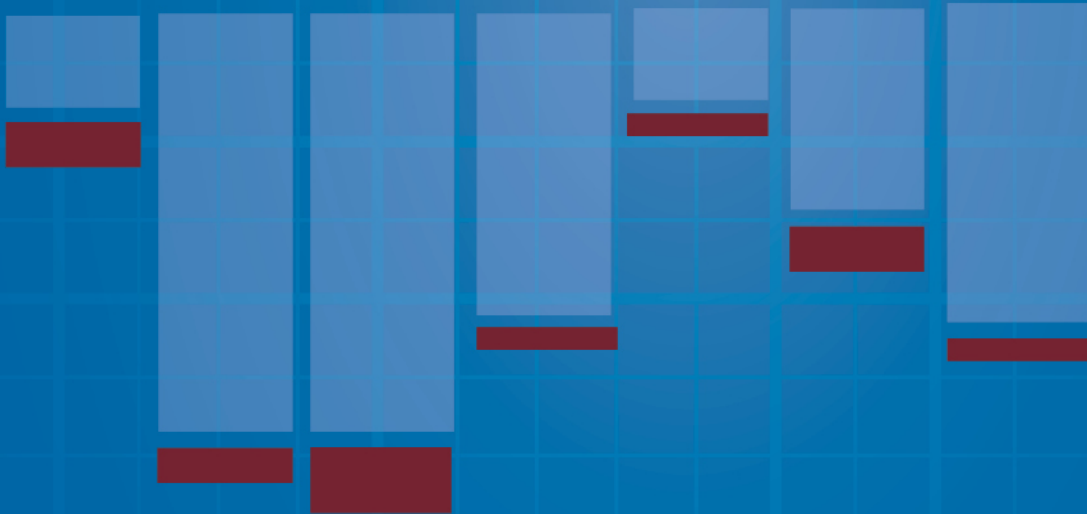


QUARTERLY FINANCIAL AND PERFORMANCE REPORT



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February 2021

4th Quarter 2020 Financial and Performance Report

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Executive Summary

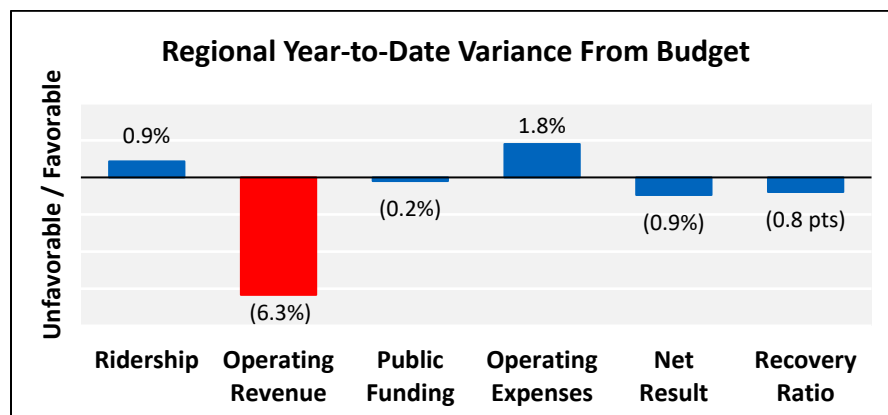
On a seasonally adjusted basis, the size of the Chicago-area labor force decreased by about 64,000 in the fourth quarter, while employment in the region increased by 84,000 jobs. As a result, the regional unemployment rate improved to 8.9% and finished 2.2 percentage points worse than the national rate. Regional unemployment peaked at 16.1% in June 2020.

RTA year-to-date ridership was 2.0 million, or 0.9% above the amended budget and 58.5% lower than prior year. CTA and Pace ADA Paratransit reported favorable ridership results of 2.0% and 17.9%, respectively, through the fourth quarter. The favorable ADA ridership is driving an additional ADA funding need for 2020. Metra ridership has been slow to recover and lagged the amended budget by 1.4 million, or 7.1%. Pace Suburban Service also reported an unfavorable ridership variance, of 5.0%.

Operating revenue finished the quarter \$70.7 million, or 6.3%, unfavorable to the amended 2020 budget. Although constrained by good expense performance, Federal CARES Act funding of \$552.8 million through December has helped offset fare revenue losses at CTA, Metra, and Pace Suburban Service. November sales tax is projected to come in about 8% below prior year, significantly better than the budgeted 20% drop. RETT receipts have also improved compared to the amended budget, finishing \$2.4 million or 4.9% favorable. The total public funding variance was \$3.1 million, or 0.2%, unfavorable to budget.

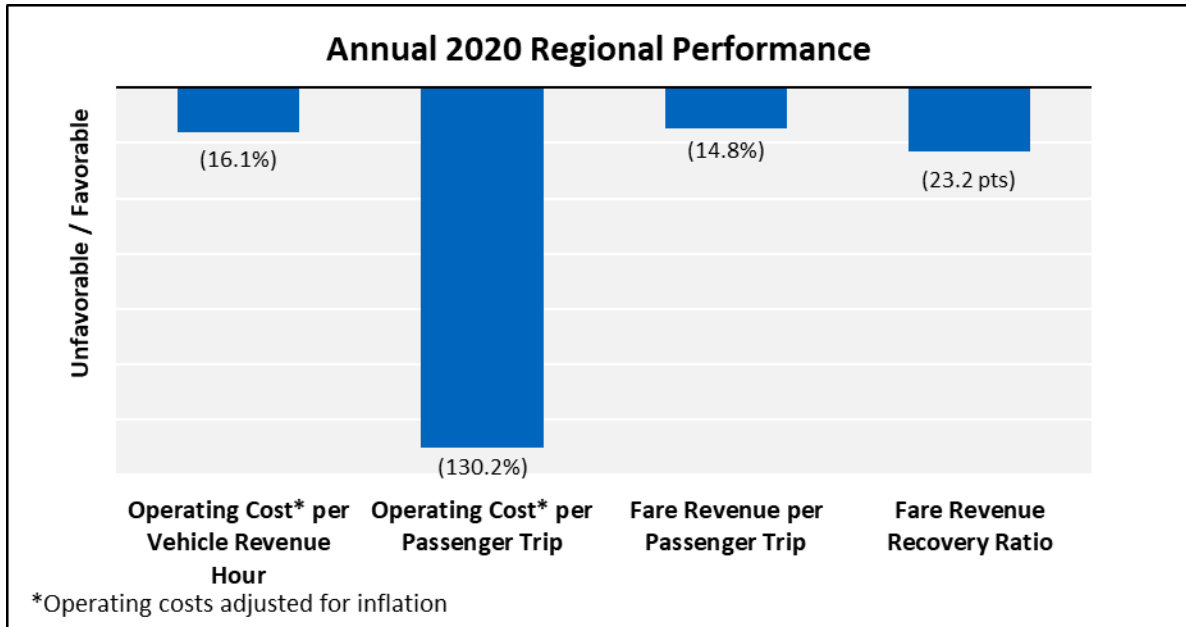
At the regional level, year-to-date operating expenses were \$48.4 million, or 1.8%, favorable to the amended budget. CTA, Metra, and Pace Suburban Service reported favorable total expense variances, while ADA Paratransit results were \$12.7 million unfavorable to budget due to improving ridership. Each Service Board had favorable fuel expense results, totaling \$6.0 million. Unfavorable operating revenue results dragged down the regional net result which was \$25.4 million unfavorable to budget. The regional recovery ratio, which does not consider sales tax results, improved to 49.9% with the inclusion of CARES Act funding and finished 0.8 percentage points unfavorable to budget.

Staff recommends Board adoption of resolutions certifying that the operating financial results of CTA, Metra, Pace Suburban Service, and the region as a whole, through the fourth quarter of 2020, are substantially in accordance with budget. Due to an unfavorable operating deficit variance and recovery ratio result, the operating financial results of ADA Paratransit are recommended to be found not in substantial in accordance with budget, with no remedial action required.



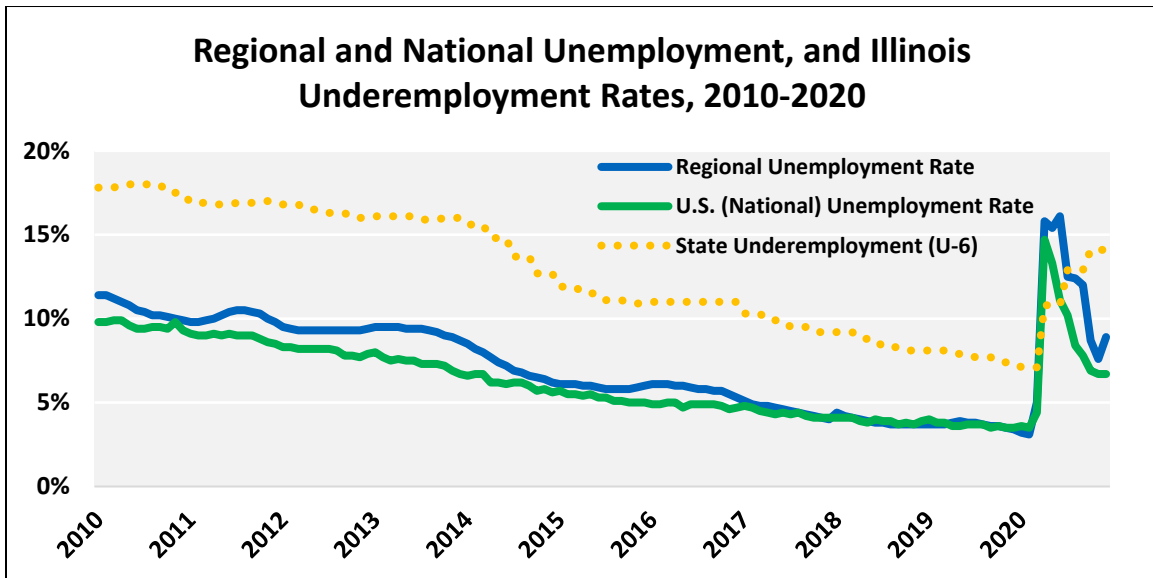
Annual 2020 regional performance results were unfavorable for each measure compared to 2019. After adjusting for inflation, regional operating costs were 3.4% lower compared to 2019, a favorable difference of \$91.4 million. A 16.7% decrease in service hours resulted in an operating cost per vehicle revenue hour that was 16.1% or \$27.47 higher (unfavorable) compared to 2019. Ridership for 2020 was down 58% compared to 2019, resulting in a 2020 inflation-adjusted operating cost per passenger trip of \$11.42 which was \$6.46 higher compared to 2019. The 64.2% decrease in fare revenue in 2020, spread over significantly fewer passenger trips, resulted in an average fare revenue per passenger trip that was 14.8%, or \$0.27 lower compared to 2019. The fare revenue recovery ratio of 13.4% was 23.2 percentage points lower compared to 2019.

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

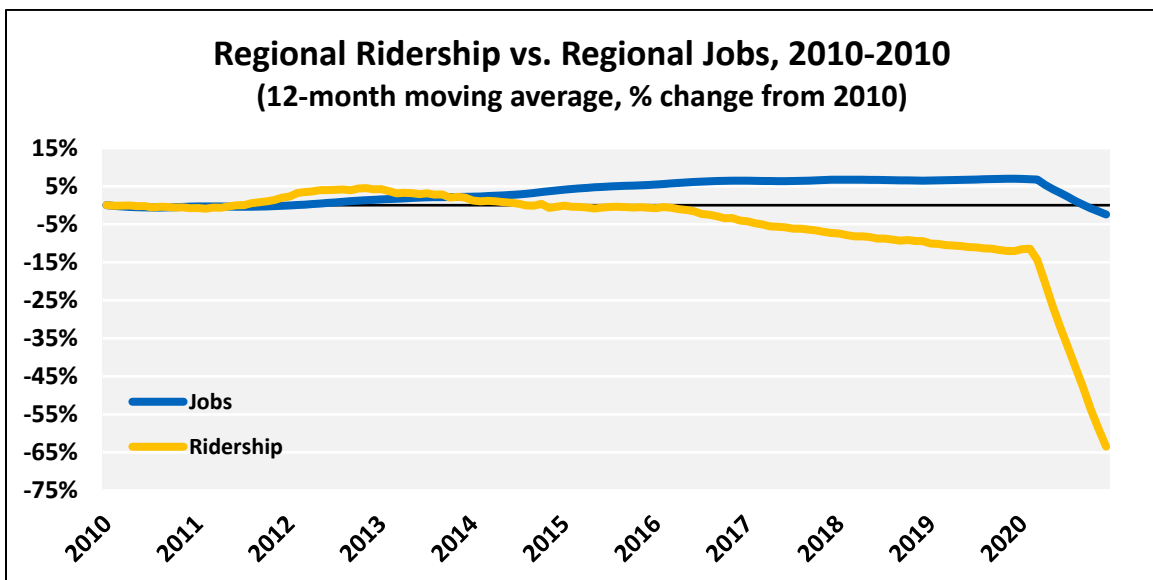


Environmental Factors

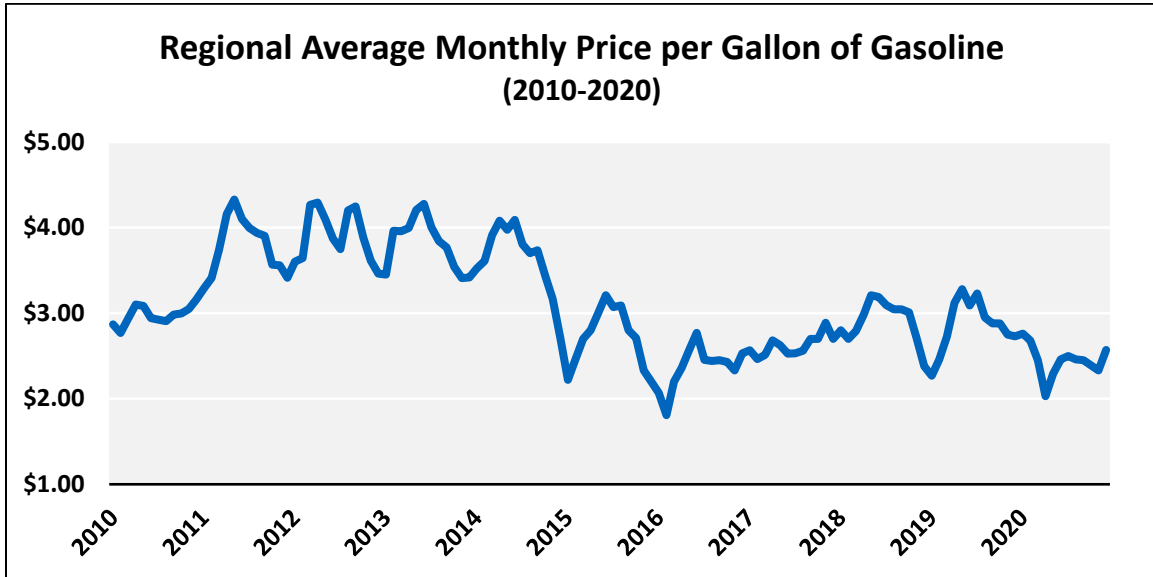
Regional unemployment peaked at 16.1% in June 2020 but improved to 8.9% by the end of the fourth quarter, 2.2 percentage points above the national rate. The size of the labor force decreased by 63,700 while the number of jobs increased by 84,000 since the third quarter of 2020.



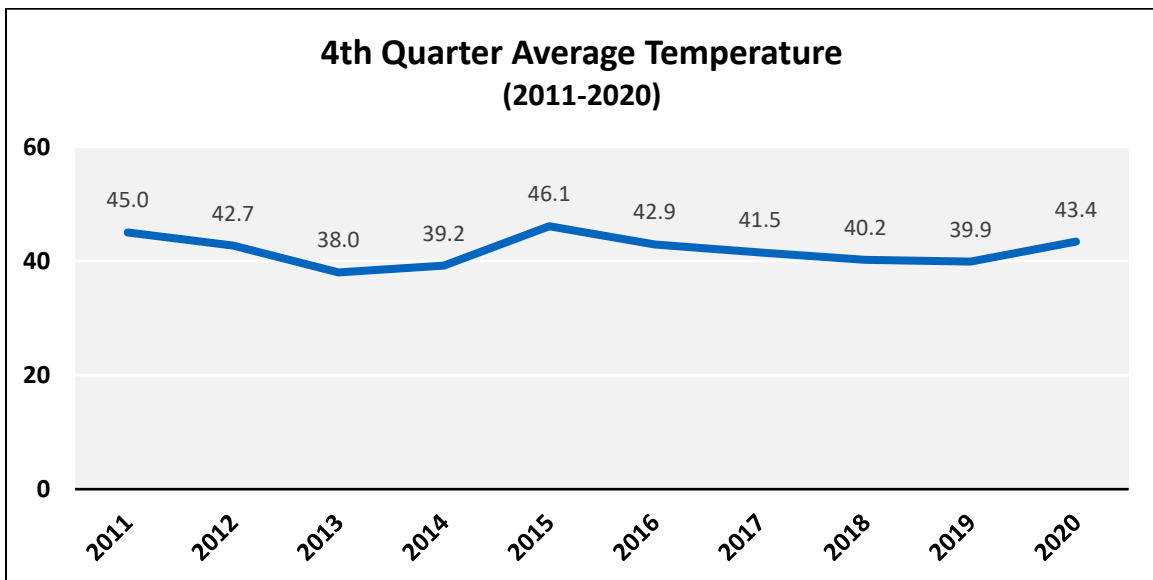
The twelve-month moving average of regional jobs continued to worsen from the third quarter, and is now 2.4% lower than 2010, while the moving average of ridership is now 63.5% below 2010 levels.



The average price per gallon of gasoline in the Chicago region during the fourth quarter of 2020 was \$2.43, down 36 cents from the fourth quarter of 2019, and increased slightly in December.

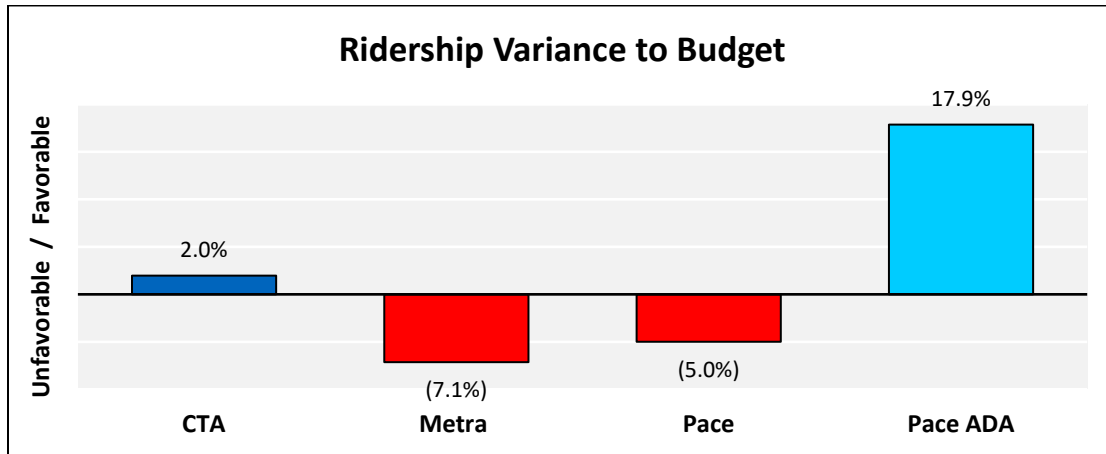


The average temperature in the fourth quarter of 2020 was 43.4 degrees, on par with the averages of the past 10 years.

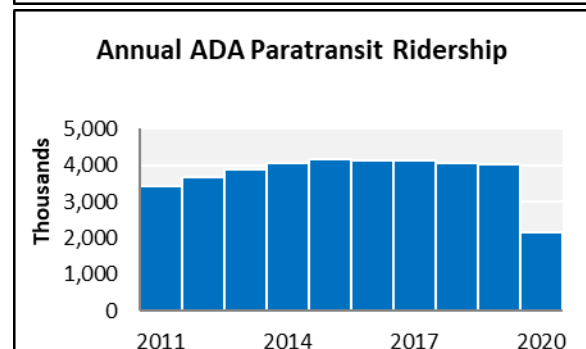
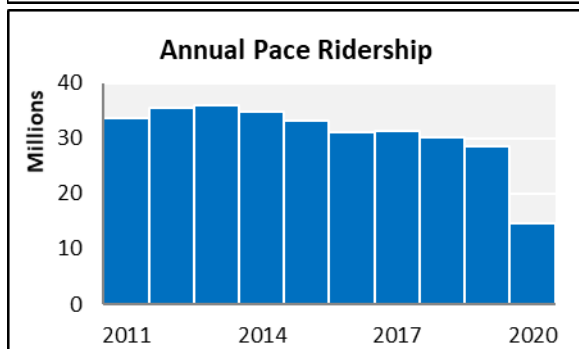
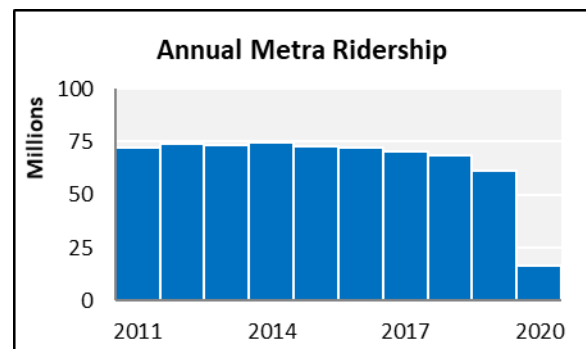
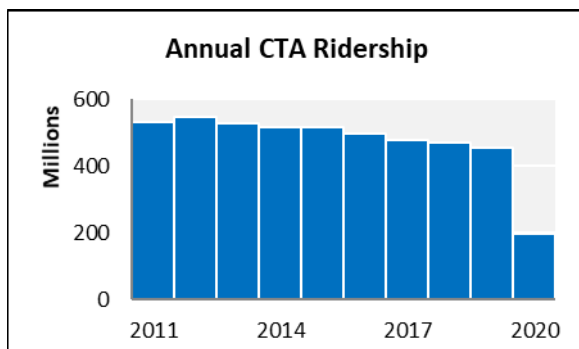


Ridership

RTA system ridership of 233.2 million was down about 58% from prior year, but 0.9% favorable to budget. The amended budgets mostly incorporated actual results through August, but subsequent results diverged from those budgets in the fourth quarter. CTA ridership was favorable to budget, while Metra and Pace ridership has fallen short of the forecasts in the December budget amendment. ADA Paratransit ridership exceeded budget by almost 18%, driving higher expense and an additional funding need.

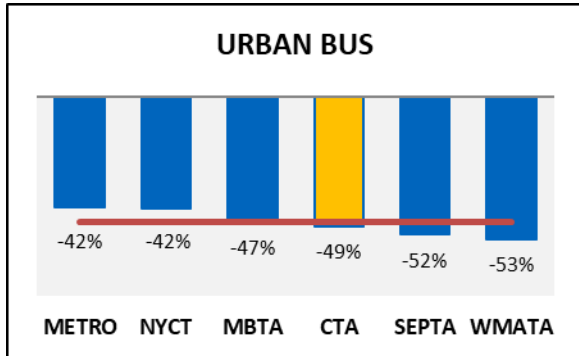


The charts below show each Service Board’s annual ridership for the last ten years, as reported to the National Transit Database (NTD).



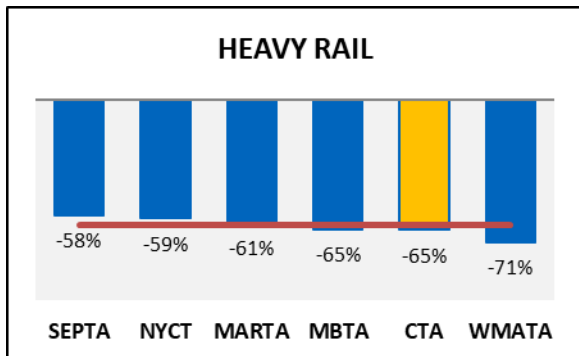
Ridership: Peer Comparison for CTA and Metra

The following peer comparisons show the percent change in ridership through the fourth quarter of 2020, by mode, in comparison to 2019. Data are provided by the NTD. CTA bus and rail experienced annual ridership decreases of 49% and 65%, respectively; Metra ridership was down 73%.



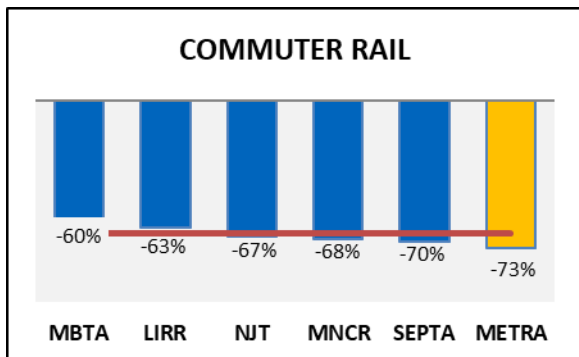
CTA bus peers include:

- METRO (Los Angeles)
- NYCT (New York)
- MBTA (Boston)
- SEPTA (Philadelphia)
- WMATA (Washington, DC)
- Peer average: -47.2%



CTA rail peers include:

- SEPTA (Philadelphia)
- NYCT (New York City)
- MARTA (Atlanta)
- MBTA (Boston)
- WMATA (Washington, DC)
- Peer average: -62.8%

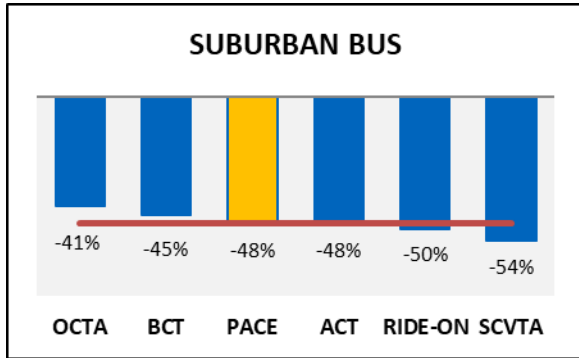


Metra's peers include:

- MBTA (Boston)
- LIRR (Long Island, New York)
- NJT (New Jersey/New York)
- MNCR (New York/Connecticut)
- SEPTA (Philadelphia)
- Peer average: -65.5%

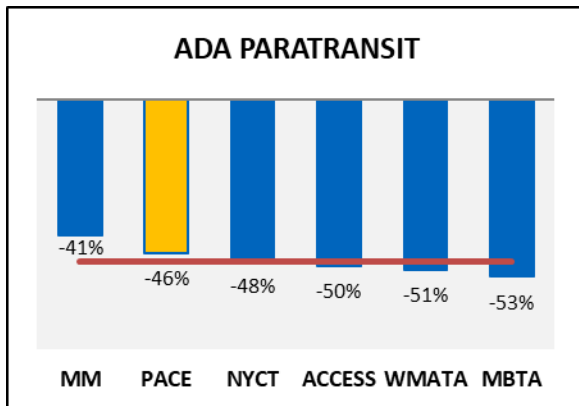
Ridership: Peer Comparison for Pace

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



Pace bus peers include:

- OCTA (Orange County, CA)
- BCT (Miami area)
- ACT (Oakland Area)
- RIDE-ON (Washington, DC area)
- SCVTA (San Francisco area)
- Peer average: -47.5%



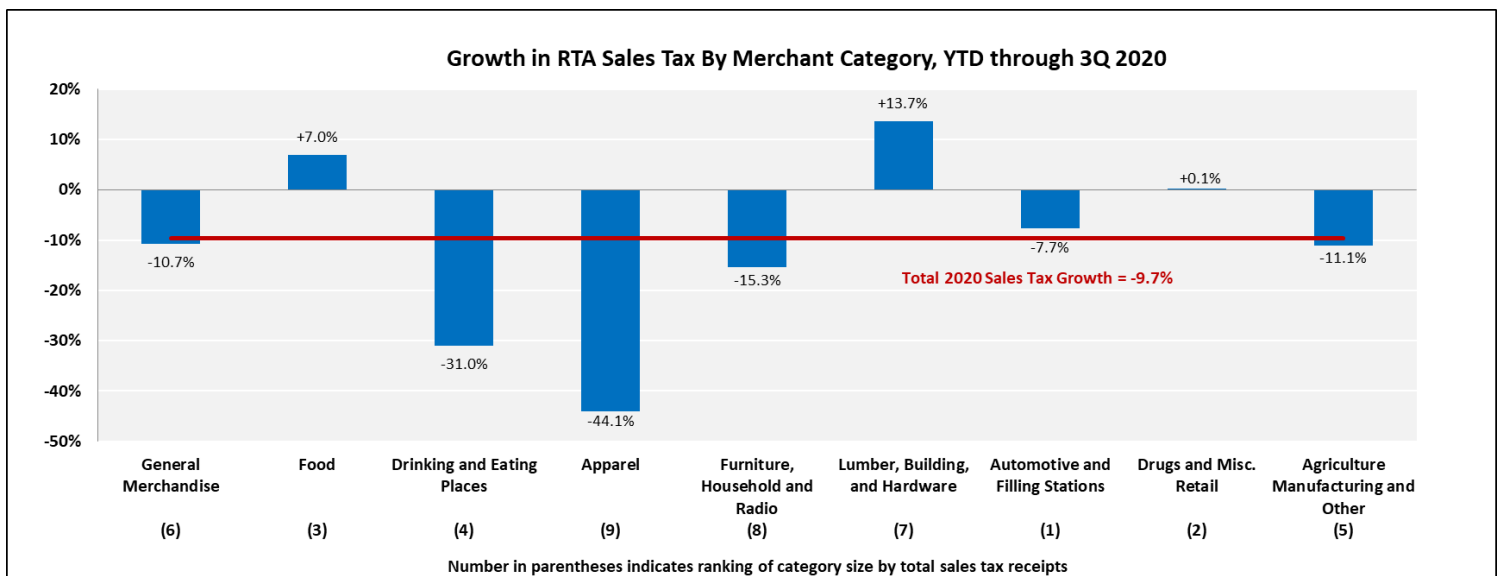
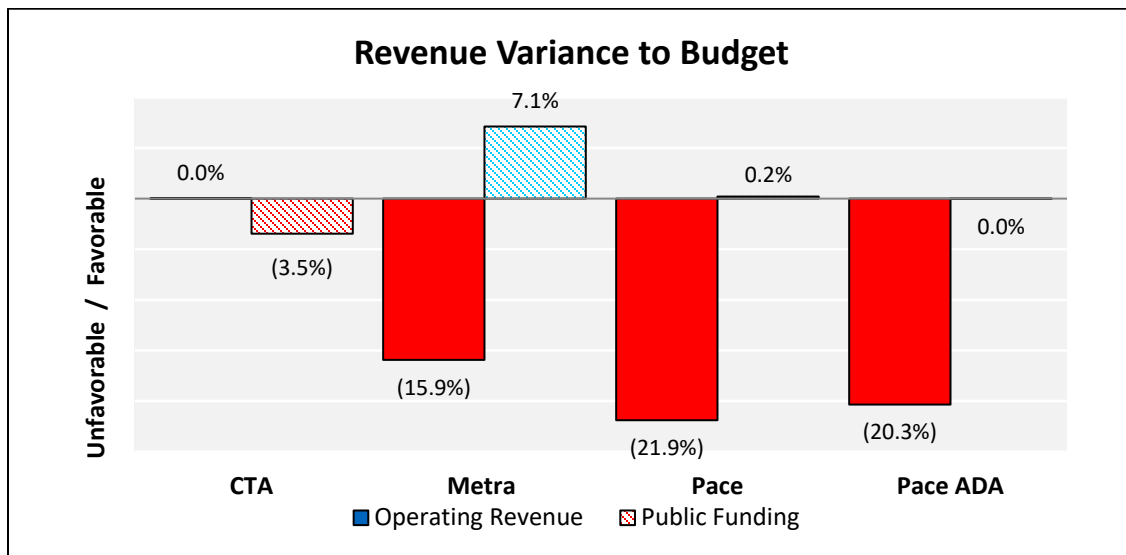
ADA Paratransit peers include:

- MM (Minneapolis)
- ACCESS (Los Angeles)
- NYCT (New York City)
- WMATA (Washington, DC)
- MBTA (Boston)
- Peer average: -48.7%

Operating Revenue and Public Funding

Operating revenue for the region was \$70.7 million or 6.3% unfavorable to budget through the fourth quarter. Metra, Pace Suburban Service, and ADA Paratransit each reported unfavorable results in excess of 3% due to fare revenue shortfalls and CARES Act funding constraints.

Public funding was \$3.1 million or 0.2% unfavorable to budget. Sales tax receipts have continued to come in significantly better than anticipated, and as result less CARES Act funding has been needed to offset sales tax losses. As seen in the chart for the third quarter of 2020, the latest available, only the Food (grocery) and Lumber, Building, and Hardware categories had positive growth, with sharp declines in all other categories producing an overall decline of 20.1%.



Expenses

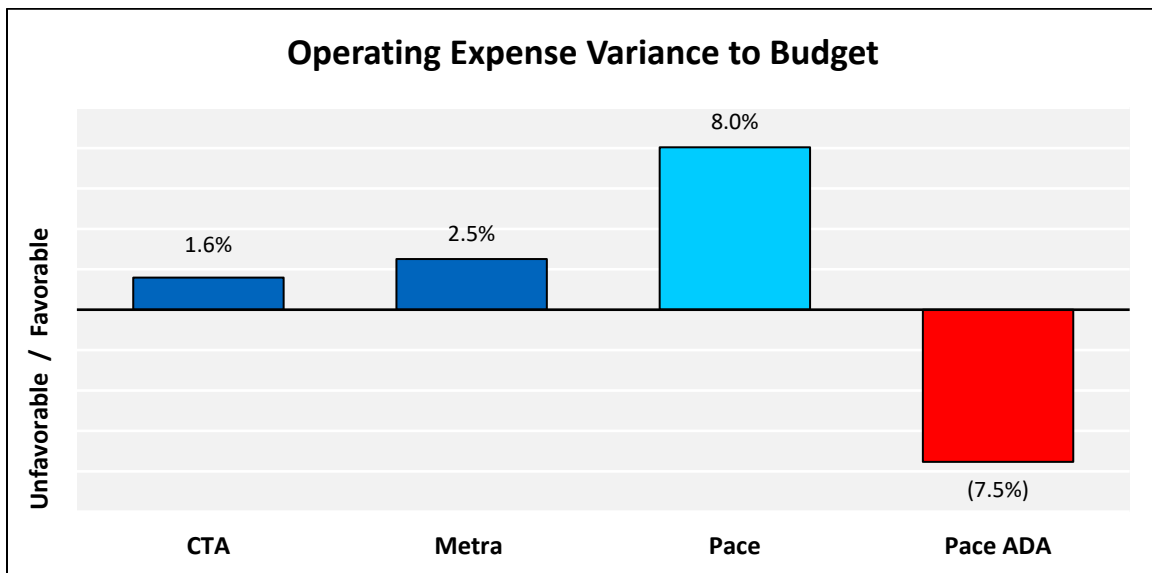
Total Service Board operating expenses of \$2.639 billion were \$48.4 million or 1.8% favorable to budget through December. Fuel expenses were favorable across all Service Boards, for a total positive budget variance of \$6.0 million.

CTA’s total expenses were \$24.9 million, or 1.6%, favorable to budget with the largest savings coming from the Fuel, Power, and Other expense categories.

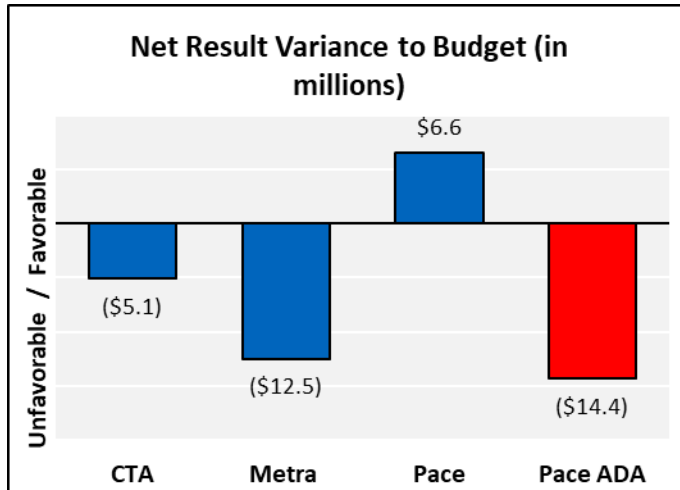
Metra’s total expenses came in \$18.4 million, or 2.5%, favorable to budget. Each expense category was favorable to budget as Metra has continued to operate reduced weekday and weekend schedules.

Pace Suburban Service also reported favorable results in each expense category due to ongoing service reductions implemented in May 2020. Total expenses through the fourth quarter were \$17.8 million or 8.0% favorable to budget. Pace Fuel expense was favorable by 16.0% due to a combination of lower consumption driven by reduced service levels and decreases in fuel price.

ADA Paratransit total expenses were \$12.7 million, or 7.5%, unfavorable to budget through the fourth quarter due to higher than expected ridership driving increased Purchased Transportation expense.

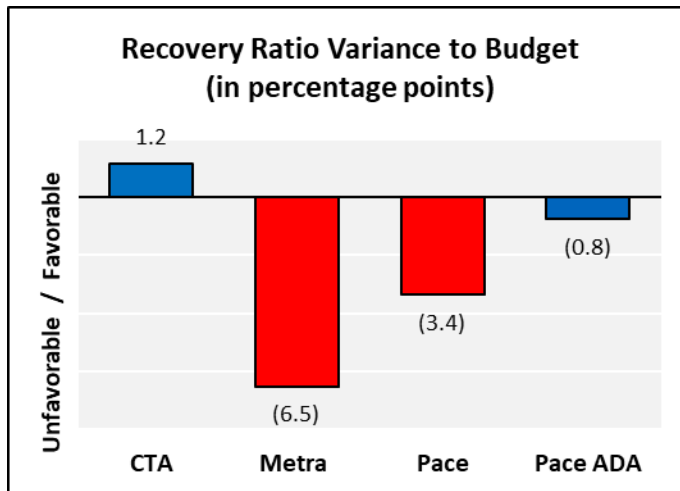


Net Results



Unfavorable operating revenue outweighed the good expense performance to produce a regional net result that was \$25.4 million unfavorable to budget through the fourth quarter. Pace had the most favorable result, while ADA Paratransit finished with an unfavorable net result of \$14.4 million, indicating additional funding will be needed for 2020.

Recovery Ratios



The regional recovery ratio of 49.9% was 0.8 percentage points unfavorable to budget through the fourth quarter. The recovery ratio was supported by \$552.8 million of total CARES Act funding which helped offset fare revenue shortfalls at each Service Board except ADA Paratransit. CTA reported the most favorable variance from budget due to their flat to budget operating revenue combined with good expense performance.

Performance Measures

The inputs for the quarterly performance measures are comprised of financial information provided by the Service Boards and operating statistics retrieved from the federal National Transit Database (NTD). In these charts, 2020 annual performance is compared to 2019 performance.

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

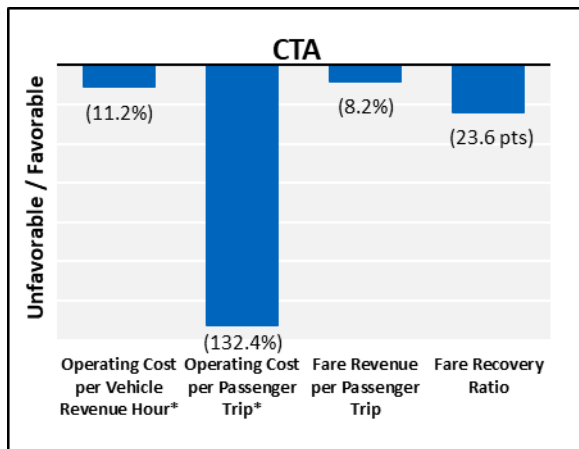
Operating cost per passenger trip: The cost of providing each individual passenger trip. Operating costs have been adjusted for inflation for this metric.

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

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

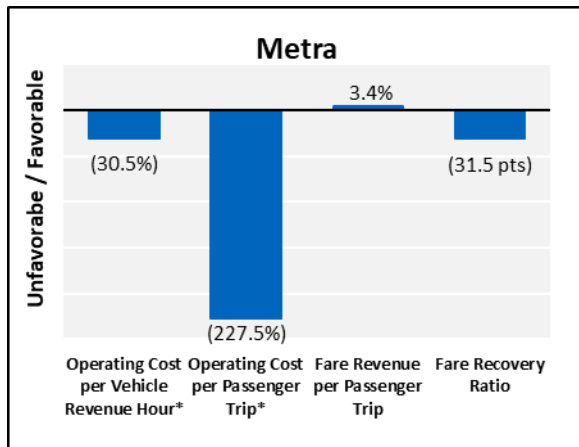
The following charts show the net annual percentage change for 2020 compared to 2019; bars below the line indicate unfavorable performance.

CTA 2020 Performance Results



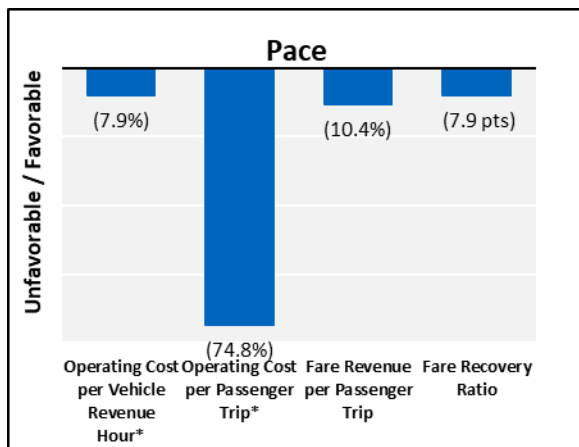
- CTA’s inflation-adjusted operating cost increase of 0.7%, combined with the 9.4% reduction in vehicle revenue hours, resulted in an operating cost per vehicle hour that was 11.2% unfavorable to 2019 results.
- CTA annual ridership for 2020 was 56.7% lower than 2019, resulting in an operating cost per passenger trip of \$7.70, an unfavorable difference of \$4.39.
- CTA annual fare revenue decreased by 60.2% in 2020. The average fare of \$1.18 was \$0.10, or 8.2% lower compared to 2019.
- The CTA fare recovery ratio decreased by 23.6 percentage points to 15.1%.

Metra 2020 Performance Results



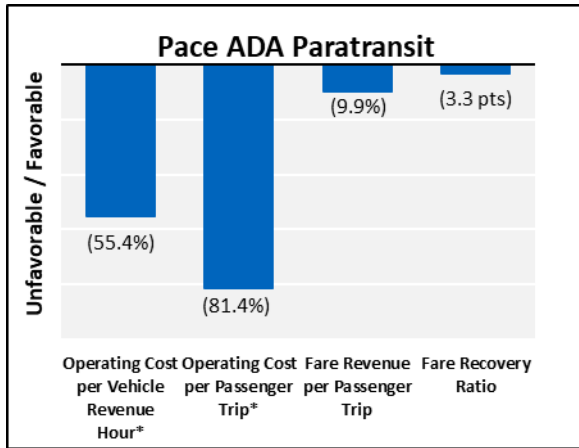
- Metra saw an inflation-adjusted operating cost decrease of 11.4% compared to 2019, as vehicle revenue hours decreased by 32%. Metra’s operating cost per vehicle revenue hour was 30.5% higher compared to 2019.
- Metra’s annual ridership decrease of 73% resulted in an operating cost per passenger trip of \$42.63, an unfavorable difference of \$29.61 compared to 2019.
- Overall fare revenue decreased by 72% in 2020; the fare revenue per passenger trip (average fare paid) was \$6.17, \$0.20 higher compared to 2019.
- The fare recovery ratio of 14.3% was 31.5 percentage points unfavorable to 2019.

Pace 2020 Performance Results



- Pace’s inflation-adjusted operating cost decreased 10.9% in 2020 as service levels decreased 17.4%, resulting in an operating cost per vehicle revenue hour that was 7.9% higher compared to 2019.
- Pace had a 49% decline in ridership in 2020, resulting in an operating cost per passenger trip of \$13.83, an unfavorable increase of \$5.92.
- Fare revenues decreased 54.3% in 2020; fare revenue per passenger trip saw a 10.4% decrease compared to 2019, an unfavorable difference of \$0.13.
- Pace’s fare recovery ratio decreased 7.9 percentage points in 2020 to 8.1%.

Pace ADA Paratransit 2020 Performance Results



- Inflation-adjusted operating costs for ADA Paratransit services were favorable by 2.4% in 2020, while vehicle revenue hours decreased 37.2%, resulting in a 55.4% increase in operating cost per vehicle hour.
- Higher operating costs spread over 46% fewer passenger trips resulted in a cost per passenger trip of \$83.25, \$37.35 higher compared to 2019.
- Fare revenue decreased by 51.5%. Decreased fare revenue and lower ridership produced a 9.9%, or \$0.29 decrease in fare revenue per passenger trip compared to 2019.
- At 3.2%, the fare recovery ratio was 3.3 percentage points lower compared to 2019.

Region Summary Report - 4th Quarter 2020

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	4th Quarter 2020				YTD 2020				4th Quarter 2019			YTD 2019		
	Actual	Budget	Variance		Actual	Budget	Variance		Change			Change		
			Unit	%			Unit	%	Actual	Unit	%	Actual	Unit	%
Operating Revenues														
CTA	\$195.8	\$192.8	\$3.0	1.5%	\$695.7	\$695.7	\$0.0	0.0%	\$185.4	\$10.4	5.6%	\$696.9	(\$1.2)	(0.2%)
Metra	\$33.3	\$90.7	(\$57.4)	(63.3%)	\$303.7	\$361.3	(\$57.5)	(15.9%)	\$102.0	(\$68.7)	(67.4%)	\$414.5	(\$110.8)	(26.7%)
Pace	\$1.8	\$13.3	(\$11.6)	(86.6%)	\$41.2	\$52.8	(\$11.6)	(21.9%)	\$14.4	(\$12.6)	(87.5%)	\$55.6	(\$14.4)	(25.9%)
Pace ADA	<u>\$1.4</u>	<u>\$1.9</u>	<u>(\$0.4)</u>	<u>(23.5%)</u>	<u>\$6.4</u>	<u>\$8.1</u>	<u>(\$1.6)</u>	<u>(20.3%)</u>	<u>\$3.6</u>	<u>(\$2.2)</u>	<u>(60.6%)</u>	<u>\$15.0</u>	<u>(\$8.6)</u>	<u>(57.2%)</u>
Total	\$232.3	\$298.7	(\$66.4)	(22.2%)	\$1,047.1	\$1,117.8	(\$70.7)	(6.3%)	\$305.3	\$73.0	23.9%	\$1,182.1	(\$135.0)	(11.4%)
Public Funding (1)														
CTA	\$214.4	\$257.3	(\$42.9)	(16.7%)	\$837.0	\$867.1	(\$30.0)	(3.5%)	\$240.0	(\$25.6)	(10.7%)	\$821.3	\$15.8	1.9%
Metra	\$105.5	\$91.9	\$13.6	14.9%	\$400.3	\$373.7	\$26.6	7.1%	\$130.2	(\$24.6)	(18.9%)	\$412.7	(\$12.4)	(3.0%)
Pace	\$45.5	\$54.8	(\$9.3)	(16.9%)	\$168.7	\$168.4	\$0.3	0.2%	\$53.1	(\$7.6)	(14.3%)	\$176.6	(\$7.9)	(4.5%)
Pace ADA	<u>\$54.5</u>	<u>\$54.5</u>	<u>(\$0.0)</u>	<u>(0.0%)</u>	<u>\$160.8</u>	<u>\$160.8</u>	<u>(\$0.0)</u>	<u>(0.0%)</u>	<u>\$43.3</u>	<u>\$11.3</u>	<u>26.0%</u>	<u>\$173.0</u>	<u>(\$12.2)</u>	<u>(7.1%)</u>
Total	\$420.0	\$458.5	(\$38.5)	(8.4%)	\$1,566.9	\$1,570.0	(\$3.1)	(0.2%)	\$466.5	\$46.5	10.0%	\$1,583.6	(\$16.6)	(1.1%)
Operating Expenses														
CTA	\$375.6	\$394.7	\$19.1	4.8%	\$1,537.8	\$1,562.7	\$24.9	1.6%	\$377.1	\$1.5	0.4%	\$1,510.1	(\$27.7)	(1.8%)
Metra	\$174.5	\$185.4	\$10.9	5.9%	\$716.6	\$735.0	\$18.4	2.5%	\$204.8	\$30.3	14.8%	\$800.0	\$83.5	10.4%
Pace	\$50.4	\$68.2	\$17.8	26.1%	\$203.4	\$221.1	\$17.8	8.0%	\$58.2	\$7.8	13.4%	\$225.7	\$22.3	9.9%
Pace ADA	<u>\$44.7</u>	<u>\$37.3</u>	<u>(\$7.4)</u>	<u>(19.9%)</u>	<u>\$181.6</u>	<u>\$168.9</u>	<u>(\$12.7)</u>	<u>(7.5%)</u>	<u>\$47.2</u>	<u>\$2.6</u>	<u>5.5%</u>	<u>\$184.0</u>	<u>\$2.4</u>	<u>1.3%</u>
Total	\$645.2	\$685.6	\$40.4	5.9%	\$2,639.4	\$2,687.8	\$48.4	1.8%	\$687.4	\$42.2	6.1%	\$2,719.9	\$80.5	3.0%
Net Results														
CTA	\$34.7	\$55.5	(\$20.8)		(\$5.1)	\$0.0	(\$5.1)		\$48.2	(\$13.6)		\$8.0	(\$13.1)	
Metra	(\$35.7)	(\$2.9)	(\$32.8)		(\$12.5)	\$0.0	(\$12.5)		\$27.3	(\$63.0)		\$27.2	(\$39.7)	
Pace	(\$3.1)	(\$0.1)	(\$3.0)		\$6.6	\$0.0	\$6.6		\$9.2	(\$12.3)		\$6.5	\$0.1	
Pace ADA	<u>\$11.3</u>	<u>\$19.1</u>	<u>(\$7.8)</u>		<u>(\$14.4)</u>	<u>(\$0.0)</u>	<u>(\$14.4)</u>		<u>(\$0.3)</u>	<u>\$11.6</u>		<u>\$4.0</u>	<u>(\$18.4)</u>	
Total	\$7.1	\$71.6	(\$64.5)		(\$25.4)	\$0.0	(\$25.4)		\$84.4	(\$77.3)		\$45.7	(\$71.2)	
Operating Deficit														
CTA	\$179.7	\$201.8	\$22.1	10.9%	\$842.2	\$867.1	\$24.9	2.87%	\$191.7	12.0	6.2%	\$813.2	(\$28.9)	(3.6%)
Metra	\$141.2	\$94.8	(\$46.5)	(49.0%)	\$412.8	\$373.7	(\$39.1)	(10.5%)	\$102.9	(38.4)	(37.3%)	\$385.5	(27.3)	(7.1%)
Pace	\$48.6	\$54.9	\$6.2	11.3%	\$162.1	\$168.4	\$6.2	3.7%	\$43.9	(4.8)	(10.8%)	\$170.1	7.9	4.7%
Pace ADA	<u>\$43.2</u>	<u>\$35.4</u>	<u>(\$7.8)</u>	<u>(22.2%)</u>	<u>\$175.2</u>	<u>\$160.8</u>	<u>(\$14.4)</u>	<u>(8.9%)</u>	<u>\$43.6</u>	<u>0.4</u>	<u>0.9%</u>	<u>\$169.0</u>	<u>(6.2)</u>	<u>(3.7%)</u>
Total	\$412.9	\$386.9	(\$26.0)	(6.7%)	\$1,592.3	\$1,570.0	(\$22.4)	(1.4%)	\$382.1	(\$30.8)	(8.1%)	\$1,537.8	(\$54.5)	(3.5%)
Recovery Ratio														
CTA	65.0%	59.9%	5.1 pts		56.0%	54.8%	1.2 pts		59.5%	5.5 pts		56.5%	(0.5) pts	
Metra	21.6%	52.7%	(31.1) pts		46.5%	53.0%	(6.5) pts		53.3%	(31.7) pts		55.4%	(8.9) pts	
Pace	9.0%	24.8%	(15.8) pts		26.9%	30.3%	(3.4) pts		30.4%	(21.4) pts		30.2%	(3.3) pts	
Pace ADA	<u>10.6%</u>	<u>7.2%</u>	<u>3.4 pts</u>		<u>9.2%</u>	<u>10.0%</u>	<u>(0.8) pts</u>		<u>10.2%</u>	<u>0.4 pts</u>		<u>10.4%</u>	<u>(1.2) pts</u>	
System	48.5%	52.3%	(3.8) pts		49.9%	50.7%	(0.8) pts		52.9%	(4.4) pts		51.9%	(1.9) pts	
Ridership														
CTA	36.1	33.5	2.6	7.7%	197.5	193.7	3.8	2.0%	113.7	(77.6)	(68.2%)	455.2	(257.7)	(56.6%)
Metra(2)	1.6	3.1	(1.4)	(46.8%)	18.6	20.0	(1.4)	(7.1%)	18.3	(16.7)	(91.1%)	74.0	(55.5)	(74.9%)
Pace	3.0	3.8	(0.8)	(20.1%)	14.6	15.3	(0.8)	(5.0%)	7.1	(4.0)	(57.0%)	28.5	(14.0)	(48.9%)
Pace ADA	<u>0.6</u>	<u>0.4</u>	<u>0.2</u>	<u>49.5%</u>	<u>2.6</u>	<u>2.2</u>	<u>0.4</u>	<u>17.9%</u>	<u>1.1</u>	<u>(0.4)</u>	<u>(40.1%)</u>	<u>4.3</u>	<u>(1.7)</u>	<u>(40.0%)</u>
Total	41.4	40.8	0.6	1.5%	233.2	231.2	2.0	0.9%	140.1	(98.7)	(70.4%)	562.0	(328.8)	(58.5%)

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 2020

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	4th Quarter 2020				YTD 2020				4th Quarter 2019			YTD 2019		
	Actual	Budget	Change Unit %		Actual	Budget	Change Unit %		Actual	Unit	%	Actual	Unit	%
Operating Revenue														
Farebox	\$44.5	\$36.4	\$8.1	22.3%	\$232.8	\$221.5	\$11.4	5.1%	\$149.8	(\$105.3)	(70.3%)	\$585.3	(\$352.5)	(60.2%)
Reduced Fare	\$3.7	\$3.5	0.2	4.8%	\$14.8	\$14.6	0.2	1.5%	\$3.5	0.1	3.1%	\$14.6	0.2	1.5%
Other	\$18.0	\$18.2	(0.2)	(1.3%)	\$66.4	\$66.0	0.4	0.6%	\$32.0	(14.1)	(43.9%)	\$97.0	(30.6)	(31.5%)
CARES Act Funding - Fare Revenue Replacement	<u>\$129.7</u>	<u>\$134.8</u>	<u>(\$5.1)</u>	<u>(3.8%)</u>	<u>\$381.6</u>	<u>\$393.6</u>	<u>(\$12.0)</u>	<u>(3.0%)</u>	<u>\$0.0</u>	<u>129.7</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>381.6</u>	<u>0.0%</u>
Total Operating Revenue	\$195.8	\$192.8	\$3.0	1.5%	\$695.7	\$695.7	\$0.0	0.0%	\$185.4	\$10.4	5.6%	\$696.9	(\$1.2)	(0.2%)
Public Funding														
Sales Tax I	\$89.9	\$84.0	\$5.8	6.9%	\$335.4	\$323.5	\$11.8	3.7%	\$106.3	(\$16.5)	(15.5%)	\$391.4	(\$56.0)	(14.3%)
Sales Tax II	\$32.2	\$29.3	2.9	9.8%	\$65.4	\$56.5	8.9	15.7%	\$36.9	(4.7)	(12.8%)	\$57.5	7.9	13.7%
PTF II	\$16.9	\$14.4	2.6	17.8%	\$63.9	\$60.8	3.1	5.1%	\$17.6	(0.7)	(3.9%)	\$67.9	(4.0)	(5.9%)
25% PTF on RETT	\$3.7	\$2.9	0.8	25.9%	\$12.6	\$12.0	0.6	4.8%	\$3.6	0.1	1.6%	\$15.0	(2.4)	(16.2%)
City of Chicago RETT	\$15.5	\$13.2	2.3	17.0%	\$51.8	\$49.4	2.4	4.9%	\$16.6	(1.1)	(6.5%)	\$62.4	(10.5)	(16.9%)
Non-Statutory Funding - PTF I	\$54.9	\$46.7	8.2	17.6%	\$208.4	\$198.4	10.0	5.1%	\$57.2	(2.4)	(4.1%)	\$221.0	(12.6)	(5.7%)
Non-Statutory Funding - ST I	\$0.0	\$0.0	0.0	0.0%	\$0.9	\$0.9	0.0	0.0%	\$0.0	0.0	0.0%	\$0.0	0.9	0.0%
ICE funding for operations	\$1.4	\$1.3	0.1	4.8%	\$5.5	\$5.1	0.3	6.3%	\$1.7	(0.3)	(17.1%)	\$6.1	(0.7)	(11.1%)
CARES Act Funding - Public Funding Replacement	<u>\$0.0</u>	<u>\$65.5</u>	<u>(\$65.5)</u>	<u>(100.0%)</u>	<u>\$93.2</u>	<u>\$160.4</u>	<u>(\$67.2)</u>	<u>(41.9%)</u>	<u>\$0.0</u>	<u>0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>93.2</u>	<u>0.0%</u>
Total Public Funding	\$214.4	\$257.3	(\$42.9)	(16.7%)	\$837.0	\$867.1	(\$30.0)	(3.5%)	\$240.0	(\$25.6)	(10.7%)	\$821.3	\$15.8	1.9%
Total Revenues	\$410.2	\$450.2	(\$40.0)	(8.9%)	\$1,532.7	\$1,562.7	(\$30.0)	(1.9%)	\$425.3	(\$15.1)	(3.6%)	\$1,518.2	\$14.5	1.0%
Expense														
Labor	\$282.9	\$283.6	\$0.7	0.3%	\$1,135.4	\$1,136.1	\$0.8	0.1%	\$281.3	(\$1.6)	(0.6%)	\$1,089.0	(\$46.4)	(4.3%)
Material	\$17.1	\$18.4	\$1.3	7.2%	\$74.8	\$76.3	\$1.5	1.9%	\$13.4	(3.7)	(27.8%)	\$67.7	(7.2)	(10.6%)
Fuel	\$9.2	\$11.3	\$2.1	18.2%	\$37.1	\$39.7	\$2.5	6.4%	\$10.1	0.9	8.9%	\$40.4	3.3	8.1%
Power	\$5.9	\$8.3	\$2.4	28.9%	\$24.7	\$27.7	\$3.0	11.0%	\$6.6	0.7	10.5%	\$31.6	6.9	21.9%
I&D	\$5.5	\$5.5	\$0.0	0.0%	\$22.0	\$22.0	\$0.0	0.0%	\$1.9	(3.6)	(193.3%)	\$7.5	(14.5)	(193.3%)
Passenger Security	\$5.0	\$5.1	\$0.1	2.4%	\$20.0	\$20.2	\$0.2	0.9%	\$2.1	(2.8)	(132.7%)	\$14.9	(5.1)	(33.9%)
All Other	<u>\$50.1</u>	<u>\$62.5</u>	<u>\$12.5</u>	<u>20.0%</u>	<u>\$223.9</u>	<u>\$240.8</u>	<u>\$16.9</u>	<u>7.0%</u>	<u>\$61.8</u>	<u>11.7</u>	<u>19.0%</u>	<u>\$259.2</u>	<u>35.2</u>	<u>13.6%</u>
Total Expense	\$375.6	\$394.7	\$19.1	4.8%	\$1,537.8	\$1,562.7	\$24.9	1.6%	\$377.1	\$1.5	0.4%	\$1,510.1	(\$27.7)	(1.8%)
Net Results	\$34.7	\$55.5	(\$20.8)		(\$5.1)	\$0.0	(\$5.1)		\$48.2	(\$13.6)		\$8.0	(\$13.1)	
Operating Deficit	\$179.7	\$201.8	\$22.1	10.9%	\$842.2	\$867.1	\$24.9	2.9%	\$191.7	\$12.0	6.2%	\$813.2	(\$28.9)	(3.6%)
Recovery Ratio	65.0%	59.9%	5.1 pts		56.0%	54.8%	1.2 pts		59.5%	5.5 pts		56.5%	(0.5) pts	
Total Ridership	36.1	33.5	2.6	7.7%	197.5	193.7	3.8	2.0%	113.7	(77.6)	(68.2%)	455.2	(257.7)	(56.6%)
<i>Average Fare</i>	\$1.23	\$1.09	\$0.15	13.5%	\$1.18	\$1.14	\$0.04	3.1%	\$1.32	(0.09)	(0.06)	1.29	(0.11)	(0.08)

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

Metra Summary Report: 4th Quarter 2020

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	4th Quarter 2020				YTD 2020				4th Quarter 2019			YTD 2019		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Unit	%	Actual	Unit	%
			Unit	%			Unit	%						
Operating Revenue														
Farebox	\$7.0	\$17.0	(\$9.9)	(58.5%)	\$102.6	\$113.2	(\$10.6)	(9.4%)	\$90.5	(\$83.5)	(92.2%)	\$366.6	(\$264.1)	(72.0%)
Reduced Fare	\$0.4	\$0.4	\$0.0	0.0%	\$1.6	\$1.6	\$0.0	0.0%	\$0.4	\$0.0	0.0%	\$1.6	\$0.0	0.0%
Other	\$10.5	\$7.0	\$3.5	49.9%	\$39.7	\$36.0	\$3.8	10.5%	\$11.0	(\$0.6)	(5.2%)	\$46.3	(\$6.5)	(14.1%)
CARES Act Funding - Fare Revenue Replacement	<u>\$15.4</u>	<u>\$66.3</u>	<u>(\$50.9)</u>	<u>(76.8%)</u>	<u>\$159.8</u>	<u>\$210.5</u>	<u>(\$50.7)</u>	<u>(24.1%)</u>	<u>\$0.0</u>	<u>\$15.4</u>	<u>0</u>	<u>\$0.0</u>	<u>\$159.8</u>	<u>0</u>
Total Operating Revenue	\$33.3	\$90.7	(\$57.4)	(63.3%)	\$303.7	\$361.3	(\$57.5)	(15.9%)	\$102.0	(\$68.7)	(67.4%)	\$414.5	(\$110.8)	(26.7%)
Public Funding														
Sales Tax I	\$73.3	\$65.1	\$8.2	12.6%	\$287.6	\$259.0	\$28.6	11.0%	\$82.9	(\$9.6)	(11.6%)	\$306.8	(\$19.3)	(6.3%)
Sales Tax II	\$26.2	\$23.8	\$2.3	9.8%	\$53.1	\$45.9	\$7.2	15.7%	\$30.0	(\$3.8)	(12.8%)	\$46.7	\$6.4	13.7%
PTF II	\$13.8	\$11.7	\$2.1	17.8%	\$51.9	\$49.4	\$2.5	5.1%	\$14.3	(\$0.6)	(3.9%)	\$55.2	(\$3.3)	(5.9%)
Non-Statutory Sales Tax I	\$0.0	\$0.0	\$0.0	0.0%	\$0.7	\$0.7	\$0.0	0.0%	\$0.0	\$0.0	0	\$0.0	\$0.7	0.0%
Homeland Security	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.4	(\$0.4)	(100.0%)	\$1.5	(\$1.5)	(100.0%)
JSIF Reserves	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$2.5	(\$2.5)	(100.0%)	\$2.5	(\$2.5)	(100.0%)
Prior Year PBV	\$0.0	\$0.0	\$0.0	0.0%	\$7.0	\$7.0	\$0.0	0.0%	\$0.0	\$0.0	0	\$0.0	\$7.0	0.0%
CARES Act Funding - Public Funding Replacement	<u>(\$7.7)</u>	<u>(\$8.8)</u>	<u>\$1.0</u>	<u>(11.7%)</u>	<u>(\$0.0)</u>	<u>\$11.7</u>	<u>(\$11.7)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>(\$7.7)</u>	<u>0</u>	<u>\$0.0</u>	<u>(\$0.0)</u>	<u>0.0%</u>
Total Public Funding	\$105.5	\$91.9	\$13.6	14.9%	\$400.3	\$373.7	\$26.6	7.1%	\$130.2	(\$16.9)	(13.0%)	\$412.7	(\$12.4)	(3.0%)
Total Revenues	\$138.8	\$182.5	(\$43.7)	(24.0%)	\$704.1	\$735.0	(\$30.9)	(4.2%)	\$232.1	(\$93.3)	(40.2%)	\$827.2	(\$123.1)	(14.9%)
Expenses														
Transportation	\$61.3	\$63.7	\$2.4	3.8%	\$257.5	\$262.0	\$4.5	1.7%	\$69.3	\$7.9	11.5%	\$276.8	\$19.3	7.0%
Maintenance of Way (Engineering)	\$38.5	\$38.4	(\$0.1)	(0.2%)	\$147.8	\$149.6	\$1.8	1.2%	\$42.9	\$4.4	10.3%	\$161.7	\$14.0	8.6%
Maintenance of Equipment (Mechanical)	\$42.9	\$42.4	(\$0.5)	(1.1%)	\$167.8	\$168.2	\$0.4	0.2%	\$44.7	\$1.8	4.0%	\$184.7	(\$16.8)	(9.1%)
Claims & Insurance	\$2.0	\$4.8	\$2.8	57.4%	\$15.6	\$18.5	\$2.9	15.9%	\$7.1	\$5.0	71.1%	\$20.5	\$4.9	24.1%
Administration	\$19.9	\$24.7	\$4.8	19.3%	\$83.6	\$90.5	\$6.9	7.6%	\$24.8	\$4.9	19.6%	\$91.8	\$8.2	8.9%
Diesel Fuel	\$9.0	\$10.4	\$1.4	13.1%	\$41.1	\$42.8	\$1.7	3.9%	\$14.8	\$5.7	38.8%	\$59.2	\$18.1	30.6%
Electricity	<u>\$0.8</u>	<u>\$1.0</u>	<u>\$0.2</u>	<u>20.6%</u>	<u>\$3.2</u>	<u>\$3.4</u>	<u>\$0.2</u>	<u>6.2%</u>	<u>\$1.3</u>	<u>\$0.5</u>	<u>41.3%</u>	<u>\$5.3</u>	<u>\$2.1</u>	<u>39.7%</u>
Total Expense	\$174.5	\$185.4	\$10.9	5.9%	\$716.6	\$735.0	\$18.4	2.5%	\$204.8	\$30.3	14.8%	\$800.0	\$83.5	10.4%
Operating Deficit	\$141.2	\$94.8	(\$46.5)	(49.0%)	\$412.8	\$373.7	(\$39.1)	(10.5%)	\$102.9	(\$38.4)	(37.3%)	\$385.5	(\$27.3)	(7.1%)
Net Results	(\$35.7)	(\$2.9)	(\$32.8)		(\$12.5)	\$0.0	(\$12.5)		\$27.3	(\$63.0)		\$27.2	(\$39.7)	
Recovery Ratio	21.6%	52.7%	(31.1) pts		46.5%	53.0%	(6.5) pts		53.3%	(31.7) pts		55.4%	(8.9) pts	
Ridership	1.6	3.1	(1.4)	(46.8%)	18.6	20.0	(1.4)	(7.1%)	18.3	(16.7)	(91.1%)	74.0	(55.5)	(74.9%)
Average Fare	\$4.31	\$5.53	(\$1.22)	(22.1%)	\$5.53	\$5.66	(\$0.14)	(2.4%)	\$4.95	(\$0.64)	(12.9%)	\$4.95	\$0.57	11.6%

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

Pace Suburban Service Summary Report: 4th Quarter 2020

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	4th Quarter 2020				YTD 2020				4th Quarter 2019			YTD 2019		
	Actual	Budget	Change Unit	%	Actual	Budget	Change Unit	%	Actual	Change Unit	%	Actual	Change Unit	%
Operating Revenue														
Farebox	\$3.8	\$5.3	(\$1.5)	(28.5%)	\$16.5	\$18.0	(\$1.5)	(8.3%)	\$9.4	(\$5.6)	(59.9%)	\$36.1	(\$19.6)	(54.3%)
Reduced Fare	\$0.3	\$0.3	(\$0.0)	(0.0%)	\$1.3	\$1.3	(\$0.0)	(0.0%)	\$0.3	\$0.0	0.0%	\$1.3	(\$0.0)	(0.0%)
Advertising	\$0.2	(\$0.3)	\$0.5	(177.6%)	\$1.4	\$0.8	\$0.5	65.9%	\$0.8	(\$0.5)	(68.9%)	\$3.0	(\$1.6)	(54.7%)
Investment/Other	\$1.9	\$4.2	(\$2.3)	(54.7%)	\$10.7	\$13.0	(\$2.3)	(17.7%)	\$3.9	(\$2.0)	(51.0%)	\$15.2	(\$4.6)	(30.1%)
CARES Act Funding - Fare Revenue R	<u>(\$4.5)</u>	<u>\$3.9</u>	<u>(\$8.3)</u>	<u>(215.5%)</u>	<u>\$11.4</u>	<u>\$19.7</u>	<u>(\$8.3)</u>	<u>(42.2%)</u>	<u>\$0.0</u>	<u>(\$4.5)</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$11.4</u>	<u>0.0%</u>
Total Operating Revenue	\$1.8	\$13.3	(\$11.6)	(86.6%)	\$41.2	\$52.8	(\$11.6)	(21.9%)	\$14.4	(\$12.6)	(87.5%)	\$55.6	(\$14.4)	(25.9%)
Public Funding														
Sales Tax I	\$23.2	\$20.6	\$2.7	12.9%	\$91.3	\$82.0	\$9.3	11.3%	\$26.3	(\$3.1)	(11.7%)	\$97.2	(\$5.9)	(6.1%)
Sales Tax II	\$8.7	\$7.9	0.8	9.8%	\$17.7	\$15.3	2.4	15.7%	\$10.0	(1.3)	(12.8%)	\$15.6	2.1	13.7%
PTF II	\$4.6	\$3.9	0.7	17.8%	\$17.3	\$16.5	0.8	5.1%	\$4.8	(0.2)	(3.9%)	\$18.4	(1.1)	(5.9%)
SCMF	\$5.7	\$5.5	0.3	4.8%	\$22.8	\$21.4	1.3	6.3%	\$6.9	(1.2)	(17.1%)	\$25.6	(2.8)	(11.1%)
SSJA	\$7.5	\$7.5	0.0	0.0%	\$7.5	\$7.5	0.0	0.0%	\$1.9	5.6	300.0%	\$7.5	0.0	0.0%
Non-Statutory Funding - PTF I	\$1.1	\$1.0	0.2	17.6%	\$4.3	\$4.0	0.2	5.1%	\$1.2	(0.0)	(4.1%)	\$4.5	(0.3)	(5.7%)
Non-Statutory Funding - ST I	\$0.0	\$0.0	0.0	0.0%	\$0.2	\$0.2	0.0	0.0%	\$0.0	0.0	0.0%	\$0.0	0.2	0.0%
ICE Funding	\$0.4	\$0.4	0.0	4.8%	\$1.5	\$1.4	0.1	6.3%	\$0.5	(0.1)	(17.1%)	\$1.7	(0.2)	(11.1%)
Transfer to Capital	\$0.0	\$0.0	(0.0)	(100.0%)	\$0.0	\$0.0	(0.0)	(100.0%)	\$0.0	0.0	0.0%	\$0.0	0.0	0.0%
CMAQ/JARC/New Freedom	(\$0.2)	\$1.6	(1.8)	(111.9%)	\$6.1	\$7.9	(1.8)	(22.6%)	\$1.6	(1.8)	(111.7%)	\$6.1	0.0	0.0%
CARES Act Funding - Public Funding I	<u>(\$5.5)</u>	<u>\$6.5</u>	<u>(12.0)</u>	<u>(185.8%)</u>	<u>\$0.0</u>	<u>\$12.0</u>	<u>(12.0)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>(5.5)</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>0.0</u>	<u>0.0%</u>
Total Public Funding	\$45.5	\$54.8	(9.3)	(16.9%)	\$168.7	\$168.4	\$0.3	0.2%	\$53.1	(\$7.6)	(14.3%)	\$176.6	(\$7.9)	(4.5%)
Total Revenues	\$47.3	\$68.1	(\$20.8)	(30.6%)	\$209.9	\$221.1	(\$11.2)	(5.1%)	\$67.4	(\$20.1)	(29.9%)	\$232.2	(\$22.3)	(9.6%)
Expense														
Labor / Fringe	\$32.3	\$35.4	\$3.1	8.9%	\$130.2	\$133.4	\$3.1	2.3%	\$32.8	\$0.5	1.6%	\$129.2	(\$1.1)	(0.8%)
Health Insurance	\$6.1	\$8.9	\$2.8	31.0%	\$24.4	\$27.2	\$2.8	10.2%	\$6.4	0.2	3.7%	\$24.6	0.2	0.6%
Material	\$1.2	\$1.7	\$0.5	27.9%	\$5.3	\$5.8	\$0.5	8.1%	\$1.6	0.4	23.1%	\$6.4	1.1	16.8%
Purchased Transportation	\$2.4	\$8.2	\$5.8	71.2%	\$11.0	\$16.8	\$5.8	34.6%	\$5.5	3.2	57.6%	\$22.1	11.1	50.3%
Fuel	\$1.4	\$2.6	\$1.2	46.5%	\$6.5	\$7.7	\$1.2	16.0%	\$2.6	1.2	46.5%	\$11.4	4.9	43.0%
Utilities	\$0.6	\$1.0	\$0.4	40.8%	\$2.5	\$2.9	\$0.4	14.7%	\$0.7	0.0	6.7%	\$2.5	0.1	3.4%
Insurance and Claims	\$2.7	\$4.7	\$2.1	43.7%	\$8.3	\$10.4	\$2.1	19.8%	\$3.7	1.0	27.8%	\$11.4	3.0	26.5%
Other Expenses	<u>\$3.8</u>	<u>\$5.7</u>	<u>\$1.9</u>	<u>33.3%</u>	<u>\$15.1</u>	<u>\$17.0</u>	<u>\$1.9</u>	<u>11.1%</u>	<u>\$5.0</u>	<u>1.2</u>	<u>24.0%</u>	<u>\$18.2</u>	<u>3.1</u>	<u>16.9%</u>
Total Expense	\$50.4	\$68.2	\$17.8	26.1%	\$203.4	\$221.1	\$17.8	8.0%	\$58.2	\$7.8	13.4%	\$225.7	\$22.3	9.9%
Net Results	(\$3.1)	(\$0.1)	(\$3.0)		\$6.6	\$0.0	\$6.6		\$9.2	(\$12.3)		\$6.5	\$0.1	
Operating Deficit	\$48.6	\$54.9	\$6.2	11.3%	\$162.1	\$168.4	\$6.2	3.7%	\$43.9	(\$4.8)	(10.8%)	\$170.1	\$7.9	4.7%
Recovery Ratio	9.0%	24.8%	(15.8) pts		26.9%	30.3%	(3.4) pts		30.4%	(3.4) pts		30.2%	(3.1) pts	
Total Ridership	3.0	3.8	(0.8)	(20.1%)	14.6	15.3	(0.8)	(5.0%)	7.1	(4.0)	(57.0%)	28.5	(14.0)	(48.9%)
<i>Average Fare</i>	\$1.24	\$1.38	(\$0.14)	(10.5%)	\$1.13	\$1.17	(\$0.04)	(3.5%)	\$1.33	(\$0.09)	(6.7%)	\$1.26	(\$0.13)	(10.5%)

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.

Pace ADA Paratransit Summary Report - 4th Quarter 2020

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	4th Quarter 2020				YTD 2020				4th Quarter 2019			YTD 2019		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Unit	%	Actual	Unit	%
Operating Revenue														
Farebox	\$1.4	\$1.7	(\$0.3)	(16.3%)	\$5.8	\$7.1	(\$1.4)	(19.3%)	\$3.0	(\$1.6)	(52.5%)	\$11.9	(\$6.1)	(51.5%)
Other Revenue	<u>\$0.0</u>	<u>\$0.2</u>	<u>(\$0.2)</u>	<u>(94.8%)</u>	<u>\$0.7</u>	<u>\$0.9</u>	<u>(\$0.3)</u>	<u>(28.3%)</u>	<u>\$0.6</u>	<u>(\$0.6)</u>	<u>(98.6%)</u>	<u>3.1</u>	<u>(2.5)</u>	<u>(78.7%)</u>
Total Operating Revenue	\$1.4	\$1.9	(\$0.4)	(23.5%)	\$6.4	\$8.1	(\$1.6)	(20.3%)	\$3.6	(\$2.2)	(60.6%)	\$15.0	(\$8.6)	(57.2%)
Public Funding														
ADA Paratransit Fund	\$21.0	\$21.0	\$0.0	0.0%	\$121.0	\$121.0	\$0.0	0.0%	\$41.2	(\$20.2)	(49.0%)	\$164.6	(\$43.6)	(26.5%)
Additional State Funding	\$2.1	\$2.1	(0.0)	(0.0%)	8.4	8.4	(0.0)	(0.0%)	\$2.1	0.0	0.0%	8.4	0.0	0.0%
Other RTA Funding	<u>\$31.4</u>	<u>\$31.4</u>	<u>0.0</u>	<u>0.0%</u>	<u>31.4</u>	<u>31.4</u>	<u>0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>31.4</u>	<u>0.0%</u>	<u>0.0</u>	<u>31.4</u>	<u>0.0%</u>
Total Public Funding	\$54.5	\$54.5	(\$0.0)	(0.0%)	\$160.8	\$160.8	(\$0.0)	(0.0%)	\$43.3	\$11.3	26.0%	\$173.0	(\$12.2)	(7.1%)
Total Revenue	\$55.9	\$56.4	(\$0.4)	(0.8%)	\$167.3	\$168.9	(\$1.6)	(1.0%)	\$46.9	\$9.1	19.3%	\$188.1	(\$20.8)	(11.1%)
Expenses														
Labor / Fringe	\$1.0	\$1.0	\$0.0	4.0%	\$4.1	\$4.2	\$0.1	1.4%	\$1.0	\$0.0	1.8%	\$4.1	(\$0.1)	(1.3%)
Health Insurance	\$0.2	\$0.3	0.1	41.0%	0.7	0.9	0.2	23.5%	\$0.2	0.0	20.3%	0.7	0.0	2.6%
Administration	\$1.0	\$1.1	0.1	8.5%	3.4	4.1	0.7	16.4%	\$1.4	0.4	26.5%	5.2	1.8	34.9%
Fuel	\$1.0	\$1.4	0.4	25.9%	3.3	3.8	0.6	14.8%	\$0.5	(0.5)	(92.2%)	2.5	(0.8)	(31.1%)
Insurance and Claims	\$0.2	\$0.3	0.0	15.4%	0.7	0.8	0.1	10.2%	\$0.1	(0.1)	(153.7%)	0.3	(0.4)	(135.9%)
Purchased Transportation	\$39.2	\$30.9	(8.3)	(26.9%)	161.0	145.9	(15.1)	(10.4%)	\$41.9	2.7	6.4%	162.9	1.9	1.2%
Regional ADA Support Allocation	<u>\$2.0</u>	<u>\$2.3</u>	<u>0.3</u>	<u>12.2%</u>	<u>8.4</u>	<u>9.2</u>	<u>0.8</u>	<u>9.0%</u>	<u>\$2.1</u>	<u>0.1</u>	<u>3.6%</u>	<u>8.3</u>	<u>(0.1)</u>	<u>(1.2%)</u>
Total Expense	\$44.7	\$37.3	(\$7.4)	(19.9%)	\$181.6	\$168.9	(\$12.7)	(7.5%)	\$47.2	\$2.6	5.5%	\$184.0	\$2.4	1.3%
Net Results	\$11.3	\$19.1	(\$7.8)		(\$14.4)	(\$0.0)	(\$14.4)		(\$0.3)	\$11.6		\$4.0	(\$18.4)	
Operating Deficit	\$43.2	\$35.4	(\$7.8)	(22.2%)	\$175.2	\$160.8	(\$14.4)	(8.9%)	\$43.6	\$0.4	0.9%	\$169.0	(\$6.2)	(3.7%)
Recovery Ratio	10.6%	7.2%	3.4 pts		9.2%	10.0%	(0.8) pts		10.2%	0.4 pts		10.4%	(1.2) pts	
Total Ridership	0.6	0.4	0.2	49.5%	2.6	2.2	0.4	17.9%	1.1	(0.4)	(40.1%)	4.3	(1.7)	(40.0%)
<i>Average Fare</i>	\$2.19	\$3.92	(\$1.72)	(44.0%)	\$2.25	\$3.29	(\$1.04)	(31.5%)	\$2.76	(\$0.57)	(20.6%)	\$2.78	(\$0.53)	(19.1%)

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