



# **Suburban Service and Regional ADA Budget Results**

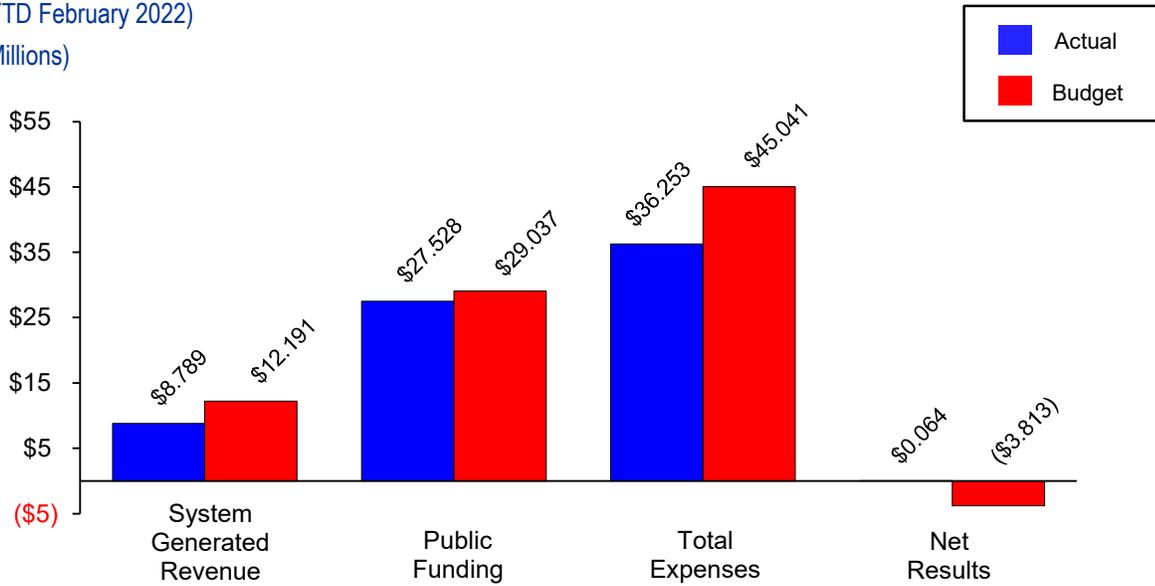
## **February 2022**

## Actual Performance At-A-Glance February 2022

### Suburban Service

(YTD February 2022)

(Millions)

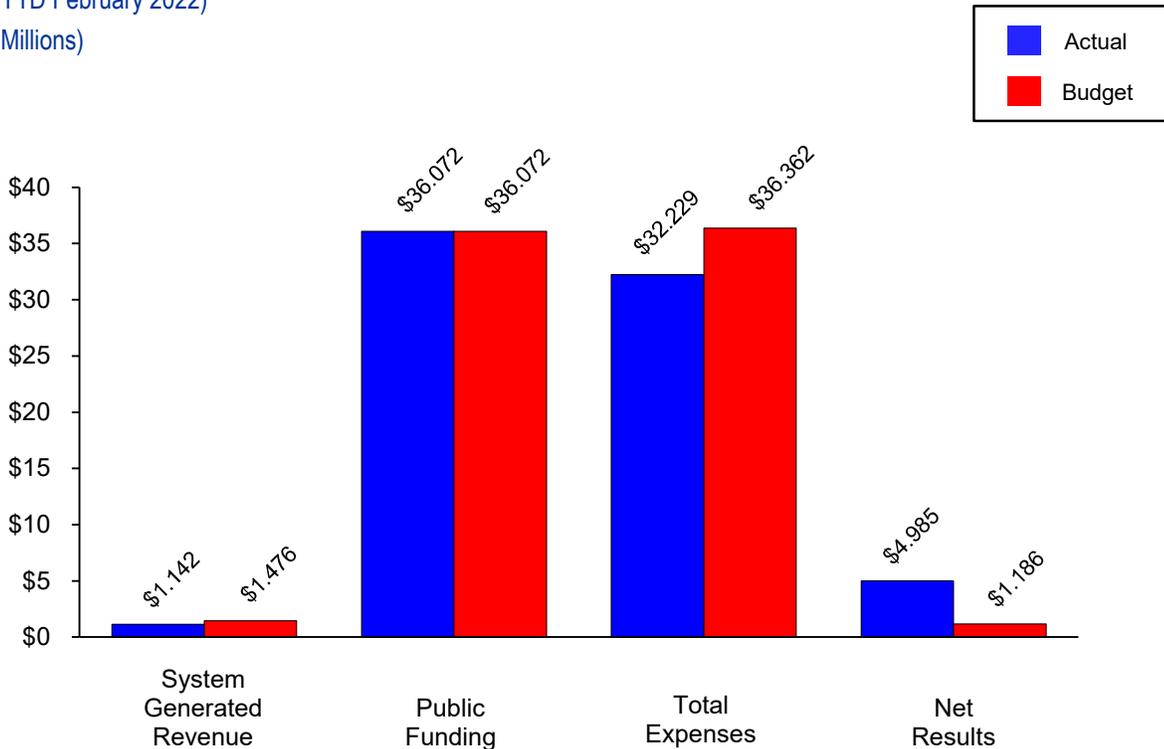


Suburban Service results reflect a positive variance of \$0.064 million for February 2022.

### ADA Service

(YTD February 2022)

(Millions)



ADA Service results reflect a positive variance of \$4.985 million for February 2022.

## Suburban Service Budget Review

Suburban Service revenues are 27.9% under the February budget due to federal relief funding.

Other Revenue includes relief funding operating assistance of 3.874M in February compared to a budget of \$6.597M.

Total expenses are \$8.788 million or 19.5% below budget for February. Favorable variances are noted for most line items.

Fuel expenses are at budget for February. The average price for diesel for February is \$2.52/gallon, \$0.21 above the budgeted price of \$2.31/gallon.

The Suburban Service funding requirement is \$5.386 million below budget due to favorable expense results.

Public funding revenues are 5.2% below budget for February due to federal relief funding and Other Public Funding. RTA Funding includes no federal relief funding assistance compared to a budget of \$0.880 million.

The Suburban Service recovery ratio is 29.90% compared to a budget of 31.91% for February.

### Suburban Service Detailed Budget Results

(YTD Ending February 2022)

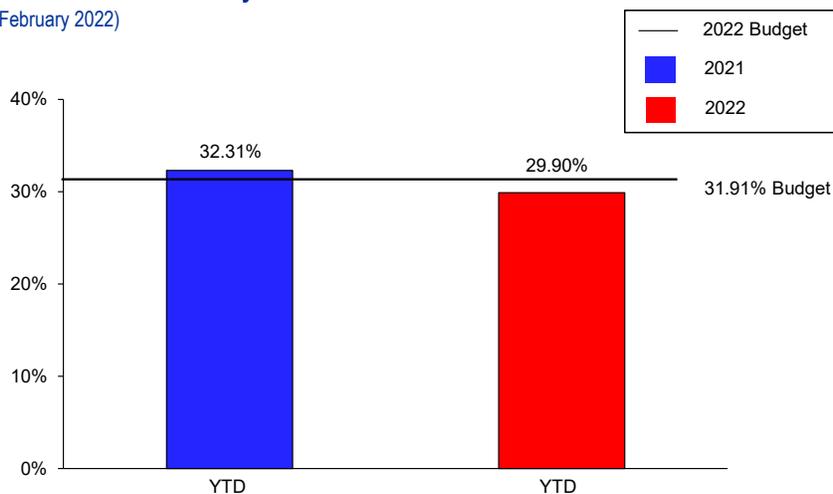
	Actual	Budget	Variance	% of Budget Remaining
<b>REVENUE</b>				
Farebox	\$ 2,582,132	\$ 3,266,805	\$ (684,673)	84.23%
Half-Fare Reimbursement	224,310	224,310	0	83.33%
Advertising Revenue	343,564	343,498	66	83.33%
Other	5,638,505	8,356,359	(2,717,854)	88.87%
<b>Total Suburban Revenue</b>	<b>\$ 8,788,511</b>	<b>\$ 12,190,972</b>	<b>\$ (3,402,461)</b>	<b>87.52%</b>
<b>EXPENSES</b>				
Fox Valley	\$ 1,078,889	\$ 1,163,853	\$ 84,964	84.42%
Heritage	1,228,609	1,386,178	157,569	85.15%
North	1,154,717	1,235,922	81,205	84.44%
North Shore	971,735	1,052,951	81,216	84.58%
Northwest	3,617,582	3,922,877	305,295	83.85%
River	1,251,457	1,370,433	118,976	84.63%
South	3,185,572	3,960,549	774,977	86.54%
Southwest	1,575,413	1,773,857	198,444	85.15%
West	4,243,775	4,755,385	511,610	85.06%
<b>Total Pace Operating Divisions</b>	<b>\$ 18,307,751</b>	<b>\$ 20,622,005</b>	<b>\$ 2,314,254</b>	<b>85.01%</b>
Highland Park	138,315	237,007	98,692	91.53%
Niles	234,192	276,949	42,757	85.91%
Schaumburg Trolley	55,652	83,377	27,725	88.88%
<b>Total Public Contract Carriers</b>	<b>\$ 428,159</b>	<b>\$ 597,333</b>	<b>\$ 169,174</b>	<b>88.72%</b>
Other Expenses				
Private Contract Carriers	\$ 431,843	\$ 1,409,005	\$ 977,162	95.17%
Demand Response Services	2,590,502	2,985,640	395,138	85.66%
Van Pool Program	163,577	201,892	38,315	85.67%
CMAQ/JARC/ICE	730,472	744,406	13,934	88.11%
Administration	4,938,161	7,491,663	2,553,502	89.32%
Centralized Support	2,601,359	3,623,504	1,022,145	88.02%
Fuel	1,924,702	1,894,123	(30,579)	83.35%
Insurance	1,129,428	2,780,906	1,651,478	93.23%
Health Care	4,333,422	4,432,236	98,814	83.70%
Indirect Overhead Allocation	(1,326,604)	(1,741,953)	(415,349)	87.31%
<b>Total Suburban Expenses</b>	<b>\$ 36,252,772</b>	<b>\$ 45,040,760</b>	<b>\$ 8,787,988</b>	<b>86.70%</b>
<b>FUNDING REQUIREMENT</b>	<b>\$ 27,464,261</b>	<b>\$ 32,849,788</b>	<b>\$ 5,385,527</b>	<b>86.41%</b>
<b>FUNDING</b>				
RTA Funding	\$ 26,757,476	\$ 27,637,009	\$ (879,533)	86.19%
Other Public Funding	770,802	1,399,557	(628,755)	90.82%
<b>Total Funding</b>	<b>\$ 27,528,278</b>	<b>\$ 29,036,566</b>	<b>\$ (1,508,288)</b>	<b>86.38%</b>
<b>Net Results</b>	<b>\$ 64,018</b>	<b>\$ (3,813,222)</b>	<b>\$ 3,877,240</b>	
Recovery Ratio w/Credits Applied	29.90%	31.91%		

\*River results include the East Dundee Outstation.

## Suburban Service Indicators

### Suburban Service Recovery Ratio

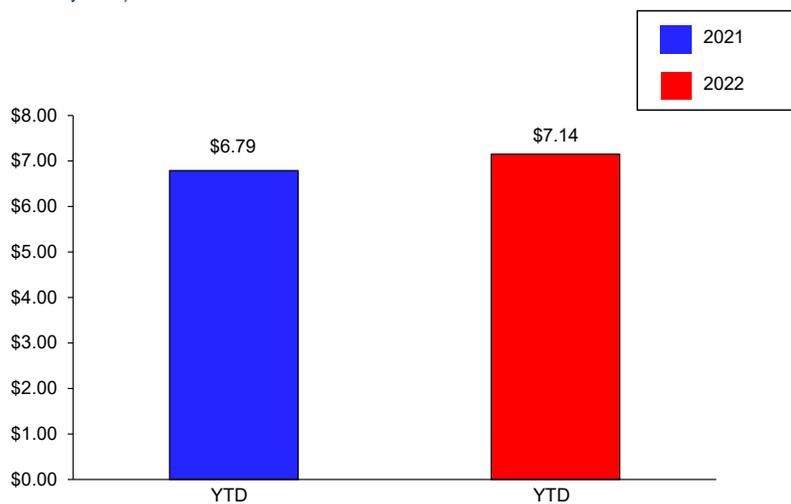
(YTD February 2022)



The Suburban Service recovery ratio of 29.90% is below the February budget of 31.91%.

### Suburban Service Cost Per Mile

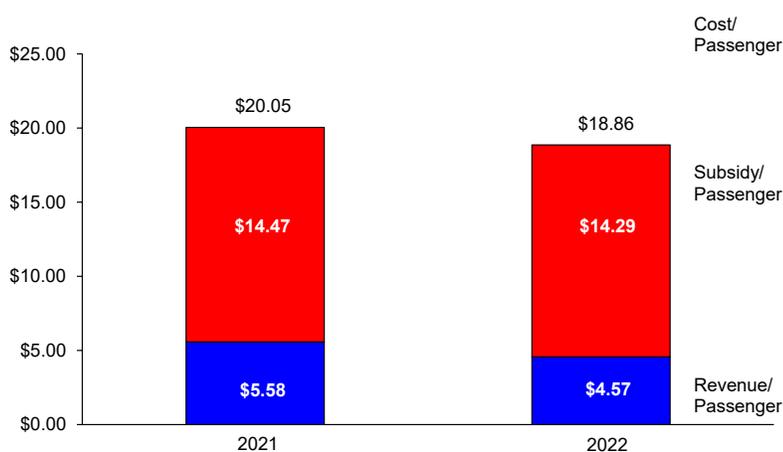
(YTD February 2022)



The Suburban Service cost per mile is up 5.3% compared to prior year levels. Expenses are up 9.0% from prior year, while total mileage is up 3.6%.

### Suburban Service Cost Per Passenger

(YTD February 2022)



The YTD total cost per passenger is down 5.9% compared to February 2021 - expenses are up 9.0%, while ridership is up 15.9%.

Compared to prior year levels, the average revenue per passenger is down \$1.01 and the subsidy per passenger is down \$0.18 or 1.24%.

## Regional ADA Budget Review

Total Regional ADA revenue is 22.6% below budget in February.

Total expenses are favorable to budget year-to-date. This is due to lower than anticipated expenses in all categories.

The total Regional ADA funding requirement was \$3.799 million lower than budget in February due to favorable expense results.

Regional ADA recovery performance at 7.91% is below the phased budgeted rate. The recovery ratio calculation includes credits authorized by the RTA.

### Regional ADA Detailed Budget Results

(YTD Ending February 2022)

	Suburban ADA	City ADA	Regional ADA	Regional Budget	Variance
<b>REVENUE</b>					
Farebox	\$ 267,042	\$ 868,250	\$ 1,135,292	\$ 1,088,974	\$ 46,318
Other	0	6,867	6,867	386,767	(379,900)
<b>Total Revenue</b>	<b>\$ 267,042</b>	<b>\$ 875,117</b>	<b>\$ 1,142,158</b>	<b>\$ 1,475,741</b>	<b>\$ (333,583)</b>
<b>EXPENSES</b>					
Purchased Transportation	\$ 3,617,416	\$ 25,130,873	\$ 28,748,289	\$ 31,352,164	\$ 2,603,875
Fuel	314,827	537,578	852,405	1,175,032	322,627
Administration	90,075	953,268	1,043,343	1,368,422	325,079
Insurance	18,683	239,642	258,325	384,830	126,505
RTA Certification	0	0	0	339,506	339,506
Indirect Overhead Allocation	0	0	1,326,604	1,741,953	415,349
<b>Total Expenses</b>	<b>\$ 4,041,001</b>	<b>\$ 26,861,361</b>	<b>\$ 32,228,967</b>	<b>\$ 36,361,907</b>	<b>\$ 4,132,940</b>
<b>Funding Requirement</b>	<b>\$ 3,773,959</b>	<b>\$ 25,986,244</b>	<b>\$ 31,086,809</b>	<b>\$ 34,886,166</b>	<b>\$ 3,799,357</b>
<b>FUNDING</b>					
ADA Regional Paratransit	\$ ████████	\$ ████████	\$ 34,672,896	\$ 34,672,896	\$ 0
Other Public Funding	\$ ████████	\$ ████████	\$ 0	\$ 0	\$ 0
ADA State Funding	\$ ████████	\$ ████████	\$ 1,399,134	\$ 1,399,134	\$ 0
<b>Total Funding</b>	<b>\$ ████████</b>	<b>\$ ████████</b>	<b>\$ 36,072,030</b>	<b>\$ 36,072,030</b>	<b>\$ 0</b>
Funding Surplus/(Shortfall)	\$ ████████	\$ ████████	\$ 4,985,221	\$ 1,185,864	\$ 3,799,357
Recovery Ratio w/Credits			7.91%	9.93%	

Regional ADA system revenue is below budgeted levels by \$333,583 or 22.6% in February. The variance is attributed to a the continued suspension of the RTA certification program.

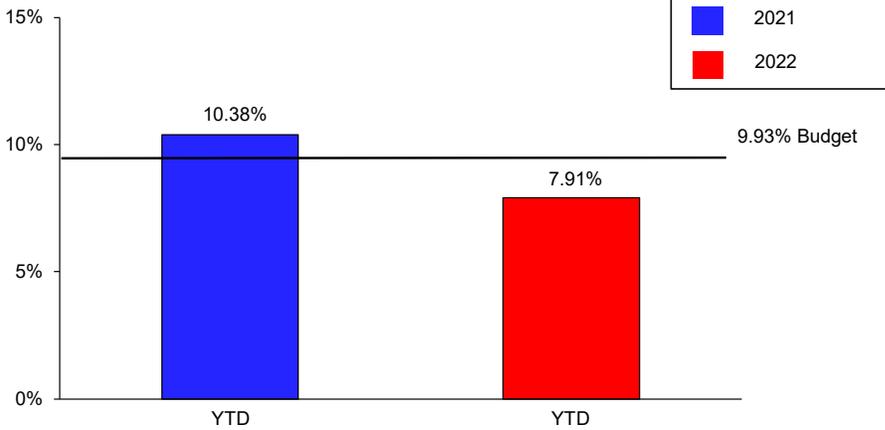
Total operating expenses are below the year to date budget by \$4,132,940. The results can be attributed to reduced expenses in all categories.

The total funding requirement is \$3,799,357 lower than budget due to decreased expenses.

## Regional ADA Indicators

### Regional ADA Recovery Ratio

(YTD February 2022)

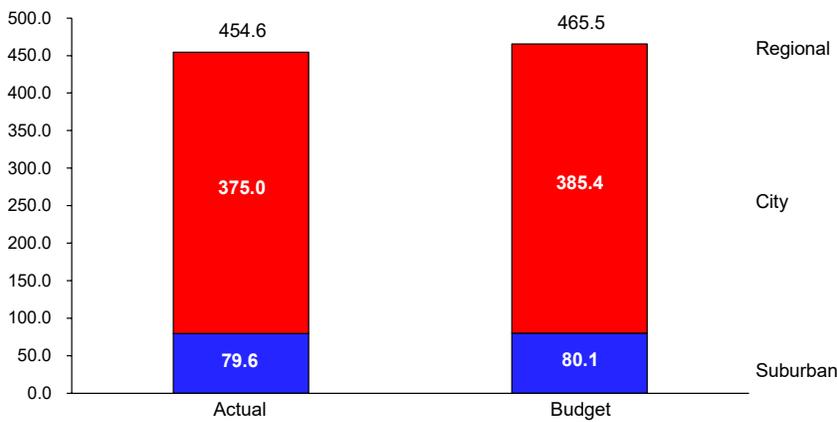


The Regional ADA recovery ratio is below the budgeted rate of 9.93% for February 2022.

### Regional ADA Ridership

(YTD February 2022)

(Thousands)

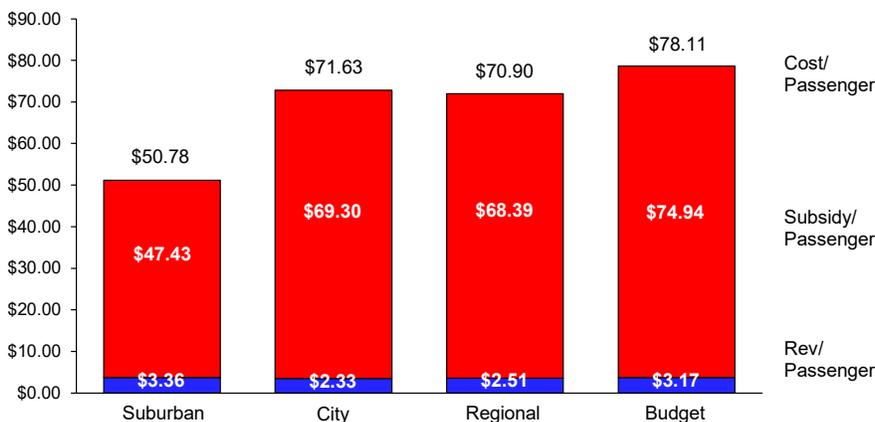


Regional ADA ridership is below the February 2022 budget by 2.3% but is up 19.9% from February 2021.

Ridership excludes Personal Care Attendants (PCAs).

### Regional ADA Performance Per Passenger

(YTD February 2022)



The Regional ADA cost per passenger is \$7.21 below budget for February due to favorable expense results.

Revenue per rider is \$0.66 below budget and the total subsidy per passenger is \$6.55 below budget.

Ridership excludes Personal Care Attendants (PCAs).

## Budget Results by Program

(YTD Ending February 2022)

	Pace Divisions w/ Grant- funded Service	Public Carriers	Private Carriers	Demand Response Services	Vanpool	Administration	Central Support	Total Suburban Srv Actual	Total Suburban Srv Budget	Total Suburban Srv Variance
<b>REVENUE</b>										
Farebox	\$ 2,182,515	\$ 25,667	\$ 13,279	\$ 213,646	\$ 147,025	\$ 0	\$ 0	\$ 2,582,132	\$ 3,266,805	\$ (684,673)
Half-Fare Reimbursement	0	0	0	0	0	224,310	0	224,310	224,310	0
Advertising Revenue	0	0	0	0	0	343,564	0	343,564	343,498	66
Other	194,947	120,367	64,116	1,287,107	0	3,971,968	0	5,638,505	8,356,359	(2,717,854)
<b>Total Revenue</b>	<b>\$ 2,377,462</b>	<b>\$ 146,034</b>	<b>\$ 77,395</b>	<b>\$ 1,500,753</b>	<b>\$ 147,025</b>	<b>\$ 4,539,842</b>	<b>\$ 0</b>	<b>\$ 8,788,511</b>	<b>\$ 12,190,972</b>	<b>\$ (3,402,461)</b>
<b>EXPENSES</b>										
<b>Operations</b>										
Labor/Fringes	\$ 12,770,391	\$ 220,573	\$ 0	\$ 0	\$ 0	\$ 0	\$ 568,412	\$ 13,559,377	\$ 15,496,388	\$ 1,937,011
Parts/Supplies	1,000	0	0	0	0	0	266,816	267,817	297,735	29,918
Purchased Transportation	0	55,652	431,843	2,070,590	0	0	0	2,558,085	3,965,945	1,407,860
Fuel	0	0	0	0	0	0	1,924,702	1,924,702	1,894,123	(30,579)
Other	36,832	858	0	423,251	163,577	0	0	624,518	638,682	14,164
<b>Subtotal</b>	<b>\$ 12,808,224</b>	<b>\$ 277,083</b>	<b>\$ 431,843</b>	<b>\$ 2,493,841</b>	<b>\$ 163,577</b>	<b>\$ 0</b>	<b>\$ 2,759,930</b>	<b>\$ 18,934,498</b>	<b>\$ 22,292,873</b>	<b>\$ 3,358,375</b>
<b>Vehicle Maintenance</b>										
Labor/Fringes	\$ 3,137,082	\$ 71,099	\$ 0	\$ 0	\$ 0	\$ 0	\$ 581,451	\$ 3,789,631	\$ 4,367,820	\$ 578,189
Parts/Supplies	1,292,415	10,566	0	0	0	0	865	1,303,846	1,246,125	(57,721)
Other	39,572	13,808	0	22,342	0	0	77,287	153,009	235,503	82,494
<b>Subtotal</b>	<b>\$ 4,469,068</b>	<b>\$ 95,473</b>	<b>\$ 0</b>	<b>\$ 22,342</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 659,603</b>	<b>\$ 5,246,487</b>	<b>\$ 5,849,448</b>	<b>\$ 602,962</b>
<b>Non-Vehicle Maintenance</b>										
Labor/Fringes	\$ 139,038	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 274,122	\$ 413,160	\$ 530,975	\$ 117,815
Parts/Supplies	131,969	0	0	0	0	0	0	131,969	214,300	82,331
Other	129,458	0	0	1,325	0	10,546	165,505	306,834	596,629	289,795
<b>Subtotal</b>	<b>\$ 400,465</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 1,325</b>	<b>\$ 0</b>	<b>\$ 10,546</b>	<b>\$ 439,627</b>	<b>\$ 851,963</b>	<b>\$ 1,341,904</b>	<b>\$ 489,941</b>
<b>General Administration</b>										
Labor/Fringes	\$ 649,811	\$ 55,594	\$ 0	\$ 0	\$ 0	\$ 3,572,783	\$ 0	\$ 4,278,188	\$ 5,206,714	\$ 928,526
Parts/Supplies	5,188	0	0	0	0	24,337	0	29,526	50,950	21,424
Utilities	603,102	0	0	0	0	211,798	104,825	919,725	712,293	(207,432)
Health Insurance	0	0	0	0	0	0	4,333,422	4,333,422	4,432,236	98,814
Liability Insurance	0	0	0	0	0	0	1,129,428	1,129,428	2,780,906	1,651,478
Other	102,364	9	0	72,994	0	1,118,698	562,076	1,856,141	4,115,389	2,259,249
Indirect Overhead Allocation	0	0	0	0	0	0	0	(1,326,604)	(1,741,953)	(415,349)
<b>Subtotal</b>	<b>\$ 1,360,465</b>	<b>\$ 55,603</b>	<b>\$ 0</b>	<b>\$ 72,994</b>	<b>\$ 0</b>	<b>\$ 4,927,616</b>	<b>\$ 6,129,750</b>	<b>\$ 11,219,824</b>	<b>\$ 15,556,535</b>	<b>\$ 4,336,711</b>
<b>Total Expenses</b>	<b>\$ 19,038,222</b>	<b>\$ 428,159</b>	<b>\$ 431,843</b>	<b>\$ 2,590,502</b>	<b>\$ 163,577</b>	<b>\$ 4,938,161</b>	<b>\$ 9,988,911</b>	<b>\$ 36,252,772</b>	<b>\$ 45,040,760</b>	<b>\$ 8,787,988</b>
<b>Funding Requirement</b>	<b>\$ 16,660,760</b>	<b>\$ 282,126</b>	<b>\$ 354,448</b>	<b>\$ 1,089,749</b>	<b>\$ 16,552</b>	<b>\$ 398,319</b>	<b>\$ 9,988,911</b>	<b>\$ 27,464,261</b>	<b>\$ 32,849,788</b>	<b>\$ 5,385,527</b>
<b>RTA Funding</b>										
RTA Funding								\$ 26,757,476	\$ 27,637,009	\$ (879,533)
Other Public Funding								\$ 770,802	\$ 1,399,557	\$ (628,755)
State Funding								\$ 0	\$ 0	\$ 0
Transfer Capital								\$ 0	\$ 0	\$ 0
<b>Total Funding</b>								<b>\$ 27,528,278</b>	<b>\$ 29,036,566</b>	<b>\$ (1,508,288)</b>
Funding Surplus/(Shortfall)								\$ 64,018	\$ (3,813,222)	\$ 3,877,240
<b>Recovery Ratio</b>	12.49%	34.11%	17.92%	57.93%	89.88%	91.93%		29.90%	31.91%	

## Budget Results by Program

(YTD Ending February 2022)

	Suburban ADA Actual	Chicago ADA Actual	Total ADA Actual	ADA Budget	ADA Variance	Combined System Actual	Combined System Budget	Combined System Variance
<b>REVENUE</b>								
Farebox	\$ 267,042	\$ 868,250	\$ 1,135,292	\$ 1,088,974	\$ 46,318	\$ 3,717,424	\$ 4,355,779	\$ (638,355)
Half-Fare Reimbursement	0	0	0	0	0	224,310	224,310	0
Advertising Revenue	0	0	0	0	0	343,564	343,498	66
Other	0	6,867	6,867	386,767	(379,900)	5,645,372	8,743,126	(3,097,754)
<b>Total Revenue</b>	<b>\$ 267,042</b>	<b>\$ 875,117</b>	<b>\$ 1,142,158</b>	<b>\$ 1,475,741</b>	<b>\$ (333,583)</b>	<b>\$ 9,930,670</b>	<b>\$ 13,666,713</b>	<b>\$ (3,736,043)</b>
<b>EXPENSES</b>								
<b>Operations</b>								
Labor/Fringes	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 13,559,377	\$ 15,496,388	\$ 1,937,011
Parts/Supplies	0	0	0	0	0	267,817	297,735	29,918
Purchased Transportation	3,617,416	25,130,873	28,748,289	31,352,164	2,603,875	31,306,374	35,318,109	4,011,735
Fuel	314,827	537,578	852,406	1,175,032	322,626	2,777,108	3,069,155	292,047
Other	0	0	0	0	0	624,518	638,682	14,164
<b>Subtotal</b>	<b>\$ 3,932,243</b>	<b>\$ 25,668,451</b>	<b>\$ 29,600,694</b>	<b>\$ 32,527,196</b>	<b>\$ 2,926,502</b>	<b>\$ 48,535,193</b>	<b>\$ 54,820,069</b>	<b>\$ 6,284,876</b>
<b>Vehicle Maintenance</b>								
Labor/Fringes	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,789,631	\$ 4,367,820	\$ 578,189
Parts/Supplies	0	0	0	0	0	1,303,846	1,246,125	(57,721)
Other	0	0	0	0	0	153,009	235,503	82,494
<b>Subtotal</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 5,246,487</b>	<b>\$ 5,849,448</b>	<b>\$ 602,962</b>
<b>Non-Vehicle Maintenance</b>								
Labor/Fringes	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 413,160	\$ 530,975	\$ 117,815
Parts/Supplies	0	0	0	0	0	131,969	214,300	82,331
Other	0	0	0	0	0	306,834	596,629	289,795
<b>Subtotal</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 851,963</b>	<b>\$ 1,341,904</b>	<b>\$ 489,941</b>
<b>General Administration</b>								
Labor/Fringes	\$ 83,293	\$ 607,104	\$ 690,398	\$ 730,207	\$ 39,809	\$ 4,968,585	\$ 5,936,921	\$ 968,336
Parts/Supplies	0	6	6	507	501	29,532	51,457	21,925
Utilities	0	51,821	51,821	15,380	(36,441)	971,546	727,673	(243,873)
Health Insurance	18,683	140,702	159,384	158,564	(820)	4,492,806	4,590,800	97,994
Liability Insurance	0	98,940	98,940	226,266	127,326	1,228,368	3,007,172	1,778,804
Other	6,782	294,337	301,120	961,834	660,714	2,157,260	5,077,223	2,919,963
Indirect Overhead Allocation	0	0	1,326,604	1,741,953	415,349	0	0	0
<b>Subtotal</b>	<b>\$ 108,758</b>	<b>\$ 1,192,910</b>	<b>\$ 2,628,273</b>	<b>\$ 3,834,711</b>	<b>\$ 1,206,438</b>	<b>\$ 13,848,097</b>	<b>\$ 19,391,246</b>	<b>\$ 3,406,518</b>
<b>Total Expenses</b>	<b>\$ 1,931,036</b>	<b>\$ 26,861,361</b>	<b>\$ 32,228,967</b>	<b>\$ 36,361,907</b>	<b>\$ 4,132,940</b>	<b>\$ 33,783,765</b>	<b>\$ 81,402,667</b>	<b>\$ 12,920,928</b>
<b>Funding Requirement</b>	<b>\$ 3,773,960</b>	<b>\$ 25,986,245</b>	<b>\$ 31,086,809</b>	<b>\$ 34,886,166</b>	<b>\$ 3,799,357</b>	<b>\$ 30,788,510</b>	<b>\$ 67,735,954</b>	<b>\$ 9,184,885</b>
<b>Funding</b>								
RTA Funding			\$ 34,672,896	\$ 34,672,896	\$ 0	\$ 61,430,372	\$ 62,309,905	\$ (879,533)
Other Public Funding			\$ 0	\$ 0	\$ 0	\$ 770,802	\$ 1,399,557	\$ (628,755)
State Funding			\$ 1,399,134	\$ 1,399,134	\$ 0	\$ 1,399,134	\$ 1,399,134	\$ 0
Transfer Capital			\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
<b>Total Funding</b>			<b>\$ 36,072,030</b>	<b>\$ 36,072,030</b>	<b>\$ 0</b>	<b>\$ 63,600,309</b>	<b>\$ 65,108,596</b>	<b>\$ (1,508,287)</b>
Funding Surplus/(Shortfall)			\$ 4,985,221	\$ 1,185,864	\$ 3,799,357	\$ 5,049,240	\$ (2,627,358)	\$ 7,676,598
<b>Recovery Ratio</b>			7.91%	9.93%				