

# QUARTERLY FINANCIAL AND PERFORMANCE REPORT



**Regional  
Transportation  
Authority**

February 2017

## 4th Quarter 2016 Financial and Performance Report

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## Executive Summary

The size of the Chicago-area labor force declined by about 11,000 during the fourth quarter, while employment decreased by a greater amount of 23,000 jobs. As a result, the local unemployment rate worsened by 0.3 percentage points to 5.9% while the national rate was 4.7%.

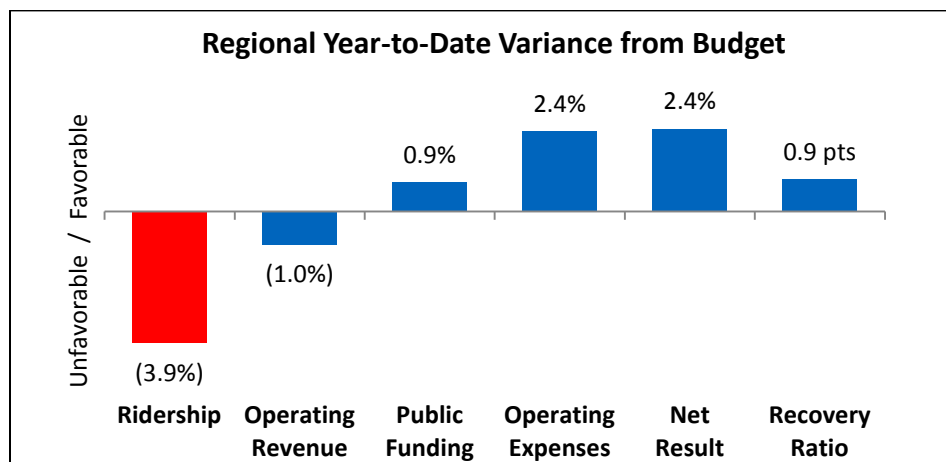
RTA system year-to-date ridership was 613.5 million, 3.9% under budget and 3.4% lower than 2015, with all three Service Boards and Pace ADA Paratransit recording unfavorable to budget ridership results. Gasoline prices remained under \$3.00 throughout the fourth quarter, averaging \$2.43 per gallon and keeping pressure on transit ridership.

Operating revenue was \$11.3 million or 1.0% unfavorable to budget through December. Pace Suburban Service and Pace ADA Paratransit posted the largest unfavorable variances, coming in at 9.5% and 14.1% under budget, respectively, due to unfavorable fare revenue, the reduced fare funding shortfall, and lower-than-budgeted ancillary revenue.

Total year-to-date public funding was \$13.0 million or 0.9% favorable to budget due to favorable Real Estate Transfer Tax (RETT) results. RTA sales tax growth has weakened in 2016, with year-to-date growth of only 1.1% from 2015. October sales tax, the most recent available, was nearly 1% lower than October 2015.

Regional year-to-date operating expenses were \$62.9 million or 2.4% favorable to budget, with fuel savings comprising \$24.6 million or 39% of this favorable variance. CTA, Metra, Pace Suburban Service, and ADA Paratransit each reported favorable year-to-date expense variances.

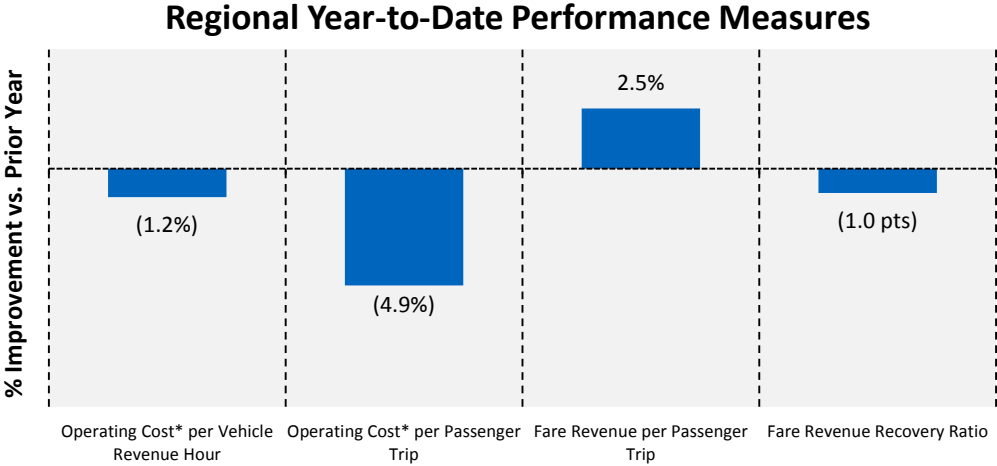
At the regional level, favorable public funding and operating expenses more than offset the unfavorable operating revenue, producing a year-to-date net result which was \$64.6 million favorable to budget, a \$3.3 million improvement from the third quarter report. The system-wide recovery ratio of 51.2% exceeded budget by 0.9 percentage points. The following chart provides an overview of regional results.



*Bars above the axis indicate favorable results. Favorable and unfavorable budget variances of 3% or more are shown in light blue and red, respectively, consistent with the format of the financial dashboard presented at RTA Finance Committee meetings.*

Regional performance measures for 2016 show improvement for one measure, and worse performance for three others. After adjusting operating costs for inflation, regional operating costs increased 1.6%, spread over a smaller 0.4% increase in vehicle revenue hours. The resulting operating cost per vehicle revenue hour was 1.2% or \$1.94 higher than (unfavorable to) 2015. Annual ridership for 2016 was 3.2% lower compared to 2015, resulting in a 2016 inflation-adjusted operating cost per passenger trip of \$4.28, 4.9% higher compared to 2015. The regional fare revenue per passenger trip showed improvement in 2016, ending the year 2.5%, or \$0.04 higher compared to 2015, boosted by Metra’s February fare increase. With operating cost increases outpacing fare revenue increases, the fare revenue recovery ratio of 37.1% was 1.0 percentage points unfavorable to 2015.

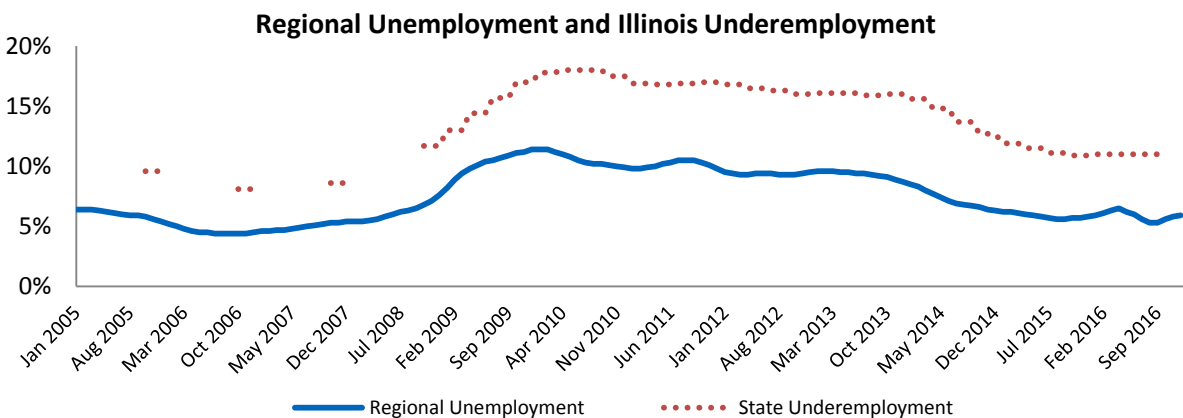
The chart below shows the year-to-date percentage improvement for each performance measure compared to last year. Bars above the line show improving trends.



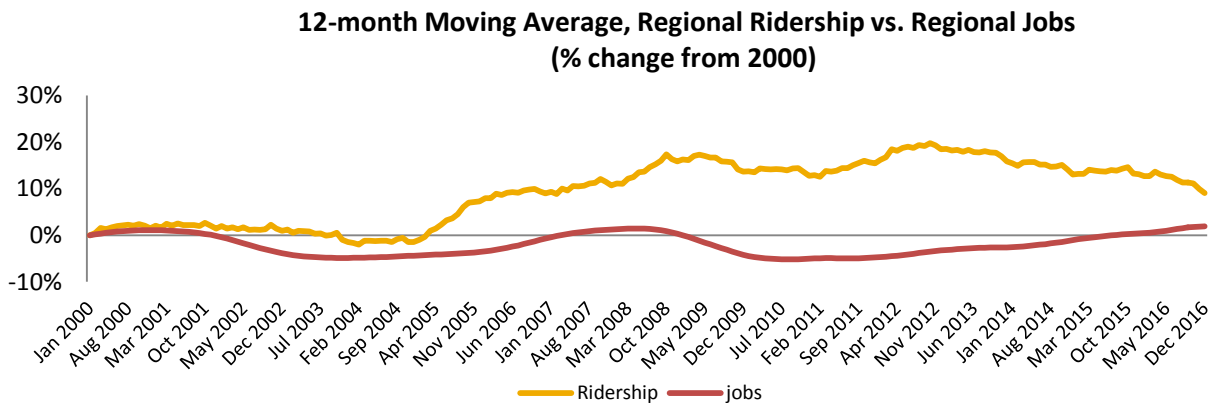
\*Operating costs adjusted for inflation

### Environmental Factors

In the fourth quarter, regional unemployment increased by 0.3 percentage points to 5.9%. There were 3.6 million regional jobs at the end of the fourth quarter, 23,000 fewer than in the prior quarter. The regional labor force also constricted during this three-month period, which means fewer individuals were employed or actively seeking employment. The regional unemployment rate now lags behind the national unemployment rate of 4.7% by 1.2 percentage points. Statewide underemployment tracked at 11.0% all year as many Illinois workers are still not finding the full-time work that they want.

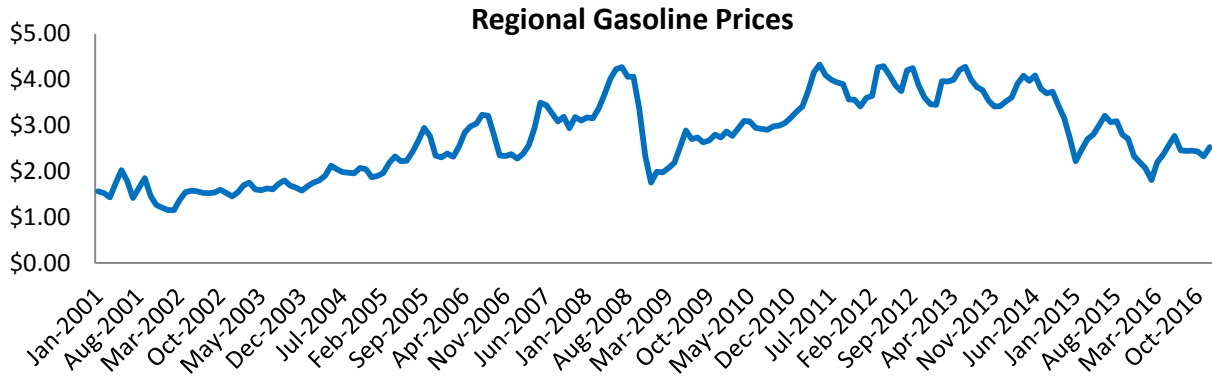


While the twelve-month moving average of ridership is 9.0% above year 2000 levels, the twelve-month moving average of regional jobs was only 1.9% greater than in year 2000. The twelve-month moving average of regional jobs was 1.5 percentage points greater than it was in the fourth quarter of 2015.

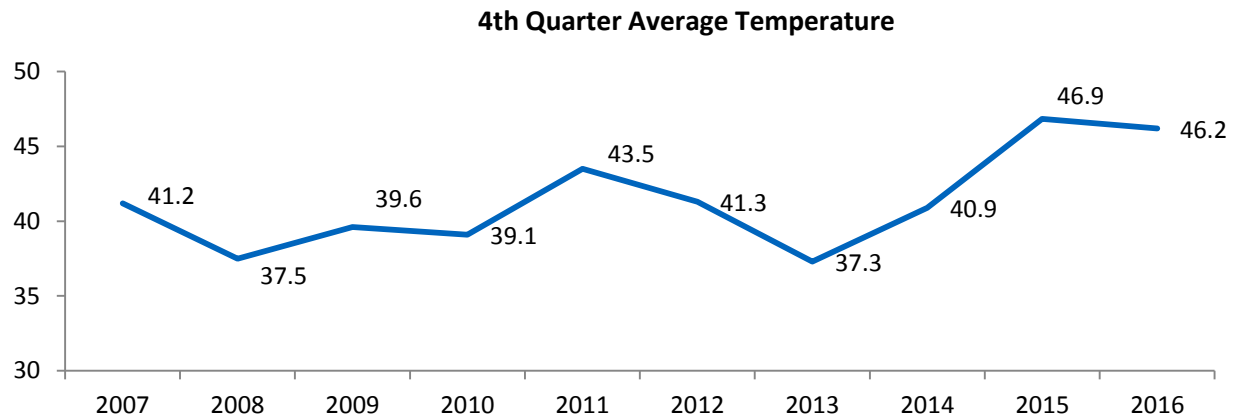


Quarterly Financial and Performance Report – 4th Quarter 2016

The average price per gallon of gas in the fourth quarter hovered right around \$2.43. Gas prices bottomed out in February 2016 at \$1.81 per gallon and have not exceeded \$2.77 per gallon in the past year. All three Service Boards recorded favorable fuel expenses through the fourth quarter, with Pace in particular recording significant savings as a result of purchasing all of its fuel at market prices.



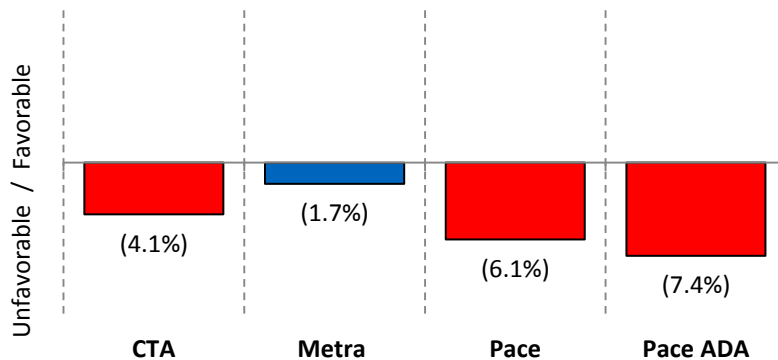
The average temperature in the fourth quarter of 2016 was 46.2 degrees, 0.7 degrees cooler than 2015 and 4.9 degrees warmer than the historical average since 2007.



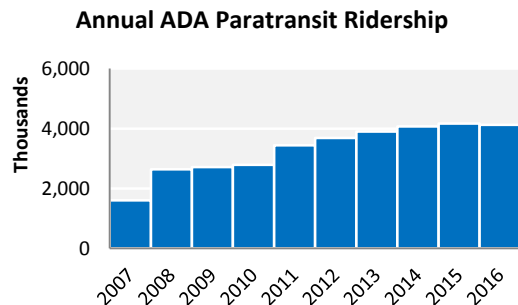
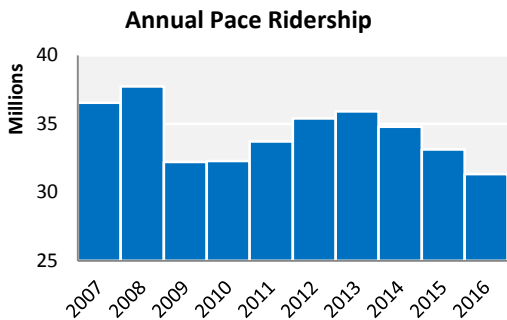
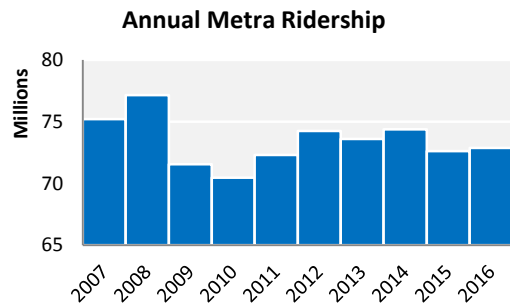
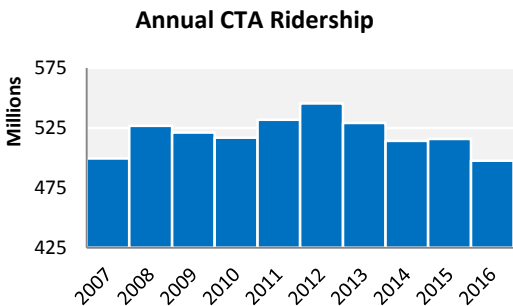
## Ridership

RTA system ridership was unfavorable to budget through the fourth quarter as we continue to see a steady decline from prior year. The system recorded 613.5 million unlinked passenger trips, 24.9 million or 3.9% unfavorable to budget. Each Service Board and ADA Paratransit finished the quarter unfavorable to budget.

### Ridership Variance to Budget

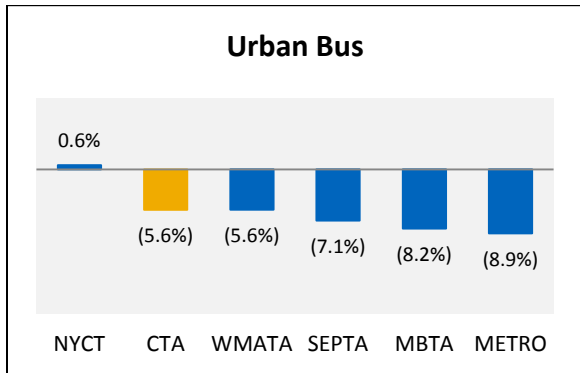


The charts below show the annual ridership for each Service Board over the last ten years.



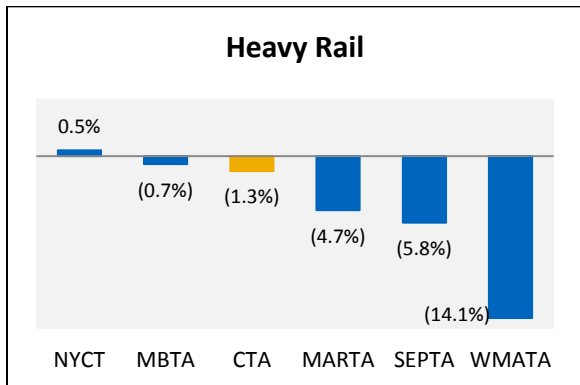
### Ridership: Peer Comparison for CTA and Metra

The following peer comparisons examine the percent change in annual ridership for 2016. The data are provided by the National Transit Database (NTD). CTA bus and rail experienced ridership decreases of 5.6% and 1.3%, respectively, while Metra ridership was up 0.4%.



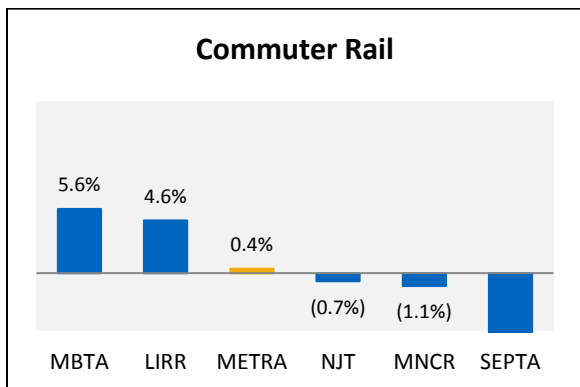
CTA bus peers include:

- NYCT (New York)
- WMATA (Washington, DC)
- SEPTA (Philadelphia)
- MBTA (Boston)
- METRO (Los Angeles)
- Peer average: -5.8%



CTA rail peers include:

- NYCT (New York City)
- MBTA (Boston)
- MARTA (Atlanta)
- SEPTA (Philadelphia)
- WMATA (Washington, DC)
- Peer average: -4.9%



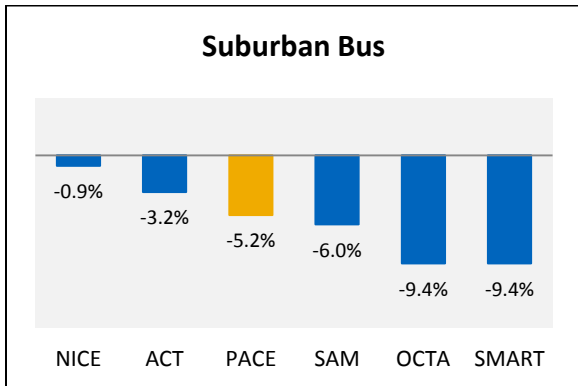
Metra's peers include:

- MBTA (Boston)
- LIRR (Long Island, New York)
- NJT (New Jersey/New York)
- MNCR (New York/Connecticut)
- SEPTA (Philadelphia)
- Peer average: +0.4%



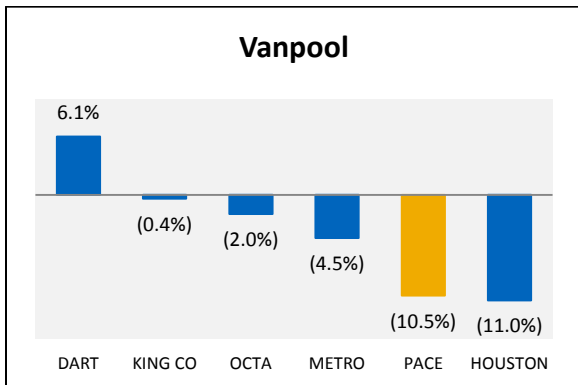
### Ridership: Peer Comparison for Pace

Pace bus saw a 5.2% ridership decrease in 2016, while vanpool saw a decrease of 10.5% compared to 2015. ADA Paratransit services experienced a ridership decrease of 1.0%.



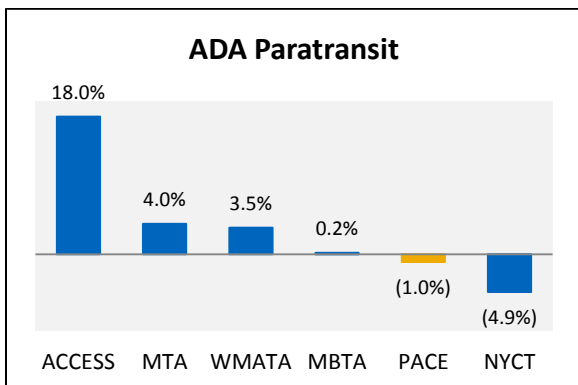
Pace bus peers include:

- NICE (Nassau County, NY)
- ACT (Oakland Area)
- SAM (San Francisco Bay Area)
- OCTA (Orange County, CA)
- SMART (Detroit)
- Peer average: -5.8%



Pace vanpool peers include:

- DART (Dallas)
- King Co (Seattle)
- OCTA (Orange County, CA)
- METRO (Los Angeles)
- Houston
- Peer average: -2.4%



ADA Paratransit peers include:

- ACCESS (Los Angeles)
- MTA (Baltimore)
- WMATA (Washington, DC)
- MBTA (Boston)
- NYCT (New York City)
- Peer average: +4.2%

## Operating Revenue and Public Funding

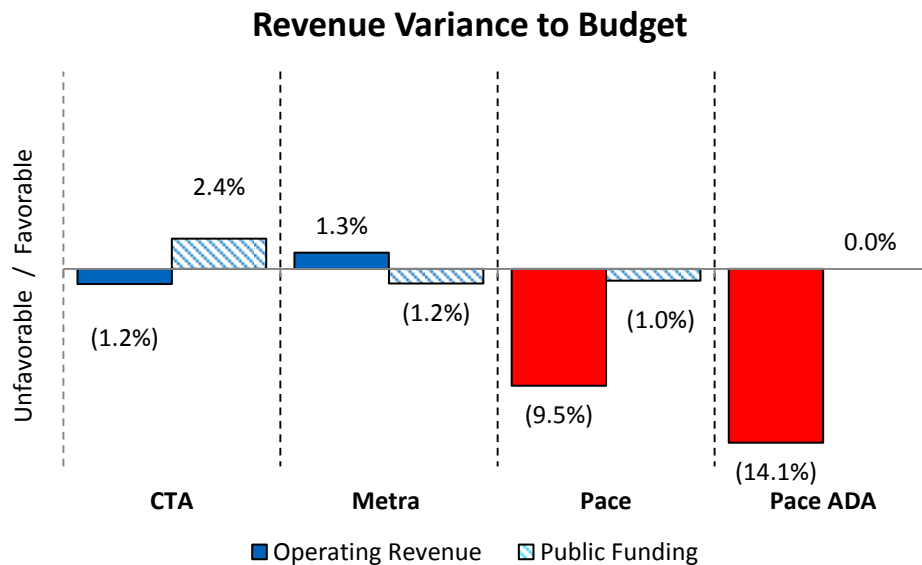
Operating revenue for the region was \$11.3 million or 1.0% unfavorable to budget through December, due to revenue shortfalls at CTA, Pace Suburban Service, and Pace ADA Paratransit. Public funding is \$13.0 million or 0.9% favorable to budget through December, driven by favorable RETT results. RTA sales tax growth has weakened in 2016 and is only 1.1% higher than prior year through October.

CTA’s operating revenue was \$8.3 million or 1.2% unfavorable to budget through December due to lower-than-anticipated fare revenue and reduced fare subsidy. CTA has accrued the reduced fare subsidy at approximately half of the budgeted level in response to the State’s stop-gap budget. CTA’s year-to-date public funding was favorable by \$19.4 million due to very favorable RETT and PTF on RETT results.

Metra’s operating revenue was \$4.9 million or 1.3% favorable to budget through December due to favorable fare revenue and other revenue. Metra’s average fare for 2016 is \$4.25, eight cents higher than budgeted, resulting in favorable fare revenue despite a ridership shortfall. Public funding results were \$4.7 million or 1.2% unfavorable to budget due to unfavorable sales tax results.

Pace’s operating revenue was \$5.8 million or 9.5% unfavorable to budget through December due to unfavorable fare revenue, miscellaneous income, and reduced fare funding. Pace’s public funding was \$1.6 million or 1.0% unfavorable to budget due to unfavorable sales tax results.

Pace ADA Paratransit operating revenue was \$2.1 million or 14.1% unfavorable to budget through December as a result of unfavorable fare revenue and unfavorable other revenue from Medicaid and RTA Certification Trip reimbursements. Pace ADA Paratransit public funding is being provided at budget.



## Expenses

Total Service Board operating expenses of \$2.575 billion were \$62.9 million or 2.4% favorable to budget through December.

CTA’s total expenses were \$11.2 million or 0.8% favorable to budget due to favorable results in every expense category except Labor, Material, and the Injuries and Damages reserve. Fuel expense was \$4.5 million favorable to budget.

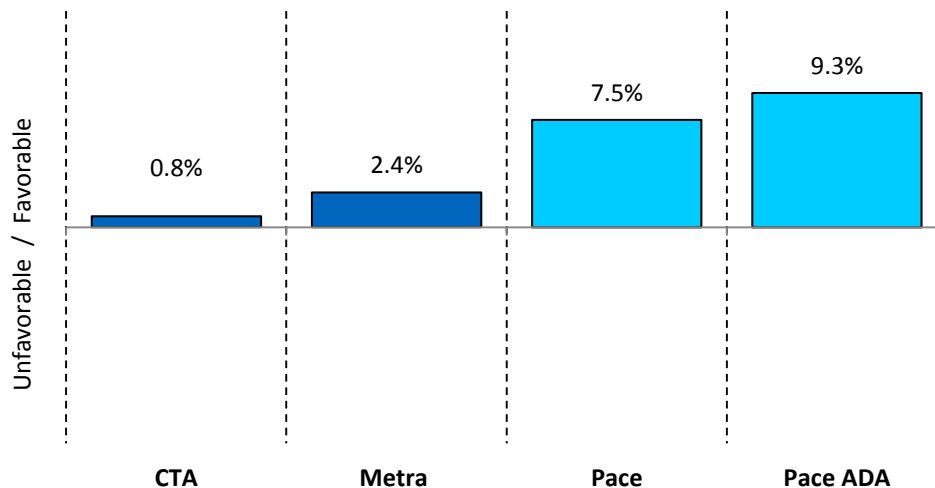
Metra’s total expenses were \$18.4 million or 2.4% favorable to budget. Positive results were recorded in every expense category, except Administration and Insurance/Claims. Fuel expense was the most favorable, at \$10.7 million under budget.

Pace’s total expenses were \$17.0 million or 7.5% favorable to budget due to favorable variances in every expense category except Insurance and Claims. The largest positive variances came from Fuel and Administration, which were \$7.2 million and \$5.2 million favorable to budget, respectively.

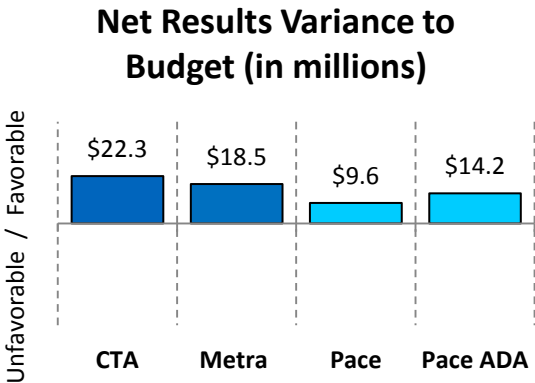
ADA Paratransit recorded a favorable expense variance of \$16.3 million or 9.3% compared to budget, driven by lower than anticipated ridership and improved contract terms with Pace ADA’s service providers. Pace also recorded favorable to budget Fuel and Administration expense performance of \$2.2 million and \$1.1 million, respectively.

Fuel prices remained low, resulting in favorable to budget variances at each Service Board through the fourth quarter of the year. The regional fuel savings relative to budget was \$24.6 million.

**Operating Expense Variance to Budget**

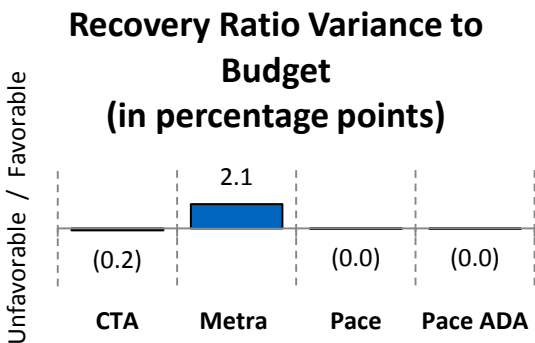


## Net Results



Favorable operating expenses and public funding combined to more than offset unfavorable operating revenue for a regional net result that was \$64.6 million favorable to budget. Pace and ADA Paratransit had net results that were favorable to budget by more than 3% through the fourth quarter.

## Recovery Ratios



The regional recovery ratio of 51.2% was 0.9 percentage points favorable to budget. Metra was the only Service Board to record a favorable recovery ratio. CTA, Pace, and ADA Paratransit’s recovery ratios were slightly unfavorable to budget. Without approved adjustments, the regional recovery ratio was 42.2%.

## 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, 2016 performance is compared to 2015 performance.

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

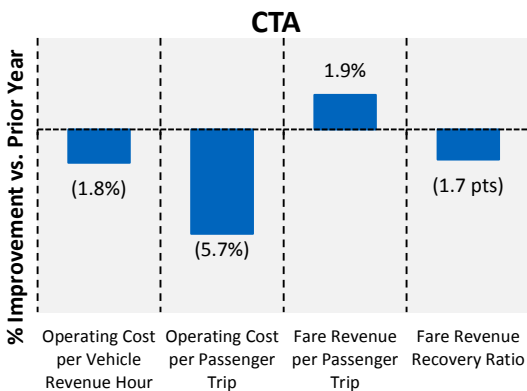
**Operating cost per passenger trip:** The cost of providing each individual passenger trip. Operating costs have been adjusted for inflation for this metric.

**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.

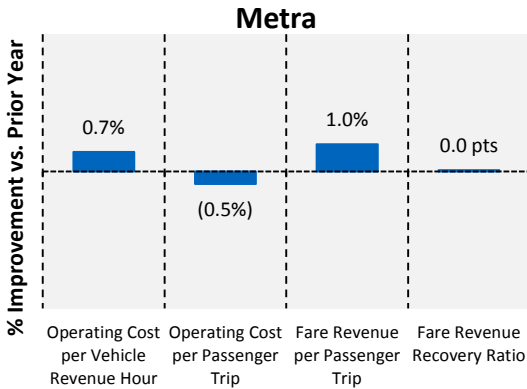
The following charts show the net percentage change in performance compared to prior year with bars above the line indicating improved performance.

### CTA Year-to-Date Performance Measures



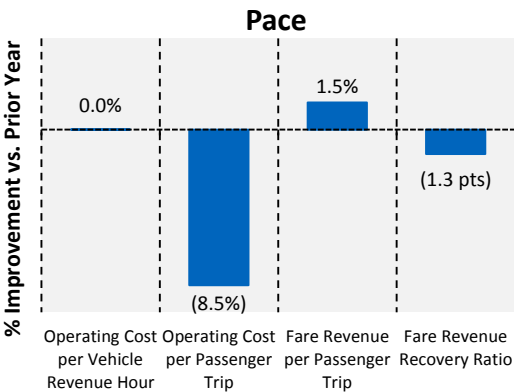
- CTA’s inflation-adjusted operating cost increase of 2.0% was spread over 0.2% more vehicle revenue hours, resulting in an unfavorable 1.8% higher operating cost per vehicle revenue hour in 2016.
- 2016 ridership decreased 3.5%, resulting in an operating cost per passenger trip that is 5.7%, or \$0.16, higher compared to 2015.
- CTA total fare revenues were 1.7% lower compared to 2015, but did not decrease as sharply as ridership. The average paid fare of \$1.16 was \$0.02 higher compared to 2015, an increase of 1.9%.
- The fare revenue recovery ratio decreased from 41.1% to 39.4%, the result of increased operating cost and decreased fare revenue.

**Metra Year-to-Date Performance Measures**



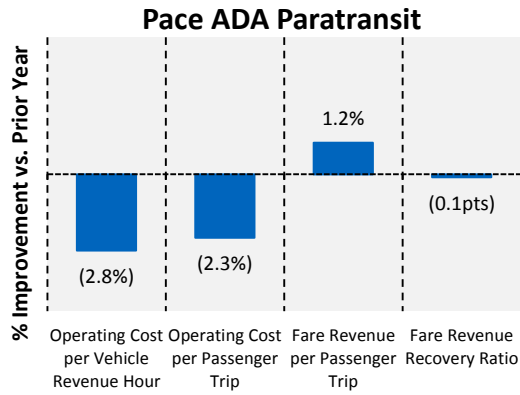
- Metra saw inflation-adjusted operating cost increases of 0.8% compared to 2015, spread over 1.5% more vehicle revenue hours. Metra’s operating cost per vehicle revenue hour was 0.7% lower in 2016, a favorable result.
- A 0.4% ridership increase resulted in an operating cost per passenger trip that was 0.5%, or \$0.05, higher compared to 2015.
- Metra’s latest fare increase took effect on February 1, 2016. The fare revenue per passenger trip (average fare paid) through the end of 2016 improved to \$4.69, \$0.05 higher compared to 2015.
- At 46.1%, the fare revenue recovery ratio was identical to 2015.

**Pace Year-to-Date Performance Measures**



- Pace’s inflation-adjusted operating cost increased 2.6% in 2016 and service levels increased 2.6%, resulting in an operating cost per vehicle revenue hour that was equal to 2015.
- Higher operating costs and a 5.4% ridership decline resulted in an unfavorable 8.5% increase in operating cost per passenger trip.
- Pace fare revenue declined 4.0%, not as steep as the ridership decline, resulting in a fare revenue per passenger trip that was \$0.02 or 1.5% higher than 2015.
- Fare revenue decreased and operating cost increased, resulting in a 1.3 percentage point decrease in the fare revenue recovery ratio, an unfavorable result.

**Pace ADA Paratransit Year-to-Date Performance Measures**



- Inflation-adjusted operating costs for ADA Paratransit services increased 1.2% in 2016, and vehicle revenue hours decreased 1.5%, resulting in a 2.8% increase in operating cost per vehicle hour, an unfavorable result.
- Higher operating costs spread over 1.0% fewer passenger trips resulted in a cost per passenger trip that was 2.3% higher compared to 2015, an unfavorable increase of \$0.87.
- A slight fare revenue increase of 0.1%, coupled with a ridership decrease, produced an increase of 1.2% (or \$0.03) for fare revenue per passenger trip.
- The fare recovery ratio was 0.1 percentage points unfavorable compared to 2015 as operating cost increases outpaced increases to fare revenue.

**Region Summary Report - 4th Quarter 2016**

(in millions)

**Current Year vs. Budget**

**Current Year vs. Prior Year**

	4th Quarter 2016				YTD 2016				4th Quarter 2015			YTD 2015		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenues</b>														
CTA	\$172.4	\$173.6	(\$1.2)	(0.7%)	\$676.4	\$684.7	(\$8.3)	(1.2%)	\$175.0	(\$2.6)	(1.5%)	\$675.0	\$1.4	0.2%
Metra	\$92.5	\$92.4	\$0.1	0.1%	\$379.5	\$374.6	\$4.9	1.3%	\$92.9	(\$0.5)	(0.5%)	\$377.1	\$2.4	0.6%
Pace	\$13.6	\$15.8	(\$2.2)	(14.0%)	\$55.4	\$61.2	(\$5.8)	(9.5%)	\$14.2	(\$0.6)	(4.2%)	\$56.6	(\$1.2)	(2.1%)
Pace ADA	<u>\$3.1</u>	<u>\$3.8</u>	<u>(\$0.7)</u>	<u>(19.0%)</u>	<u>\$12.7</u>	<u>\$14.8</u>	<u>(\$2.1)</u>	<u>(14.1%)</u>	<u>\$3.3</u>	<u>(\$0.2)</u>	<u>(4.9%)</u>	<u>\$13.7</u>	<u>(\$1.0)</u>	<u>(7.3%)</u>
<b>Total</b>	<b>\$281.6</b>	<b>\$285.7</b>	<b>(\$4.1)</b>	<b>(1.4%)</b>	<b>\$1,124.0</b>	<b>\$1,135.3</b>	<b>(\$11.3)</b>	<b>(1.0%)</b>	<b>\$285.4</b>	<b>\$3.8</b>	<b>1.3%</b>	<b>\$1,122.4</b>	<b>\$1.7</b>	<b>0.1%</b>
<b>Public Funding (1)</b>														
CTA	\$222.7	\$226.4	(\$3.6)	(1.6%)	\$809.9	\$790.5	\$19.4	2.4%	\$225.8	(\$3.1)	(1.4%)	\$793.3	\$16.5	2.1%
Metra	\$120.1	\$122.1	(\$1.9)	(1.6%)	\$396.1	\$400.8	(\$4.7)	(1.2%)	\$119.8	\$0.3	0.2%	\$395.4	\$0.6	0.2%
Pace	\$54.2	\$54.8	(\$0.7)	(1.2%)	\$165.2	\$166.8	(\$1.6)	(1.0%)	\$53.6	\$0.6	1.1%	\$165.5	(\$0.3)	(0.2%)
Pace ADA	<u>\$42.1</u>	<u>\$42.1</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$160.0</u>	<u>\$160.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$41.6</u>	<u>\$0.6</u>	<u>1.3%</u>	<u>\$158.1</u>	<u>\$1.9</u>	<u>1.2%</u>
<b>Total</b>	<b>\$439.2</b>	<b>\$445.4</b>	<b>(\$6.2)</b>	<b>(1.4%)</b>	<b>\$1,531.1</b>	<b>\$1,518.1</b>	<b>\$13.0</b>	<b>0.9%</b>	<b>\$440.8</b>	<b>\$1.7</b>	<b>0.4%</b>	<b>\$1,512.3</b>	<b>\$18.8</b>	<b>1.2%</b>
<b>Operating Expenses</b>														
CTA	\$365.3	\$366.8	\$1.5	0.4%	\$1,464.0	\$1,475.2	\$11.2	0.8%	\$358.5	(\$6.8)	(1.9%)	\$1,429.5	(\$34.4)	(2.4%)
Metra	\$188.1	\$188.4	\$0.3	0.2%	\$741.4	\$759.8	\$18.4	2.4%	\$175.4	(\$12.7)	(7.2%)	\$732.3	(\$9.1)	(1.2%)
Pace	\$54.1	\$60.8	\$6.6	10.9%	\$211.0	\$228.0	\$17.0	7.5%	\$51.8	(\$2.4)	(4.6%)	\$204.7	(\$6.3)	(3.1%)
Pace ADA	<u>\$41.2</u>	<u>\$45.3</u>	<u>\$4.1</u>	<u>9.1%</u>	<u>\$158.5</u>	<u>\$174.8</u>	<u>\$16.3</u>	<u>9.3%</u>	<u>\$39.4</u>	<u>(\$1.8)</u>	<u>(4.5%)</u>	<u>\$155.9</u>	<u>(\$2.6)</u>	<u>(1.7%)</u>
<b>Total</b>	<b>\$648.7</b>	<b>\$661.3</b>	<b>\$12.6</b>	<b>1.9%</b>	<b>\$2,574.9</b>	<b>\$2,637.8</b>	<b>\$62.9</b>	<b>2.4%</b>	<b>\$625.1</b>	<b>(\$23.6)</b>	<b>(3.8%)</b>	<b>\$2,522.5</b>	<b>(\$52.4)</b>	<b>(2.1%)</b>
<b>Net Results</b>														
CTA	\$29.9	\$33.2	(\$3.3)		\$22.3	\$0.0	\$22.3		\$42.4	(\$12.5)		\$38.8	(\$16.5)	
Metra	\$24.5	\$26.1	(\$1.6)		\$34.1	\$15.6	\$18.5		\$37.3	(\$12.8)		\$40.2	(\$6.1)	
Pace	\$13.6	\$9.9	\$3.7		\$9.6	(\$0.0)	\$9.6		\$16.0	(\$2.4)		\$17.3	(\$7.7)	
Pace ADA	<u>\$4.1</u>	<u>\$0.7</u>	<u>\$3.4</u>		<u>\$14.2</u>	<u>\$0.0</u>	<u>\$14.2</u>		<u>\$5.4</u>	<u>(\$1.4)</u>		<u>\$15.9</u>	<u>(\$1.7)</u>	
<b>Total</b>	<b>\$72.1</b>	<b>\$69.8</b>	<b>\$2.3</b>		<b>\$80.2</b>	<b>\$15.6</b>	<b>\$64.6</b>		<b>\$101.2</b>	<b>(\$29.1)</b>		<b>\$112.2</b>	<b>(\$32.0)</b>	
<b>Operating Deficit</b>														
CTA	\$192.9	\$193.2	\$0.3	0.2%	\$787.6	\$790.5	\$2.9	0.4%	\$183.5	(9.4)	(5.1%)	\$754.5	(\$33.0)	(4.4%)
Metra	\$95.6	\$96.0	\$0.4	0.4%	\$361.9	\$385.2	\$23.3	6.0%	\$82.5	(13.1)	(15.9%)	\$355.2	(6.7)	(1.9%)
Pace	\$40.5	\$44.9	\$4.4	9.8%	\$155.6	\$166.8	\$11.2	6.7%	\$37.6	(3.0)	(7.9%)	\$148.2	(7.4)	(5.0%)
Pace ADA	<u>\$38.1</u>	<u>\$41.5</u>	<u>\$3.4</u>	<u>8.2%</u>	<u>\$145.8</u>	<u>\$160.0</u>	<u>\$14.2</u>	<u>8.9%</u>	<u>\$36.1</u>	<u>(1.9)</u>	<u>(5.4%)</u>	<u>\$142.2</u>	<u>(3.6)</u>	<u>(2.5%)</u>
<b>Total</b>	<b>\$367.1</b>	<b>\$375.6</b>	<b>\$8.5</b>	<b>2.3%</b>	<b>\$1,450.9</b>	<b>\$1,502.5</b>	<b>\$51.6</b>	<b>3.4%</b>	<b>\$339.7</b>	<b>(\$27.4)</b>	<b>(8.1%)</b>	<b>\$1,400.1</b>	<b>(\$50.8)</b>	<b>(3.6%)</b>
<b>Recovery Ratio</b>														
CTA	56.3%	56.5%	(0.2) pts		55.2%	55.4%	(0.2) pts		58.4%	(2.1) pts		56.6%	(1.4) pts	
Metra	52.5%	52.1%	0.4 pts		54.4%	52.4%	2.1 pts		56.5%	(4.0) pts		54.5%	(0.1) pts	
Pace	29.9%	29.1%	0.8 pts		30.0%	30.0%	(0.0) pts		30.0%	(0.1) pts		30.0%	(0.0) pts	
Pace ADA	<u>10.0%</u>	<u>9.9%</u>	<u>0.1 pts</u>		<u>10.0%</u>	<u>10.0%</u>	<u>(0.0) pts</u>		<u>10.0%</u>	<u>(0.0) pts</u>		<u>10.0%</u>	<u>(0.0) pts</u>	
<b>System</b>	<b>50.7%</b>	<b>50.3%</b>	<b>0.4 pts</b>		<b>51.2%</b>	<b>50.2%</b>	<b>0.9 pts</b>		<b>53.3%</b>	<b>(2.6) pts</b>		<b>52.1%</b>	<b>(0.9) pts</b>	
<b>Ridership</b>														
CTA	122.0	127.8	(5.8)	(4.5%)	497.7	518.9	(21.2)	(4.1%)	128.7	(6.6)	(5.2%)	516.0	(18.3)	(3.5%)
Metra(2)	20.0	20.5	(0.5)	(2.4%)	80.4	81.8	(1.4)	(1.7%)	19.9	0.1	0.3%	81.6	(1.2)	(1.5%)
Pace	7.6	8.7	(1.1)	(12.3%)	31.2	33.2	(2.0)	(6.1%)	8.3	(0.7)	(8.1%)	33.1	(1.9)	(5.8%)
Pace ADA	<u>1.0</u>	<u>1.2</u>	<u>(0.2)</u>	<u>(15.0%)</u>	<u>4.2</u>	<u>4.5</u>	<u>(0.3)</u>	<u>(7.4%)</u>	<u>1.1</u>	<u>(0.1)</u>	<u>(5.9%)</u>	<u>4.2</u>	<u>(0.1)</u>	<u>(1.3%)</u>
<b>Total</b>	<b>150.7</b>	<b>158.2</b>	<b>(7.5)</b>	<b>(4.7%)</b>	<b>613.5</b>	<b>638.4</b>	<b>(24.9)</b>	<b>(3.9%)</b>	<b>158.0</b>	<b>(7.3)</b>	<b>(4.6%)</b>	<b>635.0</b>	<b>(21.5)</b>	<b>(3.4%)</b>

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

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



## CTA Summary Report: 4th Quarter 2016

(in millions)

### Current Year vs. Budget

### Current Year vs. Prior Year

	4th Quarter 2016				YTD 2016				4th Quarter 2015			YTD 2015		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenue</b>														
Farebox	\$140.8	\$145.1	(\$4.3)	(2.9%)	\$577.0	\$590.5	(\$13.5)	(2.3%)	\$144.9	(\$4.1)	(2.8%)	\$587.1	(\$10.1)	(1.7%)
Reduced Fare	\$3.5	\$7.1	(3.5)	(50.0%)	\$14.4	\$28.3	(13.9)	(49.2%)	\$4.5	(1.0)	(21.3%)	\$14.2	0.2	1.6%
Other	<u>\$28.1</u>	<u>\$21.5</u>	<u>6.6</u>	<u>30.8%</u>	<u>\$85.0</u>	<u>\$65.8</u>	<u>19.1</u>	<u>29.1%</u>	<u>\$25.6</u>	<u>2.5</u>	<u>9.6%</u>	<u>\$73.7</u>	<u>11.3</u>	<u>15.3%</u>
<b>Total Operating Revenue</b>	<b>\$172.4</b>	<b>\$173.6</b>	<b>(\$1.2)</b>	<b>(0.7%)</b>	<b>\$676.4</b>	<b>\$684.7</b>	<b>(\$8.3)</b>	<b>(1.2%)</b>	<b>\$175.0</b>	<b>(\$2.6)</b>	<b>(1.5%)</b>	<b>\$675.0</b>	<b>\$1.4</b>	<b>0.2%</b>
<b>Public Funding</b>														
Sales Tax I	\$97.7	\$97.8	(\$0.1)	(0.1%)	\$367.1	\$365.1	\$2.0	0.5%	\$94.9	\$2.8	2.9%	\$360.7	\$6.4	1.8%
Sales Tax II	\$34.8	\$35.3	(0.6)	(1.6%)	\$58.0	\$59.2	(1.2)	(2.1%)	\$34.0	0.8	2.3%	\$56.8	1.2	2.0%
PTF II	\$17.3	\$17.3	0.0	0.1%	\$67.9	\$67.6	0.4	0.6%	\$17.5	(0.2)	(1.1%)	\$66.9	1.0	1.5%
25% PTF on RETT	\$4.1	\$4.0	0.1	2.2%	\$19.6	\$15.9	3.7	23.3%	\$4.8	(0.7)	(14.8%)	\$19.7	(0.1)	(0.4%)
City of Chicago RETT	\$12.8	\$15.9	(3.1)	(19.3%)	\$77.3	\$63.6	13.8	21.7%	\$18.6	(5.8)	(31.1%)	\$74.7	2.6	3.5%
Non-Statutory Funding - PTF I	\$55.4	\$55.4	(0.0)	(0.0%)	\$217.2	\$216.4	0.7	0.3%	\$55.9	(0.5)	(0.9%)	\$213.6	3.6	1.7%
Non-Statutory Funding - ST I	\$0.4	\$0.4	0.0	0.0%	\$1.7	\$1.7	0.0	0.0%	\$0.2	0.2	92.6%	\$0.9	0.8	92.6%
<b>Total Public Funding</b>	<b>\$222.5</b>	<b>\$226.1</b>	<b>(3.6)</b>	<b>(1.6%)</b>	<b>\$808.9</b>	<b>\$789.5</b>	<b>\$19.4</b>	<b>2.5%</b>	<b>\$225.8</b>	<b>(\$3.4)</b>	<b>(1.5%)</b>	<b>\$793.3</b>	<b>\$15.5</b>	<b>2.0%</b>
<b>Total Revenues</b>	<b>\$394.9</b>	<b>\$399.7</b>	<b>(\$4.8)</b>	<b>(1.2%)</b>	<b>\$1,485.2</b>	<b>\$1,474.2</b>	<b>\$11.0</b>	<b>0.7%</b>	<b>\$400.9</b>	<b>(\$6.0)</b>	<b>(1.5%)</b>	<b>\$1,468.3</b>	<b>\$17.0</b>	<b>1.2%</b>
<b>Expense</b>														
Labor	\$257.5	\$256.5	(\$1.0)	(0.4%)	\$1,027.0	\$1,025.6	(\$1.4)	(0.1%)	\$257.0	(\$0.5)	(0.2%)	\$997.5	(\$29.6)	(3.0%)
Material	\$20.1	\$19.6	(\$0.5)	(2.7%)	\$82.9	\$82.5	(\$0.4)	(0.5%)	\$20.7	0.6	2.8%	\$83.5	0.6	0.7%
Fuel	\$8.3	\$9.5	\$1.2	12.7%	\$32.7	\$37.3	\$4.5	12.1%	\$11.8	3.6	30.1%	\$49.8	17.1	34.3%
Power	\$7.4	\$7.7	\$0.3	4.3%	\$29.3	\$31.5	\$2.2	6.9%	\$6.7	(0.6)	(9.3%)	\$28.8	(0.5)	(1.6%)
I&D	\$2.4	\$2.4	\$0.0	0.0%	\$10.5	\$9.5	(\$1.0)	(10.5%)	\$3.5	1.1	32.1%	\$3.5	(7.0)	(200.0%)
Passenger Security	\$3.6	\$3.7	\$0.1	1.4%	\$14.1	\$14.7	\$0.6	4.1%	\$3.7	0.1	1.8%	\$14.4	0.3	2.3%
All Other	\$66.0	\$67.5	\$1.5	2.2%	\$267.4	\$274.1	\$6.8	2.5%	\$55.0	(11.0)	(20.0%)	\$251.9	(15.4)	(6.1%)
<b>Total Expense</b>	<b>\$365.3</b>	<b>\$366.8</b>	<b>\$1.5</b>	<b>0.4%</b>	<b>\$1,464.0</b>	<b>\$1,475.2</b>	<b>\$11.2</b>	<b>0.8%</b>	<b>\$358.5</b>	<b>(\$6.8)</b>	<b>(1.9%)</b>	<b>\$1,429.5</b>	<b>(\$34.4)</b>	<b>(2.4%)</b>
<b>Net Results</b>	<b>\$29.6</b>	<b>\$32.9</b>	<b>(\$3.3)</b>		<b>\$21.3</b>	<b>(\$1.0)</b>	<b>\$22.3</b>		<b>\$42.4</b>	<b>(\$12.8)</b>		<b>\$38.8</b>	<b>(\$17.5)</b>	
<b>Operating Deficit</b>	<b>\$192.9</b>	<b>\$193.2</b>	<b>\$0.3</b>	<b>0.2%</b>	<b>\$787.6</b>	<b>\$790.5</b>	<b>\$2.9</b>	<b>0.4%</b>	<b>\$183.5</b>	<b>(\$9.4)</b>	<b>(5.1%)</b>	<b>\$754.5</b>	<b>(\$33.0)</b>	<b>(4.4%)</b>
<b>Recovery Ratio</b>	<b>56.3%</b>	<b>56.5%</b>	<b>(0.2) pts</b>		<b>55.2%</b>	<b>55%</b>	<b>(0.2) pts</b>		<b>58.4%</b>	<b>(2.1) pts</b>		<b>56.6%</b>	<b>(1.4) pts</b>	
<b>Total Ridership</b>	<b>122.0</b>	<b>127.8</b>	<b>(5.8)</b>	<b>(4.5%)</b>	<b>497.7</b>	<b>518.9</b>	<b>(21.2)</b>	<b>(4.1%)</b>	<b>128.7</b>	<b>(6.6)</b>	<b>(5.2%)</b>	<b>516.0</b>	<b>(18.3)</b>	<b>(3.5%)</b>
<i>Average Fare</i>	\$1.15	\$1.14	\$0.02	1.6%	\$1.16	\$1.14	\$0.02	1.9%	\$1.13	0.03	0.02	1.14	0.02	0.02

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

## Metra Summary Report: 4th Quarter 2016

(in millions)

### Current Year vs. Budget

### Current Year vs. Prior Year

	4th Quarter 2016				YTD 2016				4th Quarter 2015			YTD 2015		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenue</b>														
Farebox	\$83.2	\$84.2	(\$0.9)	(1.1%)	\$342.0	\$341.4	\$0.6	0.2%	\$83.5	(\$0.3)	(0.3%)	\$337.4	\$4.6	1.3%
Reduced Fare	\$0.0	\$0.8	(\$0.8)	(100.0%)	\$1.8	\$3.1	(\$1.3)	(41.7%)	\$0.2	(\$0.2)	(100.0%)	\$1.7	\$0.1	3.6%
Other	<u>\$9.2</u>	<u>\$7.4</u>	<u>\$1.8</u>	<u>24.0%</u>	<u>\$35.8</u>	<u>\$30.1</u>	<u>\$5.7</u>	<u>18.8%</u>	<u>\$9.2</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$38.0</u>	<u>(\$2.2)</u>	<u>(5.8%)</u>
<b>Total Operating Revenue</b>	<b>\$92.5</b>	<b>\$92.4</b>	<b>\$0.1</b>	<b>0.1%</b>	<b>\$379.5</b>	<b>\$374.6</b>	<b>\$4.9</b>	<b>1.3%</b>	<b>\$92.9</b>	<b>(\$0.5)</b>	<b>(0.5%)</b>	<b>\$377.1</b>	<b>\$2.4</b>	<b>0.6%</b>
<b>Public Funding</b>														
Sales Tax I	\$77.0	\$78.5	(\$1.5)	(1.9%)	\$288.8	\$292.9	(\$4.1)	(1.4%)	\$75.4	\$1.5	2.0%	\$284.6	\$4.2	1.5%
Sales Tax II	\$28.2	\$28.7	(\$0.5)	(1.6%)	\$47.1	\$48.1	(\$1.0)	(2.1%)	\$27.6	\$0.6	2.3%	\$46.2	\$0.9	2.0%
PTF II	\$14.1	\$14.0	\$0.0	0.1%	\$55.2	\$54.9	\$0.3	0.6%	\$14.2	(\$0.1)	(1.1%)	\$54.4	\$0.8	1.5%
Non-Statutory Sales Tax I	\$0.4	\$0.4	\$0.0	0.0%	\$1.4	\$1.4	\$0.0	0.0%	\$0.2	\$0.2	92.6%	\$0.7	\$0.7	92.6%
RTA Fund Balance Funding	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$1.5	(\$1.5)	(100.0%)	\$6.0	(\$6.0)	(100.0%)
ICE (Carry Over 2015)	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$1.5</u>	<u>\$1.5</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>\$1.5</u>	<u>0.0%</u>
<b>Total Public Funding</b>	<b>\$120.1</b>	<b>\$122.1</b>	<b>(\$1.9)</b>	<b>(1.6%)</b>	<b>\$396.1</b>	<b>\$400.8</b>	<b>(\$4.7)</b>	<b>(1.2%)</b>	<b>\$118.9</b>	<b>\$0.7</b>	<b>0.6%</b>	<b>\$387.2</b>	<b>\$8.9</b>	<b>2.3%</b>
<b>Total Revenues</b>	<b>\$212.6</b>	<b>\$214.5</b>	<b>(\$1.9)</b>	<b>(0.9%)</b>	<b>\$775.6</b>	<b>\$775.4</b>	<b>\$0.2</b>	<b>0.0%</b>	<b>\$211.9</b>	<b>\$0.7</b>	<b>0.3%</b>	<b>\$764.3</b>	<b>\$11.3</b>	<b>1.5%</b>
<b>Expenses</b>														
Operations	\$59.8	\$66.0	\$6.2	9.4%	\$259.5	\$268.0	\$8.5	3.2%	\$58.9	(\$0.8)	(1.4%)	\$251.7	(\$7.8)	(3.1%)
Maintenance	\$79.1	\$76.5	(\$2.6)	(3.4%)	\$309.8	\$310.1	\$0.3	0.1%	\$69.8	(\$9.2)	(13.2%)	\$292.1	(\$17.8)	(6.1%)
Administration/Regional Services	\$27.0	\$25.2	(\$1.8)	(6.9%)	\$100.4	\$99.5	(\$0.9)	(0.9%)	\$26.2	(\$0.8)	(3.0%)	\$96.0	\$4.4	4.6%
Fuel	\$12.7	\$15.1	\$2.3	15.4%	\$49.7	\$60.4	\$10.7	17.7%	\$16.4	\$3.6	22.1%	\$71.6	\$21.9	30.6%
Electricity	\$1.2	\$1.8	\$0.6	34.5%	\$5.2	\$6.4	\$1.2	18.9%	\$0.3	(\$0.8)	(249.1%)	\$5.9	\$0.7	12.2%
Claims/Insurance/Risk Mgmt	<u>\$8.3</u>	<u>\$3.8</u>	<u>(\$4.5)</u>	<u>(116.5%)</u>	<u>\$16.8</u>	<u>\$15.4</u>	<u>(\$1.4)</u>	<u>(9.0%)</u>	<u>\$3.7</u>	<u>(\$4.6)</u>	<u>(122.6%)</u>	<u>\$15.0</u>	<u>(\$1.8)</u>	<u>(12.0%)</u>
<b>Total Expense</b>	<b>\$188.1</b>	<b>\$188.4</b>	<b>\$0.3</b>	<b>0.2%</b>	<b>\$741.4</b>	<b>\$759.8</b>	<b>\$18.4</b>	<b>2.4%</b>	<b>\$175.4</b>	<b>(\$12.7)</b>	<b>(7.2%)</b>	<b>\$732.3</b>	<b>(\$9.1)</b>	<b>(1.2%)</b>
<b>Operating Deficit</b>	<b>\$95.6</b>	<b>\$96.0</b>	<b>\$0.4</b>	<b>0.4%</b>	<b>\$361.9</b>	<b>\$385.2</b>	<b>\$23.3</b>	<b>6.0%</b>	<b>\$82.5</b>	<b>(\$13.1)</b>	<b>(15.9%)</b>	<b>\$355.2</b>	<b>(\$6.7)</b>	<b>(1.9%)</b>
<b>Net Results</b>	<b>\$24.5</b>	<b>\$26.1</b>	<b>(\$1.6)</b>		<b>\$34.1</b>	<b>\$15.6</b>	<b>\$18.5</b>		<b>\$36.4</b>	<b>(\$11.9)</b>		<b>\$32.0</b>	<b>\$2.2</b>	
<b>Recovery Ratio</b>	<b>52.5%</b>	<b>52.1%</b>	<b>0.4 pts</b>		<b>54.4%</b>	<b>52.4%</b>	<b>2.1 pts</b>		<b>56.5%</b>	<b>(4.0)</b>	<b>pts</b>	<b>54.5%</b>	<b>(0.1) pts</b>	
<b>Ridership</b>	<b>20.0</b>	<b>20.5</b>	<b>(0.5)</b>	<b>(2.4%)</b>	<b>80.4</b>	<b>81.8</b>	<b>(1.4)</b>	<b>(1.7%)</b>	<b>19.9</b>	<b>0.1</b>	<b>0.3%</b>	<b>81.6</b>	<b>(1.2)</b>	<b>(1.5%)</b>
Average Fare	\$4.16	\$4.11	\$0.05	1.3%	\$4.25	\$4.17	\$0.08	1.9%	\$4.19	(\$0.03)	(0.6%)	\$4.13	\$0.12	2.9%

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

**Pace Suburban Service Summary Report: 4th Quarter 2016**

(in millions)

**Current Year vs. Budget**

**Current Year vs. Prior Year**

	4th Quarter 2016				YTD 2016				4th Quarter 2015			YTD 2015		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Unit	%	Actual	Unit	%
<b>Operating Revenue</b>														
Farebox	\$9.2	\$10.6	(\$1.4)	(13.0%)	\$37.9	\$40.5	(\$2.6)	(6.5%)	\$10.3	(\$1.0)	(10.0%)	\$39.5	(\$1.6)	(4.0%)
Reduced Fare	\$0.3	\$0.7	(\$0.3)	(48.4%)	\$1.3	\$2.6	(\$1.3)	(48.4%)	\$0.0	\$0.3	0.0%	\$0.6	\$0.8	141.8%
Advertising	\$0.7	\$0.7	\$0.0	2.7%	\$2.7	\$2.7	\$0.1	2.4%	\$0.8	(\$0.1)	(11.0%)	\$3.2	(\$0.5)	(15.2%)
Investment/Other	<u>\$3.3</u>	<u>\$3.9</u>	<u>(\$0.5)</u>	<u>(14.0%)</u>	<u>\$13.4</u>	<u>\$15.4</u>	<u>(\$2.0)</u>	<u>(12.8%)</u>	\$3.2	\$0.2	5.6%	<u>\$13.3</u>	<u>\$0.1</u>	<u>0.9%</u>
<b>Total Operating Revenue</b>	<b>\$13.6</b>	<b>\$15.8</b>	<b>(\$2.2)</b>	<b>(14.0%)</b>	<b>\$55.4</b>	<b>\$61.2</b>	<b>(\$5.8)</b>	<b>(9.5%)</b>	<b>\$14.2</b>	<b>(\$0.6)</b>	<b>(4.2%)</b>	<b>\$56.6</b>	<b>(\$1.2)</b>	<b>(2.1%)</b>
<b>Public Funding</b>														
Sales Tax I	\$24.4	\$24.9	(\$0.5)	(1.9%)	\$91.6	\$92.9	(\$1.3)	(1.4%)	\$23.9	\$0.5	2.1%	\$90.2	\$1.4	1.6%
Sales Tax II	\$9.4	\$9.6	(0.2)	(1.6%)	\$15.7	\$16.0	(0.3)	(2.1%)	\$9.2	0.2	2.3%	\$15.4	0.3	2.0%
PTF II	\$4.7	\$4.7	0.0	0.1%	\$18.4	\$18.3	0.1	0.6%	\$4.7	(0.0)	(1.1%)	\$18.1	0.3	1.5%
SCMF	\$6.5	\$6.5	(0.0)	(0.5%)	\$24.2	\$24.3	(0.1)	(0.4%)	\$6.3	0.2	3.1%	\$23.8	0.4	1.8%
SSJA	\$7.5	\$7.5	0.0	0.0%	\$7.5	\$7.5	0.0	0.0%	\$7.5	0.0	0.0%	\$7.5	0.0	0.0%
Non-Statutory Funding - PTF I	\$1.1	\$1.1	(0.0)	(0.0%)	\$4.4	\$4.4	0.0	0.3%	\$1.1	(0.0)	(0.9%)	\$4.4	0.1	1.7%
Non-Statutory Funding - ST I	\$0.1	\$0.1	0.0	0.0%	\$0.5	\$0.5	0.0	0.0%	\$0.1	0.1	92.4%	\$0.2	0.2	92.4%
ICE Funding	\$0.0	\$0.0	0.0	0.0%	\$1.1	\$1.1	0.0	0.0%	\$0.4	(0.4)	(100.0%)	\$4.4	(3.3)	(74.7%)
Capital Cost of Contracting	\$0.0	\$0.0	0.0	0.0%	\$0.0	\$0.0	0.0	0.0%	\$0.1	(0.1)	(100.0%)	\$0.3	(0.3)	(100.0%)
CMAQ/IARC/New Freedom	<u>\$0.4</u>	<u>\$0.4</u>	<u>0.0</u>	<u>0.0%</u>	<u>\$1.7</u>	<u>\$1.7</u>	<u>0.0</u>	<u>0.0%</u>	<u>\$0.3</u>	<u>0.1</u>	<u>50.4%</u>	<u>\$1.1</u>	<u>0.6</u>	<u>51.1%</u>
<b>Total Public Funding</b>	<b>\$54.2</b>	<b>\$54.8</b>	<b>(0.7)</b>	<b>(1.2%)</b>	<b>\$165.2</b>	<b>\$166.8</b>	<b>(\$1.6)</b>	<b>(1.0%)</b>	<b>\$53.6</b>	<b>\$0.6</b>	<b>1.1%</b>	<b>\$165.5</b>	<b>(\$0.3)</b>	<b>(0.2%)</b>
<b>Total Revenues</b>	<b>\$67.8</b>	<b>\$70.7</b>	<b>(\$2.9)</b>	<b>(4.1%)</b>	<b>\$220.6</b>	<b>\$228.0</b>	<b>(\$7.4)</b>	<b>(3.2%)</b>	<b>\$67.8</b>	<b>(\$0.0)</b>	<b>(0.0%)</b>	<b>\$222.0</b>	<b>(\$1.4)</b>	<b>(0.6%)</b>
<b>Expense</b>														
Operations	\$25.6	\$27.7	\$2.1	7.5%	\$102.0	\$106.2	\$4.2	3.9%	\$24.7	(\$1.0)	(4.0%)	\$97.7	(\$4.4)	(4.5%)
Maintenance	\$7.1	\$6.9	(\$0.2)	(2.2%)	\$26.5	\$26.4	(\$0.1)	(0.6%)	\$6.4	(0.7)	(10.8%)	\$24.5	(2.0)	(8.1%)
Non-Vehicle Maintenance	\$1.2	\$1.3	\$0.1	6.2%	\$4.4	\$4.8	\$0.3	7.1%	\$1.2	0.1	6.0%	\$4.5	0.1	1.4%
Fuel	\$2.4	\$4.0	\$1.6	40.4%	\$8.6	\$15.8	\$7.2	45.4%	\$2.4	0.1	3.6%	\$10.9	2.3	20.8%
Health Insurance	\$5.6	\$5.2	(\$0.4)	(6.8%)	\$20.5	\$20.9	\$0.4	1.7%	\$5.2	(0.4)	(7.3%)	\$20.8	0.3	1.2%
Insurance & Claims	\$1.7	\$2.1	\$0.4	18.1%	\$8.6	\$8.3	(\$0.4)	(4.3%)	\$1.5	(0.2)	(14.7%)	\$9.5	0.9	9.4%
Administration	\$11.8	\$14.7	\$2.9	19.7%	\$44.8	\$50.0	\$5.2	10.4%	\$11.5	(0.3)	(2.3%)	\$41.3	(3.5)	(8.5%)
Indirect Overhead Allocation	<u>(\$1.2)</u>	<u>(\$1.1)</u>	<u>\$0.1</u>	<u>(9.4%)</u>	<u>(\$4.6)</u>	<u>(\$4.3)</u>	<u>\$0.2</u>	<u>(5.3%)</u>	<u>(\$1.2)</u>	<u>0.0</u>	<u>0.4%</u>	<u>(\$4.5)</u>	<u>0.1</u>	<u>(2.2%)</u>
<b>Total Expense</b>	<b>\$54.1</b>	<b>\$60.8</b>	<b>\$6.6</b>	<b>10.9%</b>	<b>\$211.0</b>	<b>\$228.0</b>	<b>\$17.0</b>	<b>7.5%</b>	<b>\$51.8</b>	<b>(\$2.4)</b>	<b>(4.6%)</b>	<b>\$204.7</b>	<b>(\$6.3)</b>	<b>(3.1%)</b>
<b>Net Results</b>	<b>\$13.6</b>	<b>\$9.9</b>	<b>\$3.7</b>		<b>\$9.6</b>	<b>(\$0.0)</b>	<b>\$9.6</b>		<b>\$16.0</b>	<b>(\$2.4)</b>		<b>\$17.3</b>	<b>(\$7.7)</b>	
<b>Operating Deficit</b>	<b>\$40.5</b>	<b>\$44.9</b>	<b>\$4.4</b>	<b>9.8%</b>	<b>\$155.6</b>	<b>\$166.8</b>	<b>\$11.2</b>	<b>6.7%</b>	<b>\$37.6</b>	<b>(\$3.0)</b>	<b>(7.9%)</b>	<b>\$148.2</b>	<b>(\$7.4)</b>	<b>(5.0%)</b>
<b>Recovery Ratio</b>	<b>29.9%</b>	<b>29.1%</b>	<b>0.8 pts</b>		<b>30.0%</b>	<b>30.0%</b>	<b>(0.0) pts</b>		<b>30.0%</b>	<b>(0.1) pts</b>		<b>30.0%</b>	<b>(0.0) pts</b>	
<b>Total Ridership</b>	<b>7.6</b>	<b>8.7</b>	<b>(1.1)</b>	<b>(12.3%)</b>	<b>31.2</b>	<b>33.2</b>	<b>(2.0)</b>	<b>(6.1%)</b>	<b>8.3</b>	<b>(0.7)</b>	<b>(8.1%)</b>	<b>33.1</b>	<b>(1.9)</b>	<b>(5.8%)</b>
<i>Average Fare</i>	\$1.21	\$1.22	(\$0.01)	(0.8%)	\$1.21	\$1.22	(\$0.01)	(0.4%)	\$1.23	(\$0.02)	(2.0%)	\$1.19	\$0.02	1.9%

Bracketed data represents an unfavorable change. 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 - 4th Quarter 2016

(in millions)

### Current Year vs. Budget

### Current Year vs. Prior Year

	4th Quarter 2016				YTD 2016				4th Quarter 2015			YTD 2015		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Unit	%	Actual	Unit	%
<b>Operating Revenue</b>														
Farebox	\$2.6	\$3.0	(\$0.3)	(11.3%)	\$10.9	\$11.4	(\$0.6)	(4.9%)	\$2.8	(\$0.1)	(5.0%)	\$10.8	\$0.0	0.1%
Other Revenue	<u>\$0.5</u>	<u>\$0.9</u>	<u>(\$0.4)</u>	<u>(45.5%)</u>	<u>\$1.9</u>	<u>\$3.4</u>	<u>(\$1.5)</u>	<u>(44.9%)</u>	<u>\$0.5</u>	<u>(\$0.0)</u>	<u>(4.1%)</u>	<u>2.9</u>	<u>(1.0)</u>	<u>(35.2%)</u>
<b>Total Operating Revenue</b>	<b>\$3.1</b>	<b>\$3.8</b>	<b>(\$0.7)</b>	<b>(19.0%)</b>	<b>\$12.7</b>	<b>\$14.8</b>	<b>(\$2.1)</b>	<b>(14.1%)</b>	<b>\$3.3</b>	<b>(\$0.2)</b>	<b>(4.9%)</b>	<b>\$13.7</b>	<b>(\$1.0)</b>	<b>(7.3%)</b>
<b>Public Funding</b>														
ADA Paratransit Fund	\$37.9	\$37.9	\$0.0	0.0%	\$151.5	\$151.5	\$0.0	0.0%	\$37.4	\$0.4	1.2%	\$149.7	\$1.8	1.2%
Additional State Funding	\$4.3	\$4.3	0.0	0.0%	8.5	8.5	0.0	0.0%	\$4.1	0.1	2.5%	8.4	0.1	1.3%
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>
<b>Total Public Funding</b>	<b>\$42.1</b>	<b>\$42.1</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$160.0</b>	<b>\$160.0</b>	<b>\$0.0</b>	<b>0.0%</b>	<b>\$41.6</b>	<b>\$0.6</b>	<b>1.3%</b>	<b>\$158.1</b>	<b>\$1.9</b>	<b>1.2%</b>
<b>Total Revenue</b>	<b>\$45.2</b>	<b>\$45.9</b>	<b>(\$0.7)</b>	<b>(1.6%)</b>	<b>\$172.7</b>	<b>\$174.8</b>	<b>(\$2.1)</b>	<b>(1.2%)</b>	<b>\$44.8</b>	<b>\$0.4</b>	<b>0.9%</b>	<b>\$171.8</b>	<b>\$0.9</b>	<b>0.5%</b>
<b>Expenses</b>														
Purchased Transportation	\$38.4	\$41.1	\$2.8	6.7%	\$144.8	\$158.2	\$13.4	8.5%	\$36.3	(\$2.1)	(5.7%)	\$142.2	(\$2.6)	(1.8%)
Fuel	(\$0.3)	\$0.8	1.1	134.3%	1.1	3.3	2.2	66.8%	(\$0.2)	0.1	(46.3%)	1.7	0.6	36.7%
Health Insurance	\$0.1	\$0.1	(0.0)	(13.2%)	0.5	0.5	(0.0)	(7.4%)	\$0.1	(0.0)	(8.5%)	0.5	(0.0)	(5.6%)
Insurance & Claims	\$0.1	\$0.1	(0.0)	(15.1%)	0.3	0.3	(0.1)	(28.0%)	\$0.1	(0.0)	(23.7%)	0.3	(0.1)	(30.5%)
Administration	\$1.7	\$2.1	0.4	19.2%	7.2	8.3	1.1	13.0%	\$1.9	0.2	11.1%	6.8	(0.4)	(6.2%)
Overhead (1)	<u>\$1.2</u>	<u>\$1.1</u>	<u>(0.1)</u>	<u>(9.4%)</u>	<u>4.6</u>	<u>4.3</u>	<u>(0.2)</u>	<u>(5.3%)</u>	<u>\$1.2</u>	<u>0.0</u>	<u>0.4%</u>	<u>4.5</u>	<u>(0.1)</u>	<u>(2.2%)</u>
<b>Total Expense</b>	<b>\$41.2</b>	<b>\$45.3</b>	<b>\$4.1</b>	<b>9.1%</b>	<b>\$158.5</b>	<b>\$174.8</b>	<b>\$16.3</b>	<b>9.3%</b>	<b>\$39.4</b>	<b>(\$1.8)</b>	<b>(4.5%)</b>	<b>\$155.9</b>	<b>(\$2.6)</b>	<b>(1.7%)</b>
<b>Net Results</b>	<b>\$4.1</b>	<b>\$0.7</b>	<b>\$3.4</b>		<b>\$14.2</b>	<b>\$0.0</b>	<b>\$14.2</b>		<b>\$5.4</b>	<b>(\$1.4)</b>		<b>\$15.9</b>	<b>(\$1.7)</b>	
<b>Operating Deficit</b>	<b>\$38.1</b>	<b>\$41.5</b>	<b>\$3.4</b>	<b>8.2%</b>	<b>\$145.8</b>	<b>\$160.0</b>	<b>\$14.2</b>	<b>8.9%</b>	<b>\$36.1</b>	<b>(\$1.9)</b>	<b>(5.4%)</b>	<b>\$142.2</b>	<b>(\$3.6)</b>	<b>(2.5%)</b>
<b>Recovery Ratio Adjustments</b>														
Capital Cost of Contracting (2)	\$10.2	\$6.7	\$3.5	52.4%	\$31.3	\$26.7	\$4.6	17.1%	\$6.8	3.4	49.3%	18.6	12.6	67.9%
<b>Recovery Ratio</b>	<b>10.0%</b>	<b>9.9%</b>	<b>0.1 pts</b>		<b>10.0%</b>	<b>10.0%</b>	<b>(0.0) pts</b>		<b>10.0%</b>	<b>(0.0) pts</b>		<b>10.0%</b>	<b>(0.0) pts</b>	
<b>Total Ridership</b>	<b>1.0</b>	<b>1.2</b>	<b>(0.2)</b>	<b>(15.0%)</b>	<b>4.2</b>	<b>4.5</b>	<b>(0.3)</b>	<b>(7.4%)</b>	<b>1.1</b>	<b>(0.1)</b>	<b>(5.9%)</b>	<b>4.2</b>	<b>(0.1)</b>	<b>(1.3%)</b>
<i>Average Fare</i>	\$2.63	\$2.53	\$0.11	4.3%	\$2.59	\$2.53	\$0.07	2.6%	\$2.61	\$0.02	0.9%	\$2.56	\$0.04	1.4%

Bracketed data represents an unfavorable change. 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. (2) Senate Bill 1920 allows the RTA Board to exempt from the recovery ratio calculation a portion of costs incurred in paying ADA paratransit contractors for their capital expenses.



