Quarterly Financial and Performance Report – 2nd Quarter 2026

August 2026

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Executive Summary

Financial

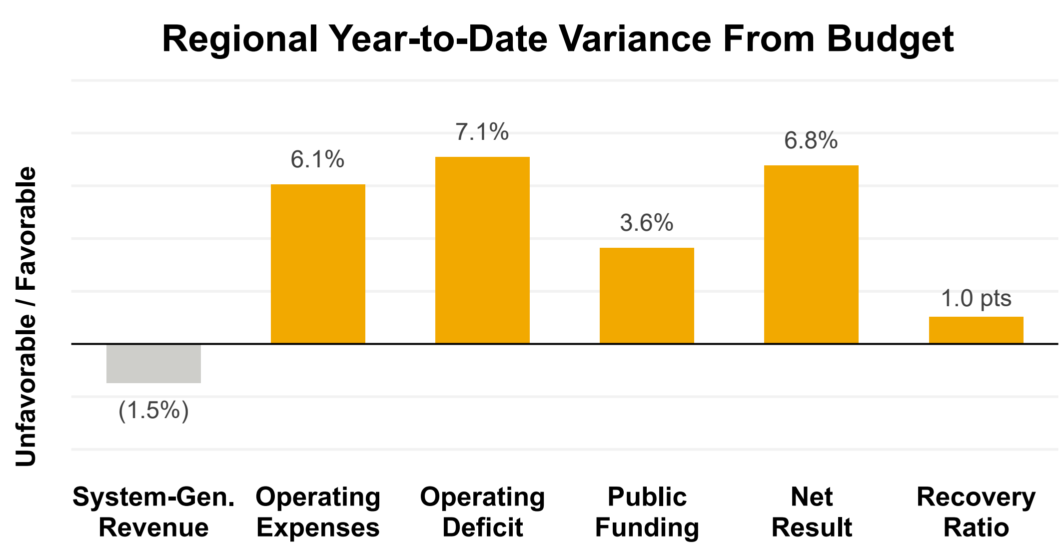
Financial results of the Service Boards are now being compared to the amended 2026 operating budgets. Year-to-date system ridership through June finished 5.7% higher than budget with 198.9 million rides provided; this result is approximately 74% of pre-COVID ridership levels. However, total system-generated revenue was $5.6 million or 1.5% unfavorable to budget as each Service Board, including ADA Paratransit, reported unfavorable results through the second quarter. Unfavorable fare revenue due to lower-than-expected ridership at Pace Suburban Service and ADA Paratransit drove the overall negative result while CTA and Metra finished less than 1% unfavorable through June.

Service Board expense results continue to be under budget, driven primarily by the timing of new initiatives approved with the 2026 budget amendment and lower contractual & professional services spending. Regional operating expenses were $123.4 million or 6.1% favorable to budget. The overall favorable expense performance more than offset the unfavorable system-generated revenue, resulting in favorable to budget operating deficits for each Service Board, including ADA Paratransit. The combined regional operating deficit was 7.1% favorable.

Accordingly, staff recommends a finding of in substantial accordance with budget through the second quarter for the results of CTA, Metra, Pace Suburban Service, ADA Paratransit, and the Region as a whole.

Total public funding through June came in 3.6% favorable to budget. Actual PTF through June was 4.5% higher than budget while year-to-date sales tax collections through April of $631.9 million finished 8.0% higher than the prior year. The region has now utilized about 89% of the total federal COVID relief funding, including $235.7 million through the second quarter of 2026, which was $28.7 million less than budgeted.

The system-wide net result was $138.1 million favorable to budget through June. The regional recovery ratio of 21.2%, which no longer includes any federal COVID relief applied from reserves, was 1.0 percentage points favorable to the amended budget.



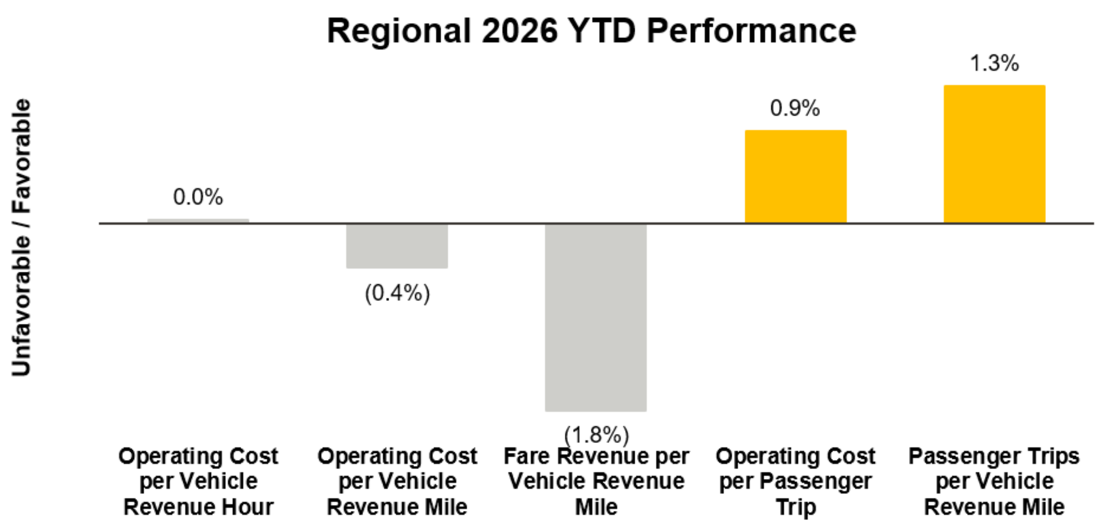
Performance Measurement

Regional performance results through the second quarter were unchanged for one measure, unfavorable for two measures, and favorable for two measures compared to the same time period of 2025. After adjusting for inflation, regional operating costs of $1.9 billion were 2.2% higher compared to 2025, a difference of $40.3 million. A 2.2% increase in service hours produced an operating cost per vehicle revenue hour that was equal to 2025. Vehicle revenue miles increased by 1.7%, resulting in a systemwide operating cost per vehicle revenue mile of $16.06, an increase of $0.07.

Year-to-date 2026 ridership, including RAP and TAP trips, increased 3.1% to 198.6 million, an increase of 5.9 million trips. After adjusting for inflation, regional fare revenues of $280.1 million were $359 thousand or 0.1% lower compared to 2025. Fare revenue per vehicle revenue mile was $2.35, a decrease of $0.04. The regional operating cost per passenger trip of $9.63 was $0.09 lower compared to 2025.

Compared to the same time period of 2025, over 2 million additional service miles occurred in 2026, a 1.7%. Service productivity increased to 1.67 passenger trips per vehicle mile.

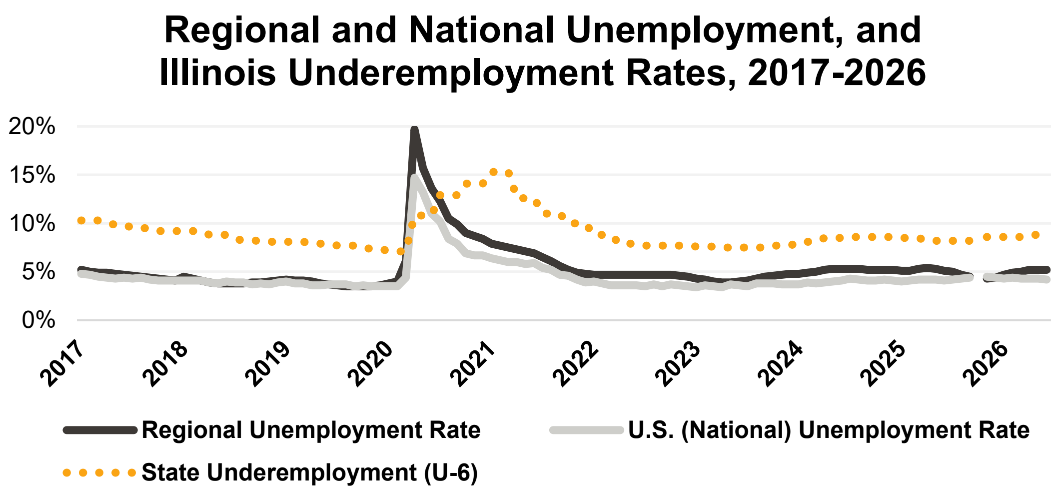
The chart below shows the year-over-year percentage change for each performance measure. Bars above the line show favorable results while bars below the line show unfavorable results.



Environmental Factors

Unemployment

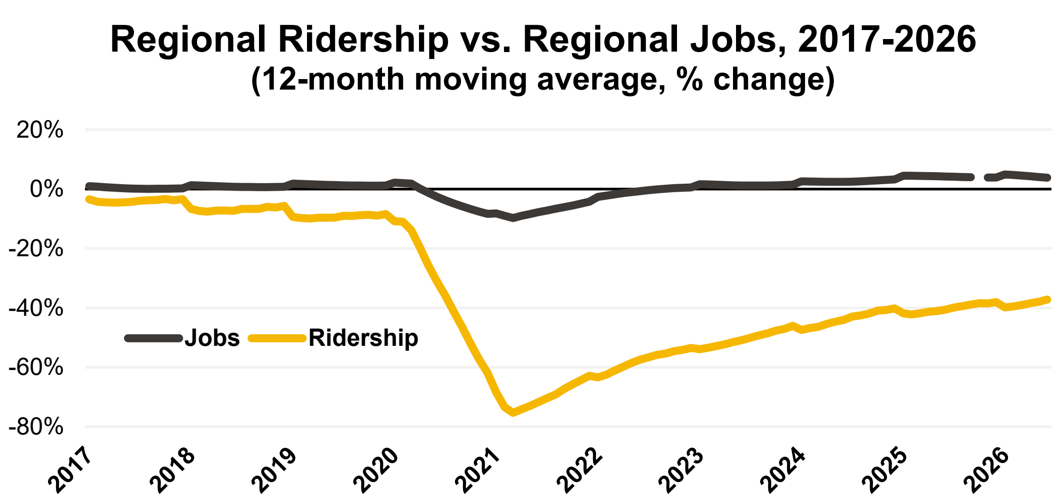
During the second quarter of 2026, the average size of the Chicago-area labor force decreased by about 34,800 while employment in the region also decreased by 39,400 jobs. The regional unemployment rate increased to 5.2%, which was 1.0 percentage point higher than the national rate. (October 2025 labor data is unavailable)



Sources: RTA analysis of U.S. Bureau of Labor Statistics and Illinois Department of Employment Security

Regional Jobs

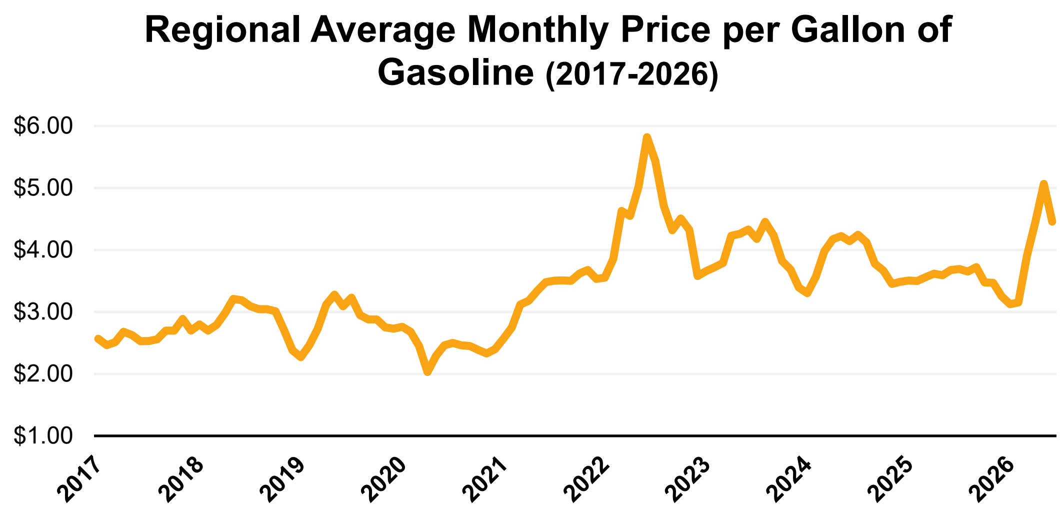
The twelve-month moving average of regional jobs decreased slightly from the first quarter of 2026 and is now 3.8% higher than the same period of 2016. The moving average of ridership improved slightly during the second quarter but is still 37.2% below 2016 levels. (October 2025 labor data is unavailable).



Sources: RTA analysis of Service Board monthly results and Illinois Department of Employment Security

Gas Prices

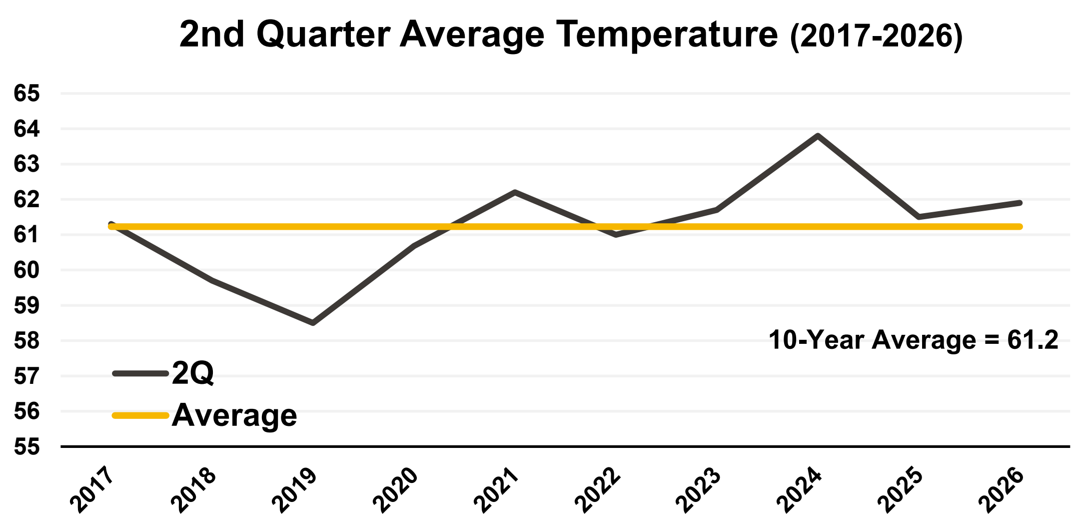
The average price per gallon of gasoline in the Chicago region during the second quarter of 2026 was $4.66, an increase of $1.26 from the prior quarterly average, and 28.32% higher than the second quarter of 2025.



Sources: RTA analysis of U.S. Energy Information Administration

Average Temperature

The average temperature in Chicago for the second quarter of 2026 was 61.9 degrees, which was 0.7 degrees warmer than the 10-year average.



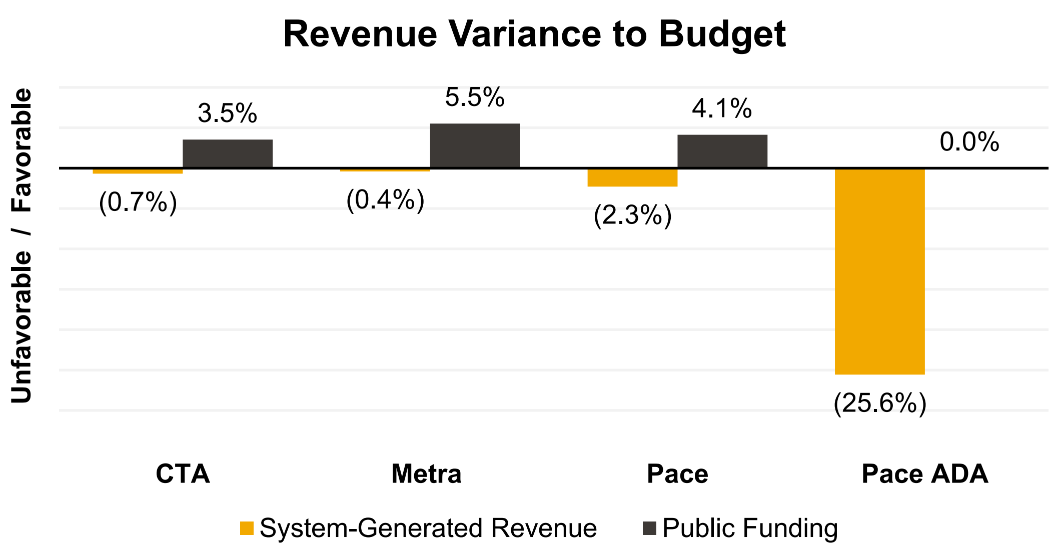
Sources: RTA analysis of National Centers for Environmental Information – National Oceanic and Atmospheric Administration

Financial Results

System-Generated Revenue and Public Funding

At the regional level, total system-generated revenue of $370.4 million was $5.6 million, or 1.5%, unfavorable to budget through June as each Service Board reported unfavorable results. Unfavorable fare revenue due to lower-than-expected ridership at Pace Suburban Service and ADA Paratransit drove the overall negative result while CTA and Metra finished less than 1% unfavorable through June.

RTA sales tax receipts collected through April surpassed the adopted budget by $40.5 million or 6.9%. Year-to-date PTF receipts through June were 4.5% favorable to budget and RETT receipts finished the second quarter 1.8% favorable. Combined public funding finished 3.6% favorable to budget through June.



Operating Expenses

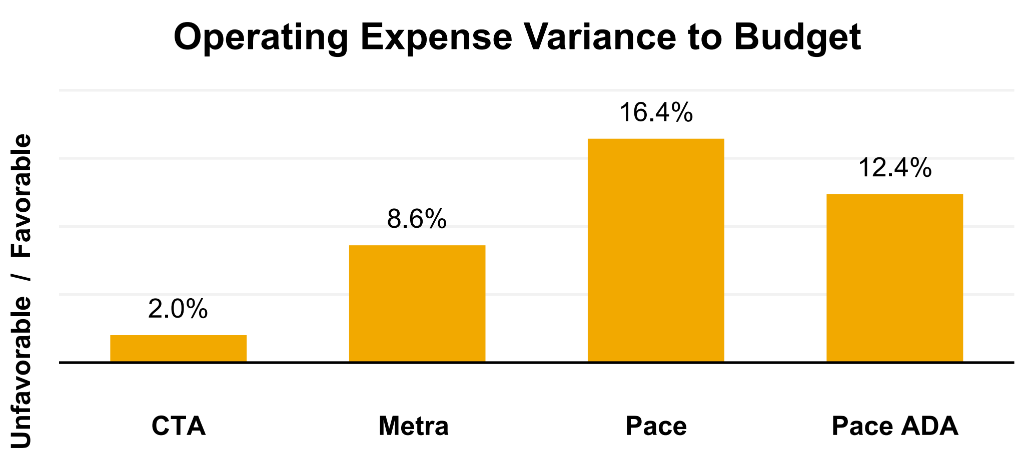
Total Service Board operating expenses of $1.913 billion were $123.4 million or 6.1% favorable to budget through June. Due to the recent escalation in fuel prices, CTA, Metra, and Pace Suburban Service reported unfavorable year-to-date fuel expense through June which was offset by savings generated from other expense categories. Slower than expected implementation of new initiatives funded with the 2026 budget amendment also contributed to the overall favorable expense performance at the regional level.

CTA's total expenses were $22.5 million, or 2.0%, favorable to budget with savings coming from each expense category except for material and fuel expense which finished the second quarter 2.6% and 9.3% respectively.

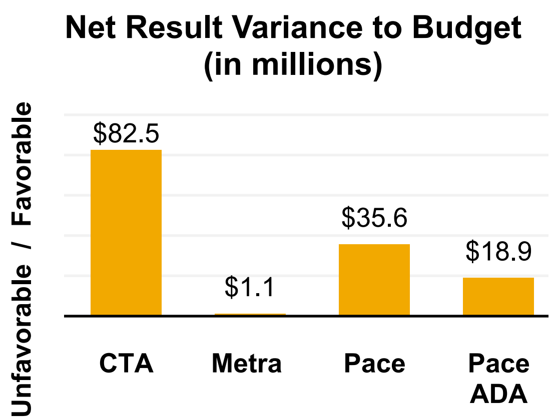
Metra's actual expense results were $47.9 million, or 8.6%, favorable to budget as the year-to-date overruns in the mechanical, fuel, and downtown stations categories were more than offset by savings generated from all other expenses.

Pace Suburban Service reported favorable results in every expense category except fuel producing an overall result which was $31.1 million, or 16.4%, favorable to the amended budget.

Pace ADA Paratransit total expenses were $22.0 million, or 12.4%, favorable to budget through June with savings in each expense category except utilities which finished the first second quarter 3.2% unfavorable to budget.

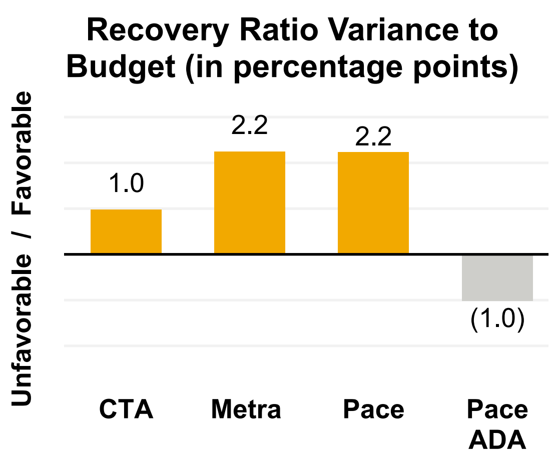


Net Results



The regional net result through the second quarter was $138.1 million favorable to budget. CTA's result was $82.5 million favorable to budget. Metra reported a favorable net result of $1.1 million. Pace Suburban Service finished favorable to budget by $35.6 million, and ADA Paratransit reported a favorable to budget net result of $18.9 million.

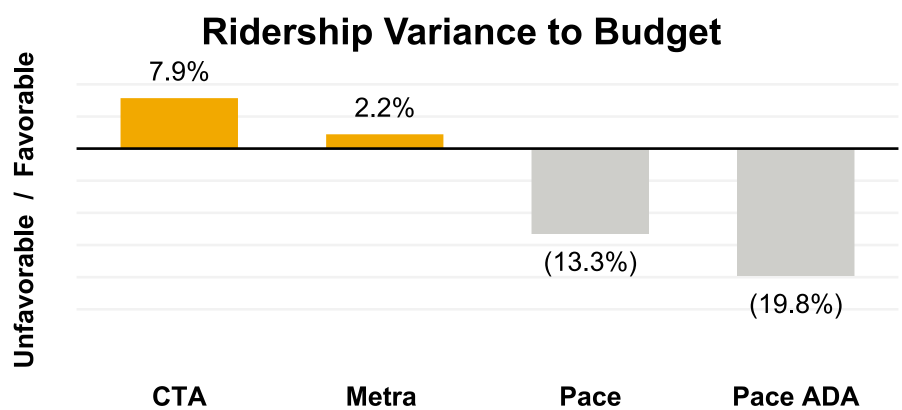
Recovery Ratios



The regional recovery ratio finished June at 21.2%, which was 1.0 percentage points favorable to budget. Beginning with 2026, the RTA regional recovery ratio result no longer includes any federal COVID relief funding applied from reserves and incorporates exclusions only for security expenses. Each Service Board's recovery ratio finished close to budget through the second quarter as favorable expense performance offset unfavorable revenue results.

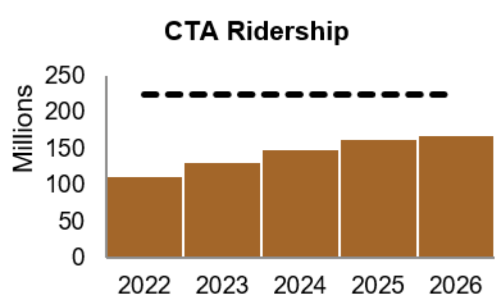
Ridership

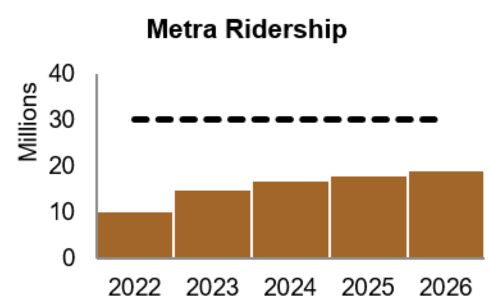
Regional ridership of 198.9 million finished the second quarter favorable to budget by 5.7%, and at 73.7% of pre-pandemic levels. CTA and Metra reported favorable to budget ridership through June, while Pace and ADA Paratransit both reported unfavorable to budget ridership results. Note that Pace ADA Paratransit ridership includes Taxi Access Program (TAP) and Rideshare Access Program (RAP) rides along with the traditional service.

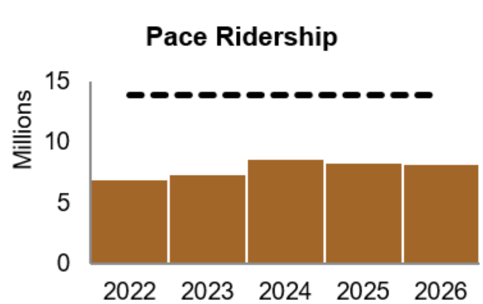


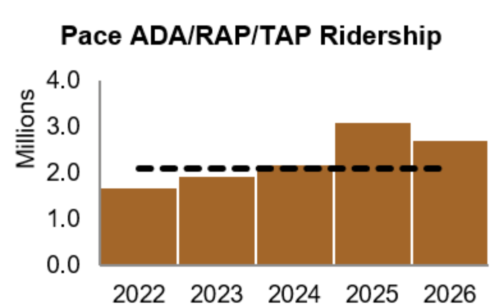
Historical Trends

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



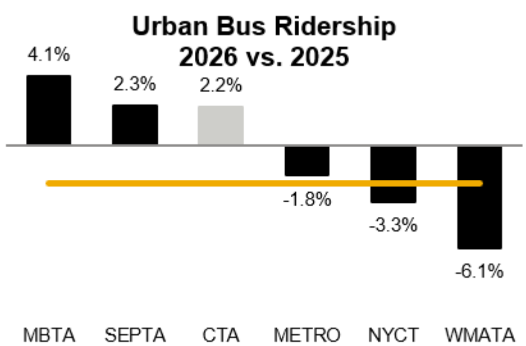






Peer Comparisons

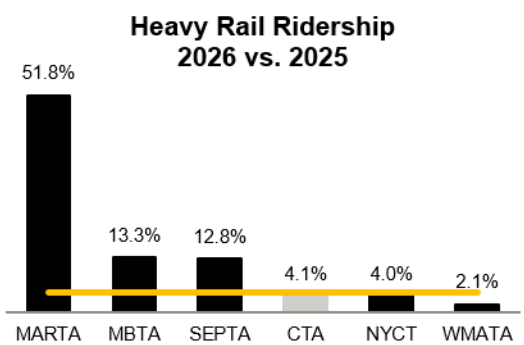
The following peer comparisons show the percent change in year-to-date ridership through the second quarter of 2026, by mode, in comparison to the same time period of 2025. Data are provided by the Federal Transit Administration's National Transit Database. Compared to 2025, CTA bus and rail experienced a ridership increase of 2.2% and 4.1%, respectively; Metra ridership increased 6.1%. Peer averages are represented by an orange line.



CTA bus peers include:

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

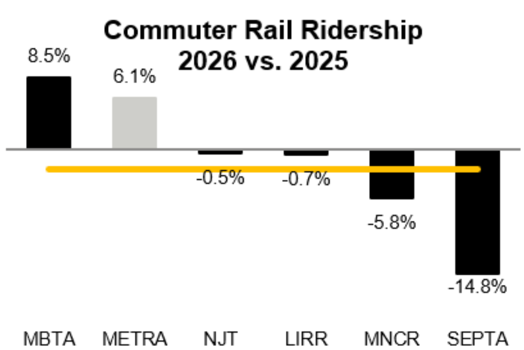
Peer average: -2.3%



CTA rail peers include:

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

Peer average: +5.0%

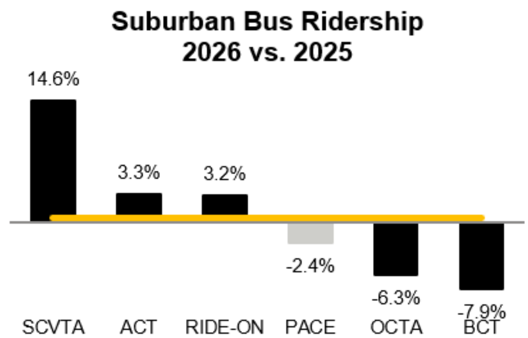


Metra's peers include:

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

Peer average: -2.3%

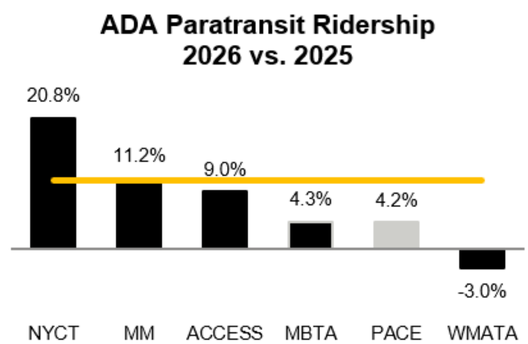
Pace bus year-to-date ridership was 2.4% lower compared to 2025; ADA Paratransit ridership (excluding TAP and RAP trips) increased by 4.2%.



Pace bus peers include:

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

Peer average: +0.6%



ADA Paratransit peers include:

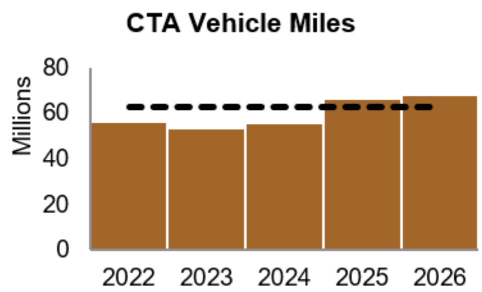
- NYCT (New York City)
- MM (Minneapolis)
- ACCESS (Los Angeles)
- MBTA (Boston)
- WMATA (Washington, DC)

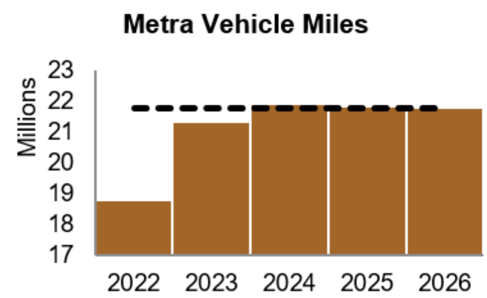
Peer Average: +10.8%

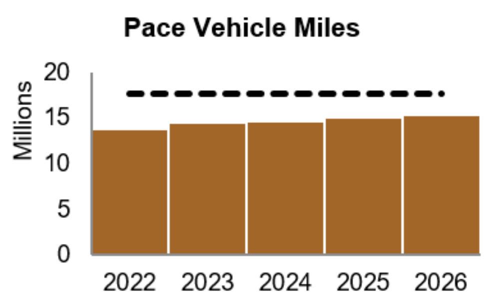
Service Miles

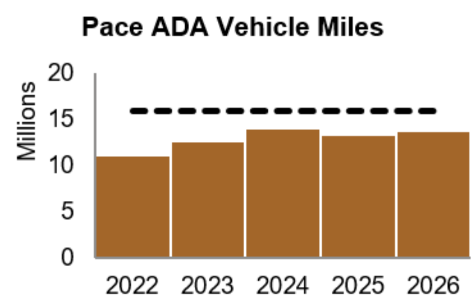
Historical Trends

The charts below show each Service Board's year-to-date second quarter 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.



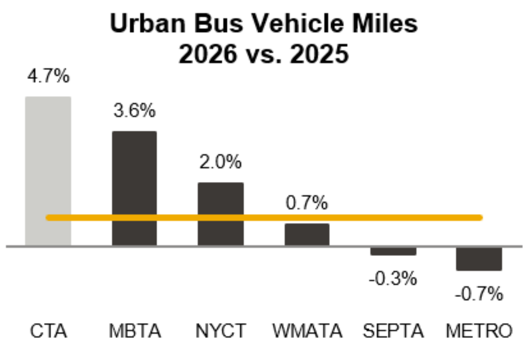






Peer Comparisons

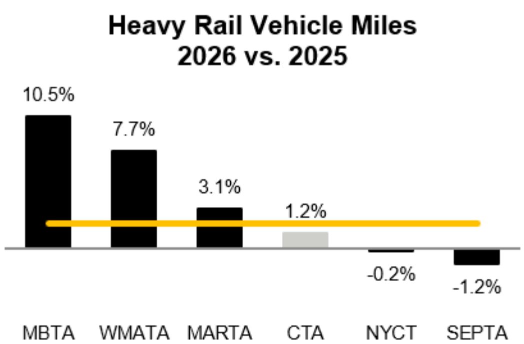
The following peer comparisons show the percent change in year-to-date second quarter. The National Transit Database (NTD) is the data source. CTA year-to-date bus service miles increased 4.7%, CTA rail service miles increased by 1.2%, and Metra service miles decreased by 0.4%.



CTA bus peers include:

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

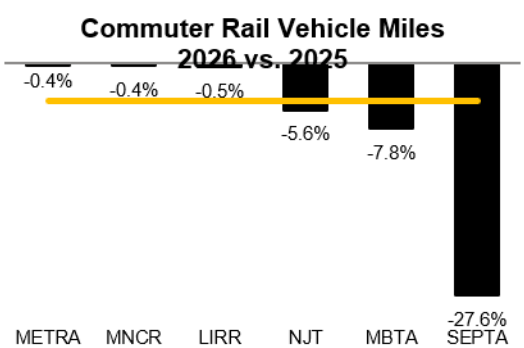
Peer average: +0.9%



CTA rail peers include:

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

Peer average: +1.9%

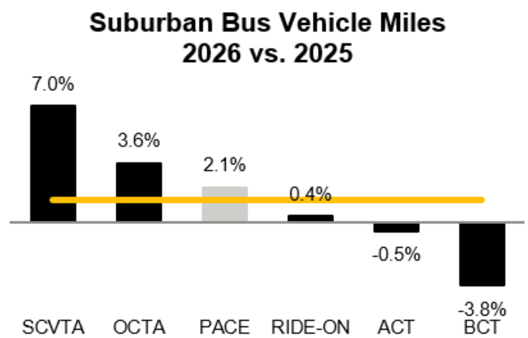


Metra's peers include:

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

Peer average: -4.6%

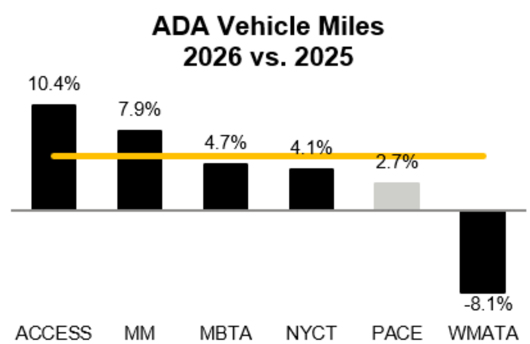
Pace bus year-to-date service, as measured by vehicle revenue miles, was 2.1% higher compared to 2024; ADA Paratransit service miles increased 2.7%.



Pace bus peers include:

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

Peer average: +1.4%



ADA Paratransit peers include:

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

Peer Average: +5.5%

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 National Transit Database (NTD). In the following charts, 2026 year-to-date second quarter performance is compared to 2025 year-to-date 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 year-to-date change for 2026 compared to 2025. Bars above the line indicate favorable performance; bars below the line indicate unfavorable performance.

CTA

Year-to-date inputs and performance results

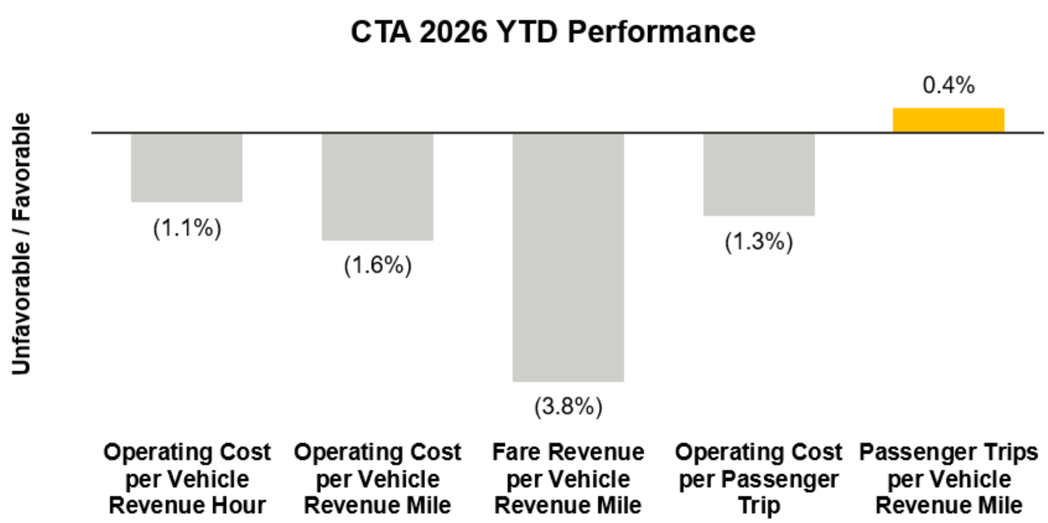
Fare Revenue: $174.6 million, a 1.3% decrease

Operating Cost: $1.1 billion, a 4.3% increase

Passenger Trips: 168.4 million, a 3.0% increase

Vehicle Revenue Hours: 5.4 million, a 3.2% increase

Vehicle Revenue Miles: 68.2 million, a 2.6% increase



CTA has seen year-to-date increases in operating costs, vehicle revenue hours, and vehicle revenue miles. However, operating costs increased faster than both vehicle revenue hours and miles, resulting in a higher operating cost per vehicle hour and mile as compared to 2025.

Compared to 2025, CTA ridership increased by 4.9 million trips, yet inflation-adjusted fare revenues decreased by $2.3 million. CTA received an average of $2.56 in fare revenue per vehicle revenue mile, a decrease of $0.10. CTA's operating cost per passenger trip increased to $6.48, a difference of $0.08 from 2025. The productivity measure, passenger trips per vehicle revenue mile, increased to 2.47.

Metra

Year-to-date input and performance results

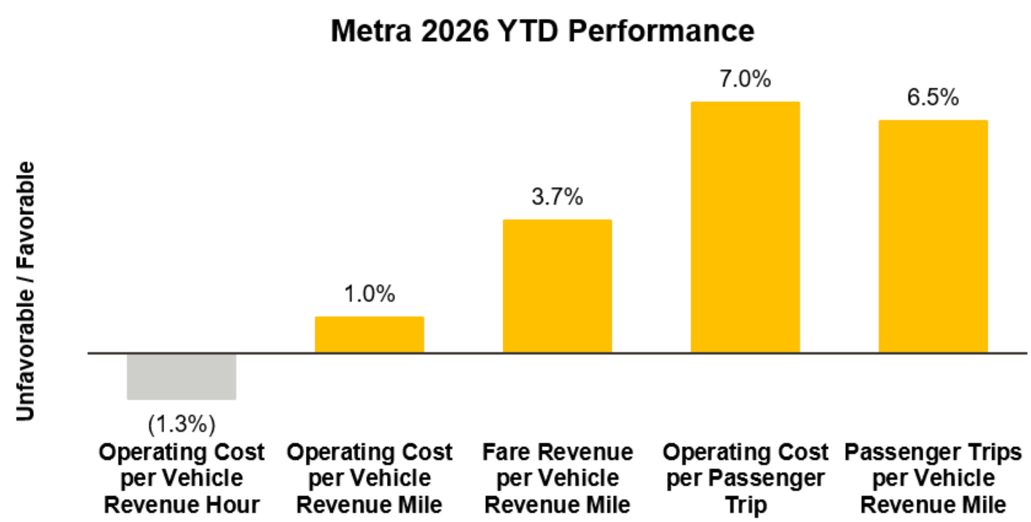
Fare Revenue: $88.2 million, 3.3% increase

Operating Cost: $508.2 million, a 1.3% decrease

Passenger Trips: 19.3 million, a 6.1% increase

Vehicle Revenue Hours: 731 thousand, a 2.6% decrease

Vehicle Revenue Miles: 21.8 million, a 0.4% decrease



With a $6.9 million operating cost decrease through the second quarter, Metra saw mixed results for service efficiency as vehicle hours and miles decreased from 2025 levels at different rates. The operating cost per vehicle revenue hour increased to $695.64, an increase of $8.71 compared to 2025. A 0.4% reduction in vehicle miles contributed to decreased operating cost per vehicle mile to $23.36, a difference of $0.23 compared to 2025.

Ridership increased by 1.1 million trips, and fare revenue increased by $2.9 million. Fare revenue per vehicle revenue mile was $4.05, $0.14 higher compared to 2025. Metra's operating cost per passenger trip decreased to $26.40, a difference of $1.99. Gains in ridership also contributed to favorable results for the productivity measure passenger trips per vehicle mile, which increased to 0.88, a difference of 0.05 trips per mile.

Pace Suburban Service

Year-to-date input and performance results

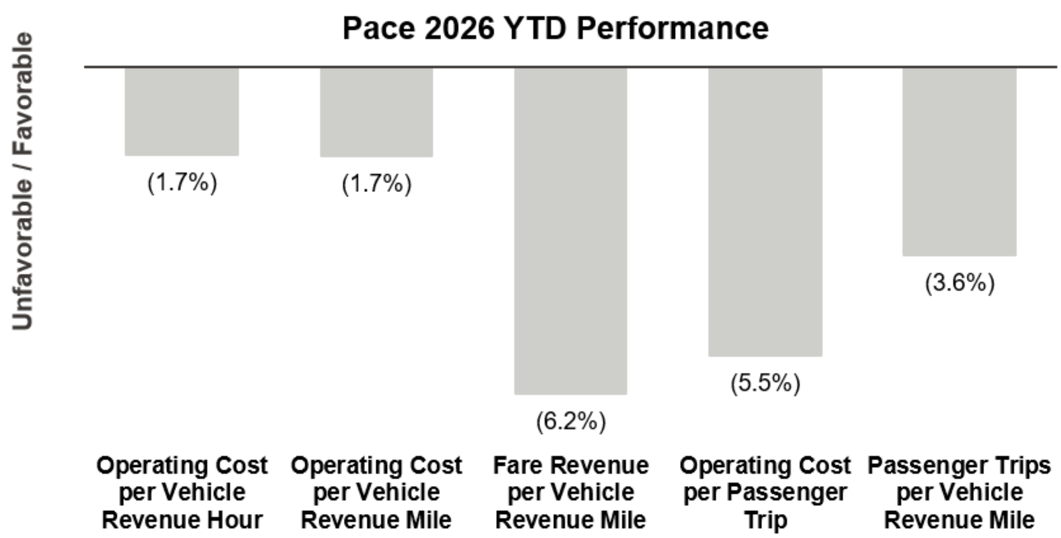
Fare Revenue: $10.1 million, a 4.4% decrease

Operating Cost: $157.8 million, a 3.6% increase

Passenger Trips: 8.2 million, a 1.8% decrease

Vehicle Revenue Hours: 1.0 million, a 1.9% increase

Vehicle Revenue Miles: 15.4 million, a 1.9% increase



Increases in operating cost outpaced the rate of increases in vehicle revenue hours and miles, resulting in a 1.7% higher operating cost per vehicle hour and per vehicle mile. Pace's year-to-date operating cost per vehicle revenue hour of $155.33 was $2.55 higher compared to 2025; the operating cost per vehicle revenue mile of $10.27 was $0.17 higher compared to 2025.

Ridership decreased by 147 thousand trips, contributing to a 4.4% decrease in fare revenue. Fare revenue per vehicle revenue mile was $0.66, a decrease of $0.04 compared to 2025. Pace's operating cost per passenger trip increased to $19.19, a difference of $0.99. Lower ridership also influenced the productivity measure passenger trips per vehicle mile, which decreased to 0.54, a loss of 0.02 trips per mile.

Pace Paratransit Service (ADA/RAP/TAP)

Year-to-date input and performance results

Fare Revenue: $7.1 million, a 5.3% decrease

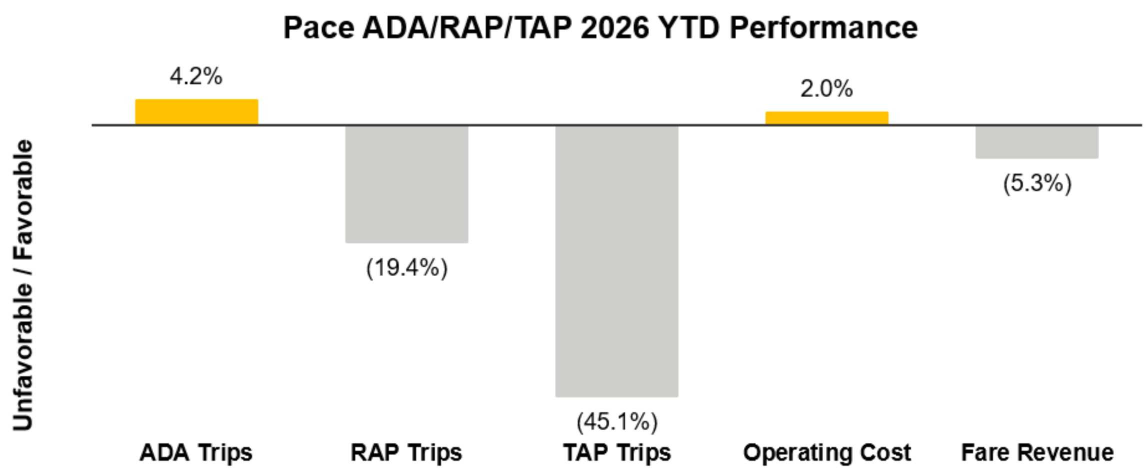
Operating Cost: $155.3 million, a 1.9% increase

Total Passenger Trips: 2.7 million, a 12.0% decrease

ADA Paratransit trips: 1.6 million, a 4.2% increase

RAP trips: 802,303, a 19.4% decrease

TAP trips: 297,782, a 45.1% decrease



Pace reported 12.0% fewer paratransit service trips in year-to-date 2026 compared to 2025. Passengers took 2.7 million total trips:1.6 million on ADA Paratransit, 802 thousand with the Rideshare Access Program, and 298 thousand with the Taxi Access Program, with decreases noted for RAP and TAP ridership.

Year-to-date operating costs totaled $155.3 million, a decrease of $3.0 million compared to 2025. Fare revenue decreased by $400 thousand.

Vehicle revenue miles and vehicle revenue hours are not available for RAP and TAP trips.

Detailed Financial Results

Region

RTA Region (in millions)	June 2026 Actual	June 2026 Budget	June 2026 Variance Unit	June 2026 Variance %	YTD 2026 Actual	YTD 2026 Budget	YTD 2026 Variance Unit	YTD 2026 Variance %	June 2025 Actual	June 2025 Change Unit	June 2025 Change %	YTD 2025 Actual	YTD 2025 Change Unit	YTD 2025 Change %
	Current Year vs. Budget								**Current Year vs. Prior Year**					
System-Generated Revenues														
CTA	$39.1	$38.5	$0.6	1.5%	$218.5	$220.0	($1.5)	(0.7%)	$38.6	$0.4	1.2%	$226.4	($7.9)	(3.5%)
Metra	$22.4	-$11.3	$33.7	(297.8%)	$118.6	$119.1	($0.5)	(0.4%)	$24.5	($2.1)	(8.7%)	$128.9	($10.3)	(8.0%)
Pace	$4.2	$4.2	($0.0)	(0.2%)	$24.3	$24.9	($0.6)	(2.3%)	$4.3	($0.1)	(2.9%)	$24.8	($0.5)	(2.0%)
Pace ADA Paratransit	$1.6	$2.0	($0.4)	(21.6%)	$8.9	$12.0	($3.1)	(25.6%)	$1.6	$0.0	2.7%	$8.8	$0.2	1.9%
Total	**$67.2**	**$33.4**	**$33.8**	**101.3%**	**$370.4**	**$376.0**	**($5.6)**	**(1.5%)**	**$68.9**	**($1.8)**	**(2.5%)**	**$388.9**	**($18.5)**	**(4.7%)**
Public Funding														
CTA	$142.7	$138.5	$4.2	3.0%	$783.7	$756.9	$26.8	3.5%	$105.4	$37.3	35.4%	$576.6	$207.1	35.9%
Metra	$63.9	$63.1	$0.8	1.2%	$326.7	$309.6	$17.1	5.5%	$53.6	$10.3	19.3%	$295.4	$31.3	10.6%
Pace	$26.2	$26.1	$0.1	0.3%	$129.4	$124.3	$5.1	4.1%	$21.7	$4.5	20.7%	$120.1	$9.3	7.7%
Pace ADA Paratransit	$42.0	$42.0	$0.0	0.0%	$153.9	$153.9	$0.0	0.0%	$31.4	$10.6	33.9%	$138.1	$15.8	11.4%
Total	**$274.8**	**$269.8**	**$5.0**	**1.9%**	**$1,393.7**	**$1,344.6**	**$49.0**	**3.6%**	**$212.0**	**$62.7**	**29.6%**	**$1,130.2**	**$263.4**	**23.3%**
Operating Expenses														
CTA	$186.1	$189.2	$3.1	1.6%	$1,091.4	$1,113.9	$22.5	2.0%	$167.8	($18.4)	(10.9%)	$1,021.3	($70.1)	(6.9%)
Metra	$83.2	$60.3	($22.9)	(37.9%)	$508.2	$556.1	$47.9	8.6%	$84.0	$0.9	1.0%	$502.6	($5.6)	(1.1%)
Pace	$27.9	$31.5	$3.6	11.4%	$157.8	$188.8	$31.1	16.4%	$24.9	($3.0)	(12.2%)	$148.6	($9.2)	(6.2%)
Pace ADA Paratransit	$27.1	$30.1	$3.0	10.0%	$155.3	$177.2	$22.0	12.4%	$28.0	$0.9	3.3%	$154.5	($0.8)	(0.5%)
Total	**$324.3**	**$311.2**	**($13.2)**	**(4.2%)**	**$1,912.7**	**$2,036.1**	**$123.4**	**6.1%**	**$304.7**	**($19.6)**	**(6.4%)**	**$1,826.9**	**($85.8)**	**(4.7%)**
Net Results														
CTA	($4.4)	$0.0	($4.4)		$82.5	$0.0	$82.5		$12.1	($16.5)		$51.8	$30.7	
Metra	($3.8)	$0.0	($3.8)		$1.1	$0.0	$1.1		($2.2)	($1.7)		$9.1	($8.0)	
Pace	$2.4	($1.2)	$3.6		($4.0)	($39.6)	$35.6		$1.1	$1.3		($3.6)	($0.4)	
Pace ADA Paratransit	$16.5	$13.9	$2.6		$7.5	($11.4)	$18.9		$4.9	$11.6		($7.6)	$15.1	
Total	**$10.7**	**$12.7**	**($2.0)**		**$87.1**	**($51.0)**	**$138.1**		**$15.9**	**($5.3)**		**$49.7**	**$37.4**	
Operating Deficit														
CTA	$147.1	$150.8	$3.7	2.4%	$872.9	$893.9	$21.0	2.3%	$129.2	($17.9)	(13.9%)	$794.9	($78.0)	(9.8%)
Metra	$60.8	$71.6	$10.8	15.1%	$389.6	$437.0	$47.5	10.9%	$59.5	($1.2)	(2.1%)	$373.7	($15.9)	(4.3%)
Pace	$23.8	$27.3	$3.6	13.1%	$133.4	$163.9	$30.5	18.6%	$20.6	($3.2)	(15.4%)	$123.7	($9.7)	(7.8%)
Pace ADA Paratransit	$25.5	$28.1	$2.6	9.1%	$146.4	$165.2	$18.9	11.4%	$26.5	$1.0	3.7%	$145.7	($0.6)	(0.4%)
Total	**$257.1**	**$277.8**	**$20.6**	**7.4%**	**$1,542.3**	**$1,660.0**	**$117.8**	**7.1%**	**$235.8**	**($21.3)**	**(9.1%)**	**$1,438.0**	**($104.2)**	**(7.2%)**
Recovery Ratio														
CTA	23.6%	22.3%	1.3 pts		22.7%	21.7%	1.0 pts		51.6%	(27.9) pts		56.9%	(34.2) pts	
Metra	28.7%	-20.2%	48.9 pts		24.6%	22.3%	2.2 pts		36.4%	(7.7) pts		46.4%	(21.8) pts	
Pace	14.9%	13.2%	1.7 pts		15.4%	13.2%	2.2 pts		22.9%	(8.0) pts		22.5%	(7.1) pts	
Pace ADA Paratransit	5.9%	6.8%	(0.9) pts		5.7%	6.8%	(1.0) pts		7.3%	(1.4) pts		10.5%	(4.7) pts	
System (Statutory)	**22.7%**	**12.0%**	**10.7 pts**		**21.2%**	**20.2%**	**1.0 pts**		**44.0%**	**(21.3) pts**		**50.2%**	**(29.0) pts**	
Ridership														
CTA	30.1	27.3	2.8	10.2%	168.4	156.2	12.3	7.9%	26.9	3.2	11.7%	154.2	14.2	9.2%
Metra	3.6	3.6	0.0	0.0%	19.3	18.8	0.4	2.2%	3.3	0.3	8.1%	18.1	1.2	6.5%
Pace	1.5	1.7	(0.2)	(13.7%)	8.4	9.7	(1.3)	(13.3%)	1.5	0.0	0.8%	8.6	(0.1)	(1.7%)
Pace ADA Paratransit	0.5	0.6	(0.1)	(17.6%)	2.8	3.5	(0.7)	(19.8%)	0.5	(0.1)	(10.4%)	3.1	(0.3)	(9.6%)
Total	**35.6**	**33.2**	**2.4**	**7.4%**	**198.9**	**188.2**	**10.7**	**5.7%**	**32.3**	**3.4**	**10.5%**	**184.0**	**14.9**	**8.1%**

CTA

CTA (in millions)	Current Year vs. Budget: June 2026 Actual	June 2026 Budget	June 2026 Variance Unit	June 2026 Variance %	YTD 2026 Actual	YTD 2026 Budget	YTD 2026 Variance Unit	YTD 2026 Variance %	Current Year vs. Prior Year: June 2025 Actual	June 2025 Change Unit	June 2025 Change %	YTD 2025 Actual	YTD 2025 Change Unit	YTD 2025 Change %
System-Generated Revenues														
Farebox Revenue	$32.4	$31.4	$1.0	3.2%	$174.6	$175.2	($0.6)	(0.3%)	$29.8	$2.6	8.1%	$172.7	$2.0	1.1%
Reduced Fare Subsidy	$1.6	$1.6	$0.0	0.0%	$9.6	$9.6	$0.0	0.0%	$1.5	$0.1	9.1%	$8.7	$0.9	10.0%
Other	$5.1	$5.5	($0.4)	(8.0%)	$34.3	$35.2	($0.9)	(2.6%)	$7.4	($2.3)	(46.0%)	$45.0	($10.7)	(23.8%)
Total	**$39.1**	**$38.5**	**$0.6**	**1.5%**	**$218.5**	**$220.0**	**($1.5)**	**(0.7%)**	**$38.6**	**$0.4**	**1.1%**	**$226.4**	**($7.9)**	**(3.5%)**
Federal Relief Funding - Fare Revenue Replacement	**$0.0**	**$12.2**	**($12.2)**	**(100.0%)**	**$171.7**	**$137.0**	**$34.7**	**25.3%**	**$35.9**	**($35.9)**	**(100.0%)**	**$270.1**	**($98.4)**	**(36.4%)**
Public Funding														
Sales Tax I	$53.0	$53.0	$0.0	0.0%	$297.7	$287.8	$9.9	3.5%	$51.1	$1.9	3.7%	$280.2	$17.5	6.2%
Sales Tax II	$8.2	$8.2	$0.0	0.0%	$44.9	$38.4	$6.5	16.9%	$5.0	$3.1	62.4%	$22.1	$22.8	103.4%
PTF II	$10.2	$9.2	$0.9	10.2%	$57.4	$54.1	$3.3	6.2%	$9.4	$0.8	8.3%	$51.9	$5.5	10.7%
25% PTF on RETT	$1.3	$1.6	($0.2)	(15.5%)	$7.9	$8.3	($0.4)	(5.3%)	$1.4	($0.1)	(4.3%)	$7.4	$0.5	6.9%
City of Chicago RETT	$7.5	$6.6	$0.9	13.1%	$33.7	$33.1	$0.6	1.8%	$5.6	$1.9	34.6%	$29.4	$4.3	14.6%
Non-Statutory Funding - PTF I	$33.1	$30.5	$2.6	8.6%	$185.5	$178.6	$6.8	3.8%	$29.6	$3.5	11.8%	$165.9	$19.6	11.8%
Non-Statutory Funding - ST I	$0.0	$0.0	$0.0	#DIV/0!	$109.8	$109.8	$0.0	0.0%	$3.3	($3.3)	(100.0%)	$19.7	$90.1	457.9%
SB2111 Discretionary Funding	$29.4	$29.4	$0.0	0.0%	$29.4	$29.4	$0.0	0.0%	$0.0	$0.0	0.0%	$0.0	$0.0	0.0%
ICE Funding for Operations	$0.0	$0.0	$0.0	0.0%	$17.4	$17.4	$0.0	0.0%	$0.0	$0.0	0.0%	$0.0	$17.4	0.0%
Total	**$142.7**	**$138.5**	**$4.2**	**3.0%**	**$783.7**	**$756.9**	**$26.8**	**3.5%**	**$105.4**	**$37.3**	**35.4%**	**$576.6**	**$207.1**	**35.9%**
Total Revenues	**$181.8**	**$189.2**	**($7.5)**	**(3.9%)**	**$1,173.9**	**$1,113.9**	**$60.0**	**5.4%**	**$179.9**	**$1.9**	**1.0%**	**$1,073.1**	**$100.8**	**9.4%**
Operating Expenses														
Labor	$129.5	$130.0	$0.5	0.4%	$755.8	$759.1	$3.3	0.4%	$118.0	($11.5)	(9.7%)	$711.5	($44.3)	(6.2%)
Material	$15.7	$13.3	($2.4)	(18.0%)	$76.9	$75.0	($1.9)	(2.6%)	$12.1	($3.6)	(30.0%)	$67.2	($9.6)	(14.3%)
Fuel - Revenue Equip	$3.9	$3.5	($0.5)	(13.1%)	$24.0	$21.9	($2.0)	(9.3%)	$3.6	($0.4)	(10.4%)	$21.7	($2.3)	(10.6%)
Power	$3.0	$3.5	$0.5	14.7%	$16.9	$24.4	$7.5	30.9%	$2.7	($0.3)	(12.3%)	$21.0	$4.2	19.8%
Provision for Injuries & Damages	$2.9	$2.9	$0.0	0.0%	$17.4	$17.4	$0.0	0.0%	$1.9	($1.0)	(56.5%)	$11.1	($6.3)	(56.5%)
Purchase of Security Svcs	$8.4	$9.2	$0.8	9.2%	$55.2	$56.0	$0.8	1.5%	$6.7	($1.7)	(25.6%)	$42.0	($13.2)	(31.5%)
Other Expenses	$22.7	$26.8	$4.0	15.1%	$145.3	$160.1	$14.8	9.2%	$22.9	$0.2	0.8%	$146.7	$1.4	1.0%
Total	**$186.1**	**$189.2**	**$3.1**	**1.6%**	**$1,091.4**	**$1,113.9**	**$22.5**	**2.0%**	**$167.8**	**($18.4)**	**(10.9%)**	**$1,021.3**	**($70.1)**	**(6.9%)**
Net Result	**($4.4)**	**$0.0**	**($4.4)**		**$82.5**	**$0.0**	**$82.5**		**$12.1**	**($16.5)**		**$51.8**	**$30.7**	
Operating Deficit	**$147.1**	**$150.8**	**$3.7**	**2.4%**	**$872.9**	**$893.9**	**$21.0**	**2.3%**	**$129.2**	**($17.9)**	**(13.9%)**	**$794.9**	**($78.0)**	**(9.8%)**
Recovery Ratio	**23.6%**	**22.3%**	**1.3**	**Pts**	**22.7%**	**21.7%**	**1.0**	**Pts**	**51.6%**	**(27.9)**	**Pts**	**56.9%**	**(34.2)**	**Pts**
Ridership	**30.1**	**27.3**	**2.8**	**10.2%**	**168.4**	**156.2**	**12.3**	**7.9%**	**26.9**	**3.2**	**11.7%**	**154.2**	**14.2**	**9.2%**
Average Fare	*$ 1.08*	*$ 1.15*	*$ (0.07)*	*(6.3%)*	*$ 1.04*	*$ 1.12*	*$ (0.09)*	*(7.6%)*	*$ 1.11*	*$ (0.03)*	*(2.6%)*	*$ 1.12*	*$ (0.08)*	*(7.4%)*

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	June 2026				YTD 2026				June 2025			YTD 2025		
(in millions)			Variance				Variance			Change			Change	
	Actual	Budget	Unit	%	Actual	Budget	Unit	%	Actual	Unit	%	Actual	Unit	%
System-Generated Revenues														
Farebox Revenue	$16.7	$16.5	$0.2	0.9%	$88.2	$86.6	$1.6	1.9%	$15.7	$1.0	6.4%	$83.3	$4.9	5.9%
Reduced Fare Subsidy	$0.2	$0.2	$0.0	0.1%	$1.1	$1.1	$0.0	0.0%	$0.2	$0.0	10.1%	$1.0	$0.1	10.0%
Other	$5.5	-$28.0	$33.5	(119.6%)	$29.4	$31.4	($2.1)	(6.6%)	$8.6	($3.1)	(36.3%)	$44.6	($15.3)	(34.2%)
Total	**$22.4**	**-$11.3**	**$33.7**	**(297.8%)**	**$118.6**	**$119.1**	**($0.5)**	**(0.4%)**	**$24.5**	**($2.1)**	**(8.7%)**	**$128.9**	**($10.3)**	**(8.0%)**
Federal Relief Funding - Fare Revenue Replacement	**-$7.0**	**$8.5**	**($15.5)**	**(182.1%)**	**$64.0**	**$127.4**	**($63.4)**	**(49.8%)**	**$3.8**	**($10.8)**	**(283.8%)**	**$87.4**	**($23.4)**	**(26.7%)**
Public Funding														
Sales Tax I	$41.8	$41.8	$0.0	0.0%	$236.4	$227.3	$9.1	4.0%	$39.2	$2.7	6.8%	$219.3	$17.1	7.8%
Sales Tax II	$6.7	$6.7	$0.0	0.0%	$36.4	$31.2	$5.3	16.9%	$4.1	$2.6	62.4%	$17.9	$18.5	103.4%
PTF II	$8.3	$7.5	$0.8	10.2%	$46.7	$44.0	$2.7	6.2%	$7.6	$0.6	8.3%	$42.2	$4.5	10.7%
Non-Statutory Funding - ST I	$0.0	$0.0	$0.0	0.0%	$0.0	$0.0	$0.0	0.0%	$2.7	($2.7)	(100.0%)	$16.0	($16.0)	(100.0%)
SB2111 Discretionary Funding	$7.1	$7.1	$0.0	0.0%	$7.1	$7.1	$0.0	0.0%	$0.0	$0.0	0.0%	$0.0	$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	**$63.9**	**$63.1**	**$0.8**	**1.2%**	**$326.7**	**$309.6**	**$17.1**	**5.5%**	**$53.6**	**$10.3**	**19.3%**	**$295.4**	**$31.3**	**10.6%**
Total Revenues	**$79.3**	**$60.3**	**$19.0**	**31.5%**	**$509.4**	**$556.1**	**($46.8)**	**(8.4%)**	**$81.9**	**($2.5)**	**(3.1%)**	**$511.7**	**($2.4)**	**(0.5%)**
Operating Expenses														
Transportation	$25.6	$36.5	$10.9	30.0%	$152.6	$166.4	$13.7	8.3%	$24.3	($1.2)	(5.1%)	$149.1	($3.5)	(2.4%)
Engineering	$20.1	($21.1)	($41.2)	195.3%	$118.3	$132.9	$14.6	11.0%	$21.2	$1.2	5.5%	$119.2	$0.9	0.8%
Mechanical	$19.4	$21.7	$2.3	10.5%	$121.8	$120.4	($1.4)	(1.1%)	$19.6	$0.2	0.8%	$119.9	($1.9)	(1.6%)
Administration	$9.0	$13.6	$4.6	33.5%	$58.8	$76.1	$17.4	22.8%	$10.3	$1.2	11.8%	$60.2	$1.5	2.5%
Fuel	$5.6	$5.0	($0.6)	(12.0%)	$34.2	$32.4	($1.8)	(5.5%)	$4.2	($1.4)	(33.3%)	$30.9	($3.4)	(10.9%)
Motive Electricity	$0.3	$0.5	$0.2	47.5%	$2.7	$3.5	$0.9	24.8%	$0.4	$0.1	33.3%	$3.5	$0.8	24.0%
Downtown Stations	$1.1	$1.1	($0.0)	(1.1%)	$6.7	$6.6	($0.1)	(1.3%)	$1.1	($0.1)	(6.4%)	$6.4	($0.3)	(4.0%)
Claims and claims related	$2.0	$2.9	$0.9	31.1%	$13.2	$17.7	$4.5	25.6%	$2.9	$0.9	31.3%	$13.4	$0.2	1.4%
Total	**$83.2**	**$60.3**	**($22.9)**	**(37.9%)**	**$508.2**	**$556.1**	**$47.9**	**8.6%**	**$84.0**	**$0.9**	**1.0%**	**$502.6**	**($5.6)**	**(1.1%)**
Net Result	**($3.8)**	**$0.0**	**($3.8)**		**$1.1**	**$0.0**	**$1.1**		**($2.2)**	**($1.7)**		**$9.1**	**($8.0)**	
Operating Deficit	**$60.8**	**$71.6**	**$10.8**	**15.1%**	**$390**	**$437.0**	**$47.5**	**10.9%**	**$59.5**	**($1.2)**	**(2.1%)**	**$373.7**	**($15.9)**	**(4.3%)**
Recovery Ratio	**28.7%**	**-20.2%**	**48.9**	**Pts**	**24.6%**	**22.3%**	**2.2**	**Pts**	**36.4%**	**(7.7)**	**Pts**	**46.4%**	**(21.8)**	**Pts**
Ridership	**3.6**	**3.6**	**-**	**0.0%**	**19.3**	**18.8**	**0.4**	**2.2%**	**3.3**	**0.3**	**8.1%**	**18.1**	**1.2**	**6.5%**
Average Fare	*$ 4.64*	*$ 4.61*	*$ 0.04*	*0.8%*	*$ 4.58*	*$ 4.60*	*$ (0.02)*	*(0.5%)*	*$ 4.72*	*$ (0.08)*	*(1.6%)*	*$ 4.60*	*$ (0.02)*	*(0.5%)*

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					
	June 2026				YTD 2026				June 2025			YTD 2025		
			Variance				Variance			Change			Change	
	Actual	Budget	Unit	%	Actual	Budget	Unit	%	Actual	Unit	%	Actual	Unit	%
System-Generated Revenues														
Farebox Revenue	$1.8	$1.9	($0.1)	(5.4%)	$10.1	$11.3	($1.2)	(11.0%)	$1.7	$0.1	7.2%	$10.3	($0.2)	(2.0%)
Reduced Fare Subsidy	$0.1	$0.1	$0.0	0.1%	$0.9	$0.9	$0.0	0.1%	$0.1	$0.0	10.0%	$0.9	$0.0	0.8%
Other	$2.2	$2.1	$0.1	4.5%	$13.4	$12.7	$0.7	5.3%	$2.5	($0.3)	(10.5%)	$13.7	($0.3)	(2.1%)
Total	**$4.2**	**$4.2**	**($0.0)**	**(0.2%)**	**$24.3**	**$24.9**	**($0.6)**	**(2.3%)**	**$4.3**	**($0.1)**	**(2.9%)**	**$24.8**	**($0.5)**	**(2.0%)**
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	$13.3	$13.3	$0.0	0.0%	$75.0	$72.1	$2.8	3.9%	$12.5	$0.8	6.6%	$69.8	$5.2	7.4%
Sales Tax II	$2.2	$2.2	$0.0	0.0%	$12.1	$10.4	$1.8	16.9%	$1.4	$0.9	62.4%	$6.0	$6.2	103.4%
PTF II	$2.8	$2.5	$0.3	10.2%	$15.6	$14.7	$0.9	6.2%	$2.5	$0.2	8.3%	$14.1	$1.5	10.7%
SCMF	$3.5	$3.5	$0.0	0.0%	$19.8	$19.0	$0.8	4.3%	$3.4	$0.1	4.2%	$18.6	$1.2	6.5%
SSJA	$0.0	$0.0	$0.0	0.0%	$0.0	$0.0	$0.0	0.0%	$0.0	$0.0	0.0%	$0.0	$0.0	0.0%
Non-Statutory Funding - PTF I	$0.0	$0.0	$0.0	0.0%	$0.0	$0.0	$0.0	0.0%	$0.6	($0.6)	(100.0%)	$3.4	($3.4)	(100.0%)
Non-Statutory Funding - ST I	$0.0	$0.0	$0.0	0.0%	$0.0	$0.0	$0.0	0.0%	$0.9	($0.9)	(100.0%)	$5.3	($5.3)	(100.0%)
SB2111 Discretionary Funding	$3.9	$3.9	$0.0	0.0%	$3.9	$3.9	$0.0	0.0%	$0.0	$3.9	0.0%	$0.0	$3.9	0.0%
CMAQ/JARC/Enhanced Mobility/Bus Facility	$0.5	$0.7	($0.2)	(26.6%)	$3.0	$4.2	($1.2)	(28.4%)	$0.5	$0.0	8.2%	$3.0	($0.0)	(0.1%)
Total	**$26.2**	**$26.1**	**$0.1**	**0.3%**	**$129.4**	**$124.3**	**$5.1**	**4.1%**	**$21.7**	**$4.5**	**20.7%**	**$120.1**	**$9.3**	**7.7%**
Total Revenues	**$30.3**	**$30.3**	**$0.1**	**0.2%**	**$153.7**	**$149.2**	**$4.6**	**3.1%**	**$26.0**	**$4.4**	**16.8%**	**$144.9**	**$8.8**	**6.1%**
Operating Expenses														
Labor/Fringes	$14.8	$16.7	$2.0	11.8%	$87.2	$99.8	$12.6	12.6%	$14.2	($0.5)	(3.9%)	$85.4	($1.8)	(2.2%)
Parts/Supplies	$1.7	$1.5	($0.2)	(14.5%)	$8.8	$8.9	$0.1	1.6%	$1.4	($0.2)	(15.8%)	$8.3	($0.5)	(6.5%)
Purchased Trans	$2.7	$3.2	$0.5	16.6%	$15.2	$18.9	$3.8	19.9%	$2.5	($0.2)	(7.7%)	$14.3	($0.8)	(5.7%)
Fuel	$2.0	$1.3	($0.7)	(58.5%)	$8.9	$7.5	($1.4)	(18.1%)	$1.0	($1.0)	(93.5%)	$6.0	($2.9)	(48.2%)
Utilities	$0.4	$0.5	$0.1	21.2%	$2.4	$3.2	$0.8	24.3%	$0.4	$0.1	11.5%	$2.9	$0.4	15.3%
Health Insurance	$2.5	$3.1	$0.7	21.6%	$15.3	$18.8	$3.6	18.9%	$2.4	($0.1)	(3.4%)	$14.0	($1.2)	(8.8%)
Liability Insurance	$1.1	$1.3	$0.2	14.9%	$6.7	$8.2	$1.5	18.0%	$0.9	($0.2)	(24.5%)	$6.5	($0.2)	(3.6%)
Other	$3.8	$5.0	$1.2	24.3%	$18.8	$30.0	$11.3	37.6%	$3.2	($0.6)	(18.9%)	$16.3	($2.4)	(15.0%)
Overhead Allocation	($0.9)	($1.1)	($0.2)	14.7%	($5.5)	($6.7)	($1.2)	17.4%	($1.2)	($0.3)	21.5%	($5.1)	$0.4	(7.5%)
Total	**$27.9**	**$31.5**	**$3.6**	**11.4%**	**$157.8**	**$188.8**	**$31.1**	**16.4%**	**$24.9**	**($3.0)**	**(12.2%)**	**$148.6**	**($9.2)**	**(6.2%)**
Net Result	**$2.4**	**($1.2)**	**$3.6**		**($4.0)**	**($39.6)**	**$35.6**		**$1.1**	**$1.3**		**($3.6)**	**($0.4)**	
Operating Deficit	**$23.8**	**$27.3**	**$3.6**	**13.1%**	**$133.4**	**$163.9**	**$30.5**	**18.6%**	**$20.6**	**($3.2)**	**(15.4%)**	**$123.7**	**($9.7)**	**(7.8%)**
Recovery Ratio	**14.9%**	**13.2%**	**1.7**	**Pts**	**15.4%**	**13.2%**	**2.2**	**Pts**	**22.9%**	**(8.0)**	**Pts**	**22.5%**	**(7.1)**	**Pts**
Ridership	**1.5**	**1.7**	**(0.2)**	**(13.7%)**	**8.4**	**9.7**	**(1.3)**	**(13.3%)**	**1.5**	**0.0**	**0.8%**	**8.6**	**(0.1)**	**(1.7%)**
Average Fare	*$ 1.22*	*$ 1.11*	*$ 0.11*	*9.5%*	*$ 1.20*	*$ 1.17*	*$ 0.03*	*2.7%*	*$ 1.15*	*$ 0.07*	*6.4%*	*$ 1.20*	*$ (0.00)*	*(0.4%)*

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: June 2026				YTD 2026				Current Year vs. Prior Year: June 2025			YTD 2025		
			Variance				Variance			Change			Change	
	Actual	Budget	Unit	%	Actual	Budget	Unit	%	Actual	Unit	%	Actual	Unit	%
System-Generated Revenues														
Farebox Revenue	$1.2	$1.8	($0.6)	(31.5%)	$7.1	$10.7	($3.5)	(33.0%)	$1.3	($0.1)	(5.6%)	$7.4	($0.2)	(3.0%)
Other	$0.4	$0.2	$0.1	57.9%	$1.8	$1.3	$0.5	33.9%	$0.2	$0.1	48.5%	$1.4	$0.4	27.0%
Total	**$1.6**	**$2.0**	**($0.4)**	**(21.6%)**	**$8.9**	**$12.0**	**($3.1)**	**(25.6%)**	**$1.6**	**$0.0**	**2.7%**	**$8.8**	**$0.2**	**1.9%**
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	$22.4	$22.4	$0.0	0.0%	$134.3	$134.3	$0.0	0.0%	$21.3	$1.0	4.8%	$128.1	$6.2	4.8%
Additional State Funding	$11.5	$11.5	$0.0	0.0%	$11.5	$11.5	$0.0	0.0%	$10.0	$1.5	14.8%	$10.0	$1.5	14.8%
ADA Reserve/RTA Fund Balance/ICE/SCMF	$8.1	$8.1	$0.0	0.0%	$8.1	$8.1	$0.0	0.0%	$0.0	$8.1	0.0%	$0.0	$8.1	0.0%
Total	**$42.0**	**$42.0**	**$0.0**	**0.0%**	**$153.9**	**$153.9**	**$0.0**	**0.0%**	**$31.4**	**$10.6**	**33.9%**	**$138.1**	**$15.8**	**11.4%**
Total Revenues	**$43.6**	**$44.0**	**($0.4)**	**(1.0%)**	**$162.8**	**$165.9**	**($3.1)**	**(1.8%)**	**$32.9**	**$10.7**	**32.4%**	**$146.9**	**$15.9**	**10.9%**
Operating Expenses														
Labor/Fringes	$0.5	$0.5	$0.0	9.7%	$2.7	$3.1	$0.4	11.6%	$0.5	$0.0	3.4%	$2.8	$0.1	1.9%
Parts/Supplies	$0.0	$0.0	$0.0	100.0%	$0.0	$0.0	$0.0	99.3%	$0.0	$0.0	100.0%	$0.0	$0.0	94.4%
Purchased Trans	$24.5	$27.2	$2.7	10.1%	$140.7	$159.9	$19.2	12.0%	$25.4	$1.0	3.9%	$140.5	($0.1)	(0.1%)
Fuel	$0.8	$0.7	($0.2)	(27.4%)	$3.7	$3.9	$0.2	5.0%	$0.5	($0.3)	(65.6%)	$3.2	($0.5)	(16.8%)
Utilities	$0.0	$0.0	($0.0)	(13.2%)	$0.2	$0.2	($0.0)	(3.2%)	$0.0	($0.0)	(39.5%)	$0.2	($0.0)	(8.2%)
Health Insurance	$0.1	$0.1	$0.0	31.3%	$0.5	$0.7	$0.2	25.7%	$0.1	($0.0)	(33.4%)	$0.5	($0.1)	(14.8%)
Liability Insurance	$0.0	$0.0	$0.0	100.0%	($0.0)	$0.0	$0.0	128.6%	($0.0)	($0.0)	100.0%	$0.3	$0.3	103.8%
Other	$0.3	$0.5	$0.2	40.6%	$1.9	$2.7	$0.8	29.8%	$0.3	$0.0	12.8%	$1.9	$0.0	0.9%
Overhead Allocation	$0.9	$1.1	$0.2	14.7%	$5.5	$6.7	$1.2	17.4%	$1.2	$0.3	21.5%	$5.1	($0.4)	(7.5%)
Total	**$27.1**	**$30.1**	**$3.0**	**10.0%**	**$155.3**	**$177.2**	**$22.0**	**12.4%**	**$28.0**	**$0.9**	**3.3%**	**$154.5**	**($0.8)**	**(0.5%)**
Net Result	**$16.5**	**$13.9**	**$2.6**		**$7.5**	**($11.4)**	**$18.9**		**$4.9**	**$11.6**		**($7.6)**	**$15.1**	
Operating Deficit	**$25.5**	**$28.1**	**$2.6**	**9.1%**	**$146.4**	**$165.2**	**$18.9**	**11.4%**	**$26.5**	**$1.0**	**3.7%**	**$145.7**	**($0.6)**	**(0.4%)**
Recovery Ratio	**5.9%**	**6.8%**	**(0.9)**	**Pts**	**5.7%**	**6.8%**	**(1.0)**	**Pts**	**7.3%**	**(1.4)**	**Pts**	**10.5%**	**(4.7)**	**Pts**
Ridership	**0.5**	**0.6**	**(0.1)**	**-17.6%**	**2.8**	**3.5**	**(0.7)**	**-19.8%**	**0.5**	**(0.1)**	**-10.4%**	**3.1**	**(0.3)**	**-9.6%**
Average Fare	*$ 2.53*	*$ 3.04*	*$ (0.51)*	*(16.9%)*	*$ 2.54*	*$ 3.04*	*$ (0.50)*	*(16.5%)*	*$ 2.40*	*$ 0.14*	*5.9%*	*$ 2.37*	*$ 0.18*	*7.4%*

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