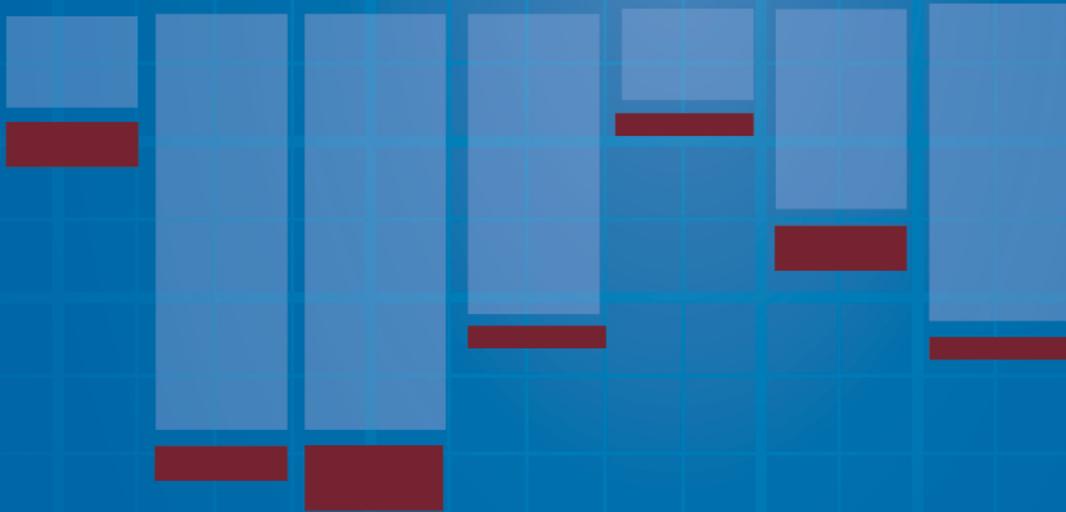


# MONTHLY FINANCIAL REPORT



Regional  
Transportation  
Authority

**MOVING YOU**

October 2021

## August 2021 Year-to-Date Financial Report

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## Executive Summary

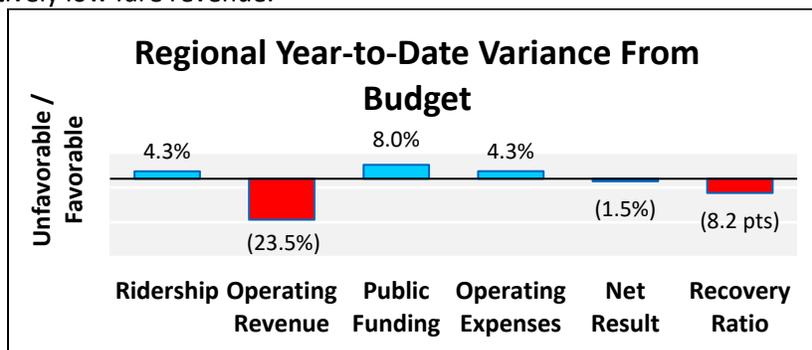
On a seasonally adjusted basis, the size of the Chicago-area labor force increased by 1,700 in August, while employment in the region also increased, by 6,900 jobs. As a result, the regional unemployment rate decreased to 8.0%, which was 3.2 percentage points worse than the national rate.

RTA system year-to-date ridership of 135.8 million was 4.3% above budget, and remained at 45% of 2019 levels, essentially unchanged from July. CTA had the highest August ridership at 48% of 2019, followed by Pace at 44%, and Metra at 24%. ADA Paratransit ridership has recovered to about 70% of pre-COVID levels. Beginning next month, the budgeted ridership increases, anticipating steadily increasing commuting and the start of the school year.

Indications are that July sales tax receipts will be somewhat lower than the record level we saw in June but will far surpass the adopted budget. Through July, the total sales tax variance from budget is approaching \$200 million. Total public funding through August produced a favorable variance of \$84.5 million, or 8.0%, with higher sales tax partially offset by lower than expected relief funding drawdowns for sales tax replacement.

System-wide operating expenses through August were \$82.5 million, or 4.3%, favorable to the revised budget and highlighted in light blue, with each Service Board reporting favorable expense variances. Metra and Pace expenses are expected to increase somewhat in the months ahead as ongoing service restorations are implemented, but both are projected to remain favorable to budget. ADA Paratransit expenses are also under budget, but recovering ridership is expected to increase ADA costs in future months.

Surging sales tax and good expense performance are limiting the amount of federal relief funding needed for operations. As a result, lower than expected relief funding requisitions for fare revenue replacement have now dragged operating revenue almost \$195 million unfavorable to budget through August. The regional recovery ratio has now dropped below 50% for the year, solely due to the slower than anticipated relief funding drawdowns. Through August, the regional recovery ratio of 45.7% was 8.2 points unfavorable to budget, highlighted in red. In addition, each mainline Service Board’s recovery ratio is now significantly unfavorable to budget. If sales tax continues to overperform, which is anticipated, the region is headed for a sub-50% finish by year-end. The RTA has initiated the process to request legislative relief from the 50% recovery ratio requirement while the region is in this unusual circumstance of high sales tax receipts and relatively low fare revenue.



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

# Region Summary Report - August

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	August 2021				YTD 2021				August 2020			YTD 2020		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Unit	%	Actual	Unit	%
			Unit	%			Unit	%						
<b>Operating Revenues</b>														
CTA	\$37.1	\$62.5	(\$25.4)	(40.7%)	\$398.0	\$483.6	(\$85.6)	(17.7%)	\$56.0	(\$18.9)	(33.8%)	\$443.9	(\$45.9)	(10.3%)
Metra	\$14.6	\$39.4	(\$24.8)	(63.0%)	\$197.8	\$298.7	(\$100.9)	(33.8%)	\$27.9	(\$13.3)	(47.8%)	\$239.9	(\$42.1)	(17.6%)
Pace	\$0.8	\$4.7	(\$3.9)	(82.1%)	\$29.5	\$37.9	(\$8.4)	(22.1%)	\$4.8	(\$3.9)	(82.3%)	\$34.4	(\$4.9)	(14.3%)
Pace ADA Paratransit	<u>\$2.3</u>	<u>\$0.9</u>	<u>\$1.4</u>	<u>148.4%</u>	<u>\$7.3</u>	<u>\$7.3</u>	<u>\$0.0</u>	<u>0.4%</u>	<u>\$0.1</u>	<u>\$2.2</u>	<u>1835.7%</u>	<u>\$4.6</u>	<u>\$2.8</u>	<u>61.1%</u>
<b>Total</b>	<b>\$54.8</b>	<b>\$107.6</b>	<b>(\$52.8)</b>	<b>(49.1%)</b>	<b>\$632.6</b>	<b>\$827.4</b>	<b>(\$194.9)</b>	<b>(23.5%)</b>	<b>\$88.8</b>	<b>(\$34.0)</b>	<b>(38.3%)</b>	<b>\$722.8</b>	<b>(\$90.2)</b>	<b>(12.5%)</b>
<b>Public Funding (1)</b>														
CTA	\$84.3	\$76.2	\$8.1	10.6%	\$617.9	\$609.4	\$8.5	1.4%	\$62.3	\$22.0	35.2%	\$569.0	\$48.9	8.6%
Metra	\$32.7	\$30.9	\$1.9	6.0%	\$290.6	\$218.8	\$71.8	32.8%	\$35.3	(\$2.5)	(7.2%)	\$279.0	\$11.6	4.2%
Pace	\$13.6	\$14.7	(\$1.1)	(7.4%)	\$120.0	\$107.4	\$12.6	11.7%	\$12.6	\$1.0	7.9%	\$110.1	\$9.9	9.0%
Pace ADA Paratransit	<u>\$16.7</u>	<u>\$15.2</u>	<u>\$1.5</u>	<u>10.0%</u>	<u>\$113.4</u>	<u>\$121.7</u>	<u>(\$8.4)</u>	<u>(6.9%)</u>	<u>\$7.7</u>	<u>\$9.0</u>	<u>117.4%</u>	<u>\$98.6</u>	<u>\$14.8</u>	<u>15.0%</u>
<b>Total</b>	<b>\$147.4</b>	<b>\$137.0</b>	<b>\$10.4</b>	<b>7.6%</b>	<b>\$1,141.8</b>	<b>\$1,057.3</b>	<b>\$84.5</b>	<b>8.0%</b>	<b>\$117.9</b>	<b>\$29.5</b>	<b>25.0%</b>	<b>\$1,056.7</b>	<b>\$85.1</b>	<b>8.1%</b>
<b>Operating Expenses</b>														
CTA	\$132.1	\$138.7	\$6.6	4.8%	\$1,059.1	\$1,093.0	\$33.9	3.1%	\$125.1	(\$7.0)	(5.6%)	\$1,037.8	(\$21.3)	(2.1%)
Metra	\$63.8	\$70.0	\$6.2	8.9%	\$489.4	\$515.8	\$26.4	5.1%	\$57.1	(\$6.7)	(11.7%)	\$487.8	(\$1.6)	(0.3%)
Pace	\$19.3	\$21.0	\$1.7	8.2%	\$146.4	\$160.8	\$14.5	9.0%	\$15.8	(\$3.5)	(22.2%)	\$135.2	(\$11.1)	(8.2%)
Pace ADA Paratransit	<u>\$16.1</u>	<u>\$15.9</u>	<u>(\$0.2)</u>	<u>(1.0%)</u>	<u>\$120.7</u>	<u>\$128.5</u>	<u>\$7.8</u>	<u>6.1%</u>	<u>\$13.0</u>	<u>(\$3.0)</u>	<u>(23.2%)</u>	<u>\$122.8</u>	<u>\$2.1</u>	<u>1.7%</u>
<b>Total</b>	<b>\$231.3</b>	<b>\$245.7</b>	<b>\$14.4</b>	<b>5.9%</b>	<b>\$1,815.6</b>	<b>\$1,898.1</b>	<b>\$82.5</b>	<b>4.3%</b>	<b>\$211.1</b>	<b>(\$20.2)</b>	<b>(9.6%)</b>	<b>\$1,783.7</b>	<b>(\$31.9)</b>	<b>(1.8%)</b>
<b>Net Results</b>														
CTA	(\$10.7)	\$0.0	(\$10.7)		(\$43.2)	\$0.0	(\$43.2)		(\$6.7)	(\$4.0)		(\$24.9)	(\$18.3)	
Metra	(\$16.5)	\$0.2	(\$16.7)		(\$1.1)	\$1.7	(\$2.7)		\$6.0	(\$22.6)		\$31.0	(\$32.1)	
Pace	(\$4.9)	(\$1.6)	(\$3.2)		\$3.1	(\$15.6)	\$18.7		\$1.6	(\$6.5)		\$9.3	(\$6.2)	
Pace ADA Paratransit	<u>\$3.0</u>	<u>\$0.2</u>	<u>\$2.7</u>		<u>(\$0.0)</u>	<u>\$0.5</u>	<u>(\$0.5)</u>		<u>(\$5.2)</u>	<u>\$8.2</u>		<u>(\$19.6)</u>	<u>\$19.6</u>	
<b>Total</b>	<b>(\$29.1)</b>	<b>(\$1.2)</b>	<b>(\$27.9)</b>		<b>(\$41.2)</b>	<b>(\$13.4)</b>	<b>(\$27.8)</b>		<b>(\$4.3)</b>	<b>(\$24.8)</b>		<b>(\$4.2)</b>	<b>(\$37.0)</b>	
<b>Operating Deficit</b>														
CTA	\$95.0	\$76.2	(\$18.8)	(24.7%)	\$661.1	\$609.4	(\$51.7)	(8.5%)	\$69.1	(25.9)	(37.6%)	\$593.9	(\$67.2)	(11.3%)
Metra	\$49.2	\$30.7	(\$18.6)	(60.6%)	\$291.6	\$217.1	(\$74.5)	(34.3%)	\$29.2	(20.0)	(68.4%)	\$247.9	(43.7)	(17.6%)
Pace	\$18.5	\$16.3	(\$2.2)	(13.3%)	\$116.9	\$123.0	\$6.1	5.0%	\$11.0	(7.4)	(67.6%)	\$100.8	(16.1)	(15.9%)
Pace ADA Paratransit	<u>\$13.8</u>	<u>\$15.0</u>	<u>\$1.2</u>	<u>8.1%</u>	<u>\$113.4</u>	<u>\$121.2</u>	<u>\$7.8</u>	<u>6.4%</u>	<u>\$12.9</u>	<u>(0.8)</u>	<u>(6.5%)</u>	<u>\$118.3</u>	<u>4.9</u>	<u>4.1%</u>
<b>Total</b>	<b>\$176.5</b>	<b>\$138.1</b>	<b>(\$38.3)</b>	<b>(27.8%)</b>	<b>\$1,183.0</b>	<b>\$1,070.7</b>	<b>(\$112.4)</b>	<b>(10.5%)</b>	<b>\$122.2</b>	<b>(\$54.2)</b>	<b>(44.4%)</b>	<b>\$1,060.9</b>	<b>(\$122.1)</b>	<b>(11.5%)</b>
<b>Recovery Ratio</b>														
CTA	40.2%	54.8%	(14.6) pts		51.1%	55.1%	(4.0) pts		56.5%	(16.3) pts		52.7%	(1.6) pts	
Metra	25.1%	60.9%	(35.8) pts		44.2%	62.8%	(18.7) pts		52.7%	(27.6) pts		53.0%	(8.9) pts	
Pace	8.6%	28.6%	(20.1) pts		25.5%	29.9%	(4.3) pts		37.9%	(29.3) pts		32.5%	(7.0) pts	
Pace ADA Paratransit	<u>36.8%</u>	<u>10.3%</u>	<u>26.5</u> pts		<u>15.7%</u>	<u>10.0%</u>	<u>5.6</u> pts		<u>-0.7%</u>	<u>37.5</u> pts		<u>9.2%</u>	<u>6.5</u> pts	
<b>System</b>	<b>31.7%</b>	<b>53.0%</b>	<b>(21.3) pts</b>		<b>45.7%</b>	<b>53.9%</b>	<b>(8.2) pts</b>		<b>52.1%</b>	<b>(20.4) pts</b>		<b>50.0%</b>	<b>(4.3) pts</b>	
<b>Ridership</b>														
CTA	19.0	17.7	1.3	7.4%	117.8	110.9	7.0	6.3%	12.8	6.2	48.5%	148.3	(30.4)	(20.5%)
Metra (2)	1.6	1.4	0.2	11.3%	7.7	7.2	0.6	7.8%	0.6	1.0	158.7%	16.3	(8.6)	(52.5%)
Pace	1.2	1.6	(0.4)	(22.5%)	8.2	10.1	(1.9)	(18.6%)	1.1	0.1	12.1%	10.4	(2.2)	(21.0%)
Pace ADA Paratransit	<u>0.2</u>	<u>0.3</u>	<u>(0.0)</u>	<u>(2.5%)</u>	<u>2.0</u>	<u>2.1</u>	<u>(0.1)</u>	<u>(3.6%)</u>	<u>0.2</u>	<u>0.1</u>	<u>31.4%</u>	<u>1.7</u>	<u>0.3</u>	<u>17.8%</u>
<b>Total</b>	<b>22.0</b>	<b>20.9</b>	<b>1.1</b>	<b>5.3%</b>	<b>135.8</b>	<b>130.2</b>	<b>5.6</b>	<b>4.3%</b>	<b>14.7</b>	<b>7.4</b>	<b>50.1%</b>	<b>176.7</b>	<b>(40.9)</b>	<b>(23.1%)</b>

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

(1) Throughout these summaries current 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 - August

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	AUGUST 2021				YTD 2021				AUGUST 2020			YTD 2020		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
		Unit	%			Unit	%		Unit	%		Unit	%	
<b>Operating Revenue</b>														
Farebox Revenue	\$23.8	\$24.8	(\$0.9)	(3.7%)	\$146.3	\$149.3	(\$2.9)	(2.0%)	\$15.2	\$8.7	57.3%	\$172.3	(\$26.0)	(15.1%)
Reduced Fare Subsidy	\$1.2	\$1.2	(0.0)	(0.0%)	\$9.7	\$9.7	(\$0.0)	(0.0%)	\$1.2	0.0	0.0%	\$10.0	(0.2)	(2.2%)
Other	\$5.9	\$5.1	0.8	14.7%	\$34.0	\$35.8	(\$1.8)	(5.0%)	\$5.2	0.7	14.5%	\$43.4	(9.4)	(21.6%)
CARES Act Funding - Fare Revenue Replacement	\$6.1	\$0.0	6.1	0.0%	\$207.9	\$210.5	(\$2.6)	(1.2%)	\$34.5	(28.4)	(82.3%)	\$218.2	(10.3)	(4.7%)
CRRSAA Funding - Fare Revenue Replacement	<u>\$0.0</u>	<u>\$31.4</u>	<u>(31.4)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>\$78.3</u>	<u>(\$78.3)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>0.0</u>	<u>0.0%</u>
<b>Total Operating Revenue</b>	<b>\$37.1</b>	<b>\$62.5</b>	<b>(\$25.4)</b>	<b>(40.7%)</b>	<b>\$398.0</b>	<b>\$483.6</b>	<b>(\$85.6)</b>	<b>(17.7%)</b>	<b>\$56.0</b>	<b>(\$18.9)</b>	<b>(33.8%)</b>	<b>\$443.9</b>	<b>(\$45.9)</b>	<b>(10.3%)</b>
<b>Public Funding</b>														
Sales Tax I	\$31.0	\$31.0	\$0.0	0.0%	\$265.8	\$223.5	\$42.3	18.9%	\$29.3	\$1.7	5.8%	\$215.6	\$50.2	23.3%
Sales Tax II	\$2.4	\$2.4	0.0	0.0%	\$31.1	\$11.1	\$20.0	180.8%	\$5.9	(3.4)	(58.5%)	\$27.3	3.8	13.8%
PTF II	\$7.5	\$5.2	2.3	43.7%	\$48.4	\$39.2	\$9.2	23.4%	\$4.7	2.8	60.7%	\$41.5	6.9	16.6%
25% PTF on RETT	\$2.0	\$1.1	0.9	84.1%	\$10.8	\$6.8	\$4.0	59.3%	\$1.1	0.9	80.6%	\$7.6	3.2	42.7%
City of Chicago RETT	\$6.4	\$5.3	1.0	19.5%	\$46.0	\$29.5	\$16.5	55.9%	\$5.7	0.6	11.4%	\$31.6	14.4	45.7%
Non-Statutory Funding - PTF I	\$24.0	\$17.0	7.0	40.9%	\$156.9	\$128.1	\$28.8	22.5%	\$15.2	8.8	58.3%	\$135.9	21.0	15.4%
Non-Statutory Funding - ST I	\$0.0	\$0.0	0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	0.0	0.0%	\$0.9	(0.9)	(100.0%)
ICE Funding for operations	\$0.5	\$0.5	0.0	0.0%	\$4.4	\$3.5	\$0.8	23.7%	\$0.5	(0.0)	(2.4%)	\$3.6	0.8	21.6%
CARES Act Funding - Public Funding Replacement	\$10.5	\$0.0	10.5	0.0%	\$54.6	\$123.3	(\$68.7)	(55.7%)	\$0.0	10.5	0.0%	\$105.1	(50.5)	(48.0%)
CRRSAA Funding - Public Funding Replacement	<u>\$0.0</u>	<u>\$13.6</u>	<u>(13.6)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>\$44.3</u>	<u>(\$44.3)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>0.0</u>	<u>0.0%</u>
<b>Total Non-Operating Revenue</b>	<b>\$84.3</b>	<b>\$76.2</b>	<b>8.1</b>	<b>10.6%</b>	<b>\$617.9</b>	<b>\$609.4</b>	<b>\$8.5</b>	<b>1.4%</b>	<b>\$62.3</b>	<b>\$22.0</b>	<b>35.2%</b>	<b>\$569.0</b>	<b>\$48.9</b>	<b>8.6%</b>
<b>Total Revenue</b>	<b>\$121.4</b>	<b>\$138.7</b>	<b>(\$17.3)</b>	<b>(12.5%)</b>	<b>\$1,015.9</b>	<b>\$1,093.0</b>	<b>(\$77.1)</b>	<b>(7.1%)</b>	<b>\$118.4</b>	<b>\$3.0</b>	<b>2.6%</b>	<b>\$1,012.9</b>	<b>\$2.9</b>	<b>0.3%</b>
<b>Expense</b>														
Labor	\$99.0	\$100.6	\$1.6	1.6%	\$766.9	\$776.2	\$9.3	1.2%	\$93.6	(\$5.4)	(5.8%)	\$758.8	(\$8.1)	(1.1%)
Material	\$7.7	\$7.5	(\$0.2)	(2.9%)	\$59.3	\$58.6	(\$0.7)	(1.2%)	\$7.1	(0.5)	(7.6%)	\$51.4	(8.0)	(15.5%)
Fuel	\$2.6	\$3.2	\$0.7	20.2%	\$20.7	\$23.9	\$3.2	13.2%	\$3.1	0.5	15.5%	\$24.9	4.2	16.9%
Power	\$2.0	\$2.7	\$0.7	24.8%	\$17.1	\$19.8	\$2.7	13.5%	\$1.9	(0.1)	(4.0%)	\$16.9	(0.3)	(1.6%)
I&D	\$2.6	\$2.6	\$0.0	0.0%	\$21.1	\$21.1	\$0.0	0.0%	\$1.8	(0.8)	(44.0%)	\$14.7	(6.5)	(44.0%)
Passenger Security	\$1.2	\$1.7	\$0.5	30.4%	\$10.7	\$12.6	\$1.9	14.9%	\$1.7	0.5	30.0%	\$13.3	2.6	19.7%
All Other	<u>\$17.0</u>	<u>\$20.4</u>	<u>\$3.4</u>	<u>16.8%</u>	<u>\$163.2</u>	<u>\$180.8</u>	<u>\$17.6</u>	<u>9.7%</u>	<u>\$15.9</u>	<u>(1.1)</u>	<u>(7.1%)</u>	<u>\$157.8</u>	<u>(5.4)</u>	<u>(3.4%)</u>
<b>Total Expense</b>	<b>\$132.1</b>	<b>\$138.7</b>	<b>\$6.6</b>	<b>4.8%</b>	<b>\$1,059.1</b>	<b>\$1,093.0</b>	<b>\$33.9</b>	<b>3.1%</b>	<b>\$125.1</b>	<b>(\$7.0)</b>	<b>(5.6%)</b>	<b>\$1,037.8</b>	<b>(\$21.3)</b>	<b>(2.1%)</b>
<b>Net Results</b>	<b>(\$10.7)</b>	<b>\$0.0</b>	<b>(\$10.7)</b>		<b>(\$43.2)</b>	<b>\$0.0</b>	<b>(\$43.2)</b>		<b>(\$6.7)</b>	<b>(\$4.0)</b>		<b>(\$24.9)</b>	<b>(\$18.3)</b>	
<b>Operating Deficit</b>	<b>\$95.0</b>	<b>\$76.2</b>	<b>(\$18.8)</b>	<b>(24.7%)</b>	<b>\$661.1</b>	<b>\$609.4</b>	<b>(\$51.7)</b>	<b>(8.5%)</b>	<b>\$69.1</b>	<b>(\$25.9)</b>	<b>(37.6%)</b>	<b>\$593.9</b>	<b>(\$67.2)</b>	<b>(11.3%)</b>
<b>Recovery Ratio</b>	<b>40.2%</b>	<b>54.8%</b>	<b>(14.6) pts</b>		<b>51.1%</b>	<b>55.1%</b>	<b>(4.0) pts</b>		<b>56.5%</b>	<b>(16.3) pts</b>		<b>52.7%</b>	<b>(1.6) pts</b>	
<b>Total Ridership</b>	<b>19.0</b>	<b>17.7</b>	<b>1.3</b>	<b>7.4%</b>	<b>117.8</b>	<b>110.9</b>	<b>7.0</b>	<b>6.3%</b>	<b>12.8</b>	<b>6.2</b>	<b>48.5%</b>	<b>148.3</b>	<b>(30.4)</b>	<b>(20.5%)</b>
<i>Average Fare</i>	\$1.25	\$1.40	(\$0.14)	(10.3%)	\$1.24	\$1.35	(\$0.10)	(7.8%)	\$1.18	\$0.07	5.9%	\$1.16	\$0.08	6.8%

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

(1) CTA receives a Pension Obligation Bond (POB) expense credit equal to the principal and interest paid on debt service related to their Pension Obligation Bond.

# Metra Summary Report - August

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	AUGUST 2021				YTD 2021				AUGUST 2020			YTD 2020		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenue</b>														
Farebox	\$8.4	\$6.3	\$2.1	34.1%	\$38.7	\$44.2	(\$5.5)	(12.5%)	\$3.8	\$4.6	119.4%	\$93.3	(\$54.5)	(58.5%)
Reduced Fare	\$0.1	\$0.1	\$0.0	0.0%	\$1.1	\$1.1	\$0.0	0.0%	\$0.1	\$0.0	0.0%	\$1.1	(\$0.0)	(0.0%)
Other	\$6.0	\$2.9	\$3.0	103.1%	\$42.1	\$21.8	\$20.3	93.3%	\$3.1	\$2.9	94.8%	\$26.6	\$15.5	58.0%
CARES Act Funding - Fare Revenue Replacement	<u>\$0.0</u>	<u>\$30.0</u>	<u>(\$30.0)</u>	<u>(100.0%)</u>	<u>\$115.9</u>	<u>\$231.6</u>	<u>(\$115.7)</u>	<u>(50.0%)</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$115.9</u>	<u>0.0%</u>
<b>Total Operating Revenue</b>	<b>\$14.6</b>	<b>\$39.4</b>	<b>(\$24.8)</b>	<b>(63.0%)</b>	<b>\$197.8</b>	<b>\$298.7</b>	<b>(\$100.9)</b>	<b>(33.8%)</b>	<b>\$7.1</b>	<b>\$7.5</b>	<b>106.4%</b>	<b>\$121.0</b>	<b>\$76.8</b>	<b>63.5%</b>
<b>Public Funding</b>														
Sales Tax I	\$24.4	\$24.4	\$0.0	0.0%	\$224.4	\$176.3	\$48.1	27.3%	\$26.7	(\$2.3)	(8.5%)	\$187.7	\$36.6	19.5%
Sales Tax II	\$2.0	\$2.0	\$0.0	0.0%	\$25.2	\$9.0	\$16.3	180.8%	\$4.8	(\$2.8)	(58.5%)	\$22.2	\$3.1	13.8%
PTF II	\$6.1	\$4.2	\$1.9	43.7%	\$39.3	\$31.9	\$7.5	23.4%	\$3.8	\$2.3	60.7%	\$33.7	\$5.6	16.6%
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%	\$0.7	(\$0.7)	(100.0%)
Homeland Security	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	0.0%
JSIF Reserves	\$0.2	\$0.2	\$0.0	0.0%	\$1.7	\$1.7	\$0.0	0.0%	\$0.0	\$0.2	0.0%	\$0.0	\$1.7	0.0%
Prior Year PBV	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	0.0%	\$7.0	(\$7.0)	(100.0%)
CARES Act Funding - Public Funding Replacement	<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>\$32.7</b>	<b>\$30.9</b>	<b>\$1.9</b>	<b>6.0%</b>	<b>\$290.6</b>	<b>\$218.8</b>	<b>\$71.8</b>	<b>32.8%</b>	<b>\$35.3</b>	<b>(\$2.5)</b>	<b>(7.2%)</b>	<b>\$279.0</b>	<b>\$11.6</b>	<b>4.2%</b>
<b>Total Revenue</b>	<b>\$47.3</b>	<b>\$70.2</b>	<b>(\$22.9)</b>	<b>(32.7%)</b>	<b>\$488.4</b>	<b>\$517.4</b>	<b>(\$29.1)</b>	<b>(5.6%)</b>	<b>\$63.2</b>	<b>(\$15.9)</b>	<b>(25.1%)</b>	<b>\$518.9</b>	<b>(\$30.5)</b>	<b>(5.9%)</b>
<b>Expenses</b>														
Transportation	\$20.9	\$24.8	\$3.9	15.9%	\$158.5	\$175.4	\$17.0	9.7%	\$19.5	(\$1.4)	(7.0%)	\$177.1	\$18.6	10.5%
Maintenance of Way (Engineering)	\$15.8	\$12.9	(\$2.9)	(22.5%)	\$113.7	\$103.9	(\$9.8)	(9.5%)	\$11.7	(\$4.1)	(35.0%)	\$98.4	(\$15.4)	(15.6%)
Maintenance of Equipment (Mechanical)	\$14.6	\$15.6	\$1.0	6.3%	\$115.0	\$116.2	\$1.2	1.0%	\$13.2	(\$1.5)	(11.2%)	\$111.6	(\$3.4)	(3.1%)
Claims & Insurance	\$1.4	\$1.9	\$0.5	24.9%	\$14.9	\$13.8	(\$1.1)	(7.7%)	\$2.5	\$1.1	43.8%	\$12.1	(\$2.8)	(22.9%)
Administration	\$6.7	\$9.4	\$2.7	28.8%	\$57.0	\$70.3	\$13.3	18.9%	\$6.6	(\$0.1)	(2.1%)	\$57.5	\$0.5	0.9%
Diesel Fuel	\$4.2	\$5.0	\$0.9	17.3%	\$27.8	\$33.5	\$5.6	16.9%	\$3.5	(\$0.7)	(20.5%)	\$28.9	\$1.1	3.8%
Electricity	<u>\$0.2</u>	<u>\$0.4</u>	<u>\$0.1</u>	<u>39.3%</u>	<u>\$2.5</u>	<u>\$2.6</u>	<u>\$0.1</u>	<u>5.1%</u>	<u>\$0.2</u>	<u>(\$0.0)</u>	<u>(2.6%)</u>	<u>\$2.2</u>	<u>(\$0.3)</u>	<u>(12.4%)</u>
<b>Total Expense</b>	<b>\$63.8</b>	<b>\$70.0</b>	<b>\$6.2</b>	<b>8.9%</b>	<b>\$489.4</b>	<b>\$515.8</b>	<b>\$26.4</b>	<b>5.1%</b>	<b>\$57.1</b>	<b>(\$6.7)</b>	<b>(11.7%)</b>	<b>\$487.8</b>	<b>(\$1.6)</b>	<b>(0.3%)</b>
<b>Operating Deficit</b>	<b>\$49.2</b>	<b>\$30.7</b>	<b>(\$18.6)</b>	<b>(60.6%)</b>	<b>\$291.6</b>	<b>\$217.1</b>	<b>(\$74.5)</b>	<b>(34.3%)</b>	<b>\$50.1</b>	<b>\$0.8</b>	<b>1.7%</b>	<b>\$366.8</b>	<b>\$75.2</b>	<b>20.5%</b>
<b>Net Results</b>	<b>(\$16.5)</b>	<b>\$0.2</b>	<b>(\$16.7)</b>		<b>(\$1.1)</b>	<b>\$1.7</b>	<b>(\$2.7)</b>		<b>\$6.0</b>	<b>(\$22.6)</b>		<b>\$31.0</b>	<b>(\$32.1)</b>	
<b>Recovery Ratio</b>	<b>25.1%</b>	<b>60.9%</b>	<b>(35.8) pts</b>		<b>44.2%</b>	<b>62.9%</b>	<b>(18.8) pts</b>		<b>52.7%</b>	<b>(27.6) pts</b>		<b>53.0%</b>	<b>(8.9) pts</b>	
<b>Ridership</b>	<b>1.6</b>	<b>1.4</b>	<b>0.2</b>	<b>11.3%</b>	<b>7.7</b>	<b>7.2</b>	<b>0.6</b>	<b>7.8%</b>	<b>0.6</b>	<b>1.0</b>	<b>158.7%</b>	<b>16.3</b>	<b>(8.6)</b>	<b>(52.5%)</b>
Average Fare	\$5.42	\$4.50	\$0.92	20.5%	\$5.00	\$6.16	(\$1.16)	(18.8%)	\$6.39	(\$0.97)	(15.2%)	\$5.72	(\$0.72)	(12.6%)

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 - August

(in millions)

	Current Year vs. Budget								Current Year vs. Prior Year					
	AUGUST 2021				YTD 2021				AUGUST 2020			YTD 2020		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
		Unit	%			Unit	%		Unit	%		Unit	%	
<b>Operating Revenue</b>														
Farebox	\$1.6	\$2.0	(\$0.4)	(18.8%)	\$10.2	\$15.0	(\$4.7)	(31.7%)	\$1.4	\$0.2	17.0%	\$11.3	(\$1.1)	(9.6%)
Reduced Fare	\$0.1	\$0.1	\$0.0	0.0%	\$0.9	\$0.9	\$0.0	0.0%	\$0.1	\$0.0	0.0%	\$0.9	\$0.0	0.0%
Advertising	\$0.1	\$0.1	\$0.0	51.7%	\$1.3	\$0.8	\$0.6	73.0%	\$0.2	(\$0.0)	(19.2%)	\$1.1	\$0.3	25.2%
Investment/Other	\$0.9	\$1.0	(\$0.1)	(14.3%)	\$7.3	\$9.0	(\$1.6)	(18.3%)	\$0.5	\$0.4	70.2%	\$8.0	(\$0.6)	(7.8%)
CARES Act Funding - Fare Revenue R	<u>(\$1.9)</u>	<u>\$1.5</u>	<u>(\$3.4)</u>	<u>(224.1%)</u>	<u>\$9.7</u>	<u>\$12.2</u>	<u>(\$2.5)</u>	<u>(20.8%)</u>	<u>\$2.6</u>	<u>(\$4.5)</u>	<u>(172.9%)</u>	<u>\$13.2</u>	<u>(\$3.5)</u>	<u>(26.5%)</u>
<b>Total Operating Revenue</b>	<b>\$0.8</b>	<b>\$4.7</b>	<b>(\$3.9)</b>	<b>(82.1%)</b>	<b>\$29.5</b>	<b>\$37.9</b>	<b>(\$8.4)</b>	<b>(22.1%)</b>	<b>\$4.8</b>	<b>(\$3.9)</b>	<b>(82.3%)</b>	<b>\$34.4</b>	<b>(\$4.9)</b>	<b>(14.3%)</b>
<b>Public Funding</b>														
Sales Tax I	\$7.7	\$7.7	\$0.0	0.0%	\$71.2	\$55.9	\$15.3	27.4%	\$8.5	(\$0.7)	(8.7%)	\$59.7	\$11.5	19.2%
Sales Tax II	\$0.7	\$0.7	\$0.0	0.0%	\$8.4	\$3.0	\$5.4	180.8%	\$1.6	(0.9)	(58.5%)	\$7.4	\$1.0	13.8%
PTF II	\$2.0	\$1.4	\$0.6	43.7%	\$13.1	\$10.6	\$2.5	23.4%	\$1.3	0.8	60.7%	\$11.2	\$1.9	16.6%
SCMF	\$2.0	\$2.0	\$0.0	0.0%	\$18.2	\$14.7	\$3.5	23.7%	\$2.1	(0.0)	(2.4%)	\$14.9	\$3.2	21.6%
SSJA	\$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%
Non-Statutory Funding - PTF I	\$0.5	\$0.3	\$0.1	40.9%	\$3.2	\$2.6	\$0.6	22.5%	\$0.3	0.2	58.3%	\$2.8	\$0.4	15.4%
Non-Statutory Funding - ST I	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	0.0	0.0%	\$0.2	(\$0.2)	(100.0%)
ICE Funding	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.1	(0.1)	(100.0%)	\$1.0	(\$1.0)	(100.0%)
ICE Carryover (2019)	\$0.0	\$0.0	\$0.0	0.0%	\$1.2	\$1.2	\$0.0	0.0%	\$0.0	0.0	0.0%	\$0.0	\$1.2	0.0%
CMAQ/JARC/New Freedom	\$0.6	\$0.5	\$0.1	16.1%	\$4.7	\$4.0	\$0.7	18.7%	\$0.8	(0.1)	(17.7%)	\$5.5	(\$0.8)	(14.9%)
CARES Act Funding - Public Funding	<u>\$0.0</u>	<u>\$1.9</u>	<u>(\$1.9)</u>	<u>(100.0%)</u>	<u>\$0.0</u>	<u>\$15.4</u>	<u>(\$15.4)</u>	<u>(100.0%)</u>	<u>(\$2.0)</u>	<u>2.0</u>	<u>(100.0%)</u>	<u>\$7.3</u>	<u>(\$7.3)</u>	<u>(100.0%)</u>
<b>Total Public Funding</b>	<b>\$13.6</b>	<b>\$14.7</b>	<b>(\$1.1)</b>	<b>(7.4%)</b>	<b>\$120.0</b>	<b>\$107.4</b>	<b>\$12.6</b>	<b>11.7%</b>	<b>\$12.6</b>	<b>\$1.0</b>	<b>7.9%</b>	<b>\$110.1</b>	<b>\$9.9</b>	<b>9.0%</b>
<b>Total Revenue</b>	<b>\$14.4</b>	<b>\$19.4</b>	<b>(\$5.0)</b>	<b>(25.6%)</b>	<b>\$149.4</b>	<b>\$145.2</b>	<b>\$4.2</b>	<b>2.9%</b>	<b>\$17.4</b>	<b>(\$2.9)</b>	<b>(16.9%)</b>	<b>\$144.5</b>	<b>\$4.9</b>	<b>3.4%</b>
<b>Expense</b>														
Labor / Fringe	\$12.4	\$12.6	\$0.1	1.0%	\$89.0	\$95.1	\$6.1	6.4%	\$10.4	(\$2.0)	(19.4%)	\$87.7	(\$1.3)	(1.5%)
Health Insurance	\$2.0	\$2.2	\$0.2	10.0%	\$15.9	\$17.6	\$1.7	9.9%	\$2.1	\$0.1	4.2%	\$16.1	\$0.2	1.5%
Material	\$0.8	\$0.8	\$0.0	4.4%	\$5.8	\$6.2	\$0.3	5.6%	\$0.4	(\$0.4)	(98.4%)	\$3.7	(\$2.1)	(56.3%)
Purchased Transportation	\$1.3	\$1.7	\$0.4	22.2%	\$10.2	\$13.3	\$3.1	23.4%	\$0.7	(\$0.6)	(84.4%)	\$7.2	(\$3.0)	(41.5%)
Fuel	\$1.0	\$0.7	(\$0.3)	(37.5%)	\$6.2	\$5.3	(\$1.0)	(18.8%)	\$0.5	(\$0.5)	(91.5%)	\$4.6	(\$1.7)	(36.6%)
Utilities	\$0.2	\$0.3	\$0.0	18.8%	\$2.2	\$2.4	\$0.2	9.4%	\$0.2	(\$0.0)	(16.7%)	\$1.6	(\$0.5)	(32.2%)
Insurance and Claims	\$0.2	\$0.9	\$0.8	83.3%	\$6.8	\$7.4	\$0.6	8.2%	\$0.1	(\$0.1)	(110.8%)	\$4.2	(\$2.6)	(60.7%)
Other Expenses	<u>\$1.5</u>	<u>\$1.9</u>	<u>\$0.4</u>	<u>23.0%</u>	<u>\$10.3</u>	<u>\$13.7</u>	<u>\$3.4</u>	<u>24.8%</u>	<u>\$1.5</u>	<u>(\$0.0)</u>	<u>(1.3%)</u>	<u>\$10.1</u>	<u>(\$0.2)</u>	<u>(2.0%)</u>
<b>Total Expense</b>	<b>\$19.3</b>	<b>\$21.0</b>	<b>\$1.7</b>	<b>8.2%</b>	<b>\$146.4</b>	<b>\$160.8</b>	<b>\$14.5</b>	<b>9.0%</b>	<b>\$15.8</b>	<b>(\$3.5)</b>	<b>(22.2%)</b>	<b>\$135.2</b>	<b>(\$11.1)</b>	<b>(8.2%)</b>
<b>Net Result</b>	<b>(\$4.9)</b>	<b>(\$1.6)</b>	<b>(\$3.2)</b>		<b>\$3.1</b>	<b>(\$15.6)</b>	<b>\$18.7</b>		<b>\$1.6</b>	<b>(\$6.5)</b>		<b>\$9.3</b>	<b>(\$6.2)</b>	
<b>Operating Deficit</b>	<b>\$18.5</b>	<b>\$16.3</b>	<b>(\$2.2)</b>	<b>(13.3%)</b>	<b>\$116.9</b>	<b>\$123.0</b>	<b>\$6.1</b>	<b>5.0%</b>	<b>\$11.0</b>	<b>(\$7.4)</b>	<b>(67.6%)</b>	<b>\$100.8</b>	<b>(\$16.1)</b>	<b>(15.9%)</b>
<b>Recovery Ratio</b>	<b>8.6%</b>	<b>28.6%</b>	<b>(20.1) pts</b>		<b>25.5%</b>	<b>29.9%</b>	<b>(4.3) pts</b>		<b>37.9%</b>	<b>1.2 pts</b>		<b>32.5%</b>	<b>0.6 pts</b>	
<b>Total Ridership</b>	<b>1.2</b>	<b>1.6</b>	<b>(0.4)</b>	<b>(22.5%)</b>	<b>8.2</b>	<b>10.1</b>	<b>(1.9)</b>	<b>(18.6%)</b>	<b>1.1</b>	<b>0.1</b>	<b>12.1%</b>	<b>10.4</b>	<b>(2.2)</b>	<b>(21.0%)</b>
<i>Average Fare</i>	\$1.32	\$1.26	\$0.06	4.8%	\$1.24	\$1.48	(\$0.24)	(16.1%)	\$1.26	\$0.06	4.4%	\$1.09	\$0.16	14.6%

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

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

# Pace ADA Paratransit Summary Report - August

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	AUGUST 2021				YTD 2021				AUGUST 2020			YTD 2020		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenue</b>														
Farebox	\$0.5	\$0.6	(\$0.1)	(15.5%)	\$4.1	\$5.1	(\$1.0)	(19.2%)	\$0.1	\$0.5	501.6%	\$3.9	\$0.2	5.0%
Other Revenue	(\$0.0)	\$0.0	(\$0.0)	(102.9%)	\$0.0	\$0.2	(\$0.1)	(83.1%)	\$0.0	(\$0.0)	(102.2%)	\$0.6	(\$0.6)	(95.6%)
CRRSAA Operating Assistance	<u>\$1.8</u>	<u>\$0.3</u>	<u>\$1.5</u>	<u>580.7%</u>	<u>\$3.2</u>	<u>\$2.1</u>	<u>\$1.1</u>	<u>55.7%</u>	<u>\$0.0</u>	<u>\$1.8</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$3.2</u>	<u>0.0%</u>
<b>Total Operating Revenue</b>	<b>\$2.3</b>	<b>\$0.9</b>	<b>\$1.4</b>	<b>148.4%</b>	<b>\$7.3</b>	<b>\$7.3</b>	<b>\$0.0</b>	<b>0.4%</b>	<b>\$0.1</b>	<b>\$2.2</b>	<b>1835.7%</b>	<b>\$4.6</b>	<b>\$2.8</b>	<b>61.1%</b>
<b>Public Funding</b>														
ADA Paratransit Fund	\$13.1	\$13.1	\$0.0	0.0%	\$104.9	\$104.9	\$0.0	0.0%	\$7.0	\$6.1	87.3%	\$93.0	\$11.8	12.7%
Additional State Funding	\$0.7	\$0.7	\$0.0	0.0%	\$5.6	\$5.6	\$0.0	0.0%	\$0.7	(\$0.0)	(0.0%)	\$5.6	(\$0.0)	(0.0%)
CRRSAA Operating Assistance	<u>\$2.9</u>	<u>\$1.4</u>	<u>\$1.5</u>	<u>107.5%</u>	<u>\$2.9</u>	<u>\$11.3</u>	<u>(\$8.4)</u>	<u>(74.1%)</u>	<u>\$0.0</u>	<u>\$2.9</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$2.9</u>	<u>0.0%</u>
<b>Total Public Funding</b>	<b>\$16.7</b>	<b>\$15.2</b>	<b>\$1.5</b>	<b>10.0%</b>	<b>\$113.4</b>	<b>\$121.7</b>	<b>(\$8.4)</b>	<b>(6.9%)</b>	<b>\$7.7</b>	<b>\$9.0</b>	<b>117.4%</b>	<b>\$98.6</b>	<b>\$14.8</b>	<b>15.0%</b>
<b>Total Revenue</b>	<b>\$19.0</b>	<b>\$16.1</b>	<b>\$2.9</b>	<b>17.9%</b>	<b>\$120.7</b>	<b>\$129.0</b>	<b>(\$8.3)</b>	<b>(6.5%)</b>	<b>\$7.8</b>	<b>\$11.2</b>	<b>143.5%</b>	<b>\$103.2</b>	<b>\$17.5</b>	<b>17.0%</b>
<b>Expenses</b>														
Labor / Fringe	\$0.4	\$0.4	(\$0.0)	(11.5%)	\$2.6	\$2.9	\$0.2	7.9%	\$0.3	(\$0.1)	(21.1%)	\$2.8	\$0.1	4.8%
Health Insurance	\$0.1	\$0.1	\$0.0	16.0%	\$0.5	\$0.6	\$0.1	13.8%	\$0.1	(\$0.0)	(4.6%)	\$0.4	(\$0.1)	(16.4%)
Administration	\$0.4	\$0.4	(\$0.0)	(0.1%)	\$1.9	\$3.0	\$1.1	37.3%	\$0.1	(\$0.2)	(176.7%)	\$2.1	\$0.2	9.2%
Fuel	\$0.5	\$0.6	\$0.0	8.4%	\$3.6	\$4.7	\$1.1	23.7%	\$0.5	(\$0.1)	(13.5%)	\$1.8	(\$1.8)	(95.3%)
Insurance and Claims	\$0.0	\$0.1	\$0.0	36.4%	\$0.5	\$0.6	\$0.2	27.6%	\$0.1	\$0.0	29.7%	\$0.4	(\$0.0)	(3.2%)
Purchased Transportation	\$14.0	\$13.7	(\$0.4)	(2.6%)	\$106.6	\$110.4	\$3.8	3.4%	\$11.3	(\$2.7)	(23.8%)	\$109.6	\$3.0	2.7%
Regional ADA Support Allocation	<u>\$0.6</u>	<u>\$0.8</u>	<u>\$0.1</u>	<u>18.8%</u>	<u>\$5.0</u>	<u>\$6.3</u>	<u>\$1.2</u>	<u>19.9%</u>	<u>\$0.7</u>	<u>\$0.0</u>	<u>4.6%</u>	<u>\$5.7</u>	<u>\$0.6</u>	<u>11.4%</u>
<b>Total Expense</b>	<b>\$16.1</b>	<b>\$15.9</b>	<b>(\$0.2)</b>	<b>(1.0%)</b>	<b>\$120.7</b>	<b>\$128.5</b>	<b>\$7.8</b>	<b>6.1%</b>	<b>\$13.0</b>	<b>(\$3.0)</b>	<b>(23.2%)</b>	<b>\$122.8</b>	<b>\$2.1</b>	<b>1.7%</b>
<b>Net Result</b>	<b>\$3.0</b>	<b>\$0.2</b>	<b>\$2.7</b>		<b>(\$0.0)</b>	<b>\$0.5</b>	<b>(\$0.5)</b>		<b>(\$5.2)</b>	<b>\$8.2</b>		<b>(\$19.6)</b>	<b>\$19.6</b>	
<b>Operating Deficit</b>	<b>\$13.8</b>	<b>\$15.0</b>	<b>\$1.2</b>	<b>8.1%</b>	<b>\$113.4</b>	<b>\$121.2</b>	<b>\$7.8</b>	<b>6.4%</b>	<b>\$12.9</b>	<b>(\$0.8)</b>	<b>(6.5%)</b>	<b>\$118.3</b>	<b>\$4.9</b>	<b>4.1%</b>
<b>Recovery Ratio</b>	<b>36.8%</b>	<b>10.3%</b>	<b>26.5 pts</b>		<b>15.7%</b>	<b>10.0%</b>	<b>5.6 pts</b>		<b>-0.7%</b>	<b>37.5 pts</b>		<b>9.2%</b>	<b>6.5 pts</b>	
<b>Total Ridership</b>	<b>0.2</b>	<b>0.3</b>	<b>(0.0)</b>	<b>(2.5%)</b>	<b>2.0</b>	<b>2.1</b>	<b>(0.1)</b>	<b>(3.6%)</b>	<b>0.2</b>	<b>0.1</b>	<b>31.4%</b>	<b>1.7</b>	<b>0.3</b>	<b>17.8%</b>
<i>Average Fare</i>	\$2.20	\$2.54	(\$0.34)	(13.4%)	\$2.07	\$2.47	(\$0.40)	(16.2%)	\$0.48	\$1.72	357.8%	\$2.32	(\$0.25)	(10.8%)

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

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







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