

Quarterly Financial and Performance Report – 3rd Quarter 2024

November 2024



Contents

Executive Summary	2
Financial	2
Performance Measurement	3
Environmental Factors	4
Unemployment	4
Regional Jobs	4
Gas Prices	5
Average Temperature	5
Financial Results	6
System-Generated Revenue and Public Funding	6
Operating Expenses	7
Net Results	8
Recovery Ratios	8
Ridership	9
Historical Trends	9
Peer Comparisons	10
Service Miles	12
Historical Trends	12
Peer Comparisons	13
Year-to-Date Performance	15
CTA	16
Metra	17
Pace Suburban	18
Pace ADA Paratransit	19
Detailed Financial Results	20
Region	20
CTA	21
Metra	22
Pace Suburban	23
ADA Paratransit	24



Executive Summary

Financial

September ridership of 33.0 million was at 68.6% of pre-COVID levels, while year-to-date system ridership through the third quarter was 5.1% above budget, with 274.4 million rides provided. However, total system-generated revenue was \$17.9 million or 3.1% unfavorable to budget, as CTA, Pace Suburban Service, and ADA Paratransit each reported positive results, while Metra reported unfavorable fare revenue results through September as both ridership and average fares came in lower than budgeted.

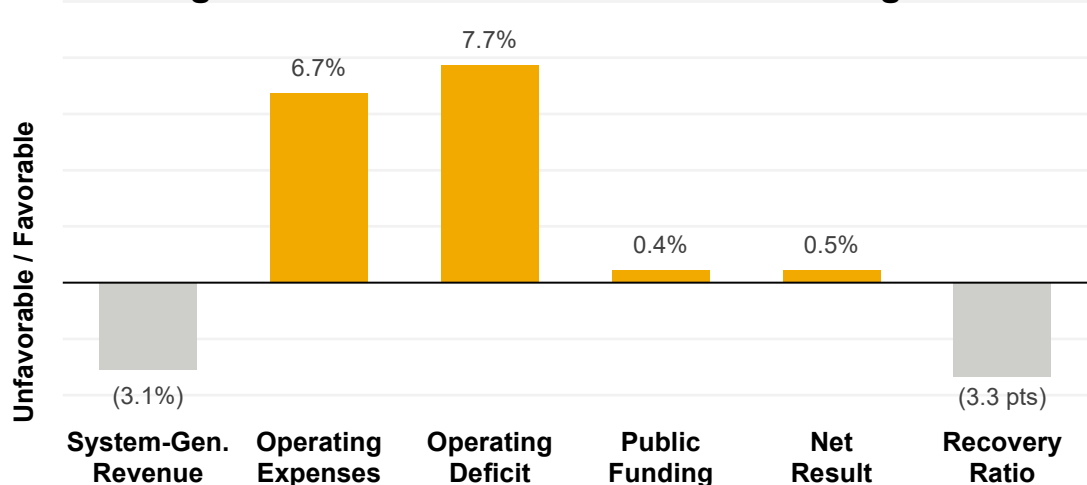
Service Board expense results continue to be significantly under budget, driven primarily by unfilled positions as the Service Boards continue their efforts to restore full staffing levels. Regional operating expenses were \$184.5 million or 6.7% favorable to budget. The overall strong expense performance more than offset the unfavorable system-generated revenue, resulting in favorable to budget operating deficits for each Service Board except ADA Paratransit, with the combined regional operating deficit 7.7% favorable.

Accordingly, staff recommends a finding of in substantial accordance with budget through the third quarter for the results of CTA, Metra, Pace Suburban Service, and the Region as a whole. Due to an unfavorable operating deficit of 6.1%, ADA Paratransit is recommended to be found not in substantial accordance with budget through the third quarter until Pace provides an action plan i.e. a request for funding from the ADA Paratransit reserve.

Total public funding through September came in close to budget at 0.4% favorable. Actual PTF through September was 1.6% above budget. Actual sales tax collections through July grew by 3.4% over 2023 but were partially offset by weak Real Estate Transfer Tax results at CTA and lower than anticipated federal operating grants at Pace. The region has drawn down 69% of the total federal relief funding, and \$160.9 million less than budgeted for 2024.

The system-wide net result was \$12.4 million favorable to budget through the third quarter. Due to the lower than anticipated relief funding drawdowns, the year-to-date regional recovery ratio of 47.5% was 3.3 percentage points below the adopted budget.

Regional Year-to-Date Variance From Budget



Performance Measurement

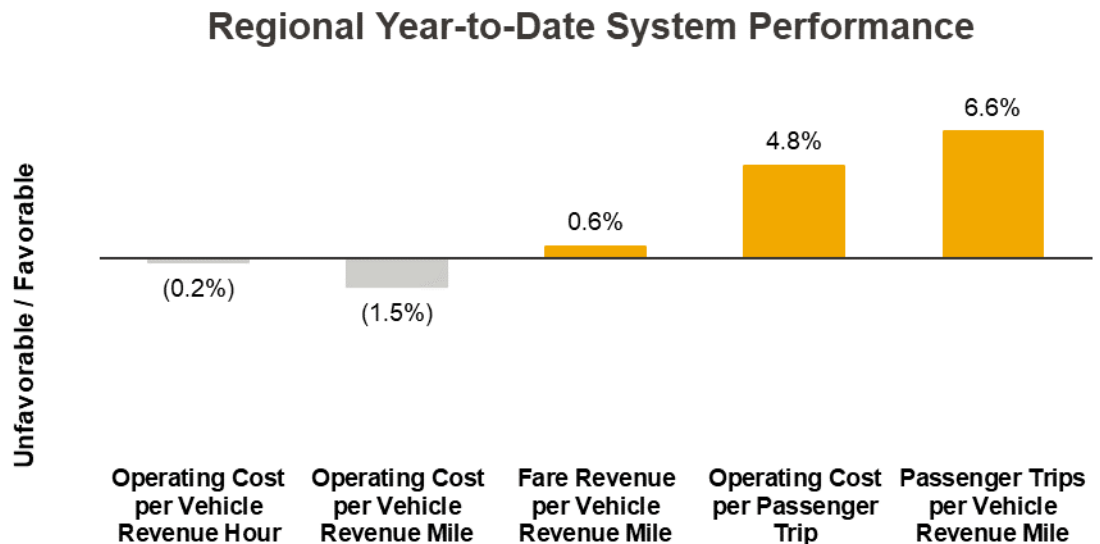
New performance measurement content has been added to the 2024 quarterly report to more closely align to National Transit Database (NTD) annual reporting standards.

Third quarter year-to-date regional performance results were favorable for three measures and unfavorable for two measures compared to 2023. After adjusting for inflation, regional operating costs of \$2.55 billion were 6.5% higher compared to 2023, a difference of \$155.8 million. A 6.3% increase in service hours contributed to increased operating costs, and an operating cost per vehicle revenue hour that was \$0.46 higher compared to 2023. Vehicle revenue miles increased 5.0%, producing a systemwide operating cost per mile of \$15.74, an increase of \$0.23 compared to the same time period of 2023.

Year-to-date regional fare revenues increased by 5.6% compared to 2023, an increase of \$21.8 million. Fare revenue per vehicle revenue mile was \$2.53, an increase of \$0.02. Year-to-date 2024 ridership increased 11.9% to 273.2 million, an increase of 29 million trips. The regional operating cost per passenger trip of \$9.34 was \$0.47, or 4.8%, lower compared to the same time period of 2023.

Gains in ridership also contributed to favorable results for the productivity measure passenger trips per vehicle mile, which increased to 1.69, a difference of 0.10 trips per mile.

The chart below shows the year-over-year percentage change for each performance measure. Bars above the line show favorable results while bars below the line show unfavorable results.

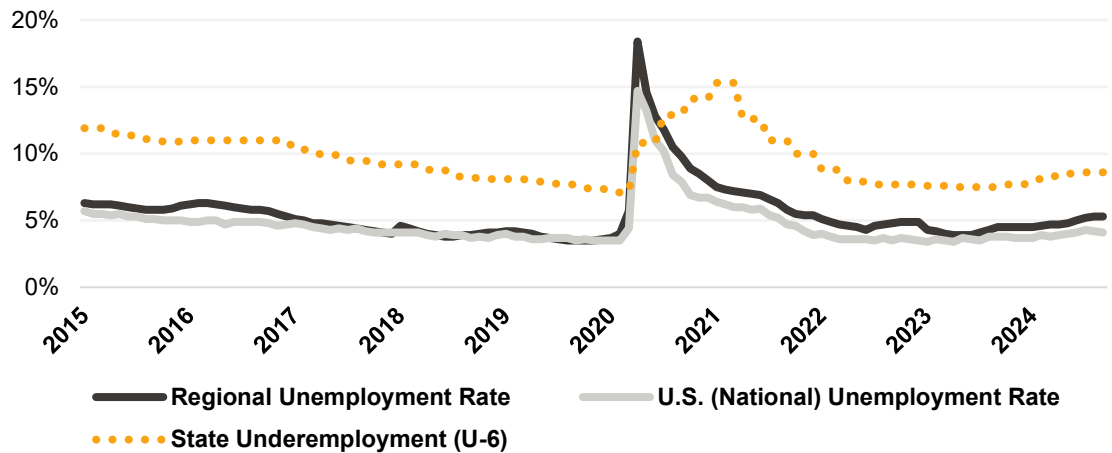


Environmental Factors

Unemployment

During the third quarter of 2024, the average size of the Chicago-area labor force increased by about 16,300 while employment in the region decreased slightly, by 1,800 jobs. As a result, the regional unemployment rate worsened to 5.3%, which was 1.2 percentage points higher than the national rate.

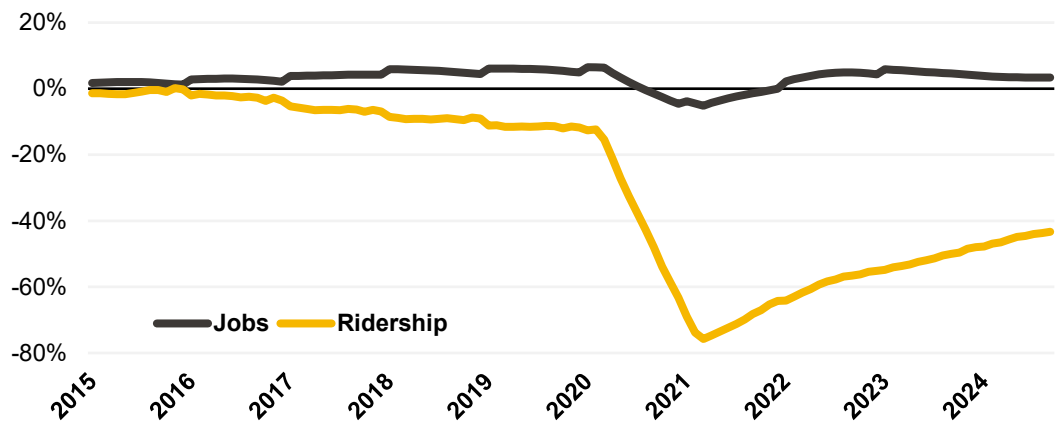
Regional and National Unemployment, and Illinois Underemployment Rates, 2015-2024



Regional Jobs

The twelve-month moving average of regional jobs increased slightly from the prior quarter and is now 3.4% higher than the same period of 2015. The moving average of ridership also improved during the third quarter but is still 43.3% below 2015 levels.

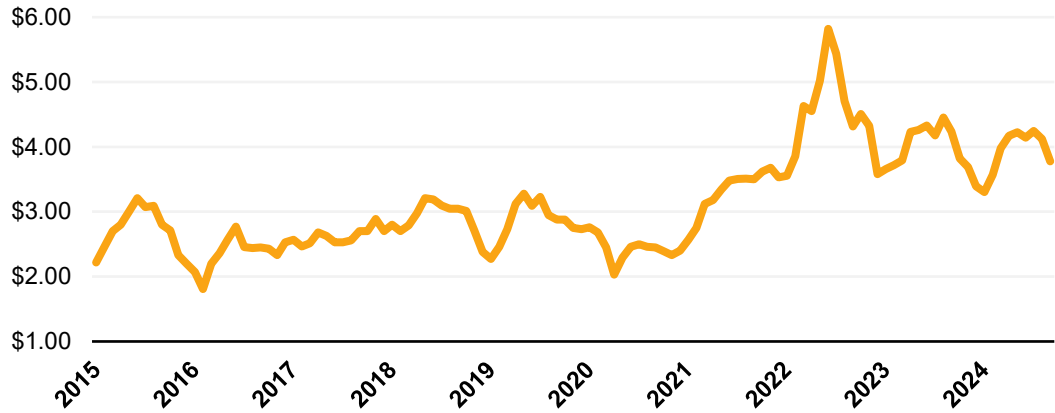
Regional Ridership vs. Regional Jobs, 2015-2024 (12-month moving average, % change)



Gas Prices

The average price per gallon of gasoline in the Chicago region during the third quarter of 2024 was \$4.05, a decrease of \$0.13 from the prior quarterly average, and 5.6% lower than the third quarter of 2023.

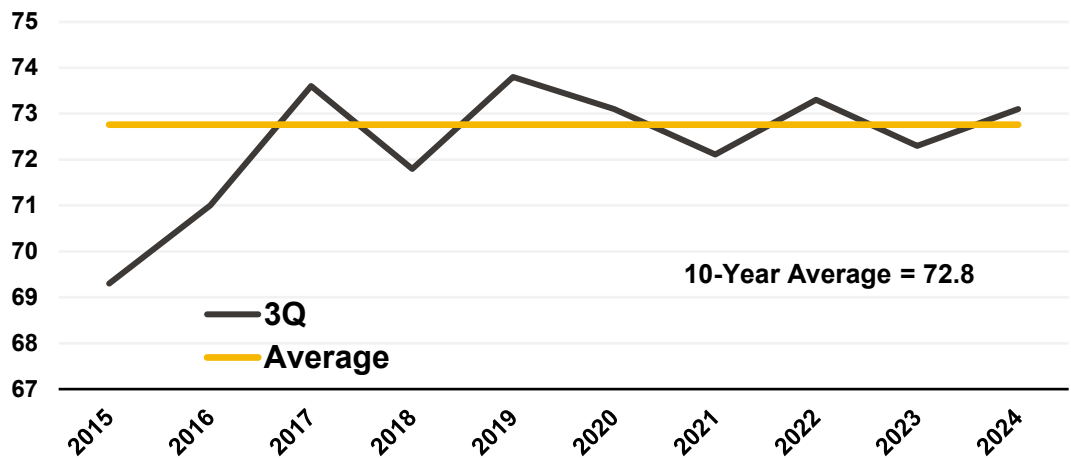
Regional Average Monthly Price per Gallon of Gasoline (2015-2024)



Average Temperature

The average temperature in Chicago for the third quarter of 2024 was 73.5 degrees, which was 0.7 degrees warmer than the 10-year average.

3rd Quarter Average Temperature (2015-2024)

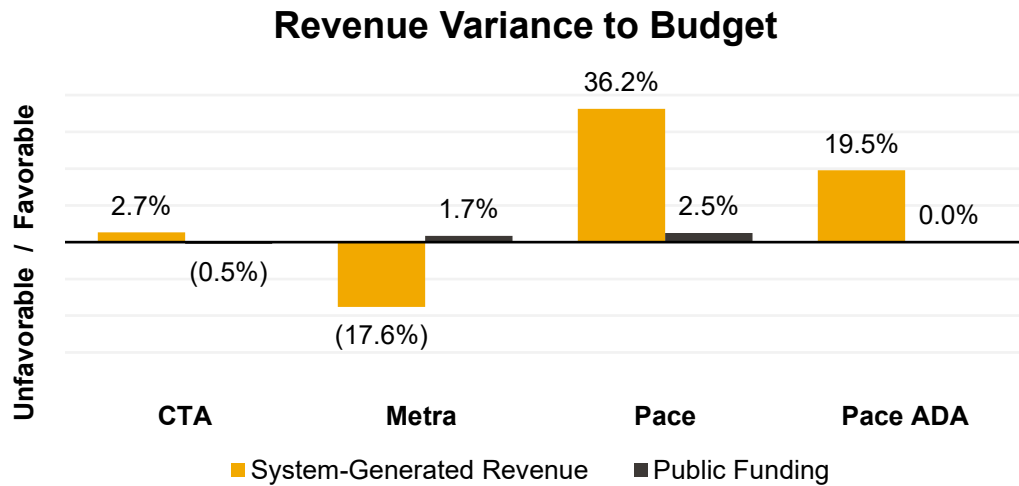


Financial Results

System-Generated Revenue and Public Funding

At the regional level, total system-generated revenue of \$560.7 million was \$17.9 million, or 3.1%, unfavorable to budget through September as CTA, Pace Suburban Service, and ADA Paratransit reported favorable results. Metra’s unfavorable result was due to lower than budgeted ridership and average fares, as well as lagging ancillary revenue. In contrast, strong ancillary revenue and above budget ridership at Pace are driving their favorable result.

RTA sales tax receipts collected through July surpassed the adopted budget by \$13.8 million or 1.5%. Year-to-date PTF receipts through September were 1.6% favorable to budget but weak RETT receipts finished the third quarter 23.4% unfavorable.



Operating Expenses

Total Service Board operating expenses of \$2.551 billion were \$184.5 million or 6.7% favorable to budget through September. Fuel expenses were favorable across all Service Boards except ADA Paratransit, resulting in an overall favorable variance of \$12.7 million through the third quarter.

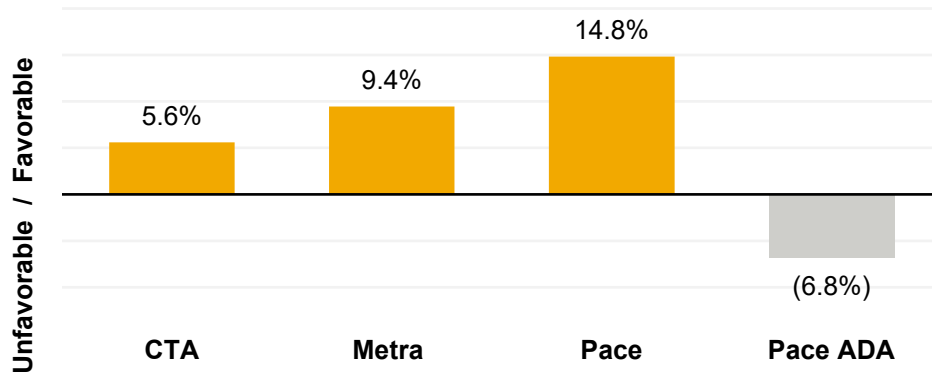
CTA's total expenses were \$83.8 million, or 5.6%, favorable to budget with savings generated from each expense category except purchased security services which finished the quarter unfavorable by \$17.7 million.

Metra's actual expense results were \$76.4 million, or 9.4%, favorable to budget with each expense category finishing favorable to budget except for motive electricity at \$1.6 million unfavorable through September.

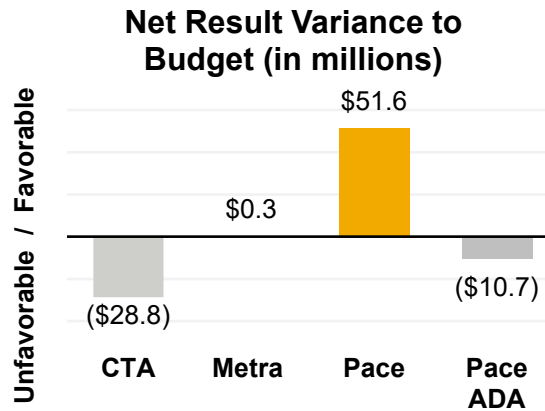
Pace Suburban Service reported favorable results in every expense category except parts and supplies producing an overall result which was \$36.9 million, or 14.8%, favorable to the adopted budget.

Pace ADA Paratransit total expenses were \$12.5 million, or 6.8%, unfavorable to budget through the third quarter due to higher than budgeted ridership causing purchased transportation and fuel costs to exceed budget.

Operating Expense Variance to Budget

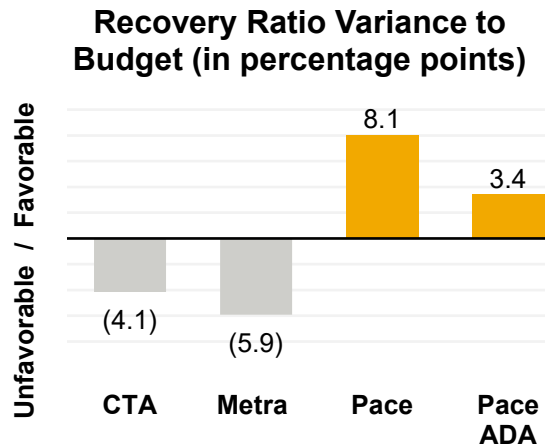


Net Results



The regional net result through the third quarter was \$12.4 million favorable to budget. CTA's result was \$28.8 million unfavorable to budget due to lower than anticipated federal relief drawdowns, while Metra reported a favorable net result of \$0.3 million. Pace Suburban Service finished favorable to budget by \$51.6 million, and ADA Paratransit reported an unfavorable to budget net result of \$10.7 million, indicating that additional funding may be needed for 2024.

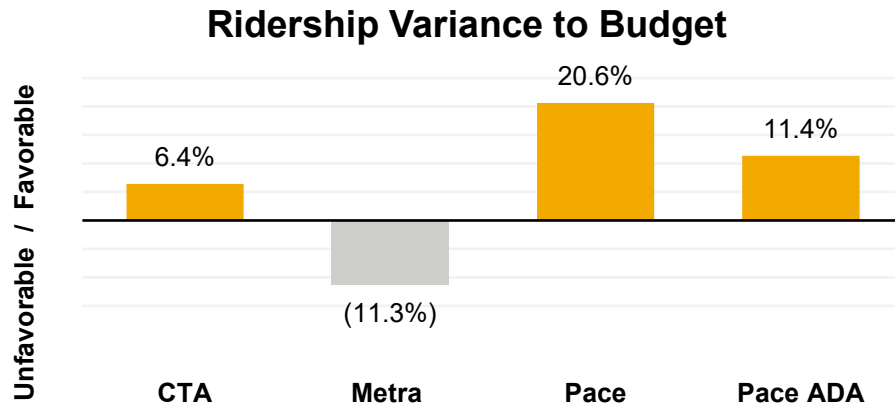
Recovery Ratios



Through September, the Service Boards included a total of \$430.5 million of federal relief funding in operating revenue, significantly less than the \$591.4 million budgeted. With that relief funding included, the regional recovery ratio was 47.5%, which was 3.3 percentage points unfavorable to budget. Slower than anticipated relief funding drawdowns contributed to unfavorable results at CTA and Metra, while Pace's good expense performance contributed to their favorable recovery ratio on Suburban Service. ADA Paratransit produced a favorable recovery ratio result due to favorable system-generated revenue.

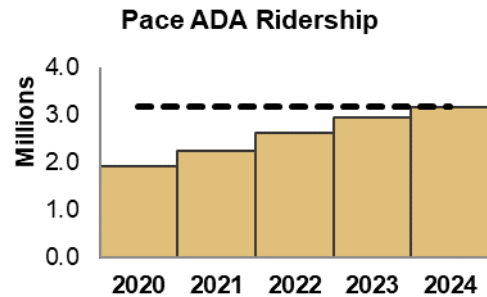
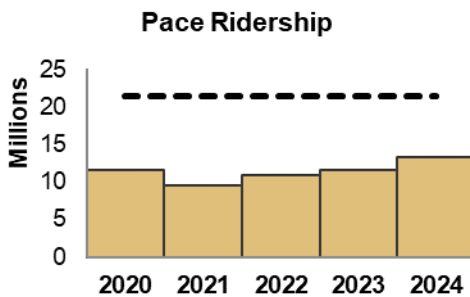
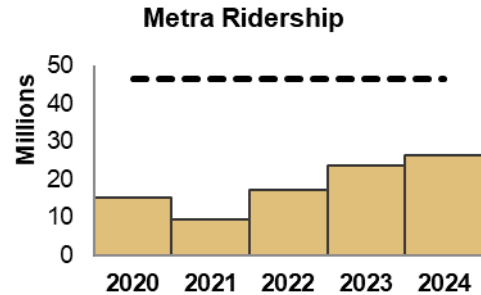
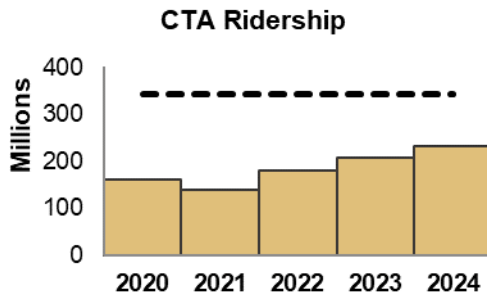
Ridership

Regional ridership finished the third quarter favorable to budget by 5.1%, and at 66.4% of pre-pandemic levels on a year-to-date basis. CTA, Pace Suburban Service, and ADA Paratransit reported favorable ridership results, while Metra finished the quarter unfavorable to budget.



Historical Trends

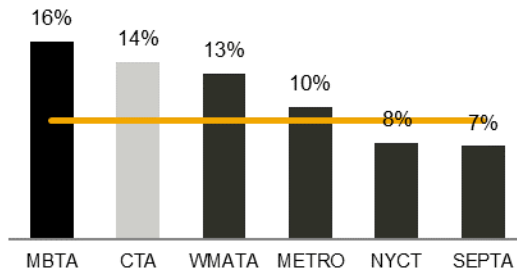
The charts below show each Service Board's year-to-date ridership for the last five years, as reported to the National Transit Database (NTD). The dashed line reflects 2019 (pre-pandemic) year-to-date ridership.



Peer Comparisons

The following peer comparisons show the percent change in year-to-date ridership for Q3 2024, by mode, in comparison to the same time period of 2023. Data are provided by the NTD. CTA bus experienced a ridership increase of 13.9%, CTA rail ridership increased by 9.3%, and Metra ridership was up 10.4%.

**Urban Bus Ridership
2024 vs. 2023**

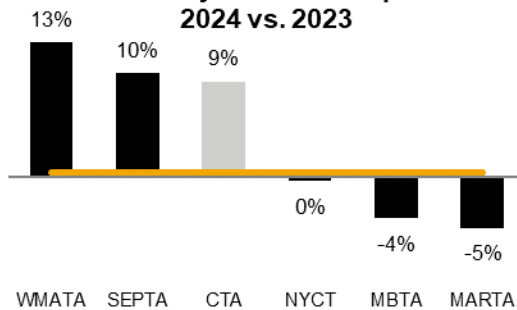


CTA bus peers include:

- MBTA (Boston)
- WMATA (Washington, DC)
- METRO (Los Angeles)
- NYCT (New York)
- SEPTA (Philadelphia)

Peer average: +9.3%

**Heavy Rail Ridership
2024 vs. 2023**

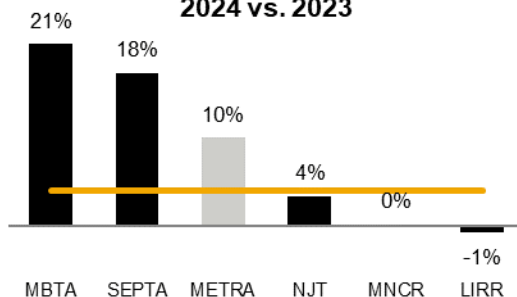


CTA rail peers include:

- WMATA (Washington, DC)
- SEPTA (Philadelphia)
- NYCT (New York City)
- MBTA (Boston)
- MARTA (Atlanta)

Peer average: +0.4%

**Commuter Rail Ridership
2024 vs. 2023**



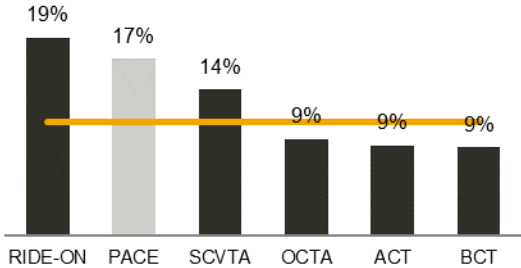
Metra's peers include:

- MBTA (Boston)
- SEPTA (Philadelphia)
- NJT (New Jersey/New York)
- MNCR (New York/Connecticut)
- LIRR (Long Island, New York)

Peer average: +4.2%

Pace bus year-to-date ridership was 17.3% higher compared to 2023; ADA Paratransit ridership increased by 7.8%.

**Suburban Bus Ridership
2024 vs. 2023**

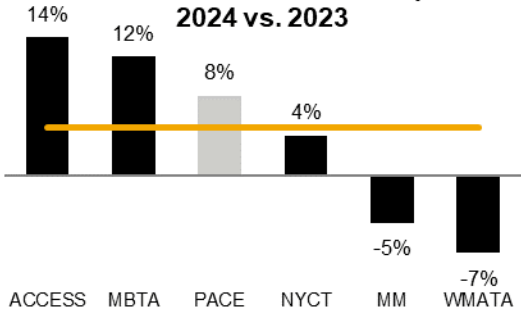


Pace bus peers include:

- RIDE-ON (DC area)
- SCVTA (San Francisco area)
- OCTA (Orange County, CA)
- ACT (Oakland Area)
- BCT (Miami area)

Peer average: +11.1%

**ADA Paratransit Ridership
2024 vs. 2023**



ADA Paratransit peers include:

- ACCESS (Los Angeles)
- MBTA (Boston)
- NYCT (New York City)
- MM (Minneapolis)
- WMATA (Washington, DC)

Peer Average: +4.8%

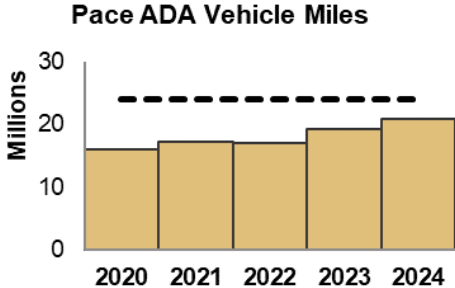
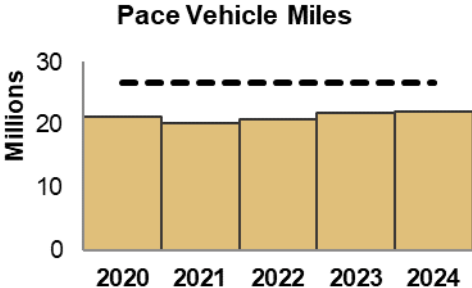
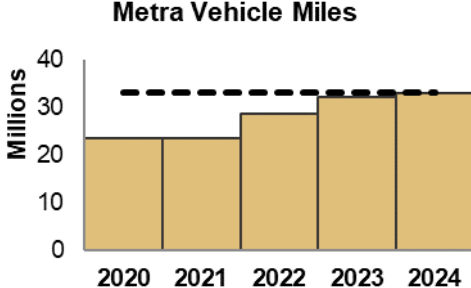
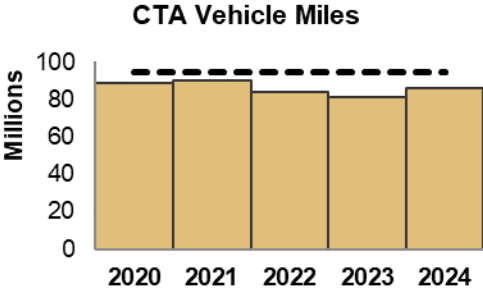
*Pace ADA ridership excludes Taxi Access Program rides



Service Miles

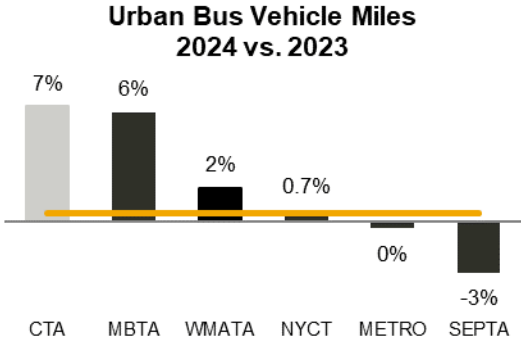
Historical Trends

The charts below show each Service Board’s year-to-date service miles (vehicle revenue miles) for the last five years, as reported to the National Transit Database (NTD). The dashed line reflects 2019 (pre-pandemic) year-to-date service miles.



Peer Comparisons

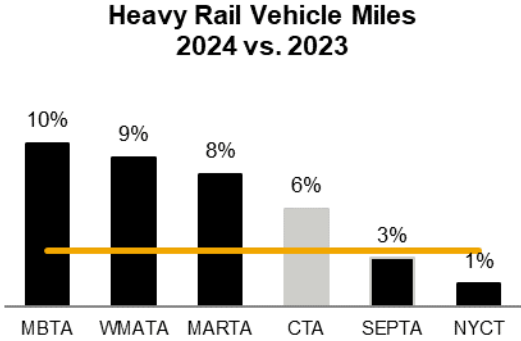
The following peer comparisons show the percent change in year-to-date vehicle revenue miles for Q3 2024, by mode, in comparison to the same time period of 2023. Data are provided by the NTD. CTA bus miles increased by 6.8%, CTA rail service increased by 5.7%, and Metra service was up 2.8%.



CTA bus peers include:

- MBTA (Boston)
- WMATA (Washington, DC)
- NYCT (New York)
- METRO (Los Angeles)
- SEPTA (Philadelphia)

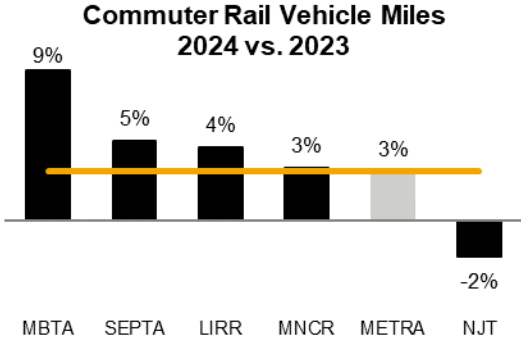
Peer average: +0.5%



CTA rail peers include:

- MBTA (Boston)
- WMATA (Washington, DC)
- MARTA (Atlanta)
- SEPTA (Philadelphia)
- NYCT (New York City)

Peer average: +3.3%



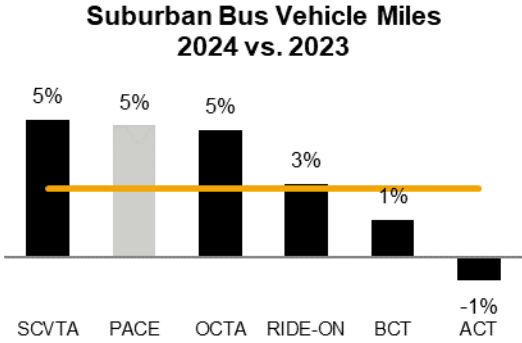
Metra's peers include:

- MBTA (Boston)
- SEPTA (Philadelphia)
- LIRR (Long Island, New York)
- MNCR (New York/Connecticut)
- NJT (New Jersey/New York)

Peer average: +2.9%



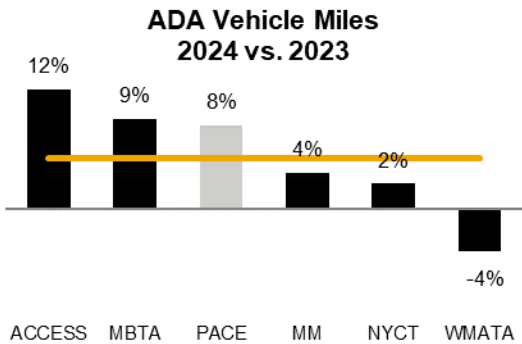
Pace bus year-to-date service, as measured by vehicle revenue miles, was 5.1% higher compared to 2023; ADA Paratransit service increased 8.2%.



Pace bus peers include:

- SCVTA (San Francisco area)
- OCTA (Orange County, CA)
- RIDE-ON (DC area)
- BCT (Miami area)
- ACT (Oakland Area)

Peer average: +2.6%



ADA Paratransit peers include:

- ACCESS (Los Angeles)
- MBTA (Boston)
- MM (Minneapolis)
- NYCT (New York City)
- WMATA (Washington, DC)

Peer Average: +4.9%



Year-to-Date Performance

The inputs for year-to-date performance measures are comprised of financial information provided by the Service Boards and operating statistics published by the federal National Transit Database (NTD). In the following charts, 2024 year-to-date performance is compared to 2023 performance for the same time period, with adjustments for inflation. Definitions of the inputs used in the reported performance measures are provided by the NTD:

Fare revenue: All income received directly from passengers, paid either in cash or through pre-paid tickets, passes, etc. It includes donations from those passengers who donate money on the vehicle. It includes the reduced fares paid by passengers in a user-side subsidy arrangement.

Operating cost: The expenses associated with the operation of the transit agency.

Passenger trips: The number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

Vehicle revenue hours: The hours that vehicles travel while in revenue service. Vehicle revenue hours include layover / recovery time and exclude deadhead, operator training, vehicle maintenance testing, and other non-revenue uses of vehicles.

Vehicle revenue miles: The miles that vehicles travel while in revenue service. Vehicle revenue miles include layover / recovery time and exclude deadhead, operator training, vehicle maintenance testing, and other non-revenue uses of vehicles.

The following charts show the year-to-date change for 2024 compared to the same time period of 2023. Bars above the line indicate favorable performance; bars below the line indicate unfavorable performance.

CTA

Year-to-date inputs and performance results

Fare Revenue: \$263.8 million, a 4.4% increase

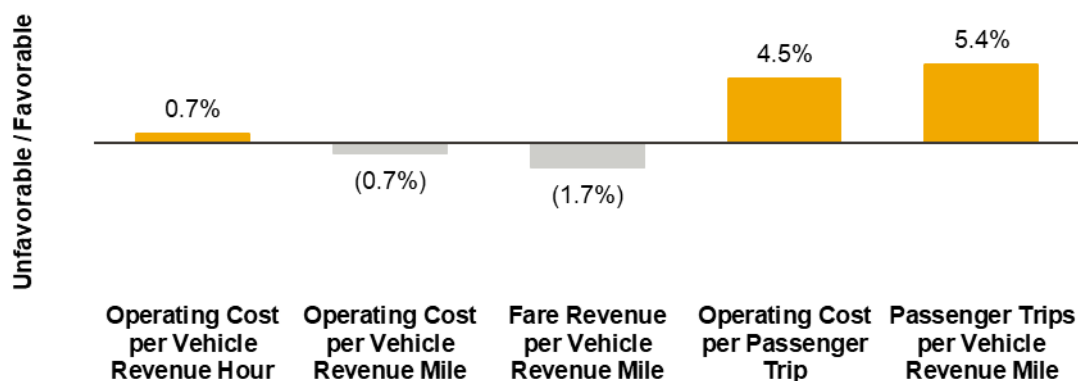
Operating Cost: \$1.41 billion, a 6.9% increase

Passenger Trips: 231.2 million, a 12.0% increase

Vehicle Revenue Hours: 6.9 million, a 7.6% increase

Vehicle Revenue Miles: 85.9 million, a 6.2% increase

CTA Year-to-Date Performance



CTA realized a 0.7% decrease in operating cost per vehicle revenue hour, producing a year-to-date cost per hour of \$203.44, a decrease of \$1.39. A 0.7% higher cost per vehicle revenue mile produced a year-to-date cost per mile of \$16.42, an increase of \$0.11.

Ridership increased by 24.7 million trips. Fare revenue per vehicle revenue mile was \$3.07, a decrease of \$0.05. CTA's operating cost per passenger trip decreased to \$6.10, a difference of \$0.29. Gains in ridership also contributed to favorable results for the productivity measure, passenger trips per vehicle mile, which increased to 2.69, a difference of 0.14 trips per mile.

Metra

Year-to-date input and performance results

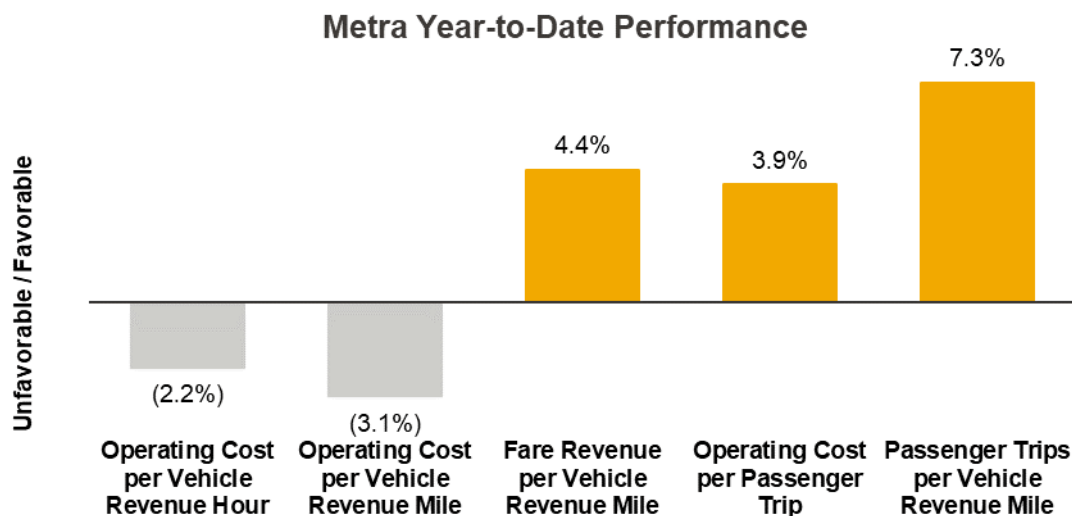
Fare Revenue: \$122.0 million, a 7.4% increase

Operating Cost: \$731.9 million, a 6.0% increase

Passenger Trips: 26.2 million, a 10.4% increase

Vehicle Revenue Hours: 1.1 million, a 3.8% increase

Vehicle Revenue Miles: 33.2 million, a 2.8% increase



Metra's year-over-year increase in operating cost resulted in higher operating cost per vehicle revenue hour and per vehicle revenue mile, up 2.2% and 3.1%, respectively. The year-to-date operating cost per vehicle revenue hour of \$647.31 was an increase of \$13.66. The operating cost per vehicle revenue mile was \$22.07, an increase of \$0.67.

Ridership increased by 2.5 million trips, contributing to increased fare revenue. Fare revenue per vehicle revenue mile was \$3.68, an increase of \$0.16. Metra's operating cost per passenger trip decreased to \$27.92 a difference of \$1.14. Gains in ridership also contributed to favorable results for the productivity measure, passenger trips per vehicle mile, which increased to 0.79, a difference of 0.05 trips per mile.

Pace Suburban

Year-to-date input and performance results

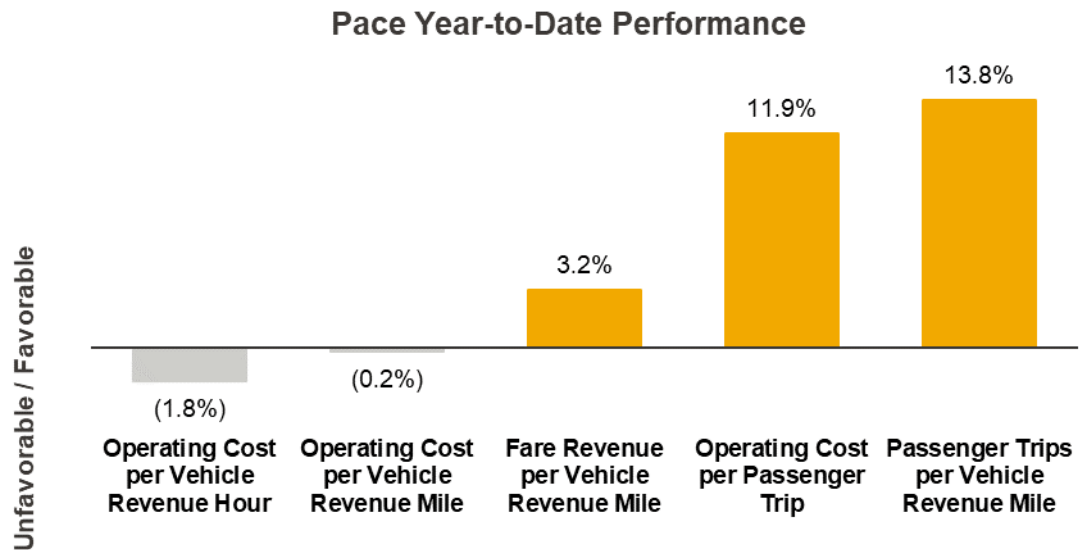
Fare Revenue: \$15.9 million, a 4.1% increase

Operating Cost: \$211.9 million, a 1.0% increase

Passenger Trips: 13.3 million, a 14.7% increase

Vehicle Revenue Hours: 1.4 million, a 0.8% decrease

Vehicle Revenue Miles: 22.1 million, a 0.8% increase



Pace's year-over-year increase in operating cost contributed to a 1.8% increase in operating cost per vehicle revenue hour and a 0.2% increase in operating cost per vehicle mile. The year-to-date operating cost per vehicle revenue hour of \$146.24 was an increase of \$2.65. The operating cost per vehicle revenue mile was \$9.61, an increase of \$0.02.

Ridership increased by 1.7 million trips, contributing to increased fare revenue. Fare revenue per vehicle revenue mile was \$0.72, an increase of \$0.02. Pace's operating cost per passenger trip decreased to \$15.87, a difference of \$2.15. Gains in ridership also contributed to favorable results for the productivity measure, passenger trips per vehicle mile, which increased to 0.61, a difference of 0.07 trips per mile.

Pace ADA Paratransit

Year-to-date input and performance results

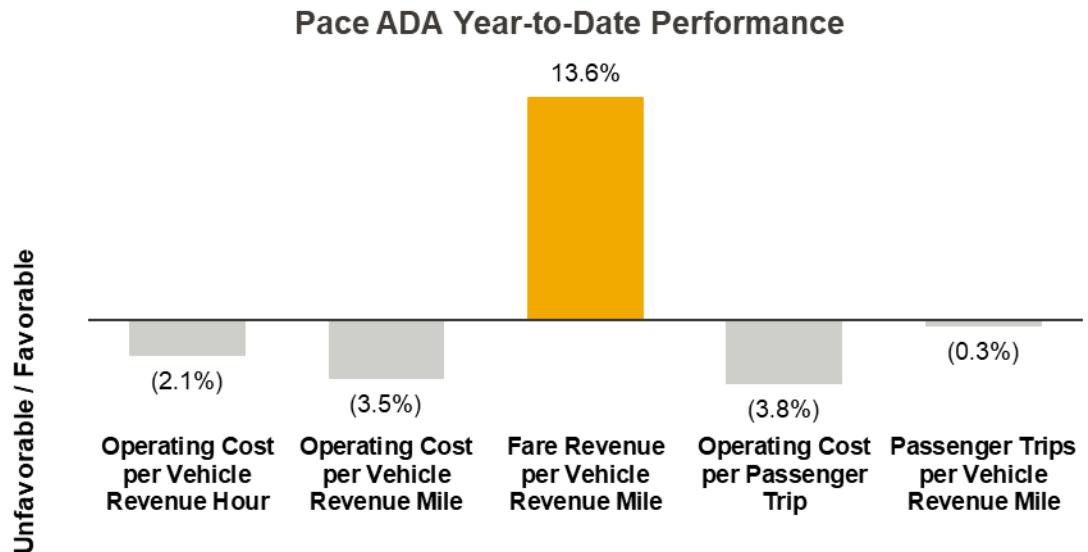
Fare Revenue: \$8.7 million, a 22.8% increase

Operating Cost: \$196.9 million, a 12.0% increase

Passenger Trips: 2.4 million, a 7.8% increase

Vehicle Revenue Hours: 1.5 million, a 9.7% increase

Vehicle Revenue Miles: 20.9 million, an 8.2% increase



Pace ADA's year-over-year increase in operating cost contributed to a 2.1% higher operating cost per vehicle revenue hour and 3.5% higher operating cost per vehicle mile. The year-to-date operating cost per vehicle revenue hour of \$133.37 was an increase of \$2.72. The operating cost per vehicle revenue mile was \$9.41, an increase of \$0.32.

Ridership increased by over 175 thousand trips, contributing to increased fare revenue, which was also bolstered by the re-introduction of TAP ride fares that had been suspended from March 2020 - April 2023. Fare revenue per vehicle revenue mile was \$0.42, an increase of \$0.05. ADA Paratransit operating cost per passenger trip increased to \$81.58, an increase of \$3.01. Gains in ridership were nearly matched by increases in vehicle miles, maintaining the 2023 result of 0.12 passenger trips per vehicle revenue mile.

Detailed Financial Results

Region

Current Year vs. Budget

Current Year vs. Prior Year

RTA Region (in millions)	September 2024				YTD 2024				September 2023			YTD 2023		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Unit	Change	Actual	Unit	Change
			Unit	%			Unit	%			%			%
System-Generated Revenues														
CTA	\$37.2	\$36.3	\$0.9	2.6%	\$325.8	\$317.2	\$8.5	2.7%	\$35.4	\$1.8	5.0%	\$302.2	\$23.6	7.8%
Metra	\$19.7	\$28.2	(\$8.4)	(29.9%)	\$182.9	\$222.0	(\$39.0)	(17.6%)	\$18.2	\$1.6	8.5%	\$159.8	\$23.1	14.5%
Pace	\$4.4	\$3.6	\$0.8	23.3%	\$40.5	\$29.7	\$10.8	36.2%	\$4.2	\$0.3	6.6%	\$34.9	\$5.6	16.0%
Pace ADA Paratransit	\$1.5	\$1.1	\$0.4	35.0%	\$11.5	\$9.6	\$1.9	19.5%	\$1.2	\$0.2	20.6%	\$9.4	\$2.1	22.6%
Total	\$62.8	\$69.1	(\$6.3)	(9.1%)	\$560.7	\$578.6	(\$17.9)	(3.1%)	\$59.0	\$3.9	6.5%	\$506.3	\$54.4	10.7%
Public Funding														
CTA	\$90.7	\$91.4	(\$0.7)	(0.8%)	\$778.4	\$782.1	(\$3.8)	(0.5%)	\$89.0	\$1.7	1.9%	\$754.8	\$23.5	3.1%
Metra	\$45.2	\$45.3	(\$0.1)	(0.2%)	\$395.6	\$389.1	\$6.5	1.7%	\$44.7	\$0.5	1.1%	\$386.0	\$9.6	2.5%
Pace	\$17.9	\$18.5	(\$0.6)	(3.1%)	\$162.1	\$158.2	\$3.9	2.5%	\$18.4	(\$0.5)	(2.8%)	\$160.1	\$2.1	1.3%
Pace ADA Paratransit	\$18.9	\$18.9	\$0.0	0.0%	\$179.3	\$179.3	\$0.0	0.0%	\$18.8	\$0.1	0.4%	\$169.5	\$9.8	5.8%
Total	\$172.7	\$174.0	(\$1.4)	(0.8%)	\$1,515.4	\$1,508.7	\$6.7	0.4%	\$171.0	\$1.7	1.0%	\$1,470.4	\$45.0	3.1%
Operating Expenses														
CTA	\$150.3	\$161.8	\$11.6	7.2%	\$1,409.8	\$1,493.6	\$83.8	5.6%	\$140.2	(\$10.1)	(7.2%)	\$1,275.8	(\$133.9)	(10.5%)
Metra	\$78.3	\$90.4	\$12.2	13.4%	\$731.9	\$808.3	\$76.4	9.4%	\$74.8	(\$3.5)	(4.6%)	\$667.7	(\$64.3)	(9.6%)
Pace	\$22.2	\$27.2	\$4.9	18.1%	\$211.9	\$248.8	\$36.9	14.8%	\$21.9	(\$0.3)	(1.4%)	\$202.9	(\$9.0)	(4.4%)
Pace ADA Paratransit	\$24.1	\$20.7	(\$3.4)	(16.5%)	\$196.9	\$184.3	(\$12.5)	(6.8%)	\$20.5	(\$3.7)	(18.0%)	\$170.1	(\$26.8)	(15.8%)
Total	\$274.9	\$300.2	\$25.2	8.4%	\$2,550.5	\$2,735.0	\$184.5	6.7%	\$257.4	(\$17.5)	(6.8%)	\$2,316.5	(\$234.0)	(10.1%)
Net Results														
CTA	\$4.3	\$0.0	\$4.3		(\$28.8)	\$0.0	(\$28.8)		(\$15.8)	\$20.1		(\$0.6)	(\$28.1)	
Metra	(\$1.1)	\$0.0	(\$1.1)		\$0.3	(\$0.0)	\$0.3		(\$1.9)	\$0.9		(\$8.6)	\$8.9	
Pace	\$0.1	(\$5.1)	\$5.2		(\$9.2)	(\$60.8)	\$51.6		\$0.6	(\$0.5)		(\$7.9)	(\$1.4)	
Pace ADA Paratransit	(\$3.8)	(\$0.7)	(\$3.0)		(\$6.1)	\$4.5	(\$10.7)		(\$0.4)	(\$3.4)		\$8.7	(\$14.9)	
Total	(\$0.5)	(\$5.8)	\$5.4		(\$43.8)	(\$56.3)	\$12.4		(\$17.5)	\$17.0		(\$8.3)	(\$35.5)	
Operating Deficit														
CTA	\$113.0	\$125.6	\$12.5	10.0%	\$1,084.0	\$1,176.3	\$92.3	7.8%	\$104.8	(\$8.3)	(7.9%)	\$973.6	(\$110.4)	(11.3%)
Metra	\$58.5	\$62.3	\$3.7	6.0%	\$549.0	\$586.3	\$37.3	6.4%	\$56.6	(\$1.9)	(3.4%)	\$507.9	(\$41.1)	(8.1%)
Pace	\$17.8	\$23.6	\$5.8	24.4%	\$171.4	\$219.0	\$47.6	21.8%	\$17.8	(\$0.0)	(0.1%)	\$167.9	(\$3.4)	(2.0%)
Pace ADA Paratransit	\$22.7	\$19.6	(\$3.0)	(15.5%)	\$185.4	\$174.7	(\$10.7)	(6.1%)	\$19.3	(\$3.4)	(17.8%)	\$160.7	(\$24.7)	(15.4%)
Total	\$212.1	\$231.1	\$19.0	8.2%	\$1,989.8	\$2,156.4	\$166.7	7.7%	\$198.4	(\$13.7)	(6.9%)	\$1,810.2	(\$179.6)	(9.9%)
Recovery Ratio														
CTA	51.2%	51.0%	0.2 pts		51.2%	55.3%	(4.1) pts		31.6%	19.6 pts		48.9%	2.3 pts	
Metra	44.0%	53.3%	(9.3) pts		49.5%	55.4%	(5.9) pts		41.0%	3.0 pts		44.2%	5.3 pts	
Pace	26.1%	18.5%	7.6 pts		24.8%	16.7%	8.1 pts		38.1%	(12.1) pts		23.1%	1.7 pts	
Pace ADA Paratransit	12.3%	7.5%	4.8 pts		10.9%	7.5%	3.4 pts		10.5%	1.8 pts		10.5%	0.4 pts	
System (Statutory)	45.9%	47.9%	(2.0) pts		47.5%	50.8%	(3.3) pts		34.2%	11.7 pts		43.8%	3.6 pts	
Ridership														
CTA	27.8	25.6	2.2	8.6%	231.2	217.2	14.0	6.4%	25.9	2.0	7.6%	206.5	24.7	12.0%
Metra	3.1	3.5	(0.4)	(12.5%)	26.2	29.6	(3.3)	(11.3%)	2.9	0.2	8.0%	23.7	2.5	10.7%
Pace	1.6	1.4	0.2	15.1%	13.6	11.2	2.3	20.6%	1.5	0.1	9.3%	11.6	1.9	16.5%
Pace ADA Paratransit	0.4	0.3	0.1	26.6%	3.5	3.1	0.4	11.4%	0.3	0.1	40.1%	2.9	0.6	19.0%
Total	33.0	30.9	2.1	6.7%	274.4	261.1	13.3	5.1%	30.5	2.5	8.1%	244.7	29.7	12.1%



CTA

CTA (in millions)	Current Year vs. Budget								Current Year vs. Prior Year					
	September 2024				YTD 2024				September 2023			YTD 2023		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Unit	Change %	Actual	Unit	Change %
System-Generated Revenues														
Farebox Revenue	\$30.9	\$29.8	\$1.1	3.8%	\$263.8	\$259.4	\$4.4	1.7%	\$29.1	\$1.8	5.9%	\$244.4	\$19.4	7.9%
Reduced Fare Subsidy	\$1.3	\$1.3	\$0.0	0.0%	\$11.9	\$11.9	\$0.0	0.0%	\$1.2	\$0.1	7.9%	\$11.0	\$0.9	8.5%
Other	\$4.9	\$5.1	(\$0.2)	(3.8%)	\$50.1	\$46.0	\$4.1	8.9%	\$5.1	(\$0.2)	(3.0%)	\$46.9	\$3.2	6.9%
Total	\$37.2	\$36.3	\$0.9	2.6%	\$325.8	\$317.2	\$8.5	2.7%	\$35.4	\$1.8	4.8%	\$302.2	\$23.6	7.8%
Federal Relief Funding - Fare Revenue Replacement	\$26.7	\$34.2	(\$7.5)	(22.0%)	\$276.9	\$394.2	(\$117.3)	(29.8%)	\$0.0	\$26.7	#DIV/0!	\$218.2	\$58.7	26.9%
Public Funding														
Sales Tax I	\$43.0	\$43.0	\$0.0	0.0%	\$377.7	\$374.3	\$3.3	0.9%	\$42.7	\$0.4	0.9%	\$365.7	\$12.0	3.3%
Sales Tax II	\$3.3	\$3.3	\$0.0	0.0%	\$26.4	\$24.9	\$1.5	6.0%	\$3.5	(\$0.2)	(6.1%)	\$27.7	(\$1.3)	(4.7%)
PTF II	\$8.2	\$8.3	(\$0.1)	(1.3%)	\$70.9	\$69.4	\$1.5	2.2%	\$8.4	(\$0.1)	(1.7%)	\$68.8	\$2.1	3.0%
25% PTF on RETT	\$1.3	\$1.6	(\$0.3)	(20.8%)	\$9.9	\$13.8	(\$4.0)	(28.7%)	\$1.1	\$0.2	13.3%	\$10.8	(\$0.9)	(8.6%)
City of Chicago RETT	\$5.9	\$5.9	\$0.0	0.0%	\$42.5	\$55.5	(\$13.0)	(23.4%)	\$4.9	\$1.1	22.0%	\$41.6	\$0.9	2.2%
Non-Statutory Funding - PTF I	\$26.5	\$26.8	(\$0.3)	(1.0%)	\$230.2	\$223.4	\$6.8	3.0%	\$26.5	\$0.1	0.2%	\$222.7	\$7.5	3.4%
Non-Statutory Funding - ST I	\$2.3	\$2.3	\$0.0	0.0%	\$20.8	\$20.8	\$0.0	0.0%	\$2.3	\$0.0	0.0%	\$20.8	\$0.0	0.0%
ICE Funding for Operations	\$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%
Total	\$90.7	\$91.4	(\$0.7)	(0.8%)	\$778.4	\$782.1	(\$3.8)	(0.5%)	\$89.3	\$1.3	1.5%	\$758.1	\$20.3	2.7%
Total Revenues	\$154.5	\$161.8	(\$7.3)	(4.5%)	\$1,381.0	\$1,493.6	(\$112.6)	(7.5%)	\$124.8	\$29.8	23.9%	\$1,278.4	\$102.6	8.0%
Operating Expenses														
Labor	\$107.7	\$108.9	\$1.2	1.1%	\$979.0	\$1,019.2	\$40.2	3.9%	\$100.8	(\$6.9)	(6.9%)	\$896.5	(\$82.4)	(9.2%)
Material	\$10.7	\$11.1	\$0.4	3.8%	\$96.0	\$98.2	\$2.2	2.2%	\$10.2	(\$0.5)	(4.9%)	\$85.9	(\$10.2)	(11.8%)
Fuel - Revenue Equip	\$3.4	\$4.0	\$0.6	14.0%	\$31.0	\$37.0	\$6.0	16.1%	\$3.1	(\$0.3)	(10.9%)	\$28.8	(\$2.2)	(7.6%)
Power	\$2.4	\$2.9	\$0.5	16.4%	\$25.8	\$27.6	\$1.8	6.7%	\$2.3	(\$0.1)	(2.8%)	\$19.9	(\$5.9)	(29.6%)
Provision for Injuries & Damages	\$1.7	\$1.7	\$0.0	0.0%	\$14.9	\$14.9	\$0.0	0.0%	\$1.7	\$0.0	1.7%	\$15.1	\$0.3	1.7%
Purchase of Security Svcs	\$7.0	\$5.4	(\$1.6)	(29.8%)	\$66.6	\$48.9	(\$17.7)	(36.3%)	\$6.3	(\$0.7)	(11.4%)	\$42.3	(\$24.2)	(57.2%)
Other Expenses	\$17.4	\$27.9	\$10.6	37.8%	\$196.5	\$247.9	\$51.4	20.7%	\$15.8	(\$1.6)	(9.8%)	\$187.2	(\$9.3)	(5.0%)
Total	\$150.3	\$161.8	\$11.6	7.2%	\$1,409.8	\$1,493.6	\$83.8	5.6%	\$140.2	(\$10.1)	(7.2%)	\$1,275.8	(\$133.9)	(10.5%)
Net Result	\$4.3	\$0.0	\$4.3		(\$28.8)	\$0.0	(\$28.8)		(\$15.4)	\$19.7		\$2.6	(\$31.4)	
Operating Deficit	\$113.0	\$125.6	\$12.5	10.0%	#####	\$1,176.3	\$92.3	7.8%	\$104.8	(\$8.3)	(7.9%)	\$973.6	(\$110.4)	(11.3%)
Recovery Ratio	51.2%	51.0%	0.2 pts		51.2%	55.3%	(4.1) pts		31.6%	19.6 pts		48.9%	2.3 pts	
Ridership	27.8	25.6	2.2	8.6%	231.2	217.2	14.0	6.4%	25.9	2.0	7.6%	206.5	24.7	12.0%
<i>Average Fare</i>	<i>\$ 1.11</i>	<i>\$ 1.16</i>	<i>\$(0.05)</i>	<i>(4.4%)</i>	<i>\$ 1.14</i>	<i>\$ 1.19</i>	<i>\$(0.05)</i>	<i>(4.5%)</i>	<i>\$ 1.13</i>	<i>\$(0.01)</i>	<i>(1.3%)</i>	<i>\$ 1.18</i>	<i>\$(0.04)</i>	<i>(3.6%)</i>

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



Metra

METRA (in millions)	Current Year vs. Budget								Current Year vs. Prior Year					
	September 2024				YTD 2024				September 2023			YTD 2023		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
		Unit	%			Unit	%		Unit	%		Unit	%	
System-Generated Revenues														
Farebox Revenue	\$14.2	\$16.8	(\$2.5)	(15.0%)	\$122.0	\$139.6	(\$17.5)	(12.6%)	\$12.9	\$1.3	10.4%	\$109.9	\$12.1	11.0%
Reduced Fare Subsidy	\$0.2	\$0.1	\$0.0	10.0%	\$1.4	\$1.3	\$0.0	3.3%	\$0.1	\$0.0	10.0%	\$1.2	\$0.1	9.0%
Other	\$5.3	\$11.3	(\$5.9)	(52.6%)	\$59.5	\$81.1	(\$21.6)	(26.6%)	\$5.1	\$0.2	3.8%	\$48.6	\$10.9	22.4%
Total	\$19.7	\$28.2	(\$8.4)	(29.9%)	\$182.9	\$222.0	(\$39.0)	(17.6%)	\$18.2	\$1.6	8.5%	\$159.8	\$23.1	14.5%
Federal Relief Funding - Fare Revenue Replacement	\$12.3	\$17.0	(\$4.7)	(27.8%)	\$153.7	\$197.2	(\$43.6)	(22.1%)	\$10.0	\$2.3	22.7%	\$113.3	\$40.4	35.6%
Public Funding														
Sales Tax I	\$34.0	\$34.0	\$0.0	0.0%	\$299.7	\$295.6	\$4.1	1.4%	\$33.5	\$0.5	1.5%	\$293.3	\$6.3	2.2%
Sales Tax II	\$2.7	\$2.7	\$0.0	0.0%	\$21.4	\$20.2	\$1.2	6.0%	\$2.8	(\$0.2)	(6.1%)	\$22.5	(\$1.0)	(4.7%)
PTF II	\$6.7	\$6.8	(\$0.1)	(1.3%)	\$57.6	\$56.4	\$1.3	2.2%	\$6.8	(\$0.1)	(1.7%)	\$55.9	\$1.7	3.0%
Non-Statutory Funding - ST I	\$1.9	\$1.9	\$0.0	0.0%	\$16.9	\$16.9	\$0.0	0.0%	\$1.9	\$0.0	0.0%	\$16.9	\$0.0	0.0%
ICE Funding for Operations	\$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%
Total	\$45.2	\$45.3	(\$0.1)	(0.2%)	\$395.6	\$389.1	\$6.5	1.7%	\$45.0	\$0.2	0.5%	\$388.7	\$7.0	1.8%
Total Revenues	\$77.2	\$90.4	(\$13.2)	(14.6%)	\$732.2	\$808.3	(\$76.1)	(9.4%)	\$73.2	\$4.0	5.5%	\$661.7	\$70.5	10.6%
Operating Expenses														
Transportation	\$25.0	\$25.3	\$0.3	1.2%	\$222.1	\$226.4	\$4.3	1.9%	\$23.1	(\$1.9)	(8.2%)	\$202.8	(\$19.3)	(9.5%)
Engineering	\$16.6	\$24.2	\$7.6	31.3%	\$172.8	\$198.6	\$25.8	13.0%	\$16.0	(\$0.6)	(4.0%)	\$149.5	(\$23.3)	(15.6%)
Mechanical	\$19.8	\$18.7	(\$1.1)	(6.0%)	\$168.7	\$171.0	\$2.3	1.3%	\$17.1	(\$2.8)	(16.2%)	\$157.6	(\$11.1)	(7.0%)
Administration	\$9.0	\$12.1	\$3.1	25.7%	\$80.6	\$111.3	\$30.7	27.6%	\$9.8	\$0.8	7.9%	\$76.8	(\$3.8)	(4.9%)
Fuel	\$5.5	\$5.4	(\$0.1)	(1.8%)	\$52.7	\$57.5	\$4.9	8.5%	\$4.4	(\$1.1)	(24.9%)	\$42.0	(\$10.7)	(25.4%)
Motive Electricity	\$0.5	\$0.4	(\$0.2)	(52.5%)	\$5.0	\$3.5	(\$1.6)	(44.9%)	\$0.3	(\$0.2)	(55.2%)	\$3.5	(\$1.5)	(44.1%)
Downtown Stations	\$0.4	\$1.5	\$1.1	74.4%	\$7.0	\$13.5	\$6.4	47.8%	\$1.3	\$1.0	71.4%	\$11.7	\$4.6	39.6%
Claims and claims related	\$1.5	\$2.9	\$1.5	50.3%	\$22.9	\$26.5	\$3.6	13.4%	\$2.9	\$1.4	49.0%	\$23.7	\$0.8	3.2%
Total	\$78.3	\$90.4	\$12.2	13.4%	\$731.9	\$808.3	\$76.4	9.4%	\$74.8	(\$3.5)	(4.6%)	\$667.7	(\$64.3)	(9.6%)
Net Result	(\$1.1)	\$0.0	(\$1.1)		\$0.3	\$0.0	\$0.3		(\$1.6)	\$0.6		(\$5.9)	\$6.2	
Operating Deficit	\$58.5	\$62.3	\$3.7	6.0%	\$549.0	\$586.3	\$37.3	6.4%	\$56.6	(\$1.9)	(3.4%)	\$507.9	(\$41.1)	(8.1%)
Recovery Ratio	44.0%	53.3%	(9.3) pts		49.5%	55.4%	(5.9) pts		41.0%	3.0 pts		44.2%	5.3 pts	
Ridership	3.1	3.5	(0.4)	(12.5%)	26.2	29.6	(3.3)	(11.3%)	2.9	0.2	8.0%	23.7	2.5	10.7%
<i>Average Fare</i>	<i>\$ 4.62</i>	<i>\$ 4.75</i>	<i>\$ (0.14)</i>	<i>(2.9%)</i>	<i>\$ 4.60</i>	<i>\$ 4.68</i>	<i>\$ (0.09)</i>	<i>(1.9%)</i>	<i>\$ 4.26</i>	<i>\$ 0.35</i>	<i>8.3%</i>	<i>\$ 4.25</i>	<i>\$ 0.35</i>	<i>8.2%</i>

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



Pace Suburban

PACE SUBURBAN (in millions)	Current Year vs. Budget								Current Year vs. Prior Year					
	September 2024				YTD 2024				September 2023			YTD 2023		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Change Unit	%	Actual	Change Unit	%
System-Generated Revenues														
Farebox Revenue	\$1.9	\$1.9	\$0.0	0.5%	\$15.9	\$14.7	\$1.3	8.5%	\$1.8	\$0.1	4.6%	\$14.8	\$1.1	7.6%
Reduced Fare Subsidy	\$0.1	\$0.1	\$0.0	0.0%	\$1.1	\$1.1	\$0.0	0.0%	\$0.1	\$0.0	8.5%	\$1.0	\$0.1	8.5%
Other	\$2.4	\$1.6	\$0.8	52.6%	\$23.5	\$14.0	\$9.5	68.1%	\$2.2	\$0.2	8.1%	\$19.1	\$4.4	22.8%
Total	\$4.4	\$3.6	\$0.8	23.3%	\$40.5	\$29.7	\$10.8	36.2%	\$4.2	\$0.3	6.6%	\$34.9	\$5.6	16.0%
Federal Relief Funding - Fare Revenue Replacement	\$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%
Public Funding														
Sales Tax I	\$10.8	\$10.8	\$0.0	0.0%	\$95.1	\$93.7	\$1.4	1.5%	\$10.6	\$0.1	1.3%	\$93.3	\$1.8	1.9%
Sales Tax II	\$0.9	\$0.9	\$0.0	0.0%	\$7.1	\$6.7	\$0.4	6.0%	\$0.9	(\$0.1)	(6.1%)	\$7.5	(\$0.3)	(4.7%)
PTF II	\$2.2	\$2.3	(\$0.0)	(1.3%)	\$19.2	\$18.8	\$0.4	2.2%	\$2.3	(\$0.0)	(1.7%)	\$18.6	\$0.6	3.0%
SCMF	\$2.8	\$2.8	\$0.0	0.0%	\$25.0	\$24.7	\$0.3	1.1%	\$2.8	\$0.0	1.3%	\$24.4	\$0.6	2.6%
SSJA	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.6	(\$0.6)	(100.0%)	\$5.6	(\$5.6)	(100.0%)
Non-Statutory Funding - PTF I	\$0.5	\$0.5	(\$0.0)	(1.0%)	\$4.7	\$4.6	\$0.1	3.0%	\$0.5	\$0.0	0.2%	\$4.5	\$0.2	3.4%
Non-Statutory Funding - ST I	\$0.6	\$0.6	\$0.0	0.0%	\$5.6	\$5.6	\$0.0	0.0%	\$0.5	\$0.1	18.5%	\$4.8	\$0.9	18.5%
ICE Funding	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	0.0%
CMAQ/JARC/Enhanced Mobility/Bus Facility	\$0.0	\$0.5	(\$0.5)	(100.0%)	\$5.4	\$4.1	\$1.3	32.2%	\$0.1	(\$0.1)	(100.0%)	\$1.4	\$4.0	293.6%
Total	\$17.9	\$18.5	(\$0.6)	(3.1%)	\$162.1	\$158.2	\$3.9	2.5%	\$18.4	(\$0.5)	(2.8%)	\$160.1	\$2.1	1.3%
Total Revenues	\$22.3	\$22.1	\$0.3	1.2%	\$202.7	\$188.0	\$14.7	7.8%	\$22.6	(\$0.2)	(1.1%)	\$195.0	\$7.6	3.9%
Operating Expenses														
Labor/Fringes	\$12.5	\$14.6	\$2.1	14.7%	\$121.7	\$134.1	\$12.3	9.2%	\$12.0	(\$0.4)	(3.7%)	\$110.1	(\$11.7)	(10.6%)
Parts/Supplies	\$1.1	\$1.1	(\$0.1)	(6.8%)	\$10.9	\$9.9	(\$1.0)	(10.3%)	\$1.1	(\$0.0)	(3.4%)	\$9.0	(\$1.9)	(21.0%)
Purchased Trans	\$2.3	\$2.7	\$0.5	17.0%	\$21.0	\$25.2	\$4.2	16.9%	\$2.7	\$0.4	16.3%	\$16.9	(\$4.1)	(24.2%)
Fuel	\$1.1	\$1.4	\$0.4	24.8%	\$10.2	\$13.2	\$3.1	23.2%	\$1.3	\$0.2	15.8%	\$10.5	\$0.3	2.9%
Utilities	\$0.5	\$0.5	(\$0.0)	(8.1%)	\$4.3	\$4.5	\$0.2	3.8%	\$0.6	\$0.1	11.8%	\$4.3	(\$0.0)	(0.7%)
Health Insurance	\$2.2	\$2.5	\$0.4	14.5%	\$18.8	\$22.9	\$4.0	17.6%	\$1.9	(\$0.3)	(17.4%)	\$16.6	(\$2.3)	(13.8%)
Liability Insurance	\$1.0	\$1.5	\$0.5	34.8%	\$9.4	\$13.6	\$4.2	31.1%	\$0.8	(\$0.2)	(27.0%)	\$14.3	\$5.0	34.7%
Other	\$2.2	\$3.7	\$1.5	40.8%	\$21.6	\$34.1	\$12.5	36.6%	\$2.3	\$0.1	3.3%	\$27.8	\$6.2	22.2%
Overhead Allocation	(\$0.6)	(\$1.0)	(\$0.3)	35.9%	(\$6.0)	(\$8.7)	(\$2.6)	30.5%	(\$0.7)	(\$0.1)	11.2%	(\$6.5)	(\$0.5)	7.3%
Total	\$22.2	\$27.2	\$4.9	18.1%	\$211.9	\$248.8	\$36.9	14.8%	\$21.9	(\$0.3)	(1.4%)	\$202.9	(\$9.0)	(4.4%)
Net Result	\$0.1	(\$5.1)	\$5.2		(\$9.2)	(\$60.8)	\$51.6		\$0.6	(\$0.5)		(\$7.9)	(\$1.4)	
Operating Deficit	\$17.8	\$23.6	\$5.8	24.4%	\$171.4	\$219.0	\$47.6	21.8%	\$17.8	(\$0.0)	(0.1%)	\$167.9	(\$3.4)	(2.0%)
Recovery Ratio	26.1%	18.5%	7.6 pts		24.8%	16.7%	8.1 pts		38.1%	(12.1) pts		23.1%	1.7 pts	
Ridership	1.6	1.4	0.2	15.1%	13.6	11.2	2.3	20.6%	1.5	0.1	9.3%	11.6	1.9	16.5%
<i>Average Fare</i>	<i>\$ 1.18</i>	<i>\$ 1.35</i>	<i>\$ (0.17)</i>	<i>(12.7%)</i>	<i>\$ 1.17</i>	<i>\$ 1.30</i>	<i>\$ (0.13)</i>	<i>(10.0%)</i>	<i>\$ 1.23</i>	<i>\$ (0.05)</i>	<i>(4.3%)</i>	<i>\$ 1.27</i>	<i>\$ (0.10)</i>	<i>(7.7%)</i>

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



ADA Paratransit

ADA PARATRANSIT (in millions)	Current Year vs. Budget								Current Year vs. Prior Year					
	September 2024				YTD 2024				September 2023			YTD 2023		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Unit	Change %	Actual	Unit	Change %
System-Generated Revenues														
Farebox Revenue	\$1.1	\$0.9	\$0.2	25.5%	\$8.7	\$7.8	\$0.9	11.9%	\$0.9	\$0.2	23.7%	\$6.9	\$1.9	27.0%
Other	\$0.4	\$0.2	\$0.2	76.1%	\$2.8	\$1.8	\$1.0	52.7%	\$0.3	\$0.0	11.8%	\$2.5	\$0.3	10.5%
Total	\$1.5	\$1.1	\$0.4	35.0%	\$11.5	\$9.6	\$1.9	19.5%	\$1.2	\$0.2	20.6%	\$9.4	\$2.1	22.6%
Federal Relief Funding - Fare Revenue Replacement	\$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%
Public Funding														
ADA Paratransit Funding	\$18.9	\$18.9	\$0.0	0.0%	\$170.1	\$170.1	\$0.0	0.0%	\$18.9	\$0.0	0.0%	\$170.1	\$0.0	0.0%
Additional State Funding	\$0.0	\$0.0	\$0.0	0.0%	\$9.1	\$9.1	\$0.0	0.0%	\$0.0	\$0.0	0.0%	\$9.1	\$0.0	0.0%
CRRSAA Public Funding Replacement	\$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%
Total	\$18.9	\$18.9	\$0.0	0.0%	\$179.3	\$179.3	\$0.0	0.0%	\$18.9	\$0.0	0.0%	\$179.3	\$0.0	0.0%
Total Revenues	\$20.4	\$20.0	\$0.4	1.9%	\$190.7	\$188.9	\$1.9	1.0%	\$20.1	\$0.2	1.2%	\$188.6	\$2.1	1.1%
Operating Expenses														
Labor/Fringes	\$0.3	\$0.5	\$0.2	42.1%	\$4.0	\$4.9	\$0.9	18.4%	\$0.4	\$0.1	19.8%	\$3.6	(\$0.3)	(9.6%)
Parts/Supplies	\$0.0	\$0.0	\$0.0	100.0%	\$0.0	\$0.0	\$0.0	99.6%	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	99.4%
Purchased Trans	\$22.1	\$18.1	(\$4.1)	(22.4%)	\$176.6	\$160.5	(\$16.2)	(10.1%)	\$18.2	(\$4.0)	(21.8%)	\$150.2	(\$26.4)	(17.6%)
Fuel	\$0.6	\$0.5	(\$0.1)	(13.0%)	\$5.7	\$4.5	(\$1.2)	(25.7%)	\$0.7	\$0.1	17.7%	\$5.8	\$0.1	2.1%
Utilities	\$0.0	\$0.0	\$0.0	14.8%	\$0.4	\$0.4	\$0.1	11.7%	\$0.0	(\$0.0)	(2.8%)	\$0.4	(\$0.0)	(5.6%)
Health Insurance	\$0.1	\$0.1	\$0.0	23.1%	\$0.7	\$0.9	\$0.3	29.2%	\$0.1	(\$0.0)	(2.6%)	\$0.6	(\$0.1)	(19.1%)
Liability Insurance	\$0.1	\$0.1	\$0.0	7.2%	\$0.7	\$0.9	\$0.2	18.9%	\$0.1	(\$0.0)	(9.5%)	\$0.7	(\$0.0)	(1.2%)
Other	\$0.3	\$0.4	\$0.1	23.8%	\$2.8	\$3.6	\$0.7	20.7%	\$0.3	\$0.0	4.6%	\$2.3	(\$0.5)	(21.3%)
Overhead Allocation	\$0.6	\$1.0	\$0.3	35.9%	\$6.0	\$8.7	\$2.6	30.5%	\$0.7	\$0.1	11.2%	\$6.5	\$0.5	7.3%
Total	\$24.1	\$20.7	(\$3.4)	(16.5%)	\$196.9	\$184.3	(\$12.5)	(6.8%)	\$20.5	(\$3.7)	(18.0%)	\$170.1	(\$26.8)	(15.8%)
Net Result	(\$3.8)	-\$0.7	(\$3.0)		(\$6.1)	\$4.5	(\$10.7)		(\$0.3)	(\$3.4)		\$18.5	(\$24.7)	
Operating Deficit	\$22.7	\$19.6	(\$3.0)	(15.5%)	\$185.4	\$174.7	(\$10.7)	-6.1%	\$19.3	(\$3.4)	(17.8%)	\$160.7	(\$24.7)	(15.4%)
Recovery Ratio	12.3%	7.5%	4.8 pts		10.9%	7.5%	3.4 pts		10.5%	1.8 pts		10.5%	0.4 pts	
Ridership	0.4	0.3	0.1	26.6%	3.5	3.1	0.4	11.4%	0.3	0.1	40.1%	2.9	0.6	19.0%
<i>Average Fare</i>	<i>\$ 2.49</i>	<i>\$ 2.51</i>	<i>\$ (0.02)</i>	<i>(0.9%)</i>	<i>\$ 2.52</i>	<i>\$ 2.51</i>	<i>\$ 0.01</i>	<i>0.4%</i>	<i>\$ 2.82</i>	<i>\$ (0.30)</i>	<i>(10.6%)</i>	<i>\$ 2.36</i>	<i>\$ 0.16</i>	<i>6.7%</i>

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