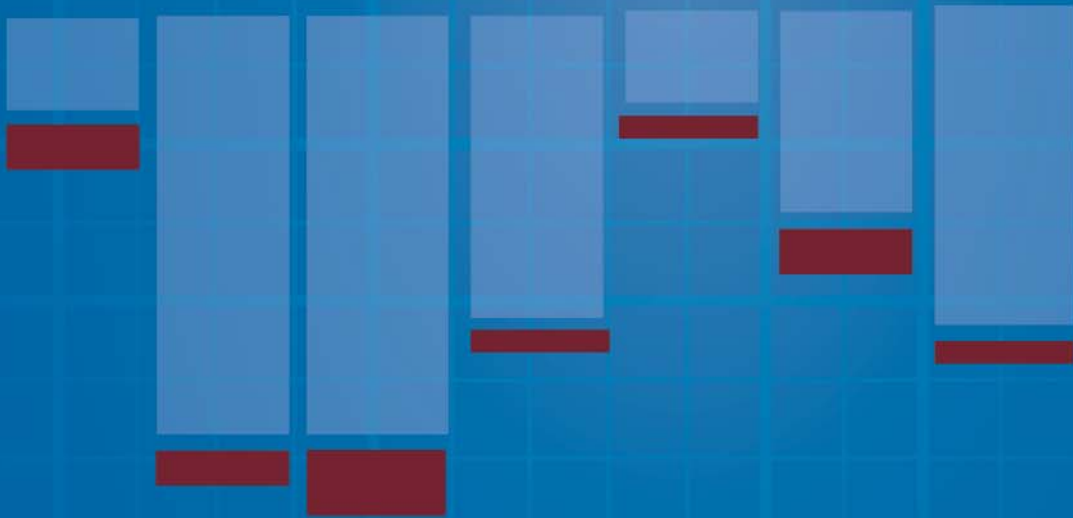


QUARTERLY FINANCIAL AND PERFORMANCE REPORT



MOVING YOU

August 2019

2nd Quarter 2019 Financial and Performance Report

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Executive Summary

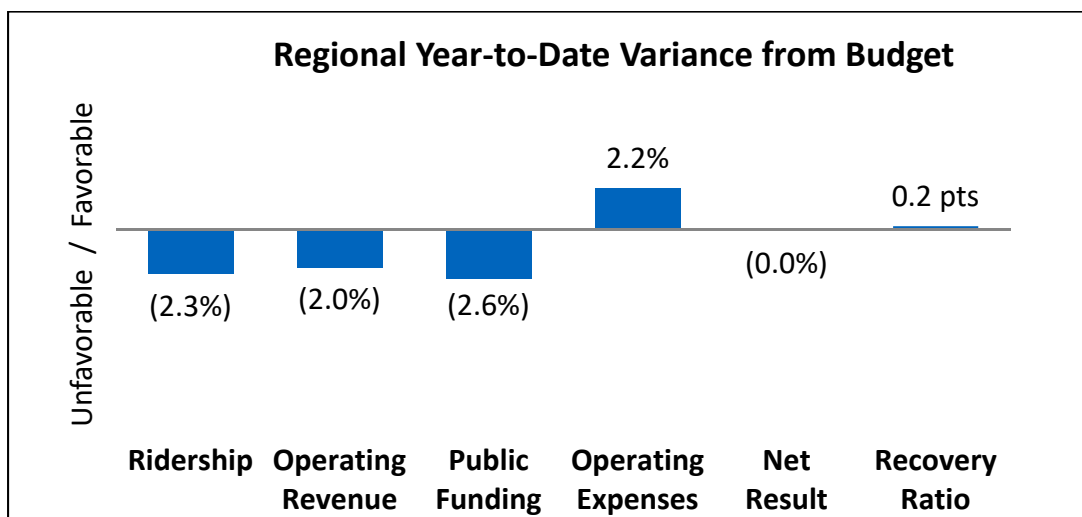
The size of the Chicago area labor force increased by more than 4,000 participants in the second quarter, while employment in the region increased by fewer than 300 jobs. As a result, the regional unemployment rate increased from 3.7% to 3.8%, a tenth of a point worse than the national unemployment rate.

Year-to-date system ridership was 275.6 million, 2.3% below budget and more than 3% below prior year. Each Service Board had unfavorable ridership results, with Pace Suburban Service reporting the largest shortfall from budget, at 6.9%. System ridership performance has improved steadily since January’s 8% shortfall, recovering to about 1% unfavorable to budget in each subsequent month.

Operating revenue finished the quarter \$11.4 million, or 2.0%, unfavorable to budget, due to lagging fare revenue and the lower level of State reduced fare reimbursement. May sales tax is projected to be 1.7% higher than prior year and 0.3% higher than budget. Year-to-date, sales tax has also continued to recover from January, but is still about 1% unfavorable. RETT receipts are also significantly underperforming budget, by \$5.2 million. The total public funding variance is \$19.3 million, or 2.6%, unfavorable to budget.

Year-to-date operating expenses were \$30.5 million, or 2.2%, favorable to budget. Each Service Board reported a favorable expense variance through the second quarter, and each also had favorable fuel expense results, totaling \$3.9 million. The good expense performance almost exactly offset the unfavorable operating revenue and public funding results, producing a net result which was \$0.3 million unfavorable to budget, a \$2.4 million improvement from last month’s result. The regional recovery ratio, which does not consider sales tax results, improved during the quarter and finished at 49.6%, favorable to budget by 0.2 percentage points. The operating deficits of Metra, Pace Suburban Service, and ADA Paratransit were each favorable to budget, while CTA’s operating deficit was essentially at budget.

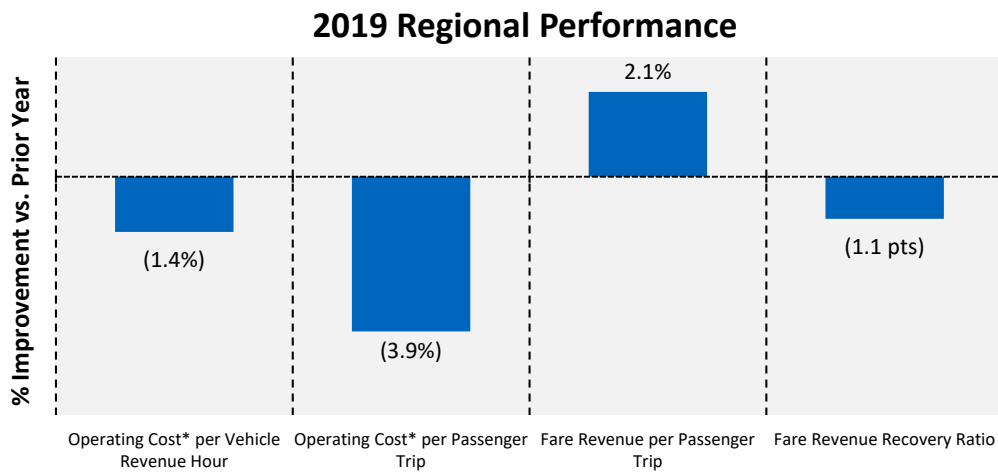
Staff recommends that financial results of the Service Boards, ADA Paratransit, and the region as a whole be found in substantial accordance with budget through the second quarter. The following chart provides an overview of regional results.



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

Regional performance results for the first half of 2019 show improvement for one measure compared to the first half of 2018. After adjusting operating costs for inflation, regional operating costs were roughly equal to 2018, with an unfavorable difference of 0.5%, or \$6.2 million. A 0.9% decrease in service hours resulted in an operating cost per vehicle revenue hour that was 1.4% or \$2.37 higher (unfavorable) compared to 2018. Ridership for the six months of 2019 was down 3.3% compared to 2018, resulting in a 2019 inflation-adjusted operating cost per passenger trip of \$4.99, which was \$0.19 or 3.9% higher compared to 2018. Taking lower ridership into account, the regional average fare paid was 2.1%, or \$0.04 higher compared to 2018. The fare revenue recovery ratio of 35.3% was 1.1 percentage points lower compared to 2018, resulting from the 1.2% decrease in fare revenue.

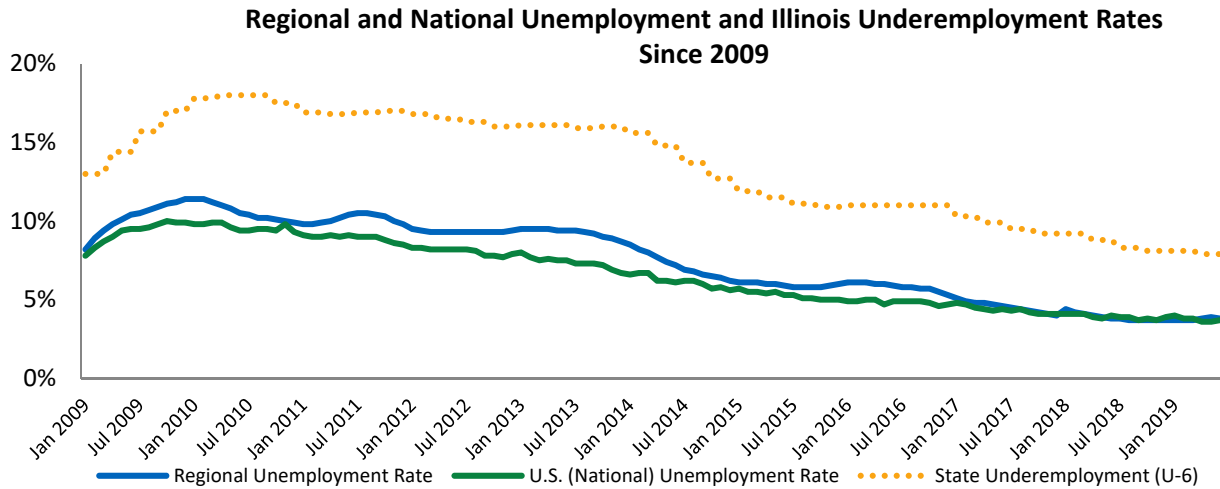
The chart below shows the year-to-date percentage change for each performance measure compared to last year. Bars above the line show improving trends while bars below the line show unfavorable trends.



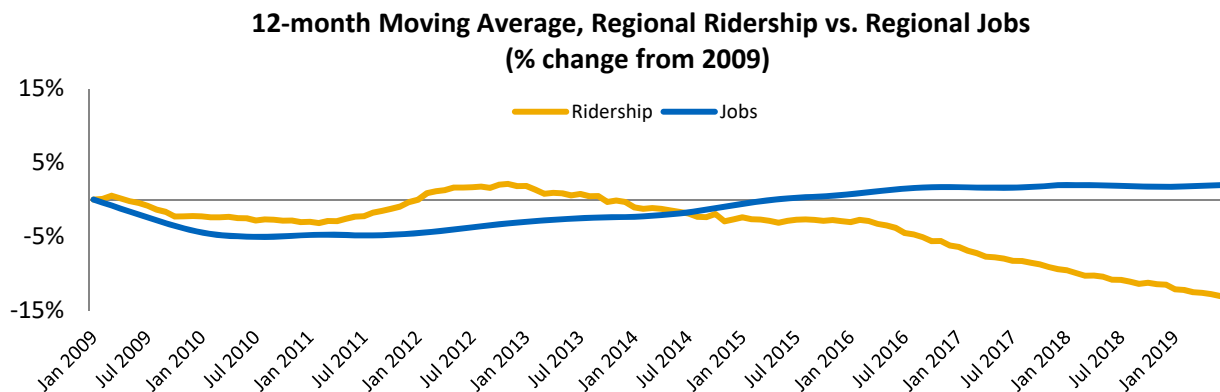
*Operating costs adjusted for inflation

Environmental Factors

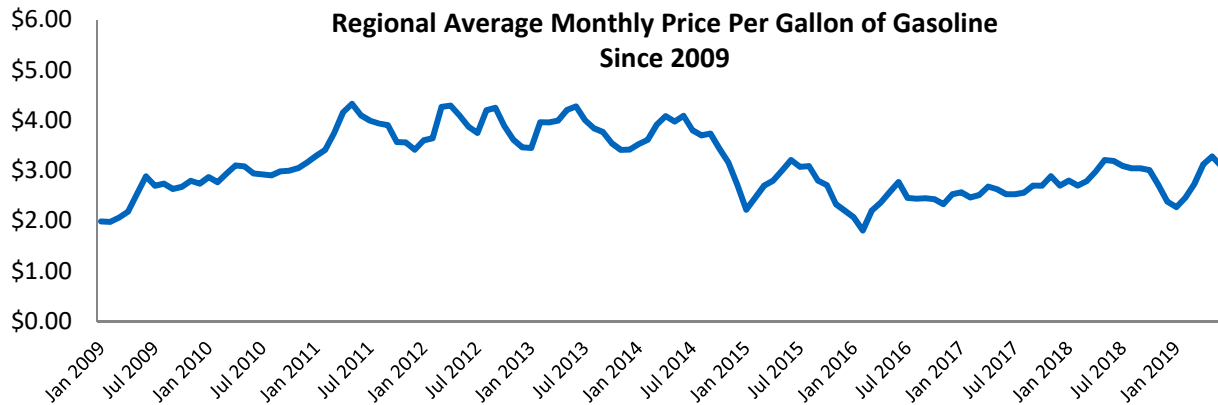
Regional unemployment increased slightly to 3.8% in the second quarter, one-tenth of a percent higher than the national average, as the labor force in the Chicago region increased at a greater rate than jobs did over the three month period. Still, statewide underemployment, tracked by the U-6 rate, has dropped to 7.9%.



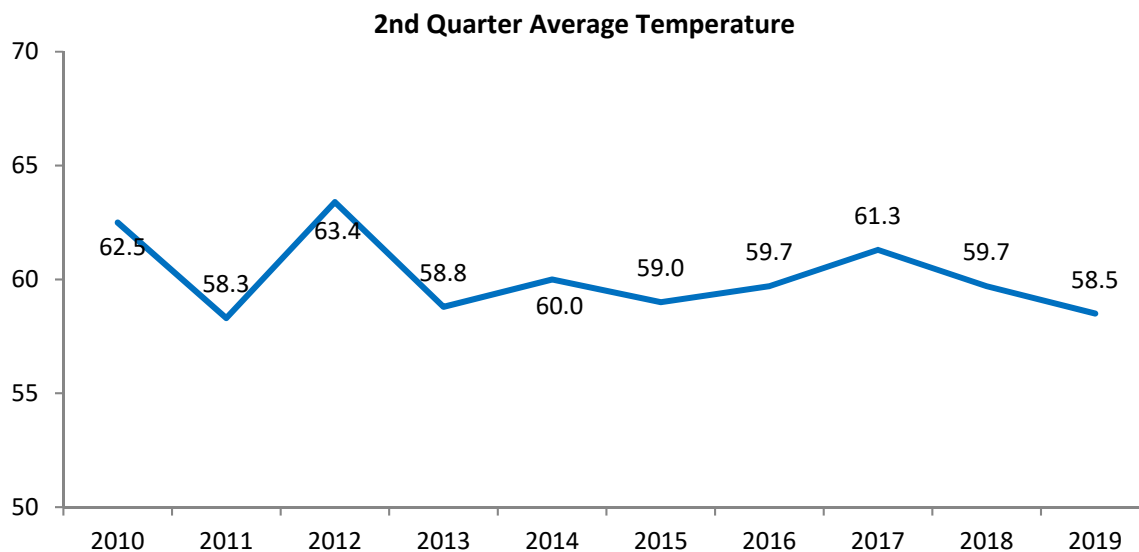
While the twelve-month moving average of regional jobs is 1.8% higher than 2009, ridership is now 12.5% below 2009 levels.



The average price per gallon of gas in the Chicago region during the second quarter of 2019 was \$3.16, up 68 cents from the first quarter and 4 cents higher than 2018. Prices were above the \$3.00 mark during the second and third quarters of 2018 before dropping in the fourth quarter. Prices continued to drop in the beginning of this year but increased steeply in April and May. Prior to 2018, gas prices had not risen above \$3.00 since August 2015.



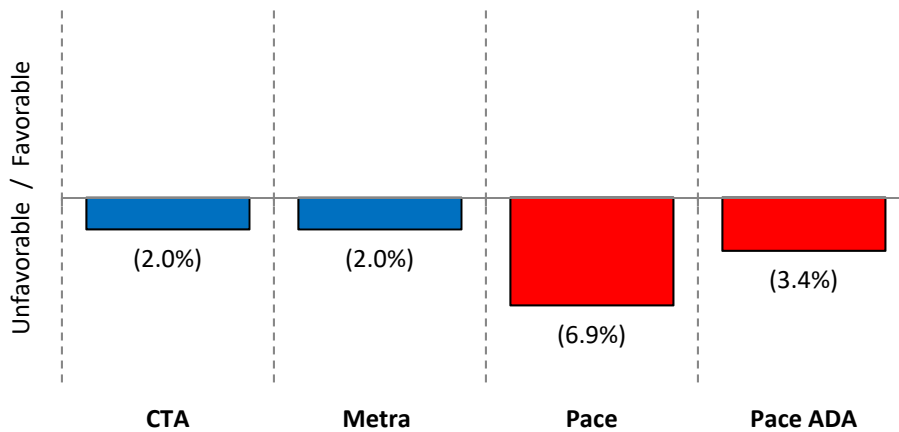
The average temperature in the second quarter of 2019 was 58.5 degrees, the coolest second quarter average since 2011.



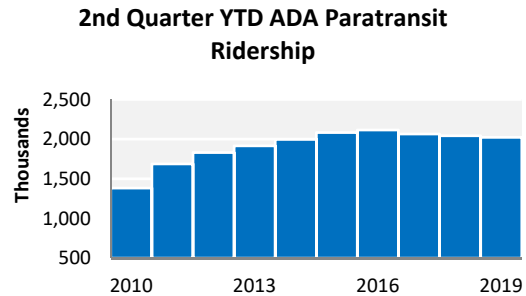
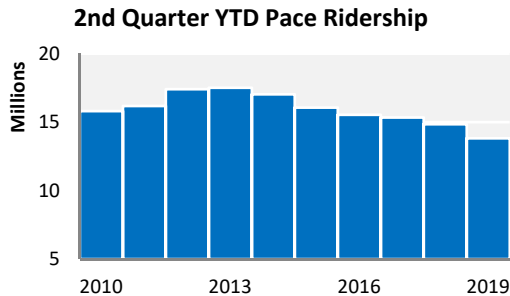
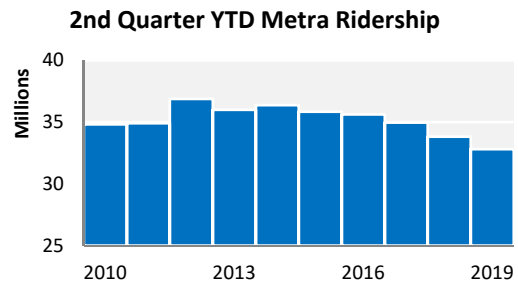
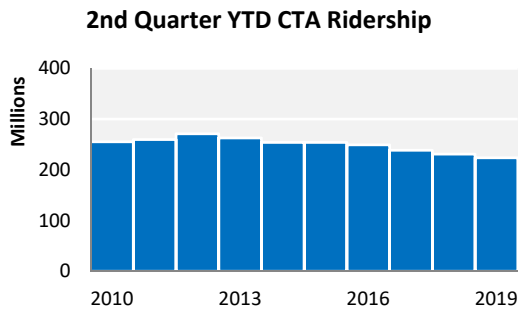
Ridership

The 2019 budget assumed a full-year ridership decrease of about 1%. RTA system ridership was unfavorable to budget by 2.3% through the second quarter, and was down more than 3% compared to prior year. The system recorded 275.6 million passenger trips, 6.5 million trips unfavorable to budget. Ridership has been steadily improving each month relative to budget as the system recovers from extreme weather in January, which resulted in some cancelled service and significantly impacted ridership.

Ridership Variance to Budget

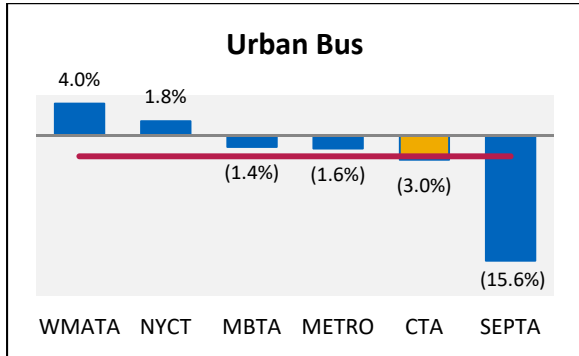


The charts below show each Service Board’s second quarter year-to-date ridership for the last ten years, as reported to the National Transit Database (NTD).



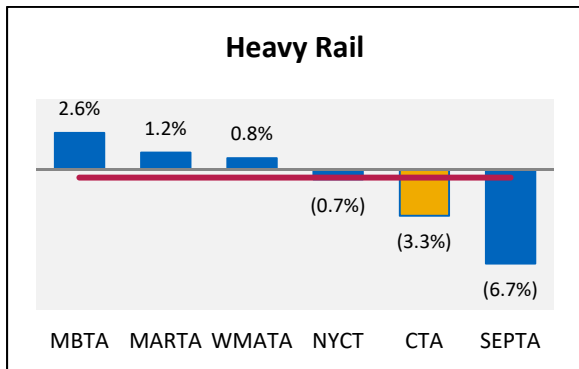
Ridership: Peer Comparison for CTA and Metra

The following peer comparisons show the percent change for first half ridership for 2019, by mode, in comparison to 2018. Data are provided by the NTD. CTA bus ridership decreased 3.0% and rail ridership decreased 3.3%. Metra ridership for the first half of 2019 was down 3.0%.



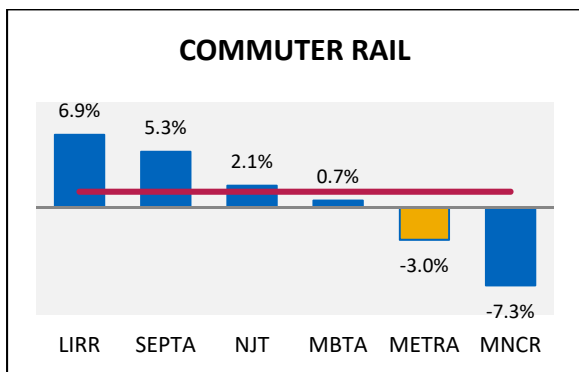
CTA bus peers include:

- WMATA (Washington, DC)
- NYCT (New York)
- MBTA (Boston)
- METRO (Los Angeles)
- SEPTA (Philadelphia)
- Peer average: -2.6%



CTA rail peers include:

- MBTA (Boston)
- MARTA (Atlanta)
- WMATA (Washington, DC)
- NYCT (New York City)
- SEPTA (Philadelphia)
- Peer average: -0.6%

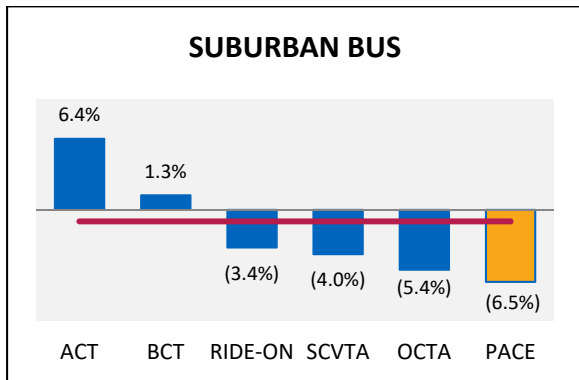


Metra's peers include:

- LIRR (Long Island, New York)
- SEPTA (Philadelphia)
- NJT (New Jersey/New York)
- MBTA (Boston)
- MNCR (New York/Connecticut)
- Peer average: 1.5%

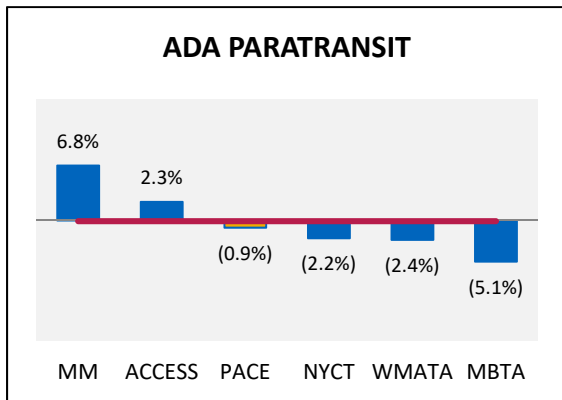
Ridership: Peer Comparison for Pace

Pace bus saw a year-over-year ridership decrease of 6.5%, while ADA Paratransit ridership saw a ridership decrease of 0.9%.



Pace bus peers include:

- ACT (Oakland Area)
- BCT (Miami area)
- RIDE-ON (Washington, DC area)
- SCVTA (San Francisco area)
- OCTA (Orange County, CA)
- Peer average: -1.0%

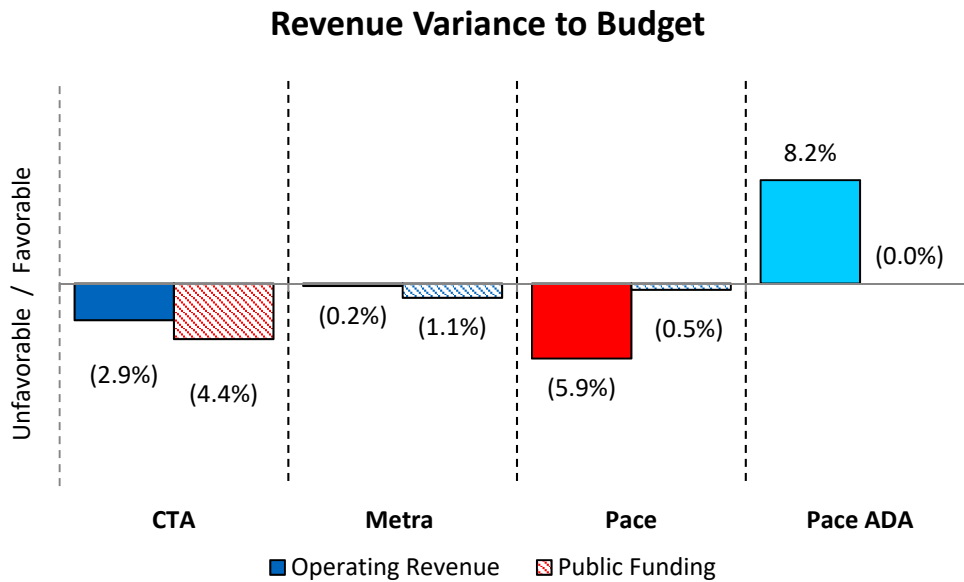


ADA Paratransit peers include:

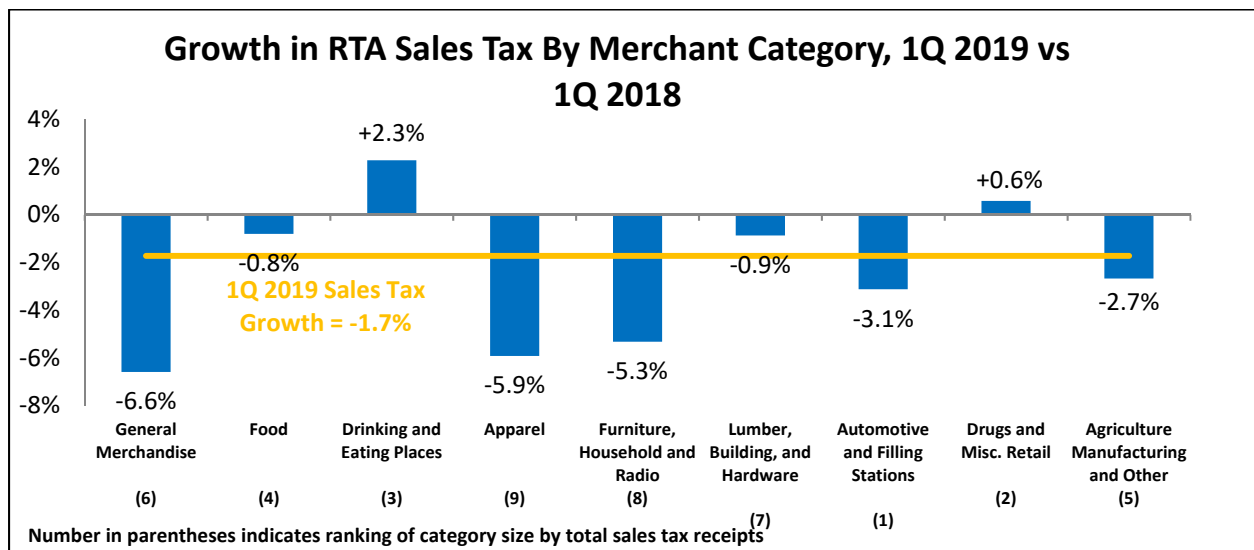
- MM (Minneapolis)
- ACCESS (Los Angeles)
- WMATA (Washington, DC)
- MBTA (Boston)
- NYCT (New York City)
- Peer average: -0.1%

Operating Revenue and Public Funding

Operating revenue for the region was \$11.4 million or 2.0% unfavorable to budget through the second quarter, with revenue shortfalls at each Service Board, except Pace ADA Paratransit. About 70% of the shortfall was due to a reduction in reduced fare reimbursement funding from the State, with the balance due to lagging ridership and fare revenue, especially in the first few months of the year. Public funding was \$19.3 million or 2.6% unfavorable to budget, due to unfavorable sales tax and RETT receipts.



As seen in the sales tax by industry chart for the first quarter, the latest available, almost all merchant categories were impacted by the severe cold in January, with food, drink, and drugstores showing the most resiliency. Sales tax growth has since recovered to about 1% positive versus 2018.



Expenses

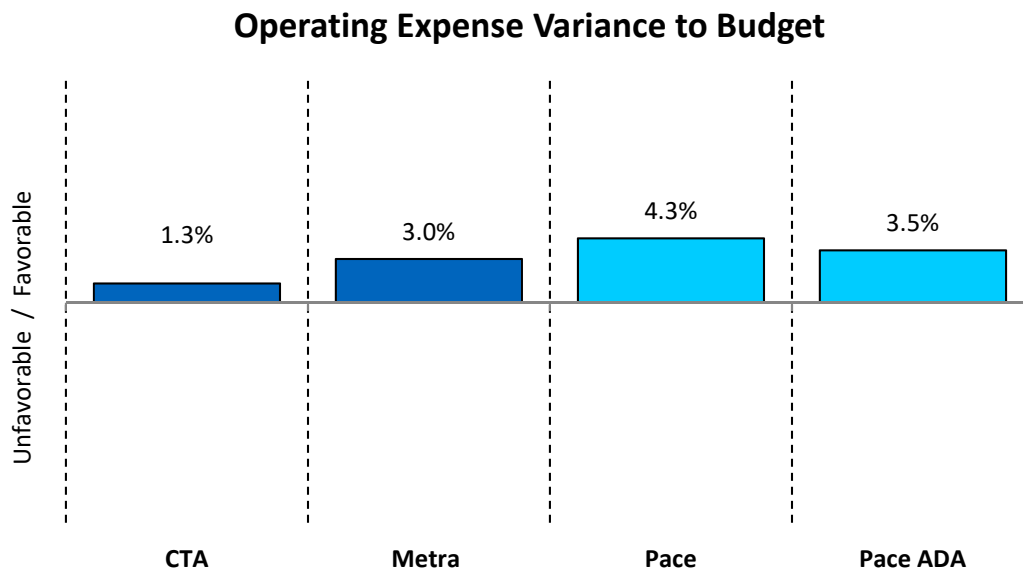
Total Service Board operating expenses of \$1.359 billion were \$30.5 million or 2.2% favorable to budget through June. Fuel expenses were favorable at each Service Board, by a total of \$3.9 million.

CTA’s total expenses were \$10.0 million or 1.3% favorable, with favorable results in all expense categories, led by Fuel, Material, Security, and Other expenses. Fuel expense was \$1.7 million or 7.9% favorable to budget.

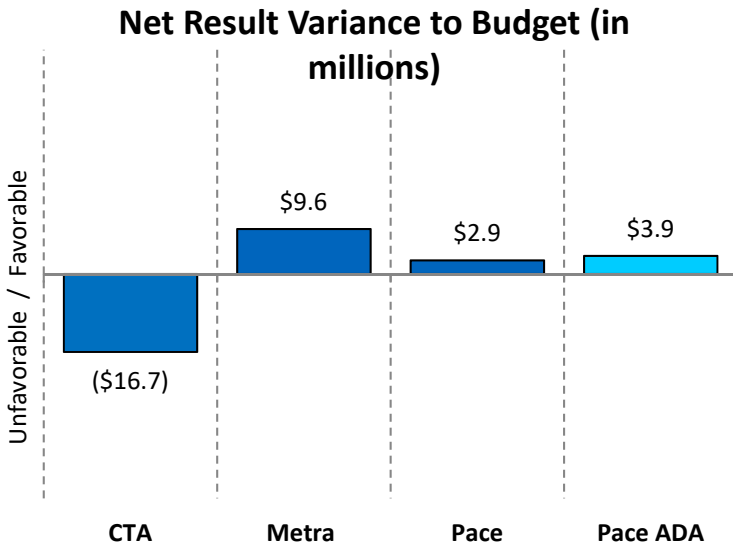
Metra’s total expenses came in \$12.1 million or 3.0% favorable to budget. Positive results were recorded in Fuel, Operations, and Administration. Fuel expense was \$1.5 million or 4.8% favorable to budget.

Pace’s total expenses were \$5.0 million or 4.3% favorable to budget due to favorable variances in all expense categories except the ADA Overhead allocation. Fuel expense was favorable by \$0.5 million or 8.2%. Pace does not lock its fuel needs in advance, so lower-than-budgeted prices have resulted in significant favorable variances.

ADA Paratransit’s total expenses were \$3.3 million or 3.5% favorable to budget, due primarily to favorable results in Purchased Transportation expense as ridership fell below budget. Fuel expense was \$0.2 million or 11.6% favorable.

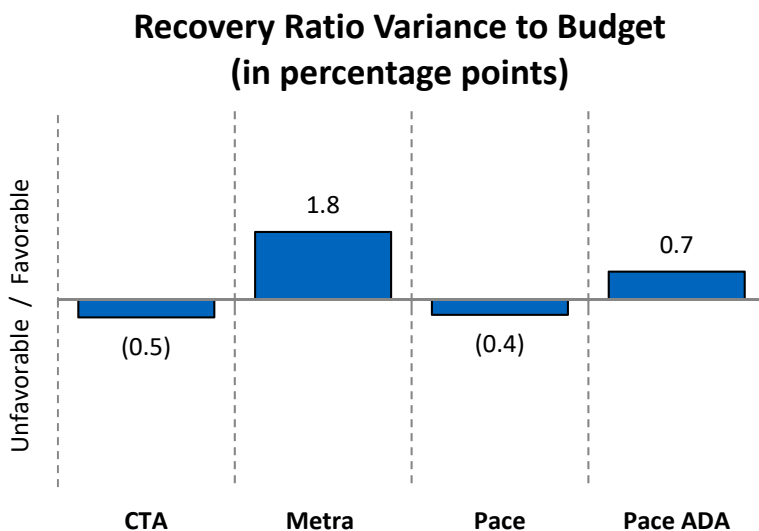


Net Results



Favorable operating expenses did not quite offset unfavorable public funding and operating revenue, producing a regional net result that was \$0.3 million unfavorable to budget. CTA was the only agency with an unfavorable to budget net result due to the combined impact of the reduction in RFR funding and unfavorable RETT receipts.

Recovery Ratios



The regional recovery ratio of 49.6% was 0.2 percentage points favorable to budget. The recovery ratio has improved steadily since January, when it was 2.0 points unfavorable to budget. Without approved adjustments, the regional recovery ratio was 41.5%, 0.9 points lower than second quarter 2018.

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, 2019 performance is compared to 2018 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.

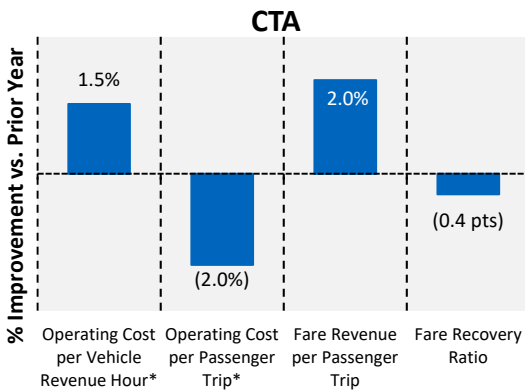
Operating cost per passenger trip: The cost of providing each individual passenger trip. Operating costs have been adjusted for inflation for this metric.

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.

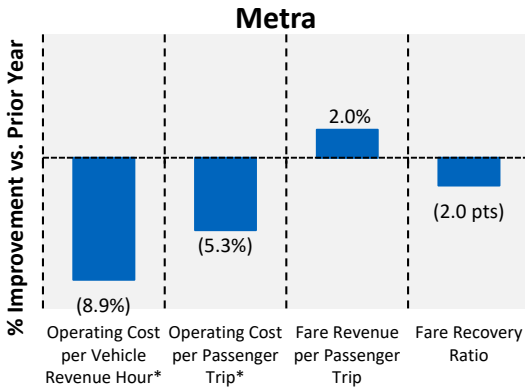
The following charts show the net percentage change for second quarter year-to-date performance of 2019 compared to 2018, with bars above the line indicating improved performance.

CTA 2019 Performance Results



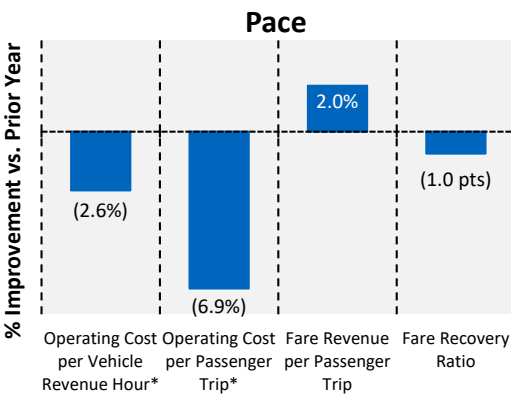
- CTA’s inflation-adjusted operating cost decrease of 1.2%, combined with 0.3% more vehicle revenue hours, resulted in an operating cost per vehicle hour that was 1.5% favorable to 2018 results.
- CTA 2019 year-to-date ridership was 3.1% lower than 2018, resulting in an operating cost per passenger trip that was 2.0%, or \$0.07, higher compared to 2018.
- CTA fare revenue decreased by 1.2% while ridership decreased at a steeper rate, resulting in a 2.0% higher average paid fare of \$1.26 -- a favorable difference of \$0.02 compared to 2018.
- The fare recovery ratio decreased by 0.4 percentage points to 37.1% as fare revenue declined at a steeper rate than the decrease in operating cost.

Metra 2019 Performance Results



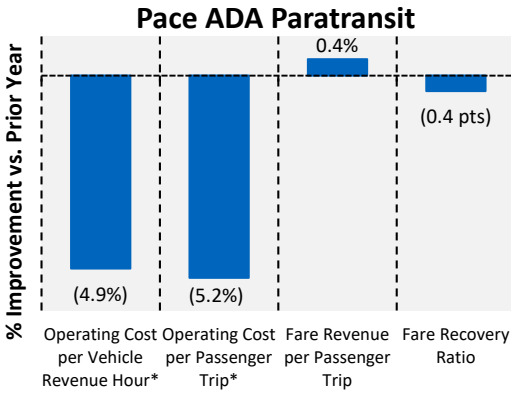
- Metra saw an inflation-adjusted operating cost increase of 2.1% compared to 2018, spread over 6.2% fewer vehicle revenue hours. Metra’s operating cost per vehicle revenue hour was 8.9% higher compared to 2018.
- A 3.0% ridership decrease resulted in an operating cost per passenger trip that was 5.3%, or \$0.60, higher than 2018.
- The fare revenue per passenger trip (average fare paid) through Q2 2019 was \$5.48, \$0.11 higher compared to 2018, a favorable result.
- The fare recovery ratio of 45.1% was 2.0 percentage points unfavorable to 2018.

Pace 2019 Performance Results



- Pace’s inflation-adjusted operating cost decreased 0.6% in 2019 as service levels decreased 3.1%, resulting in an operating cost per vehicle revenue hour that was 2.6% unfavorable to 2018.
- Lower operating costs and a 7.0% ridership decline resulted in a 6.9% increase in cost per passenger trip, an unfavorable increase of \$0.51.
- Fare revenues decreased by 5.1% in the first half of 2019; lower ridership and fares resulted in a 2.0% improvement in average fare paid, a difference of \$0.02 compared to 2018.
- Pace’s fare recovery ratio decreased 1.0 percentage point in 2019 to 15.8%.

Pace ADA Paratransit 2019 Performance Results



- Inflation-adjusted operating costs for ADA Paratransit services were unfavorable by 4.2% in 2019, while vehicle revenue hours decreased 0.7%, resulting in a 4.9% increase in operating cost per vehicle hour, an unfavorable result.
- Higher operating costs spread over 0.9% fewer passenger trips resulted in a cost per passenger trip that was 5.2%, or \$2.15, higher compared to 2018.
- Fare revenue decreased by 0.5%. Lower fare revenue and lower ridership produced a 0.4%, or \$0.01 gain in fare revenue per passenger trip compared to 2018.
- At 6.5%, the fare recovery ratio was 0.4 percentage points lower compared to 2018.

Region Summary Report - June

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	June 2019				YTD 2019				June 2018			YTD 2018		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Unit	%	Actual	Unit	%
			Unit	%			Unit	%						
Operating Revenues														
CTA	\$57.6	\$59.4	(\$1.8)	(3.0%)	\$332.1	\$342.0	(\$9.9)	(2.9%)	\$58.3	(\$0.7)	(1.1%)	\$334.9	(\$2.8)	(0.8%)
Metra	\$35.4	\$34.8	\$0.6	1.8%	\$202.8	\$203.2	(\$0.4)	(0.2%)	\$36.9	(\$1.4)	(3.9%)	\$202.2	\$0.6	0.3%
Pace	\$4.6	\$4.9	(\$0.3)	(6.3%)	\$26.8	\$28.5	(\$1.7)	(5.9%)	\$4.7	(\$0.2)	(3.6%)	\$27.8	(\$0.9)	(3.4%)
Pace ADA Paratransit	<u>\$1.3</u>	<u>\$1.2</u>	<u>\$0.1</u>	<u>11.7%</u>	<u>\$7.7</u>	<u>\$7.1</u>	<u>\$0.6</u>	<u>8.2%</u>	<u>\$1.2</u>	<u>\$0.1</u>	<u>9.9%</u>	<u>\$7.0</u>	<u>\$0.8</u>	<u>10.8%</u>
Total	\$99.0	\$100.3	(\$1.3)	(1.3%)	\$569.5	\$580.9	(\$11.4)	(2.0%)	\$101.1	(\$2.1)	(2.1%)	\$571.8	(\$2.3)	(0.4%)
Public Funding (1)														
CTA	\$70.1	\$70.5	(\$0.4)	(0.6%)	\$376.2	\$393.0	(\$16.8)	(4.3%)	\$68.5	\$1.6	2.3%	\$380.1	(\$3.9)	(1.0%)
Metra	\$34.8	\$34.9	(\$0.1)	(0.2%)	\$184.4	\$186.5	(\$2.1)	(1.1%)	\$34.3	\$0.5	1.4%	\$182.7	\$1.6	0.9%
Pace	\$15.1	\$15.0	\$0.1	0.9%	\$80.6	\$81.0	(\$0.4)	(0.5%)	\$14.9	\$0.2	1.3%	\$78.5	\$2.2	2.7%
Pace ADA Paratransit	<u>\$14.4</u>	<u>\$14.4</u>	<u>(\$0.0)</u>	<u>(0.0%)</u>	<u>\$86.5</u>	<u>\$86.5</u>	<u>(\$0.0)</u>	<u>(0.0%)</u>	<u>\$13.5</u>	<u>\$0.9</u>	<u>6.7%</u>	<u>\$82.4</u>	<u>\$4.1</u>	<u>5.0%</u>
Total	\$134.4	\$134.8	(\$0.4)	(0.3%)	\$727.7	\$747.0	(\$19.3)	(2.6%)	\$131.3	\$3.1	2.4%	\$723.7	\$4.0	0.6%
Operating Expenses														
CTA	\$123.5	\$126.2	\$2.7	2.2%	\$759.8	\$769.8	\$10.0	1.3%	\$125.2	\$1.8	1.4%	\$759.5	(\$0.3)	(0.0%)
Metra	\$62.3	\$65.7	\$3.4	5.1%	\$399.0	\$411.1	\$12.1	3.0%	\$62.1	(\$0.2)	(0.3%)	\$385.8	(\$13.2)	(3.4%)
Pace	\$18.7	\$19.4	\$0.6	3.2%	\$110.6	\$115.6	\$5.0	4.3%	\$18.1	(\$0.6)	(3.2%)	\$109.9	(\$0.7)	(0.7%)
Pace ADA Paratransit	<u>\$17.2</u>	<u>\$16.0</u>	<u>(\$1.2)</u>	<u>(7.6%)</u>	<u>\$89.9</u>	<u>\$93.2</u>	<u>\$3.3</u>	<u>3.5%</u>	<u>\$14.9</u>	<u>(\$2.3)</u>	<u>(15.7%)</u>	<u>\$85.2</u>	<u>(\$4.7)</u>	<u>(5.5%)</u>
Total	\$221.7	\$227.3	\$5.5	2.4%	\$1,359.2	\$1,389.7	\$30.5	2.2%	\$220.4	(\$1.3)	(0.6%)	\$1,340.3	(\$18.9)	(1.4%)
Net Results														
CTA	\$4.3	\$3.7	\$0.5		(\$51.5)	(\$34.9)	(\$16.7)		\$1.6	\$2.7		(\$44.5)	(\$7.0)	
Metra	\$7.9	\$4.0	\$3.9		(\$11.7)	(\$21.3)	\$9.6		\$9.1	(\$1.2)		(\$0.8)	(\$10.9)	
Pace	\$0.9	\$0.5	\$0.5		(\$3.2)	(\$6.1)	\$2.9		\$1.5	(\$0.6)		(\$3.6)	\$0.5	
Pace ADA Paratransit	<u>(\$1.5)</u>	<u>(\$0.4)</u>	<u>(\$1.1)</u>		<u>\$4.3</u>	<u>\$0.5</u>	<u>\$3.9</u>		<u>(\$0.2)</u>	<u>(\$1.3)</u>		<u>\$4.1</u>	<u>\$0.2</u>	
Total	\$11.7	\$7.8	\$3.8		(\$62.1)	(\$61.8)	(\$0.3)		\$12.0	(\$0.3)		(\$44.8)	(\$17.3)	
Operating Deficit														
CTA	\$65.8	\$66.8	\$0.9	1.4%	\$427.7	\$427.8	\$0.1	0.0%	\$66.9	1.1	1.7%	\$424.6	(\$3.1)	(0.7%)
Metra	\$26.9	\$30.9	\$4.0	12.9%	\$196.1	\$207.9	\$11.7	5.6%	\$25.3	(1.6)	(6.5%)	\$183.5	(12.6)	(6.9%)
Pace	\$14.2	\$14.5	\$0.3	2.2%	\$83.8	\$87.1	\$3.3	3.8%	\$13.4	(0.8)	(5.6%)	\$82.1	(1.7)	(2.1%)
Pace ADA Paratransit	<u>\$15.9</u>	<u>\$14.8</u>	<u>(\$1.1)</u>	<u>(7.3%)</u>	<u>\$82.2</u>	<u>\$86.0</u>	<u>\$3.9</u>	<u>4.5%</u>	<u>\$13.7</u>	<u>(2.2)</u>	<u>(16.2%)</u>	<u>\$78.2</u>	<u>(3.9)</u>	<u>(5.0%)</u>
Total	\$122.8	\$126.9	\$4.2	3.3%	\$789.8	\$808.8	\$19.1	2.4%	\$119.3	(\$3.5)	(2.9%)	\$768.5	(\$21.3)	(2.8%)
Recovery Ratio														
CTA	57.5%	57.2%	0.4 pts		53.7%	54.1%	(0.5) pts		58.6%	(1.1) pts		54.2%	(0.5) pts	
Metra	61.2%	56.3%	4.8 pts		54.2%	52.4%	1.8 pts		63.3%	(2.1) pts		55.7%	(1.5) pts	
Pace	29.0%	30.6%	(1.6) pts		29.6%	30.1%	(0.4) pts		30.4%	(1.3) pts		29.9%	(0.3) pts	
Pace ADA Paratransit	<u>11.2%</u>	<u>9.7%</u>	<u>1.5 pts</u>		<u>10.8%</u>	<u>10.1%</u>	<u>0.7 pts</u>		<u>10.0%</u>	<u>1.2 pts</u>		<u>10.0%</u>	<u>0.8 pts</u>	
System	53.6%	52.4%	1.1 pts		49.6%	49.4%	0.2 pts		55.0%	(1.4) pts		50.4%	(0.8) pts	
Ridership														
CTA	38.0	38.1	(0.1)	(0.4%)	223.1	227.8	(4.6)	(2.0%)	39.4	(1.4)	(3.6%)	230.9	(7.8)	(3.4%)
Metra (2)	6.4	6.4	0.0	0.6%	36.5	37.3	(0.8)	(2.0%)	6.6	(0.2)	(3.1%)	37.7	(1.2)	(3.1%)
Pace	2.4	2.6	(0.2)	(9.2%)	13.8	14.9	(1.0)	(6.9%)	2.5	(0.2)	(6.3%)	14.9	(1.0)	(6.9%)
Pace ADA Paratransit	<u>0.4</u>	<u>0.4</u>	<u>(0.0)</u>	<u>(1.8%)</u>	<u>2.1</u>	<u>2.2</u>	<u>(0.1)</u>	<u>(3.4%)</u>	<u>0.4</u>	<u>0.0</u>	<u>0.1%</u>	<u>2.1</u>	<u>(0.0)</u>	<u>(2.0%)</u>
Total	47.1	47.5	(0.3)	(0.7%)	275.6	282.1	(6.5)	(2.3%)	48.9	(1.8)	(3.6%)	285.6	(10.1)	(3.5%)

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

(1) Throughout these summaries current public funding represents a projection and not actual receipts. RTA staff uses actual public funding receipts when available and makes projections based on current trends when information is not available. (2) Excludes South Shore ridership.

CTA Summary Report - June

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	JUNE 2019				YTD 2019				JUNE 2018			YTD 2018		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
Operating Revenue														
Farebox Revenue	\$49.2	\$50.1	(\$0.9)	(1.7%)	\$282.2	\$285.8	(\$3.5)	(1.2%)	\$50.5	(\$1.3)	(2.6%)	\$285.5	(\$3.3)	(1.2%)
Reduced Fare Subsidy	\$1.2	\$2.4	(1.2)	(50.0%)	\$7.1	\$14.2	(\$7.1)	(50.0%)	\$1.2	0.0	0.0%	\$7.1	0.0	0.0%
Other	\$7.2	\$7.0	0.3	3.7%	\$42.8	\$42.1	\$0.7	1.7%	\$6.6	0.7	10.0%	\$42.3	0.5	1.3%
Total Operating Revenue	\$57.6	\$59.4	(\$1.8)	(3.0%)	\$332.1	\$342.0	(\$9.9)	(2.9%)	\$58.3	(\$0.7)	(1.1%)	\$334.9	(\$2.8)	(0.8%)
Public Funding														
Sales Tax I	\$35.0	\$35.0	\$0.0	0.0%	\$185.9	\$188.8	(\$2.9)	(1.5%)	\$33.7	\$1.4	4.0%	\$182.2	\$3.7	2.0%
Sales Tax II	\$3.6	\$3.6	0.0	0.0%	\$12.6	\$13.8	(\$1.2)	(8.7%)	\$3.5	0.0	0.3%	\$14.2	(1.6)	(11.3%)
PTF II	\$5.7	\$5.8	(0.1)	(1.7%)	\$32.8	\$34.5	(\$1.7)	(4.8%)	\$5.4	0.3	5.8%	\$31.9	0.9	2.9%
25% PTF on RETT	\$1.3	\$1.4	(0.1)	(9.4%)	\$7.0	\$8.3	(\$1.3)	(16.0%)	\$1.4	(0.1)	(9.4%)	\$8.3	(1.3)	(16.0%)
City of Chicago RETT	\$5.6	\$5.6	0.0	0.0%	\$28.1	\$33.3	(\$5.2)	(15.7%)	\$6.6	(1.1)	(16.2%)	\$36.2	(8.1)	(22.4%)
Non-Statutory Funding - PTF I	\$18.5	\$18.7	(0.2)	(1.0%)	\$106.9	\$111.3	(\$4.4)	(4.0%)	\$17.4	1.1	6.2%	\$104.4	2.4	2.3%
Non-Statutory Funding - ST I	\$0.0	\$0.0	0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	0.0	0.0%	\$0.0	0.0	0.0%
ICE funding for operations	\$0.5	\$0.5	0.0	0.0%	\$2.9	\$3.0	(\$0.0)	(1.0%)	\$0.0	0.5	0.0%	\$0.0	2.9	0.0%
Total Public Funding	\$70.1	\$70.5	(0.4)	(0.6%)	\$376.2	\$393.0	(\$16.8)	(4.3%)	\$68.0	\$2.1	3.1%	\$377.2	(\$1.1)	(0.3%)
Total Revenue	\$127.7	\$129.9	(\$2.2)	(1.7%)	\$708.3	\$734.9	(\$26.7)	(3.6%)	\$126.3	\$1.4	1.1%	\$712.1	(\$3.8)	(0.5%)
Expense														
Labor	\$86.3	\$85.2	(\$1.1)	(1.3%)	\$534.0	\$534.4	\$0.3	0.1%	\$88.7	\$2.5	2.8%	\$536.1	\$2.1	0.4%
Material	\$5.6	\$7.2	\$1.6	22.6%	\$37.6	\$40.3	\$2.7	6.8%	\$7.2	1.6	22.5%	\$45.9	8.3	18.1%
Fuel	\$3.0	\$3.7	\$0.6	17.2%	\$20.2	\$21.9	\$1.7	7.9%	\$2.8	(0.3)	(10.8%)	\$16.7	(3.5)	(21.2%)
Power	\$2.4	\$2.7	\$0.4	13.6%	\$16.8	\$17.3	\$0.5	2.9%	\$2.6	0.2	8.7%	\$14.9	(1.9)	(12.8%)
I&D	\$0.6	\$0.6	\$0.0	0.0%	\$3.8	\$3.8	\$0.0	0.0%	\$1.3	0.6	50.0%	\$2.5	(1.3)	(50.0%)
Passenger Security	\$1.4	\$1.6	\$0.2	13.7%	\$8.5	\$9.7	\$1.1	11.5%	\$1.6	0.2	10.5%	\$8.6	0.1	0.9%
All Other	\$24.2	\$25.2	\$1.0	3.9%	\$138.9	\$142.5	\$3.6	2.5%	\$21.2	(3.0)	(14.3%)	\$134.8	(4.1)	(3.1%)
Total Expense	\$123.5	\$126.2	\$2.7	2.2%	\$759.8	\$769.8	\$10.0	1.3%	\$125.2	\$1.8	1.4%	\$759.5	(\$0.3)	(0.0%)
Net Results	\$4.3	\$3.7	\$0.5		(\$51.5)	(\$34.9)	(\$16.7)		\$1.1	\$3.2		(\$47.4)	(\$4.1)	
Operating Deficit	\$65.8	\$66.8	\$0.9	1.4%	\$427.7	\$427.8	\$0.1	0.0%	\$66.9	\$1.1	1.7%	\$424.6	(\$3.1)	(0.7%)
Recovery Ratio	57.5%	57.2%	0.4 pts		53.7%	54.1%	(0.5) pts		58.6%	(1.1) pts		54.2%	(0.5) pts	
Total Ridership	38.0	38.1	(0.1)	(0.4%)	223.1	227.8	(4.6)	(2.0%)	39.4	(1.4)	(3.6%)	230.9	(7.8)	(3.4%)
<i>Average Fare</i>	\$1.30	\$1.31	(\$0.02)	(1.4%)	\$1.26	\$1.25	\$0.01	0.8%	\$1.28	\$0.01	1.0%	\$1.24	\$0.03	2.3%

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

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

Metra Summary Report - June

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	JUNE 2019				YTD 2019				JUNE 2018			YTD 2018		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
			Unit	%			Unit	%		Unit	%		Unit	%
Operating Revenue														
Farebox	\$31.8	\$31.1	\$0.7	2.1%	\$179.9	\$182.5	(\$2.6)	(1.4%)	\$32.5	(\$0.7)	(2.3%)	\$181.8	(\$1.9)	(1.0%)
Reduced Fare	\$0.1	\$0.3	(\$0.1)	(48.4%)	\$0.8	\$1.6	(\$0.8)	(48.4%)	\$0.2	(\$0.1)	(28.6%)	\$0.9	(\$0.1)	(6.3%)
Other	\$3.6	\$3.5	\$0.1	2.6%	\$22.1	\$19.2	\$3.0	15.4%	\$4.2	(\$0.6)	(15.2%)	\$19.6	\$2.5	12.8%
Total Operating Revenue	\$35.4	\$34.8	\$0.6	1.8%	\$202.8	\$203.2	(\$0.4)	(0.2%)	\$36.9	(\$1.4)	(3.9%)	\$202.2	\$0.6	0.3%
Public Funding														
Sales Tax I	\$27.2	\$27.2	\$0.0	0.0%	\$146.7	\$146.5	\$0.2	0.2%	\$26.8	\$0.3	1.3%	\$145.3	\$1.5	1.0%
Sales Tax II	\$2.9	\$2.9	\$0.0	0.0%	\$10.3	\$11.2	(\$1.0)	(8.7%)	\$3.0	(\$0.1)	(2.5%)	\$11.6	(\$1.3)	(11.3%)
PTF II	\$4.6	\$4.7	(\$0.1)	(1.7%)	\$26.6	\$28.0	(\$1.4)	(4.8%)	\$4.4	\$0.2	5.0%	\$25.1	\$1.5	6.0%
Non-Statutory Sales Tax I	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	0.0%
Homeland Security	\$0.1	\$0.1	\$0.0	0.0%	\$0.8	\$0.8	\$0.0	0.0%	\$0.1	\$0.0	0.0%	\$0.8	\$0.0	0.0%
JSIF Reserves	\$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%
ICE (Carry Over 2015)	\$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 Public Funding	\$34.8	\$34.9	(\$0.1)	(0.2%)	\$184.4	\$186.5	(\$2.1)	(1.1%)	\$34.3	\$0.5	1.4%	\$182.7	\$1.6	0.9%
Total Revenue	\$70.2	\$69.7	\$0.5	0.8%	\$387.2	\$389.7	(\$2.5)	(0.6%)	\$71.2	(\$0.9)	(1.3%)	\$385.0	\$2.3	0.6%
Expenses														
Operations	\$22.7	\$22.9	\$0.2	0.8%	\$136.1	\$141.6	\$5.5	3.9%	\$21.3	(\$1.4)	(6.7%)	\$133.6	(\$2.5)	(1.9%)
Maintenance	\$26.0	\$27.0	\$1.1	3.9%	\$174.5	\$173.2	(\$1.4)	(0.8%)	\$23.5	(\$2.5)	(10.6%)	\$164.1	(\$10.4)	(6.4%)
Administration/Regional Services	\$6.9	\$8.9	\$2.0	22.6%	\$46.1	\$54.2	\$8.1	14.9%	\$11.9	\$5.1	42.5%	\$50.5	\$4.3	8.6%
Fuel	\$4.8	\$5.2	\$0.5	9.2%	\$29.9	\$31.4	\$1.5	4.8%	\$4.7	(\$0.0)	(0.6%)	\$28.5	(\$1.4)	(4.8%)
Electricity	\$0.4	\$0.4	(\$0.0)	(5.6%)	\$2.8	\$2.8	(\$0.0)	(0.4%)	\$0.4	\$0.0	3.5%	\$2.7	(\$0.1)	(3.9%)
Claims/Insurance/Risk Mgmt	\$1.6	\$1.3	(\$0.3)	(25.6%)	\$9.4	\$7.8	(\$1.6)	(20.6%)	\$0.3	(\$1.3)	(479.0%)	\$6.3	(\$3.1)	(49.4%)
Total Expense	\$62.3	\$65.7	\$3.4	5.1%	\$399.0	\$411.1	\$12.1	3.0%	\$62.1	(\$0.2)	(0.3%)	\$385.8	(\$13.2)	(3.4%)
Operating Deficit	\$26.9	\$30.9	\$4.0	12.9%	\$196.1	\$207.9	\$11.7	5.6%	\$25.3	(\$1.6)	(6.5%)	\$183.5	(\$12.6)	(6.9%)
Net Results	\$7.9	\$4.0	\$3.9		(\$11.7)	(\$21.3)	\$9.6		\$9.1	(\$1.2)		(\$0.8)	(\$10.9)	
Recovery Ratio	61.2%	56.3%	4.8 pts		54.2%	52.4%	1.8 pts		63.3%	(2.1) pts		55.7%	(1.5) pts	
Ridership	6.4	6.4	0.0	0.6%	36.5	37.3	(0.8)	(2.0%)	6.6	(0.2)	(3.1%)	37.7	(1.2)	(3.1%)
Average Fare	\$4.96	\$4.89	\$0.07	1.5%	\$4.93	\$4.90	\$0.03	0.6%	\$4.92	\$0.04	0.9%	\$4.82	\$0.11	2.2%

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 - June

(in millions)

	Current Year vs. Budget								Current Year vs. Prior Year					
	JUNE 2019				YTD 2019				JUNE 2018			YTD 2018		
	Actual	Budget	Variance Unit	%	Actual	Budget	Variance Unit	%	Actual	Change Unit	%	Actual	Change Unit	%
Operating Revenue														
Farebox	\$3.0	\$3.2	(\$0.2)	(6.9%)	\$17.5	\$18.4	(\$1.0)	(5.2%)	\$3.1	(\$0.2)	(5.1%)	\$18.4	(\$0.9)	(5.1%)
Reduced Fare	\$0.1	\$0.2	(\$0.1)	(48.4%)	\$0.7	\$1.3	(\$0.6)	(48.4%)	\$0.1	\$0.0	43.0%	\$0.6	\$0.0	5.3%
Advertising	\$0.3	\$0.3	\$0.0	0.0%	\$1.5	\$1.5	(\$0.0)	(3.0%)	\$0.2	\$0.0	7.0%	\$1.4	\$0.1	5.5%
Investment/Other	<u>\$1.2</u>	<u>\$1.2</u>	<u>\$0.0</u>	<u>1.6%</u>	<u>\$7.2</u>	<u>\$7.3</u>	<u>(\$0.1)</u>	<u>(0.8%)</u>	<u>\$1.3</u>	<u>(\$0.1)</u>	<u>(5.0%)</u>	<u>\$7.3</u>	<u>(\$0.1)</u>	<u>(1.6%)</u>
Total Operating Revenue	\$4.6	\$4.9	(\$0.3)	(6.3%)	\$26.8	\$28.5	(\$1.7)	(5.9%)	\$4.7	(\$0.2)	(3.6%)	\$27.8	(\$0.9)	(3.4%)
Public Funding														
Sales Tax I	\$8.6	\$8.6	\$0.0	0.0%	\$46.5	\$46.4	\$0.1	0.2%	\$8.5	\$0.1	1.0%	\$46.0	\$0.5	1.1%
Sales Tax II	\$1.0	\$1.0	\$0.0	0.0%	\$3.4	\$3.7	(\$0.3)	(8.7%)	\$1.0	(0.0)	(2.5%)	\$3.9	(\$0.4)	(11.3%)
PTF II	\$1.5	\$1.6	(\$0.0)	(1.7%)	\$8.9	\$9.3	(\$0.5)	(4.8%)	\$1.5	0.1	5.0%	\$8.4	\$0.5	6.0%
SCMF	\$2.3	\$2.3	\$0.0	0.0%	\$12.2	\$12.3	(\$0.1)	(1.0%)	\$2.2	0.1	2.3%	\$12.1	\$0.2	1.3%
SSJA	\$0.6	\$0.6	\$0.0	0.0%	\$3.8	\$3.8	\$0.0	0.0%	\$0.6	0.0	0.0%	\$3.8	\$0.0	0.0%
Non-Statutory Funding - PTF I	\$0.4	\$0.4	(\$0.0)	(1.0%)	\$2.2	\$2.3	(\$0.1)	(4.0%)	\$0.4	0.0	5.8%	\$2.0	\$0.1	6.8%
Non-Statutory Funding - ST I	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	\$0.0	0.0%	\$0.0	0.0	0.0%	\$0.0	\$0.0	0.0%
ICE Funding	\$0.1	\$0.1	\$0.0	0.0%	\$0.8	\$0.8	(\$0.0)	(1.0%)	\$0.0	0.1	0.0%	\$0.0	\$0.8	0.0%
Transfer to Capital	\$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/New Freedom	<u>\$0.6</u>	<u>\$0.4</u>	<u>\$0.2</u>	<u>39.7%</u>	<u>\$2.9</u>	<u>\$2.4</u>	<u>\$0.5</u>	<u>20.7%</u>	<u>\$0.7</u>	<u>(0.2)</u>	<u>(21.1%)</u>	<u>\$2.4</u>	<u>\$0.5</u>	<u>21.0%</u>
Total Public Funding	\$15.1	\$15.0	\$0.1	0.9%	\$80.6	\$81.0	(\$0.4)	(0.5%)	\$14.9	\$0.2	1.3%	\$78.5	\$2.2	2.7%
Total Revenue	\$19.7	\$19.8	(\$0.2)	(0.9%)	\$107.5	\$109.5	(\$2.1)	(1.9%)	\$19.6	\$0.0	0.1%	\$106.2	\$1.2	1.1%
Expense														
Operations	\$9.4	\$9.8	\$0.3	3.5%	\$56.7	\$57.4	\$0.7	1.2%	\$9.1	(\$0.3)	(3.8%)	\$51.6	(\$5.1)	(9.8%)
Maintenance	\$1.5	\$1.7	\$0.2	11.5%	\$9.7	\$9.8	\$0.2	1.7%	\$2.0	\$0.6	27.2%	\$13.0	\$3.4	25.9%
Non-Vehicle Maintenance	\$0.4	\$0.5	\$0.0	9.4%	\$2.5	\$2.8	\$0.3	11.1%	\$0.4	(\$0.1)	(20.9%)	\$2.4	(\$0.2)	(6.6%)
Fuel	\$1.0	\$1.1	\$0.1	10.2%	\$5.9	\$6.4	\$0.5	8.2%	\$1.1	\$0.1	9.9%	\$6.1	\$0.2	3.2%
Health Insurance	\$2.2	\$2.2	\$0.0	0.4%	\$12.8	\$13.0	\$0.2	1.8%	\$2.1	(\$0.1)	(3.5%)	\$12.4	(\$0.4)	(2.9%)
Insurance & Claims	\$1.4	\$0.9	(\$0.5)	(59.4%)	\$4.8	\$5.4	\$0.6	10.6%	\$0.6	(\$0.9)	(150.1%)	\$5.9	\$1.1	19.1%
Administration	\$3.4	\$4.0	\$0.6	15.1%	\$22.1	\$25.3	\$3.2	12.8%	\$3.5	\$0.0	0.8%	\$21.7	(\$0.3)	(1.6%)
Overhead (1)	<u>(\$0.6)</u>	<u>(\$0.8)</u>	<u>(\$0.2)</u>	<u>(20.1%)</u>	<u>(\$3.8)</u>	<u>(\$4.5)</u>	<u>(\$0.7)</u>	<u>(16.1%)</u>	<u>(\$0.5)</u>	<u>\$0.1</u>	<u>15.9%</u>	<u>(\$3.3)</u>	<u>\$0.5</u>	<u>14.0%</u>
Total Expense	\$18.7	\$19.4	\$0.6	3.2%	\$110.6	\$115.6	\$5.0	4.3%	\$18.1	(\$0.6)	(3.2%)	\$109.9	(\$0.7)	(0.7%)
Net Result	\$0.9	\$0.5	\$0.5		(\$3.2)	(\$6.1)	\$2.9		\$1.5	(\$0.6)		(\$3.6)	\$0.5	
Operating Deficit	\$14.2	\$14.5	\$0.3	2.2%	\$83.8	\$87.1	\$3.336	3.8%	\$13.4	(\$0.8)	(5.6%)	\$82.1	(\$1.7)	(2.1%)
Recovery Ratio	29.0%	30.6%	(1.6) pts		29.6%	30.1%	(0.4) pts		30.4%	(1.3) pts		29.9%	(0.3) pts	
Total Ridership	2.4	2.6	(0.2)	(9.2%)	13.8	14.9	(1.0)	(6.9%)	2.5	(0.2)	(6.3%)	14.9	(1.0)	(6.9%)
<i>Average Fare</i>	\$1.25	\$1.22	\$0.03	2.5%	\$1.26	\$1.24	\$0.02	1.9%	\$1.23	\$0.02	1.3%	\$1.24	\$0.02	2.0%

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 - June

(in millions)

Current Year vs. Budget

Current Year vs. Prior Year

	JUNE 2019				YTD 2019				JUNE 2018			YTD 2018		
	Actual	Budget	Variance		Actual	Budget	Variance		Actual	Change		Actual	Change	
		Unit	%			Unit	%		Unit	%		Unit	%	
Operating Revenue														
Farebox	\$1.1	\$1.0	\$0.1	7.7%	\$5.9	\$6.1	(\$0.2)	(3.2%)	\$1.0	\$0.0	4.6%	\$5.9	(\$0.0)	(0.5%)
Other Revenue	<u>\$0.2</u>	<u>\$0.2</u>	<u>\$0.1</u>	<u>34.9%</u>	<u>\$1.8</u>	<u>\$1.1</u>	<u>\$0.8</u>	<u>73.1%</u>	<u>\$0.2</u>	<u>\$0.1</u>	<u>43.4%</u>	<u>\$1.0</u>	<u>\$0.8</u>	<u>74.8%</u>
Total Operating Revenue	\$1.3	\$1.2	\$0.1	11.7%	\$7.7	\$7.1	\$0.6	8.2%	\$1.2	\$0.1	9.9%	\$7.0	\$0.8	10.8%
Public Funding														
ADA Paratransit Fund	\$13.7	\$13.7	\$0.0	0.0%	\$82.3	\$82.3	\$0.0	0.0%	\$13.1	\$0.7	5.0%	\$78.4	\$3.9	5.0%
Additional State Funding	\$0.7	\$0.7	(\$0.0)	(0.0%)	\$4.2	\$4.2	(\$0.0)	(0.0%)	\$0.4	\$0.3	56.9%	\$4.0	\$0.2	5.3%
Other RTA Funding	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>0.0%</u>
Total Public Funding	\$14.4	\$14.4	(\$0.0)	(0.0%)	\$86.5	\$86.5	(\$0.0)	(0.0%)	\$13.5	\$0.9	6.7%	\$82.4	\$4.1	5.0%
Total Revenue	\$15.7	\$15.6	\$0.1	0.9%	\$94.2	\$93.6	\$0.6	0.6%	\$14.7	\$1.0	7.0%	\$89.3	\$4.9	5.5%
Expenses														
Purchased Transportation	\$15.6	\$14.1	(\$1.5)	(10.5%)	\$79.8	\$81.9	\$2.1	2.6%	\$13.3	(\$2.3)	(16.9%)	\$76.1	(\$3.7)	(4.9%)
Fuel	\$0.2	\$0.2	(\$0.0)	(0.4%)	\$1.2	\$1.4	\$0.2	11.6%	\$0.2	\$0.0	3.2%	\$1.2	\$0.0	2.1%
Health Insurance	\$0.1	\$0.1	\$0.0	14.1%	\$0.3	\$0.4	\$0.1	22.2%	\$0.1	(\$0.0)	(8.7%)	\$0.3	(\$0.0)	(13.5%)
Insurance & Claims	\$0.0	\$0.0	\$0.0	36.3%	\$0.1	\$0.2	\$0.0	21.7%	\$0.0	\$0.0	17.7%	\$0.2	\$0.1	34.4%
Administration	\$0.7	\$0.8	\$0.1	11.6%	\$4.5	\$4.7	\$0.2	3.4%	\$0.7	(\$0.0)	(0.5%)	\$4.0	(\$0.5)	(13.1%)
Indirect Overhead Allocation	<u>\$0.6</u>	<u>\$0.8</u>	<u>\$0.2</u>	<u>20.1%</u>	<u>\$3.8</u>	<u>\$4.5</u>	<u>\$0.7</u>	<u>16.1%</u>	<u>\$0.5</u>	<u>(\$0.1)</u>	<u>(15.9%)</u>	<u>\$3.3</u>	<u>(\$0.5)</u>	<u>(14.0%)</u>
Total Expense	\$17.2	\$16.0	(\$1.2)	(7.6%)	\$89.9	\$93.2	\$3.3	3.5%	\$14.9	(\$2.3)	(15.7%)	\$85.2	(\$4.7)	(5.5%)
Net Result	(\$1.5)	(\$0.4)	(\$1.1)		\$4.3	\$0.5	\$3.9		(\$0.2)	(\$1.3)		\$4.1	\$0.2	
Operating Deficit	\$15.9	\$14.8	(\$1.1)	(7.3%)	\$82.2	\$86.0	\$3.9	4.5%	\$13.7	(\$2.2)	(16.2%)	\$78.2	(\$3.9)	(5.0%)
Recovery Ratio	11.2%	9.7%	1.5 pts		10.8%	10.1%	0.7 pts		10.0%	1.2 pts		10.0%	0.8 pts	
Total Ridership	0.4	0.4	(0.0)	(1.8%)	2.1	2.2	(0.1)	(3.4%)	0.4	0.0	0.1%	2.1	(0.0)	(2.0%)
<i>Average Fare</i>	\$3.07	\$2.79	\$0.27	9.8%	\$2.80	\$2.79	\$0.01	0.3%	\$2.93	\$0.13	4.5%	\$2.76	\$0.04	1.5%

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175 West Jackson Boulevard, Suite 1650
Chicago, Illinois 60604
Phone: 312-913-3200
RTAChicago.org

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Pace
550 W. Algonquin Rd.
Arlington Heights, IL 60005
847-364-7223
www.pacebus.com