



To: Chicago Transit Authority Board

From: Tom McKone, Acting CFO

Re: Financial Results for July 2015

Date: September 4, 2015

I. Summary

CTA's financial results are favorable by \$1.9 million for the month due to a combination of lower operating expenses and higher fare and pass revenue. The year to date is unfavorable by \$0.9 million primarily due to the anticipated reduction in the State's free and reduced fare reimbursement.

Ridership was 44.8 million for the month and was 0.3 million more than budget. Ridership for the year to date was 298.7 million and was 3.8 million less than budget.

II. Cash & Liquidity

The chart below highlights CTA's cash position at July 2015 compared to July 2014.

	JULY 2015	JULY 2014	Increase (Decrease)
Unrestricted Cash	\$ 156.2	\$ 98.2	\$ 58.0
Damage Reserve	105.2	109.7	\$ (4.5)
Funds Owed by RTA	284.0	281.9	\$ 2.1
Trust Portfolio Assets	474.3	782.9	\$ (308.6)
Total Cash and Receivables	\$ 1,019.7	\$ 1,272.7	\$ (253.0)

CTA's total cash/receivables balance is equal to \$1.0 billion. Unrestricted cash was \$58.0 million more than the prior year due to increased focus on reducing the delay in the receipt of reimbursements for capital related payments, recent insurance settlements and timing of expenditures. The Damage Reserve is sufficiently funded and was \$4.5 million lower than last year reflecting payouts for settled claims. Funds owed by the RTA were approximately \$284.0 million which was \$2.1 million more than the prior year primarily due to a 5 month timing gap in State PTF (Public Transportation Funding). CTA continues to work closely with the RTA to monitor their receivable balance owed. Trust Portfolio Assets represents bond proceeds held in Trust for funding capital projects and making required debt service payments.

III. Revenue

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Jul-15	Budget Jul-15	Prior Year Jul15 vs. Jul14	2015	Budget 2015	Prior Year 2014
Fare & Pass Revenue	\$ 54,539	\$ 1,359	\$ 2,999	\$ 338,674	\$ (1,502)	\$ 1,165

- Fare and pass revenue for July was favorable to budget by \$1.4 million and higher than the prior year by \$3.0 million. The average fare for the month was \$1.22 and was \$0.02 more than budget. Year-over-year fare and pass revenue increased by 5.8% in July and is 2.6% higher than budget for the month.
- Year to date fare and pass revenue was \$1.5 million less than budget but was \$1.2 million more than prior year. The average fare for the year to date was \$1.13 per ride and is \$0.01 more than budget. The year to date revenue was negatively impacted by the coldest February ever in Chicago and was the third-snowiest February on record. A strong July has helped bring the year to date total closer to the budgeted level.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Jul-15	Budget Jul-15	Prior Year Jul15 vs. Jul14	2015	Budget 2015	Prior Year 2014
Reduced Fare Subsidy	\$ 1,180	\$ (1,180)	\$ (2,323)	\$ 7,260	\$ (9,261)	\$ (3,546)

- Reduced Fare Subsidy is \$1.2 million less than budget for the month and \$9.3 million less for the year to date due to the anticipated reduction in State funding for the free and reduced fare mandates. According to the July 2014 – June 2015 State budget and the proposed (but not yet approved) July 2015 – June 2016 State budget, we expect to receive approximately half of the originally budgeted amount.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Jul-15	Budget Jul-15	Prior Year Jul15 vs. Jul14	2015	Budget 2015	Prior Year 2014
Advertising, Charter, Concession	\$ 2,461	\$ 66	\$ 223	\$ 17,013	\$ 99	\$ 1,244

- Advertising, Charter and Concessions Revenue is slightly favorable to budget for the month due to slightly higher billboard revenue than anticipated. The increase over the prior year is due to higher special contract guarantees, concession contracts, and the annual increase in vehicle and platform advertising minimum guarantee.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Jul-15	Budget Jul-15	Prior Year Jul15 vs. Jul14	2015	Budget 2015	Prior Year 2014
Investment income	\$ 98	\$ 41	\$ 42	\$ 917	\$ 519	\$ 610

- Investment income was higher than budget for the month and prior year. Improved cash forecasting and a better investment strategy through security selection has increased overall yield on the investment portfolio, which is expected to continue for the remainder of FY 2015.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Jul-15	Budget Jul-15	Prior Year Jul15 vs. Jul14	2015	Budget 2015	Prior Year 2014
Other Revenue	\$ 2,526	\$ (562)	\$ (152)	\$ 19,620	\$ 1,750	\$ (2,600)

- Other Revenue was unfavorable to budget by \$0.6 million for the month due to timing of non-capital grant revenue. This revenue is offset by an equal amount in the Other Expense category. For the year to date Other Revenue is \$1.8 million more than budget due to additional non-capital grant, rental and parking lot revenue. The year to date is lower than prior year due to a one-time sale of property in 2014.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Jul-15	Budget Jul-15	Prior Year Jul15 vs. Jul14	2015	Budget 2015	Prior Year 2014
Total System Generated Revenue	\$ 60,803	\$ (276)	\$ 788	\$ 383,484	\$ (8,395)	\$ (3,127)

- Total System-Generated Revenue was \$0.3 million and \$8.4 million less than budget for the month and year primarily due to the anticipated reduction in the State's free and reduced fare subsidy. The year to date system-generated revenue is \$3.1 million less than prior year primarily due to this reduction and additional one-time revenues in 2014, including the sale of property and higher non-capital grant revenues.

IV. Expenses

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Jul-15	Budget Jul-15	Prior Year Jul15 vs. Jul14	2015	Budget 2015	Prior Year 2014
Labor	\$ 84,539	\$ 1,275	\$ (3,014)	\$ 572,684	\$ 9,949	\$ (13,791)

- Labor expense was \$1.3 million favorable to budget for the month, mainly due to proactive management of vacant positions and favorable fringe expenses. Labor expense is \$13.8 million unfavorable to 2014 due to contractual wage rate increases, increased investments in safety oversight and facilities maintenance, and an increase in rail service in 2015.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Jul-15	Budget Jul-15	Prior Year Jul15 vs. Jul14	2015	Budget 2015	Prior Year 2014
Material	\$ 7,488	\$ (1,635)	\$ (1,394)	\$ 48,718	\$ (6,652)	\$ (6,616)

- Material expense was unfavorable to budget for the month by \$1.6 million. The unfavorable variance for the month is partially due to a provision for inventory obsolescence. In addition, the variance is due to more rail car mileage than budgeted creating more wear on materials and leading to more frequent replacements; delayed vehicle overhauls due to a delay in state funding; and a slower retirement of older vehicles, which have a higher materials cost per mile, expected to be replaced by new ones. The unfavorable variance to budget for the year is also due to the severe weather in February. The unfavorable variance to prior year is attributed to a reclassification of certain expenses from the Other Expenses category into the Materials category.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Jul-15	Budget Jul-15	Prior Year Jul15 vs. Jul14	2015	Budget 2015	Prior Year 2014
Fuel	\$ 4,284	\$ 633	\$ 423	\$ 29,791	\$ 2,557	\$ 3,216

- Fuel for Revenue Equipment expense was \$0.6 million favorable to budget for the month due to lower usage than budgeted. Fuel is conservatively budgeted in 2015 to account for additional shuttles or other service that occurs throughout the year as a result of capital projects or other impacts. Fuel expense is \$3.2 million favorable to prior year to date due to lower usage and price.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Jul-15	Budget Jul-15	Prior Year Jul15 vs. Jul14	2015	Budget 2015	Prior Year 2014
Power	\$ 2,319	\$ 195	\$ 67	\$ 17,176	\$ 807	\$ 3,609

- The Electric Power for Revenue Equipment expense is slightly favorable to budget for the month and expected to remain within budget for the year with occasional monthly fluctuations. Volume is slightly lowered than budgeted due to the mild July weather. Year to date power expense is \$3.6 million lower than 2014 due to the impact of the polar vortex in 2014, which required a higher volume of power consumption, and higher prices in 2014.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Jul-15	Budget Jul-15	Prior Year Jul15 vs. Jul14	2015	Budget 2015	Prior Year 2014
Purchase of Security Services	\$ 1,200	\$ 2	\$ 24	\$ 8,330	\$ 85	\$ (811)

- Purchase of Security Services was on par with budget for the month and slightly favorable for the year to date. Security expense was \$0.8 million higher than 2014 primarily due to a one-time 2014 reclassification of charges eligible for grant reimbursement.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Jul-15	Budget Jul-15	Prior Year Jul15 vs. Jul14	2015	Budget 2015	Prior Year 2014
Other Expenses	\$ 18,383	\$ 1,693	\$ 581	\$ 156,933	\$ 740	\$ (13,321)

- Other Expenses were \$1.7 million favorable to budget for the month primarily due to lower non-capital grant expense than anticipated. These expenses are offset by non-capital grant revenue for a neutral overall impact on the budget. Overall contractual and other expenses are trending as anticipated with timing of the expenses creating monthly variability. Year to date other expenses were within 0.5% of the 2015 budget and \$13.3 million higher than 2014 due to the timing of contractual expenses and one-time credits received in 2014. Of the total monthly other expenses, the pension obligation bond expense is \$10 million; the remaining expenses are for utilities, maintenance contracts, services, and other expenses.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Jul-15	Budget Jul-15	Prior Year Jul15 vs. Jul14	2015	Budget 2015	Prior Year 2014
Total Operating Expenses	\$ 118,214	\$ 2,163	\$ (3,312)	\$ 833,632	\$ 7,487	\$ (27,715)

- Operating Expenses were \$2.2 million less than budget for the month and \$3.3 million more than prior year. The favorable year to date variance to budget is due primarily to favorable labor, fuel and power expenses which offset unfavorable material expense.

V. Recovery Ratio

Category	Current Month			Full Year		
	Actual Jul-15	Variance to Budget Jul-15	Variance to Prior Year Jul15 vs. Jul14	Actual 2015	Variance to Budget 2015	Variance to Prior Year 2014
Recovery Ratio	61.81%	1.00		55.17%	(0.74)	

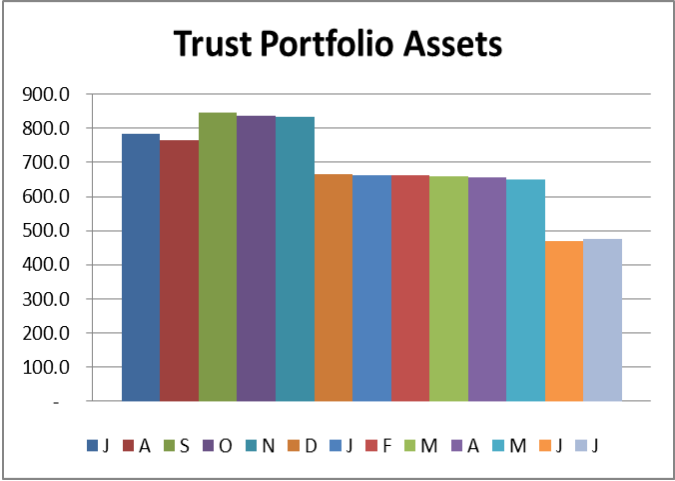
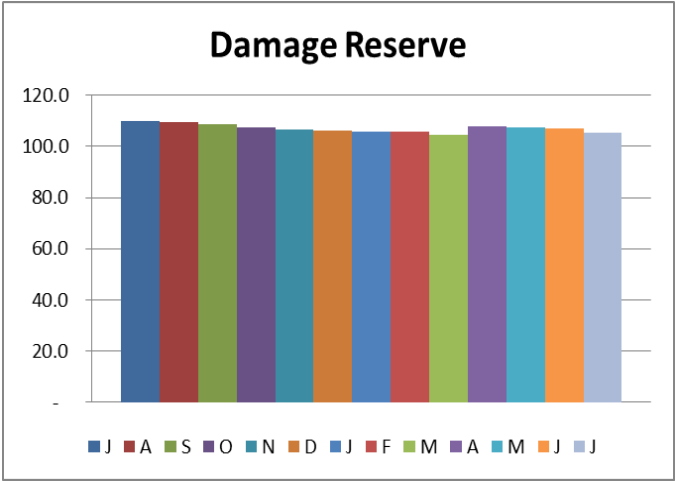
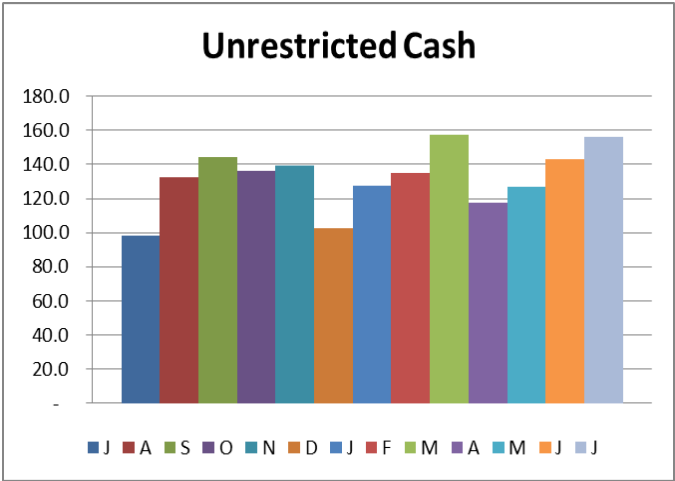
- Recovery Ratio, which measures the percentage of operating expenses CTA funds from internally generated revenues, was 61.81% for the month. This was favorable to budget by 1.00 percentage point and is due to a combination of favorable variances on operating expense and fare and pass revenue. For the year to date the recovery ratio was 55.17% and slightly unfavorable to budget.

VI. Ridership

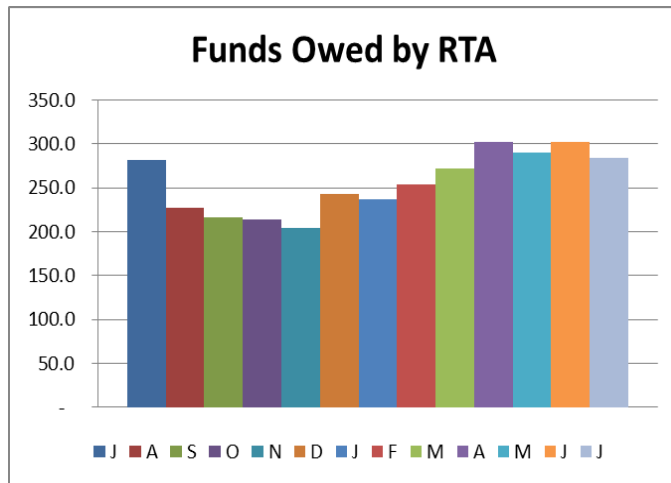
Category	Current Month			Full Year		
	Actual Jul-15	Variance to Budget Jul-15	Variance to Prior Year Jul15 vs. Jul14	Actual 2015	Variance to Budget 2015	Variance to Prior Year 2014
Bus	22,901	(169)	286	160,137	(2,542)	(262)
Rail	17,977	432	935	113,376	(891)	1,319
Rail to Rail Transfers	3,949	66	208	25,236	(391)	286
Total	44,828	328	1,428	298,749	(3,824)	1,343

- Ridership for the month of July was 44.8 million and was more than budget and prior year by 0.3 million and 1.4 million, respectively. Calendar adjusted ridership was up 3.4% from prior year.
- Ridership for the year to date was 298.7 million and was 3.8 million less than budget but was 1.3 million more than the prior year to date. Calendar adjusted ridership was up 0.5% from the prior year to date.
- More details on ridership can be found in the July Ridership Report.

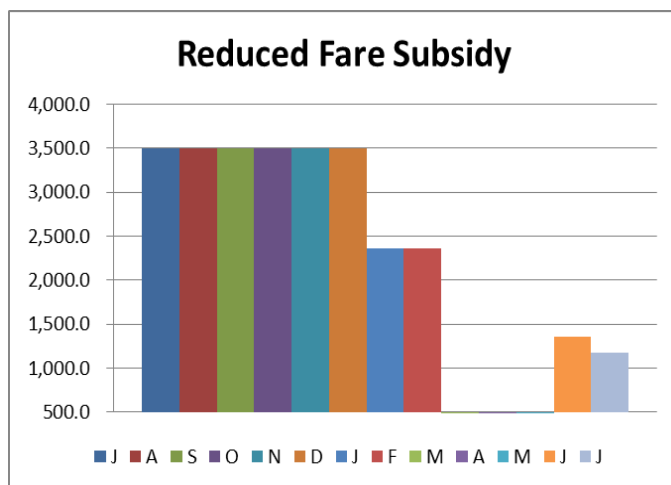
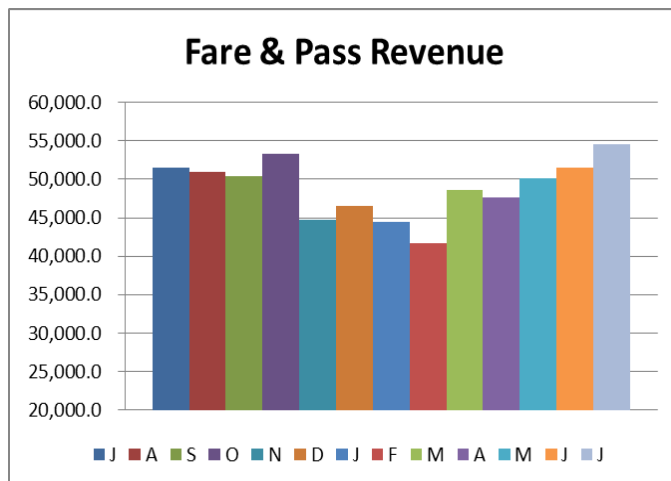
Cash & Liquidity



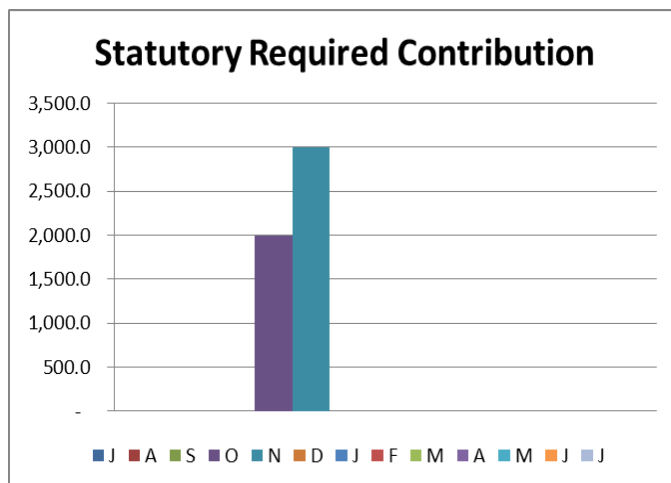
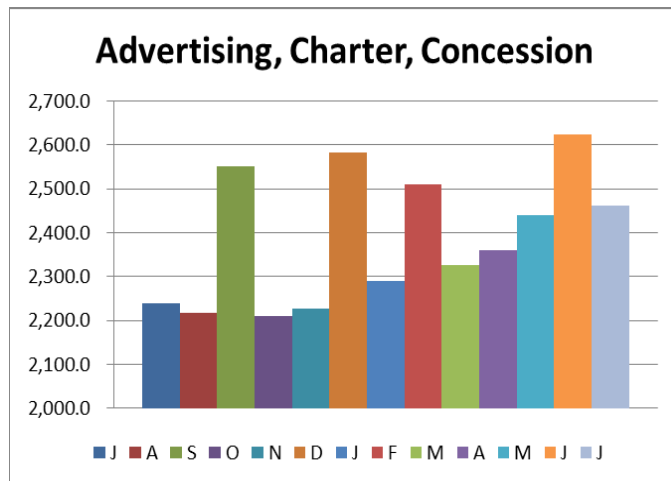
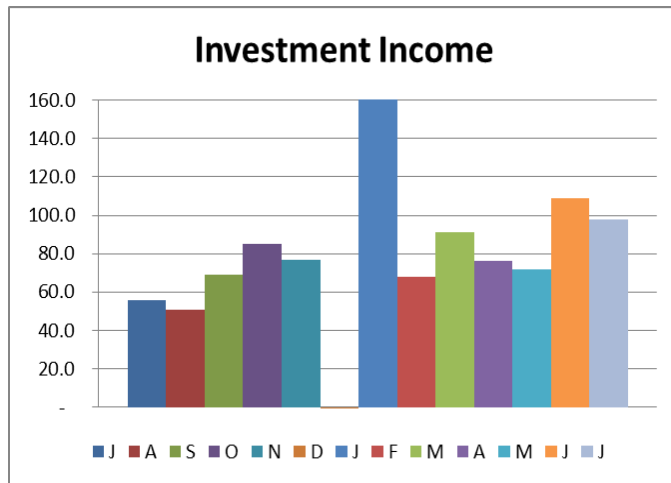
Cash & Liquidity (con't)



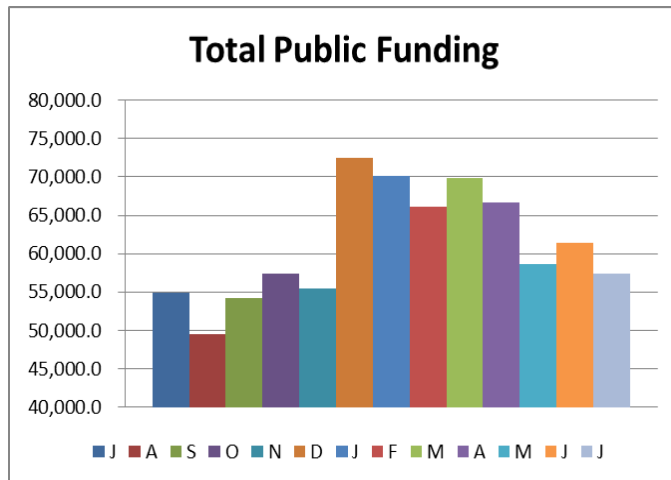
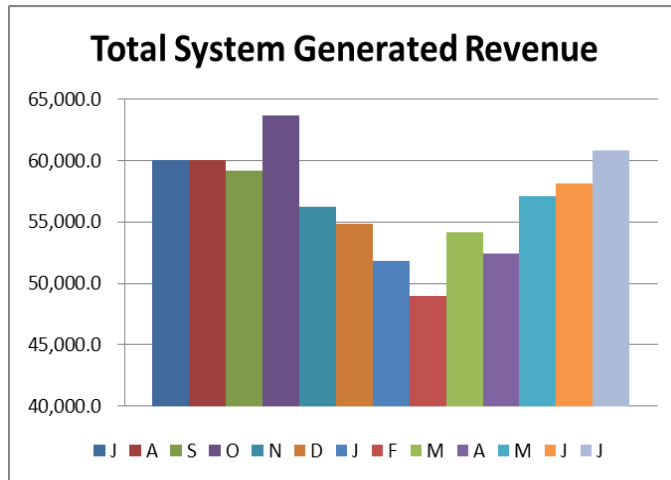
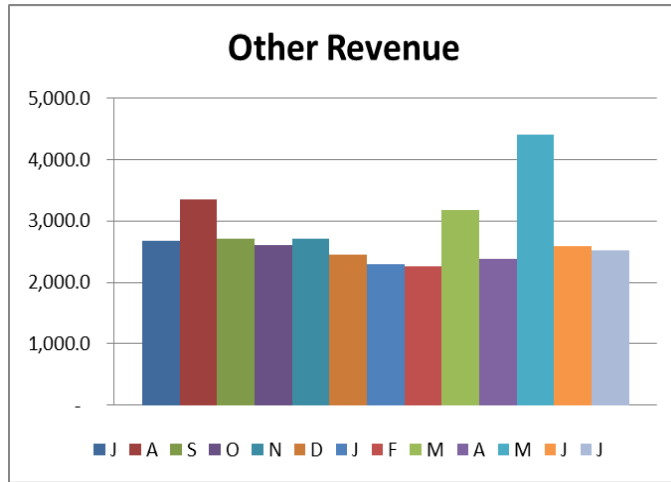
Revenue



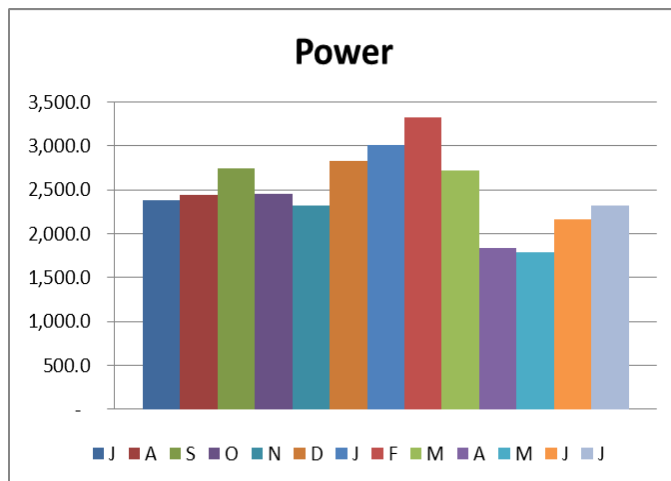
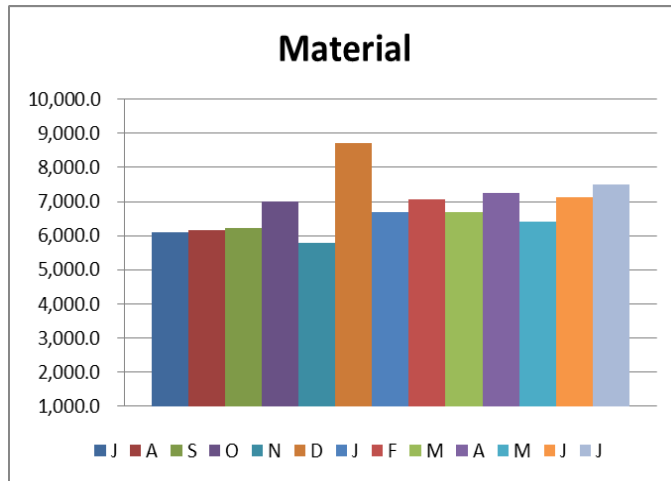
Revenue (con't)



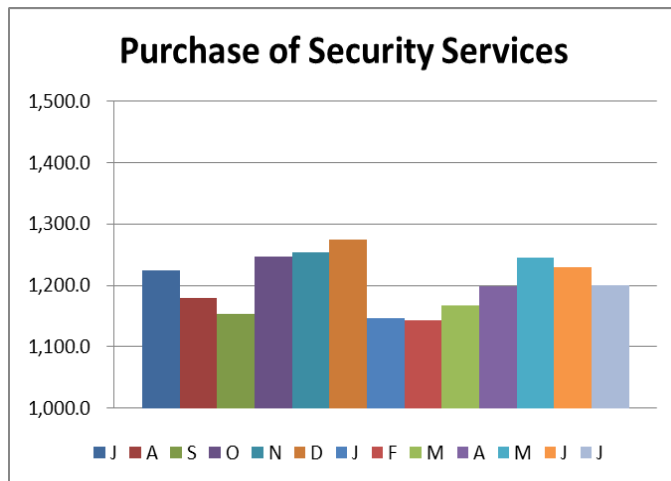
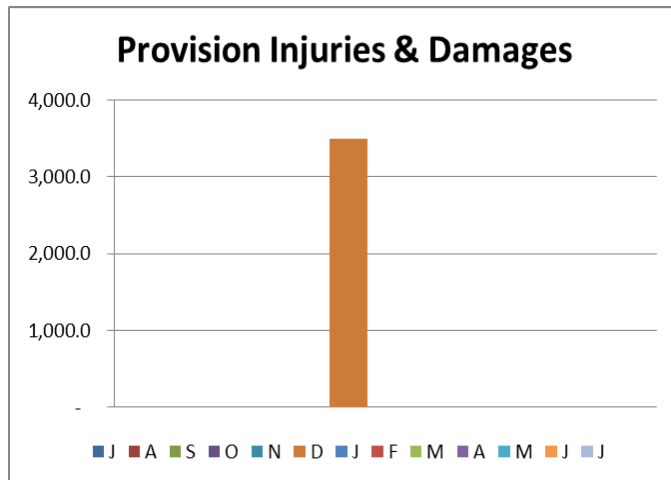
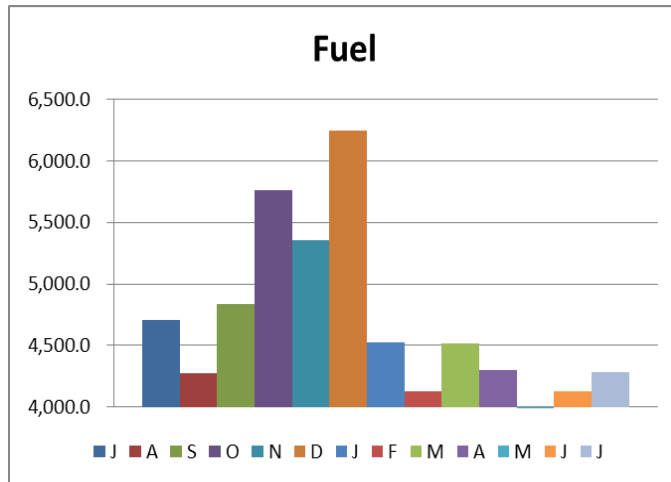
Revenue (con't)



Expenses



Expenses (con't)



Expenses (con't)

