\$2.0	\$5.6	\$3.7	65.1%	\$12.8	\$15.7	\$2.9	18.7%	\$5.5	\$3.6	64.4%	\$13.5	\$0.8	5.7%
Administration	\$20.1	\$27.8	\$7.7	27.7%	\$63.7	\$79.4	\$15.7	19.8%	\$19.3	(\$0.8)	(4.2%)	\$63.7	(\$0.1)	(0.1%)
Diesel Fuel	\$12.1	\$14.9	\$2.8	19.0%	\$31.8	\$37.9	\$6.2	16.2%	\$9.7	(\$2.3)	(23.8%)	\$32.1	\$0.3	0.8%
Electricity	\$0.7	\$1.0	\$0.3	31.8%	\$2.6	\$2.9	\$0.3	10.5%	\$0.8	\$0.1	12.2%	\$2.4	(\$0.2)	(8.6%)
<b>Total Expense</b>	<b>\$181.7</b>	<b>\$210.1</b>	<b>\$28.4</b>	<b>13.5%</b>	<b>\$545.4</b>	<b>\$585.3</b>	<b>\$39.9</b>	<b>6.8%</b>	<b>\$169.5</b>	<b>(\$12.2)</b>	<b>(7.2%)</b>	<b>\$542.0</b>	<b>(\$3.3)</b>	<b>(0.6%)</b>
<b>Operating Deficit</b>	<b>\$137.8</b>	<b>\$95.4</b>	<b>(\$42.4)</b>	<b>(44.5%)</b>	<b>\$335.4</b>	<b>\$251.1</b>	<b>(\$84.3)</b>	<b>(33.6%)</b>	<b>\$151.8</b>	<b>\$14.0</b>	<b>9.2%</b>	<b>\$416.0</b>	<b>\$80.6</b>	<b>19.4%</b>
<b>Net Results</b>	<b>(\$30.8)</b>	<b>(\$1.9)</b>	<b>(\$29.0)</b>		<b>(\$3.5)</b>	<b>(\$0.6)</b>	<b>(\$2.9)</b>		<b>(\$45.4)</b>	<b>\$14.6</b>		<b>\$23.2</b>	<b>(\$26.7)</b>	
<b>Recovery Ratio</b>	<b>26.5%</b>	<b>59.1%</b>	<b>(32.6) pts</b>		<b>42.1%</b>	<b>62.0%</b>	<b>(19.9) pts</b>		<b>55.6%</b>	<b>(29.1)</b>	<b>pts</b>	<b>53.8%</b>	<b>(11.7) pts</b>	
<b>Ridership</b>	<b>4.7</b>	<b>4.2</b>	<b>0.5</b>	<b>12.7%</b>	<b>9.3</b>	<b>8.7</b>	<b>0.6</b>	<b>6.6%</b>	<b>1.9</b>	<b>2.9</b>	<b>155.6%</b>	<b>16.9</b>	<b>(7.6)</b>	<b>(45.0%)</b>
Average Fare	\$5.47	\$4.50	\$0.97	21.6%	\$5.09	\$5.86	(\$0.77)	(13.2%)	\$4.62	\$0.85	18.4%	\$5.64	(\$0.55)	(9.8%)

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

# Pace Suburban Service Summary Report: 3rd Quarter 2021

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	3rd Quarter 2021				YTD 2021				3rd Quarter 2020			YTD 2020			
	Actual	Budget	Change		Actual	Budget	Change		Actual	Change		Actual	Change		
			Unit	%			Unit	%		Unit	%		Unit	%	
<b>Operating Revenue</b>															
Farebox	\$4.7	\$6.2	(\$1.5)	(24.3%)	\$11.9	\$17.4	(\$5.4)	(31.3%)	\$4.0	\$0.7	18.7%	\$12.7	(\$0.8)	(6.0%)	
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	\$0.4	\$0.3	\$0.2	54.1%	\$1.5	\$0.9	\$0.6	70.6%	\$0.3	\$0.1	46.6%	\$1.1	\$0.4	32.4%	
Investment/Other	\$2.5	\$3.5	(\$0.9)	(26.8%)	\$8.2	\$10.3	(\$2.2)	(21.0%)	\$2.0	\$0.5	27.0%	\$8.8	(\$0.6)	(6.7%)	
CARES Act Funding - Fare Revenue R	<u>(\$14.0)</u>	<u>\$4.6</u>	<u>(\$18.6)</u>	<u>(405.2%)</u>	<u>\$0.0</u>	<u>\$13.8</u>	<u>(\$13.8)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>(\$14.0)</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>	
<b>Total Operating Revenue</b>	<b>(\$6.0)</b>	<b>\$14.9</b>	<b>(\$20.9)</b>	<b>(139.9%)</b>	<b>\$22.6</b>	<b>\$43.4</b>	<b>(\$20.8)</b>	<b>(47.9%)</b>	<b>\$6.6</b>	<b>(\$12.6)</b>	<b>(189.9%)</b>	<b>\$23.6</b>	<b>(\$1.0)</b>	<b>(4.2%)</b>	
<b>Public Funding</b>															
Sales Tax I	\$25.3	\$23.4	\$1.9	8.2%	\$80.9	\$63.6	\$17.2	27.1%	\$25.5	(\$0.2)	(0.7%)	\$68.1	\$12.7	18.7%	
Sales Tax II	\$2.8	\$2.1	0.8	36.6%	\$9.8	\$3.7	6.2	168.1%	\$4.8	(2.0)	(41.9%)	\$9.0	0.9	9.6%	
PTF II	\$6.0	\$4.3	1.7	40.2%	\$15.2	\$12.3	2.9	24.0%	\$3.8	2.2	56.6%	\$12.7	2.5	19.5%	
SCMF	\$6.6	\$6.1	0.5	7.7%	\$20.7	\$16.7	4.0	23.7%	\$6.3	0.3	5.1%	\$17.0	3.6	21.4%	
SSJA	\$7.5	\$7.5	0.0	0.0%	\$7.5	\$7.5	0.0	0.0%	\$0.0	7.5	0.0%	\$0.0	7.5	0.0%	
Non-Statutory Funding - PTF I	\$1.5	\$1.1	0.4	37.7%	\$3.7	\$3.0	0.7	22.9%	\$0.9	0.5	54.8%	\$3.1	0.6	18.4%	
Non-Statutory Funding - ST I	\$0.0	\$0.0	0.0	0.0%	\$0.0	\$0.0	0.0	0.0%	\$0.0	0.0	0.0%	\$0.2	(0.2)	(100.0%)	
ICE Funding	\$0.0	\$0.0	0.0	0.0%	\$0.0	\$0.0	0.0	0.0%	\$0.4	(0.4)	(100.0%)	\$1.1	(1.1)	(100.0%)	
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	\$1.6	\$1.6	(0.0)	(0.9%)	\$5.2	\$4.5	0.7	14.8%	(\$7.1)	8.7	(122.3%)	\$5.5	(0.4)	(6.7%)	
CARES Act Funding - Public Funding I	<u>(\$0.4)</u>	<u>\$5.8</u>	<u>(6.2)</u>	<u>(107.1%)</u>	<u>\$0.0</u>	<u>\$17.4</u>	<u>(17.4)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>(0.4)</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>0.0</u>	<u>0.0%</u>	
<b>Total Public Funding</b>	<b>\$50.9</b>	<b>\$51.8</b>	<b>(0.9)</b>	<b>(1.8%)</b>	<b>\$144.2</b>	<b>\$129.9</b>	<b>\$14.3</b>	<b>11.0%</b>	<b>\$34.7</b>	<b>\$16.1</b>	<b>46.4%</b>	<b>\$116.9</b>	<b>\$27.3</b>	<b>23.4%</b>	
<b>Total Revenues</b>	<b>\$44.9</b>	<b>\$66.7</b>	<b>(\$21.8)</b>	<b>(32.7%)</b>	<b>\$166.8</b>	<b>\$173.2</b>	<b>(\$6.5)</b>	<b>(3.7%)</b>	<b>\$41.4</b>	<b>\$3.6</b>	<b>8.6%</b>	<b>\$140.5</b>	<b>\$26.3</b>	<b>18.7%</b>	
<b>Expense</b>															
Labor / Fringe	\$35.4	\$36.3	\$0.9	2.5%	\$100.3	\$106.7	\$6.5	6.1%	\$31.8	(\$3.6)	(11.2%)	\$98.0	(\$2.3)	(2.3%)	
Health Insurance	\$5.9	\$6.6	\$0.7	10.6%	\$17.9	\$19.8	\$1.9	9.6%	\$6.0	0.1	1.0%	\$18.3	0.4	2.0%	
Material	\$2.1	\$2.3	\$0.2	10.1%	\$6.5	\$6.9	\$0.4	5.3%	\$1.3	(0.8)	(63.5%)	\$4.1	(2.4)	(58.0%)	
Purchased Transportation	\$3.8	\$5.0	\$1.2	23.4%	\$11.4	\$14.9	\$3.5	23.5%	\$2.7	(1.2)	(43.3%)	\$8.6	(2.8)	(32.5%)	
Fuel	\$2.8	\$2.0	(\$0.8)	(40.9%)	\$7.2	\$5.9	(\$1.3)	(21.8%)	\$1.5	(1.3)	(87.4%)	\$5.1	(2.1)	(41.7%)	
Utilities	\$0.9	\$0.8	(\$0.1)	(9.0%)	\$2.4	\$2.6	\$0.2	9.1%	\$0.6	(0.3)	(54.3%)	\$1.8	(0.6)	(30.3%)	
Insurance and Claims	\$1.2	\$2.8	\$1.6	56.5%	\$7.0	\$8.3	\$1.3	15.6%	\$2.1	0.9	43.4%	\$5.7	(1.3)	(23.3%)	
Other Expenses	<u>\$4.2</u>	<u>\$5.1</u>	<u>\$0.9</u>	<u>17.8%</u>	<u>\$11.9</u>	<u>\$15.3</u>	<u>\$3.4</u>	<u>22.4%</u>	<u>\$4.1</u>	<u>(0.1)</u>	<u>(3.5%)</u>	<u>\$11.4</u>	<u>(0.5)</u>	<u>(4.7%)</u>	
<b>Total Expense</b>	<b>\$56.3</b>	<b>\$60.8</b>	<b>\$4.6</b>	<b>7.5%</b>	<b>\$164.6</b>	<b>\$180.5</b>	<b>\$16.0</b>	<b>8.8%</b>	<b>\$49.9</b>	<b>(\$6.3)</b>	<b>(12.6%)</b>	<b>\$152.9</b>	<b>(\$11.6)</b>	<b>(7.6%)</b>	
<b>Net Results</b>	<b>(\$11.3)</b>	<b>\$5.9</b>	<b>(\$17.2)</b>		<b>\$2.2</b>	<b>(\$7.3)</b>	<b>\$9.5</b>		<b>(\$8.6)</b>	<b>(\$2.7)</b>		<b>(\$12.5)</b>	<b>\$14.7</b>		
<b>Operating Deficit</b>	<b>\$62.2</b>	<b>\$45.9</b>	<b>(\$16.3)</b>	<b>(35.5%)</b>	<b>\$142.0</b>	<b>\$137.2</b>	<b>(\$4.8)</b>	<b>(3.5%)</b>	<b>\$43.3</b>	<b>(\$18.9)</b>	<b>(43.6%)</b>	<b>\$129.3</b>	<b>(\$12.6)</b>	<b>(9.8%)</b>	
<b>Recovery Ratio</b>	<b>-8.0%</b>	<b>30.8%</b>	<b>(38.8) pts</b>		<b>18.7%</b>	<b>30.4%</b>	<b>(11.7) pts</b>		<b>18.0%</b>	<b>0.9 pts</b>		<b>20.4%</b>	<b>0.1 pts</b>		
<b>Total Ridership</b>	<b>4.9</b>	<b>4.5</b>	<b>0.4</b>	<b>8.5%</b>	<b>10.8</b>	<b>11.6</b>	<b>(0.8)</b>	<b>(7.3%)</b>	<b>3.2</b>	<b>1.7</b>	<b>51.2%</b>	<b>11.5</b>	<b>(0.8)</b>	<b>(6.6%)</b>	
<i>Average Fare</i>	\$0.97	\$1.39	(\$0.42)	(30.2%)	\$1.11	\$1.50	(\$0.39)	(25.9%)	\$1.23	(\$0.27)	(21.5%)	\$1.10	\$0.01	0.6%	

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

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

# Pace ADA Paratransit Summary Report - 3rd Quarter 2021

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	3rd Quarter 2021				YTD 2021				3rd 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)	(9.2%)	\$4.7	\$5.7	(\$1.0)	(17.7%)	\$0.6	\$1.1	185.3%	\$4.3	\$0.4	8.1%
Other Revenue	\$1.5	\$0.1	\$1.4	2246.9%	\$0.0	\$0.2	(\$0.2)	(82.3%)	\$0.1	\$1.4	2008.2%	\$0.7	(\$0.6)	(95.0%)
CRRSAA Operating Assistance	<u>\$2.1</u>	<u>\$0.8</u>	<u>\$1.3</u>	<u>166.8%</u>	<u>\$3.5</u>	<u>\$2.3</u>	<u>\$1.2</u>	<u>51.7%</u>	<u>\$0.0</u>	<u>\$2.1</u>	<u>0.0%</u>	<u>0.0</u>	<u>3.5</u>	<u>0.0%</u>
<b>Total Operating Revenue</b>	<b>\$5.2</b>	<b>\$2.7</b>	<b>\$2.5</b>	<b>92.8%</b>	<b>\$8.2</b>	<b>\$8.2</b>	<b>\$0.0</b>	<b>0.4%</b>	<b>\$0.7</b>	<b>\$4.6</b>	<b>683.4%</b>	<b>\$5.0</b>	<b>\$3.2</b>	<b>64.7%</b>
<b>Public Funding</b>														
ADA Paratransit Fund	\$39.3	\$39.3	\$0.0	0.0%	\$118.0	\$118.0	\$0.0	0.0%	\$21.0	\$18.3	87.3%	\$100.0	\$18.0	17.9%
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%)
ADA Reserve	<u>\$2.8</u>	<u>\$4.2</u>	<u>(1.5)</u>	<u>(34.4%)</u>	<u>2.8</u>	<u>12.7</u>	<u>(9.9)</u>	<u>(78.1%)</u>	<u>\$0.0</u>	<u>2.8</u>	<u>0.0%</u>	<u>0.0</u>	<u>2.8</u>	<u>0.0%</u>
<b>Total Public Funding</b>	<b>\$44.2</b>	<b>\$45.6</b>	<b>(\$1.5)</b>	<b>(3.2%)</b>	<b>\$127.0</b>	<b>\$136.9</b>	<b>(\$9.9)</b>	<b>(7.2%)</b>	<b>\$23.1</b>	<b>\$21.1</b>	<b>91.4%</b>	<b>\$106.3</b>	<b>\$20.7</b>	<b>19.5%</b>
<b>Total Revenue</b>	<b>\$49.4</b>	<b>\$48.4</b>	<b>\$1.1</b>	<b>2.2%</b>	<b>\$135.3</b>	<b>\$145.2</b>	<b>(\$9.9)</b>	<b>(6.8%)</b>	<b>\$23.8</b>	<b>\$25.7</b>	<b>108.0%</b>	<b>\$111.3</b>	<b>\$24.0</b>	<b>21.5%</b>
<b>Expenses</b>														
Labor / Fringe	\$1.1	\$1.1	\$0.0	0.8%	\$3.0	\$3.2	\$0.2	7.7%	\$1.0	(\$0.0)	(4.0%)	\$3.1	\$0.1	4.4%
Health Insurance	\$0.2	\$0.2	0.0	10.0%	0.6	0.7	0.1	13.0%	\$0.2	(0.0)	(23.3%)	0.5	(0.1)	(13.6%)
Administration	\$0.9	\$1.1	0.2	16.7%	2.1	3.4	1.3	36.9%	\$0.6	(0.4)	(65.9%)	2.4	0.2	9.1%
Fuel	\$1.5	\$1.8	0.2	14.0%	4.1	5.3	1.2	22.5%	\$1.2	(0.4)	(33.0%)	2.3	(1.9)	(83.5%)
Insurance and Claims	\$0.1	\$0.2	0.1	36.4%	0.5	0.7	0.2	28.6%	\$0.2	0.1	30.7%	0.5	0.0	1.9%
Purchased Transportation	\$40.0	\$41.7	1.7	4.1%	119.2	124.8	5.5	4.4%	\$37.7	(2.3)	(6.1%)	121.9	2.6	2.1%
Regional ADA Support Allocation	<u>\$1.9</u>	<u>\$2.4</u>	<u>0.4</u>	<u>17.6%</u>	<u>5.7</u>	<u>7.1</u>	<u>1.4</u>	<u>19.4%</u>	<u>\$2.1</u>	<u>0.2</u>	<u>7.6%</u>	<u>6.4</u>	<u>0.7</u>	<u>10.6%</u>
<b>Total Expense</b>	<b>\$45.8</b>	<b>\$48.5</b>	<b>\$2.7</b>	<b>5.5%</b>	<b>\$135.3</b>	<b>\$145.2</b>	<b>\$9.9</b>	<b>6.8%</b>	<b>\$42.9</b>	<b>(\$2.9)</b>	<b>(6.8%)</b>	<b>\$137.0</b>	<b>\$1.7</b>	<b>1.2%</b>
<b>Net Results</b>	<b>\$3.6</b>	<b>(\$0.1)</b>	<b>\$3.7</b>		<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>\$0.0</b>		<b>(\$19.2)</b>	<b>\$22.8</b>		<b>(\$25.7)</b>	<b>\$25.7</b>	
<b>Operating Deficit</b>	<b>\$40.6</b>	<b>\$45.8</b>	<b>\$5.2</b>	<b>11.3%</b>	<b>\$127.0</b>	<b>\$137.0</b>	<b>\$9.9</b>	<b>7.3%</b>	<b>\$42.3</b>	<b>\$1.7</b>	<b>3.9%</b>	<b>\$132.0</b>	<b>\$4.9</b>	<b>3.7%</b>
<b>Recovery Ratio</b>	<b>15.7%</b>	<b>9.2%</b>	<b>6.4 pts</b>		<b>9.5%</b>	<b>9.3%</b>	<b>0.2 pts</b>		<b>-13.8%</b>	<b>29.5 pts</b>		<b>8.9%</b>	<b>0.6 pts</b>	
<b>Total Ridership</b>	<b>1.1</b>	<b>0.8</b>	<b>0.3</b>	<b>40.2%</b>	<b>2.5</b>	<b>2.3</b>	<b>0.2</b>	<b>8.8%</b>	<b>0.6</b>	<b>0.5</b>	<b>79.7%</b>	<b>1.9</b>	<b>0.6</b>	<b>32.7%</b>
<i>Average Fare</i>	\$1.56	\$2.41	(\$0.85)	(35.2%)	\$1.85	\$2.45	(\$0.60)	(24.4%)	\$0.98	\$0.58	58.7%	\$2.27	(\$0.42)	(18.5%)

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.







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