



To: Chicago Transit Authority Board
From: Jeremy Fine, Chief Financial Officer
Re: Financial Results for April 2018
Date: June 13, 2018

I. Summary

CTA's financial results are \$0.2 million favorable to budget for April due to the timing of contractual expenses and higher pass revenue. Results are \$1.5 million unfavorable to budget for year-to-date primarily due to lower reduced fare reimbursements from the State and higher labor costs resulting from negotiated union contract increases.

Ridership for the month was 38.9 million and was 0.3 million higher than budget. Ridership was 0.2 million or 0.5% higher than April 2017. Ridership year-to-date was higher than budget and less than prior year by 0.4 million and 4.6 million, respectively. Low gas prices and competition from rideshare services such as Uber and Lyft contributed to the loss. There was also one more weekday and one less Saturday this year.

II. Cash & Liquidity

The chart below highlights CTA's cash position at April 2018 compared to April 2017.

	April 2018	April 2017	Increase (Decrease)
Unrestricted Cash	\$ 102,278	\$ 205,115	\$ (102,837)
Damage Reserve	69,481	97,913	\$ (28,432)
Funds Owed by RTA	351,698	339,443	\$ 12,255
Trust Portfolio Assets	526,860	650,199	\$ (123,339)
Total Cash and Receivables	\$ 1,050,317	\$ 1,292,670	\$ (242,353)

CTA's total cash/receivables balance was equal to \$1.1 billion. Unrestricted cash was \$102.8 million lower than the prior year due to retroactive payments resulting from the negotiated wage agreements as well as the timing of cash receipts and invoice payments particularly related to capital reimbursements from the State. The Damage Reserve fund was \$28.4 million lower than last year due to an increase in settlement payments throughout 2017 and 2018. Funds owed by the RTA were approximately \$351.7 million which was \$12.3 million more than the prior year due to delayed payments from the State. 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 and therefore goes down when payments are made.

III. Revenue

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Apr-18	Budget Apr-18	Prior Year Apr18 vs. Apr17	2018	Budget 2018	Prior Year 2017
Fare & Pass Revenue	\$ 47,335	\$ 190	\$ 3,164	\$ 184,418	\$ 1,694	\$ 8,145

- Fare and pass revenue for April was \$0.2 million favorable to budget and \$3.2 million favorable to prior year mainly due to the fare change and an additional weekday this year. The average fare for the month was \$1.22 and was on par with budget and \$0.08 higher than the prior year.
- Year-to-date fare and pass revenue was \$1.7 million favorable to budget and \$8.1 million favorable to prior year due to the fare increase in 2018 and higher pass revenue. The average fare for the year was \$1.23 per ride and was \$0.01 more than budget.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Apr-18	Budget Apr-18	Prior Year Apr18 vs. Apr17	2018	Budget 2018	Prior Year 2017
Reduced Fare Subsidy	\$ 1,180	\$ (1,180)	\$ -	\$ 4,720	\$ (4,720)	\$ -

- Reduced Fare Subsidy was less than budget for the month and year-to-date by \$1.2 million and \$4.7 million, respectively, based on expected reimbursements from the State.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Apr-18	Budget Apr-18	Prior Year Apr18 vs. Apr17	2018	Budget 2018	Prior Year 2017
Advertising, Charter, Concession	\$ 3,309	\$ 58	\$ 396	\$ 12,813	\$ (115)	\$ 1,473

- Advertising, Charter and Concessions Revenue was \$0.1 million favorable to budget and \$0.4 million favorable to prior year due to advertising revenue. Year-to-date, the revenue was \$0.1 million unfavorable to budget due to vehicle and platform advertising revenue and \$1.5 million favorable to prior year due to the increased advertising minimum guarantee.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Apr-18	Budget Apr-18	Prior Year Apr18 vs. Apr17	2018	Budget 2018	Prior Year 2017
Investment income	\$ 198	\$ 65	\$ (31)	\$ 858	\$ 324	\$ (4)

- Investment income was \$0.1 million and \$0.3 million higher than budget for the month and year-to-date, respectively, due to higher short-term market rates.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Apr-18	Budget Apr-18	Prior Year Apr18 vs. Apr17	2018	Budget 2018	Prior Year 2017
Other Revenue	\$ 3,635	\$ (376)	\$ (240)	\$ 15,264	\$ (924)	\$ 4,024

- Other Revenue was unfavorable to budget for the month and year-to-date primarily due to the timing of non-capital grant revenue. Other revenue was \$0.2 million unfavorable compared to prior April due to non-capital grant revenue. Other revenue was \$4.0 million favorable compared to prior year-to-date primarily due to the new ride-hailing fee revenue from the City of Chicago.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Apr-18	Budget Apr-18	Prior Year Apr18 vs. Apr17	2018	Budget 2018	Prior Year 2017
Total System Generated Revenue	\$ 55,658	\$ (1,244)	\$ 3,289	\$ 218,073	\$ (3,741)	\$ 13,639

- Total System-Generated Revenue was less than budget for the month and year-to-date by \$1.2 million and \$3.7 million, respectively, primarily due to lower reduced fare revenue. It was more than April 2017 and prior year-to-date by \$3.3 million and \$13.6 million, respectively, due to an increase in fares and new ride hailing fee revenue in 2018.

IV. Expenses

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Apr-18	Budget Apr-18	Prior Year Apr18 vs. Apr17	2018	Budget 2018	Prior Year 2017
Labor	\$ 88,722	\$ (3,495)	\$ (5,733)	\$ 356,540	\$ (7,041)	\$ (8,770)

- Labor expense was \$3.5 million unfavorable to budget for the month due to negotiated union contract increases and the timing of vacation and holiday time. Slightly higher fringe benefits in 2018 contributed to higher expenses compared to 2017 year-to-date.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Apr-18	Budget Apr-18	Prior Year Apr18 vs. Apr17	2018	Budget 2018	Prior Year 2017
Material	\$ 7,424	\$ 389	\$ (287)	\$ 30,598	\$ 155	\$ (888)

- Material expense was \$0.4 million favorable to budget for the month and \$0.3 million unfavorable to prior year. Material expense was \$0.9 million unfavorable to prior year-to-date, primarily due to higher vehicle part usage due to an aging fleet with buses and railcars coming out of warranty and additional costs related to 2018 weather conditions.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Apr-18	Budget Apr-18	Prior Year Apr18 vs. Apr17	2018	Budget 2018	Prior Year 2017
Fuel	\$ 2,453	\$ 163	\$ (349)	\$ 11,148	\$ 51	\$ (1,534)

- Fuel for Revenue Equipment expense was \$0.2 million favorable to budget in April primarily due to an earlier than expected conversion from winter-grade fuel to less expensive regular fuel in 2018. A combination of higher usage to pre-heat buses in cold weather and higher fuel prices accounts for the unfavorable variance to the prior year-to-date.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Apr-18	Budget Apr-18	Prior Year Apr18 vs. Apr17	2018	Budget 2018	Prior Year 2017
Power	\$ 1,799	\$ 473	\$ 109	\$ 9,929	\$ 563	\$ (855)

- The Electric Power for Revenue Equipment expense was \$0.5 million favorable to budget for the month due to lower prices. Year-to-date, expenses were \$0.9 million unfavorable to prior year, primarily due to higher consumption associated with the harsher weather this year and an increase in fees on electricity bills.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Apr-18	Budget Apr-18	Prior Year Apr18 vs. Apr17	2018	Budget 2018	Prior Year 2017
Provision for Injuries & Damages	\$ -	\$ -	\$ 792	\$ 1,250	\$ -	\$ 1,917

- The Provision for Injuries & Damages expense is budgeted quarterly in 2018 and was budgeted monthly in 2017. The expense was favorable to prior year-to-date by \$1.9 million due to lower funding requirements in 2018.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Apr-18	Budget Apr-18	Prior Year Apr18 vs. Apr17	2018	Budget 2018	Prior Year 2017
Purchase of Security Services	\$ 1,409	\$ 75	\$ (35)	\$ 5,609	\$ 325	\$ (263)

- Purchase of Security Services was \$0.1 million favorable to budget for the month but slightly higher than prior year due to the timing of invoices and expected increased contract costs. Year-to-date, expenses were \$0.3 million favorable to budget and \$0.3 million unfavorable compared to the prior year.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Apr-18	Budget Apr-18	Prior Year Apr18 vs. Apr17	2018	Budget 2018	Prior Year 2017
Other Expenses	\$ 21,318	\$ 3,791	\$ 3,268	\$ 93,539	\$ 8,153	\$ 3,828

- The \$3.8 million and \$8.2 million favorable variances to budget for the month and year-to-date, respectively, were mainly due to the timing of contractual services invoices. The other expense category includes the pension obligation bond expense, utilities, maintenance contracts, services, and other expenses.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Apr-18	Budget Apr-18	Prior Year Apr18 vs. Apr17	2018	Budget 2018	Prior Year 2017
Total Operating Expenses	\$ 123,123	\$ 1,396	\$ (2,236)	\$ 508,613	\$ 2,206	\$ (6,564)

- Operating Expenses were \$1.4 million favorable to budget for the month due to the timing of contractual expenses. The unfavorable variance to prior year-to-date was due primarily to higher labor from contractual wage increases and higher fuel expenses due to higher consumption.

V. Recovery Ratio

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Apr-18	Budget Apr-18	Prior Year Apr18 vs. Apr17	2018	Budget 2018	Prior Year 2017
Recovery Ratio	55.23%	(0.75)		52.39%	(0.63)	

- Recovery Ratio, which measures the percentage of operating expenses CTA funds from internally generated revenues, was 55.23% for the month. This was unfavorable to budget by 0.75 percentage points for the month. Year-to-date, the recovery ratio was 52.39%,

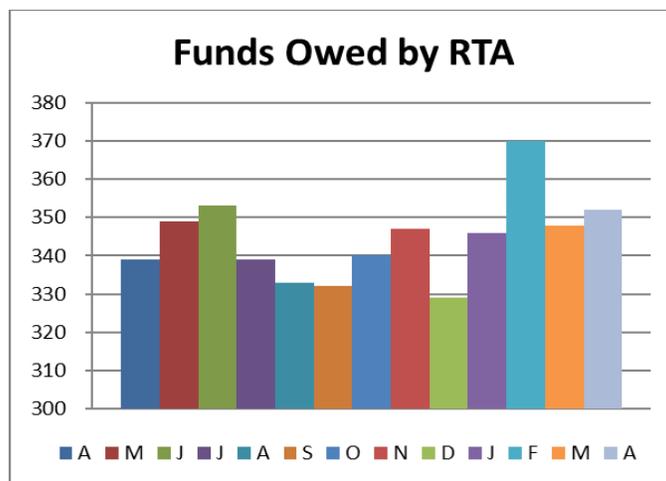
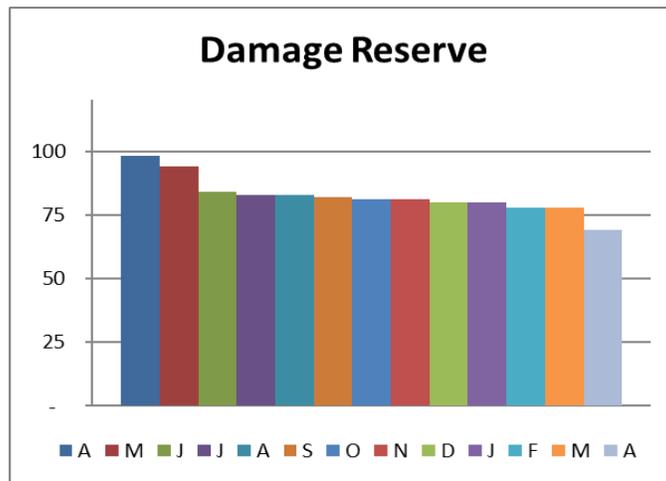
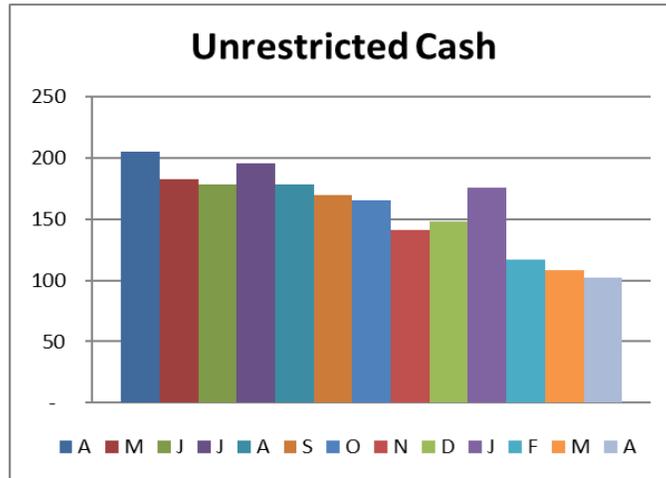
which was unfavorable to budget by 0.63 percentage points but is on target to meet the RTA required recovery ratio.

VI. Ridership

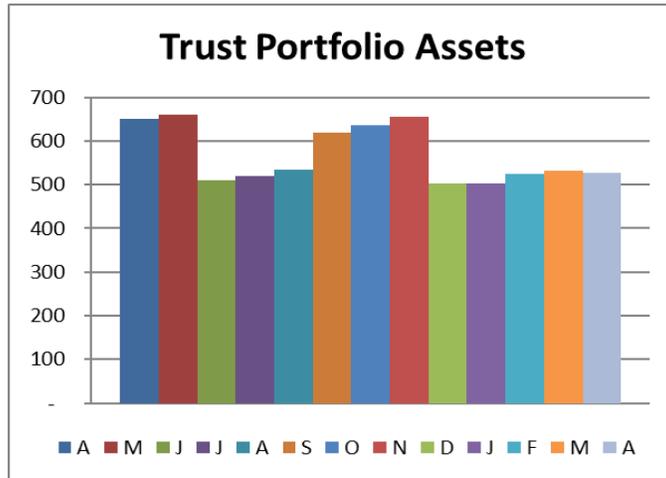
Category	Current Month			Full Year		
	Actual	Variance to Budget	Variance to Prior Year	Actual	Variance to Budget	Variance to Prior Year
	Apr-18	Apr-18	Apr18 vs. Apr17	2018	2018	2017
Bus	20,401	344	289	79,077	807	(2,628)
Rail	15,090	(79)	(80)	58,362	(177)	(1,649)
Rail to Rail Transfers	3,412	(13)	(25)	13,010	(195)	(369)
Total	38,903	251	185	150,449	436	(4,646)

- Ridership for the month of April was 38.9 million and was higher than budget and prior year by 0.3 million and 0.2 million, respectively.
- Calendar adjusted ridership was down 1.0% from prior year due to low gas prices and competition from rideshare services such as Uber and Lyft.
- Ridership for the year-to-date was 150.4 million and was 0.4 million higher than budget and 4.6 million lower than the prior year-to-date.
- Calendar adjusted ridership was down 3.5% from the prior year-to-date.
- More details on ridership can be found in the April Ridership Report.

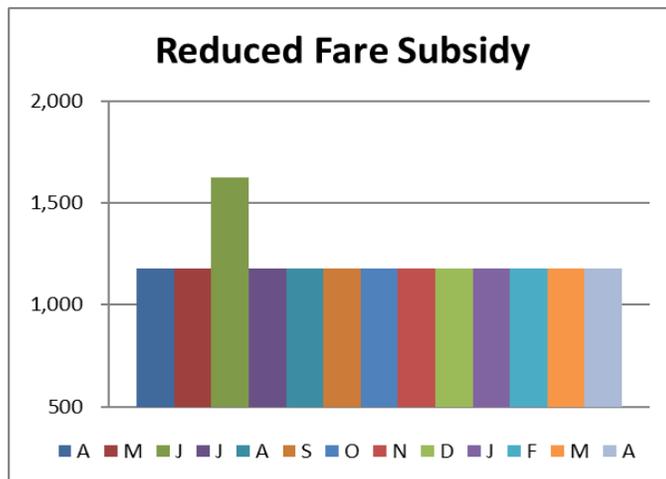
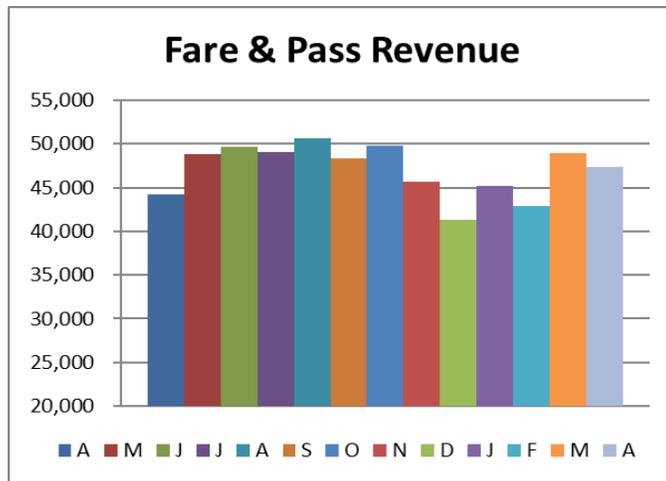
Cash



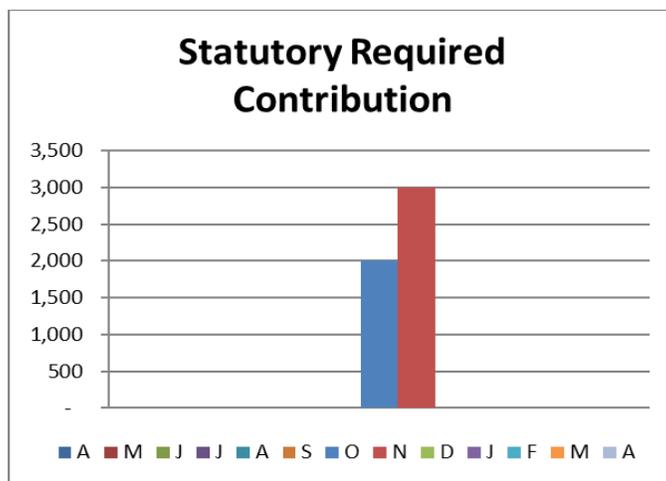
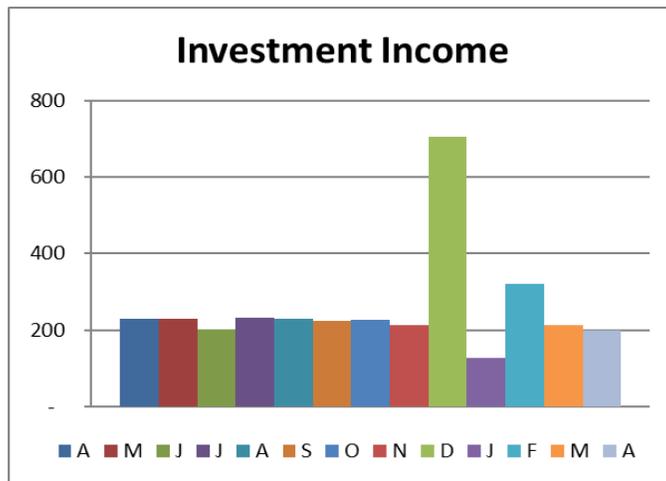
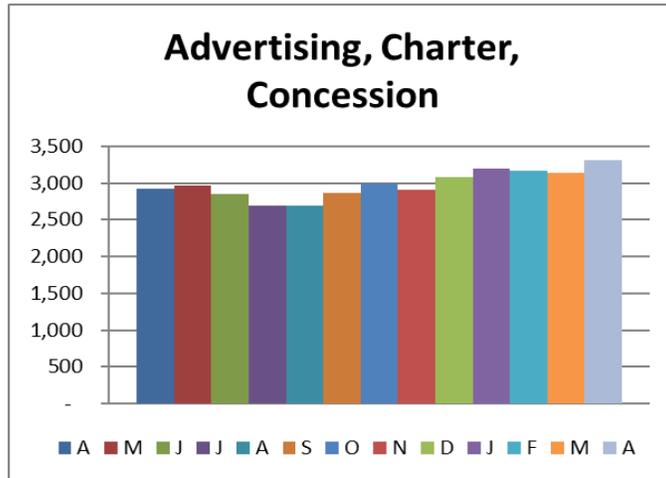
Cash



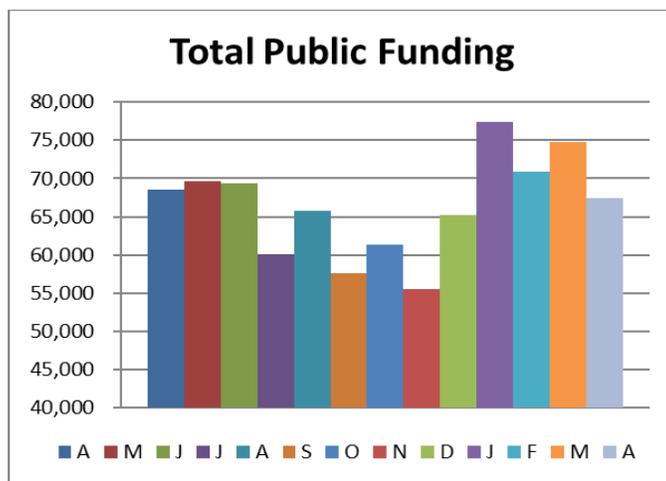
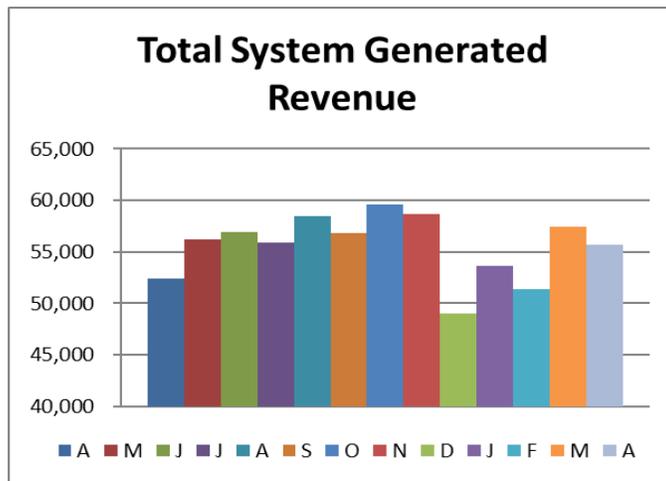
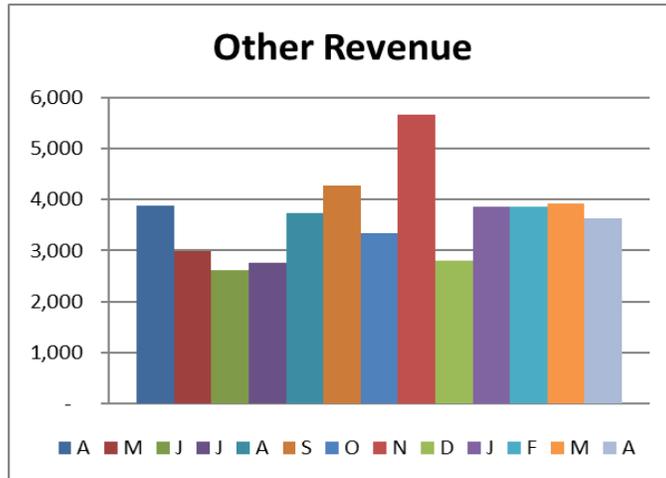
Revenue



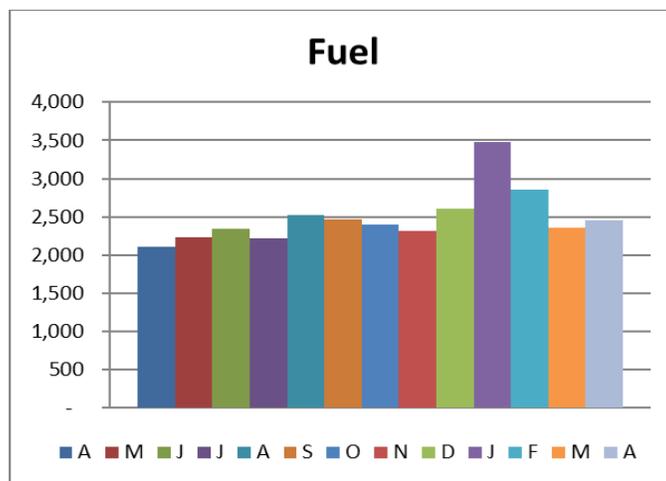
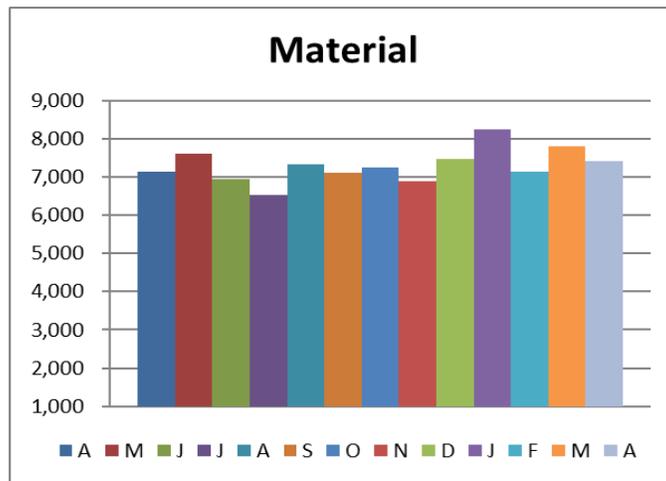
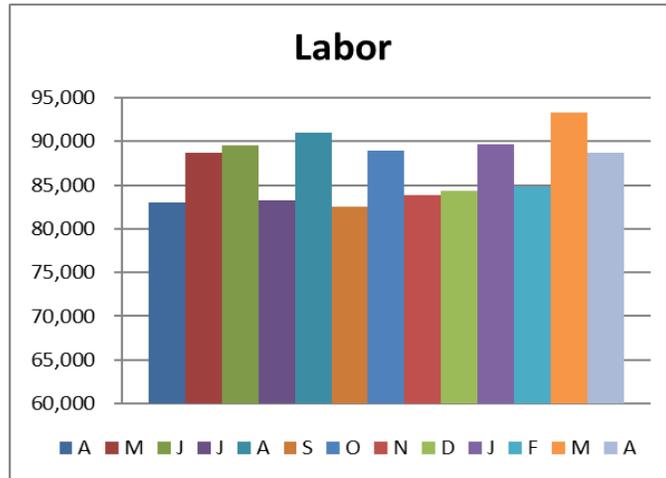
Revenue Cont'd



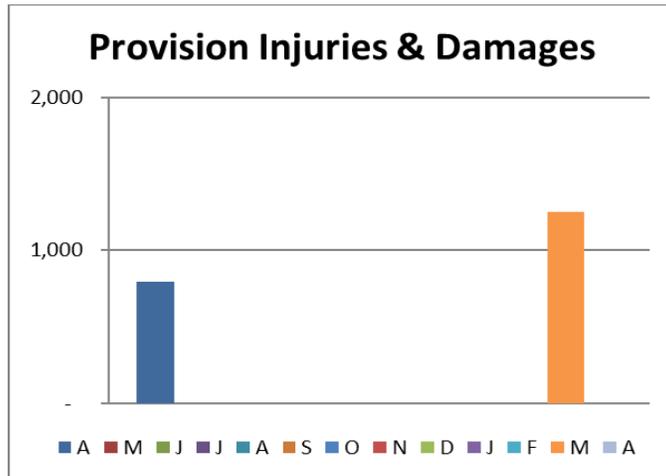
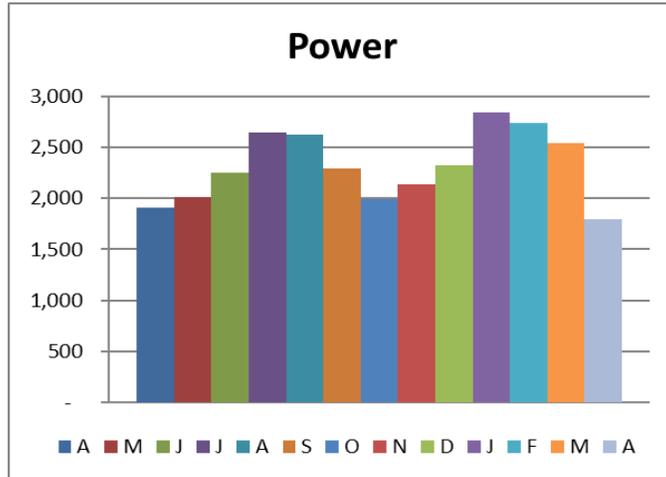
Revenue Cont'd



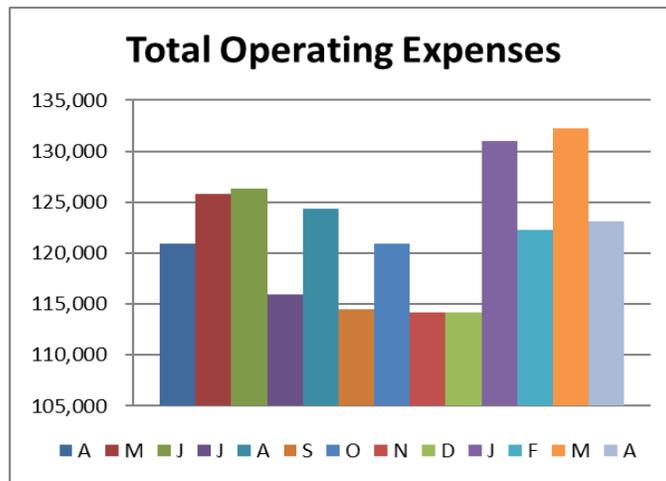
Expenses



Expenses Cont'd



Expenses Cont'd



Cash	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18
Unrestricted Cash	205	183	178	196	178	170	165	141	148	176	117	108	102
Damage Reserve	98	94	84	83	83	82	81	81	80	80	78	78	69
Funds Owed by RTA	339	349	353	339	333	332	340	347	329	346	370	348	352
Trust Portfolio Assets	650	660	510	520	534	620	636	655	503	503	525	531	527

Revenue	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18
Fare & Pass Revenue	44,171	48,863	49,629	49,009	50,666	48,281	49,847	45,668	41,259	45,231	42,887	48,965	47,335
Reduced Fare Subsidy	1,180	1,180	1,625	1,180	1,180	1,180	1,180	1,180	1,180	1,180	1,180	1,180	1,180
Advertising, Charter, Concession	2,914	2,963	2,845	2,697	2,691	2,867	2,997	2,907	3,073	3,201	3,163	3,139	3,309
Investment Income	229	230	202	231	230	223	226	212	704	126	320	213	198
Statutory Required Contribution	-	-	-	-	-	-	2,000	3,000	-	-	-	-	-
Other Revenue	3,875	2,981	2,624	2,758	3,727	4,274	3,349	5,675	2,791	3,852	3,862	3,915	3,635
Total System Generated Revenue	52,368	56,217	56,924	55,875	58,494	56,825	59,599	58,642	49,007	53,590	51,412	57,412	55,658
Total Public Funding	68,519	69,633	69,346	60,058	65,831	57,662	61,316	55,512	65,165	77,376	70,865	74,834	67,466

Expenses	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18
Labor	82,989	88,664	89,514	83,306	91,014	82,542	88,972	83,796	84,287	89,645	84,844	93,329	88,722
Material	7,137	7,597	6,933	6,521	7,336	7,096	7,259	6,874	7,456	8,250	7,133	7,791	7,424
Fuel	2,103	2,239	2,350	2,222	2,530	2,472	2,403	2,316	2,611	3,484	2,852	2,360	2,453
Power	1,907	2,014	2,252	2,650	2,622	2,298	1,993	2,140	2,328	2,844	2,741	2,545	1,799
Provision Injuries & Damages	792	-	-	-	-	-	-	-	-	-	-	1,250	-
Purchase of Security Services	1,373	1,386	1,382	1,461	1,510	1,510	1,508	1,508	1,430	1,403	1,387	1,410	1,409
Other Expenses	24,586	23,950	23,839	19,773	19,311	18,570	18,778	17,518	16,059	25,340	23,320	23,562	21,318
Total Operating Expenses	120,887	125,850	126,271	115,933	124,324	114,487	120,914	114,153	114,172	130,966	122,277	132,247	123,123