

Quarterly Financial and Performance Report – 4th Quarter 2024

February 2025



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Executive Summary

Financial

December ridership of 22.9 million was at 65.4% of pre-COVID levels, while year-to-date system ridership through the fourth quarter was 5.2% above budget, with 366.3 million rides provided. However, total system-generated revenue was \$32.6 million or 4.1% unfavorable to budget, as CTA, Pace Suburban Service, and ADA Paratransit each reported positive results, while Metra reported unfavorable fare revenue results through December as both ridership and average fares came in lower than budgeted.

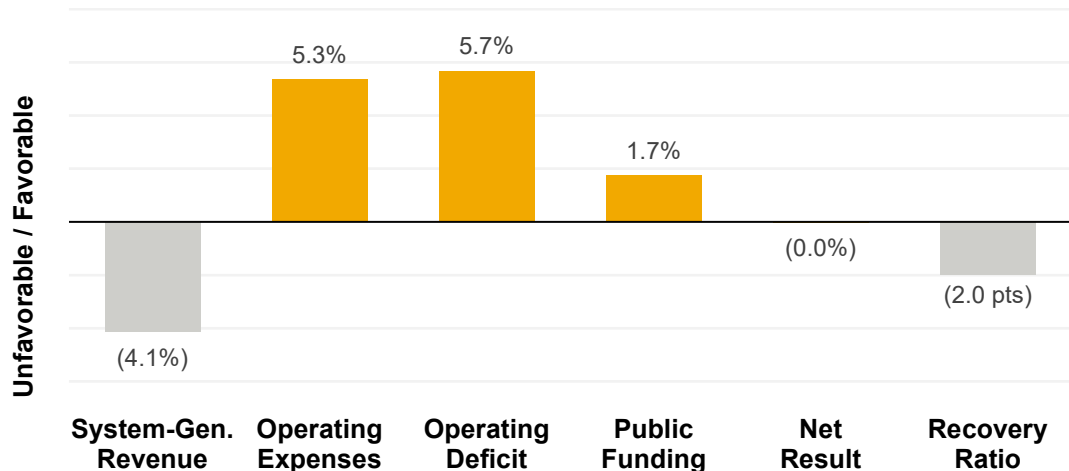
Service Board expense results continue to be significantly under budget, driven primarily by unfilled positions as the Service Boards continue their efforts to restore full staffing levels. Regional operating expenses of \$3.475 billion were \$196.2 million or 5.3% favorable to budget. The overall strong 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 5.7% favorable.

Accordingly, staff recommends a finding of in substantial accordance with budget through the fourth quarter for the results of CTA, Metra, Pace Suburban Service, ADA Paratransit, and the Region as a whole. Although ADA Paratransit's operating deficit worsened to 8.4%, Pace submitted a plan to the RTA with the third quarter results requesting the utilization of the ADA Paratransit reserve fund to cover their 2024 operating shortfall.

Total public funding through December came in close to budget at 1.7% favorable. Actual PTF through December was 2.1% above budget. Actual sales tax collections through October grew by 4.6% 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 all remaining federal relief funding which is now being held in reserve at the Service Boards. The Service Boards utilized \$200.4 million less relief funding than budgeted for 2024 operations.

The system-wide net result was \$0.1 million unfavorable to budget through the fourth quarter. Due to the lower than anticipated relief funding use, the year-to-date regional recovery ratio of 46.2% was 2.0 percentage points below the adopted budget.

Regional Year-to-Date Variance From Budget



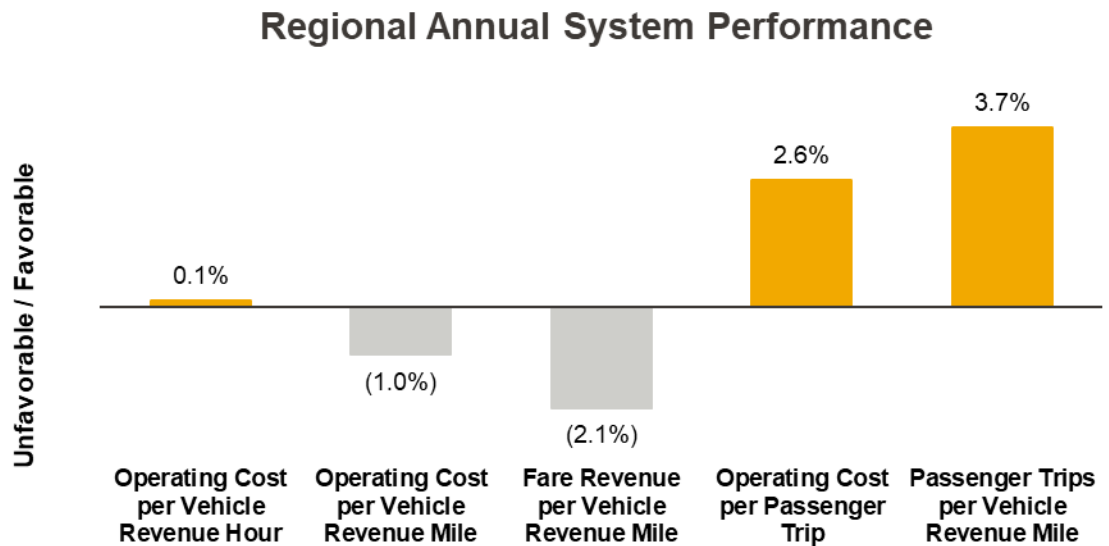
Performance Measurement

2024 annual regional performance results were favorable for three measures and unfavorable for two measures compared to 2023. After adjusting for inflation, regional operating costs of \$3.475 billion were 7.7% higher compared to 2023, a difference of \$248.5 million. A 7.8% increase in service hours contributed to increased operating costs, and an operating cost per vehicle revenue hour that was \$0.30 lower compared to 2023. Vehicle revenue miles increased 6.6%, contributing to a systemwide operating cost per mile of \$15.78, an increase of \$0.16 compared to 2023.

2024 annual regional fare revenues increased by \$23.0 million, or 4.4%, compared to 2023. Fare revenue per vehicle revenue mile was \$2.49, a decrease of \$0.05. In 2024, ridership increased 10.6% to 366.3 million, an increase of 35 million trips. The 2024 regional operating cost per passenger trip of \$9.51 was \$0.26, or 2.6%, lower compared to 2023.

Gains in ridership also contributed to favorable results for the productivity measure passenger trips per vehicle mile, which increased to 1.66, a 3.7% increase compared to 2023.

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.

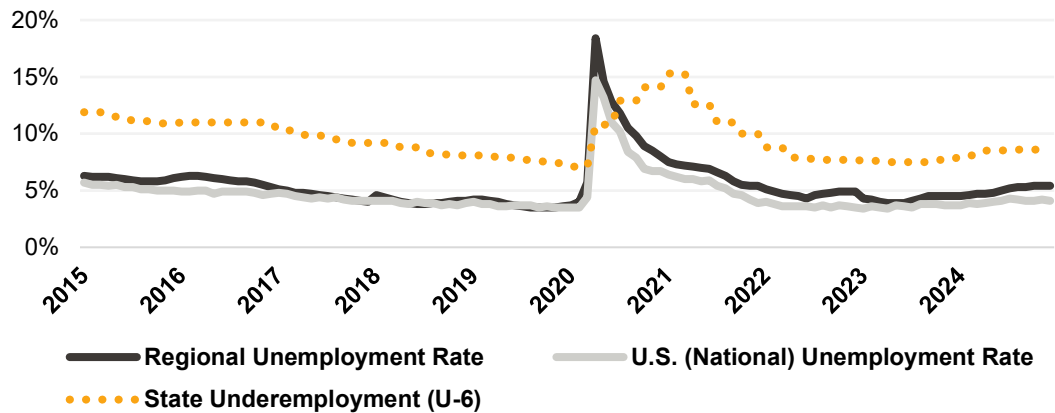


Environmental Factors

Unemployment

During the fourth quarter of 2024, the average size of the Chicago-area labor force increased by about 35,700 while employment in the region also increased, by 28,167 jobs. As a result, the regional unemployment rate worsened to 5.4%, which was 1.3 percentage points higher than the national rate.

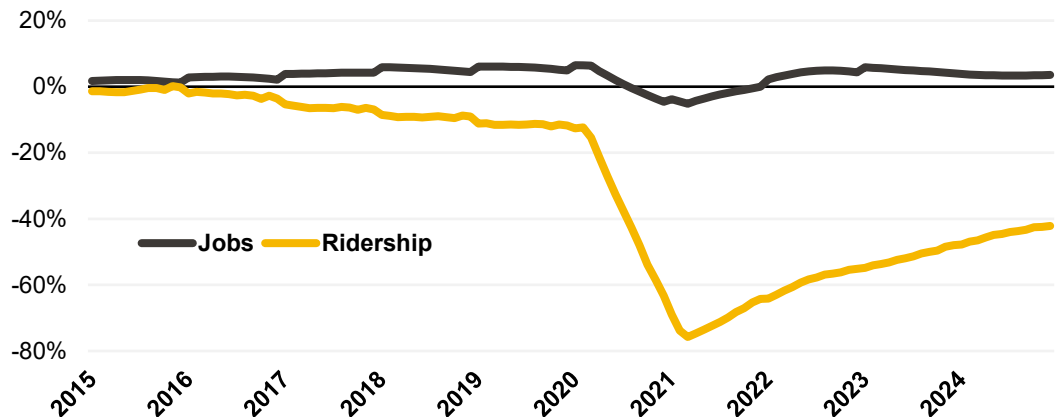
Regional and National Unemployment, and Illinois Underemployment Rates, 2015-2024



Regional Jobs

The twelve-month moving average of regional jobs increased slightly from the prior quarter and is now 3.6% higher than the same period of 2015. The moving average of ridership also improved during the fourth quarter but is still 42.2% below 2015 levels.

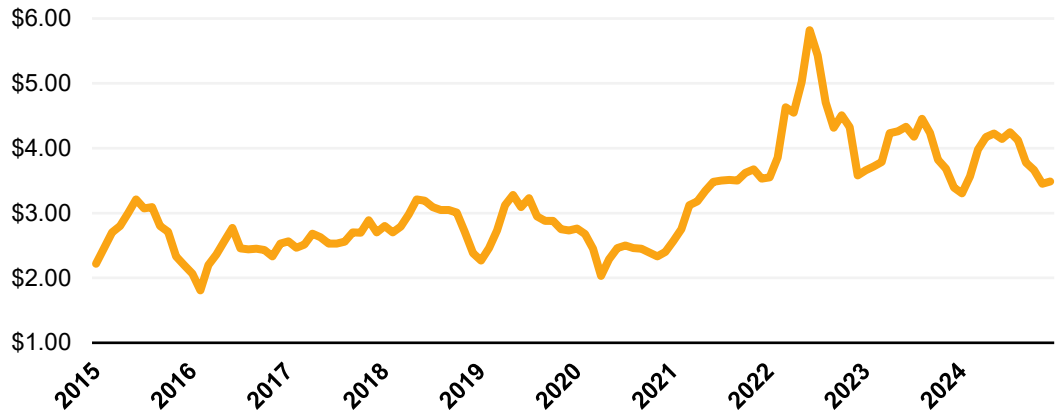
Regional Ridership vs. Regional Jobs, 2015-2024 (12-month moving average, % change)



Gas Prices

The average price per gallon of gasoline in the Chicago region during the fourth quarter of 2024 was \$3.54, a decrease of \$0.51 from the prior quarterly average, and 2.7% lower than the fourth quarter of 2023.

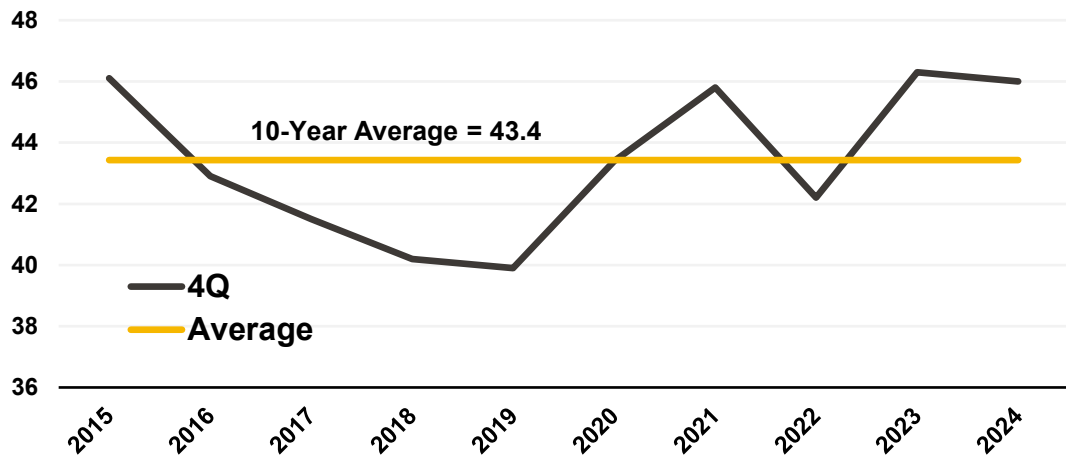
Regional Average Monthly Price per Gallon of Gasoline (2015-2024)



Average Temperature

The average temperature in Chicago for the fourth quarter of 2024 was 46.0 degrees, which was 2.6 degrees warmer than the 10-year average.

4th Quarter Average Temperature (2015-2024)

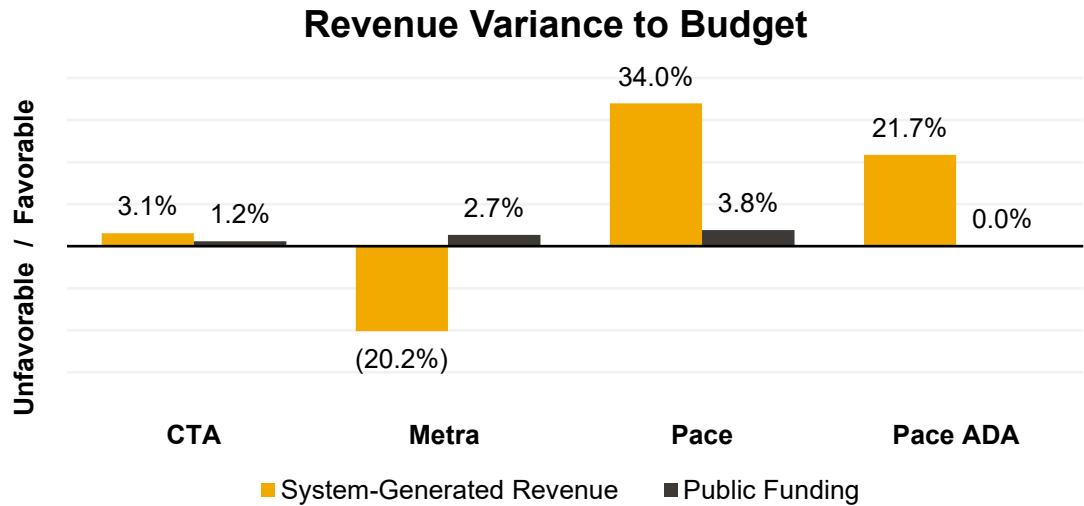


Financial Results

System-Generated Revenue and Public Funding

At the regional level, total system-generated revenue of \$757.2 million was \$32.6 million, or 4.1%, unfavorable to budget through December 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 October surpassed the adopted budget by \$40.1 million or 3.0%. Year-to-date PTF receipts through December were 2.1% favorable to budget but weak RETT receipts finished the fourth quarter 17.2% unfavorable.



Operating Expenses

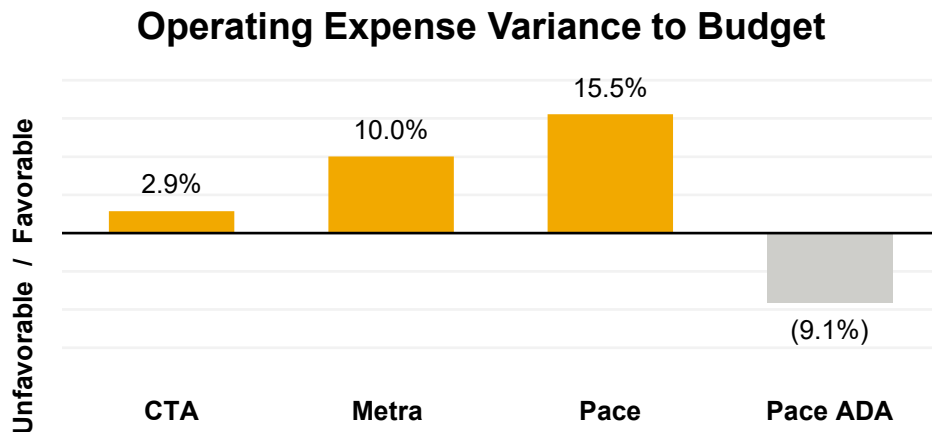
Total Service Board operating expenses of \$3.475 billion were \$196.2 million or 5.3% favorable to budget through December. Fuel expenses were favorable across all Service Boards except ADA Paratransit, resulting in an overall favorable variance of \$18.2 million through the fourth quarter.

CTA's total expenses were \$57.3 million, or 2.9%, favorable to budget with savings generated from each expense category except purchased security services and provisions for injuries and damages which finished the quarter unfavorable by \$26.5 million and \$10.0 million, respectively.

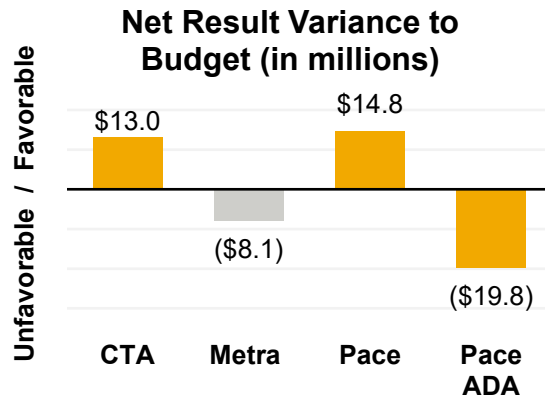
Metra's actual expense results were \$109.7 million, or 10.0%, favorable to budget with each expense category finishing favorable to budget except for motive electricity at \$2.4 million unfavorable.

Pace Suburban Service reported favorable results in every expense category except parts and supplies producing an overall result which was \$51.8 million, or 15.5%, favorable to the adopted budget.

Pace ADA Paratransit total expenses were \$22.6 million, or 9.1%, unfavorable to budget through the fourth quarter due to higher than budgeted ridership causing purchased transportation and fuel costs to increase.

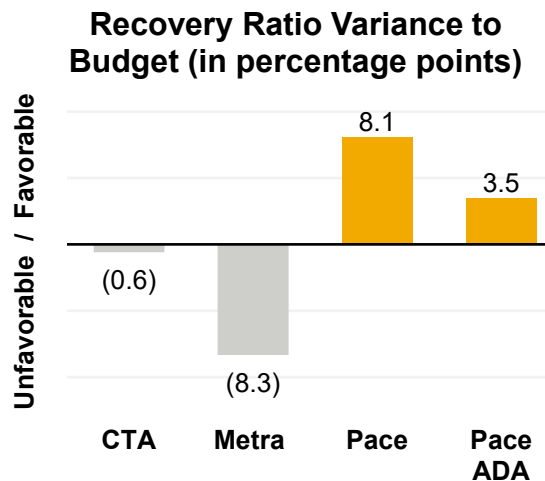


Net Results



The regional net result through the fourth quarter was \$0.1 million unfavorable to budget. CTA's result was \$13.0 million favorable to budget, while Metra reported an unfavorable net result of \$8.1 million due to lagging system-generated revenue. Pace Suburban Service finished favorable to budget by \$14.8 million, and ADA Paratransit reported an unfavorable to budget net result of \$19.8 million, indicating that additional funding will be needed for 2024.

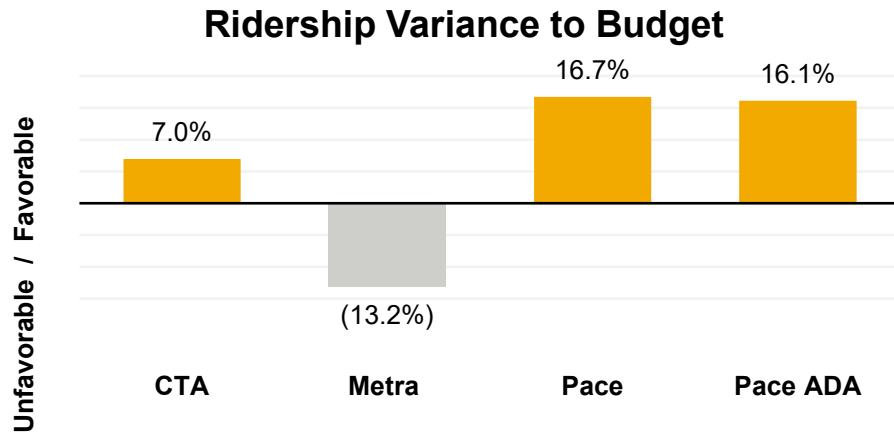
Recovery Ratios



Through December, the Service Boards included a total of \$555.5 million of federal relief funding in operating revenue, significantly less than the \$755.9 million budgeted. With that relief funding included, the regional recovery ratio was 46.2%, which was 2.0 percentage points unfavorable to budget. Lower than anticipated relief funding usage 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 also produced a favorable recovery ratio result due to favorable system-generated revenue.

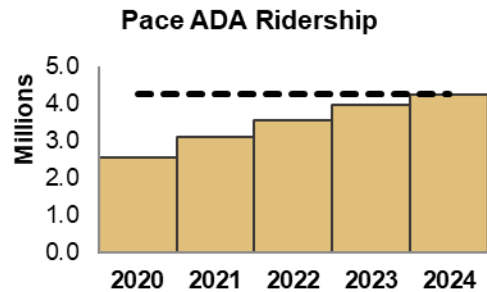
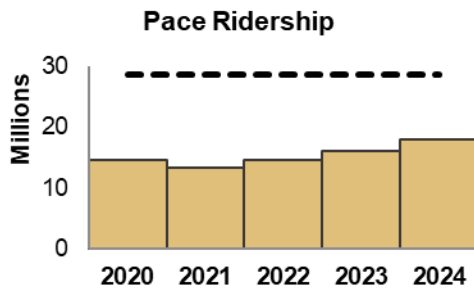
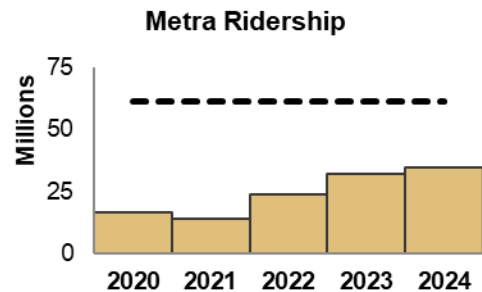
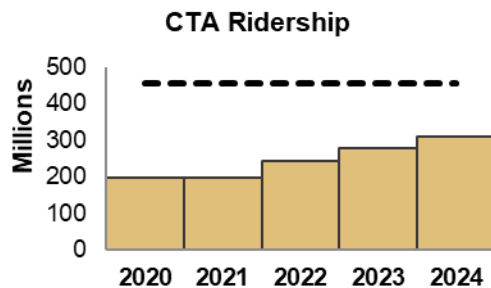
Ridership

Regional ridership finished the fourth quarter favorable to budget by 5.2%, and at 66.8% 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.



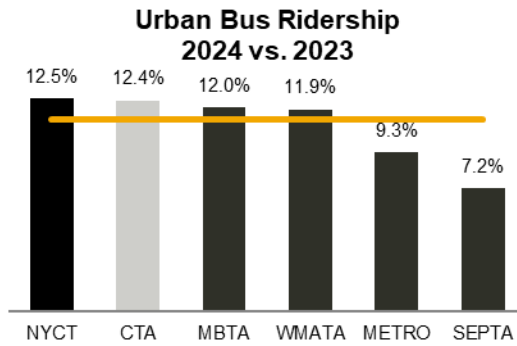
Historical Trends

The charts below show each Service Board's annual ridership for the last five years, as reported to the National Transit Database (NTD); ADA ridership includes Taxi Access Program trips not reported to NTD. The dashed line reflects 2019 (pre-pandemic) annual ridership.



Peer Comparisons

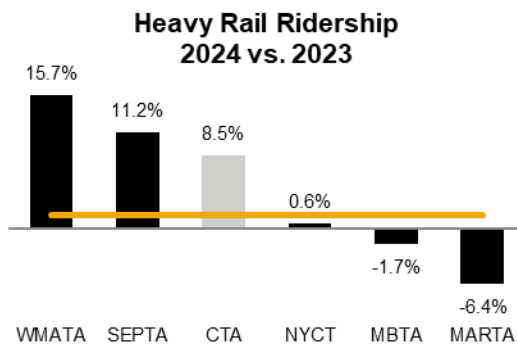
The following peer comparisons show the percent change in annual ridership for 2024, by mode, in comparison to 2023. Data are provided by the NTD. CTA bus experienced a ridership increase of 12.4%, CTA rail ridership increased by 8.5%, and Metra ridership increased 9.1%.



CTA bus peers include:

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

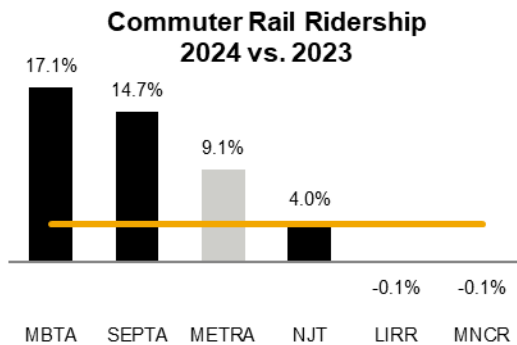
Peer average: +11.3%



CTA rail peers include:

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

Peer average: +1.6%

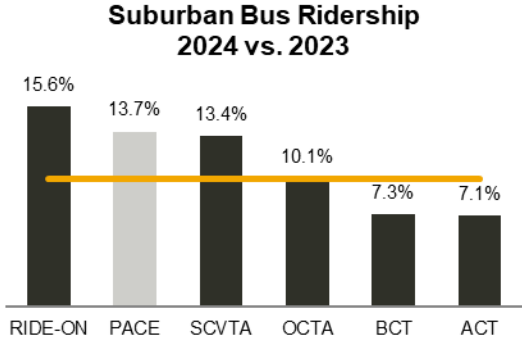


Metra's peers include:

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

Peer average: +3.8%

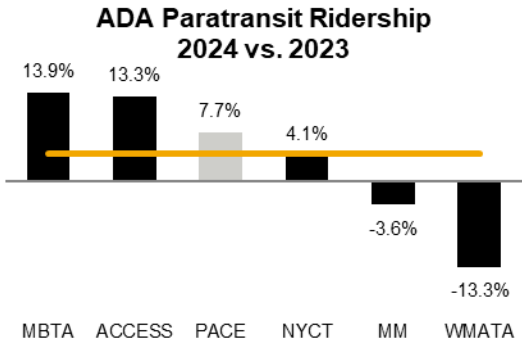
Pace bus 2024 ridership was 13.7% higher compared to 2023; ADA Paratransit ridership increased by 7.7%.



Pace bus peers include:

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

Peer average: +10.0%



ADA Paratransit peers include:

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

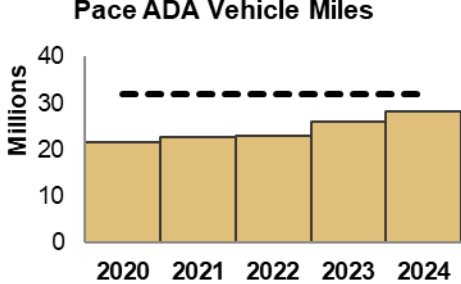
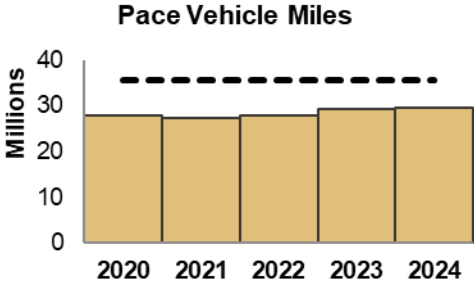
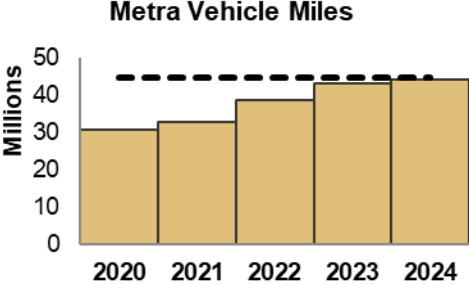
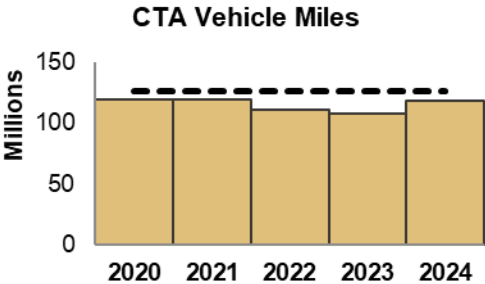
Peer Average: +4.4%

*Pace ADA ridership noted here excludes Taxi Access Program rides

Service Miles

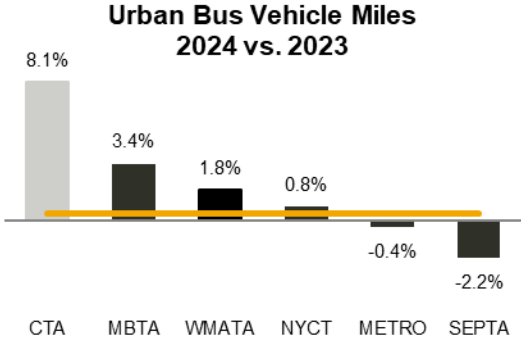
Historical Trends

The charts below show each Service Board’s annual 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) service miles.



Peer Comparisons

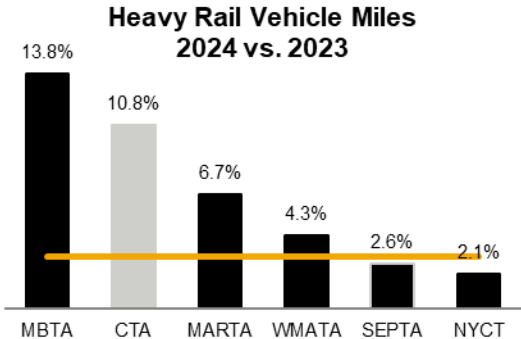
The following peer comparisons show the percent change in annual vehicle revenue miles for 2024, by mode, in comparison to 2023. Data are provided by the NTD. CTA bus miles increased by 8.1%, CTA rail service increased by 10.8%, and Metra service was up 2.2%.



CTA bus peers include:

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

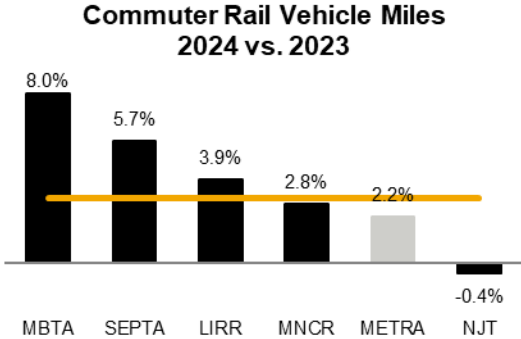
Peer average: +0.4%



CTA rail peers include:

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

Peer average: +3.1%



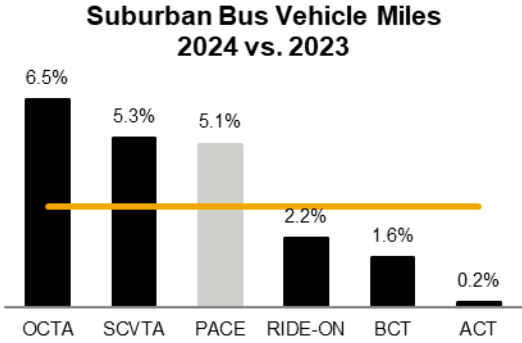
Metra's peers include:

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

Peer average: +3.1%



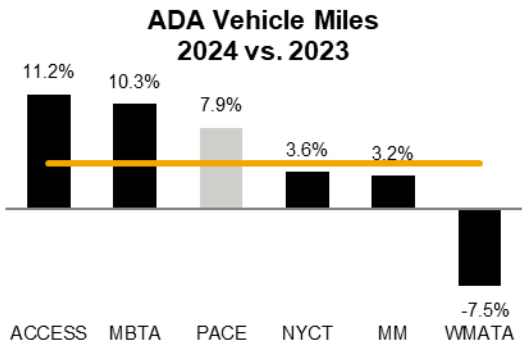
Pace bus annual service, as measured by vehicle revenue miles, was 5.1% higher compared to 2023; ADA Paratransit service increased 7.9%.



Pace bus peers include:

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

Peer average: +3.2%



ADA Paratransit peers include:

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

Peer Average: +4.5%



Annual Performance

The inputs for annual 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 annual performance is compared to 2023 performance, 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 annual change for 2024 compared to 2023. Bars above the line indicate favorable performance; bars below the line indicate unfavorable performance.

CTA

2024 annual values and performance results

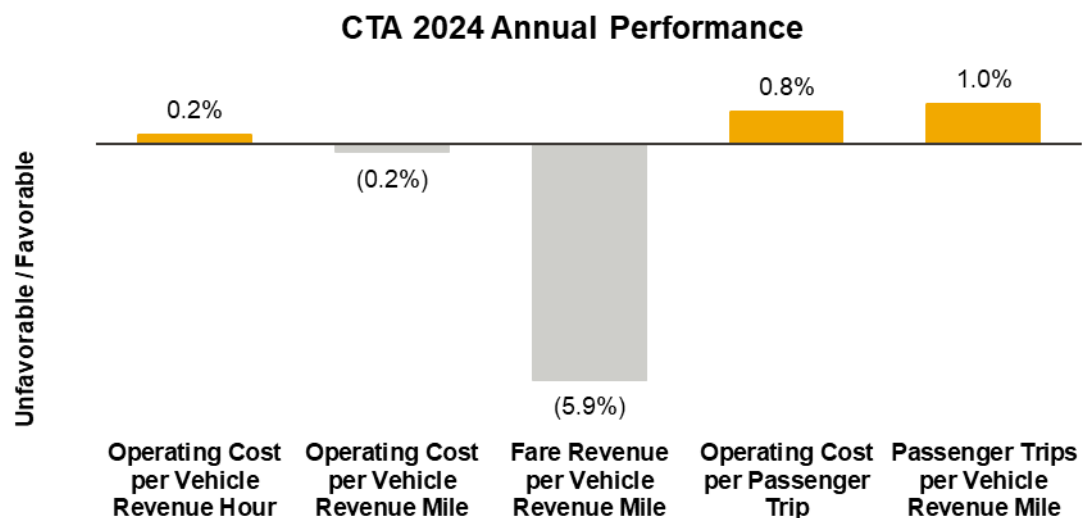
Fare Revenue: \$351.1 million, a 3.2% increase

Operating Cost: \$1.94 billion, a 9.9% increase

Passenger Trips: 309.2 million, a 10.8% increase

Vehicle Revenue Hours: 9.5 million, a 10.1% increase

Vehicle Revenue Miles: 118.4 million, a 9.7% increase



CTA realized a 0.2% decrease in operating cost per vehicle revenue hour; an operating cost per hour of \$204.03 was a decrease of \$0.46 compared to 2023. An operating cost per vehicle revenue mile of \$16.37 was an increase of \$0.03, or 0.2% compared to 2023.

CTA ridership increased by 30.0 million trips in 2024. Fare revenue per vehicle revenue mile was \$2.97, a decrease of \$0.19. CTA's operating cost per passenger trip decreased to \$6.27, a difference of \$0.05. Gains in ridership also contributed to favorable results for the productivity measure, passenger trips per vehicle mile, which increased to 2.61, an increase of 1% compared to 2023.

Metra

Annual values and performance results

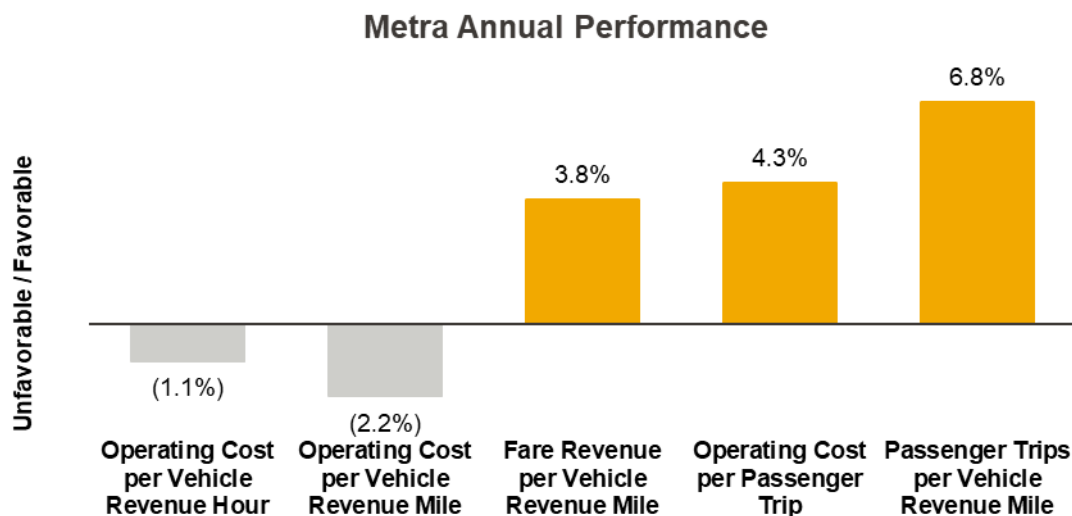
Fare Revenue: \$163.5 million, a 6.1% increase

Operating Cost: \$983.3 million, a 4.4% increase

Passenger Trips: 34.9 million, a 9.1% increase

Vehicle Revenue Hours: 1.5 million, a 3.3% increase

Vehicle Revenue Miles: 44.1 million, a 2.2% 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 1.1% and 2.2%, respectively. The annual operating cost per vehicle revenue hour of \$653.05 was an increase of \$7.22. The operating cost per vehicle revenue mile was \$22.29, an increase of \$0.48.

Ridership increased by 2.9 million trips, contributing to increased fare revenue. Fare revenue per vehicle revenue mile was \$3.71, an increase of \$0.14. Metra's operating cost per passenger trip decreased to \$28.17 a difference of \$1.27. Gains in ridership also contributed to favorable results for the productivity measure, passenger trips per vehicle mile, which increased to 0.79, an increase of 6.8% compared to 2023.

Pace Suburban Service

Annual values and performance results

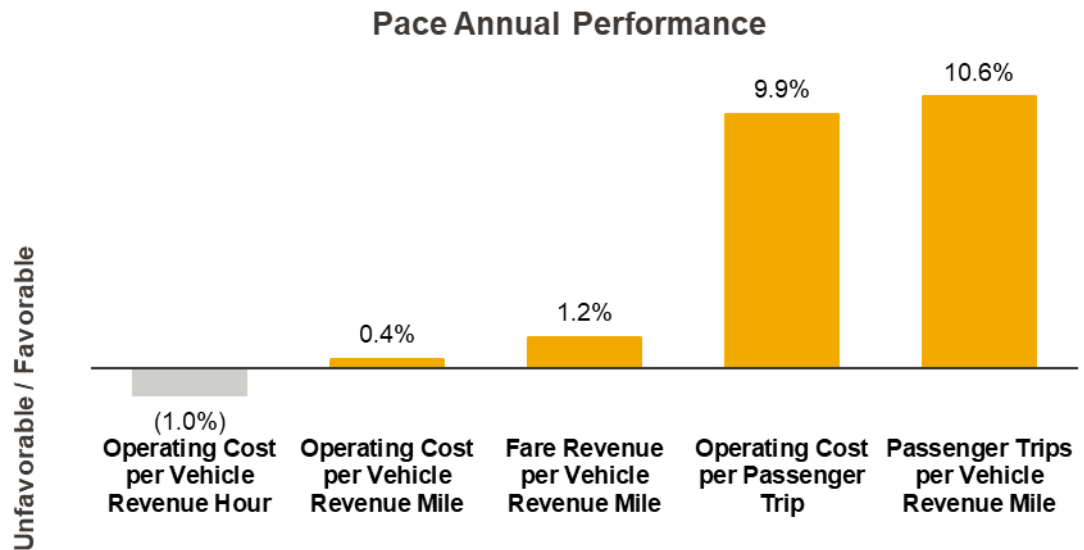
Fare Revenue: \$21.7 million, a 5.6% increase

Operating Cost: \$281.6 million, a 0.5% increase

Passenger Trips: 17.9 million, an 11.5% increase

Vehicle Revenue Hours: 1.9 million, a 0.5% decrease

Vehicle Revenue Miles: 29.6 million, a 0.9% increase



Pace's year-over-year increase in operating cost contributed to a 1.0% increase in operating cost per vehicle revenue hour and a 0.4% decrease in operating cost per vehicle mile. The annual operating cost per vehicle revenue hour of \$144.85 was an increase of \$1.44. The operating cost per vehicle revenue mile was \$9.51, a decrease of \$0.04.

Ridership increased by 1.8 million trips, contributing to increased fare revenue. Fare revenue per vehicle revenue mile was \$0.73, an increase of \$0.01. Pace's operating cost per passenger trip decreased to \$15.73, a difference of \$1.73. Gains in ridership also contributed to favorable results for the productivity measure, passenger trips per vehicle mile, which increased to 0.60, an increase of 10.6% compared to 2023.

Pace ADA Paratransit

Annual values and performance results

Fare Revenue: \$12.1 million, a 27.3% increase

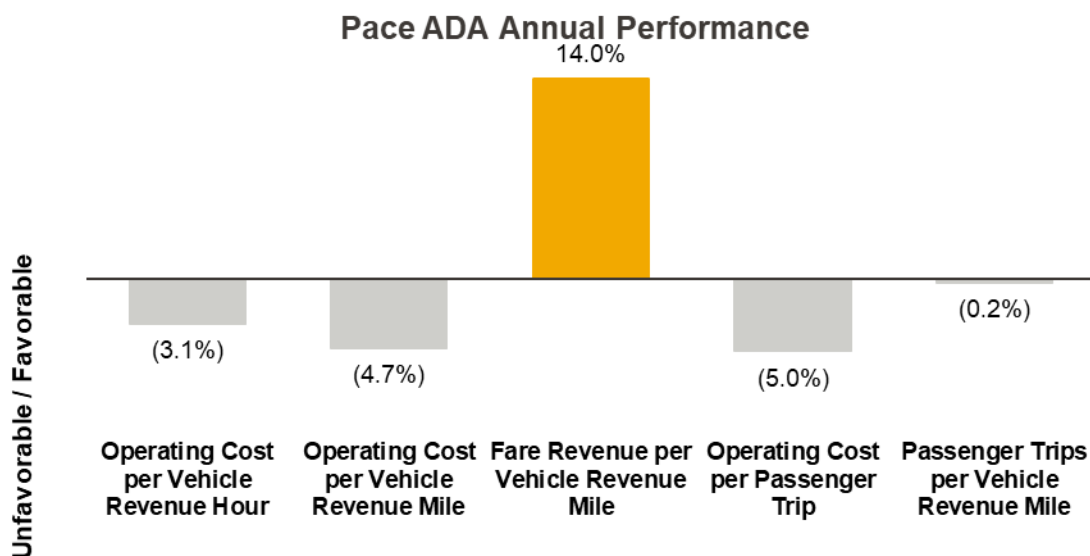
Operating Cost: \$271.5 million, a 13.1% increase

Passenger Trips (incl Taxi Access): 4.25 million, a 7.5% increase

Vehicle Revenue Hours: 2.0 million, a 9.7% increase

Vehicle Revenue Miles: 28.2 million, a 7.9% increase

**note – Vehicle mile information is not collected for Taxi Access Program trips; therefore, TAP trips are not included in the passenger trips per mile metric*



Pace ADA's year-over-year increase in operating cost contributed to a 3.1% higher operating cost per vehicle revenue hour and 4.7% higher operating cost per vehicle mile. The annual operating cost per vehicle revenue hour of \$136.28 was an increase of \$4.07. The operating cost per vehicle revenue mile was \$9.64, an increase of \$0.44.

Ridership, including Taxi Access Program trips, increased by over 295 thousand trips, contributing to increased fare revenue. Fare revenue per vehicle revenue mile was \$0.43, an increase of \$0.05. ADA Paratransit operating cost per passenger trip increased to \$83.66, an increase of \$3.96. 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)	December 2024				YTD 2024				December 2023			YTD 2023		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Unit	Change %	Actual	Unit	Change %
System-Generated Revenues														
CTA	\$33.9	\$32.4	\$1.6	4.9%	\$440.7	\$427.4	\$13.2	3.1%	\$31.8	\$2.2	6.8%	\$412.1	\$28.6	6.9%
Metra	\$25.5	\$28.1	(\$2.6)	(9.2%)	\$246.4	\$308.9	(\$62.5)	(20.2%)	\$17.1	\$8.5	49.7%	\$214.1	\$32.3	15.1%
Pace	\$4.4	\$3.4	\$0.9	27.2%	\$54.3	\$40.6	\$13.8	34.0%	\$4.5	(\$0.1)	(3.1%)	\$49.3	\$5.1	10.3%
Pace ADA Paratransit	<u>\$1.3</u>	<u>\$1.1</u>	<u>\$0.2</u>	<u>19.1%</u>	<u>\$15.8</u>	<u>\$13.0</u>	<u>\$2.8</u>	<u>21.7%</u>	<u>\$1.1</u>	<u>\$0.2</u>	<u>19.7%</u>	<u>\$12.8</u>	<u>\$3.0</u>	<u>23.2%</u>
Total	\$65.2	\$65.0	\$0.1	0.2%	\$757.2	\$789.8	(\$32.6)	(4.1%)	\$54.5	\$10.7	19.7%	\$688.3	\$68.9	10.0%
Public Funding														
CTA	\$113.0	\$111.0	\$2.0	1.8%	\$1,108.9	\$1,095.9	\$13.0	1.2%	\$104.1	\$8.9	8.6%	\$1,056.5	\$52.4	5.0%
Metra	\$62.3	\$62.0	\$0.3	0.5%	\$575.3	\$560.4	\$14.9	2.7%	\$58.4	\$3.9	6.7%	\$553.6	\$21.7	3.9%
Pace	\$32.2	\$31.8	\$0.4	1.3%	\$242.0	\$233.1	\$8.9	3.8%	\$23.6	\$8.6	36.6%	\$227.1	\$14.9	6.6%
Pace ADA Paratransit	<u>\$18.9</u>	<u>\$18.9</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$236.0</u>	<u>\$236.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$18.8</u>	<u>\$0.1</u>	<u>0.4%</u>	<u>\$225.9</u>	<u>\$10.0</u>	<u>4.4%</u>
Total	\$226.5	\$223.7	\$2.7	1.2%	\$2,162.2	\$2,125.3	\$36.8	1.7%	\$204.9	\$21.5	10.5%	\$2,063.0	\$99.1	4.8%
Operating Expenses														
CTA	\$206.7	\$168.2	(\$38.5)	(22.9%)	\$1,938.5	\$1,995.8	\$57.3	2.9%	\$141.5	(\$65.2)	(46.1%)	\$1,705.4	(\$233.1)	(13.7%)
Metra	\$89.1	\$96.9	\$7.8	8.0%	\$983.3	\$1,093.0	\$109.7	10.0%	\$83.7	(\$5.5)	(6.5%)	\$910.1	(\$73.2)	(8.0%)
Pace	\$23.2	\$28.4	\$5.2	18.3%	\$281.6	\$333.3	\$51.8	15.5%	\$22.7	(\$0.5)	(2.0%)	\$270.8	(\$10.7)	(4.0%)
Pace ADA Paratransit	<u>\$24.8</u>	<u>\$21.6</u>	<u>(\$3.2)</u>	<u>(14.8%)</u>	<u>\$271.5</u>	<u>\$248.9</u>	<u>(\$22.6)</u>	<u>(9.1%)</u>	<u>\$20.9</u>	<u>(\$3.9)</u>	<u>(18.8%)</u>	<u>\$232.1</u>	<u>(\$39.4)</u>	<u>(17.0%)</u>
Total	\$343.8	\$315.1	(\$28.8)	(9.1%)	\$3,474.9	\$3,671.1	\$196.2	5.3%	\$268.8	(\$75.1)	(27.9%)	\$3,118.5	(\$356.5)	(11.4%)
Net Results														
CTA	\$2.0	(\$0.0)	\$2.0		\$13.0	\$0.0	\$13.0		(\$1.5)	\$3.5		(\$4.6)	\$17.6	
Metra	(\$1.3)	\$0.0	(\$1.3)		(\$8.1)	(\$0.0)	(\$8.1)		(\$8.2)	\$6.9		(\$29.1)	\$21.0	
Pace	\$13.4	\$66.5	(\$53.1)		\$14.8	\$0.0	\$14.8		\$5.4	\$8.0		\$5.5	\$9.3	
Pace ADA Paratransit	<u>(\$4.6)</u>	<u>(\$1.6)</u>	<u>(\$3.0)</u>		<u>(\$19.8)</u>	<u>\$0.0</u>	<u>(\$19.8)</u>		<u>(\$0.9)</u>	<u>(\$3.6)</u>		<u>\$6.6</u>	<u>(\$26.4)</u>	
Total	\$9.6	\$64.9	(\$55.4)		(\$0.1)	\$0.0	(\$0.1)		(\$5.3)	\$14.8		(\$21.5)	\$21.5	
Operating Deficit														
CTA	\$172.8	\$135.8	(\$37.0)	(27.2%)	\$1,497.9	\$1,568.4	\$70.5	4.5%	\$109.7	(\$63.1)	(57.5%)	\$1,293.3	(\$204.5)	(15.8%)
Metra	\$63.6	\$68.8	\$5.2	7.5%	\$736.8	\$784.1	\$47.3	6.0%	\$66.6	\$3.0	4.5%	\$695.9	(\$40.9)	(5.9%)
Pace	\$18.8	\$25.0	\$6.1	24.6%	\$227.2	\$292.8	\$65.5	22.4%	\$18.2	(\$0.6)	(3.3%)	\$221.6	(\$5.7)	(2.6%)
Pace ADA Paratransit	<u>\$23.5</u>	<u>\$20.5</u>	<u>(\$3.0)</u>	<u>(14.6%)</u>	<u>\$255.8</u>	<u>\$236.0</u>	<u>(\$19.8)</u>	<u>(8.4%)</u>	<u>\$19.8</u>	<u>(\$3.7)</u>	<u>(18.8%)</u>	<u>\$219.3</u>	<u>(\$36.4)</u>	<u>(16.6%)</u>
Total	\$278.7	\$250.0	(\$28.6)	(11.5%)	\$2,717.7	\$2,881.2	\$163.5	5.7%	\$214.3	(\$64.3)	(30.0%)	\$2,430.2	(\$287.5)	(11.8%)
Recovery Ratio														
CTA	53.4%	40.0%	13.4 pts		51.9%	52.5%	(0.6) pts		33.0%	20.4 pts		45.7%	6.2 pts	
Metra	30.6%	38.4%	(7.8) pts		43.7%	52.0%	(8.3) pts		25.2%	5.4 pts		39.2%	4.5 pts	
Pace	25.0%	16.9%	8.2 pts		25.1%	17.0%	8.1 pts		25.1%	(0.0) pts		23.3%	1.8 pts	
Pace ADA Paratransit	<u>10.6%</u>	<u>7.8%</u>	<u>2.8 pts</u>		<u>11.0%</u>	<u>7.5%</u>	<u>3.5 pts</u>		<u>9.8%</u>	<u>0.8 pts</u>		<u>10.4%</u>	<u>0.6 pts</u>	
System (Statutory)	44.2%	36.7%	7.5 pts		46.2%	48.2%	(2.0) pts		27.6%	16.6 pts		40.3%	5.9 pts	
Ridership														
CTA	22.9	21.8	1.1	4.8%	309.2	289.0	20.2	7.0%	22.1	0.8	3.5%	279.1	30.1	10.8%
Metra	2.5	3.2	(0.7)	(23.1%)	34.9	40.2	(5.3)	(13.2%)	2.3	0.2	6.5%	31.9	3.0	9.4%
Pace	1.3	1.3	(0.0)	(0.3%)	18.2	15.6	2.6	16.7%	1.4	(0.0)	(2.0%)	16.1	2.1	13.2%
Pace ADA Paratransit	<u>0.5</u>	<u>0.4</u>	<u>0.1</u>	<u>25.9%</u>	<u>4.9</u>	<u>4.2</u>	<u>0.7</u>	<u>16.1%</u>	<u>0.3</u>	<u>0.1</u>	<u>35.1%</u>	<u>3.9</u>	<u>1.0</u>	<u>24.9%</u>
Total	27.1	26.7	0.4	1.5%	367.2	349.0	18.1	5.2%	26.1	1.0	3.9%	331.0	36.2	10.9%



CTA

CTA (in millions)	Current Year vs. Budget								Current Year vs. Prior Year					
	December 2024				YTD 2024				December 2023			YTD 2023		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
		Unit	%			Unit	%		Unit	%		Unit	%	
System-Generated Revenues														
Farebox Revenue	\$25.9	\$25.9	(\$0.0)	(0.1%)	\$351.1	\$345.1	\$6.0	1.7%	\$25.1	\$0.8	3.1%	\$328.8	\$22.3	6.8%
Reduced Fare Subsidy	\$1.5	\$1.3	\$0.1	10.0%	\$16.6	\$15.8	\$0.8	5.0%	\$1.8	(\$0.4)	(26.5%)	\$15.2	\$1.4	9.3%
Other	\$6.6	\$5.2	\$1.5	28.6%	\$72.9	\$66.5	\$6.5	9.7%	\$4.9	\$1.8	26.4%	\$68.0	\$4.9	7.2%
Total	\$33.9	\$32.4	\$1.6	4.9%	\$440.7	\$427.4	\$13.2	3.1%	\$31.8	\$2.2	6.4%	\$412.1	\$28.6	6.9%
Federal Relief Funding - Fare Revenue Replacement	\$61.7	\$24.8	\$37.0	149.1%	\$402.0	\$472.5	(\$70.5)	(14.9%)	\$4.1	\$57.6	1403.8%	\$232.3	\$169.7	73.1%
Public Funding														
Sales Tax I	\$49.7	\$49.7	\$0.0	0.0%	\$522.5	\$509.6	\$12.9	2.5%	\$48.1	\$1.6	3.4%	\$498.1	\$24.3	4.9%
Sales Tax II	\$17.8	\$17.8	\$0.0	0.0%	\$77.6	\$73.2	\$4.4	6.0%	\$17.3	\$0.5	2.8%	\$75.4	\$2.3	3.0%
PTF II	\$8.4	\$8.0	\$0.4	5.0%	\$96.0	\$93.5	\$2.4	2.6%	\$7.9	\$0.5	5.9%	\$93.0	\$3.0	3.2%
25% PTF on RETT	\$1.4	\$1.3	\$0.0	2.9%	\$13.7	\$18.0	(\$4.3)	(23.7%)	\$1.0	\$0.4	36.7%	\$14.3	(\$0.6)	(4.0%)
City of Chicago RETT	\$6.3	\$6.3	\$0.0	0.0%	\$60.0	\$72.5	(\$12.5)	(17.2%)	\$4.1	\$2.2	52.3%	\$53.3	\$6.7	12.6%
Non-Statutory Funding - PTF I	\$27.3	\$25.7	\$1.6	6.1%	\$311.3	\$301.3	\$10.0	3.3%	\$25.7	\$1.5	6.0%	\$300.9	\$10.4	3.5%
Non-Statutory Funding - ST I	\$2.3	\$2.3	\$0.0	0.0%	\$27.7	\$27.7	\$0.0	0.0%	\$2.3	\$0.0	0.0%	\$27.7	\$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	\$113.0	\$111.0	\$2.0	1.8%	\$1,108.9	\$1,095.9	\$13.0	1.2%	\$106.4	\$6.6	6.3%	\$1,062.7	\$46.2	4.3%
Total Revenues	\$208.7	\$168.2	\$40.5	24.1%	\$1,951.6	\$1,995.8	(\$44.2)	(2.2%)	\$142.3	\$66.4	46.7%	\$1,707.1	\$244.5	14.3%
Operating Expenses														
Labor	\$139.7	\$112.0	(\$27.7)	(24.7%)	\$1,350.0	\$1,359.8	\$9.8	0.7%	\$97.8	(\$41.8)	(42.8%)	\$1,204.9	(\$145.2)	(12.0%)
Material	\$9.8	\$10.5	\$0.7	6.8%	\$129.2	\$130.6	\$1.4	1.1%	\$8.8	(\$1.0)	(11.3%)	\$114.7	(\$14.5)	(12.7%)
Fuel - Revenue Equip	\$3.7	\$4.1	\$0.4	9.8%	\$41.5	\$49.1	\$7.6	15.5%	\$2.4	(\$1.3)	(55.7%)	\$37.6	(\$3.9)	(10.4%)
Power	\$4.9	\$3.4	(\$1.4)	(41.3%)	\$35.8	\$36.7	\$0.9	2.5%	\$2.6	(\$2.2)	(84.7%)	\$27.3	(\$8.5)	(31.2%)
Provision for Injuries & Damages	\$11.7	\$1.7	(\$10.0)	(604.5%)	\$29.8	\$19.9	(\$10.0)	(50.4%)	\$1.7	(\$10.0)	(592.5%)	\$20.2	(\$9.7)	(47.8%)
Purchase of Security Svcs	\$10.5	\$5.4	(\$5.0)	(92.5%)	\$91.6	\$65.2	(\$26.5)	(40.6%)	\$8.0	(\$2.5)	(31.0%)	\$63.8	(\$27.8)	(43.6%)
Other Expenses	\$26.5	\$31.0	\$4.5	14.5%	\$260.5	\$334.5	\$74.0	22.1%	\$20.1	(\$6.4)	(31.7%)	\$237.0	(\$23.6)	(10.0%)
Total	\$206.7	\$168.2	(\$38.5)	(22.9%)	\$1,938.5	\$1,995.8	\$57.3	2.9%	\$141.5	(\$65.2)	(46.1%)	\$1,705.4	(\$233.1)	(13.7%)
Net Result	\$2.0	\$0.0	\$2.0		\$13.0	\$0.0	\$13.0		\$0.8	\$1.2		\$1.7	\$11.3	
Operating Deficit	\$172.8	\$135.8	(\$37.0)	(27.2%)	\$1,497.9	\$1,568.4	\$70.5	4.5%	\$109.7	(\$63.1)	(57.5%)	\$1,293.3	(\$204.5)	(15.8%)
Recovery Ratio	53.4%	40.0%	13.4	Pts	51.9%	52.5%	(0.6)	Pts	33.0%	20.4	Pts	45.7%	6.2	Pts
Ridership	22.9	21.8	1.1	4.8%	309.2	289.0	20.2	7.0%	22.1	0.8	3.5%	276.0	33.2	12.0%
<i>Average Fare</i>	<i>\$ 1.13</i>	<i>\$ 1.19</i>	<i>\$ (0.06)</i>	<i>(4.7%)</i>	<i>\$ 1.14</i>	<i>\$ 1.19</i>	<i>\$ (0.06)</i>	<i>(4.9%)</i>	<i>\$ 1.14</i>	<i>\$ (0.00)</i>	<i>(0.4%)</i>	<i>\$ 1.19</i>	<i>\$ (0.06)</i>	<i>(4.7%)</i>

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



Metra

Current Year vs. Budget

Current Year vs. Prior Year

METRA (in millions)	December 2024				YTD 2024				December 2023			YTD 2023		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
System-Generated Revenues														
Farebox Revenue	\$12.8	\$15.7	(\$2.8)	(18.0%)	\$163.5	\$190.1	(\$26.7)	(14.0%)	\$12.0	\$0.8	7.0%	\$149.0	\$14.5	9.7%
Reduced Fare Subsidy	\$0.2	\$0.1	\$0.0	10.0%	\$1.8	\$1.8	\$0.1	5.0%	\$0.1	\$0.0	10.1%	\$1.7	\$0.2	9.3%
Other	\$12.5	\$12.3	\$0.2	1.7%	\$81.1	\$117.0	(\$35.9)	(30.7%)	\$4.9	\$7.6	155.4%	\$63.5	\$17.6	27.8%
Total	\$25.5	\$28.1	(\$2.6)	(9.2%)	\$246.4	\$308.9	(\$62.5)	(20.2%)	\$17.1	\$8.5	49.7%	\$214.1	\$32.3	15.1%
Federal Relief Funding - Fare Revenue Replacement	\$0.0	\$6.7	(\$6.7)	(100.0%)	\$153.5	\$223.7	(\$70.2)	(31.4%)	\$0.0	\$0.0	#DIV/0!	\$113.3	\$40.2	35.5%
Public Funding														
Sales Tax I	\$39.2	\$39.2	\$0.0	0.0%	\$411.7	\$402.4	\$9.3	2.3%	\$38.8	\$0.4	1.1%	\$400.2	\$11.5	2.9%
Sales Tax II	\$14.4	\$14.4	\$0.0	0.0%	\$63.1	\$59.5	\$3.6	6.0%	\$14.0	\$0.4	2.8%	\$61.2	\$1.9	3.0%
PTF II	\$6.8	\$6.5	\$0.3	5.0%	\$78.0	\$76.0	\$2.0	2.6%	\$6.4	\$0.4	5.9%	\$75.5	\$2.4	3.2%
Non-Statutory Funding - ST I	\$1.9	\$1.9	\$0.0	0.0%	\$22.5	\$22.5	\$0.0	0.0%	\$1.9	\$0.0	0.0%	\$22.5	\$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	\$62.3	\$62.0	\$0.3	0.5%	\$575.3	\$560.4	\$14.9	2.7%	\$61.1	\$1.2	2.0%	\$559.5	\$15.8	2.8%
Total Revenues	\$87.9	\$96.9	(\$9.0)	(9.3%)	\$975.2	\$1,093.0	(\$117.8)	(10.8%)	\$78.2	\$9.7	12.4%	\$886.9	\$88.3	10.0%
Operating Expenses														
Transportation	\$24.7	\$25.8	\$1.1	4.3%	\$295.3	\$303.6	\$8.3	2.7%	\$25.9	\$1.2	4.8%	\$276.1	(\$19.2)	(7.0%)
Engineering	\$23.6	\$26.6	\$3.0	11.2%	\$229.8	\$276.0	\$46.1	16.7%	\$20.0	(\$3.6)	(18.0%)	\$205.8	(\$24.0)	(11.7%)
Mechanical	\$21.3	\$20.5	(\$0.8)	(4.0%)	\$230.0	\$230.4	\$0.4	0.2%	\$18.9	(\$2.4)	(13.0%)	\$212.0	(\$18.0)	(8.5%)
Administration	\$8.9	\$12.4	\$3.5	28.3%	\$106.8	\$148.1	\$41.3	27.9%	\$10.3	\$1.4	13.5%	\$105.3	(\$1.5)	(1.4%)
Fuel	\$5.9	\$6.7	\$0.8	11.6%	\$69.7	\$76.9	\$7.1	9.3%	\$4.5	(\$1.3)	(29.4%)	\$56.0	(\$13.7)	(24.5%)
Motive Electricity	\$0.9	\$0.4	(\$0.5)	(119.1%)	\$7.1	\$4.6	(\$2.4)	(52.7%)	\$0.7	(\$0.3)	(39.0%)	\$4.8	(\$2.2)	(46.6%)
Downtown Stations	\$0.9	\$1.5	\$0.7	45.0%	\$9.7	\$18.1	\$8.4	46.6%	\$1.7	\$0.8	49.5%	\$15.9	\$6.3	39.2%
Claims and claims related	\$2.9	\$2.9	\$0.0	0.0%	\$34.9	\$35.3	\$0.3	1.0%	\$1.6	(\$1.3)	(77.4%)	\$34.1	(\$0.8)	(2.4%)
Total	\$89.1	\$96.9	\$7.8	8.0%	\$983.3	\$1,093.0	\$109.7	10.0%	\$83.7	(\$5.5)	(6.5%)	\$910.1	(\$73.2)	(8.0%)
Net Result	(\$1.3)	\$0.0	(\$1.3)		(\$8.1)	\$0.0	(\$8.1)		(\$5.5)	\$4.2		(\$23.2)	\$15.1	
Operating Deficit	\$63.6	\$68.8	\$5.2	7.5%	\$736.8	\$784.1	\$47.3	6.0%	\$66.6	\$3.0	4.5%	\$695.9	(\$40.9)	(5.9%)
Recovery Ratio	30.6%	38.4%	(7.8) Pts		43.7%	52.0%	(8.3) Pts		25.2%	5.4 Pts		39.2%	4.5 Pts	
Ridership	2.5	3.2	(0.7)	(23.1%)	34.9	40.2	(5.3)	(13.2%)	2.3	0.2	6.5%	31.9	3.0	9.4%
<i>Average Fare</i>	<i>\$ 5.11</i>	<i>\$ 4.82</i>	<i>\$ 0.29</i>	<i>6.0%</i>	<i>\$ 4.63</i>	<i>\$ 4.70</i>	<i>\$ (0.07)</i>	<i>(1.4%)</i>	<i>\$ 4.66</i>	<i>\$ 0.45</i>	<i>9.7%</i>	<i>\$ 4.26</i>	<i>\$ 0.37</i>	<i>8.7%</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					
	December 2024				YTD 2024				December 2023			YTD 2023		
	Actual	Budget	Unit	Variance %	Actual	Budget	Unit	Variance %	Actual	Unit	Change %	Actual	Unit	Change %
System-Generated Revenues														
Farebox Revenue	\$1.6	\$1.6	(\$0.0)	(1.9%)	\$21.7	\$20.3	\$1.4	7.0%	\$1.7	(\$0.1)	(3.8%)	\$20.6	\$1.2	5.6%
Reduced Fare Subsidy	\$0.1	\$0.1	\$0.0	0.0%	\$1.5	\$1.5	(\$0.0)	(0.0%)	\$0.1	\$0.0	8.5%	\$1.3	\$0.1	8.5%
Other	\$2.7	\$1.7	\$1.0	57.4%	\$31.2	\$18.8	\$12.3	65.6%	\$2.7	(\$0.1)	(3.2%)	\$27.4	\$3.8	13.9%
Total	\$4.4	\$3.4	\$0.9	27.2%	\$54.3	\$40.6	\$13.8	34.0%	\$4.5	(\$0.1)	(3.1%)	\$49.3	\$5.1	10.3%
Federal Relief Funding - Fare Revenue Replacement	\$0.0	\$59.7	(\$59.7)	(100.0%)	\$0.0	\$59.7	(\$59.7)	(100.0%)	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	0.0%
Public Funding														
Sales Tax I	\$12.4	\$12.4	\$0.0	0.0%	\$130.6	\$127.6	\$3.0	2.4%	\$12.3	\$0.1	0.9%	\$127.2	\$3.4	2.6%
Sales Tax II	\$4.8	\$4.8	\$0.0	0.0%	\$21.0	\$19.8	\$1.2	6.0%	\$4.7	\$0.1	2.8%	\$20.4	\$0.6	3.0%
PTF II	\$2.3	\$2.2	\$0.1	5.0%	\$26.0	\$25.3	\$0.7	2.6%	\$2.1	\$0.1	5.9%	\$25.2	\$0.8	3.2%
SCMF	\$3.3	\$3.3	\$0.0	0.0%	\$34.5	\$33.6	\$0.8	2.4%	\$3.1	\$0.2	6.4%	\$33.1	\$1.4	4.2%
SSJA	\$7.5	\$7.5	\$0.0	0.0%	\$7.5	\$7.5	\$0.0	0.0%	\$0.6	\$6.9	1100.0%	\$7.5	\$0.0	0.0%
Non-Statutory Funding - PTF I	\$0.6	\$0.5	\$0.0	6.1%	\$6.4	\$6.1	\$0.2	3.3%	\$0.5	\$0.0	6.0%	\$6.1	\$0.2	3.5%
Non-Statutory Funding - ST I	\$0.6	\$0.6	\$0.0	0.0%	\$7.5	\$7.5	\$0.0	0.0%	\$0.5	\$0.1	18.5%	\$6.3	\$1.2	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	\$0.7	\$0.5	\$0.3	59.8%	\$8.6	\$5.6	\$3.0	54.1%	\$0.5	\$0.3	57.5%	\$2.0	\$6.6	330.1%
Total	\$32.2	\$31.8	\$0.4	1.3%	\$242.0	\$233.1	\$8.9	3.8%	\$24.4	\$7.8	32.2%	\$227.9	\$14.1	6.2%
Total Revenues	\$36.6	\$94.9	(\$58.4)	(61.5%)	\$296.3	\$333.3	(\$37.0)	(11.1%)	\$28.9	\$7.7	26.6%	\$277.1	\$19.2	6.9%
Operating Expenses														
Labor/Fringes	\$12.8	\$15.3	\$2.5	16.2%	\$160.3	\$179.4	\$19.0	10.6%	\$13.1	\$0.3	2.3%	\$148.6	(\$11.8)	(7.9%)
Parts/Supplies	\$1.4	\$1.1	(\$0.3)	(25.0%)	\$14.8	\$13.3	(\$1.5)	(11.5%)	\$1.0	(\$0.4)	(36.2%)	\$12.2	(\$2.7)	(21.8%)
Purchased Trans	\$2.2	\$2.5	\$0.2	9.5%	\$28.1	\$33.3	\$5.2	15.7%	\$2.3	\$0.0	2.1%	\$23.3	(\$4.8)	(20.5%)
Fuel	\$1.0	\$1.5	\$0.5	35.1%	\$13.2	\$17.8	\$4.6	25.9%	\$1.1	\$0.1	13.1%	\$14.0	\$0.8	6.0%
Utilities	\$0.5	\$0.7	\$0.2	24.6%	\$5.7	\$6.2	\$0.6	9.5%	\$0.3	(\$0.2)	(63.9%)	\$5.6	(\$0.0)	(0.4%)
Health Insurance	\$2.4	\$2.5	\$0.1	5.3%	\$25.3	\$30.5	\$5.2	17.1%	\$1.5	(\$0.9)	(62.3%)	\$21.4	(\$3.8)	(17.9%)
Liability Insurance	\$0.9	\$1.5	\$0.7	43.6%	\$11.9	\$18.4	\$6.5	35.2%	\$0.8	(\$0.0)	(6.0%)	\$16.5	\$4.6	27.7%
Other	\$2.7	\$4.3	\$1.5	35.6%	\$30.4	\$46.0	\$15.6	34.0%	\$3.3	\$0.5	16.4%	\$37.8	\$7.5	19.7%
Overhead Allocation	(\$0.7)	(\$1.0)	(\$0.2)	24.2%	(\$8.1)	(\$11.6)	(\$3.5)	30.1%	(\$0.7)	\$0.1	(7.9%)	(\$8.6)	(\$0.5)	5.9%
Total	\$23.2	\$28.4	\$5.2	18.3%	\$281.6	\$333.3	\$51.8	15.5%	\$22.7	(\$0.5)	(2.0%)	\$270.8	(\$10.7)	(4.0%)
Net Result	\$13.4	\$66.5	(\$53.1)		\$14.8	\$0.0	\$14.8		\$6.1	\$7.2		\$6.3	\$8.5	
Operating Deficit	\$18.8	\$25.0	\$6.1	24.6%	\$227.2	\$292.8	\$65.5	22.4%	\$18.2	(\$0.6)	(3.3%)	\$221.6	(\$5.7)	(2.6%)
Recovery Ratio	25.0%	16.9%	8.2 Pts		25.1%	17.0%	8.1 Pts		25.1%	(0.0) Pts		23.3%	1.8 Pts	
Ridership	1.3	1.3	(0.0)	-0.3%	18.2	15.6	2.6	16.7%	1.4	(0.0)	-2.0%	16.1	2.1	13.2%
Average Fare	\$ 1.21	\$ 1.23	\$ (0.02)	(1.6%)	\$ 1.19	\$ 1.30	\$ (0.11)	(8.3%)	\$ 1.23	\$ (0.02)	(1.8%)	\$ 1.28	\$ (0.09)	(6.7%)

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					
	December 2024				YTD 2024				December 2023			YTD 2023		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Unit	Change	Actual	Unit	Change
		Unit	%			Unit	%			%			%	
System-Generated Revenues														
Farebox Revenue	\$1.1	\$0.9	\$0.2	19.6%	\$12.1	\$10.5	\$1.6	14.8%	\$0.9	\$0.2	25.9%	\$9.5	\$2.6	27.3%
Other	\$0.2	\$0.2	\$0.0	16.7%	\$3.7	\$2.4	\$1.3	52.0%	\$0.2	(\$0.0)	(2.0%)	\$3.3	\$0.4	11.7%
Total	\$1.3	\$1.1	\$0.2	19.1%	\$15.8	\$13.0	\$2.8	21.7%	\$1.1	\$0.2	19.7%	\$12.8	\$3.0	23.2%
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%	\$226.9	\$226.9	\$0.0	0.0%	\$18.9	\$0.0	0.0%	\$226.9	\$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%	\$236.0	\$236.0	\$0.0	0.0%	\$18.9	\$0.0	0.0%	\$236.0	\$0.0	0.0%
Total Revenues	\$20.2	\$20.0	\$0.2	1.1%	\$251.7	\$248.9	\$2.8	1.1%	\$20.0	\$0.2	1.1%	\$248.8	\$3.0	1.2%
Operating Expenses														
Labor/Fringes	\$0.4	\$0.5	\$0.2	32.5%	\$5.0	\$6.5	\$1.5	23.0%	\$0.4	\$0.0	6.1%	\$4.8	(\$0.2)	(4.2%)
Parts/Supplies	\$0.0	\$0.0	\$0.0	100.0%	\$0.0	\$0.0	\$0.0	99.7%	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	99.4%
Purchased Trans	\$22.6	\$18.8	(\$3.8)	(20.4%)	\$245.1	\$216.8	(\$28.2)	(13.0%)	\$18.8	(\$3.8)	(20.0%)	\$206.0	(\$39.1)	(19.0%)
Fuel	\$0.6	\$0.6	\$0.0	3.4%	\$7.3	\$6.2	(\$1.1)	(18.4%)	\$0.5	(\$0.1)	(12.3%)	\$7.5	\$0.2	2.8%
Utilities	\$0.0	\$0.1	\$0.1	66.0%	\$0.5	\$0.7	\$0.2	26.5%	\$0.0	(\$0.0)	(155.1%)	\$0.5	(\$0.0)	(3.0%)
Health Insurance	\$0.1	\$0.1	\$0.0	48.1%	\$0.8	\$1.2	\$0.4	34.5%	\$0.1	\$0.0	28.2%	\$0.7	(\$0.1)	(8.4%)
Liability Insurance	\$0.1	\$0.1	\$0.0	5.7%	\$1.0	\$1.2	\$0.2	15.7%	\$0.1	(\$0.0)	(20.3%)	\$0.9	(\$0.1)	(7.4%)
Other	\$0.3	\$0.4	\$0.1	18.1%	\$3.8	\$4.8	\$1.0	21.1%	\$0.3	(\$0.1)	(18.3%)	\$3.1	(\$0.7)	(22.4%)
Overhead Allocation	\$0.7	\$1.0	\$0.2	24.2%	\$8.1	\$11.6	\$3.5	30.1%	\$0.7	(\$0.1)	(7.9%)	\$8.6	\$0.5	5.9%
Total	\$24.8	\$21.6	(\$3.2)	(14.8%)	\$271.5	\$248.9	(\$22.6)	(9.1%)	\$20.9	(\$3.9)	(18.8%)	\$232.1	(\$39.4)	(17.0%)
Net Result	(\$4.6)	(\$1.6)	(\$3.0)		(\$19.8)	\$0.0	(\$19.8)		(\$0.9)	(\$3.7)		\$16.6	(\$36.4)	
Operating Deficit	\$23.5	\$20.5	(\$3.0)	(14.6%)	\$255.8	\$236.0	(\$19.8)	(8.4%)	\$19.8	(\$3.7)	(18.8%)	\$219.3	(\$36.4)	(16.6%)
Recovery Ratio	10.6%	7.8%	2.8 Pts		11.0%	7.5%	3.5 Pts		9.8%	0.8 Pts		10.4%	0.6 Pts	
Ridership	0.5	0.4	0.1	25.9%	4.9	4.2	0.7	16.1%	0.3	0.1	35.1%	3.9	1.0	24.9%
<i>Average Fare</i>	<i>\$ 2.38</i>	<i>\$ 2.51</i>	<i>\$ (0.13)</i>	<i>(5.0%)</i>	<i>\$ 2.48</i>	<i>\$ 2.51</i>	<i>\$ (0.03)</i>	<i>(1.2%)</i>	<i>\$ 2.56</i>	<i>\$ (0.08)</i>	<i>(3.0%)</i>	<i>\$ 2.43</i>	<i>\$ 0.05</i>	<i>1.9%</i>

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