



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

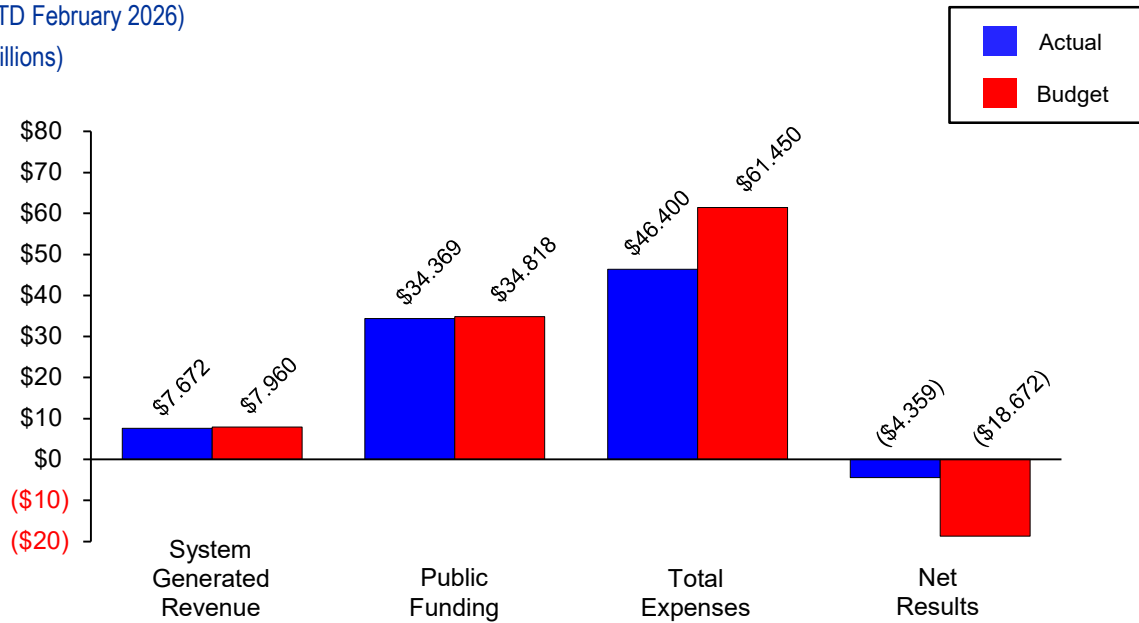
## **February 2026**

## Actual Performance At-A-Glance February 2026

### Suburban Service

(YTD February 2026)

(Millions)

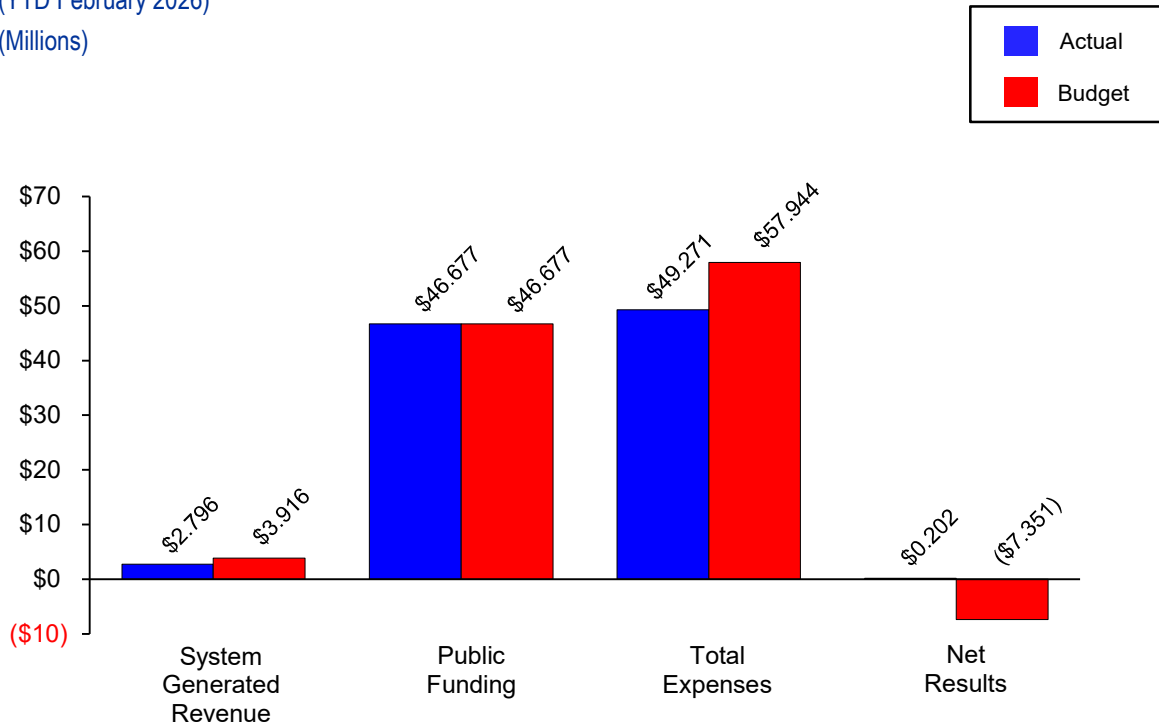


Suburban Service results reflect a negative variance of \$4.4 million through February 2026.

### ADA Service

(YTD February 2026)

(Millions)



ADA Service results reflect a positive variance of \$0.2 million through February 2026.

## Suburban Service Budget Review

Suburban Service revenues are 3.6% below budget through February.

Total expenses are \$15.0 million or 24.5% below budget for January. Positive variances are noted for most line items.

Fuel expenses are below budget through February but are expected to exceed budget in future months due to price increases. The YTD average price for diesel is \$2.22/gallon, \$0.45 below the budgeted price of \$2.67/gallon.

The Suburban Service funding requirement is \$14.8 million below budget due to favorable expense results.

Public funding revenues are 1.3% below budget through February. RTA funding is accrued at budgeted levels until actual results for January are available in April.

The Suburban Service recovery ratio is 16.54% compared to a budget of 12.95% for February.

### Suburban Service Detailed Budget Results

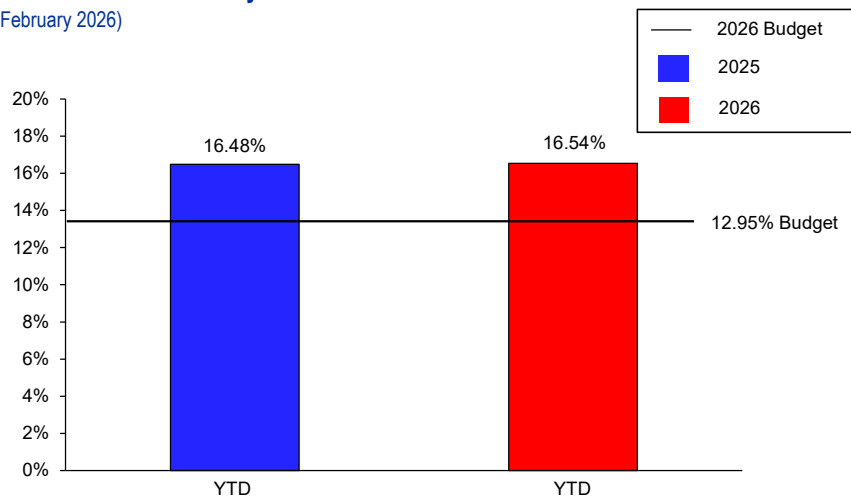
(YTD February 2026)

	Actual	Budget	Variance	% of Budget Remaining
<b>REVENUE</b>				
Farebox	\$ 3,038,219	\$ 3,441,521	\$ (403,302)	87.19%
Half-Fare Reimbursement	294,486	294,182	304	83.32%
Advertising Revenue	115,000	155,000	(40,000)	87.63%
Other	4,224,740	4,069,208	155,532	82.65%
<b>Total Suburban Revenue</b>	<b>\$ 7,672,445</b>	<b>\$ 7,959,911</b>	<b>\$ (287,466)</b>	<b>84.89%</b>
<b>EXPENSES</b>				
Fox Valley	\$ 1,252,835	\$ 1,362,199	\$ 109,364	85.27%
Heritage	1,661,928	1,875,088	213,160	85.78%
North	1,433,252	1,585,336	152,084	85.60%
North Shore	1,245,421	1,396,996	151,575	85.71%
Northwest	3,848,903	4,909,835	1,060,932	87.46%
River	2,010,554	2,366,801	356,247	86.47%
South	4,377,107	5,199,560	822,453	86.58%
Southwest	2,013,762	2,439,795	426,033	86.80%
West	5,459,978	6,194,790	734,812	85.87%
<b>Total Pace Operating Divisions</b>	<b>\$ 23,303,739</b>	<b>\$ 27,330,400</b>	<b>\$ 4,026,661</b>	<b>86.37%</b>
Highland Park	479,989	526,297	46,308	73.34%
Niles	0	274,743	274,743	100.00%
Schaumburg Trolley	70,978	66,631	(4,347)	88.45%
<b>Total Public Contract Carriers</b>	<b>\$ 550,967</b>	<b>\$ 867,671</b>	<b>\$ 316,704</b>	<b>86.69%</b>
<b>Other Expenses</b>				
Private Contract Carriers	\$ 567,349	\$ 606,098	\$ 38,749	84.95%
Demand Response Services	4,183,440	5,608,256	1,424,816	87.57%
Van Pool Program	212,856	255,462	42,606	89.27%
Grant-funded Service	1,019,804	1,061,480	41,676	67.98%
Administration	5,993,333	11,396,702	5,403,369	91.19%
Centralized Support	3,373,991	5,581,207	2,207,216	89.90%
Fuel	1,954,662	2,261,098	306,436	86.42%
Insurance	2,132,808	2,603,439	470,631	86.35%
Health Care	4,831,899	6,101,231	1,269,332	86.80%
Indirect Overhead Allocation	(1,724,935)	(2,222,535)	(497,600)	87.06%
<b>Total Suburban Expenses</b>	<b>\$ 46,399,914</b>	<b>\$ 61,450,509</b>	<b>\$ 15,050,595</b>	<b>87.54%</b>
<b>FUNDING REQUIREMENT</b>	<b>\$ 38,727,469</b>	<b>\$ 53,490,598</b>	<b>\$ 14,763,129</b>	<b>87.96%</b>
<b>FUNDING</b>				
RTA Funding	\$ 33,423,005	\$ 33,423,005	\$ 0	87.64%
Other Public Funding	945,730	1,395,340	(449,610)	98.15%
<b>Total Funding</b>	<b>\$ 34,368,735</b>	<b>\$ 34,818,345</b>	<b>\$ (449,610)</b>	<b>89.31%</b>
<b>Net Results</b>	<b>\$ (4,358,734)</b>	<b>\$ (18,672,253)</b>	<b>\$ 14,313,519</b>	
Recovery Ratio w/Credits Applied	16.54%	12.95%		

## Suburban Service Indicators

### Suburban Service Recovery Ratio

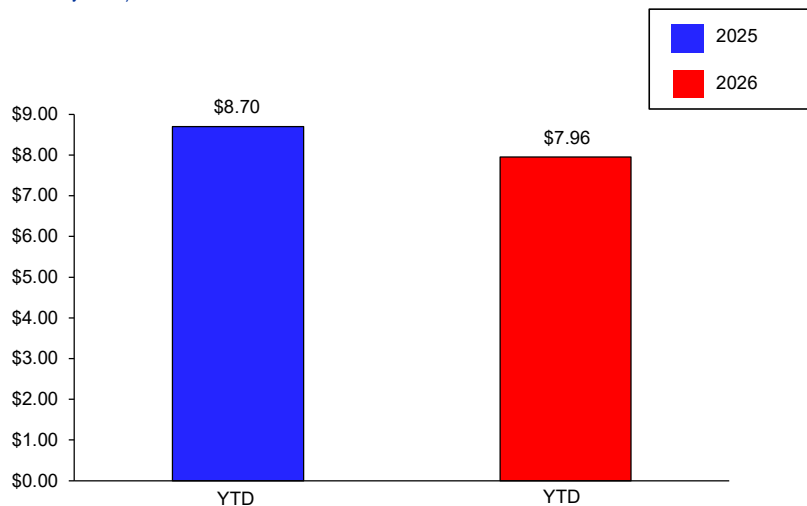
(YTD February 2026)



The Suburban Service recovery ratio of 16.54% is above the February phased budget of 12.95%. For comparison purposes, 2025 results do not include credits authorized by RTA which have been removed in 2026 per the NITA legislation.

### Suburban Service Cost Per Mile

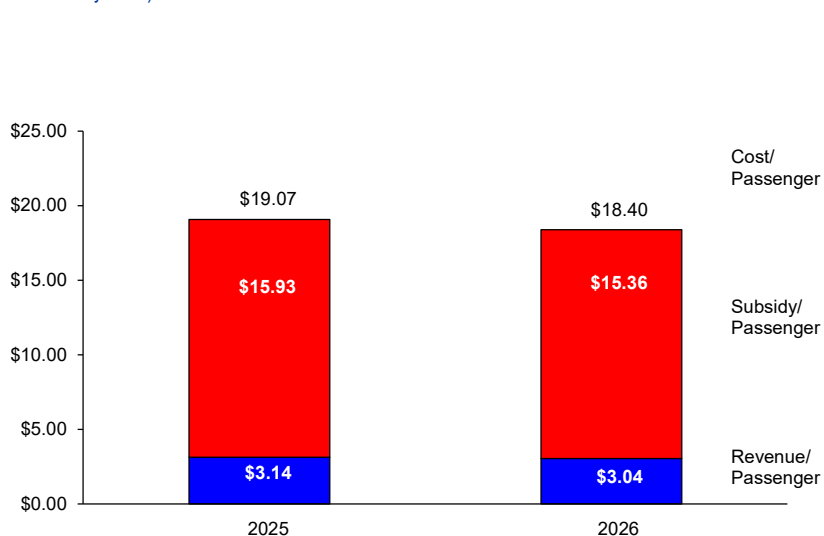
(YTD February 2026)



The Suburban Service cost per mile is 8.5% below prior year levels. Expenses are down 4.6% from prior year while total mileage is up 4.3%.

### Suburban Service Cost Per Passenger

(YTD February 2026)



The YTD total cost per passenger is down 3.5% from February 2025 - expenses are down 4.6% and ridership is down 1.1%.

Compared to prior year levels, the average revenue per passenger is down \$0.10 and the subsidy per passenger is down \$0.57.

## Regional ADA Budget Review

Total Regional ADA revenue is 28.6% below the February budget due to lower than expected ridership which impacts passenger fares.

Per RTA direction, budgeted ridership assumes an increased TAP/RAP monthly ride limit from the 30 ride cap set in October 2025. As of February, RTA has not taken action to increase this cap.

Total expenses are 15.0% favorable to budget for February. Below budget ridership is contributing to below budget Purchased Transportation expense.

The total Regional ADA funding requirement is \$7.6 million favorable to budget due to favorable expense results.

Regional ADA recovery performance of 5.67% is below the phased budgeted rate.

### Regional ADA Detailed Budget Results

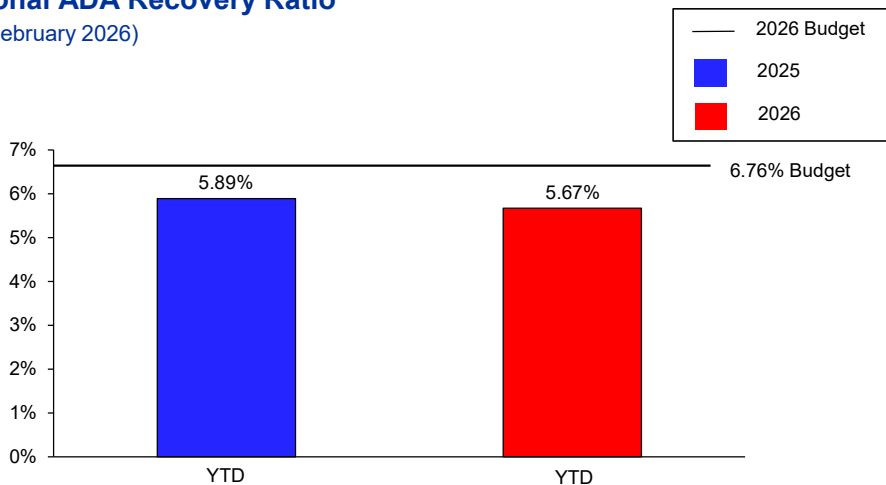
(YTD February 2026)

	Suburban ADA	Chicago ADA	Regional ADA	Regional Budget	Variance
<b>REVENUE</b>					
Farebox	\$ 419,235	\$ 1,782,887	\$ 2,202,122	\$ 3,479,214	\$ (1,277,092)
Other	52,000	541,777	593,777	436,507	157,270
Total Revenue	\$ 471,235	\$ 2,324,664	\$ 2,795,899	\$ 3,915,721	\$ (1,119,822)
<b>EXPENSES</b>					
Purchased Transportation	\$ 7,381,694	\$ 37,615,186	\$ 44,996,879	\$ 52,210,759	\$ 7,213,880
Fuel	297,488	635,667	933,156	1,269,222	336,066
Administration	146,768	1,078,457	1,225,225	1,674,095	448,870
Insurance	16,354	123,269	139,622	250,702	111,080
RTA Certification	36,951	214,117	251,068	317,134	66,066
Indirect Overhead Allocation	0	0	1,724,935	2,222,535	497,600
Total Expenses	\$ 7,879,255	\$ 39,666,695	\$ 49,270,886	\$ 57,944,447	\$ 8,673,561
Funding Requirement	\$ 7,408,020	\$ 37,342,032	\$ 46,474,987	\$ 54,028,726	\$ 7,553,739
<b>FUNDING</b>					
ADA Regional Paratransit			\$ 44,760,688	\$ 44,760,688	\$ 0
Other Public Funding			\$ 0	\$ 0	\$ 0
ADA Reserve Funding			\$ 0	\$ 0	\$ 0
ADA State Funding			\$ 1,916,666	\$ 1,916,666	\$ 0
Total Funding			\$ 46,677,354	\$ 46,677,354	\$ 0
Funding Surplus/(Shortfall)			\$ 202,367	\$ (7,351,372)	\$ 7,553,739
Recovery Ratio w/Credits			5.67%	6.76%	

## Regional ADA Indicators

### Regional ADA Recovery Ratio

(YTD February 2026)

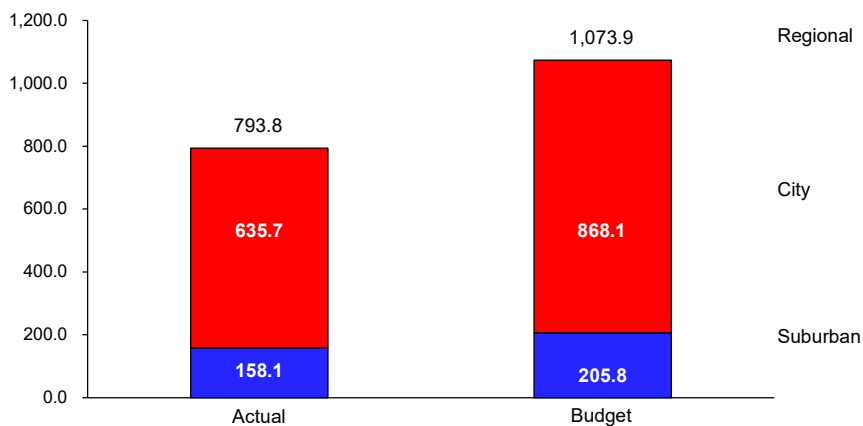


The Regional ADA recovery ratio is below the phased budgeted rate of 6.76% for February 2026. For comparison purposes, 2025 results do not include credits authorized by RTA which have been removed in 2026 per the NITA legislation.

### Regional ADA Ridership

(YTD February 2026)

(Thousands)

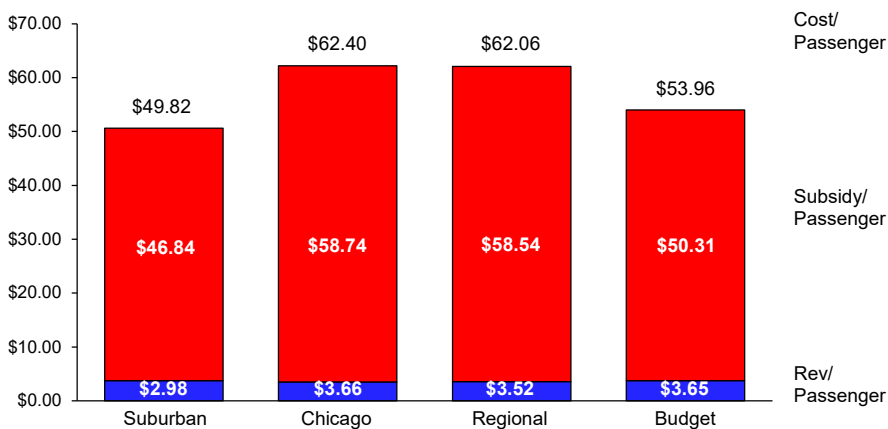


Ridership excludes Personal Care Attendants (PCAs).

Regional ADA ridership is 26.1% below budget through February 2026 and is down 9.4% from February 2025. Per RTA direction, budgeted ridership assumes an increased TAP/RAP monthly ride limit from the 30 ride cap set in October 2025. As of February, RTA has not taken action to increase this cap.

### Regional ADA Performance Per Passenger

(YTD February 2026)



Ridership excludes Personal Care Attendants (PCAs).

The Regional ADA cost per passenger is \$8.10 above budget for February.

Revenue per rider is \$0.13 below budget and the total subsidy per passenger is \$8.23 above budget.

## Budget Results by Program

(YTD February 2026)

	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	\$ 2,513,227	\$ 8,044	\$ 17,953	\$ 321,784	\$ 177,212	\$ 0	\$ 0	\$ 3,038,219	\$ 3,441,521	\$ (403,302)
Half-Fare Reimbursement	0	0	0	0	0	294,486	0	294,486	294,182	304
Advertising Revenue	0	0	0	0	0	115,000	0	115,000	155,000	(40,000)
Other	191,527	66,886	107,156	2,004,707	0	1,854,465	0	4,224,740	4,069,208	155,532
<b>Total Revenue</b>	<b>\$ 2,704,754</b>	<b>\$ 74,929</b>	<b>\$ 125,109</b>	<b>\$ 2,326,491</b>	<b>\$ 177,212</b>	<b>\$ 2,263,951</b>	<b>\$ 0</b>	<b>\$ 7,672,445</b>	<b>\$ 7,959,911</b>	<b>\$ (287,466)</b>
<b>EXPENSES</b>										
<b>Operations</b>										
Labor/Fringes	\$ 16,415,784	\$ 97,696	\$ 0	\$ 0	\$ 0	\$ 0	\$ 840,896	\$ 17,354,376	\$ 20,697,364	\$ 3,342,988
Parts/Supplies	53	0	0	0	0	0	357,263	357,315	402,056	44,741
Purchased Transportation	0	70,978	567,349	4,162,783	0	0	0	4,801,110	6,270,643	1,469,533
Fuel	0	0	0	0	83,852	0	1,955,617	2,039,469	2,404,742	365,273
Other	28,672	112	0	0	129,004	0	375	158,162	215,572	57,410
<b>Subtotal</b>	<b>\$ 16,444,509</b>	<b>\$ 168,786</b>	<b>\$ 567,349</b>	<b>\$ 4,162,783</b>	<b>\$ 212,856</b>	<b>\$ 0</b>	<b>\$ 3,154,151</b>	<b>\$ 24,710,433</b>	<b>\$ 29,990,377</b>	<b>\$ 5,279,944</b>
<b>Vehicle Maintenance</b>										
Labor/Fringes	\$ 3,878,270	\$ 37,964	\$ 0	\$ 0	\$ 0	\$ 0	\$ 498,668	\$ 4,414,902	\$ 5,279,162	\$ 864,260
Parts/Supplies	2,218,118	1,432	0	0	0	0	10,900	2,230,450	2,290,529	60,079
Other	62,681	11,150	0	16,177	0	0	238,253	328,262	617,881	289,619
<b>Subtotal</b>	<b>\$ 6,159,069</b>	<b>\$ 50,546</b>	<b>\$ 0</b>	<b>\$ 16,177</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 747,822</b>	<b>\$ 6,973,615</b>	<b>\$ 8,187,572</b>	<b>\$ 1,213,957</b>
<b>Non-Vehicle Maintenance</b>										
Labor/Fringes	\$ 149,729	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 388,017	\$ 537,746	\$ 533,158	\$ (4,588)
Parts/Supplies	111,318	0	0	0	0	0	0	111,318	145,576	34,258
Other	182,057	0	0	4,480	0	30,553	249,982	467,073	1,089,687	622,614
<b>Subtotal</b>	<b>\$ 443,104</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 4,480</b>	<b>\$ 0</b>	<b>\$ 30,553</b>	<b>\$ 637,999</b>	<b>\$ 1,116,137</b>	<b>\$ 1,768,421</b>	<b>\$ 652,284</b>
<b>General Administration</b>										
Labor/Fringes	\$ 662,397	\$ 16,634	\$ 0	\$ 0	\$ 0	\$ 4,007,522	\$ 0	\$ 4,686,553	\$ 5,442,904	\$ 756,351
Parts/Supplies	9,502	120	0	0	0	22,955	0	32,577	45,933	13,356
Utilities	548,741	0	0	0	0	213,534	161,469	923,744	1,125,629	201,885
Health Insurance	0	0	0	0	0	0	4,831,899	4,831,899	6,101,231	1,269,332
Liability Insurance	0	314,865	0	0	0	0	2,132,808	2,447,673	2,970,051	522,378
Other	56,220	16	0	0	0	1,718,768	627,212	2,402,216	8,040,926	5,638,710
Indirect Overhead Allocation	0	0	0	0	0	0	0	(1,724,935)	(2,222,535)	(497,600)
<b>Subtotal</b>	<b>\$ 1,276,861</b>	<b>\$ 331,635</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 5,962,779</b>	<b>\$ 7,753,389</b>	<b>\$ 13,599,728</b>	<b>\$ 21,504,139</b>	<b>\$ 7,904,411</b>
<b>Total Expenses</b>	<b>\$ 24,323,544</b>	<b>\$ 550,967</b>	<b>\$ 567,349</b>	<b>\$ 4,183,440</b>	<b>\$ 212,856</b>	<b>\$ 5,993,333</b>	<b>\$ 12,293,360</b>	<b>\$ 46,399,914</b>	<b>\$ 61,450,509</b>	<b>\$ 15,050,595</b>
<b>Funding Requirement</b>	<b>\$ 21,618,790</b>	<b>\$ 476,038</b>	<b>\$ 442,240</b>	<b>\$ 1,856,949</b>	<b>\$ 35,644</b>	<b>\$ 3,729,382</b>	<b>\$ 12,293,360</b>	<b>\$ 38,727,469</b>	<b>\$ 53,490,598</b>	<b>\$ 14,763,129</b>
								\$ 33,423,005	\$ 33,423,005	\$ 0
								\$ 945,730	\$ 1,395,340	\$ (449,610)
								\$ 0	\$ 0	\$ 0
								\$ 0	\$ 0	\$ 0
								\$ 34,368,735	\$ 34,818,345	\$ (449,610)
Funding Surplus/(Shortfall)								\$ (4,358,734)	\$ (18,672,253)	\$ 14,313,519
<b>Recovery Ratio</b>	11.12%	13.60%	22.05%	55.61%	83.25%	37.77%		16.54%	12.95%	

## Budget Results by Program

(YTD February 2026)

	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	\$ 419,235	\$ 1,782,887	\$ 2,202,122	\$ 3,479,214	\$ (1,277,092)	\$ 5,240,341	\$ 6,920,735	\$ (1,680,394)
Half-Fare Reimbursement	0	0	0	0	0	294,486	294,182	304
Advertising Revenue	0	0	0	0	0	115,000	155,000	(40,000)
Other	52,000	541,777	593,777	436,507	157,270	4,818,518	4,505,715	312,803
<b>Total Revenue</b>	<b>\$ 471,235</b>	<b>\$ 2,324,664</b>	<b>\$ 2,795,899</b>	<b>\$ 3,915,721</b>	<b>\$ (1,119,822)</b>	<b>\$ 10,468,344</b>	<b>\$ 11,875,632</b>	<b>\$ (1,407,288)</b>
<b>EXPENSES</b>								
<b>Operations</b>								
Labor/Fringes	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 17,354,376	\$ 20,697,364	\$ 3,342,988
Parts/Supplies	0	0	0	0	0	357,315	402,056	44,741
Purchased Transportation	7,381,694	37,615,186	44,996,879	52,210,759	7,213,880	49,797,989	58,481,402	8,683,413
Fuel	297,488	635,667	933,156	1,269,222	336,066	2,972,625	3,673,964	701,339
Other	0	0	0	0	0	158,162	215,572	57,410
<b>Subtotal</b>	<b>\$ 7,679,182</b>	<b>\$ 38,250,853</b>	<b>\$ 45,930,035</b>	<b>\$ 53,479,981</b>	<b>\$ 7,549,946</b>	<b>\$ 70,640,469</b>	<b>\$ 83,470,358</b>	<b>\$ 12,829,889</b>
<b>Vehicle Maintenance</b>								
Labor/Fringes	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,414,902	\$ 5,279,162	\$ 864,260
Parts/Supplies	0	0	0	0	0	2,230,450	2,290,529	60,079
Other	0	0	0	0	0	328,262	617,881	289,619
<b>Subtotal</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 6,973,615</b>	<b>\$ 8,187,572</b>	<b>\$ 1,213,957</b>
<b>Non-Vehicle Maintenance</b>								
Labor/Fringes	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 537,746	\$ 533,158	\$ (4,588)
Parts/Supplies	0	0	0	0	0	111,318	145,576	34,258
Other	0	0	0	0	0	467,073	1,089,687	622,614
<b>Subtotal</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 1,116,137</b>	<b>\$ 1,768,421</b>	<b>\$ 652,284</b>
<b>General Administration</b>								
Labor/Fringes	\$ 132,826	\$ 703,633	\$ 836,459	\$ 1,027,070	\$ 190,611	\$ 5,523,012	\$ 6,469,974	\$ 946,962
Parts/Supplies	0	0	0	323	323	32,577	46,256	13,679
Utilities	0	72,624	72,624	62,219	(10,405)	996,369	1,187,848	191,479
Health Insurance	16,354	133,269	149,622	239,042	89,420	4,981,521	6,340,273	1,358,752
Liability Insurance	0	(10,000)	(10,000)	11,660	21,660	2,437,673	2,981,711	544,038
Other	50,893	516,317	567,210	901,617	334,407	2,969,426	8,942,543	5,973,117
Indirect Overhead Allocation	0	0	1,724,935	2,222,535	497,600	0	0	0
<b>Subtotal</b>	<b>\$ 200,073</b>	<b>\$ 1,415,842</b>	<b>\$ 3,340,850</b>	<b>\$ 4,464,466</b>	<b>\$ 1,123,616</b>	<b>\$ 16,940,579</b>	<b>\$ 25,968,605</b>	<b>\$ 9,028,026</b>
<b>Total Expenses</b>	<b>\$ 7,879,255</b>	<b>\$ 39,666,695</b>	<b>\$ 49,270,886</b>	<b>\$ 57,944,447</b>	<b>\$ 8,673,561</b>	<b>\$ 95,670,799</b>	<b>\$ 119,394,956</b>	<b>\$ 23,724,157</b>
<b>Funding Requirement</b>	<b>\$ 7,408,020</b>	<b>\$ 37,342,032</b>	<b>\$ 46,474,987</b>	<b>\$ 54,028,726</b>	<b>\$ 7,553,739</b>	<b>\$ 85,202,455</b>	<b>\$ 107,519,324</b>	<b>\$ 22,316,869</b>
<b>RTA Funding</b>			\$ 44,760,688	\$ 44,760,688	\$ 0	\$ 78,183,693	\$ 78,183,693	\$ 0
<b>Other Public Funding</b>			\$ 0	\$ 0	\$ 0	\$ 945,730	\$ 1,395,340	\$ (449,610)
<b>State Funding</b>			\$ 1,916,666	\$ 1,916,666	\$ 0	\$ 1,916,666	\$ 1,916,666	\$ 0
<b>Transfer Capital</b>			\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
<b>Total Funding</b>			<b>\$ 46,677,354</b>	<b>\$ 46,677,354</b>	<b>\$ 0</b>	<b>\$ 81,046,088</b>	<b>\$ 81,495,699</b>	<b>\$ (449,611)</b>
<b>Funding Surplus/(Shortfall)</b>			<b>\$ 202,367</b>	<b>\$ (7,351,372)</b>	<b>\$ 7,553,739</b>	<b>\$ (4,156,367)</b>	<b>\$ (26,023,625)</b>	<b>\$ 21,867,258</b>
<b>Recovery Ratio</b>			5.67%	6.76%				