Actual Performance At-A-Glance
November 2023

Suburban Service
(YTD November 2023)
(Millions)

Suburban Service results reflect a negative variance of $3.497 million for November 2023.

ADA Service
(YTD November 2023)
(Millions)

ADA Service results reflect a positive variance of $7.534 million for November 2023.
## Suburban Service Budget Review

Suburban Service revenues are 46.5% above the November budget due to higher than anticipated farebox revenue and interest income.

Total expenses are $28.121 million or 10.2% below budget through November. Favorable variances are noted for most line items.

Fuel expenses are below budget through November. The YTD average price for diesel is $2.98/gallon, $0.59 below the budgeted price of $3.57/gallon.

The Suburban Service funding requirement is $42.319 million below budget due to favorable revenue and expense results.

Public funding revenues are 17.6% below budget through November due to application of Pace PBV funds. No PBV funds have been accrued YTD compared to a budget of $47.608 million. This will continue through year-end when PBV funds will be used to cover any remaining shortfall to the funding requirement.

The Suburban Service recovery ratio is 23.10% compared to a budget of 17.10% through November.

### Suburban Service Detailed Budget Results

(YTD Ending November 2023)

<table>
<thead>
<tr>
<th></th>
<th>Actual</th>
<th>Budget</th>
<th>Variance</th>
<th>% of Budget Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>REVENUE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farebox</td>
<td>$18,890,630</td>
<td>$16,801,986</td>
<td>$2,088,644</td>
<td>-3.52%</td>
</tr>
<tr>
<td>Half-Fare Reimbursement</td>
<td>1,233,705</td>
<td>1,233,707</td>
<td>(2)</td>
<td>8.33%</td>
</tr>
<tr>
<td>Advertising Revenue</td>
<td>46,014</td>
<td>1,003,750</td>
<td>(957,736)</td>
<td>95.80%</td>
</tr>
<tr>
<td>Other</td>
<td>24,573,632</td>
<td>11,506,882</td>
<td>13,066,750</td>
<td>-93.24%</td>
</tr>
<tr>
<td><strong>Total Suburban Revenue</strong></td>
<td>$44,743,981</td>
<td>$30,546,325</td>
<td>$14,197,656</td>
<td>-33.94%</td>
</tr>
<tr>
<td><strong>EXPENSES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fox Valley</td>
<td>$6,117,080</td>
<td>$6,817,998</td>
<td>$700,918</td>
<td>17.99%</td>
</tr>
<tr>
<td>Heritage</td>
<td>7,990,372</td>
<td>9,772,358</td>
<td>1,781,986</td>
<td>25.40%</td>
</tr>
<tr>
<td>North</td>
<td>7,247,155</td>
<td>7,656,785</td>
<td>409,630</td>
<td>13.43%</td>
</tr>
<tr>
<td>North Shore</td>
<td>6,255,585</td>
<td>6,290,493</td>
<td>34,908</td>
<td>9.09%</td>
</tr>
<tr>
<td>Northwest</td>
<td>22,522,390</td>
<td>20,032,259</td>
<td>(2,490,131)</td>
<td>-2.78%</td>
</tr>
<tr>
<td>River</td>
<td>10,306,521</td>
<td>10,706,994</td>
<td>400,473</td>
<td>11.98%</td>
</tr>
<tr>
<td>South</td>
<td>20,051,461</td>
<td>22,573,748</td>
<td>2,522,287</td>
<td>18.78%</td>
</tr>
<tr>
<td>Southwest</td>
<td>9,670,712</td>
<td>10,302,590</td>
<td>631,878</td>
<td>14.21%</td>
</tr>
<tr>
<td>West</td>
<td>26,588,331</td>
<td>27,810,678</td>
<td>1,222,347</td>
<td>12.58%</td>
</tr>
<tr>
<td><strong>Total Pace Operating Divisions</strong></td>
<td>$116,749,608</td>
<td>$121,963,903</td>
<td>$5,214,295</td>
<td>12.49%</td>
</tr>
<tr>
<td>Highland Park</td>
<td>1,091,604</td>
<td>1,524,810</td>
<td>433,206</td>
<td>34.10%</td>
</tr>
<tr>
<td>Niles</td>
<td>1,300,714</td>
<td>1,484,720</td>
<td>184,006</td>
<td>19.69%</td>
</tr>
<tr>
<td>Schaumburg Trolley</td>
<td>408,971</td>
<td>475,944</td>
<td>66,973</td>
<td>21.23%</td>
</tr>
<tr>
<td><strong>Total Public Contract Carriers</strong></td>
<td>$2,801,289</td>
<td>$3,485,474</td>
<td>$684,185</td>
<td>26.19%</td>
</tr>
<tr>
<td><strong>Other Expenses</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private Contract Carriers</td>
<td>$3,408,203</td>
<td>$8,148,694</td>
<td>$4,740,491</td>
<td>61.47%</td>
</tr>
<tr>
<td>Demand Response Services</td>
<td>20,744,276</td>
<td>15,366,709</td>
<td>(5,377,567)</td>
<td>-23.75%</td>
</tr>
<tr>
<td>Van Pool Program</td>
<td>1,332,709</td>
<td>1,432,001</td>
<td>99,292</td>
<td>15.20%</td>
</tr>
<tr>
<td>Grant-funded Service</td>
<td>517,383</td>
<td>4,372,815</td>
<td>3,855,432</td>
<td>89.10%</td>
</tr>
<tr>
<td>Administration</td>
<td>42,566,177</td>
<td>52,652,432</td>
<td>10,086,255</td>
<td>27.97%</td>
</tr>
<tr>
<td>Centralized Support</td>
<td>19,359,149</td>
<td>21,733,875</td>
<td>2,374,726</td>
<td>18.78%</td>
</tr>
<tr>
<td>Fuel</td>
<td>12,878,852</td>
<td>17,133,121</td>
<td>4,254,269</td>
<td>31.11%</td>
</tr>
<tr>
<td>Insurance</td>
<td>15,704,001</td>
<td>13,406,984</td>
<td>(2,297,017)</td>
<td>-7.37%</td>
</tr>
<tr>
<td>Health Care</td>
<td>19,952,180</td>
<td>24,805,112</td>
<td>4,852,932</td>
<td>26.27%</td>
</tr>
<tr>
<td>Indirect Overhead Allocation</td>
<td>(7,909,588)</td>
<td>(8,275,407)</td>
<td>(365,819)</td>
<td>12.39%</td>
</tr>
<tr>
<td><strong>Total Suburban Expenses</strong></td>
<td>$248,104,241</td>
<td>$276,225,713</td>
<td>$28,121,472</td>
<td>18.23%</td>
</tr>
<tr>
<td><strong>FUNDING REQUIREMENT</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>FUNDING</strong></td>
<td>$203,360,260</td>
<td>$245,679,388</td>
<td>$42,319,128</td>
<td>24.69%</td>
</tr>
<tr>
<td>RTA Funding</td>
<td>198,330,454</td>
<td>190,284,412</td>
<td>$8,046,042</td>
<td>7.00%</td>
</tr>
<tr>
<td>Other Public Funding</td>
<td>1,532,644</td>
<td>52,108,951</td>
<td>(50,576,307)</td>
<td>97.30%</td>
</tr>
<tr>
<td><strong>Total Funding</strong></td>
<td>$199,863,098</td>
<td>$242,393,363</td>
<td>(42,530,265)</td>
<td>25.98%</td>
</tr>
<tr>
<td><strong>Net Results</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>($3,497,162)</td>
<td>($3,286,025)</td>
<td>$211,137</td>
<td>23.10%</td>
</tr>
<tr>
<td><strong>Recovery Ratio w/Credits Applied</strong></td>
<td>23.10%</td>
<td>17.10%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The Suburban Service Detailed Budget Results

(YTD Ending November 2023)
Suburban Service Recovery Ratio
(YTD November 2023)

Suburban Service Cost Per Mile
(YTD November 2023)

Suburban Service Cost Per Passenger
(YTD November 2023)

The Suburban Service recovery ratio of 23.10% is above the November phased budget of 17.10%.

The Suburban Service cost per mile is up 8.8% compared to prior year levels. Expenses are up 11.4% from prior year while total mileage is up 2.3%.

The YTD total cost per passenger is up 2.0% compared to November 2022 - expenses are up 11.4%, while ridership is up 9.2%.

Compared to prior year levels, the average revenue per passenger is up $0.66 and the subsidy per passenger is down $0.33.
Regional ADA Detailed Budget Results  
(YTD Ending November 2023)

<table>
<thead>
<tr>
<th></th>
<th>Suburban ADA</th>
<th>Chicago ADA</th>
<th>Regional ADA</th>
<th>Regional Budget</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>REVENUE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farebox</td>
<td>$ 1,708,130</td>
<td>$ 6,922,945</td>
<td>$ 8,631,074</td>
<td>$ 9,676,882</td>
<td>$(1,045,808)</td>
</tr>
<tr>
<td>Other</td>
<td>203,860</td>
<td>2,851,636</td>
<td>3,055,496</td>
<td>1,837,888</td>
<td>1,217,608</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td>$ 1,911,990</td>
<td>$ 9,774,580</td>
<td>$ 11,686,570</td>
<td>$ 11,514,770</td>
<td>171,800</td>
</tr>
<tr>
<td><strong>EXPENSES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purchased Transportation</td>
<td>$ 27,441,065</td>
<td>$ 159,716,181</td>
<td>$ 187,157,246</td>
<td>$ 192,194,466</td>
<td>$ 5,037,220</td>
</tr>
<tr>
<td>Fuel</td>
<td>2,090,257</td>
<td>4,893,358</td>
<td>6,983,615</td>
<td>7,215,617</td>
<td>232,002</td>
</tr>
<tr>
<td>Administration</td>
<td>629,537</td>
<td>5,931,034</td>
<td>6,560,570</td>
<td>7,557,887</td>
<td>997,317</td>
</tr>
<tr>
<td>Insurance</td>
<td>88,675</td>
<td>1,433,642</td>
<td>1,522,316</td>
<td>1,897,266</td>
<td>374,950</td>
</tr>
<tr>
<td>RTA Certification</td>
<td>157,562</td>
<td>972,213</td>
<td>1,129,775</td>
<td>1,558,765</td>
<td>428,990</td>
</tr>
<tr>
<td>Indirect Overhead Allocation</td>
<td>0</td>
<td>0</td>
<td>7,909,588</td>
<td>8,275,407</td>
<td>365,819</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td>$ 30,407,096</td>
<td>$ 172,946,428</td>
<td>$ 211,263,112</td>
<td>$ 218,699,408</td>
<td>$ 7,436,297</td>
</tr>
<tr>
<td><strong>Funding Requirement</strong></td>
<td>$ 28,495,106</td>
<td>$ 163,171,847</td>
<td>$ 199,576,542</td>
<td>$ 207,184,638</td>
<td>$ 7,608,096</td>
</tr>
<tr>
<td><strong>FUNDING</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADA Regional Paratransit</td>
<td>$</td>
<td>$</td>
<td>$ 199,415,585</td>
<td>$ 199,415,585</td>
<td>$ 0</td>
</tr>
<tr>
<td>Other Public Funding</td>
<td>$</td>
<td>$</td>
<td>$ 0</td>
<td>$ 0</td>
<td>$ 0</td>
</tr>
<tr>
<td>ADA State Funding</td>
<td>$</td>
<td>$</td>
<td>$ 7,695,237</td>
<td>$ 7,695,237</td>
<td>$ 0</td>
</tr>
<tr>
<td><strong>Total Funding</strong></td>
<td>$</td>
<td>$</td>
<td>$ 207,110,822</td>
<td>$ 207,110,822</td>
<td>$ 0</td>
</tr>
<tr>
<td>Funding Surplus/(Shortfall)</td>
<td>$</td>
<td>$</td>
<td>$ 7,534,280</td>
<td>$(73,816)</td>
<td>$ 7,608,096</td>
</tr>
<tr>
<td>Recovery Ratio w/Credits</td>
<td></td>
<td></td>
<td>10.46%</td>
<td>7.50%</td>
<td></td>
</tr>
</tbody>
</table>

Total Regional ADA revenue is 1.5% above budget through November due to interest income offsetting underruns in farebox revenue. Farebox revenue assumed the TAP fare would be reinstated in January, but was delayed until mid-April. Interest income is benefitting from continued high interest rates.

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 is $7.608 million below budget through November due to favorable revenue and expense results.

Regional ADA recovery performance of 10.46% is above the phased budgeted rate. The recovery ratio calculation includes credits authorized by the RTA.
Ridership excludes Personal Care Attendants (PCAs).
## Budget Results by Program

**Revenues**

<table>
<thead>
<tr>
<th>Program</th>
<th>Suburban Srv Actual</th>
<th>Suburban Srv Budget</th>
<th>Suburban Srv Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pace Divisions w/ Grant-funded Service</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farebox</td>
<td>16,081,281</td>
<td>18,890,630</td>
<td>2,808,344</td>
</tr>
<tr>
<td>Half-Fare Reimbursement</td>
<td>0</td>
<td>1,233,705</td>
<td>1,233,707</td>
</tr>
<tr>
<td>Advertising Revenue</td>
<td>0</td>
<td>46,014</td>
<td>46,014</td>
</tr>
<tr>
<td>Other</td>
<td>1,108,968</td>
<td>1,003,750</td>
<td>1,003,750</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td>17,190,249</td>
<td>20,801,986</td>
<td>3,611,737</td>
</tr>
</tbody>
</table>

**Expenses**

<table>
<thead>
<tr>
<th>Category</th>
<th>Suburban Srv Actual</th>
<th>Suburban Srv Budget</th>
<th>Suburban Srv Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operations</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Labor/Fringes</td>
<td>79,623,002</td>
<td>84,073,483</td>
<td>6,451,481</td>
</tr>
<tr>
<td>Parts/Supplies</td>
<td>2,863</td>
<td>1,853,823</td>
<td>1,853,823</td>
</tr>
<tr>
<td>Purchased Transportation</td>
<td>408,971</td>
<td>21,008,597</td>
<td>20,603,000</td>
</tr>
<tr>
<td>Fuel</td>
<td>0</td>
<td>12,878,852</td>
<td>12,878,852</td>
</tr>
<tr>
<td>Other</td>
<td>189,136</td>
<td>4,440,553</td>
<td>4,286,417</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>79,815,000</td>
<td>124,255,309</td>
<td>10,440,309</td>
</tr>
</tbody>
</table>

| **Vehicle Maintenance**        |                     |                     |                       |
| Labor/Fringes                  | 19,388,263          | 23,307,912          | 2,119,649             |
| Parts/Supplies                 | 8,251,860           | 8,334,850           | 8,334,850             |
| Other                          | 308,228             | 1,370,337           | 1,119,109             |
| **Subtotal**                   | 27,948,351          | 33,151,268          | 12,202,917            |

| **Non-Vehicle Maintenance**    |                     |                     |                       |
| Labor/Fringes                  | 978,444             | 2,483,174           | 1,504,729             |
| Parts/Supplies                 | 603,116             | 603,116             | 603,116               |
| Other                          | 1,442,467           | 2,491,330           | 1,048,863             |
| **Subtotal**                   | 3,024,027           | 5,577,619           | 2,553,592             |

| **General Administration**     |                     |                     |                       |
| Labor/Fringes                  | 3,809,265           | 25,586,091          | 23,776,826            |
| Parts/Supplies                 | 56,177              | 232,032             | 280,183               |
| Health Insurance               | 2,245,478           | 5,316,843           | 5,091,365             |
| Liability Insurance            | 0                   | 19,952,180          | 19,952,180            |
| Other                          | 189,693             | 2,243,330           | 2,053,640             |
| **Subtotal**                   | 6,479,613           | 42,827,232          | 36,347,619            |

| **Total Expenses**             | 117,266,992         | 177,380,265         | 60,113,273            |

| Funding Requirement            |                     |                     |                       |
| **Total Funding**              | 100,070,743         | 203,360,260         | 103,289,523           |

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
<th>Amount</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Funding</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RTA Funding</td>
<td>198,330,454</td>
<td>190,284,412</td>
<td>8,046,042</td>
</tr>
<tr>
<td>Other Public Funding</td>
<td>1,932,643</td>
<td>5,051,307</td>
<td>(2,918,664)</td>
</tr>
<tr>
<td>State Funding</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Transfer Capital</td>
<td>0</td>
<td>47,607,644</td>
<td>47,607,644</td>
</tr>
<tr>
<td><strong>Total Funding</strong></td>
<td>199,863,098</td>
<td>242,383,363</td>
<td>(42,520,265)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Funding Surplus/(Shortfall)</strong></th>
<th>Amount</th>
<th>Amount</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recovery Ratio</td>
<td>14.66%</td>
<td>41.28%</td>
<td>18.91%</td>
</tr>
</tbody>
</table>
## Budget Results by Program
(YTD Ending November 2023)

<table>
<thead>
<tr>
<th></th>
<th>Suburban ADA Actual</th>
<th>Chicago ADA Actual</th>
<th>Total ADA Actual</th>
<th>ADA Budget</th>
<th>ADA Variance</th>
<th>Combined System Actual</th>
<th>Combined System Budget</th>
<th>Combined System Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>REVENUE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farebox</td>
<td>$1,708,130</td>
<td>$6,922,945</td>
<td>$8,631,074</td>
<td>$9,676,882</td>
<td>($1,045,808)</td>
<td>$27,521,704</td>
<td>$26,478,868</td>
<td>$1,042,836</td>
</tr>
<tr>
<td>Half-Fare Reimbursement</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>0</td>
<td>$1,233,705</td>
<td>$1,233,707</td>
<td>0</td>
</tr>
<tr>
<td>Advertising Revenue</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>0</td>
<td>$46,014</td>
<td>$1,003,750</td>
<td>($957,736)</td>
</tr>
<tr>
<td>Other</td>
<td>$203,860</td>
<td>$2,851,636</td>
<td>3,055,496</td>
<td>$1,837,888</td>
<td>$1,217,608</td>
<td>$27,629,128</td>
<td>13,344,770</td>
<td>14,284,358</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td>$1,911,990</td>
<td>$9,774,580</td>
<td>$11,686,570</td>
<td>$11,514,770</td>
<td>171,800</td>
<td>$56,430,551</td>
<td>$42,061,095</td>
<td>$14,369,456</td>
</tr>
<tr>
<td><strong>EXPENSES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Operations</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Labor/Fringes</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>0</td>
<td>$480,733</td>
<td>90,524,734</td>
<td>6,451,251</td>
</tr>
<tr>
<td>Parts/Supplies</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,835,823</td>
<td>1,710,227</td>
<td>(143,596)</td>
</tr>
<tr>
<td>Purchased Transportation</td>
<td>27,441,065</td>
<td>159,716,181</td>
<td>187,157,246</td>
<td>192,194,466</td>
<td>5,037,220</td>
<td>208,165,844</td>
<td>212,921,571</td>
<td>4,755,727</td>
</tr>
<tr>
<td>Fuel</td>
<td>2,090,257</td>
<td>4,893,358</td>
<td>6,983,615</td>
<td>7,215,617</td>
<td>232,002</td>
<td>19,862,467</td>
<td>24,348,738</td>
<td>4,486,271</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4,144,553</td>
<td>4,296,746</td>
<td>(153,807)</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$29,531,322</td>
<td>$164,609,539</td>
<td>$194,140,861</td>
<td>$199,410,083</td>
<td>$5,269,222</td>
<td>$316,396,170</td>
<td>$333,792,016</td>
<td>$15,395,846</td>
</tr>
<tr>
<td><strong>Vehicle Maintenance</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Labor/Fringes</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>0</td>
<td>$2,307,912</td>
<td>25,523,380</td>
<td>2,215,469</td>
</tr>
<tr>
<td>Parts/Supplies</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>8,673,020</td>
<td>8,334,850</td>
<td>(338,170)</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>0</td>
<td>8,673,020</td>
<td>8,334,850</td>
<td>(338,170)</td>
</tr>
<tr>
<td><strong>Non-Vehicle Maintenance</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Labor/Fringes</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>0</td>
<td>$2,481,747</td>
<td>3,150,229</td>
<td>667,055</td>
</tr>
<tr>
<td>Parts/Supplies</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>603,116</td>
<td>978,873</td>
<td>375,757</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,491,330</td>
<td>3,127,497</td>
<td>636,167</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>0</td>
<td>8,577,619</td>
<td>7,256,599</td>
<td>1,321,020</td>
</tr>
<tr>
<td><strong>General Administration</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Labor/Fringes</td>
<td>$536,528</td>
<td>$3,873,754</td>
<td>$4,410,282</td>
<td>$4,288,274</td>
<td>($122,008)</td>
<td>$29,996,373</td>
<td>$32,187,586</td>
<td>$2,191,213</td>
</tr>
<tr>
<td>Parts/Supplies</td>
<td>0</td>
<td>997</td>
<td>997</td>
<td>2,882</td>
<td>1,885</td>
<td>233,029</td>
<td>302,065</td>
<td>69,036</td>
</tr>
<tr>
<td>Utilities</td>
<td>0</td>
<td>483,159</td>
<td>483,159</td>
<td>603,780</td>
<td>120,621</td>
<td>5,799,803</td>
<td>6,599,671</td>
<td>800,068</td>
</tr>
<tr>
<td>Health Insurance</td>
<td>81,175</td>
<td>591,333</td>
<td>672,507</td>
<td>959,466</td>
<td>286,959</td>
<td>20,624,687</td>
<td>25,764,578</td>
<td>5,139,891</td>
</tr>
<tr>
<td>Liability Insurance</td>
<td>7,500</td>
<td>842,309</td>
<td>849,809</td>
<td>937,800</td>
<td>87,991</td>
<td>16,533,810</td>
<td>14,344,784</td>
<td>(2,190,026)</td>
</tr>
<tr>
<td>Other</td>
<td>250,571</td>
<td>2,545,337</td>
<td>2,795,908</td>
<td>4,221,716</td>
<td>1,425,808</td>
<td>29,034,594</td>
<td>39,408,787</td>
<td>10,374,193</td>
</tr>
<tr>
<td><strong>Indirect Overhead Allocation</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$875,774</td>
<td>$8,336,888</td>
<td>$17,122,250</td>
<td>$19,289,325</td>
<td>$2,167,075</td>
<td>$102,422,295</td>
<td>$118,607,671</td>
<td>$16,365,376</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td>$30,407,096</td>
<td>$172,946,428</td>
<td>$211,263,112</td>
<td>$218,699,408</td>
<td>$7,436,297</td>
<td>$459,367,353</td>
<td>$494,925,121</td>
<td>$35,557,768</td>
</tr>
<tr>
<td><strong>Funding Requirement</strong></td>
<td>$28,495,106</td>
<td>$163,171,847</td>
<td>$199,576,542</td>
<td>$207,184,638</td>
<td>$7,008,096</td>
<td>$402,936,001</td>
<td>$452,364,026</td>
<td>$49,927,225</td>
</tr>
<tr>
<td>RTA Funding</td>
<td>$199,415,585</td>
<td>$199,415,585</td>
<td>$397,746,039</td>
<td>$389,699,997</td>
<td>0</td>
<td>$8,046,042</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Public Funding</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>0</td>
<td>$1,532,644</td>
<td>4,501,307</td>
<td>(2,968,663)</td>
</tr>
<tr>
<td>State Funding</td>
<td>$7,695,237</td>
<td>$7,695,237</td>
<td>$15,490,474</td>
<td>$15,490,474</td>
<td>0</td>
<td>$0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transfer Capital</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>0</td>
<td>$47,607,644</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Funding</strong></td>
<td>$207,110,822</td>
<td>$207,110,822</td>
<td>$406,973,920</td>
<td>$449,504,185</td>
<td>0</td>
<td>$42,530,265</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Funding Surplus/(Shortfall)</strong></td>
<td>$7,534,280</td>
<td>(73,816)</td>
<td>$7,608,096</td>
<td>$4,037,118</td>
<td>($3,359,841)</td>
<td>$7,396,959</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Recovery Ratio</strong></td>
<td>10.46%</td>
<td>7.50%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>