



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

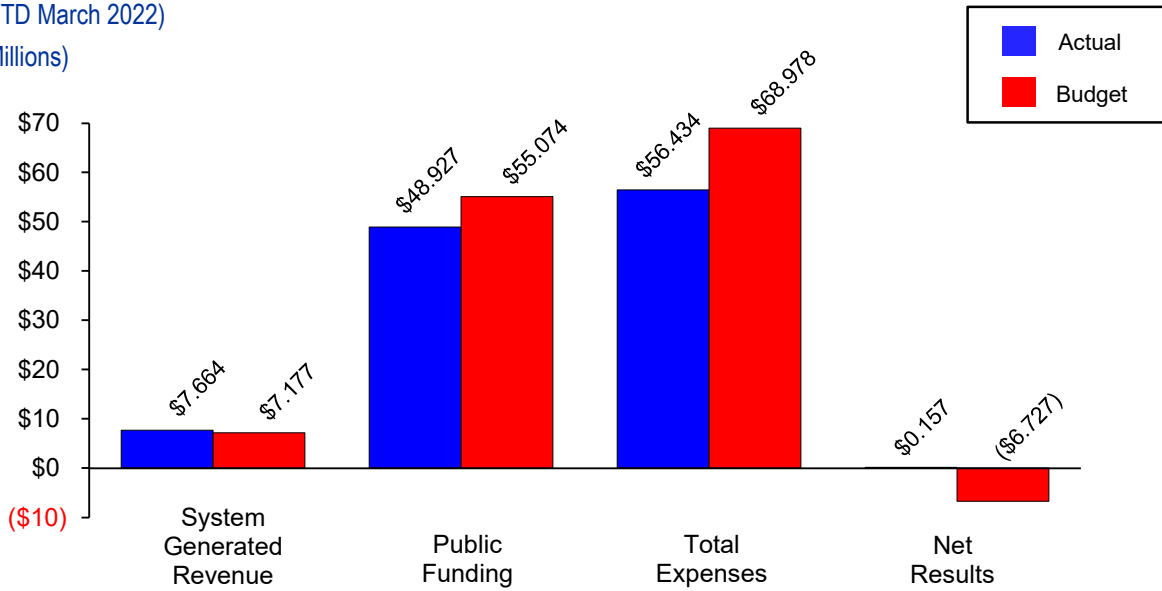
## **March 2022**

## Actual Performance At-A-Glance March 2022

### Suburban Service

(YTD March 2022)

(Millions)

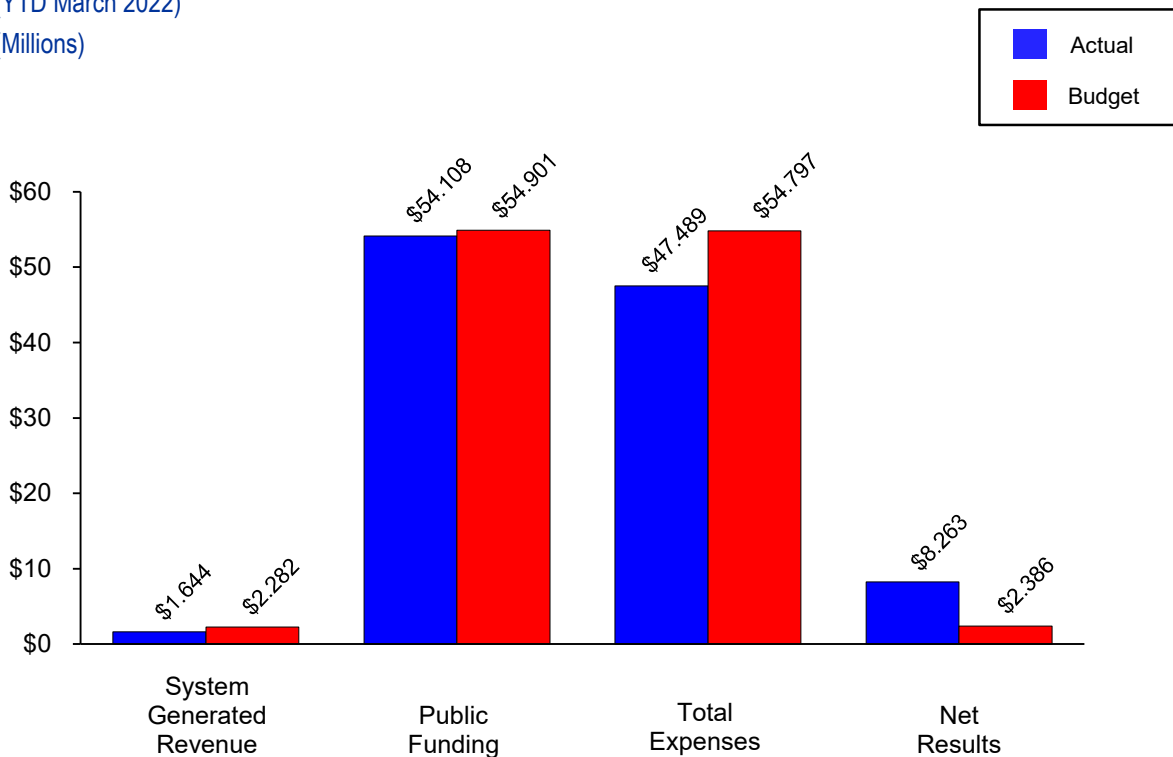


Suburban Service results reflect a positive variance of \$0.157 million for March 2022.

### ADA Service

(YTD March 2022)

(Millions)



ADA Service results reflect a positive variance of \$8.263 million for March 2022.

## Suburban Service Budget Review

Suburban Service revenues are 6.8% above the March budget due to higher than anticipated farebox revenue.

Total expenses are \$12.544 million or 18.2% below budget for March. Favorable variances are noted for most line items.

Fuel expenses are below budget for March. The YTD average price for diesel through March is \$2.72/gallon, \$0.30 below the revised budgeted price of \$3.02/gallon.

The Suburban Service funding requirement is \$13.031 million below budget due to favorable revenue and expense results.

Public funding revenues are 11.2% below budget for March due to federal relief funding. RTA Funding includes federal relief funding assistance of \$2.083 million compared to a budget of \$8.443 million.

The Suburban Service recovery ratio is 22.35% compared to a revised budget of 16.32% through March.

### Suburban Service Detailed Budget Results

(YTD Ending March 2022)

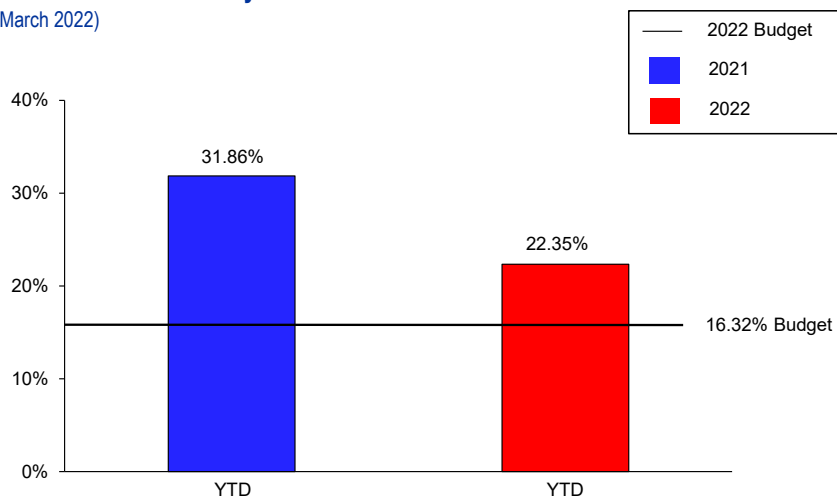
	Actual	Budget	Variance	% of Budget Remaining
<b>REVENUE</b>				
Farebox	\$ 4,177,476	\$ 3,768,373	\$ 409,103	74.49%
Half-Fare Reimbursement	336,465	336,465	0	75.00%
Advertising Revenue	525,267	515,248	10,019	74.51%
Other	2,625,007	2,556,599	68,408	76.30%
Total Suburban Revenue	\$ 7,664,215	\$ 7,176,685	\$ 487,530	75.16%
<b>EXPENSES</b>				
Fox Valley	\$ 1,643,873	\$ 1,755,680	\$ 111,807	76.26%
Heritage	1,890,872	2,094,276	203,404	77.14%
North	1,768,419	1,872,414	103,995	76.17%
North Shore	1,484,014	1,597,658	113,644	76.45%
Northwest	5,515,874	5,937,863	421,989	75.37%
River	1,944,025	2,064,855	120,830	76.13%
South	5,030,412	5,994,387	963,975	78.75%
Southwest	2,425,021	2,687,454	262,433	77.14%
West	6,444,349	7,186,625	742,276	77.31%
Total Pace Operating Divisions	\$ 28,146,858	\$ 31,191,212	\$ 3,044,354	76.95%
Highland Park	204,778	375,073	170,295	87.46%
Niles	340,830	415,458	74,628	79.49%
Schaumburg Trolley	80,656	125,067	44,411	83.88%
Total Public Contract Carriers	\$ 626,264	\$ 915,598	\$ 289,334	83.50%
<b>Other Expenses</b>				
Private Contract Carriers	\$ 671,440	\$ 2,219,187	\$ 1,547,748	92.50%
Demand Response Services	3,858,518	4,243,298	384,780	78.64%
Van Pool Program	264,216	360,047	95,831	79.53%
CMAQ/JARC/ICE	1,069,908	1,172,440	102,532	82.59%
Administration	8,034,528	11,416,757	3,382,229	82.63%
Centralized Support	4,789,244	5,461,703	672,459	77.94%
Fuel	3,130,078	3,790,496	660,418	79.35%
Insurance	1,674,745	4,171,365	2,496,620	89.96%
Health Care	6,239,753	6,648,354	408,601	76.54%
Indirect Overhead Allocation	(2,072,209)	(2,612,930)	(540,721)	80.17%
Total Suburban Expenses	\$ 56,433,733	\$ 68,977,527	\$ 12,543,794	79.58%
<b>FUNDING REQUIREMENT</b>	\$ 48,769,518	\$ 61,800,842	\$ 13,031,324	80.13%
<b>FUNDING</b>				
RTA Funding	\$ 47,797,117	\$ 53,358,785	\$ (5,561,668)	79.84%
Other Public Funding	1,129,951	1,715,518	(585,567)	86.54%
Total Funding	\$ 48,927,068	\$ 55,074,303	\$ (6,147,235)	80.07%
Net Results	\$ 157,550	\$ (6,726,539)	\$ 6,884,089	
Recovery Ratio w/Credits Applied	22.35%	16.32%		

\*River results include the East Dundee Outstation.

## Suburban Service Indicators

### Suburban Service Recovery Ratio

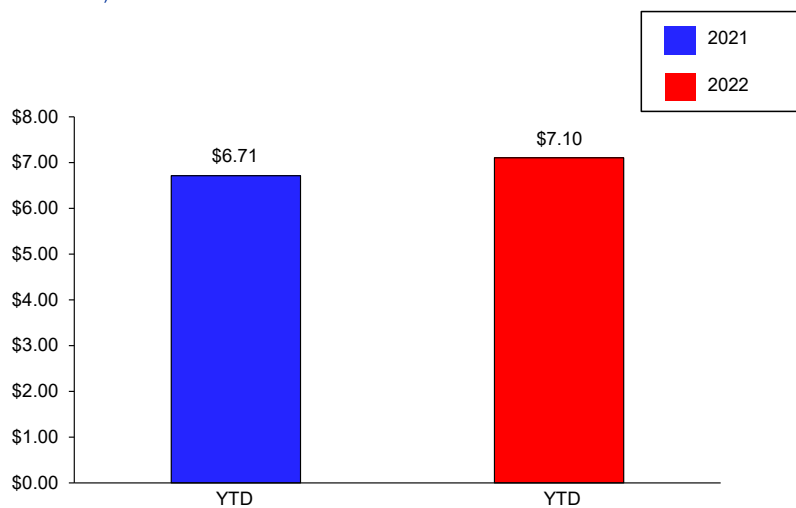
(YTD March 2022)



The Suburban Service recovery ratio of 22.35% is above the March YTD phased budget of 16.32%.

### Suburban Service Cost Per Mile

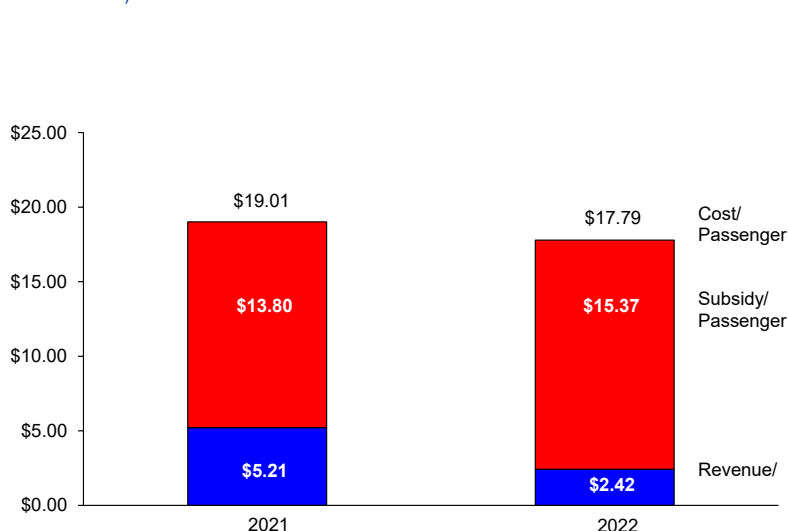
(YTD March 2022)



The Suburban Service cost per mile is up 5.8% compared to prior year levels. Expenses are up 9.8% from prior year, while total mileage is up 3.8%.

### Suburban Service Cost Per Passenger

(YTD March 2022)



The YTD total cost per passenger is down 6.4% compared to March 2021 - expenses are up 9.8%, while ridership is up 17.4%.

Compared to prior year levels, the average revenue per passenger is down \$2.79 and the subsidy per passenger is up \$1.57 or 11.4%. March 2021 YTD revenue included \$7.4M of CARES operating assistance which has not been applied for 2022.

## Regional ADA Budget Review

Total Regional ADA revenue is 28.0% below budget in March due to the continued suspension of the RTA certification program.

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 \$6.700 million lower than budget in March due to favorable expense results.

Regional ADA recovery performance of 6.54% is below the phased budgeted rate. The recovery ratio calculation includes credits authorized by the RTA.

### Regional ADA Detailed Budget Results (YTD Ending March 2022)

	Suburban ADA	City ADA	Regional ADA	Regional Budget	Variance
<b>REVENUE</b>					
Farebox	\$ 379,925	\$ 1,254,477	\$ 1,634,402	\$ 1,684,233	\$ (49,831)
Other	0	9,400	9,400	597,798	(588,398)
<b>Total Revenue</b>	<b>\$ 379,925</b>	<b>\$ 1,263,876</b>	<b>\$ 1,643,802</b>	<b>\$ 2,282,031</b>	<b>\$ (638,229)</b>
<b>EXPENSES</b>					
Purchased Transportation	\$ 5,212,440	\$ 36,881,091	\$ 42,093,530	\$ 46,620,699	\$ 4,527,169
Fuel	479,927	875,617	1,355,545	2,432,835	1,077,290
Administration	136,557	1,472,789	1,609,346	2,053,305	443,959
Insurance	20,765	337,639	358,404	577,251	218,847
RTA Certification	0	0	0	499,825	499,825
Indirect Overhead Allocation	0	0	2,072,209	2,612,930	540,721
<b>Total Expenses</b>	<b>\$ 5,849,690</b>	<b>\$ 39,567,136</b>	<b>\$ 47,489,035</b>	<b>\$ 54,796,845</b>	<b>\$ 7,307,810</b>
<b>Funding Requirement</b>	<b>\$ 5,469,765</b>	<b>\$ 38,303,260</b>	<b>\$ 45,845,233</b>	<b>\$ 52,514,814</b>	<b>\$ 6,669,581</b>
<b>FUNDING</b>					
ADA Regional Paratransit	\$ ████████	\$ ████████	\$ 52,009,345	\$ 52,009,345	\$ 0
Other Public Funding	\$ ████████	\$ ████████	\$ 0	\$ 793,119	\$ 0
ADA State Funding	\$ ████████	\$ ████████	\$ 2,098,701	\$ 2,098,701	\$ 0
<b>Total Funding</b>	<b>\$ ████████</b>	<b>\$ ████████</b>	<b>\$ 54,108,046</b>	<b>\$ 54,901,165</b>	<b>\$ (793,119)</b>
Funding Surplus/(Shortfall)	\$ ████████	\$ ████████	\$ 8,262,813	\$ 2,386,351	\$ 5,876,462
Recovery Ratio w/Credits			6.54%	10.68%	

Regional ADA system revenue is below budgeted levels by \$638,229 or 28.0% in March. The variance is attributed to the continued suspension of the RTA certification program.

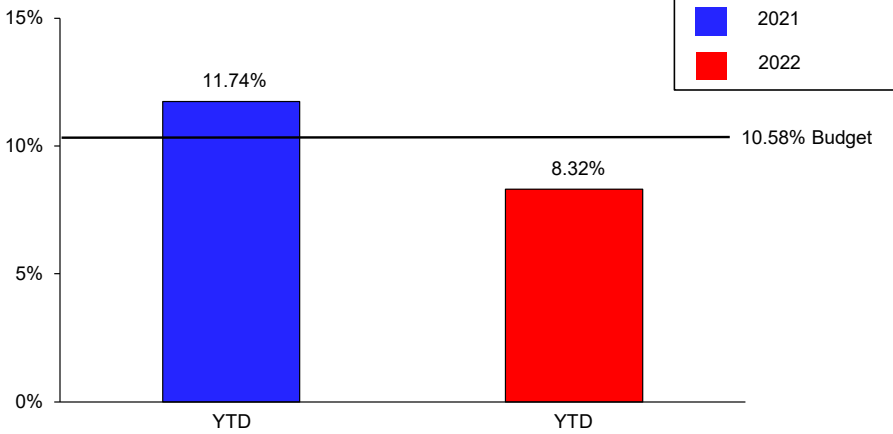
Total operating expenses are below the year-to-date budget by \$7,307,810. The results can be attributed to reduced expenses in all categories.

The total funding requirement is \$6,669,581 lower than budget due to decreased expenses.

## Regional ADA Indicators

### Regional ADA Recovery Ratio

(YTD March 2022)

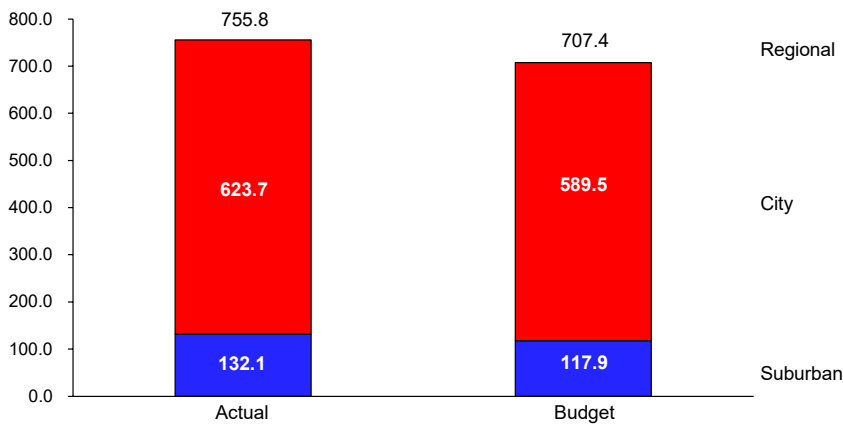


The Regional ADA recovery ratio is below the phased budgeted rate of 10.58% for March 2022.

### Regional ADA Ridership

(YTD March 2022)

(Thousands)

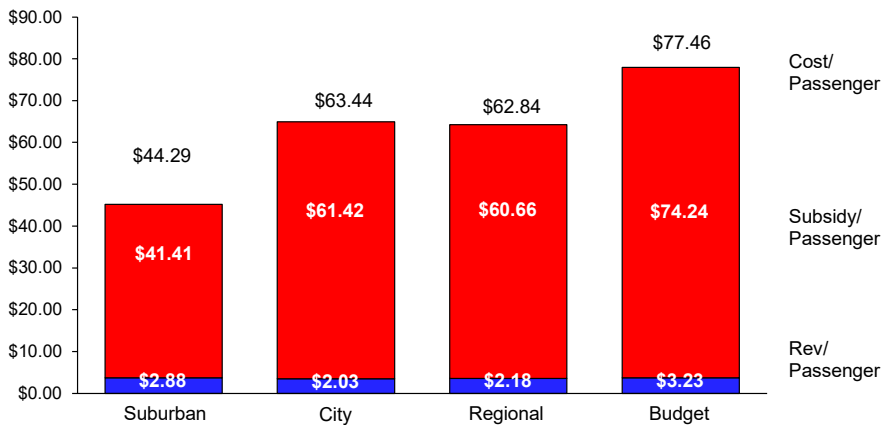


Regional ADA ridership is above the March 2022 budget by 6.8% and is up 23.2% from March 2021.

Ridership excludes Personal Care Attendants (PCAs).

### Regional ADA Performance Per Passenger

(YTD March 2022)



The Regional ADA cost per passenger is \$14.62 below budget for March due to favorable expense results.

Revenue per rider is \$1.05 below budget and the total subsidy per passenger is \$13.58 below budget.

Ridership excludes Personal Care Attendants (PCAs).

## Budget Results by Program

(YTD Ending March 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	\$ 3,577,055	\$ 39,433	\$ 23,050	\$ 311,998	\$ 225,939	\$ 0	\$ 0	\$ 4,177,476	\$ 3,768,373	\$ 409,103
Half-Fare Reimbursement	0	0	0	0	0	336,465	0	336,465	336,465	0
Advertising Revenue	0	0	0	0	0	525,267	0	525,267	515,248	10,019
Other	290,985	168,758	96,174	1,903,565	0	165,525	0	2,625,007	2,556,599	68,408
<b>Total Revenue</b>	<b>\$ 3,868,040</b>	<b>\$ 208,191</b>	<b>\$ 119,224</b>	<b>\$ 2,215,563</b>	<b>\$ 225,939</b>	<b>\$ 1,027,257</b>	<b>\$ 0</b>	<b>\$ 7,664,215</b>	<b>\$ 7,176,685</b>	<b>\$ 487,530</b>
<b>EXPENSES</b>										
<b>Operations</b>										
Labor/Fringes	\$ 19,586,420	\$ 320,460	\$ 0	\$ 0	\$ 0	\$ 0	\$ 868,602	\$ 20,775,482	\$ 23,457,874	\$ 2,682,392
Parts/Supplies	1,134	0	0	0	0	0	386,279	387,413	446,642	59,229
Purchased Transportation	0	80,656	671,440	3,062,904	0	0	0	3,815,000	5,819,419	2,004,419
Fuel	0	0	0	0	0	0	3,130,078	3,130,078	3,790,496	660,418
Other	47,074	1,017	0	632,743	264,216	0	0	945,051	1,016,645	71,594
<b>Subtotal</b>	<b>\$ 19,634,629</b>	<b>\$ 402,133</b>	<b>\$ 671,440</b>	<b>\$ 3,695,647</b>	<b>\$ 264,216</b>	<b>\$ 0</b>	<b>\$ 4,384,959</b>	<b>\$ 29,053,025</b>	<b>\$ 34,531,076</b>	<b>\$ 5,478,051</b>
<b>Vehicle Maintenance</b>										
Labor/Fringes	\$ 4,851,791	\$ 104,972	\$ 0	\$ 0	\$ 0	\$ 0	\$ 892,319	\$ 5,849,082	\$ 6,588,494	\$ 739,412
Parts/Supplies	1,939,513	14,970	0	0	0	0	17,325	1,971,808	1,902,439	(69,369)
Other	56,816	20,164	0	37,499	0	0	344,530	459,009	356,088	(102,921)
<b>Subtotal</b>	<b>\$ 6,848,120</b>	<b>\$ 140,106</b>	<b>\$ 0</b>	<b>\$ 37,499</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 1,254,174</b>	<b>\$ 8,279,899</b>	<b>\$ 8,847,021</b>	<b>\$ 567,122</b>
<b>Non-Vehicle Maintenance</b>										
Labor/Fringes	\$ 214,183	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 426,349	\$ 640,532	\$ 798,405	\$ 157,873
Parts/Supplies	187,079	0	0	0	0	0	0	187,079	327,488	140,409
Other	267,381	0	0	3,552	0	48,895	279,142	598,970	930,505	331,535
<b>Subtotal</b>	<b>\$ 668,644</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 3,552</b>	<b>\$ 0</b>	<b>\$ 48,895</b>	<b>\$ 705,491</b>	<b>\$ 1,426,582</b>	<b>\$ 2,056,398</b>	<b>\$ 629,816</b>
<b>General Administration</b>										
Labor/Fringes	\$ 1,014,283	\$ 83,785	\$ 0	\$ 0	\$ 0	\$ 5,519,962	\$ 0	\$ 6,618,030	\$ 7,816,346	\$ 1,198,316
Parts/Supplies	8,315	0	0	0	0	39,193	0	47,508	76,855	29,347
Utilities	881,251	227	0	0	0	245,830	169,412	1,296,720	1,087,529	(209,191)
Health Insurance	0	0	0	0	0	0	6,239,753	6,239,753	6,648,354	408,601
Liability Insurance	0	0	0	0	0	0	1,674,745	1,674,745	4,171,365	2,496,620
Other	161,524	13	0	121,819	0	2,180,650	1,405,676	3,869,682	6,355,513	2,485,831
Indirect Overhead Allocation	0	0	0	0	0	0	0	(2,072,209)	(2,612,930)	(540,721)
<b>Subtotal</b>	<b>\$ 2,065,374</b>	<b>\$ 84,025</b>	<b>\$ 0</b>	<b>\$ 121,819</b>	<b>\$ 0</b>	<b>\$ 7,985,634</b>	<b>\$ 9,489,584</b>	<b>\$ 17,674,227</b>	<b>\$ 23,543,032</b>	<b>\$ 5,868,805</b>
<b>Total Expenses</b>	<b>\$ 29,216,767</b>	<b>\$ 626,264</b>	<b>\$ 671,440</b>	<b>\$ 3,858,518</b>	<b>\$ 264,216</b>	<b>\$ 8,034,528</b>	<b>\$ 15,834,209</b>	<b>\$ 56,433,733</b>	<b>\$ 68,977,527</b>	<b>\$ 12,543,794</b>
<b>Funding Requirement</b>	<b>\$ 25,348,727</b>	<b>\$ 418,073</b>	<b>\$ 552,215</b>	<b>\$ 1,642,955</b>	<b>\$ 38,277</b>	<b>\$ 7,007,271</b>	<b>\$ 15,834,209</b>	<b>\$ 48,769,518</b>	<b>\$ 61,800,842</b>	<b>\$ 13,031,324</b>
RTA Funding								\$ 47,797,117	\$ 53,358,785	\$ (5,561,668)
Other Public Funding								\$ 1,129,951	\$ 1,715,518	\$ (585,567)
State Funding								\$ 0	\$ 0	\$ 0
Transfer Capital								\$ 0	\$ 0	\$ 0
<b>Total Funding</b>								<b>\$ 48,927,068</b>	<b>\$ 55,074,303</b>	<b>\$ (6,147,235)</b>
Funding Surplus/(Shortfall)								\$ 157,550	\$ (6,726,539)	\$ 6,884,089
<b>Recovery Ratio</b>	13.24%	33.24%	17.76%	57.42%	85.51%	12.79%		22.35%	16.32%	

## Budget Results by Program

(YTD Ending March 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	\$ 379,925	\$ 1,254,477	\$ 1,634,402	\$ 1,684,233	\$ (49,831)	\$ 5,811,878	\$ 5,452,606	\$ 359,272
Half-Fare Reimbursement	0	0	0	0	0	336,465	336,465	0
Advertising Revenue	0	0	0	0	0	525,267	515,248	10,019
Other	0	9,400	9,400	597,798	(588,398)	2,634,406	3,154,397	(519,991)
<b>Total Revenue</b>	<b>\$ 379,925</b>	<b>\$ 1,263,876</b>	<b>\$ 1,643,802</b>	<b>\$ 2,282,031</b>	<b>\$ (638,229)</b>	<b>\$ 9,308,016</b>	<b>\$ 9,458,716</b>	<b>\$ (150,700)</b>
<b>EXPENSES</b>								
<b>Operations</b>								
Labor/Fringes	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20,775,482	\$ 23,457,874	\$ 2,682,392
Parts/Supplies	0	0	0	0	0	387,413	446,642	59,229
Purchased Transportation	5,212,440	36,881,091	42,093,530	46,620,699	4,527,169	45,908,530	52,440,118	6,531,588
Fuel	479,927	875,617	1,355,545	2,432,835	1,077,290	4,485,623	6,223,331	1,737,708
Other	0	0	0	0	0	945,051	1,016,645	71,594
<b>Subtotal</b>	<b>\$ 5,692,367</b>	<b>\$ 37,756,708</b>	<b>\$ 43,449,075</b>	<b>\$ 49,053,534</b>	<b>\$ 5,604,459</b>	<b>\$ 72,502,100</b>	<b>\$ 83,584,610</b>	<b>\$ 11,082,510</b>
<b>Vehicle Maintenance</b>								
Labor/Fringes	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,849,082	\$ 6,588,494	\$ 739,412
Parts/Supplies	0	0	0	0	0	1,971,808	1,902,439	(69,369)
Other	0	0	0	0	0	459,009	356,088	(102,921)
<b>Subtotal</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 8,279,899</b>	<b>\$ 8,847,021</b>	<b>\$ 567,122</b>
<b>Non-Vehicle Maintenance</b>								
Labor/Fringes	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 640,532	\$ 798,405	\$ 157,873
Parts/Supplies	0	0	0	0	0	187,079	327,488	140,409
Other	0	0	0	0	0	598,970	930,505	331,535
<b>Subtotal</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 1,426,582</b>	<b>\$ 2,056,398</b>	<b>\$ 629,816</b>
<b>General Administration</b>								
Labor/Fringes	\$ 128,899	\$ 935,912	\$ 1,064,811	\$ 1,095,319	\$ 30,508	\$ 7,682,841	\$ 8,911,665	\$ 1,228,824
Parts/Supplies	0	6	6	763	757	47,514	77,618	30,104
Utilities	0	55,945	55,945	23,703	(32,242)	1,352,665	1,111,232	(241,433)
Health Insurance	20,765	185,734	206,499	237,848	31,349	6,446,252	6,886,202	439,950
Liability Insurance	0	151,905	151,905	339,403	187,498	1,826,650	4,510,768	2,684,118
Other	7,659	480,926	488,584	1,433,345	944,761	4,358,266	7,788,858	3,430,592
Indirect Overhead Allocation	0	0	2,072,209	2,612,930	540,721	0	0	0
<b>Subtotal</b>	<b>\$ 157,322</b>	<b>\$ 1,810,428</b>	<b>\$ 4,039,960</b>	<b>\$ 5,743,311</b>	<b>\$ 1,703,351</b>	<b>\$ 21,714,187</b>	<b>\$ 29,286,343</b>	<b>\$ 3,406,518</b>
<b>Total Expenses</b>	<b>\$ 1,931,036</b>	<b>\$ 39,567,136</b>	<b>\$ 47,489,035</b>	<b>\$ 54,796,845</b>	<b>\$ 7,307,810</b>	<b>\$ 33,783,765</b>	<b>\$ 123,774,372</b>	<b>\$ 19,851,604</b>
<b>Funding Requirement</b>	<b>\$ 5,469,764</b>	<b>\$ 38,303,260</b>	<b>\$ 45,845,233</b>	<b>\$ 52,514,814</b>	<b>\$ 6,669,581</b>	<b>\$ 30,788,510</b>	<b>\$ 114,315,656</b>	<b>\$ 19,700,904</b>
RTA Funding			\$ 52,009,345	\$ 52,009,345	\$ 0	\$ 99,806,462	\$ 105,368,130	\$ (5,561,668)
Other Public Funding			\$ 0	\$ 793,119	\$ (793,119)	\$ 1,129,951	\$ 2,508,637	\$ (1,378,686)
State Funding			\$ 2,098,701	\$ 2,098,701	\$ 0	\$ 2,098,701	\$ 2,098,701	\$ 0
Transfer Capital			\$ 2,098,701	\$ 2,098,701	\$ 0	\$ 0	\$ 0	\$ 0
<b>Total Funding</b>			<b>\$ 54,108,046</b>	<b>\$ 54,901,165</b>	<b>\$ (793,119)</b>	<b>\$ 103,035,114</b>	<b>\$ 109,975,468</b>	<b>\$ (6,940,354)</b>
Funding Surplus/(Shortfall)			\$ 8,262,813	\$ 2,386,351	\$ 5,876,462	\$ 8,420,362	\$ (4,340,188)	\$ 12,760,550
<b>Recovery Ratio</b>			8.32%	10.68%				