



To: Chicago Transit Authority Board
From: Ron DeNard, Chief Financial Officer
Re: Financial Results for March 2013
Date: May 1, 2013

I. Summary

CTA's financial results show a surplus of \$0.5 million for the month and a deficit of \$4.0 million for the year to date. The surplus for the month is primarily due to a favorable variance in the other expense category. The year to date deficit is primarily due to system generated revenues that were lower than budget.

Ridership for the month was 44.2 million and was 0.6 million less than budget. Year to date ridership was 127.5 million and was 0.8 million less than budget.

II. Cash & Liquidity

The chart below highlights CTA's cash position at March 2013 compared to March 2012.

	2013	2012	(Decrease)
Unrestricted Cash	\$ 108.3	\$ 123.0	\$ (14.7)
Damage Reserve	122.2	113.9	\$ 8.3
Funds Owed by RTA	252.4	226.1	\$ 26.3
Trust Portfolio Assets	694.2	1,073.0	\$ (378.8)
Total Cash and Receivables	\$ 1,177.1	\$ 1,536.0	\$ (358.9)

CTA's total cash/receivables balance is equal to \$108.3 million. Unrestricted cash was \$14.7 million less than the prior year. The cash in Damage Reserve is \$8.3 million higher than last year. Funds owed by the RTA were approximately \$252.4 million which was \$26.3 million more than the prior year. CTA continues to work closely with the RTA to monitor their receivable balance owed; Trust Portfolio Assets are bond proceeds held in trust and are \$378.8 less than prior year. This amount will decrease as we spend bond proceeds on capital projects and increase when we issue bonds for new projects.

III. Revenue

Category	Current Month			Year to Date		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12
Fare & Pass Revenue	\$ 48,827.0	\$ (1,121.0)	\$ 2,522.0	\$ 136,766.0	\$ (4,061.0)	\$ 3,718.0

- Fare and pass revenue was \$1.1 million less than budget for the month. The average fare for the month was \$1.11 and was \$0.01 less than budget and was \$0.06 more than the prior month.
- Year to date fare and pass revenue was \$4.1 million less than budget. The average fare for the year to date was \$1.07 per ride and was \$0.03 less than budget.

Category	Current Month			Year to Date		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12
Reduced Fare Subsidy	\$ 2,360.0	-	\$ 27.0	\$ 7,081.0	-	\$ 81.0

- Reduced Fare Subsidy was on par with budget for the month and year.

Category	Current Month			Year to Date		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12
Advertising, Charter, Concession	\$ 2,830.0	\$ 786.0	\$ 1,051.0	\$ 7,341.0	\$ 1,164.0	\$ 2,066.0

- Advertising, Charter and Concessions Revenue was \$0.8 million more than budget for the month and was \$1.2 million more than budget for the year to date.

Category	Current Month			Year to Date		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12
Investment income	\$ 30.0	\$ (6.0)	\$ (11.0)	\$ 92.0	\$ (29.0)	\$ (35.0)

- Investment Income Revenue was slightly below budget for the month and was \$29,000 less than budget for the year to date.

Category	Current Month			Year to Date		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12
Other Revenue	\$ 2,634.0	\$ 117.0	\$ (125.0)	\$ 8,088.0	\$ (125.0)	\$ (2,471.0)

- All Other Revenue was \$0.1 million more than budget for the month and was \$0.1 million less than budget for the year to date period due to corporate sponsorship revenue anticipated in the budget but not yet realized. The revenue is unfavorable versus prior year due to the receipt of a security grant in 2012 that was at a lower amount in 2013.

Category	Current Month			Year to Date		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12
Total System Generated Revenue	\$ 56,681.0	\$ (225.0)	\$ 3,464.0	\$ 159,368.0	\$ (3,052.0)	\$ 3,359.0

- System-Generated Revenue was \$0.2 million less than budget for the month. Year to date System-Generated Revenue was \$3.1 million less than budget. The unfavorable variance for the year to date was primarily due to lower than anticipated farebox and pass revenue.

IV. Expenses

Category	Current Month			Year to Date		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12
Labor	\$ 77,394.0	\$ (566.0)	\$ 882.0	\$ 233,621.0	\$ (4,562.0)	\$ (4,851.0)

- Labor Expense was \$0.6 million more than budget for the month. Labor expense year to date was unfavorable to budget by \$4.6 million. Labor expense is unfavorable to budget due to the adjusted timing of the implementation of the Customer Service Assistants in the rail stations, additional bus service in the first quarter and increased training for bus operators in the first half of the year.

Category	Current Month			Year to Date		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12
Material	\$ 4,546.0	\$ (229.0)	\$ 1,373.0	\$ 17,490.0	\$ (2,179.0)	\$ 729.0

- Material Expense was over budget by \$0.2 million. Material expense for the year to date was \$2.2 million over budget due to the maintenance of 102 more rail cars than planned, an increase in both the replacement rate for parts and in the cost of components,

Category	Current Month			Year to Date		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12
Fuel	\$ 5,346.0	\$ 152.0	\$ (378.0)	\$ 15,332.0	\$ 832.0	\$ (984.0)

- Fuel for Revenue Equipment was \$0.1 million less than budget for the month. Fuel expense was \$0.8 million less than budget for the year.

Category	Current Month			Year to Date		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12
Power	\$ 2,001.0	\$ (55.0)	\$ (76.0)	\$ 5,673.0	\$ 20.0	\$ 1,492.0

- Electric Power for Revenue Equipment was \$0.1 million more than budget for the month and was \$0.2 million less than budget for the year to date.

Category	Current Month			Year to Date		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12
Provision Injuries & Damages	\$ 983.0	\$ -	\$ 1,617.0	\$ 2,948.0	\$ -	\$ 4,852.0

- Provision for Injuries and Damages Expense was on par with budget for the month and year.

Category	Current Month			Year to Date		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12
Purchase of Security Services	\$ 2,892.0	\$ 49.0	\$ 13.0	\$ 8,678.0	\$ 363.0	\$ 47.0

- Purchase of Security Services was \$0.1 million favorable to budget for the month. Year to date security expense was \$0.3 million less than budget for the year.

Category	Current Month			Year to Date		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12
Other Expenses	\$ 18,122.0	\$ 1,366.0	\$ (8,688.0)	\$ 53,189.0	\$ 4,617.0	\$ (19,417.0)

- Other Expense was \$1.4 million less than budget. Year to date other expenses was \$4.6 million less than budget. The favorable variance for the month and year to date is due to timing differences for maintenance and repair contract costs. The expense is higher than prior year due to the impact of the elimination of a debt service reserve that caused 2012 expenses to be abnormally low as compared to 2013.

Category	Current Month			Year to Date		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12
Total Operating Expenses	\$ 111,283.0	\$ 717.0	\$ (5,255.0)	\$ 336,931.0	\$ (909.0)	\$ (18,132.0)

- Operating Expenses were \$0.7 million less than budget for the month, primarily due to a favorable variance in the other expense category. For the year to date period, operating expenses were \$0.9 million more than budget due to labor and materials expenses. Expenses in 2013 are higher than 2012 due to the elimination of pension bond debt service reserve in 2012 that lowered 2012 expenses.

V. Other

Category	Current Month			Year to Date		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12	Mar13	Budget Mar13	Prior Year Mar13 vs. Mar12
Recovery Ratio	62.2%	0.16		57.8%	-1.52	

- Recovery Ratio, which measures the percentage of operating expenses CTA funds from internally generated revenues, was 62.2% for the month and 57.8% for the year. This was favorable to budget by 0.16 percentage points for the month and by 1.52 percentage points for the year to date.

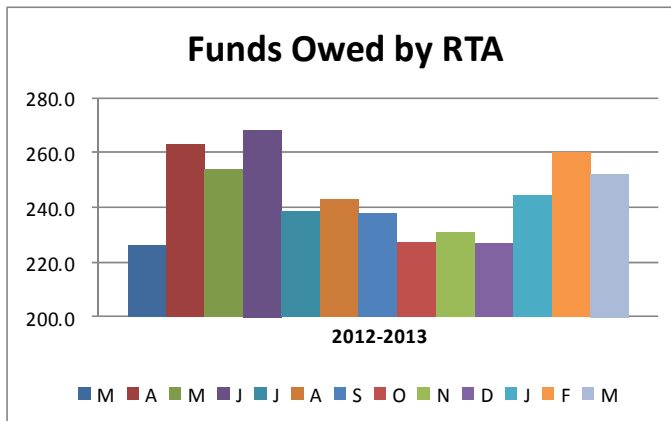
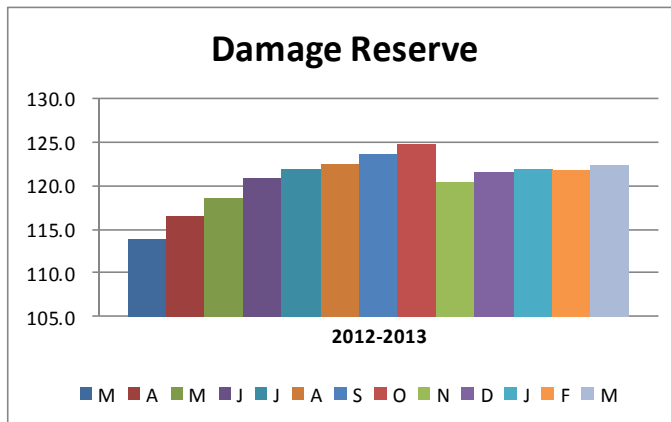
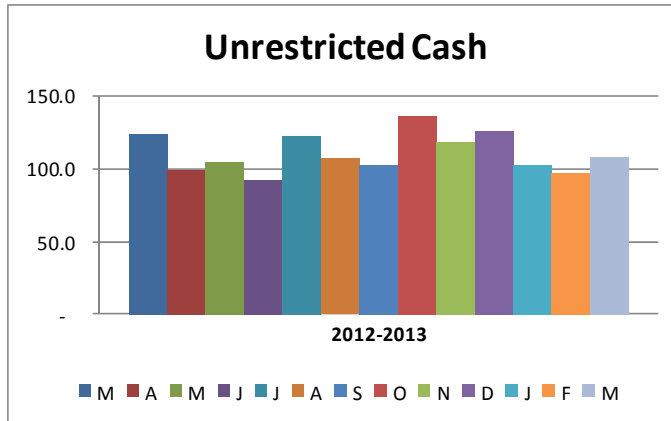
VI. Ridership

Category	Current Month			Year to Date		
	Actual Mar13	Variance to Budget Mar13	Variance to Prior Year Mar13 vs. Mar12	Actual Mar13	Variance to Budget Mar13	Variance to Prior Year Mar13 vs. Mar12
Bus	25,633.0	(472.0)	(2,284.0)	73,963.0	(949.0)	(4,524.0)
Rail	15,252.0	(172.0)	(1,024.0)	44,043.0	15.0	(1,669.0)
Rail to Rail Transfers	3,277.0	20.0	(160.0)	9,448.0	161.0	(202.0)
Total	44,161.0	(625.0)	(3,468.0)	127,455.0	(773.0)	(6,396.0)

- Ridership for the month of March was 44.2 million and was 0.6 million less than budget and was 3.5 million less than prior year. Calendar adjusted ridership was down 5.3% from prior year.
- Ridership for the year to date was 127.5 million and was 0.8 million less than budget and 6.4 million less than prior year. Calendar adjusted ridership is down 3.5% over the prior year to date.

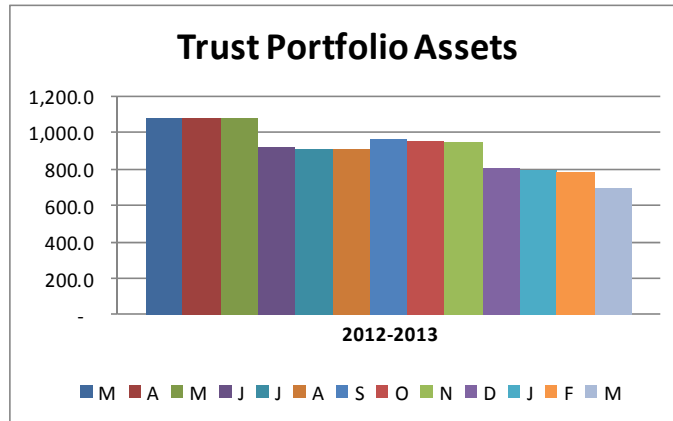
Appendix

Cash & Liquidity

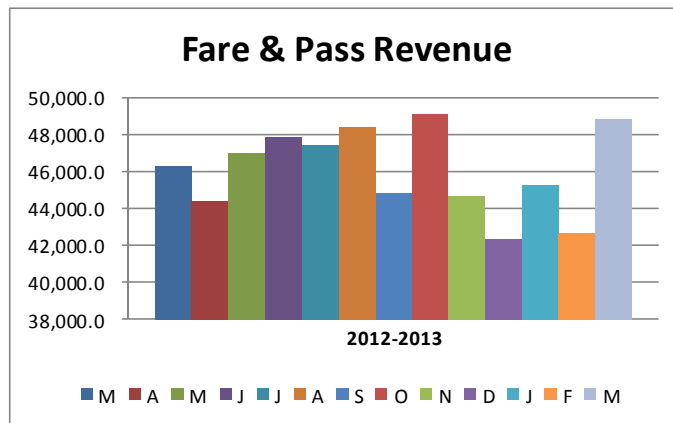
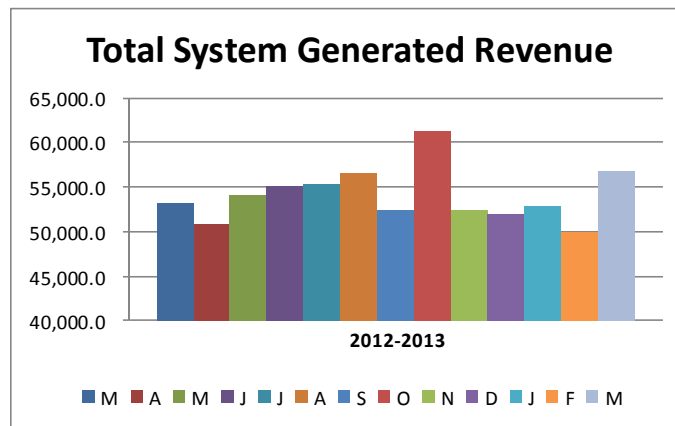


Appendix

Cash & Liquidity (cont'd.)

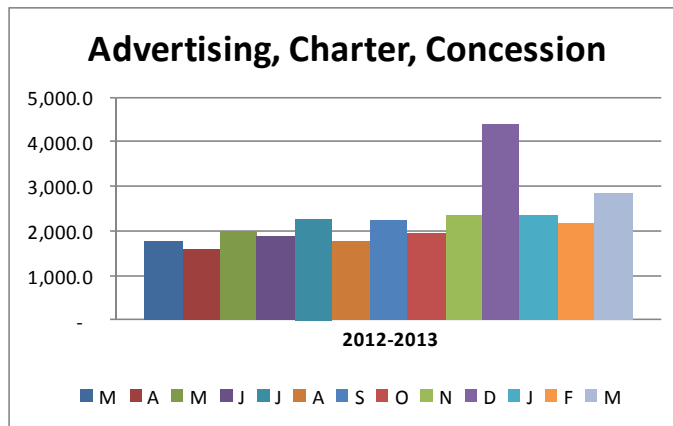
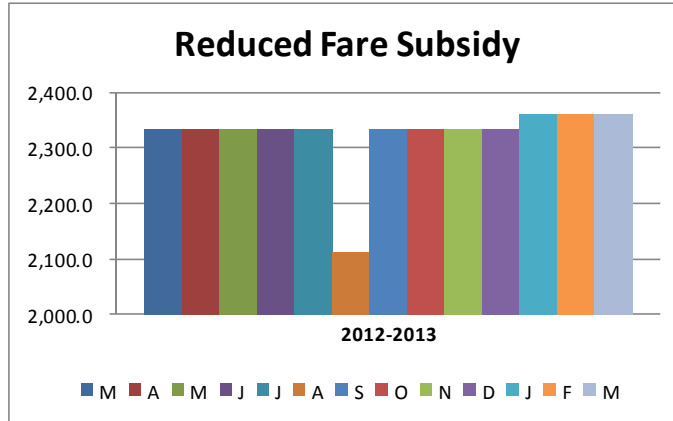


Revenue



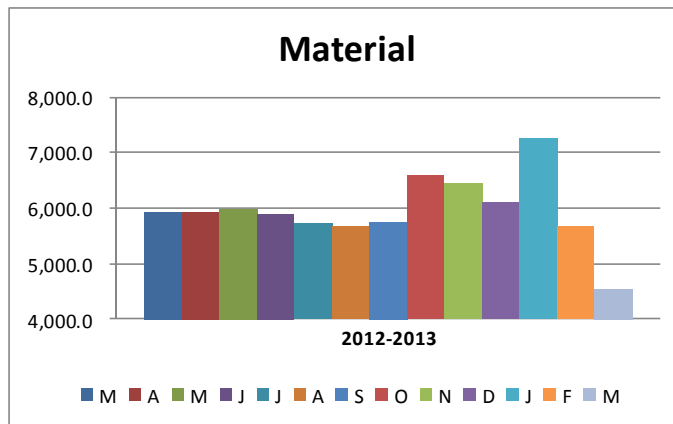
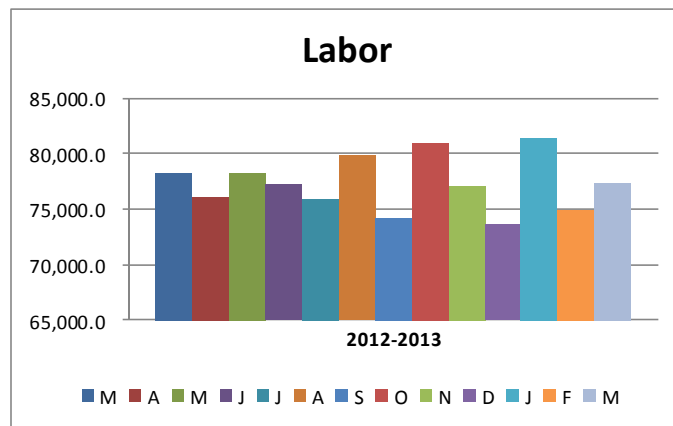
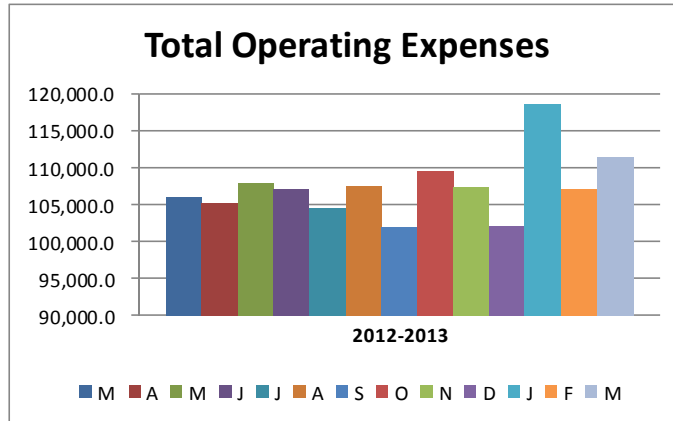
Appendix

Revenue (cont'd.)



Appendix

Expenses



Appendix

Expenses (cont'd.)

