

# QUARTERLY FINANCIAL AND PERFORMANCE REPORT



**Regional  
Transportation  
Authority**

February 2018

## 4<sup>th</sup> Quarter 2017 Financial and Performance Report

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## Executive Summary

The size of the Chicago-area labor force increased by 5,900 in December, while employment in the region increased by 8,600 jobs. While employment and the area labor force both grew in the the last month of the year, the unemployment rate held steady at 5.1%.

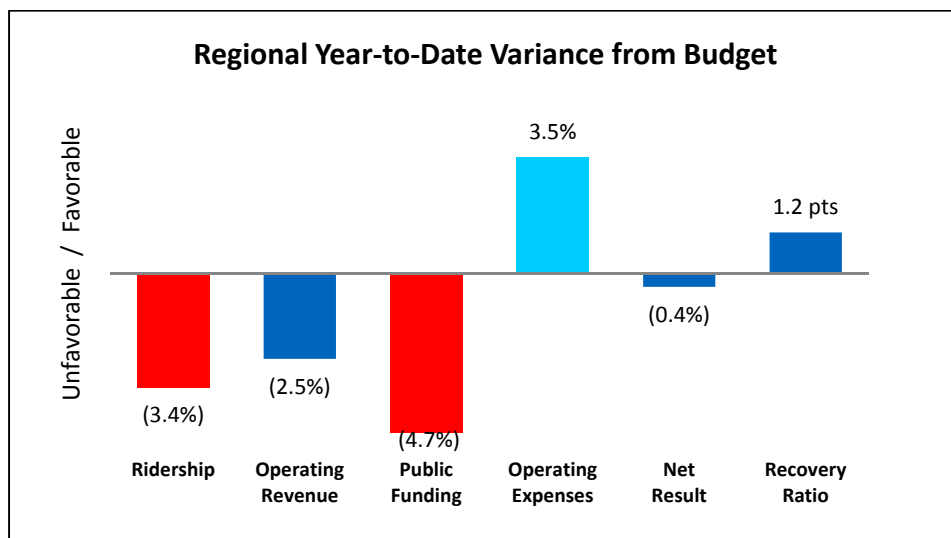
RTA system year-to-date ridership was 593.6 million, 3.4% under the original budget and 3.2% lower than prior year. All three Service Boards and ADA Paratransit recorded unfavorable to budget results.

Fourth quarter YTD operating revenue was \$29.1 million, or 2.5%, unfavorable to the original budget, due to the combined effect of unfavorable fare revenue from the lower ridership and the lower level of State reduced fare reimbursement. Metra was the only Service Board with a favorable operating revenue result. November sales tax, prior to the 2% surcharge, is expected to be about 1.8% higher than prior year, increasing the unfavorable year-to-date public funding variance to \$75.0 million or 4.7%.

At the regional level, year-to-date operating expenses were \$93.6 million or 3.5% favorable to the original budget. Each Service Board reported a favorable expense variance through the fourth quarter, except ADA Paratransit, which was 0.3% unfavorable.

Still, favorable fourth quarter expense results for CTA, Metra, and Pace were not enough to offset the unfavorable public funding and operating revenue, producing a net result which was \$10.4 million unfavorable to budget. The regional recovery ratio of 51.3% is favorable to budget by 1.2 percentage points, finishing the year above the requirement of 50% largely due to strong expense performance.

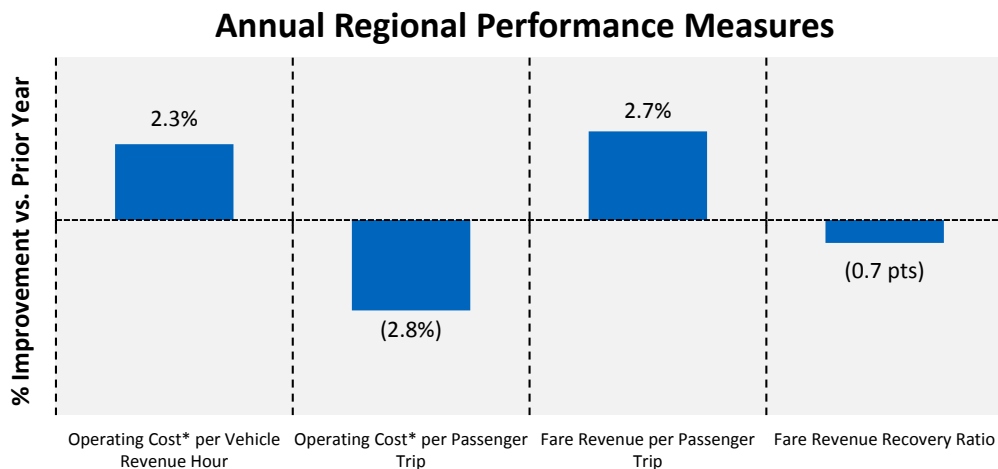
Staff recommends that each Service Board, ADA Paratransit, and the region as a whole be found in substantial accordance with budget through the fourth quarter. The following chart provides an overview of regional results.



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

Regional performance measures through the fourth quarter of 2017 show improvement for two measures compared to 2016 and worse performance for two measures. After adjusting operating costs for inflation, regional operating costs decreased 0.5%. Lower operating cost and a 1.9% increase in vehicle revenue hours resulted in an operating cost per vehicle revenue hour that was 2.3% or \$3.85 lower (more favorable) compared to 2016. Ridership through the fourth quarter of 2017 was 3.2% lower compared to 2016, resulting in a 2017 inflation-adjusted operating cost per passenger trip of \$4.43, which was \$0.12 or 2.8% higher compared to 2016. System-wide fare revenue was down 0.6% compared to 2016; taking the steeper decrease in ridership into account, the regional average fare paid showed improvement in 2017, ending the fourth quarter 2.7%, or \$0.04 higher compared to 2016. The fare revenue recovery ratio of 36.4% was 0.7 percentage points lower compared to 2016.

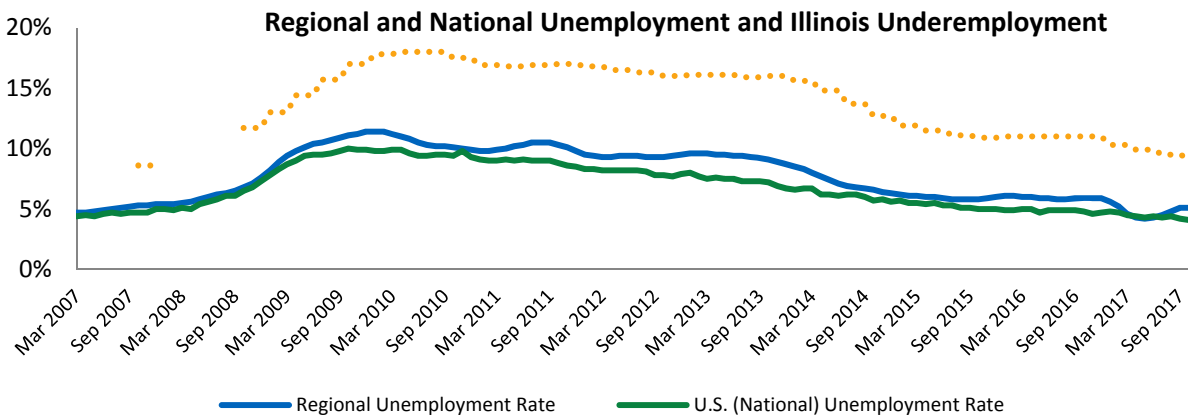
The chart below shows the year-to-date percentage improvement for each performance measure compared to last year. Bars above the line show improving trends while bars below the line show unfavorable trends.



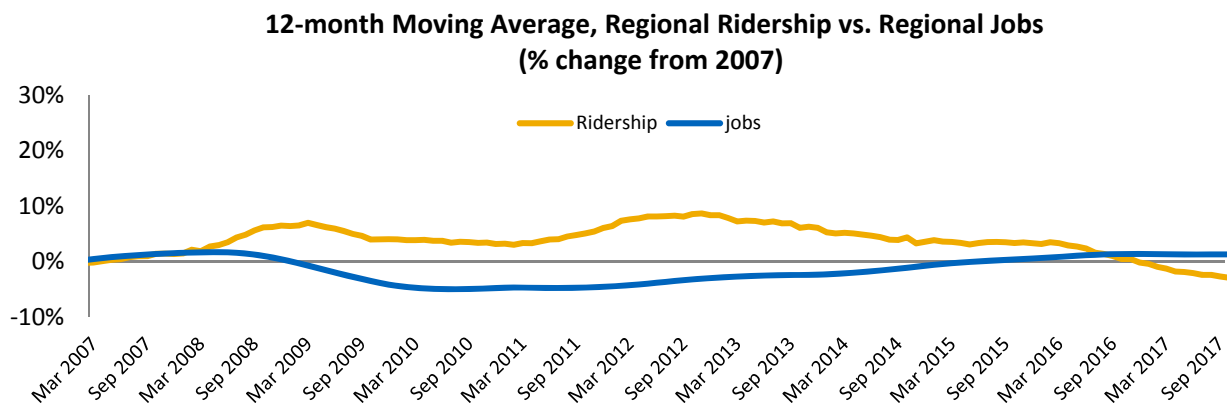
\*Operating costs adjusted for inflation

## Environmental Factors

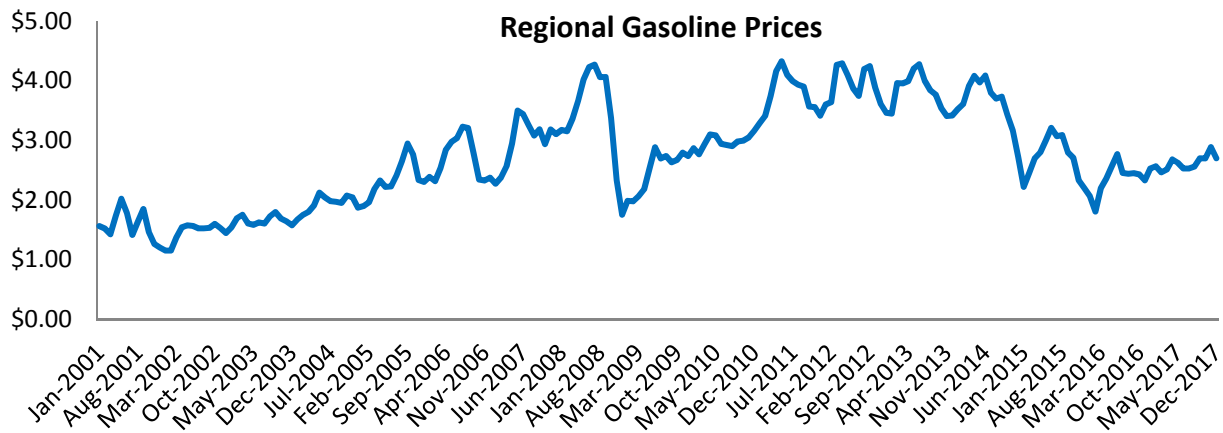
Regional unemployment held steady at 5.1% in the fourth quarter while labor force participation and employment both increased. Regional jobs increased by 15,300 from the prior quarter while the labor force grew by 16,400 during this period. State-wide underemployment, or U-6 rate, decreased to 9.2%, down from 9.5% in the third quarter.



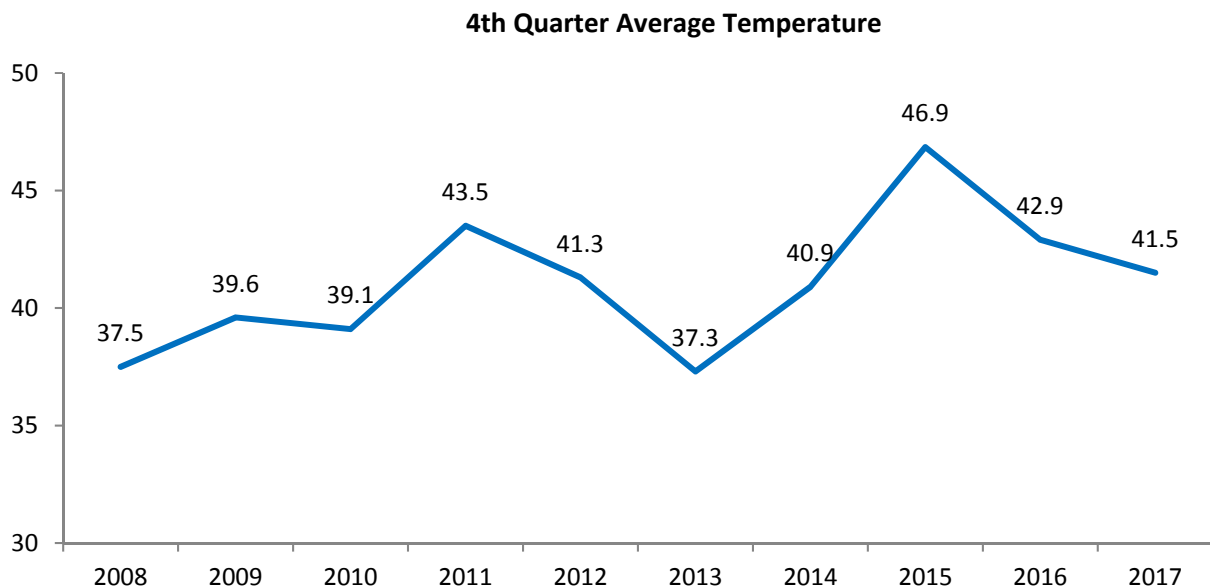
While the twelve-month moving average of regional jobs is 1.4% higher than 2007, ridership is now 3.6% below 2007 levels. The twelve-month moving average of regional jobs was on par with the fourth quarter of 2016.



The average price per gallon of gas in the Chicago region during the fourth quarter of 2017 was \$2.76, up 33 cents from the fourth quarter of 2016.

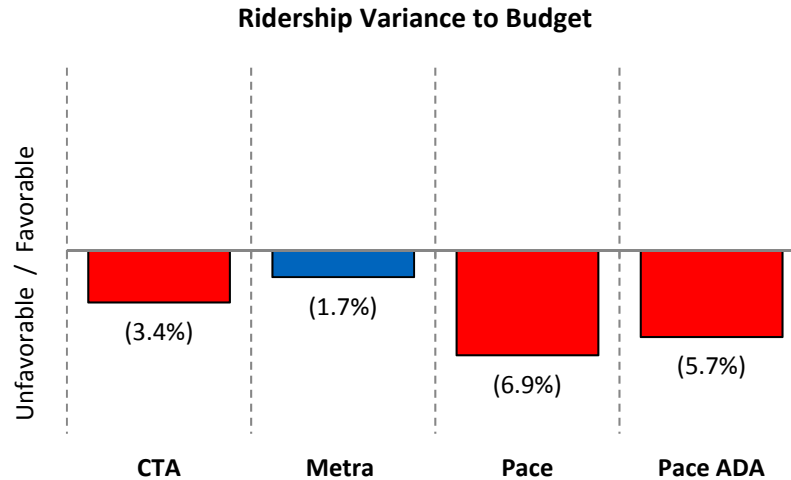


The average temperature in the fourth quarter of 2017 was 41.5 degrees, 1.4 degrees cooler than 2016 but 0.5 degrees warmer than the ten-year average.

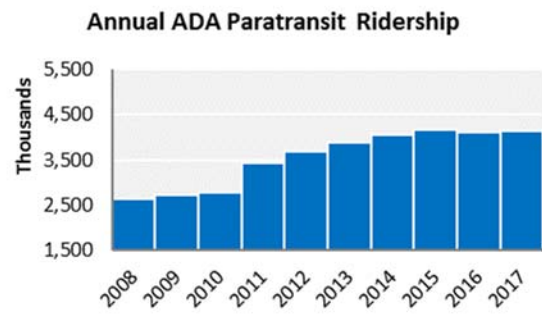
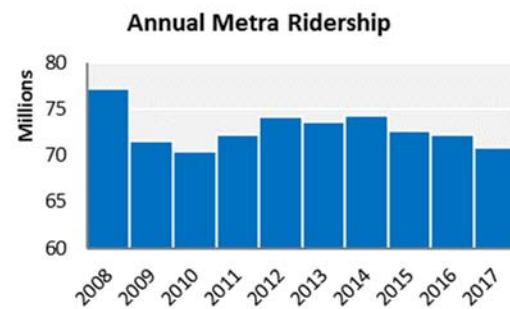


## Ridership

RTA system ridership was unfavorable to budget by 3.4% through December and down 3.2% compared to prior year. The system recorded 593.6 million unlinked passenger trips, which was 20.8 million trips unfavorable to budget. CTA, Metra, Pace, and ADA Paratransit all finished the year unfavorable to budget. The ridership variances for CTA, Pace, and ADA Paratransit exceeded 3%.

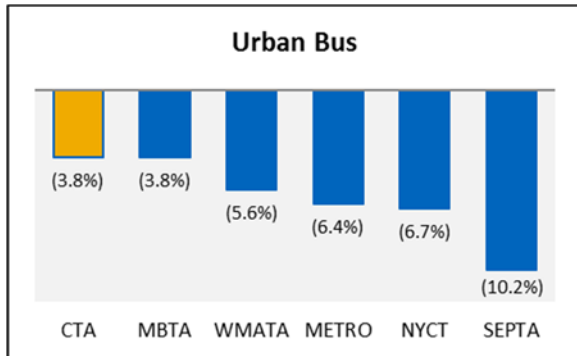


The charts below show the annual NTD ridership trend for each Service Board over the last ten years.



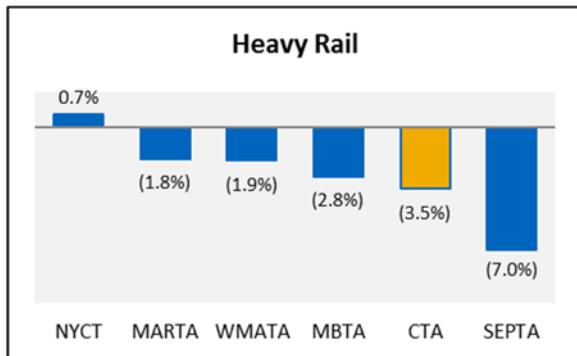
## Ridership: Peer Comparison for CTA and Metra

The following peer comparisons examine the percent change in ridership through the fourth quarter of 2017, by mode, in comparison to year-to-date ridership through year-end 2016. The data are provided by the National Transit Database (NTD). CTA bus experienced a ridership decrease of 3.8%, CTA rail was down 3.5%, and Metra ridership was down 1.9%.



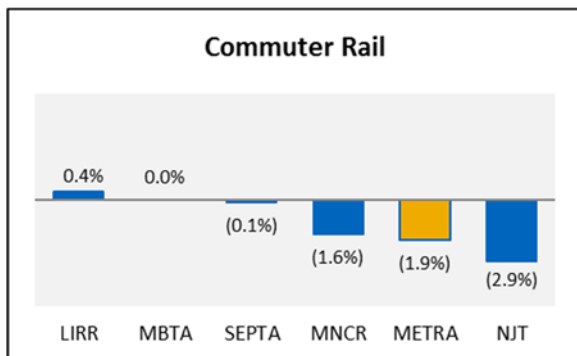
CTA bus peers include:

- MBTA (Boston)
- WMATA (Washington, DC)
- METRO (Los Angeles)
- NYCT (New York)
- SEPTA (Philadelphia)
- Peer average: -6.6%



CTA rail peers include:

- NYCT (New York City)
- MARTA (Atlanta)
- WMATA (Washington, DC)
- MBTA (Boston)
- SEPTA (Philadelphia)
- Peer average: -2.6%



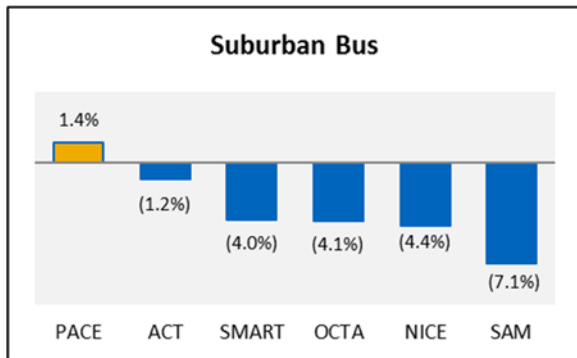
Metra's peers include:

- LIRR (Long Island, New York)
- MBTA (Boston)
- SEPTA (Philadelphia)
- MNCR (New York/Connecticut)
- NJT (New Jersey/New York)
- Peer average: -0.9%



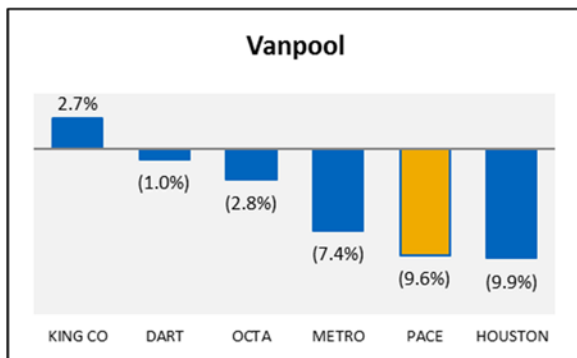
## Ridership: Peer Comparison for Pace

Pace bus and ADA Paratransit saw annual ridership increases of 1.4% and 0.8%, respectively, while vanpool ridership saw a 9.6% decline.



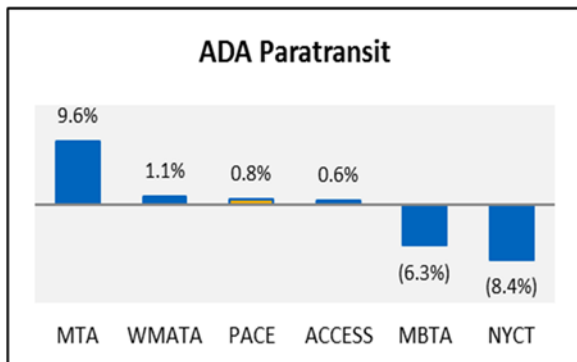
Pace bus peers include:

- ACT (Oakland Area)
- SMART (Detroit)
- OCTA (Orange County, CA)
- NICE (Nassau County, NY)
- SAM (San Francisco Bay Area)
- Peer average: -4.2%



Pace vanpool peers include:

- King Co (Seattle)
- DART (Dallas)
- OCTA (Orange County, CA)
- METRO (Los Angeles)
- Houston
- Peer average: -3.7%



ADA Paratransit peers include:

- MTA (Baltimore)
- WMATA (Washington, DC)
- ACCESS (Los Angeles)
- MBTA (Boston)
- NYCT (New York City)
- Peer average: -0.7%

## Operating Revenue and Public Funding

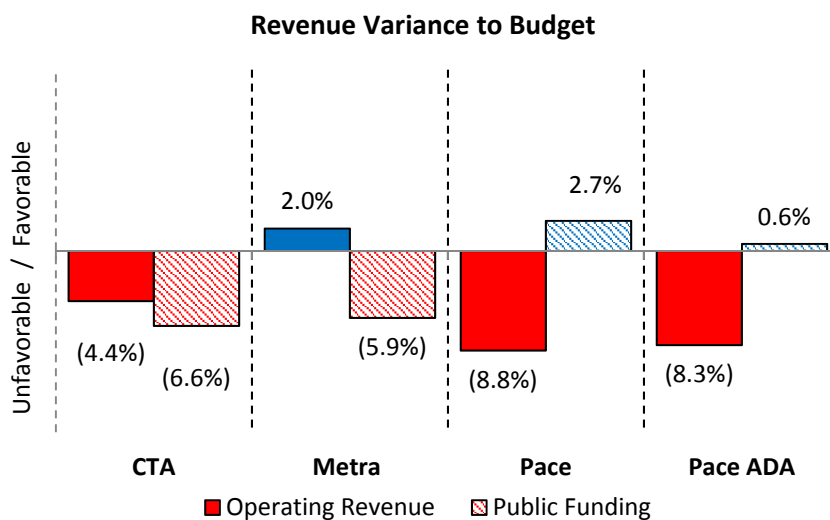
Operating revenue for the region was \$29.1 million or 2.5% unfavorable to budget through December due to revenue shortfalls at CTA, Pace Suburban Service, and ADA Paratransit. Public funding was \$75.0 million or 4.7% unfavorable to budget through December, driven by unfavorable sales tax, RETT, and PTF results.

CTA’s operating revenue was \$30.3 million or 4.4% unfavorable to budget through the fourth quarter due to lagging fare revenue and \$13.7 million less-than-anticipated in reduced fare funding from the State. CTA’s public funding was unfavorable by \$55.4 million or 6.6% due to weak sales tax, RETT, and PTF results.

Metra’s operating revenue was \$7.7 million or 2.0% favorable to budget through the fourth quarter due to strong ancillary revenue, particularly lease revenue. Metra reported the reduced fare reimbursement at \$1.6 million unfavorable to budget. Metra’s public funding results were \$25.0 million or 5.9% unfavorable to budget due to unfavorable sales tax and PTF results.

Pace’s operating revenue was \$5.2 million or 8.8% unfavorable to budget through December due to unfavorable fare revenue, investment income, and reduced fare reimbursement results. Pace also recorded the reduced fare subsidy at lower levels due to the lower appropriation by the State. Pace’s public funding was 2.7% favorable to budget, as it no longer plans to transfer funding from operations to capital, as a component of the 2017 reforecast plan.

Pace ADA Paratransit operating revenue was \$1.2 million or 8.3% unfavorable to budget through December as a result of unfavorable fare revenue and unfavorable other revenue from Medicaid and RTA certification trip reimbursements. Pace ADA’s public funding results were \$1.0 million or 0.6% favorable to budget as it began accruing RTA reserve funding in September.



## Expenses

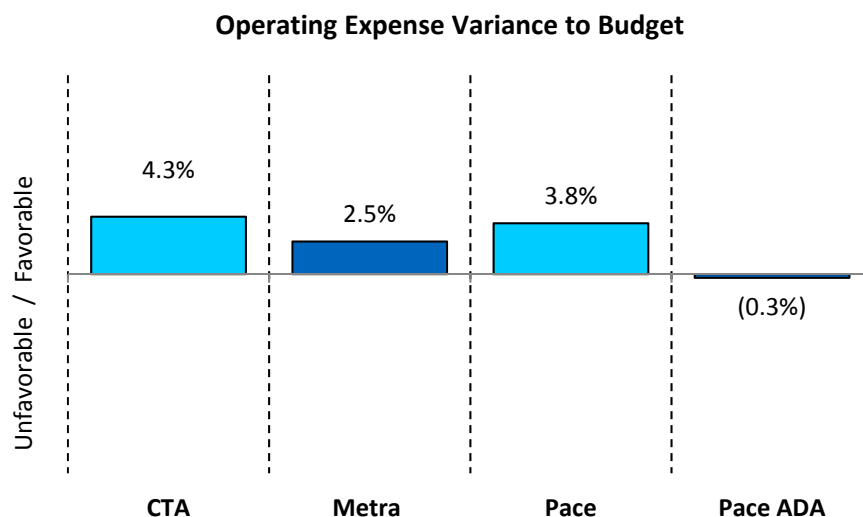
Total Service Board operating expenses of \$2,709.0 million were \$93.6 million or 3.5% favorable to budget through December. Favorable fuel expenses accounted for \$11.8 million or about 12% of the total expense variance.

CTA’s total expenses were \$66.1 million or 4.3% favorable to budget due to favorable results in every expense category except Security which was slightly unfavorable to budget. Fuel expense was \$5.2 million favorable to budget.

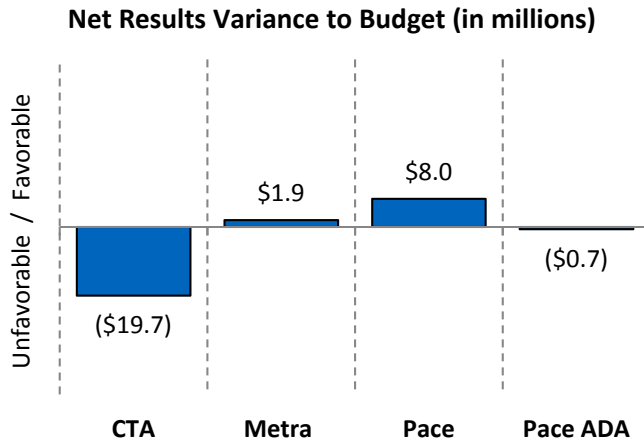
Metra’s total expenses came in \$19.2 million or 2.5% favorable to budget. Positive results were recorded in every expense category except Insurance and Claims. Fuel expense was \$6.1 million favorable to budget. Operations was the most favorable category, coming in \$13.8 million under budget.

Pace’s total expenses were \$8.8 million or 3.8% favorable to budget due to favorable variances in Operations, Maintenance, Insurance and Claims, Administration, and Overhead. Fuel expense was unfavorable by \$0.3 million. Pace does not lock its fuel expense in advance, so they are susceptible to increases in the price of diesel fuel. Operations recorded the greatest favorable variance, coming in \$3.2 million lower than budget.

ADA Paratransit recorded an unfavorable expense variance of \$0.5 million or 0.3%, driven by higher than anticipated Purchased Transportation costs. This unfavorable expense result improved each month since June when Pace staff implemented an action plan to remedy the growing costs.

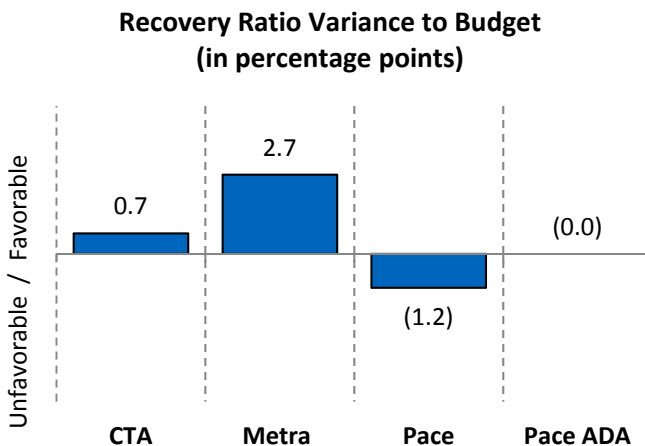


## Net Results



Operating expenses were not favorable enough to offset lower public funding and operating revenue, producing a regional net result that was \$10.4 million unfavorable to budget. Metra and Pace both had favorable net results through the fourth quarter while CTA and ADA Paratransit had unfavorable to budget net results.

## Recovery Ratios



The regional recovery ratio of 51.3% was 1.2 percentage points favorable to budget, with only Pace recording an unfavorable recovery ratio result. Without approved adjustments, the regional recovery ratio was 42.8%.

## 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, 2017 performance is compared to 2016 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.

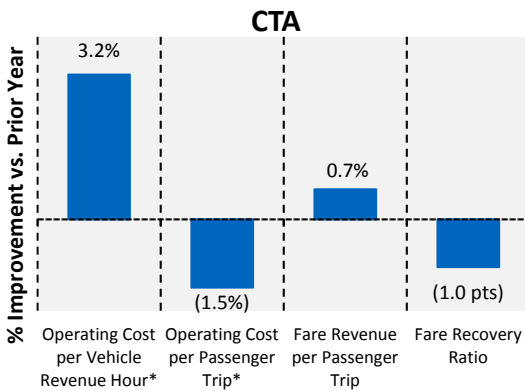
**Operating cost per passenger trip:** The cost of providing each individual passenger trip. Operating costs have been adjusted for inflation for this metric.

**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.

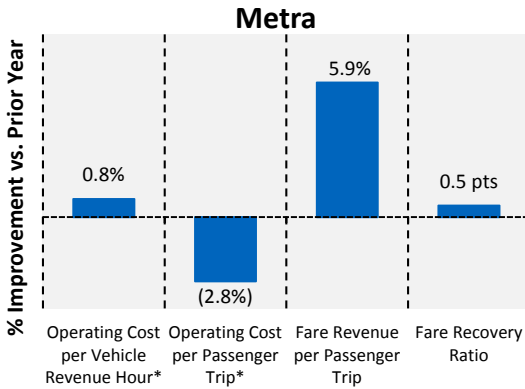
The following charts show the net percentage change in year-to-date performance compared to prior year with bars above the line indicating improved performance.

### CTA Year-to-Date Performance Measures



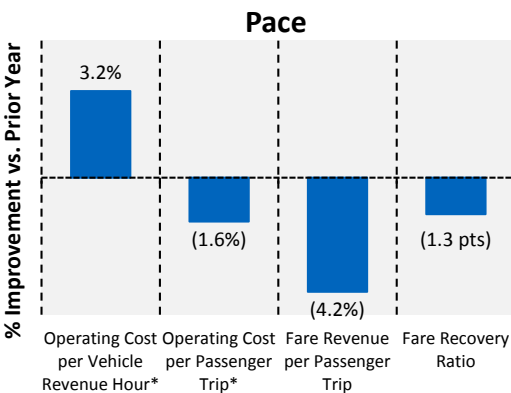
- CTA’s inflation-adjusted operating cost decrease of 2.2%, combined with 1.0% more vehicle revenue hours, resulted in a 3.2% lower operating cost per vehicle revenue hour for 2017, a favorable result.
- CTA 2017 ridership decreased 3.7%, resulting in an operating cost per passenger trip that was 1.5%, or \$0.04, higher compared to 2016.
- CTA fare revenues decreased by 3.0% while ridership decreased at a steeper rate, resulting in a 0.7% higher average paid fare of \$1.17 compared to 2016 -- a favorable difference of \$0.01.
- The fare revenue recovery ratio decreased from 39.4% to 38.4%, resulting from lower fare revenue.

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



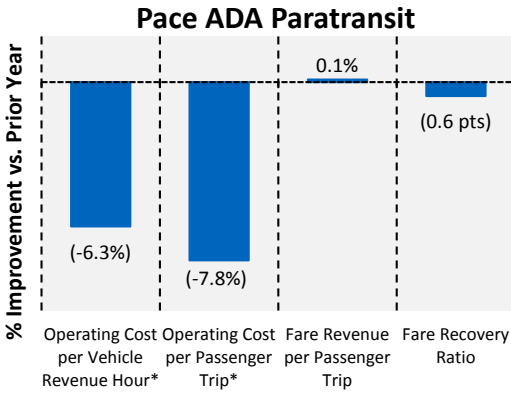
- Metra saw inflation-adjusted operating cost increases of 0.9% compared to 2016, spread over 1.7% more vehicle revenue hours. Metra’s operating cost per vehicle revenue hour was 0.8% lower in 2017, a favorable result.
- A 1.9% ridership decrease resulted in an operating cost per passenger trip that was 2.8%, or \$0.29, higher than 2016.
- Metra implemented a fare increase on February 1, 2017. The fare revenue per passenger trip (average fare paid) through year-end 2017 improved to \$5.01, \$0.28 higher compared to 2016.
- The fare revenue recovery ratio of 46.6% was 0.5 percentage points favorable to 2016.

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



- Pace’s inflation-adjusted operating cost increased 2.3% in 2017 as service levels increased 5.6%, resulting in an operating cost per vehicle revenue hour that was 3.2% favorable to 2016.
- Higher operating costs were spread over 0.7% more passenger trips, resulting in a 1.6% increase in cost per passenger trip.
- Pace fare revenue was down 3.5% in 2017; lower fare revenues resulted in a 4.2% (\$0.05) reduction in fare revenue per passenger trip.
- Lower fare revenue and increased operating costs yielded a fare recovery ratio of 16.6%, 1.3 percentage points unfavorable to 2016.

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



- Inflation-adjusted operating costs for ADA Paratransit services increased 8.6% in 2017, while vehicle revenue hours increased 2.2%, resulting in a 6.3% increase in operating cost per vehicle hour, an unfavorable result.
- Higher operating costs spread over a 0.8% increase in passenger trips resulted in a cost per passenger trip that was 7.8% higher compared to 2016, an unfavorable increase of \$3.01.
- Fare revenue increased in step with increased ridership; fare revenue per passenger trip was roughly equal to 2016.
- The fare recovery ratio was 0.6 percentage points unfavorable compared to 2016 as operating costs increased at a steeper rate compared to the increase in fare revenue.

# Region Summary Report - 4th Quarter 2017

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	4th Quarter 2017				YTD 2017				4th Quarter 2016			YTD 2016		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenues</b>														
CTA	\$167.2	\$181.4	(\$14.1)	(7.8%)	\$656.0	\$686.3	(\$30.3)	(4.4%)	\$172.4	(\$5.2)	(3.0%)	\$676.4	(\$20.4)	(3.0%)
Metra	\$98.9	\$96.4	\$2.5	2.6%	\$397.2	\$389.5	\$7.7	2.0%	\$92.5	\$6.5	7.0%	\$379.5	\$17.7	4.7%
Pace	\$13.6	\$15.5	(\$1.9)	(12.3%)	\$54.3	\$59.6	(\$5.2)	(8.8%)	\$13.6	(\$0.0)	(0.3%)	\$55.4	(\$1.1)	(1.9%)
Pace ADA	<u>\$3.4</u>	<u>\$3.7</u>	<u>(\$0.4)</u>	<u>(9.5%)</u>	<u>\$13.2</u>	<u>\$14.4</u>	<u>(\$1.2)</u>	<u>(8.3%)</u>	<u>\$3.1</u>	<u>\$0.3</u>	<u>8.5%</u>	<u>\$12.7</u>	<u>\$0.5</u>	<u>3.7%</u>
<b>Total</b>	<b>\$283.1</b>	<b>\$296.9</b>	<b>(\$13.8)</b>	<b>(4.7%)</b>	<b>\$1,120.7</b>	<b>\$1,149.8</b>	<b>(\$29.1)</b>	<b>(2.5%)</b>	<b>\$281.6</b>	<b>(\$1.5)</b>	<b>(0.5%)</b>	<b>\$1,124.0</b>	<b>(\$3.3)</b>	<b>(0.3%)</b>
<b>Public Funding (1)</b>														
CTA	\$214.0	\$238.4	(\$24.4)	(10.2%)	\$782.4	\$837.9	(\$55.4)	(6.6%)	\$222.7	(\$8.7)	(3.9%)	\$809.9	(\$27.4)	(3.4%)
Metra	\$121.9	\$129.5	(\$7.6)	(5.9%)	\$398.8	\$423.8	(\$25.0)	(5.9%)	\$119.2	\$2.7	2.3%	\$395.1	\$3.6	0.9%
Pace	\$53.3	\$50.0	\$3.3	6.6%	\$173.6	\$169.1	\$4.5	2.7%	\$53.8	(\$0.6)	(1.1%)	\$164.9	\$8.7	5.3%
Pace ADA	<u>\$40.4</u>	<u>\$40.1</u>	<u>\$0.3</u>	<u>0.6%</u>	<u>\$161.6</u>	<u>\$160.6</u>	<u>\$1.0</u>	<u>0.6%</u>	<u>\$42.1</u>	<u>(\$1.7)</u>	<u>(4.1%)</u>	<u>\$160.0</u>	<u>\$1.6</u>	<u>1.0%</u>
<b>Total</b>	<b>\$429.6</b>	<b>\$458.0</b>	<b>(\$28.4)</b>	<b>(6.2%)</b>	<b>\$1,516.3</b>	<b>\$1,591.3</b>	<b>(\$75.0)</b>	<b>(4.7%)</b>	<b>\$437.9</b>	<b>\$8.3</b>	<b>1.9%</b>	<b>\$1,529.8</b>	<b>(\$13.5)</b>	<b>(0.9%)</b>
<b>Operating Expenses</b>														
CTA	\$349.2	\$380.1	\$30.8	8.1%	\$1,458.1	\$1,524.2	\$66.1	4.3%	\$365.3	\$16.1	4.4%	\$1,464.0	\$5.8	0.4%
Metra	\$188.5	\$194.4	\$5.9	3.0%	\$761.9	\$781.2	\$19.2	2.5%	\$188.1	(\$0.4)	(0.2%)	\$741.4	(\$20.5)	(2.8%)
Pace	\$56.3	\$59.8	\$3.5	5.9%	\$219.8	\$228.6	\$8.8	3.8%	\$54.1	(\$2.1)	(3.9%)	\$211.0	(\$8.9)	(4.2%)
Pace ADA	<u>\$42.8</u>	<u>\$45.3</u>	<u>\$2.5</u>	<u>5.6%</u>	<u>\$175.4</u>	<u>\$175.0</u>	<u>(\$0.5)</u>	<u>(0.3%)</u>	<u>\$41.2</u>	<u>(\$1.6)</u>	<u>(4.0%)</u>	<u>\$158.5</u>	<u>(\$16.9)</u>	<u>(10.7%)</u>
<b>Total</b>	<b>\$636.8</b>	<b>\$679.6</b>	<b>\$42.7</b>	<b>6.3%</b>	<b>\$2,615.4</b>	<b>\$2,709.0</b>	<b>\$93.6</b>	<b>3.5%</b>	<b>\$648.7</b>	<b>\$11.9</b>	<b>1.8%</b>	<b>\$2,574.9</b>	<b>(\$40.5)</b>	<b>(1.6%)</b>
<b>Net Results</b>														
CTA	\$32.0	\$39.7	(\$7.7)		(\$19.7)	(\$0.0)	(\$19.7)		\$29.9	\$2.1		\$22.3	(\$42.0)	
Metra	\$32.3	\$31.5	\$0.8		\$34.0	\$32.1	\$1.9		\$23.6	\$8.7		\$33.2	\$0.8	
Pace	\$10.6	\$5.7	\$4.9		\$8.0	(\$0.0)	\$8.0		\$13.3	(\$2.7)		\$9.3	(\$1.2)	
Pace ADA	<u>\$1.0</u>	<u>(\$1.5)</u>	<u>\$2.4</u>		<u>(\$0.7)</u>	<u>\$0.0</u>	<u>(\$0.7)</u>		<u>\$4.1</u>	<u>(\$3.1)</u>		<u>\$14.2</u>	<u>(\$14.9)</u>	
<b>Total</b>	<b>\$75.9</b>	<b>\$75.4</b>	<b>\$0.5</b>		<b>\$21.7</b>	<b>\$32.1</b>	<b>(\$10.4)</b>		<b>\$70.8</b>	<b>\$5.1</b>		<b>\$79.0</b>	<b>(\$57.2)</b>	
<b>Operating Deficit</b>														
CTA	\$182.0	\$198.7	\$16.7	8.4%	\$802.1	\$837.9	\$35.8	4.3%	\$192.9	10.9	5.6%	\$787.6	(\$14.6)	(1.8%)
Metra	\$89.6	\$98.0	\$8.4	8.6%	\$364.7	\$391.7	\$26.9	6.9%	\$95.6	6.0	6.3%	\$361.0	(2.8)	(0.8%)
Pace	\$42.7	\$44.3	\$1.6	3.6%	\$165.5	\$169.1	\$3.6	2.1%	\$40.5	(2.1)	(5.3%)	\$155.6	(9.9)	(6.4%)
Pace ADA	<u>\$39.4</u>	<u>\$41.6</u>	<u>\$2.2</u>	<u>5.3%</u>	<u>\$162.3</u>	<u>\$160.6</u>	<u>(\$1.7)</u>	<u>(1.0%)</u>	<u>\$38.1</u>	<u>(1.4)</u>	<u>(3.6%)</u>	<u>\$145.8</u>	<u>(16.5)</u>	<u>(11.3%)</u>
<b>Total</b>	<b>\$353.7</b>	<b>\$382.6</b>	<b>\$28.9</b>	<b>7.6%</b>	<b>\$1,494.6</b>	<b>\$1,559.2</b>	<b>\$64.6</b>	<b>4.1%</b>	<b>\$367.1</b>	<b>\$13.4</b>	<b>3.6%</b>	<b>\$1,450.9</b>	<b>(\$43.7)</b>	<b>(3.0%)</b>
<b>Recovery Ratio</b>														
CTA	59.5%	58.0%	1.4 pts		55.6%	54.9%	0.7 pts		56.3%	3.2 pts		55.2%	0.4 pts	
Metra	55.8%	52.6%	3.1 pts		55.6%	52.9%	2.7 pts		52.5%	3.3 pts		54.4%	1.1 pts	
Pace	28.5%	30.1%	(1.5) pts		29.2%	30.3%	(1.2) pts		29.9%	(1.4) pts		30.0%	(0.8) pts	
Pace ADA	<u>10.0%</u>	<u>9.9%</u>	<u>0.1 pts</u>		<u>10.0%</u>	<u>10.0%</u>	<u>(0.0) pts</u>		<u>10.0%</u>	<u>0.0 pts</u>		<u>10.0%</u>	<u>0.0 pts</u>	
<b>System</b>	<b>53.1%</b>	<b>51.6%</b>	<b>1.4 pts</b>		<b>51.3%</b>	<b>50.1%</b>	<b>1.2 pts</b>		<b>50.7%</b>	<b>2.4 pts</b>		<b>51.2%</b>	<b>0.1 pts</b>	
<b>Ridership</b>														
CTA	118.1	122.7	(4.6)	(3.7%)	479.4	496.3	(16.8)	(3.4%)	122.0	(3.9)	(3.2%)	497.7	(18.3)	(3.7%)
Metra(2)	19.2	19.9	(0.7)	(3.5%)	78.6	80.0	(1.4)	(1.7%)	19.9	(0.7)	(3.7%)	80.3	(1.7)	(2.2%)
Pace	7.8	8.4	(0.6)	(7.5%)	31.4	33.7	(2.3)	(6.9%)	7.6	0.2	2.2%	31.2	0.2	0.5%
Pace ADA	<u>1.1</u>	<u>1.2</u>	<u>(0.1)</u>	<u>(9.2%)</u>	<u>4.3</u>	<u>4.5</u>	<u>(0.3)</u>	<u>(5.7%)</u>	<u>1.0</u>	<u>0.1</u>	<u>6.8%</u>	<u>4.2</u>	<u>0.1</u>	<u>1.8%</u>
<b>Total</b>	<b>146.1</b>	<b>152.2</b>	<b>(6.0)</b>	<b>(4.0%)</b>	<b>593.6</b>	<b>614.4</b>	<b>(20.8)</b>	<b>(3.4%)</b>	<b>150.6</b>	<b>(4.5)</b>	<b>(3.0%)</b>	<b>613.4</b>	<b>(19.8)</b>	<b>(3.2%)</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 2017

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	4th Quarter 2017				YTD 2017				4th Quarter 2016			YTD 2016		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenue</b>														
Farebox	\$136.8	\$145.4	(\$8.7)	(6.0%)	\$559.5	\$581.2	(\$21.8)	(3.7%)	\$140.8	(\$4.0)	(2.9%)	\$577.0	(\$17.5)	(3.0%)
Reduced Fare	\$3.5	\$7.1	(3.5)	(50.0%)	\$14.6	\$28.3	(13.7)	(48.4%)	\$3.5	0.0	0.0%	\$14.4	0.2	1.5%
Other	<u>\$26.9</u>	<u>\$28.8</u>	<u>(1.9)</u>	<u>(6.6%)</u>	<u>\$81.9</u>	<u>\$76.8</u>	<u>5.1</u>	<u>6.7%</u>	<u>\$28.1</u>	<u>(1.2)</u>	<u>(4.1%)</u>	<u>\$85.0</u>	<u>(3.1)</u>	<u>(3.6%)</u>
<b>Total Operating Revenue</b>	<b>\$167.2</b>	<b>\$181.4</b>	<b>(\$14.1)</b>	<b>(7.8%)</b>	<b>\$656.0</b>	<b>\$686.3</b>	<b>(\$30.3)</b>	<b>(4.4%)</b>	<b>\$172.4</b>	<b>(\$5.2)</b>	<b>(3.0%)</b>	<b>\$676.4</b>	<b>(\$20.4)</b>	<b>(3.0%)</b>
<b>Public Funding</b>														
Sales Tax I	\$99.5	\$103.0	(\$3.4)	(3.3%)	\$367.4	\$386.9	(\$19.5)	(5.0%)	\$97.7	\$1.8	1.9%	\$367.1	\$0.3	0.1%
Sales Tax II	\$35.3	\$36.7	(1.5)	(4.0%)	\$58.0	\$65.0	(7.0)	(10.7%)	\$34.8	0.5	1.4%	\$58.0	0.1	0.1%
PTF II	\$14.0	\$18.2	(4.1)	(22.8%)	\$64.8	\$70.8	(6.0)	(8.5%)	\$17.3	(3.3)	(18.8%)	\$67.9	(3.2)	(4.7%)
25% PTF on RETT	\$3.4	\$4.0	(0.6)	(16.0%)	\$15.1	\$16.2	(1.1)	(6.7%)	\$4.1	(0.7)	(16.4%)	\$19.6	(4.5)	(23.0%)
City of Chicago RETT	\$14.9	\$16.2	(1.3)	(8.1%)	\$62.2	\$64.7	(2.4)	(3.8%)	\$12.8	2.0	16.0%	\$77.3	(15.1)	(19.5%)
Non-Statutory Funding - PTF I	\$45.2	\$58.5	(13.3)	(22.8%)	\$208.4	\$227.6	(19.2)	(8.4%)	\$55.4	(10.2)	(18.4%)	\$217.2	(8.8)	(4.1%)
Non-Statutory Funding - ST I	\$0.2	\$0.2	0.0	0.0%	\$0.6	\$0.6	0.0	0.0%	\$0.4	(0.3)	(63.7%)	\$1.7	(1.1)	(63.7%)
ICE funding for operations	\$1.6	\$1.6	(0.0)	(1.9%)	\$5.9	\$6.1	(0.3)	(4.4%)	\$0.3	1.3	497.5%	\$0.0	5.9	0.0%
<b>Total Public Funding</b>	<b>\$214.0</b>	<b>\$238.4</b>	<b>(24.4)</b>	<b>(10.2%)</b>	<b>\$782.4</b>	<b>\$837.9</b>	<b>(\$55.4)</b>	<b>(6.6%)</b>	<b>\$222.7</b>	<b>(\$8.7)</b>	<b>(3.9%)</b>	<b>\$808.9</b>	<b>(\$26.4)</b>	<b>(3.3%)</b>
<b>Total Revenues</b>	<b>\$381.2</b>	<b>\$419.7</b>	<b>(\$38.5)</b>	<b>(9.2%)</b>	<b>\$1,438.5</b>	<b>\$1,524.2</b>	<b>(\$85.8)</b>	<b>(5.6%)</b>	<b>\$395.2</b>	<b>(\$13.9)</b>	<b>(3.5%)</b>	<b>\$1,485.2</b>	<b>(\$46.8)</b>	<b>(3.1%)</b>
<b>Expense</b>														
Labor	\$257.1	\$263.1	\$6.0	2.3%	\$1,039.9	\$1,050.4	\$10.6	1.0%	\$257.5	\$0.4	0.2%	\$1,027.0	(\$12.8)	(1.2%)
Material	\$21.6	\$22.3	\$0.7	3.0%	\$86.8	\$89.2	\$2.4	2.7%	\$20.1	(1.5)	(7.2%)	\$82.9	(3.9)	(4.7%)
Fuel	\$7.3	\$8.4	\$1.1	12.7%	\$28.8	\$33.9	\$5.2	15.3%	\$8.3	0.9	11.2%	\$32.7	4.0	12.2%
Power	\$6.5	\$8.2	\$1.7	21.1%	\$27.4	\$31.4	\$4.0	12.7%	\$7.4	0.9	12.3%	\$29.3	1.9	6.5%
I&D	\$0.0	\$2.4	\$2.4	100.0%	\$3.2	\$9.5	\$6.3	66.7%	\$2.4	2.4	100.0%	\$10.5	7.3	69.8%
Passenger Security	\$4.4	\$4.2	(\$0.2)	(5.6%)	\$17.0	\$16.8	(\$0.2)	(1.2%)	\$3.6	(0.8)	(22.7%)	\$14.1	(2.9)	(20.9%)
All Other	\$52.4	\$71.5	\$19.2	26.8%	\$255.2	\$293.0	\$37.8	12.9%	\$66.0	13.7	20.7%	\$267.4	12.2	4.6%
<b>Total Expense</b>	<b>\$349.2</b>	<b>\$380.1</b>	<b>\$30.8</b>	<b>8.1%</b>	<b>\$1,458.1</b>	<b>\$1,524.2</b>	<b>\$66.1</b>	<b>4.3%</b>	<b>\$365.3</b>	<b>\$16.1</b>	<b>4.4%</b>	<b>\$1,464.0</b>	<b>\$5.8</b>	<b>0.4%</b>
<b>Net Results</b>	<b>\$32.0</b>	<b>\$39.7</b>	<b>(\$7.7)</b>		<b>(\$19.7)</b>	<b>(\$0.0)</b>	<b>(\$19.7)</b>		<b>\$29.9</b>	<b>\$2.1</b>		<b>\$21.3</b>	<b>(\$41.0)</b>	
<b>Operating Deficit</b>	<b>\$182.0</b>	<b>\$198.7</b>	<b>\$16.7</b>	<b>8.4%</b>	<b>\$802.1</b>	<b>\$837.9</b>	<b>\$35.8</b>	<b>4.3%</b>	<b>\$192.9</b>	<b>\$10.9</b>	<b>5.6%</b>	<b>\$787.6</b>	<b>(\$14.5)</b>	<b>(1.8%)</b>
<b>Recovery Ratio</b>	<b>59.5%</b>	<b>58.0%</b>	<b>1.4 pts</b>		<b>55.6%</b>	<b>54.9%</b>	<b>0.7 pts</b>		<b>56.3%</b>	<b>3.2 pts</b>		<b>55.2%</b>	<b>0.4 pts</b>	
<b>Total Ridership</b>	118.1	122.7	(4.6)	(3.7%)	479.4	496.3	(16.8)	(3.4%)	122.0	(3.9)	(3.2%)	497.7	(18.3)	(3.7%)
<i>Average Fare</i>	\$1.16	\$1.19	(\$0.03)	(2.3%)	\$1.17	\$1.17	(\$0.00)	(0.4%)	\$1.15	0.00	0.00	1.16	0.01	0.01

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 2017

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	4th Quarter 2017				YTD 2017				4th Quarter 2016			YTD 2016		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenue</b>														
Farebox	\$87.3	\$88.4	(\$1.1)	(1.3%)	\$355.3	\$357.5	(\$2.2)	(0.6%)	\$83.2	\$4.0	4.9%	\$342.0	\$13.3	3.9%
Reduced Fare	\$0.4	\$0.8	(\$0.4)	(47.8%)	\$1.5	\$3.1	(\$1.6)	(52.1%)	\$0.0	\$0.4	0	\$1.8	(\$0.3)	(18.0%)
Other	<u>\$11.2</u>	<u>\$7.2</u>	<u>\$4.0</u>	<u>55.5%</u>	<u>\$40.5</u>	<u>\$28.9</u>	<u>\$11.6</u>	<u>40.0%</u>	<u>\$9.2</u>	<u>\$2.0</u>	<u>21.9%</u>	<u>\$35.8</u>	<u>\$4.7</u>	<u>13.2%</u>
<b>Total Operating Revenue</b>	<b>\$98.9</b>	<b>\$96.4</b>	<b>\$2.5</b>	<b>2.6%</b>	<b>\$397.2</b>	<b>\$389.5</b>	<b>\$7.7</b>	<b>2.0%</b>	<b>\$92.5</b>	<b>\$6.5</b>	<b>7.0%</b>	<b>\$379.5</b>	<b>\$17.7</b>	<b>4.7%</b>
<b>Public Funding</b>														
Sales Tax I	\$78.3	\$81.4	(\$3.0)	(3.7%)	\$291.3	\$305.7	(\$14.5)	(4.7%)	\$76.5	\$1.8	2.4%	\$288.3	\$2.9	1.0%
Sales Tax II	\$28.6	\$29.8	(\$1.2)	(4.0%)	\$47.2	\$52.8	(\$5.7)	(10.7%)	\$27.8	\$0.8	3.0%	\$46.7	\$0.5	1.0%
PTF II	\$11.4	\$14.8	(\$3.4)	(22.8%)	\$52.6	\$57.5	(\$4.9)	(8.5%)	\$14.1	(\$2.6)	(18.8%)	\$55.2	(\$2.6)	(4.7%)
Non-Statutory Sales Tax I	\$0.1	\$0.1	\$0.0	0.0%	\$0.5	\$0.5	\$0.0	0.0%	\$0.4	(\$0.2)	(63.7%)	\$1.4	(\$0.9)	(63.7%)
Homeland Security	\$0.9	\$0.9	\$0.0	0.0%	\$3.7	\$3.7	\$0.0	0.0%	\$0.5	\$0.4	85.0%	\$2.0	\$1.7	85.0%
JSIF Reserves	\$2.5	\$2.5	\$0.0	0.0%	\$2.5	\$2.5	\$0.0	0.0%	\$0.0	\$2.5	0	\$0.0	\$2.5	0.0%
ICE (Carry Over 2015)	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$1.0</u>	<u>\$1.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$1.5</u>	<u>(\$0.5)</u>	<u>(34.1%)</u>
<b>Total Public Funding</b>	<b>\$121.9</b>	<b>\$129.5</b>	<b>(\$7.6)</b>	<b>(5.9%)</b>	<b>\$398.8</b>	<b>\$423.8</b>	<b>(\$25.0)</b>	<b>(5.9%)</b>	<b>\$119.2</b>	<b>\$2.7</b>	<b>2.3%</b>	<b>\$395.1</b>	<b>\$3.6</b>	<b>0.9%</b>
<b>Total Revenues</b>	<b>\$220.9</b>	<b>\$225.9</b>	<b>(\$5.1)</b>	<b>(2.2%)</b>	<b>\$796.0</b>	<b>\$813.3</b>	<b>(\$17.3)</b>	<b>(2.1%)</b>	<b>\$211.7</b>	<b>\$9.2</b>	<b>4.3%</b>	<b>\$774.7</b>	<b>\$21.3</b>	<b>2.8%</b>
<b>Expenses</b>														
Operations	\$62.6	\$68.7	\$6.1	8.9%	\$263.2	\$277.0	\$13.8	5.0%	\$59.8	(\$2.8)	(4.7%)	\$259.5	(\$3.7)	(1.4%)
Maintenance	\$76.6	\$81.5	\$5.0	6.1%	\$323.2	\$328.0	\$4.8	1.5%	\$79.1	\$2.5	3.2%	\$309.8	(\$13.3)	(4.3%)
Administration/Regional Services	\$27.9	\$26.4	(\$1.4)	(5.5%)	\$100.7	\$104.7	\$4.0	3.8%	\$27.0	(\$0.9)	(3.3%)	\$100.4	\$0.3	0.3%
Fuel	\$11.6	\$12.8	\$1.2	9.1%	\$45.3	\$51.4	\$6.1	11.9%	\$12.7	\$1.1	8.7%	\$49.7	\$4.4	8.8%
Electricity	\$1.0	\$1.5	\$0.5	35.2%	\$4.2	\$6.2	\$2.0	32.5%	\$1.2	\$0.2	19.2%	\$5.2	\$1.0	19.8%
Claims/Insurance/Risk Mgmt	<u>\$9.0</u>	<u>\$3.5</u>	<u>(\$5.5)</u>	<u>(158.0%)</u>	<u>\$25.4</u>	<u>\$13.9</u>	<u>(\$11.4)</u>	<u>(82.0%)</u>	<u>\$8.3</u>	<u>(\$0.6)</u>	<u>(7.4%)</u>	<u>\$16.8</u>	<u>(\$8.6)</u>	<u>(51.1%)</u>
<b>Total Expense</b>	<b>\$188.5</b>	<b>\$194.4</b>	<b>\$5.9</b>	<b>3.0%</b>	<b>\$761.9</b>	<b>\$781.2</b>	<b>\$19.2</b>	<b>2.5%</b>	<b>\$188.1</b>	<b>(\$0.4)</b>	<b>(0.2%)</b>	<b>\$741.4</b>	<b>(\$20.5)</b>	<b>(2.8%)</b>
<b>Operating Deficit</b>	<b>\$89.6</b>	<b>\$98.0</b>	<b>\$8.4</b>	<b>8.6%</b>	<b>\$364.7</b>	<b>\$391.7</b>	<b>\$26.9</b>	<b>6.9%</b>	<b>\$95.6</b>	<b>\$6.0</b>	<b>6.3%</b>	<b>\$361.9</b>	<b>(\$2.8)</b>	<b>(0.8%)</b>
<b>Net Results</b>	<b>\$32.3</b>	<b>\$31.5</b>	<b>\$0.8</b>		<b>\$34.0</b>	<b>\$32.1</b>	<b>\$1.9</b>		<b>\$23.6</b>	<b>\$8.7</b>		<b>\$33.2</b>	<b>\$0.8</b>	
<b>Recovery Ratio</b>	<b>55.8%</b>	<b>52.6%</b>	<b>3.1 pts</b>		<b>55.6%</b>	<b>52.9%</b>	<b>2.7 pts</b>		<b>52.5%</b>	<b>3.3 pts</b>		<b>54.4%</b>	<b>1.1 pts</b>	
<b>Ridership</b>	<b>19.2</b>	<b>19.9</b>	<b>(0.7)</b>	<b>(3.5%)</b>	<b>78.6</b>	<b>80.0</b>	<b>(1.4)</b>	<b>(1.7%)</b>	<b>19.9</b>	<b>(0.7)</b>	<b>(3.7%)</b>	<b>80.3</b>	<b>(1.7)</b>	<b>(2.2%)</b>
Average Fare	\$4.55	\$4.45	\$0.11	2.4%	\$4.52	\$4.47	\$0.05	1.1%	\$4.18	\$0.37	8.9%	\$4.26	\$0.26	6.2%

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 2017

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	4th Quarter 2017				YTD 2017				4th Quarter 2016			YTD 2016		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
<b>Operating Revenue</b>														
Farebox	\$9.1	\$10.6	(\$1.5)	(14.4%)	\$36.6	\$40.3	(\$3.8)	(9.4%)	\$9.2	(\$0.1)	(1.5%)	\$37.9	(\$1.3)	(3.5%)
Reduced Fare	\$0.3	\$0.7	(\$0.3)	(48.4%)	\$1.3	\$2.6	(\$1.3)	(48.4%)	\$0.3	\$0.0	0.0%	\$1.3	\$0.0	0.0%
Advertising	\$0.7	\$0.7	\$0.0	3.4%	\$2.8	\$2.7	\$0.1	2.1%	\$0.7	\$0.0	3.7%	\$2.7	\$0.1	2.7%
Investment/Other	<u>\$3.4</u>	<u>\$3.5</u>	<u>(\$0.1)</u>	<u>(2.2%)</u>	<u>\$13.6</u>	<u>\$13.8</u>	<u>(\$0.2)</u>	<u>(1.7%)</u>	<u>\$3.3</u>	<u>\$0.1</u>	<u>2.2%</u>	<u>\$13.4</u>	<u>\$0.2</u>	<u>1.4%</u>
<b>Total Operating Revenue</b>	<b>\$13.6</b>	<b>\$15.5</b>	<b>(\$1.9)</b>	<b>(12.3%)</b>	<b>\$54.3</b>	<b>\$59.6</b>	<b>(\$5.2)</b>	<b>(8.8%)</b>	<b>\$13.6</b>	<b>(\$0.0)</b>	<b>(0.3%)</b>	<b>\$55.4</b>	<b>(\$1.1)</b>	<b>(1.9%)</b>
<b>Public Funding</b>														
Sales Tax I	\$24.8	\$25.8	(\$0.9)	(3.6%)	\$92.4	\$96.9	(\$4.5)	(4.6%)	\$24.3	\$0.6	2.4%	\$91.5	\$0.9	1.0%
Sales Tax II	\$9.5	\$9.9	(0.4)	(4.0%)	\$15.7	\$17.6	(1.9)	(10.7%)	\$9.3	0.3	3.0%	\$15.6	0.2	1.0%
PTF II	\$3.8	\$4.9	(1.1)	(22.8%)	\$17.5	\$19.2	(1.6)	(8.5%)	\$4.7	(0.9)	(18.8%)	\$18.4	(0.9)	(4.7%)
SCMF	\$6.7	\$6.8	(0.1)	(1.9%)	\$24.4	\$25.5	(1.1)	(4.4%)	\$6.4	0.2	3.5%	\$24.2	0.2	0.9%
SSJA	\$1.9	\$1.9	0.0	0.0%	\$7.5	\$7.5	0.0	0.0%	\$7.5	(5.6)	(75.0%)	\$7.5	0.0	0.0%
Non-Statutory Funding - PTF I	\$0.9	\$1.2	(0.3)	(22.8%)	\$4.3	\$4.6	(0.4)	(8.4%)	\$1.1	(0.2)	(18.4%)	\$4.4	(0.2)	(4.1%)
Non-Statutory Funding - ST I	\$0.0	\$0.0	0.0	0.0%	\$0.2	\$0.2	0.0	0.0%	\$0.1	(0.1)	(63.7%)	\$0.5	(0.3)	(63.7%)
ICE Funding	\$0.0	\$0.0	0.0	0.0%	\$0.0	\$0.0	0.0	0.0%	\$0.0	0.0	0.0%	\$1.1	(1.1)	(100.0%)
Transfer to Capital	\$0.0	(\$1.8)	1.8	(100.0%)	\$0.0	(\$7.0)	7.0	(100.0%)	\$0.0	0.0	0.0%	\$0.0	0.0	0.0%
CMAQ/JARC/New Freedom	<u>\$5.5</u>	<u>\$1.2</u>	<u>4.4</u>	<u>375.1%</u>	<u>\$11.6</u>	<u>\$4.6</u>	<u>6.9</u>	<u>150.5%</u>	<u>\$0.4</u>	<u>5.1</u>	<u>1185.5%</u>	<u>\$1.7</u>	<u>9.8</u>	<u>569.6%</u>
<b>Total Public Funding</b>	<b>\$53.3</b>	<b>\$50.0</b>	<b>3.3</b>	<b>6.6%</b>	<b>\$173.6</b>	<b>\$169.1</b>	<b>\$4.5</b>	<b>2.7%</b>	<b>\$53.8</b>	<b>(\$0.6)</b>	<b>(1.1%)</b>	<b>\$164.9</b>	<b>\$8.7</b>	<b>5.3%</b>
<b>Total Revenues</b>	<b>\$66.8</b>	<b>\$65.4</b>	<b>\$1.4</b>	<b>2.1%</b>	<b>\$227.9</b>	<b>\$228.6</b>	<b>(\$0.7)</b>	<b>(0.3%)</b>	<b>\$67.4</b>	<b>(\$0.6)</b>	<b>(0.9%)</b>	<b>\$220.2</b>	<b>\$7.6</b>	<b>3.5%</b>
<b>Expense</b>														
Operations	\$26.9	\$29.0	\$2.0	7.1%	\$107.2	\$110.4	\$3.2	2.9%	\$25.6	(\$1.3)	(5.1%)	\$102.0	(\$5.2)	(5.1%)
Maintenance	\$6.5	\$7.4	\$0.9	12.3%	\$26.2	\$28.3	\$2.1	7.3%	\$7.1	0.6	8.5%	\$26.5	0.3	1.1%
Non-Vehicle Maintenance	\$1.2	\$1.6	\$0.4	26.7%	\$4.3	\$5.9	\$1.6	26.6%	\$1.2	0.0	0.1%	\$4.4	0.1	2.0%
Fuel	\$2.8	\$2.7	(\$0.0)	(1.8%)	\$10.7	\$10.3	(\$0.3)	(3.1%)	\$2.4	(0.4)	(17.6%)	\$8.6	(2.0)	(23.4%)
Health Insurance	\$6.0	\$5.7	(\$0.4)	(6.6%)	\$23.9	\$22.6	(\$1.2)	(5.4%)	\$5.6	(0.5)	(8.1%)	\$20.5	(3.3)	(16.2%)
Insurance & Claims	\$1.5	\$2.1	\$0.6	30.2%	\$7.2	\$8.4	\$1.1	13.4%	\$1.7	0.2	13.7%	\$8.6	1.4	16.0%
Administration	\$13.1	\$12.9	(\$0.2)	(1.3%)	\$47.0	\$49.2	\$2.1	4.3%	\$11.8	(1.3)	(11.0%)	\$44.8	(2.2)	(5.0%)
Indirect Overhead Allocation	<u>(\$1.7)</u>	<u>(\$1.6)</u>	<u>\$0.1</u>	<u>(5.3%)</u>	<u>(\$6.7)</u>	<u>(\$6.5)</u>	<u>\$0.2</u>	<u>(3.0%)</u>	<u>(\$1.2)</u>	<u>0.5</u>	<u>(44.5%)</u>	<u>(\$4.6)</u>	<u>2.1</u>	<u>(46.7%)</u>
<b>Total Expense</b>	<b>\$56.3</b>	<b>\$59.8</b>	<b>\$3.5</b>	<b>5.9%</b>	<b>\$219.8</b>	<b>\$228.6</b>	<b>\$8.8</b>	<b>3.8%</b>	<b>\$54.1</b>	<b>(\$2.1)</b>	<b>(3.9%)</b>	<b>\$211.0</b>	<b>(\$8.9)</b>	<b>(4.2%)</b>
<b>Net Results</b>	<b>\$10.6</b>	<b>\$5.7</b>	<b>\$4.9</b>		<b>\$8.0</b>	<b>(\$0.0)</b>	<b>\$8.0</b>		<b>\$13.3</b>	<b>(\$2.7)</b>		<b>\$9.3</b>	<b>(\$1.2)</b>	
<b>Operating Deficit</b>	<b>\$42.7</b>	<b>\$44.3</b>	<b>\$1.6</b>	<b>3.6%</b>	<b>\$165.5</b>	<b>\$169.1</b>	<b>\$3.6</b>	<b>2.1%</b>	<b>\$40.5</b>	<b>(\$2.1)</b>	<b>(5.3%)</b>	<b>\$155.6</b>	<b>(\$9.9)</b>	<b>(6.4%)</b>
<b>Recovery Ratio</b>	<b>28.5%</b>	<b>30.1%</b>	<b>(1.5) pts</b>		<b>29.2%</b>	<b>30.3%</b>	<b>(1.2) pts</b>		<b>29.1%</b>	<b>(0.5) pts</b>		<b>29.8%</b>	<b>(0.6) pts</b>	
<b>Total Ridership</b>	<b>7.8</b>	<b>8.4</b>	<b>(0.6)</b>	<b>(7.5%)</b>	<b>31.4</b>	<b>33.7</b>	<b>(2.3)</b>	<b>(6.9%)</b>	<b>7.6</b>	<b>0.2</b>	<b>2.2%</b>	<b>31.2</b>	<b>0.2</b>	<b>0.5%</b>
<i>Average Fare</i>	\$1.17	\$1.26	(\$0.09)	(7.4%)	\$1.17	\$1.20	(\$0.03)	(2.7%)	\$1.21	(\$0.04)	(3.6%)	\$1.21	(\$0.05)	(4.1%)

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 2017

(in millions)

## Current Year vs. Budget

## Current Year vs. Prior Year

	4th Quarter 2017				YTD 2017				4th Quarter 2016			YTD 2016		
	Actual	Budget	Change		Actual	Budget	Change		Actual	Change		Actual	Change	
		Unit	%			Unit	%		Unit	%		Unit	%	
<b>Operating Revenue</b>														
Farebox	\$2.8	\$3.0	(\$0.2)	(7.0%)	\$10.9	\$11.5	(\$0.5)	(4.6%)	\$2.6	\$0.1	5.5%	\$10.9	\$0.1	0.9%
Other Revenue	<u>\$0.6</u>	<u>\$0.7</u>	<u>(\$0.1)</u>	<u>(19.9%)</u>	<u>\$2.2</u>	<u>\$2.9</u>	<u>(\$0.7)</u>	<u>(22.8%)</u>	<u>\$0.5</u>	<u>\$0.1</u>	<u>25.7%</u>	<u>1.9</u>	<u>0.4</u>	<u>19.7%</u>
<b>Total Operating Revenue</b>	<b>\$3.4</b>	<b>\$3.7</b>	<b>(\$0.4)</b>	<b>(9.5%)</b>	<b>\$13.2</b>	<b>\$14.4</b>	<b>(\$1.2)</b>	<b>(8.3%)</b>	<b>\$3.1</b>	<b>\$0.3</b>	<b>8.5%</b>	<b>\$12.7</b>	<b>\$0.5</b>	<b>3.7%</b>
<b>Public Funding</b>														
ADA Paratransit Fund	\$38.0	\$38.0	\$0.0	0.0%	\$152.1	\$152.1	\$0.0	0.0%	\$37.9	\$0.1	0.4%	\$151.5	\$0.6	0.4%
Additional State Funding	\$1.0	\$2.1	(1.2)	(55.0%)	3.8	8.5	(4.7)	(55.0%)	\$4.3	(3.3)	(77.5%)	8.5	(4.7)	(55.0%)
Other RTA Funding	<u>\$1.4</u>	<u>\$0.0</u>	<u>1.4</u>	<u>0.0%</u>	<u>5.7</u>	<u>0.0</u>	<u>5.7</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>1.4</u>	<u>0.0%</u>	<u>0.0</u>	<u>5.7</u>	<u>0.0%</u>
<b>Total Public Funding</b>	<b>\$40.4</b>	<b>\$40.1</b>	<b>\$0.3</b>	<b>0.6%</b>	<b>\$161.6</b>	<b>\$160.6</b>	<b>\$1.0</b>	<b>0.6%</b>	<b>\$42.1</b>	<b>(\$1.7)</b>	<b>(4.1%)</b>	<b>\$160.0</b>	<b>\$1.6</b>	<b>1.0%</b>
<b>Total Revenue</b>	<b>\$43.8</b>	<b>\$43.9</b>	<b>(\$0.1)</b>	<b>(0.2%)</b>	<b>\$174.8</b>	<b>\$175.0</b>	<b>(\$0.2)</b>	<b>(0.1%)</b>	<b>\$45.2</b>	<b>(\$1.5)</b>	<b>(3.2%)</b>	<b>\$172.7</b>	<b>\$2.1</b>	<b>1.2%</b>
<b>Expenses</b>														
Purchased Transportation	\$39.2	\$41.0	\$1.8	4.5%	\$158.8	\$157.7	(\$1.1)	(0.7%)	\$38.4	(\$0.8)	(2.1%)	\$144.8	(\$14.0)	(9.7%)
Fuel	(\$0.2)	\$0.6	0.8	132.9%	1.4	2.3	0.9	39.2%	(\$0.3)	(0.1)	30.9%	1.1	(0.3)	(27.0%)
Health Insurance	\$0.1	\$0.1	(0.0)	(0.0%)	0.6	0.5	(0.0)	(7.0%)	\$0.1	0.0	4.3%	0.5	(0.0)	(8.0%)
Insurance & Claims	\$0.0	\$0.1	0.1	74.6%	0.2	0.3	0.1	38.6%	\$0.1	0.1	74.3%	0.3	0.2	44.1%
Administration	\$2.0	\$1.9	(0.0)	(2.5%)	7.8	7.7	(0.1)	(1.8%)	\$1.7	(0.3)	(17.6%)	7.2	(0.6)	(8.5%)
Overhead (1)	<u>\$1.7</u>	<u>\$1.6</u>	<u>(0.1)</u>	<u>(5.3%)</u>	<u>6.7</u>	<u>6.5</u>	<u>(0.2)</u>	<u>(3.0%)</u>	<u>\$1.2</u>	<u>(0.5)</u>	<u>(44.5%)</u>	<u>4.6</u>	<u>(2.1)</u>	<u>(46.7%)</u>
<b>Total Expense</b>	<b>\$42.8</b>	<b>\$45.3</b>	<b>\$2.5</b>	<b>5.6%</b>	<b>\$175.4</b>	<b>\$175.0</b>	<b>(\$0.5)</b>	<b>(0.3%)</b>	<b>\$41.2</b>	<b>(\$1.6)</b>	<b>(4.0%)</b>	<b>\$158.5</b>	<b>(\$16.9)</b>	<b>(10.7%)</b>
<b>Net Results</b>	<b>\$1.0</b>	<b>(\$1.5)</b>	<b>\$2.4</b>		<b>(\$0.7)</b>	<b>\$0.0</b>	<b>(\$0.7)</b>		<b>\$4.1</b>	<b>(\$3.1)</b>		<b>\$14.2</b>	<b>(\$14.9)</b>	
<b>Operating Deficit</b>	<b>\$39.4</b>	<b>\$41.6</b>	<b>\$2.2</b>	<b>5.3%</b>	<b>\$162.3</b>	<b>\$160.6</b>	<b>(\$1.7)</b>	<b>(1.0%)</b>	<b>\$38.1</b>	<b>(\$1.4)</b>	<b>(3.6%)</b>	<b>\$145.8</b>	<b>(\$16.5)</b>	<b>(11.3%)</b>
<b>Recovery Ratio</b>	<b>10.0%</b>	<b>9.9%</b>	<b>0.1 pts</b>		<b>10.0%</b>	<b>10.0%</b>	<b>(0.0) pts</b>		<b>10.0%</b>	<b>0.0 pts</b>		<b>10.0%</b>	<b>0.0 pts</b>	
<b>Total Ridership</b>	<b>1.1</b>	<b>1.2</b>	<b>(0.1)</b>	<b>(9.2%)</b>	<b>4.3</b>	<b>4.5</b>	<b>(0.3)</b>	<b>(5.7%)</b>	<b>1.0</b>	<b>0.1</b>	<b>6.8%</b>	<b>4.2</b>	<b>0.1</b>	<b>1.8%</b>
<i>Average Fare</i>	\$2.60	\$2.54	\$0.06	2.4%	\$2.57	\$2.54	\$0.03	1.1%	\$2.63	(\$0.03)	(1.2%)	\$2.59	(\$0.02)	(0.9%)

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