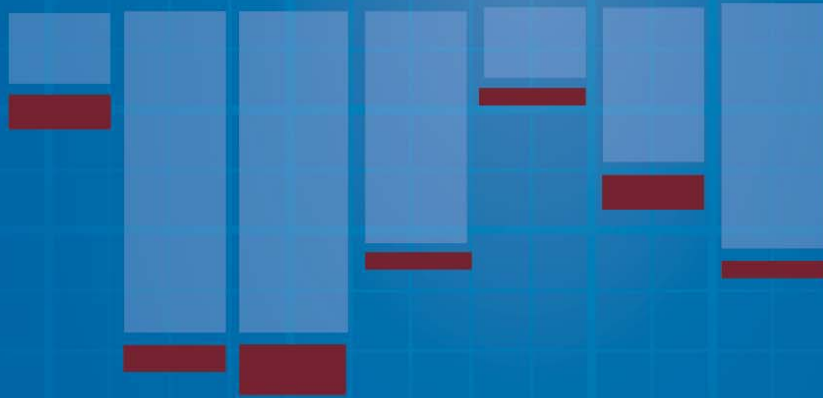


# QUARTERLY FINANCIAL AND PERFORMANCE REPORT



**MOVING YOU**

February 2020

## 4<sup>th</sup> Quarter 2019 Financial and Performance Report

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### Executive Summary

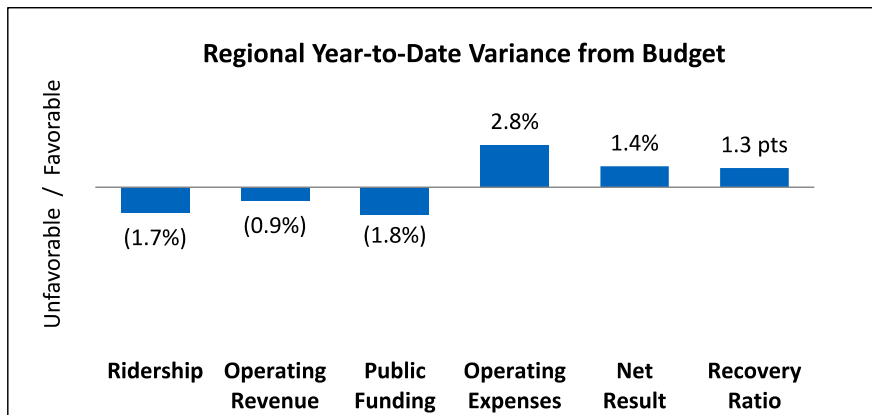
The size of the Chicago area labor force decreased by 10,000 during the fourth quarter, while the number of jobs in the region held steady. As a result, the regional unemployment rate improved to a historically low 3.4% in December, slightly below the national unemployment rate of 3.5%.

The 2019 budget anticipated a 1% ridership decrease from prior year. Year-to-date system ridership was 562.0 million, almost 3% below prior year, and 1.7% below budget. Each Service Board had unfavorable ridership results, with Pace Suburban Service reporting the largest shortfall from budget, at 6.1%. Each month of 2019 has had lower ridership than prior year, with the largest decline of 9% coming in January’s extreme cold.

Operating revenue through December was \$10.3 million, or 0.9%, unfavorable to budget, due to lagging fare revenue and the lower level of State reduced fare reimbursement. Sales tax receipts through October were 1.2% unfavorable to budget and RETT receipts still lag budget by about 7%. PTF results are being impacted by the extension of the State’s 5% cut, and the total public funding variance is \$29.2 million, or 1.8%, unfavorable to budget.

Operating expenses were \$77.8 million, or 2.8%, favorable to budget. Each Service Board reported a favorable expense variance for the year-to-date, and each also had favorable fuel expense results, totaling \$9.0 million. This good expense performance more than offset the unfavorable operating revenue and public funding results, producing a net result which was \$38.3 million favorable to budget, a \$13.3 million improvement from last month’s result. The regional recovery ratio, which does not consider sales tax results, finished the year at 51.9%, favorable to budget by 1.3 percentage points.

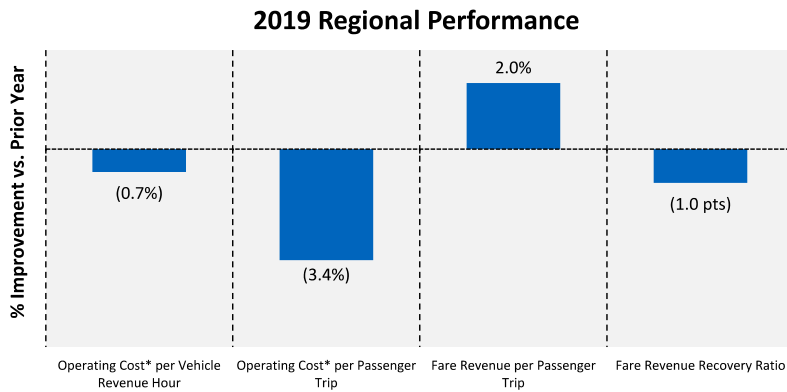
Each Service Board’s operating deficit was favorable to budget through the fourth quarter, and staff is recommending that each Service Board, ADA Paratransit, and the region as a whole be found in substantial accordance with budget. The following chart provides an overview of regional results.



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

Annual regional performance results for 2019 show improvement for one measure compared to 2018. After adjusting operating costs for inflation, regional operating costs were 0.4% higher compared to 2018, an unfavorable difference of \$12.0 million. A 0.2% decrease in service hours resulted in an operating cost per vehicle revenue hour that was 0.7% or \$1.12 higher (unfavorable) compared to 2018. Annual systemwide ridership for 2019 was down 2.8% compared to 2018, resulting in a 2019 inflation-adjusted operating cost per passenger trip of \$4.88, which was \$0.16 or 3.4% higher compared to 2018. Taking lower ridership into account, the regional average fare paid was 2.0%, or \$0.04 higher compared to 2018. The fare revenue recovery ratio of 36.4% was 1.0 percentage point lower compared to 2018, resulting from two unfavorable inputs: decreased fare revenue and increased operating expense.

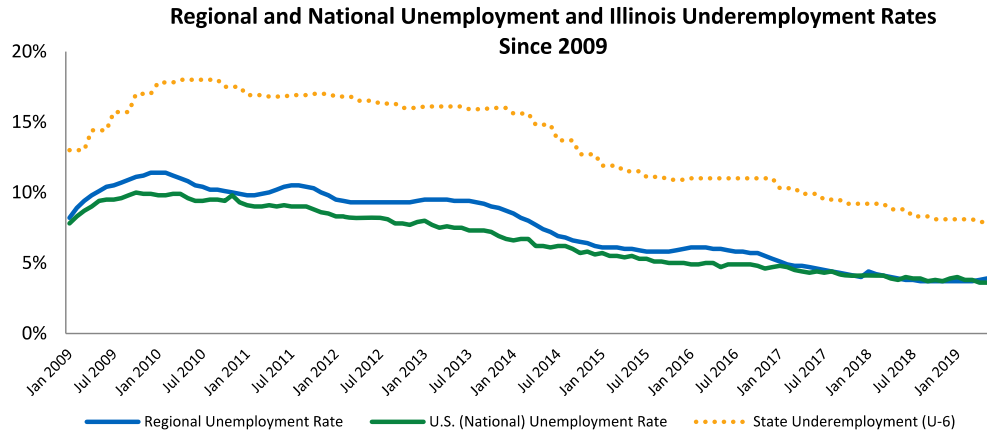
The chart below shows the year-to-date percentage change for each performance measure compared to last year. Bars above the line show improving trends while bars below the line show unfavorable trends.



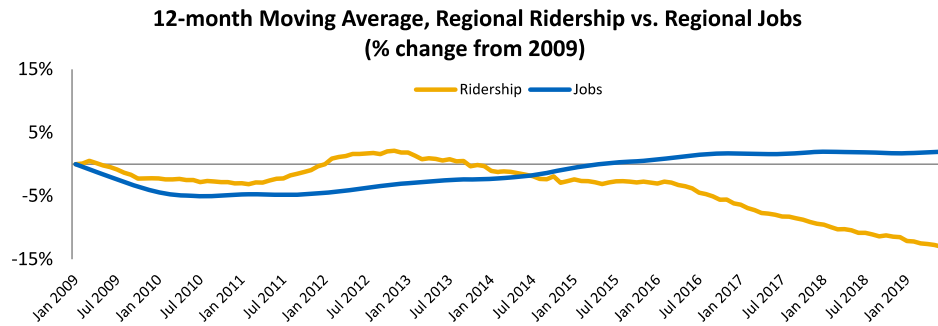
\*Operating costs adjusted for inflation

## Environmental Factors

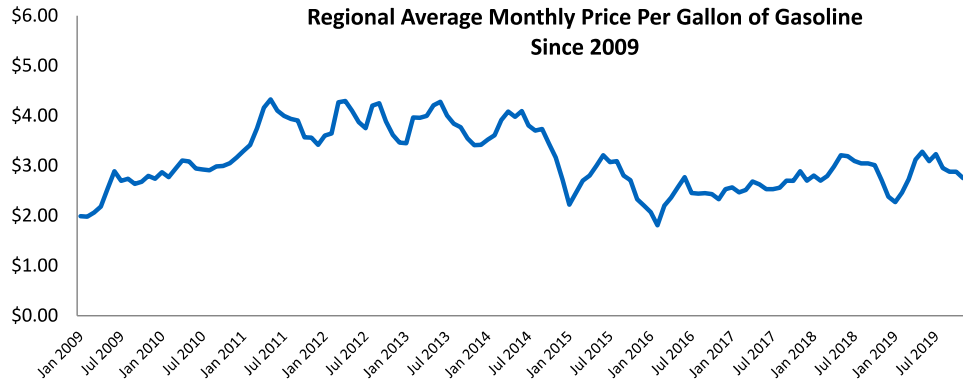
Regional unemployment decreased slightly to 3.4% in the fourth quarter, one-tenth of a percent lower than the national average, as the labor force in the Chicago region decreased at a greater rate than the jobs did over the three-month period. Additionally, statewide underemployment, tracked by the U-6 rate, has dropped to 7.4%.



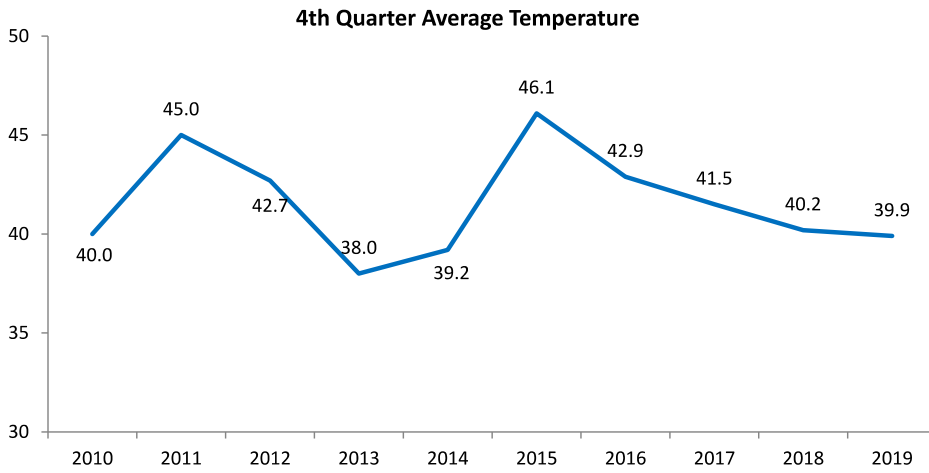
While the twelve-month moving average of regional jobs is 2.2% higher than 2009, ridership is now 14.1% below 2009 levels.



The average price per gallon of gas in the Chicago region during the fourth quarter of 2019 was \$2.79, down 23 cents from the third quarter but 9 cents higher than fourth quarter 2018.

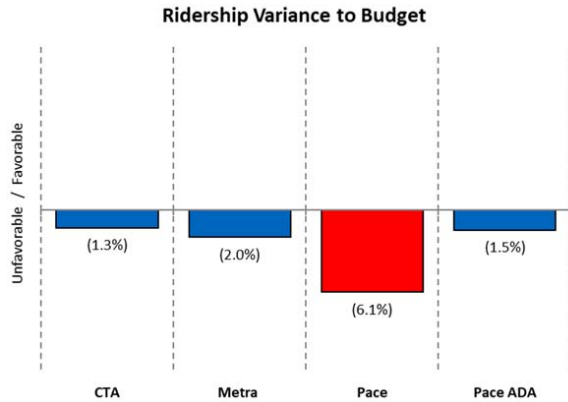


The average temperature in the fourth quarter of 2019 was 39.9 degrees, which is slightly lower than the ten-year average. November was an exceptionally cold month.

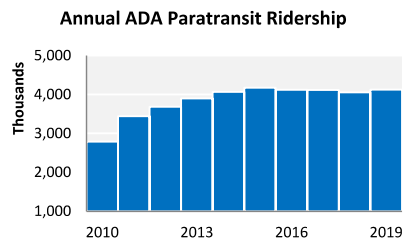
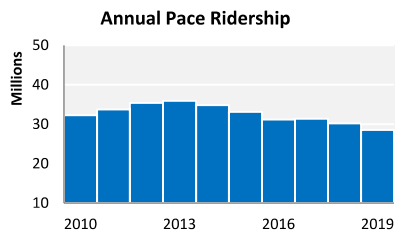
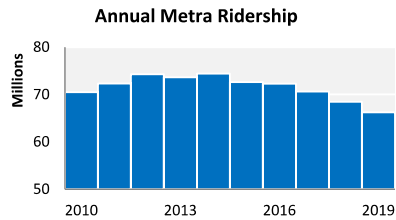
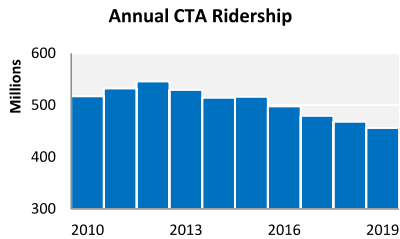


## Ridership

The 2019 budget assumed a full-year ridership decrease of about 1%. RTA system ridership was unfavorable to budget by 1.7% through the fourth quarter, and was down almost 3% compared to prior year. The system recorded 562.0 million passenger trips, 9.5 million trips unfavorable to budget. Ridership steadily improved each month relative to budget as the system recovered from extreme weather in January, which resulted in some cancelled service and significantly impacted ridership.

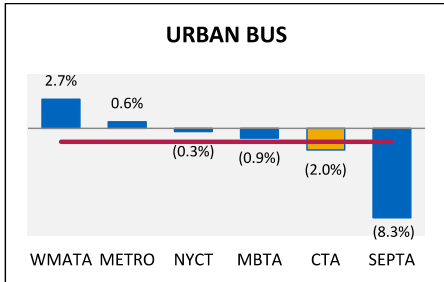


The charts below show each Service Board’s annual ridership for the last ten years, as reported to the National Transit Database (NTD).



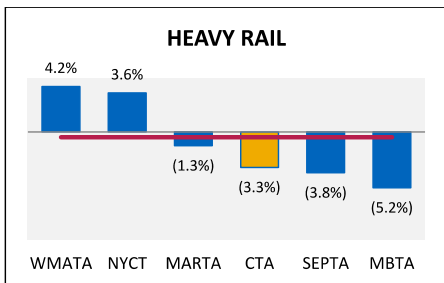
### Ridership: Peer Comparison for CTA and Metra

The following peer comparisons show the percent change for 2019 annual ridership, by mode, in comparison to 2018. Data are provided by the NTD. CTA bus ridership decreased 2.0% and rail ridership decreased 3.3%. Metra’s annual ridership was down 3.2%.



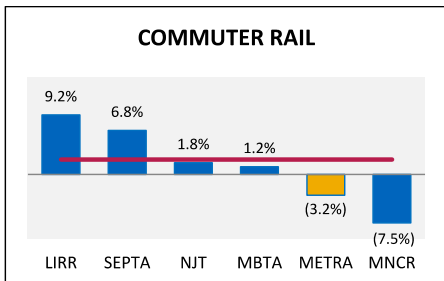
CTA bus peers include:

- WMATA (Washington, DC)
- METRO (Los Angeles)
- NYCT (New York)
- MBTA (Boston)
- SEPTA (Philadelphia)
- Peer average: -1.2%



CTA rail peers include:

- WMATA (Washington, DC)
- NYCT (New York City)
- MARTA (Atlanta)
- SEPTA (Philadelphia)
- MBTA (Boston)
- Peer average: -0.5%



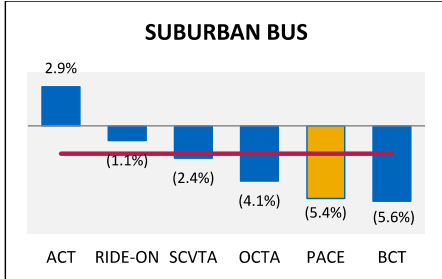
Metra’s peers include:

- LIRR (Long Island, New York)
- SEPTA (Philadelphia)
- NJT (New Jersey/New York)
- MBTA (Boston)
- MNCR (New York/Connecticut)
- Peer average: 2.3%



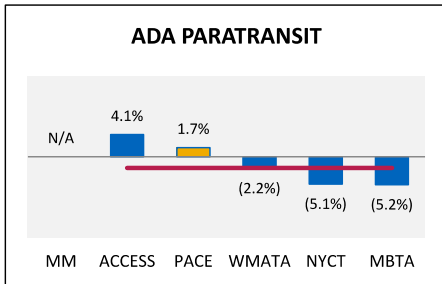
### Ridership: Peer Comparison for Pace

Pace bus saw a year-over-year ridership decrease of 5.4%, while ADA Paratransit ridership saw a ridership increase of 1.7%.



Pace bus peers include:

- ACT (Oakland Area)
- RIDE-ON (Washington, DC area)
- SCVTA (San Francisco area)
- OCTA (Orange County, CA)
- BCT (Miami area)
- Peer average: -2.1%

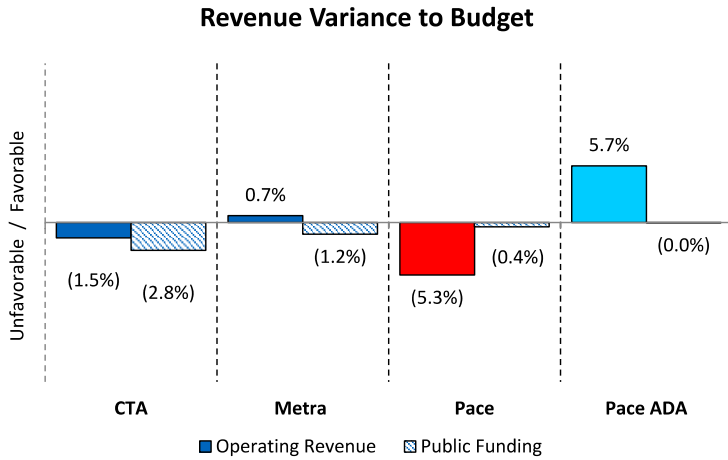


ADA Paratransit peers include:

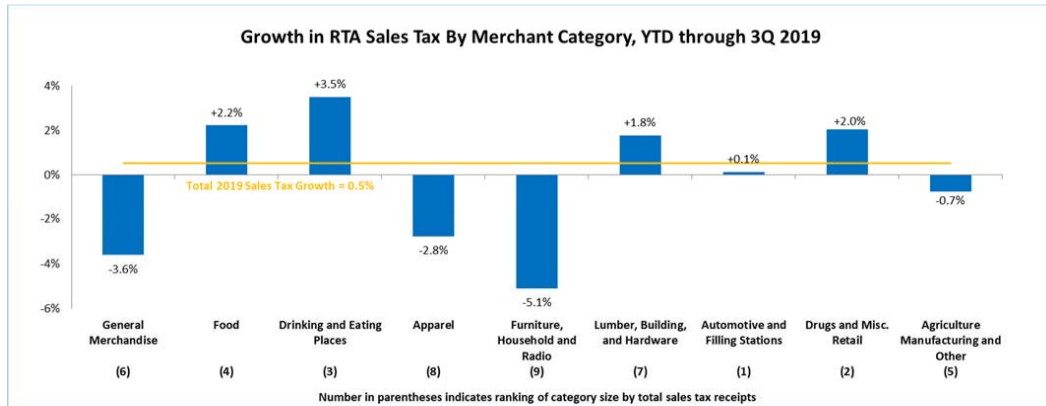
- MM (Minneapolis)
- ACCESS (Los Angeles)
- WMATA (Washington, DC)
- NYCT (New York City)
- MBTA (Boston)
- Peer average: -2.1%

### Operating Revenue and Public Funding

Operating revenue for the region was \$10.3 million or 0.9% unfavorable to budget through the fourth quarter, with revenue shortfalls at CTA and Pace, and revenue surpluses at Metra and Pace ADA Paratransit. This result includes a \$16.5 million reduction in reduced fare reimbursement funding from the State. Public funding was \$29.2 million or 1.8% unfavorable to budget, due to unfavorable sales tax, PTF, and RETT receipts.



As seen in the sales tax by industry chart for the third quarter, the latest available, food and drink categories have been the best performers as we recovered from the severe cold in January. Sales tax growth has since improved to positive 1.5% versus 2018.



## Expenses

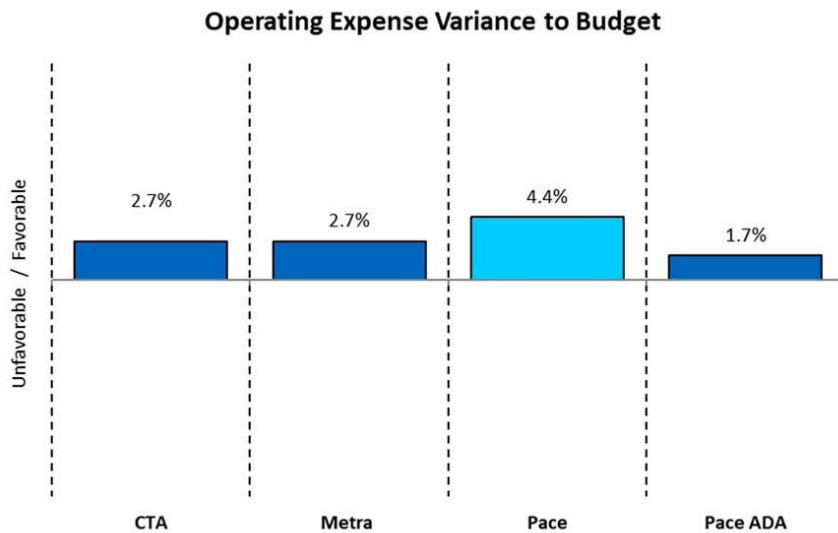
Total Service Board operating expenses of \$2.720 billion were \$77.8 million or 2.8% favorable to budget through December. Fuel expenses were favorable at each Service Board, by a total of \$9.0 million.

CTA’s total expenses were \$42.0 million or 2.7% favorable, with favorable results in all expense categories except Labor, led by Other, Material, Security, and Fuel expenses. Fuel expense was \$3.7 million or 8.4% favorable to budget.

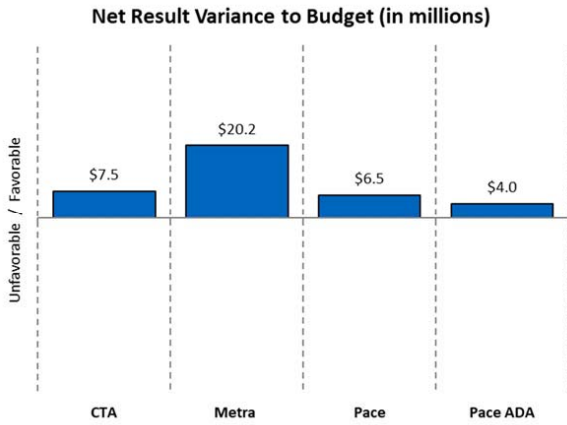
Metra’s total expenses came in \$22.2 million or 2.7% favorable to budget. Positive results were recorded in Administration, Operations, Maintenance, Electricity, and Fuel. Fuel expense was \$3.3 million or 5.2% favorable to budget.

Pace’s total expenses were \$10.3 million or 4.4% favorable to budget due to favorable variances in all expense categories except the ADA Overhead allocation. Fuel expense was favorable by \$1.8 million or 13.7%. Pace does not lock its fuel needs in advance, so lower-than-budgeted prices have resulted in significant favorable variances.

ADA Paratransit’s total expenses were \$3.2 million or 1.7% favorable to budget, due primarily to favorable results in Purchased Transportation expense as ridership fell below budget. Fuel expense was \$0.3 million or 9.8% favorable.

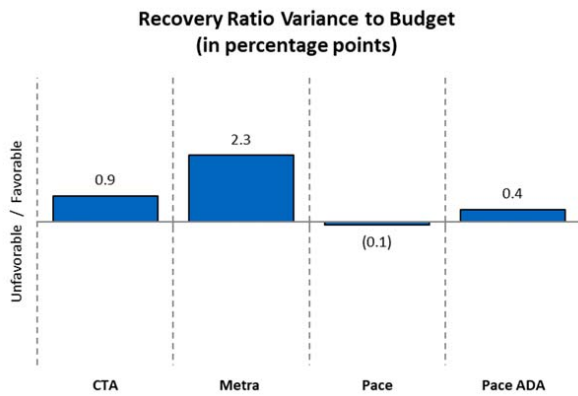


## Net Results



Favorable operating expenses offset unfavorable public funding and operating revenue, producing a regional net result that was \$38.3 million favorable to budget.

## Recovery Ratios



The regional recovery ratio of 51.9% was 1.3 percentage points favorable to budget. The recovery ratio has improved steadily since January, when it was 2.0 points unfavorable to budget. Without approved adjustments, the regional recovery ratio was 0.7 points lower than fourth quarter 2018.

## Performance Measures

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

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

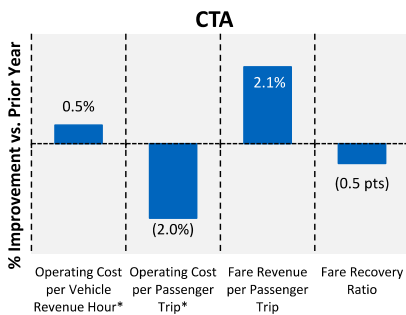
**Operating cost per passenger trip\*:** The cost of providing each individual passenger trip. Operating costs have been adjusted for inflation for this metric.

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

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

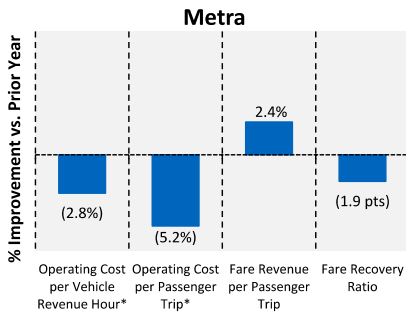
The following charts show the net percentage change for 2019 annual performance compared to 2018, with bars above the line indicating improved performance.

### CTA 2019 Performance Results



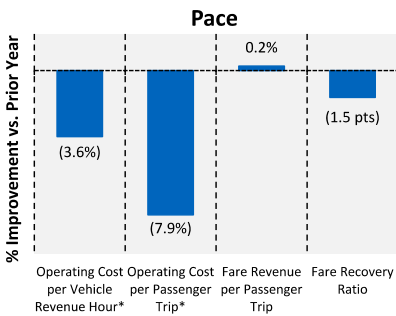
- CTA’s inflation-adjusted operating cost decrease of 0.7%, combined with 0.1% fewer vehicle revenue hours, resulted in an operating cost per vehicle hour that was 0.5% favorable to 2018 results.
- CTA 2019 annual ridership was 2.6% lower than 2018, resulting in an operating cost per passenger trip that was 2.0%, or \$0.06, higher compared to 2018.
- CTA fare revenue decreased by 0.6% while ridership decreased at a steeper rate, resulting in a 2.1% higher average paid fare of \$1.28 -- a favorable difference of \$0.03 compared to 2018.
- The fare recovery ratio decreased by 0.5 percentage points to 38.8% as fare revenue decreased, an unfavorable result.

**Metra 2019 Performance Results**



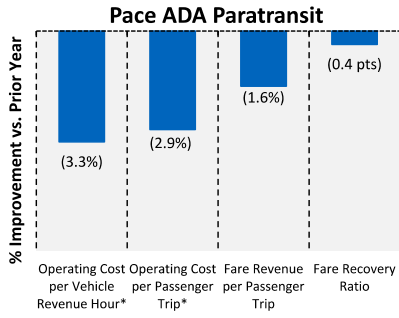
- Metra saw an inflation-adjusted operating cost increase of 1.8% compared to 2018, spread over 1.0% fewer vehicle revenue hours. Metra’s operating cost per vehicle revenue hour was 2.8% higher compared to 2018.
- A 3.2% ridership decrease resulted in an operating cost per passenger trip that was 5.2%, or \$0.59, higher than 2018.
- The fare revenue per passenger trip (average fare paid) for 2019 was \$5.54, \$0.13 higher compared to 2018, a favorable increase of 2.4%.
- The fare recovery ratio of 45.8% was 1.9 percentage points unfavorable to 2018.

**Pace 2019 Performance Results**



- Pace’s inflation-adjusted operating cost increased 1.9% in 2019 as service levels decreased 1.6%, resulting in an operating cost per vehicle revenue hour that was 3.6% unfavorable to 2018.
- Higher operating costs and a 5.6% ridership decline resulted in a 7.9% increase in cost per passenger trip, an unfavorable increase of \$0.57.
- Fare revenues decreased by 5.3% in 2019; the average fare paid remained relatively unchanged from 2018 at \$1.26 as fare revenue and ridership declined in tandem.
- Pace’s fare recovery ratio decreased by 1.5 percentage points in 2019 to 16.0%.

**Pace ADA Paratransit 2019 Performance Results**



- Inflation-adjusted operating costs for ADA Paratransit services were unfavorable by 4.7% in 2019, while vehicle revenue hours increased 1.4%, resulting in a 3.3% increase in operating cost per vehicle hour, an unfavorable result.
- Higher operating costs spread over 1.7% more passenger trips resulted in a cost per passenger trip that was 2.9%, or \$1.25, higher compared to 2018.
- Fare revenue was roughly equal to 2018, up 0.1%. Higher ridership without a reciprocal increase in fare revenue produced a 1.6%, or \$0.05 loss in fare revenue per passenger trip compared to 2018.
- At 6.5%, the fare recovery ratio was 0.4 percentage points lower compared to 2018.

# Region Summary Report - 4th Quarter 2019

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	4th Quarter 2019				YTD 2019				4th Quarter 2018			YTD 2018		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenues</b>														
CTA	\$185.4	\$179.7	\$5.7	3.2%	\$696.9	\$707.7	(\$10.9)	(1.5%)	\$180.0	\$5.4	3.0%	\$697.3	(\$0.4)	(0.1%)
Metra	\$102.0	\$100.6	\$1.4	1.4%	\$414.5	\$411.7	\$2.8	0.7%	\$104.1	(\$2.1)	(2.1%)	\$417.1	(\$2.5)	(0.6%)
Pace	\$14.4	\$14.9	(\$0.5)	(3.6%)	\$55.6	\$58.7	(\$3.1)	(5.3%)	\$14.9	(\$0.6)	(3.7%)	\$57.3	(\$1.7)	(2.9%)
Pace ADA	\$3.6	\$3.6	\$0.1	1.6%	\$15.0	\$14.2	\$0.8	5.7%	\$3.7	(\$0.1)	(1.5%)	\$14.3	\$0.7	4.9%
<b>Total</b>	<b>\$305.3</b>	<b>\$298.7</b>	<b>\$6.6</b>	<b>2.2%</b>	<b>\$1,182.1</b>	<b>\$1,192.4</b>	<b>(\$10.3)</b>	<b>(0.9%)</b>	<b>\$302.7</b>	<b>(\$2.6)</b>	<b>(0.9%)</b>	<b>\$1,186.0</b>	<b>(\$4.0)</b>	<b>(0.3%)</b>
<b>Public Funding (1)</b>														
CTA	\$239.5	\$241.4	(\$2.0)	(0.8%)	\$820.8	\$844.4	(\$23.6)	(2.8%)	\$229.0	\$10.4	4.6%	\$811.4	\$9.3	1.2%
Metra	\$130.2	\$129.3	\$0.9	0.7%	\$412.7	\$417.5	(\$4.8)	(1.2%)	\$126.7	\$3.4	2.7%	\$408.4	\$4.3	1.1%
Pace	\$53.1	\$52.4	\$0.7	1.3%	\$176.6	\$177.3	(\$0.8)	(0.4%)	\$51.3	\$1.8	3.6%	\$172.7	\$3.9	2.2%
Pace ADA	\$43.3	\$43.3	(\$0.0)	(0.0%)	\$173.0	\$173.0	(\$0.0)	(0.0%)	\$41.2	\$2.1	5.0%	\$164.8	\$8.3	5.0%
<b>Total</b>	<b>\$466.0</b>	<b>\$466.4</b>	<b>(\$0.4)</b>	<b>(0.1%)</b>	<b>\$1,583.1</b>	<b>\$1,612.2</b>	<b>(\$29.2)</b>	<b>(1.8%)</b>	<b>\$448.3</b>	<b>(\$17.7)</b>	<b>(4.0%)</b>	<b>\$1,557.2</b>	<b>\$25.8</b>	<b>1.7%</b>
<b>Operating Expenses</b>														
CTA	\$377.1	\$391.4	\$14.3	3.7%	\$1,510.1	\$1,552.1	\$42.0	2.7%	\$373.2	(\$3.9)	(1.1%)	\$1,498.2	(\$11.9)	(0.8%)
Metra	\$204.8	\$206.8	\$2.0	1.0%	\$800.0	\$822.2	\$22.2	2.7%	\$200.5	(\$4.4)	(2.2%)	\$774.6	(\$25.4)	(3.3%)
Pace	\$58.2	\$60.5	\$2.3	3.8%	\$225.7	\$236.0	\$10.3	4.4%	\$54.1	(\$4.1)	(7.7%)	\$218.3	(\$7.4)	(3.4%)
Pace ADA	\$47.2	\$46.9	(\$0.3)	(0.7%)	\$184.0	\$187.2	\$3.2	1.7%	\$43.8	(\$3.4)	(7.7%)	\$173.2	(\$10.8)	(6.2%)
<b>Total</b>	<b>\$687.4</b>	<b>\$705.7</b>	<b>\$18.3</b>	<b>2.6%</b>	<b>\$2,719.9</b>	<b>\$2,797.6</b>	<b>\$77.8</b>	<b>2.8%</b>	<b>\$671.6</b>	<b>(\$15.8)</b>	<b>(2.4%)</b>	<b>\$2,664.4</b>	<b>(\$55.5)</b>	<b>(2.1%)</b>
<b>Net Results</b>														
CTA	\$47.8	\$29.7	\$18.0		\$7.5	\$0.0	\$7.5		\$35.9	\$11.9		\$10.6	(\$3.0)	
Metra	\$27.3	\$23.0	\$4.2		\$27.2	\$7.0	\$20.2		\$30.4	(\$3.1)		\$50.8	(\$23.6)	
Pace	\$9.2	\$6.8	\$2.4		\$6.5	(\$0.0)	\$6.5		\$12.1	(\$2.9)		\$11.7	(\$5.2)	
Pace ADA	(\$0.3)	(\$0.1)	(\$0.2)		\$4.0	(\$0.0)	\$4.0		\$1.0	(\$1.4)		\$5.9	(\$1.8)	
<b>Total</b>	<b>\$83.9</b>	<b>\$59.4</b>	<b>\$24.5</b>		<b>\$45.3</b>	<b>\$7.0</b>	<b>\$38.3</b>		<b>\$79.4</b>	<b>\$4.5</b>		<b>\$78.9</b>	<b>(\$33.7)</b>	
<b>Operating Deficit</b>														
CTA	\$191.7	\$211.7	\$20.0	9.4%	\$813.2	\$844.4	\$31.1	3.69%	\$193.2	1.4	0.7%	\$800.9	(\$12.4)	(1.5%)
Metra	\$102.9	\$106.2	\$3.4	3.2%	\$385.5	\$410.5	\$25.0	6.1%	\$96.4	(6.5)	(6.8%)	\$357.6	(27.9)	(7.8%)
Pace	\$43.9	\$45.6	\$1.8	3.8%	\$170.1	\$177.3	\$7.2	4.1%	\$39.2	(4.7)	(12.0%)	\$161.0	(9.1)	(5.6%)
Pace ADA	\$43.6	\$43.4	(\$0.2)	(0.6%)	\$169.0	\$173.0	\$4.0	2.3%	\$40.2	(3.4)	(8.6%)	\$158.9	(10.1)	(6.4%)
<b>Total</b>	<b>\$382.1</b>	<b>\$406.9</b>	<b>\$24.9</b>	<b>6.1%</b>	<b>\$1,537.8</b>	<b>\$1,605.2</b>	<b>\$67.4</b>	<b>4.2%</b>	<b>\$368.9</b>	<b>(\$13.2)</b>	<b>(3.6%)</b>	<b>\$1,478.3</b>	<b>(\$59.5)</b>	<b>(4.0%)</b>
<b>Recovery Ratio</b>														
CTA	59.5%	56.1%	3.3 pts		56.5%	55.6%	0.9 pts		58.6%	0.9 pts		57.1%	(0.6) pts	
Metra	53.3%	51.6%	1.8 pts		55.4%	53.1%	2.3 pts		55.2%	(1.9) pts		57.3%	(1.9) pts	
Pace	30.4%	30.0%	0.4 pts		30.2%	30.3%	(0.1) pts		31.7%	(1.4) pts		30.8%	(0.7) pts	
Pace ADA	10.2%	10.0%	0.2 pts		10.4%	10.0%	0.4 pts		10.0%	0.2 pts		10.0%	0.4 pts	
<b>System</b>	<b>52.9%</b>	<b>50.2%</b>	<b>2.7 pts</b>		<b>51.9%</b>	<b>50.6%</b>	<b>1.3 pts</b>		<b>52.9%</b>	<b>(0.0) pts</b>		<b>52.6%</b>	<b>(0.7) pts</b>	
<b>Ridership</b>														
CTA	113.7	114.1	(0.4)	(0.4%)	455.2	461.3	(6.1)	(1.3%)	116.9	(3.3)	(2.8%)	468.1	(12.9)	(2.8%)
Metra(2)	18.3	18.5	(0.2)	(0.9%)	74.0	75.6	(1.5)	(2.0%)	18.9	(0.6)	(3.0%)	76.2	(2.2)	(2.9%)
Pace	7.1	7.5	(0.5)	(6.1%)	28.5	30.4	(1.8)	(6.1%)	7.5	(0.4)	(5.8%)	30.2	(1.7)	(5.6%)
Pace ADA	1.1	1.1	(0.0)	(0.6%)	4.3	4.3	(0.1)	(1.5%)	1.1	0.0	2.5%	4.3	0.0	0.1%
<b>Total</b>	<b>140.1</b>	<b>141.2</b>	<b>(1.1)</b>	<b>(0.8%)</b>	<b>562.0</b>	<b>571.5</b>	<b>(9.5)</b>	<b>(1.7%)</b>	<b>144.4</b>	<b>(4.3)</b>	<b>(3.0%)</b>	<b>578.8</b>	<b>(16.8)</b>	<b>(2.9%)</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 2019

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	4th Quarter 2019				YTD 2019				4th Quarter 2018			YTD 2018			
	Actual	Budget	Change		Actual	Budget	Change		Actual	Change		Actual	Change		
			Unit	%			Unit	%		Unit	%		Unit	%	
<b>Operating Revenue</b>															
Farebox	\$149.8	\$145.3	\$4.5	3.1%	\$585.3	\$588.0	(\$2.7)	(0.5%)	\$146.3	\$3.5	2.4%	\$588.8	(\$3.5)	(0.6%)	
Reduced Fare	\$3.5	\$7.1	(3.5)	(50.0%)	\$14.6	\$28.3	(13.7)	(48.4%)	\$3.5	0.0	0.0%	\$13.9	0.7	5.3%	
Other	\$32.0	\$27.3	4.8	17.5%	\$97.0	\$91.4	5.6	6.1%	\$30.1	1.9	6.4%	\$94.7	2.3	2.5%	
<b>Total Operating Revenue</b>	<b>\$185.4</b>	<b>\$179.7</b>	<b>\$5.7</b>	<b>3.2%</b>	<b>\$696.9</b>	<b>\$707.7</b>	<b>(\$10.9)</b>	<b>(1.5%)</b>	<b>\$180.0</b>	<b>\$5.4</b>	<b>3.0%</b>	<b>\$697.3</b>	<b>(\$0.4)</b>	<b>(0.1%)</b>	
<b>Public Funding</b>															
Sales Tax I	\$106.3	\$105.1	\$1.3	1.2%	\$391.4	\$395.6	(\$4.3)	(1.1%)	\$101.1	\$5.2	5.2%	\$381.2	\$10.1	2.7%	
Sales Tax II	\$36.9	\$37.0	(0.1)	(0.2%)	\$57.5	\$60.4	(2.9)	(4.8%)	\$35.8	1.2	3.2%	\$59.6	(2.1)	(3.5%)	
PTF II	\$17.6	\$18.2	(0.6)	(3.1%)	\$67.9	\$70.6	(2.7)	(3.9%)	\$16.8	0.9	5.2%	\$65.2	2.7	4.2%	
25% PTF on RETT	\$3.6	\$4.2	(0.6)	(13.3%)	\$15.0	\$16.7	(1.6)	(9.8%)	\$4.2	(0.6)	(13.3%)	\$16.7	(1.6)	(9.8%)	
City of Chicago RETT	\$16.1	\$16.7	(0.6)	(3.5%)	\$61.9	\$66.6	(4.7)	(7.1%)	\$15.3	0.8	5.1%	\$70.1	(8.2)	(11.7%)	
Non-Statutory Funding - PTF I	\$57.2	\$58.7	(1.5)	(2.5%)	\$221.0	\$228.2	(7.3)	(3.2%)	\$54.3	2.9	5.3%	\$212.6	8.4	3.9%	
Non-Statutory Funding - ST I	\$0.0	\$0.0	0.0	0.0%	\$0.0	\$0.0	0.0	0.0%	\$0.0	0.0	0.0%	\$0.0	0.0	0.0%	
ICE funding for operations	\$1.7	\$1.6	0.0	0.8%	\$6.1	\$6.2	(0.1)	(1.0%)	\$1.6	0.1	3.8%	\$0.0	6.1	0.0%	
<b>Total Public Funding</b>	<b>\$239.5</b>	<b>\$241.4</b>	<b>(2.0)</b>	<b>(0.8%)</b>	<b>\$820.8</b>	<b>\$844.4</b>	<b>(\$23.6)</b>	<b>(2.8%)</b>	<b>\$229.0</b>	<b>\$10.4</b>	<b>4.6%</b>	<b>\$805.4</b>	<b>\$15.4</b>	<b>1.9%</b>	
<b>Total Revenues</b>	<b>\$424.9</b>	<b>\$421.1</b>	<b>\$3.7</b>	<b>0.9%</b>	<b>\$1,517.7</b>	<b>\$1,552.1</b>	<b>(\$34.4)</b>	<b>(2.2%)</b>	<b>\$409.0</b>	<b>\$15.8</b>	<b>3.9%</b>	<b>\$1,502.7</b>	<b>\$14.9</b>	<b>1.0%</b>	
<b>Expense</b>															
Labor	\$281.3	\$274.2	(\$7.1)	(2.6%)	\$1,089.0	\$1,084.1	(\$4.9)	(0.4%)	\$266.5	(\$14.8)	(5.5%)	\$1,070.5	(\$18.5)	(1.7%)	
Material	\$13.4	\$19.6	\$6.2	31.8%	\$67.7	\$80.1	\$12.4	15.5%	\$22.2	8.9	39.9%	\$90.5	22.8	25.2%	
Fuel	\$10.1	\$11.2	\$1.1	9.7%	\$40.4	\$44.1	\$3.7	8.4%	\$7.6	(2.5)	(33.1%)	\$32.1	(8.3)	(25.9%)	
Power	\$6.6	\$8.5	\$1.9	22.9%	\$31.6	\$34.4	\$2.8	8.2%	\$8.0	1.5	18.2%	\$31.2	(0.4)	(1.3%)	
I&D	\$1.9	\$1.9	\$0.0	0.0%	\$7.5	\$7.5	\$0.0	0.0%	\$1.3	(0.6)	(50.0%)	\$5.0	(2.5)	(50.0%)	
Passenger Security	\$2.1	\$4.8	\$2.7	55.6%	\$14.9	\$19.3	\$4.4	22.7%	\$4.2	2.1	48.9%	\$17.5	2.6	14.8%	
All Other	\$61.8	\$71.2	\$9.4	13.2%	\$259.2	\$282.7	\$23.5	8.3%	\$63.3	1.6	2.5%	\$251.5	(7.6)	(3.0%)	
<b>Total Expense</b>	<b>\$377.1</b>	<b>\$391.4</b>	<b>\$14.3</b>	<b>3.7%</b>	<b>\$1,510.1</b>	<b>\$1,552.1</b>	<b>\$42.0</b>	<b>2.7%</b>	<b>\$373.2</b>	<b>(\$3.9)</b>	<b>(1.1%)</b>	<b>\$1,498.2</b>	<b>(\$11.9)</b>	<b>(0.8%)</b>	
<b>Net Results</b>	<b>\$47.8</b>	<b>\$29.7</b>	<b>\$18.0</b>		<b>\$7.5</b>	<b>\$0.0</b>	<b>\$7.5</b>		<b>\$35.9</b>	<b>\$11.9</b>		<b>\$4.5</b>	<b>\$3.0</b>		
<b>Operating Deficit</b>	<b>\$191.7</b>	<b>\$211.7</b>	<b>\$20.0</b>	<b>9.4%</b>	<b>\$813.2</b>	<b>\$844.4</b>	<b>\$31.1</b>	<b>3.7%</b>	<b>\$193.2</b>	<b>\$1.4</b>	<b>0.7%</b>	<b>\$800.9</b>	<b>(\$12.4)</b>	<b>(1.5%)</b>	
<b>Recovery Ratio</b>	<b>59.5%</b>	<b>56.1%</b>	<b>3.3 pts</b>		<b>56.5%</b>	<b>55.6%</b>	<b>0.9 pts</b>		<b>53.1%</b>	<b>6.3 pts</b>		<b>57.1%</b>	<b>(0.6) pts</b>		
<b>Total Ridership</b>	<b>113.7</b>	<b>114.1</b>	<b>(0.4)</b>	<b>(0.4%)</b>	<b>455.2</b>	<b>461.3</b>	<b>(6.1)</b>	<b>(1.3%)</b>	<b>116.9</b>	<b>(3.3)</b>	<b>(2.8%)</b>	<b>468.1</b>	<b>(12.9)</b>	<b>(2.8%)</b>	
<i>Average Fare</i>	\$1.32	\$1.27	\$0.04	3.5%	\$1.29	\$1.27	\$0.01	0.9%	\$1.25	0.07	0.05	1.26	0.03	0.02	

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: 4th Quarter 2019

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	4th Quarter 2019				YTD 2019				4th Quarter 2018			YTD 2018		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Unit	Change %	Actual	Unit	Change %
<b>Operating Revenue</b>														
Farebox	\$90.5	\$90.6	(\$0.1)	(0.1%)	\$366.6	\$371.0	(\$4.4)	(1.2%)	\$90.4	\$0.2	0.2%	\$370.0	(\$3.4)	(0.9%)
Reduced Fare	\$0.4	\$0.8	(\$0.4)	(48.4%)	\$1.6	\$3.1	(\$1.5)	(48.4%)	\$0.4	\$0.0	0.0%	\$1.7	(\$0.1)	(3.2%)
Other	<u>\$11.0</u>	<u>\$9.2</u>	<u>\$1.8</u>	<u>20.1%</u>	<u>\$46.3</u>	<u>\$37.6</u>	<u>\$8.7</u>	<u>23.2%</u>	<u>\$13.3</u>	<u>(\$2.3)</u>	<u>(17.2%)</u>	<u>\$45.4</u>	<u>\$0.9</u>	<u>2.0%</u>
<b>Total Operating Revenue</b>	<b>\$102.0</b>	<b>\$100.6</b>	<b>\$1.4</b>	<b>1.4%</b>	<b>\$414.5</b>	<b>\$411.7</b>	<b>\$2.8</b>	<b>0.7%</b>	<b>\$104.1</b>	<b>(\$2.1)</b>	<b>(2.1%)</b>	<b>\$417.1</b>	<b>(\$2.5)</b>	<b>(0.6%)</b>
<b>Public Funding</b>														
Sales Tax I	\$82.9	\$81.5	\$1.4	1.7%	\$306.8	\$307.1	(\$0.3)	(0.1%)	\$80.6	\$2.3	2.8%	\$302.6	\$4.2	1.4%
Sales Tax II	\$30.0	\$30.1	(\$0.1)	(0.2%)	\$46.7	\$49.1	(\$2.4)	(4.8%)	\$29.2	\$0.8	2.8%	\$48.5	(\$1.8)	(3.7%)
PTF II	\$14.3	\$14.8	(\$0.5)	(3.1%)	\$55.2	\$57.4	(\$2.2)	(3.9%)	\$14.0	\$0.3	2.2%	\$53.2	\$1.9	3.7%
Non-Statutory Sales Tax I	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	0	\$0.0	\$0.0	0.0%
Homeland Security	\$0.4	\$0.4	\$0.0	0.0%	\$1.5	\$1.5	\$0.0	0.0%	\$0.4	\$0.0	0.0%	\$1.5	\$0.0	0.0%
JSIF Reserves	\$2.5	\$2.5	\$0.0	0.0%	\$2.5	\$2.5	\$0.0	0.0%	\$2.5	\$0.0	0.0%	\$2.5	\$0.0	0.0%
ICE (Carry Over 2015)	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>
<b>Total Public Funding</b>	<b>\$130.2</b>	<b>\$129.3</b>	<b>\$0.9</b>	<b>0.7%</b>	<b>\$412.7</b>	<b>\$417.5</b>	<b>(\$4.8)</b>	<b>(1.2%)</b>	<b>\$126.7</b>	<b>\$3.4</b>	<b>2.7%</b>	<b>\$408.4</b>	<b>\$4.3</b>	<b>1.1%</b>
<b>Total Revenues</b>	<b>\$232.1</b>	<b>\$229.8</b>	<b>\$2.3</b>	<b>1.0%</b>	<b>\$827.2</b>	<b>\$829.2</b>	<b>(\$2.0)</b>	<b>(0.2%)</b>	<b>\$230.8</b>	<b>\$1.3</b>	<b>0.6%</b>	<b>\$825.4</b>	<b>\$1.8</b>	<b>0.2%</b>
<b>Expenses</b>														
Operations	\$69.3	\$71.0	\$1.7	2.4%	\$276.8	\$283.8	\$7.0	2.5%	\$63.6	(\$5.6)	(8.9%)	\$263.3	(\$13.5)	(5.1%)
Maintenance	\$87.6	\$88.3	\$0.7	0.8%	\$346.4	\$347.7	\$1.3	0.4%	\$78.8	(\$8.8)	(11.2%)	\$317.4	(\$29.0)	(9.2%)
Administration/Regional Services	\$24.8	\$26.1	\$1.3	4.9%	\$91.8	\$107.1	\$15.3	14.3%	\$29.3	\$4.5	15.4%	\$107.0	(\$15.2)	(14.2%)
Fuel	\$14.8	\$16.1	\$1.3	8.3%	\$59.2	\$62.5	\$3.3	5.2%	\$14.6	(\$0.2)	(1.1%)	\$57.8	(\$1.4)	(2.4%)
Electricity	\$1.3	\$1.5	\$0.2	11.4%	\$5.3	\$5.5	\$0.3	5.0%	\$1.3	\$0.0	1.3%	\$5.2	(\$0.1)	(2.0%)
Claims/Insurance/Risk Mgmt	<u>\$7.1</u>	<u>\$3.9</u>	<u>(\$3.2)</u>	<u>(82.4%)</u>	<u>\$20.5</u>	<u>\$15.6</u>	<u>(\$4.9)</u>	<u>(31.5%)</u>	<u>\$12.8</u>	<u>\$5.7</u>	<u>44.6%</u>	<u>\$24.0</u>	<u>\$3.5</u>	<u>14.5%</u>
<b>Total Expense</b>	<b>\$204.8</b>	<b>\$206.8</b>	<b>\$2.0</b>	<b>1.0%</b>	<b>\$800.0</b>	<b>\$822.2</b>	<b>\$22.2</b>	<b>2.7%</b>	<b>\$200.5</b>	<b>(\$4.4)</b>	<b>(2.2%)</b>	<b>\$774.6</b>	<b>(\$25.4)</b>	<b>(3.3%)</b>
<b>Operating Deficit</b>	<b>\$102.9</b>	<b>\$106.2</b>	<b>\$3.4</b>	<b>3.2%</b>	<b>\$385.5</b>	<b>\$410.5</b>	<b>\$25.0</b>	<b>6.1%</b>	<b>\$96.4</b>	<b>(\$6.5)</b>	<b>(6.8%)</b>	<b>\$357.6</b>	<b>(\$27.9)</b>	<b>(7.8%)</b>
<b>Net Results</b>	<b>\$27.3</b>	<b>\$23.0</b>	<b>\$4.2</b>		<b>\$27.2</b>	<b>\$7.0</b>	<b>\$20.2</b>		<b>\$30.4</b>	<b>(\$3.1)</b>		<b>\$50.8</b>	<b>(\$23.6)</b>	
<b>Recovery Ratio</b>	<b>53.3%</b>	<b>51.6%</b>	<b>1.8 pts</b>		<b>55.4%</b>	<b>53.1%</b>	<b>2.3 pts</b>		<b>55.2%</b>	<b>(1.9)</b>	<b>pts</b>	<b>57.3%</b>	<b>(1.9) pts</b>	
<b>Ridership</b>	<b>18.3</b>	<b>18.5</b>	<b>(0.2)</b>	<b>(0.9%)</b>	<b>74.0</b>	<b>75.6</b>	<b>(1.5)</b>	<b>(2.0%)</b>	<b>18.9</b>	<b>(0.6)</b>	<b>(3.0%)</b>	<b>76.2</b>	<b>(2.2)</b>	<b>(2.9%)</b>
Average Fare	\$4.95	\$4.91	\$0.04	0.8%	\$4.95	\$4.91	\$0.04	0.9%	\$4.79	\$0.16	3.3%	\$4.85	\$0.10	2.0%

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: 4th Quarter 2019

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	4th Quarter 2019				YTD 2019				4th Quarter 2018			YTD 2018		
	Actual	Budget	Change Unit	%	Actual	Budget	Change Unit	%	Actual	Change Unit	%	Actual	Change Unit	%
<b>Operating Revenue</b>														
Farebox	\$9.4	\$9.5	(\$0.1)	(1.3%)	\$36.1	\$38.0	(\$1.9)	(5.0%)	\$9.9	(\$0.5)	(5.5%)	\$38.1	(\$2.0)	(5.3%)
Reduced Fare	\$0.3	\$0.7	(\$0.3)	(48.4%)	\$1.3	\$2.6	(\$1.3)	(48.4%)	\$0.3	\$0.0	5.3%	\$1.3	\$0.1	5.3%
Advertising	\$0.8	\$0.8	(\$0.0)	(0.3%)	\$3.0	\$3.0	(\$0.0)	(1.6%)	\$0.7	\$0.0	4.2%	\$2.8	\$0.2	5.3%
Investment/Other	\$3.9	\$4.0	(\$0.1)	(2.5%)	\$15.2	\$15.1	\$0.1	0.8%	\$3.9	(\$0.1)	(1.5%)	\$15.1	\$0.1	0.8%
<b>Total Operating Revenue</b>	<b>\$14.4</b>	<b>\$14.9</b>	<b>(\$0.5)</b>	<b>(3.6%)</b>	<b>\$55.6</b>	<b>\$58.7</b>	<b>(\$3.1)</b>	<b>(5.3%)</b>	<b>\$14.9</b>	<b>(\$0.6)</b>	<b>(3.7%)</b>	<b>\$57.3</b>	<b>(\$1.7)</b>	<b>(2.9%)</b>
<b>Public Funding</b>														
Sales Tax I	\$26.3	\$25.8	\$0.5	1.8%	\$97.2	\$97.2	\$0.0	0.0%	\$25.6	\$0.7	2.7%	\$95.9	\$1.3	1.4%
Sales Tax II	\$10.0	\$10.0	(0.0)	(0.2%)	\$15.6	\$16.4	(0.8)	(4.8%)	\$9.7	0.3	2.8%	\$16.2	(0.6)	(3.7%)
PTF II	\$4.8	\$4.9	(0.2)	(3.1%)	\$18.4	\$19.1	(0.7)	(3.9%)	\$4.7	0.1	2.2%	\$17.7	0.6	3.7%
SCMF	\$6.9	\$6.9	0.1	0.8%	\$25.6	\$25.9	(0.3)	(1.0%)	\$6.7	0.2	3.1%	\$25.2	0.4	1.8%
SSJA	\$1.9	\$1.9	0.0	0.0%	\$7.5	\$7.5	0.0	0.0%	\$1.9	0.0	0.0%	\$7.5	0.0	0.0%
Non-Statutory Funding - PTF I	\$1.2	\$1.2	(0.0)	(2.5%)	\$4.5	\$4.7	(0.1)	(3.2%)	\$1.1	0.0	2.8%	\$4.3	0.2	4.5%
Non-Statutory Funding - ST I	\$0.0	\$0.0	0.0	0.0%	\$0.0	\$0.0	0.0	0.0%	\$0.0	0.0	0.0%	\$0.0	0.0	0.0%
ICE Funding	\$0.5	\$0.4	0.0	0.8%	\$1.7	\$1.7	(0.0)	(1.0%)	\$0.0	0.5	0.0%	\$0.0	1.7	0.0%
Transfer to Capital	\$0.0	\$0.0	0.0	0.0%	\$0.0	\$0.0	0.0	0.0%	\$0.0	0.0	0.0%	\$0.0	0.0	0.0%
CMAQ/JARC/New Freedom	\$1.6	\$1.3	0.4	28.8%	\$6.1	\$4.9	1.2	23.7%	\$1.6	0.1	3.8%	\$5.9	0.2	4.0%
<b>Total Public Funding</b>	<b>\$53.1</b>	<b>\$52.4</b>	<b>0.7</b>	<b>1.3%</b>	<b>\$176.6</b>	<b>\$177.3</b>	<b>(\$0.8)</b>	<b>(0.4%)</b>	<b>\$51.3</b>	<b>\$1.8</b>	<b>3.6%</b>	<b>\$172.7</b>	<b>\$3.9</b>	<b>2.2%</b>
<b>Total Revenues</b>	<b>\$67.4</b>	<b>\$67.3</b>	<b>\$0.1</b>	<b>0.2%</b>	<b>\$232.2</b>	<b>\$236.0</b>	<b>(\$3.8)</b>	<b>(1.6%)</b>	<b>\$66.2</b>	<b>\$1.3</b>	<b>1.9%</b>	<b>\$230.0</b>	<b>\$2.2</b>	<b>1.0%</b>
<b>Expense</b>														
Operations	\$28.9	\$30.3	\$1.3	4.4%	\$114.7	\$117.7	\$3.0	2.6%	\$26.3	(\$2.6)	(9.9%)	\$104.4	(\$10.3)	(9.9%)
Maintenance	\$5.2	\$5.3	\$0.1	1.4%	\$20.3	\$20.4	\$0.0	0.2%	\$6.9	1.7	24.6%	\$26.7	6.3	23.8%
Non-Vehicle Maintenance	\$1.4	\$1.5	\$0.2	10.9%	\$5.2	\$5.8	\$0.6	10.6%	\$1.3	(0.0)	(3.4%)	\$4.9	(0.3)	(6.0%)
Fuel	\$2.6	\$3.4	\$0.8	23.3%	\$11.4	\$13.2	\$1.8	13.7%	\$3.1	0.5	16.4%	\$12.7	1.3	10.5%
Health Insurance	\$6.4	\$6.5	\$0.1	2.2%	\$24.6	\$26.1	\$1.5	5.9%	\$6.5	0.1	2.1%	\$25.0	0.4	1.7%
Insurance & Claims	\$3.7	\$2.7	(\$1.0)	(37.0%)	\$11.4	\$10.7	(\$0.6)	(5.8%)	(\$0.3)	(4.0)	1153.6%	\$7.3	(4.0)	(54.7%)
Administration	\$12.1	\$13.1	\$0.9	7.1%	\$46.6	\$51.3	\$4.8	9.3%	\$11.9	(0.3)	(2.2%)	\$44.4	(2.1)	(4.8%)
Indirect Overhead Allocation	(\$2.1)	(\$2.3)	(\$0.2)	7.3%	(\$8.3)	(\$9.1)	(\$0.8)	8.5%	(\$1.7)	0.4	(25.9%)	(\$7.1)	1.2	(17.4%)
<b>Total Expense</b>	<b>\$58.2</b>	<b>\$60.5</b>	<b>\$2.3</b>	<b>3.8%</b>	<b>\$225.7</b>	<b>\$236.0</b>	<b>\$10.3</b>	<b>4.4%</b>	<b>\$54.1</b>	<b>(\$4.1)</b>	<b>(7.7%)</b>	<b>\$218.3</b>	<b>(\$7.4)</b>	<b>(3.4%)</b>
<b>Net Results</b>	<b>\$9.2</b>	<b>\$6.8</b>	<b>\$2.4</b>		<b>\$6.5</b>	<b>(\$0.0)</b>	<b>\$6.5</b>		<b>\$12.1</b>	<b>(\$2.9)</b>		<b>\$11.7</b>	<b>(\$5.2)</b>	
<b>Operating Deficit</b>	<b>\$43.9</b>	<b>\$45.6</b>	<b>\$1.8</b>	<b>3.8%</b>	<b>\$170.1</b>	<b>\$177.3</b>	<b>\$7.2</b>	<b>4.1%</b>	<b>\$39.2</b>	<b>(\$4.7)</b>	<b>(12.0%)</b>	<b>\$161.0</b>	<b>(\$9.1)</b>	<b>(5.6%)</b>
<b>Recovery Ratio Adjustments</b>														
Revenue & Expense (In-Kind)	\$2.9	\$2.8	\$0.1	2.7%	\$11.1	\$10.9	\$0.3	2.4%	\$2.7	\$0.2	103.4%	\$10.8	\$0.3	102.9%
Free Rides	\$0.6	\$0.6	(\$0.0)	(1.7%)	\$2.2	\$2.2	(\$0.0)	(0.0%)	\$0.6	(\$0.1)	91.7%	\$2.5	(\$0.2)	90.4%
ICE	(\$0.6)	(\$0.6)	(\$0.0)	6.8%	(\$0.6)	(\$1.7)	\$1.1	(64.4%)	\$0.0	(\$0.6)	0.0%	\$0.0	(\$0.6)	0.0%
SSJA-Funded Services	(\$1.9)	(\$1.7)	(\$0.2)	12.6%	(\$7.5)	(\$7.3)	(\$0.2)	2.9%	\$0.7	(\$2.6)	(225.8%)	\$0.0	(\$7.5)	0.0%
Debt Service	(\$0.1)	(\$0.2)	\$0.2	(75.6%)	(\$0.2)	(\$0.9)	\$0.7	(75.6%)	(\$0.1)	\$0.0	366.2%	(\$0.2)	\$0.0	89.3%
<b>Recovery Ratio</b>	<b>30.4%</b>	<b>30.0%</b>	<b>0.4 pts</b>		<b>30.2%</b>	<b>30.3%</b>	<b>(0.1) pts</b>		<b>31.7%</b>	<b>(1.4) pts</b>		<b>30.8%</b>	<b>(0.7) pts</b>	
<b>Total Ridership</b>	<b>7.1</b>	<b>7.5</b>	<b>(0.5)</b>	<b>(6.1%)</b>	<b>28.5</b>	<b>30.4</b>	<b>(1.8)</b>	<b>(6.1%)</b>	<b>7.5</b>	<b>(0.4)</b>	<b>(5.8%)</b>	<b>30.2</b>	<b>(1.7)</b>	<b>(5.6%)</b>
<i>Average Fare</i>	\$1.33	\$1.26	\$0.06	5.0%	\$1.26	\$1.25	\$0.01	1.1%	\$1.32	\$0.00	0.3%	\$1.26	\$0.00	0.3%

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

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

## Pace ADA Paratransit Summary Report - 4th Quarter 2019

(in millions)

### Current Year vs. Budget

### Current Year vs. Prior Year

	4th Quarter 2019				YTD 2019				4th Quarter 2018			YTD 2018		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Unit	%	Actual	Unit	%
			Unit	%			Unit	%						
<b>Operating Revenue</b>														
Farebox	\$3.0	\$3.0	(\$0.1)	(1.7%)	\$11.9	\$12.1	(\$0.2)	(1.8%)	\$3.0	(\$0.1)	(1.6%)	\$11.9	\$0.0	0.1%
Other Revenue	<u>\$0.6</u>	<u>\$0.5</u>	<u>\$0.1</u>	<u>20.8%</u>	<u>\$3.1</u>	<u>\$2.1</u>	<u>\$1.0</u>	<u>48.8%</u>	<u>\$0.6</u>	<u>(\$0.0)</u>	<u>(1.0%)</u>	<u>2.4</u>	<u>0.7</u>	<u>28.1%</u>
<b>Total Operating Revenue</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$0.1</b>	<b>1.6%</b>	<b>\$15.0</b>	<b>\$14.2</b>	<b>\$0.8</b>	<b>5.7%</b>	<b>\$3.7</b>	<b>(\$0.1)</b>	<b>(1.5%)</b>	<b>\$14.3</b>	<b>\$0.7</b>	<b>4.9%</b>
<b>Public Funding</b>														
ADA Paratransit Fund	\$41.2	\$41.2	\$0.0	0.0%	\$164.6	\$164.6	\$0.0	0.0%	\$39.2	\$2.0	5.0%	\$156.8	\$7.8	5.0%
Additional State Funding	\$2.1	\$2.1	(0.0)	(0.0%)	8.4	8.4	(0.0)	(0.0%)	\$2.0	0.1	5.3%	8.0	0.4	5.3%
Other RTA Funding	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0</u>	<u>0.0%</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>0.0</u>	<u>0.0%</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0%</u>
<b>Total Public Funding</b>	<b>\$43.3</b>	<b>\$43.3</b>	<b>(\$0.0)</b>	<b>(0.0%)</b>	<b>\$173.0</b>	<b>\$173.0</b>	<b>(\$0.0)</b>	<b>(0.0%)</b>	<b>\$41.2</b>	<b>\$2.1</b>	<b>5.0%</b>	<b>\$164.8</b>	<b>\$8.3</b>	<b>5.0%</b>
<b>Total Revenue</b>	<b>\$46.9</b>	<b>\$46.8</b>	<b>\$0.1</b>	<b>0.1%</b>	<b>\$188.1</b>	<b>\$187.2</b>	<b>\$0.8</b>	<b>0.4%</b>	<b>\$44.9</b>	<b>\$2.0</b>	<b>4.5%</b>	<b>\$179.1</b>	<b>\$9.0</b>	<b>5.0%</b>
<b>Expenses</b>														
Purchased Transportation	\$41.9	\$40.9	(\$1.0)	(2.4%)	\$162.9	\$163.9	\$1.0	0.6%	\$38.8	(\$3.1)	(7.9%)	\$153.7	(\$9.2)	(6.0%)
Fuel	\$0.5	\$0.7	0.2	23.5%	2.5	2.8	0.3	9.8%	\$0.7	0.1	19.6%	2.6	0.1	5.2%
Health Insurance	\$0.2	\$0.2	0.0	14.0%	0.7	0.9	0.2	23.8%	\$0.2	(0.0)	(11.9%)	0.6	(0.1)	(8.5%)
Insurance & Claims	\$0.1	\$0.1	0.0	1.9%	0.3	0.3	0.0	11.8%	\$0.1	0.1	39.7%	0.4	0.1	26.3%
Administration	\$2.4	\$2.8	0.3	11.5%	9.3	10.2	0.9	9.1%	\$2.4	(0.1)	(2.1%)	8.7	(0.6)	(6.5%)
Overhead (1)	<u>\$2.1</u>	<u>\$2.3</u>	<u>0.2</u>	<u>7.3%</u>	<u>8.3</u>	<u>9.1</u>	<u>0.8</u>	<u>8.5%</u>	<u>\$1.7</u>	<u>(0.4)</u>	<u>(25.9%)</u>	<u>7.1</u>	<u>(1.2)</u>	<u>(17.4%)</u>
<b>Total Expense</b>	<b>\$47.2</b>	<b>\$46.9</b>	<b>(\$0.3)</b>	<b>(0.7%)</b>	<b>\$184.0</b>	<b>\$187.2</b>	<b>\$3.2</b>	<b>1.7%</b>	<b>\$43.8</b>	<b>(\$3.4)</b>	<b>(7.7%)</b>	<b>\$173.2</b>	<b>(\$10.8)</b>	<b>(6.2%)</b>
<b>Net Results</b>	<b>(\$0.3)</b>	<b>(\$0.1)</b>	<b>(\$0.2)</b>		<b>\$4.0</b>	<b>(\$0.0)</b>	<b>\$4.0</b>		<b>\$1.0</b>	<b>(\$1.4)</b>		<b>\$5.9</b>	<b>(\$1.8)</b>	
<b>Operating Deficit</b>	<b>\$43.6</b>	<b>\$43.4</b>	<b>(\$0.2)</b>	<b>(0.6%)</b>	<b>\$169.0</b>	<b>\$173.0</b>	<b>\$4.0</b>	<b>2.3%</b>	<b>\$40.2</b>	<b>(\$3.4)</b>	<b>(8.6%)</b>	<b>\$158.9</b>	<b>(\$10.1)</b>	<b>(6.4%)</b>
<b>Recovery Ratio</b>	<b>10.2%</b>	<b>10.0%</b>	<b>0.2 pts</b>		<b>10.4%</b>	<b>10.0%</b>	<b>0.4 pts</b>		<b>10.0%</b>	<b>0.2 pts</b>		<b>10.0%</b>	<b>0.4 pts</b>	
<b>Total Ridership</b>	<b>1.1</b>	<b>1.1</b>	<b>(0.0)</b>	<b>(0.6%)</b>	<b>4.3</b>	<b>4.3</b>	<b>(0.1)</b>	<b>(1.5%)</b>	<b>1.1</b>	<b>0.0</b>	<b>2.5%</b>	<b>4.3</b>	<b>0.0</b>	<b>0.1%</b>
<b>Average Fare</b>	<b>\$2.76</b>	<b>\$2.79</b>	<b>(\$0.03)</b>	<b>(1.1%)</b>	<b>\$2.78</b>	<b>\$2.79</b>	<b>(\$0.01)</b>	<b>(0.3%)</b>	<b>\$2.88</b>	<b>(\$0.12)</b>	<b>(4.1%)</b>	<b>\$2.78</b>	<b>(\$0.00)</b>	<b>(0.0%)</b>

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