



CTA 2007 Contingency Plan



JUST
THE
FACTS



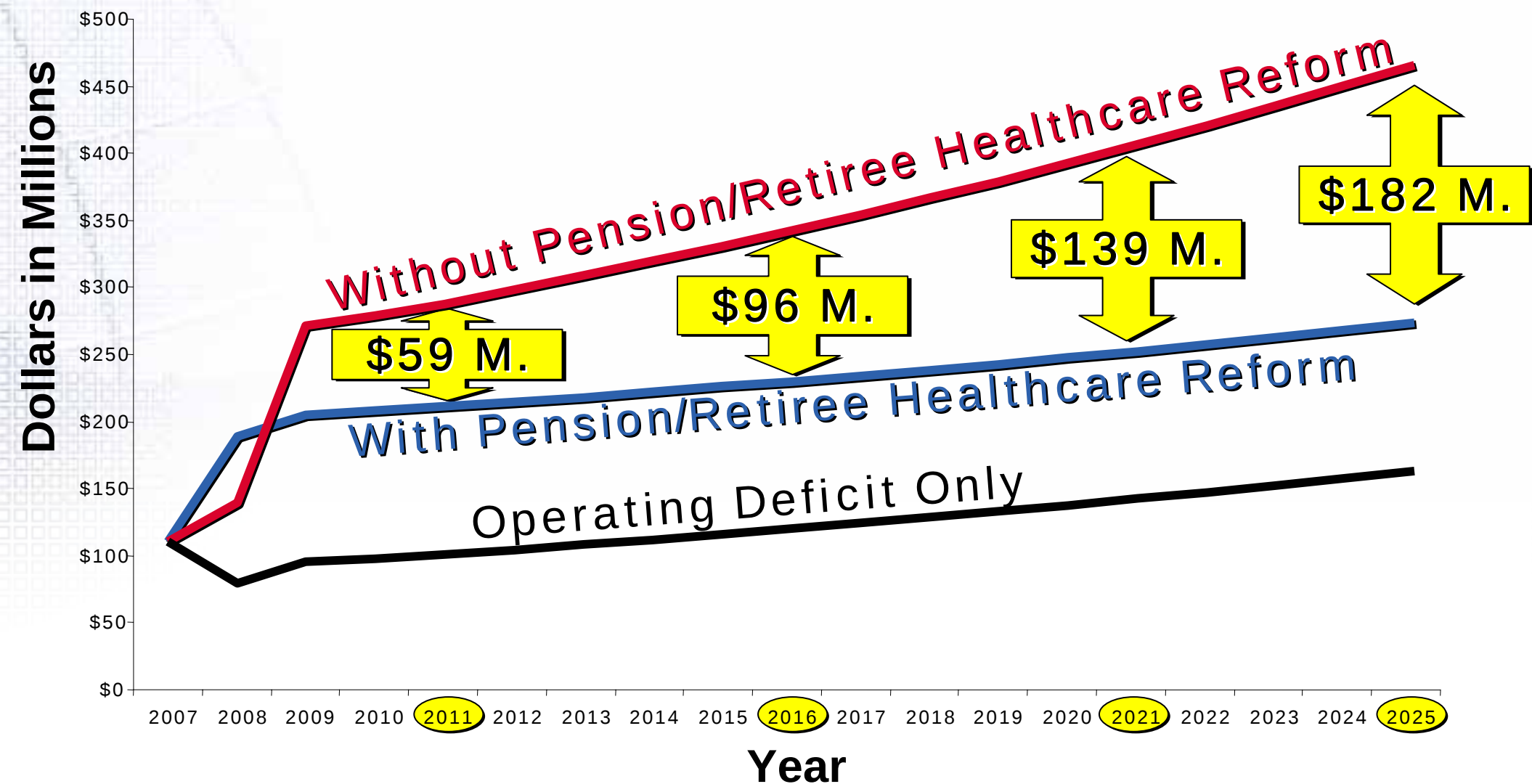
RTA Directive

Unless the RTA Board makes a determination... no later than July 1, 2007, that the funds identified as new transit funding... are available for 2007... such amounts *[\$110 million]* are eliminated... and the Service Boards shall present to the RTA revised budgets for 2007.

From the RTA Ordinance adopting and approving the 2007 Budget for CTA, Metra and Pace

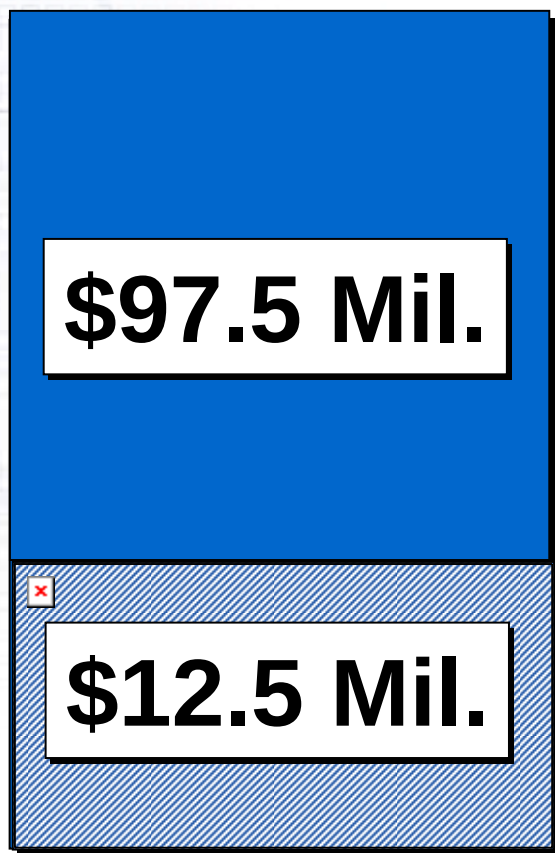


CTA Operating Shortfalls





2007 \$110 Million Deficit



Current Deficit

1st Round of CTA Cuts



Additional Cuts/Efficiencies

- 1. Deferring non-union pay increases**
- 2. Graduated furlough days for non-union managers making \$50,000 or more**
- 3. Eliminates 9 vacancies and 18 positions**
- 4. Under- 'L' parking = \$ 5.6 million
+ \$12.5 million
\$ 18.1 million**

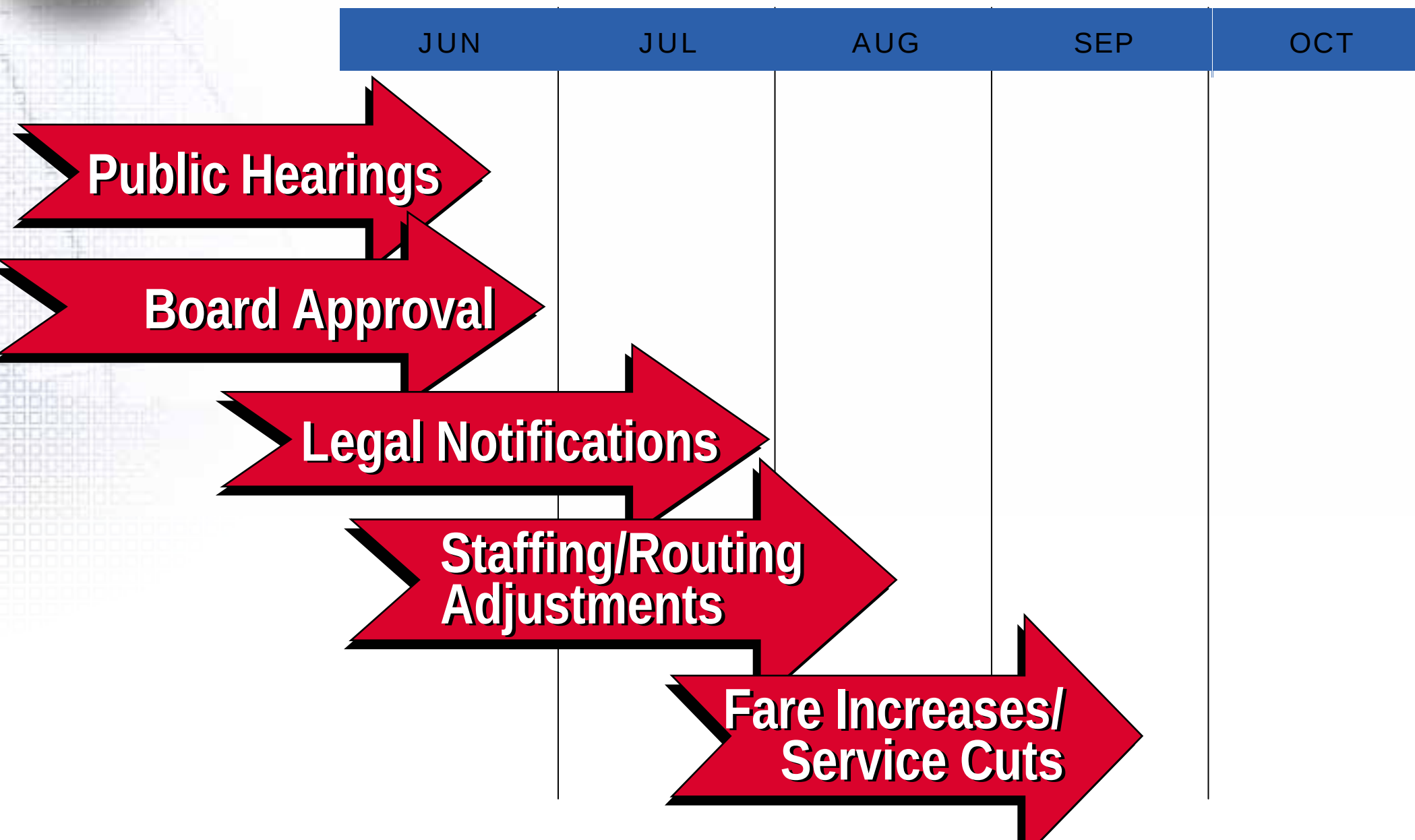


CTA Guiding Principles

- 1. Maintain as much availability as possible for transit dependent customers**
- 2. Maintain regional connections, where possible**
- 3. Spread the burden of cost reductions in an equitable manner consistent with Environmental Justice and Title VI requirements**



Timeline





Five Options

Suspension
of Service
October '07

Higher
Fares
Only

Higher Fares
& Service
Recommendation

	A	B	C	D	E
Administrative	Layoff	\$5.6	\$5.6	\$5.6	\$5.6
Capital				\$50.0	\$56.9
Service	None		\$68.9		\$15.0
Fares		\$91.9	\$23.0	\$41.9	\$20.0
TOTAL	\$97.5	\$97.5	\$97.5	\$97.5	\$97.5

*Dollars in Millions



Option A: Service Cuts Only

Administrative	Service Stop
Capital	
Service	10,833 Layoffs
Fares	
TOTAL	\$97.5 Million

**Initial
Weekday
Ridership
Lost**

1.6 Mil.



Option B: Fare Increase Only

Administrative	\$ 5.6 Million
Capital	
Service	
Fares	\$91.9 Million
TOTAL	\$97.5 Million

**Initial
Weekday
Ridership
Lost**

340,000



Option B: Fare Increase Only

FARE TYPE		Current	Propose
Cash Off-Peak Fare	BUS	\$2.00	\$2.75
	RAIL	\$2.00	\$2.75
Cash Peak Fare	BUS	\$2.00	\$7.00
	RAIL	\$2.00	\$7.00
All Passes	250% increase		

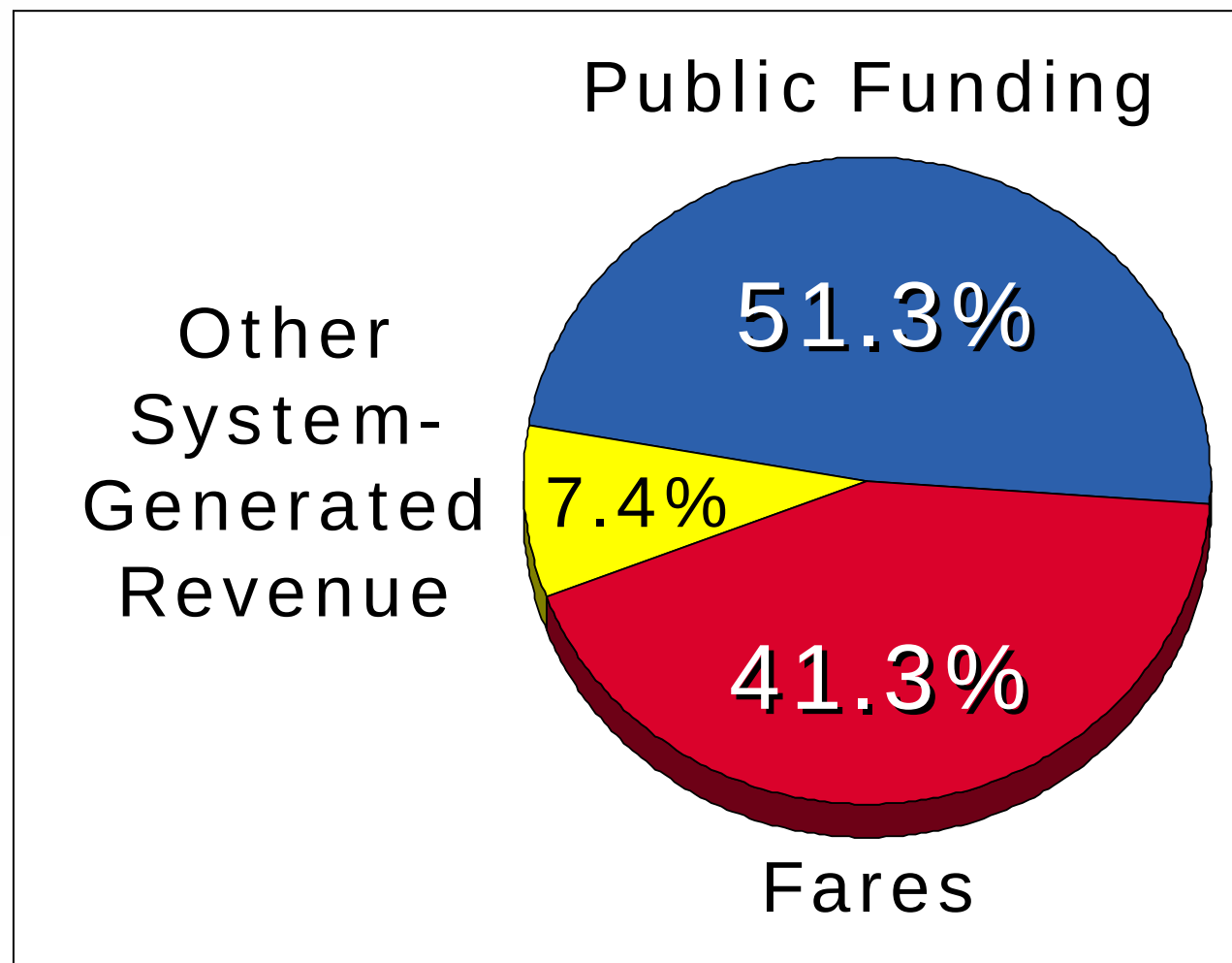
+\$0.75

+\$5.00



Raising Fares Only Doesn't Work

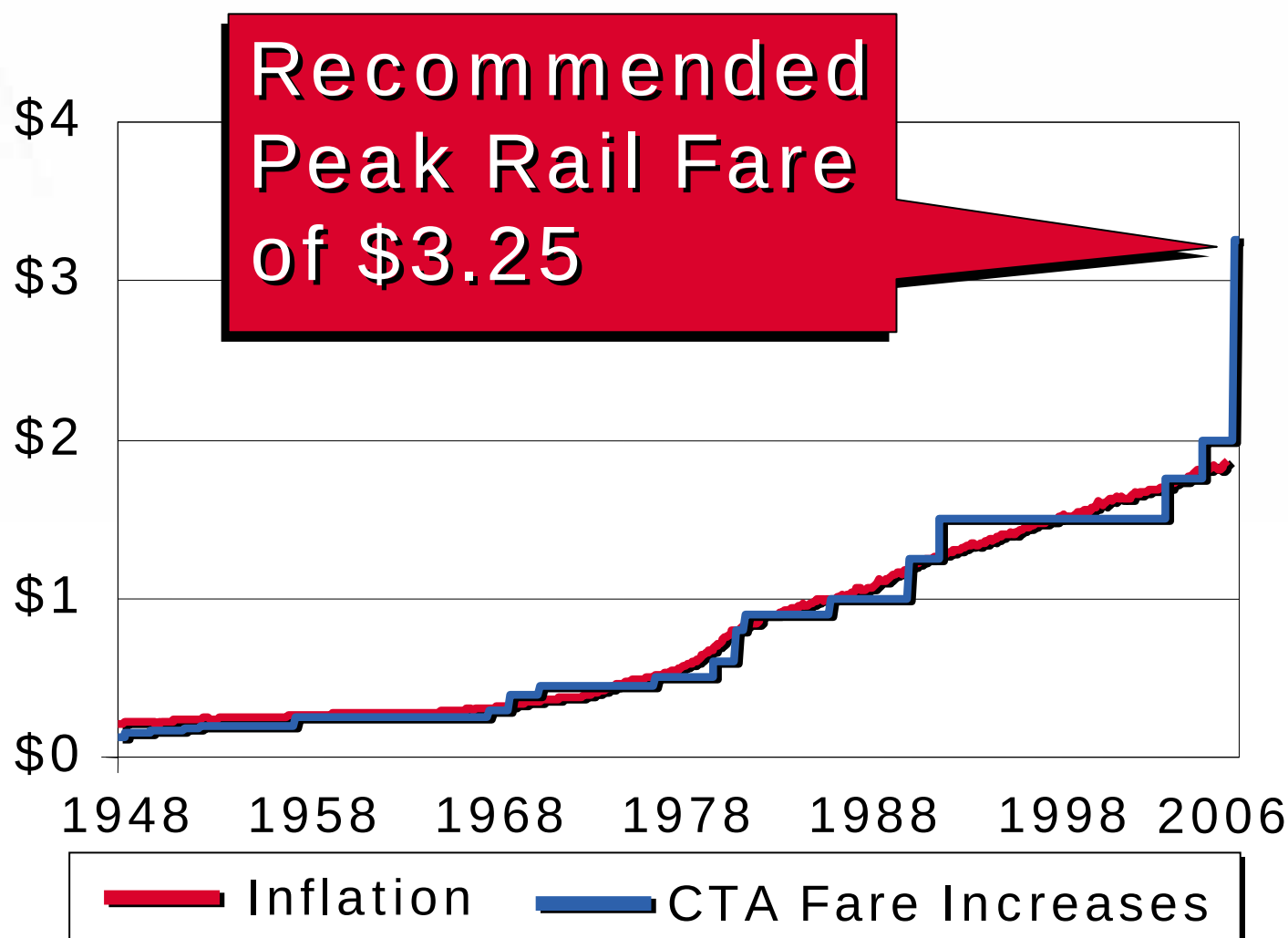
- **Raising fares covers less than half of the system operation expenses**





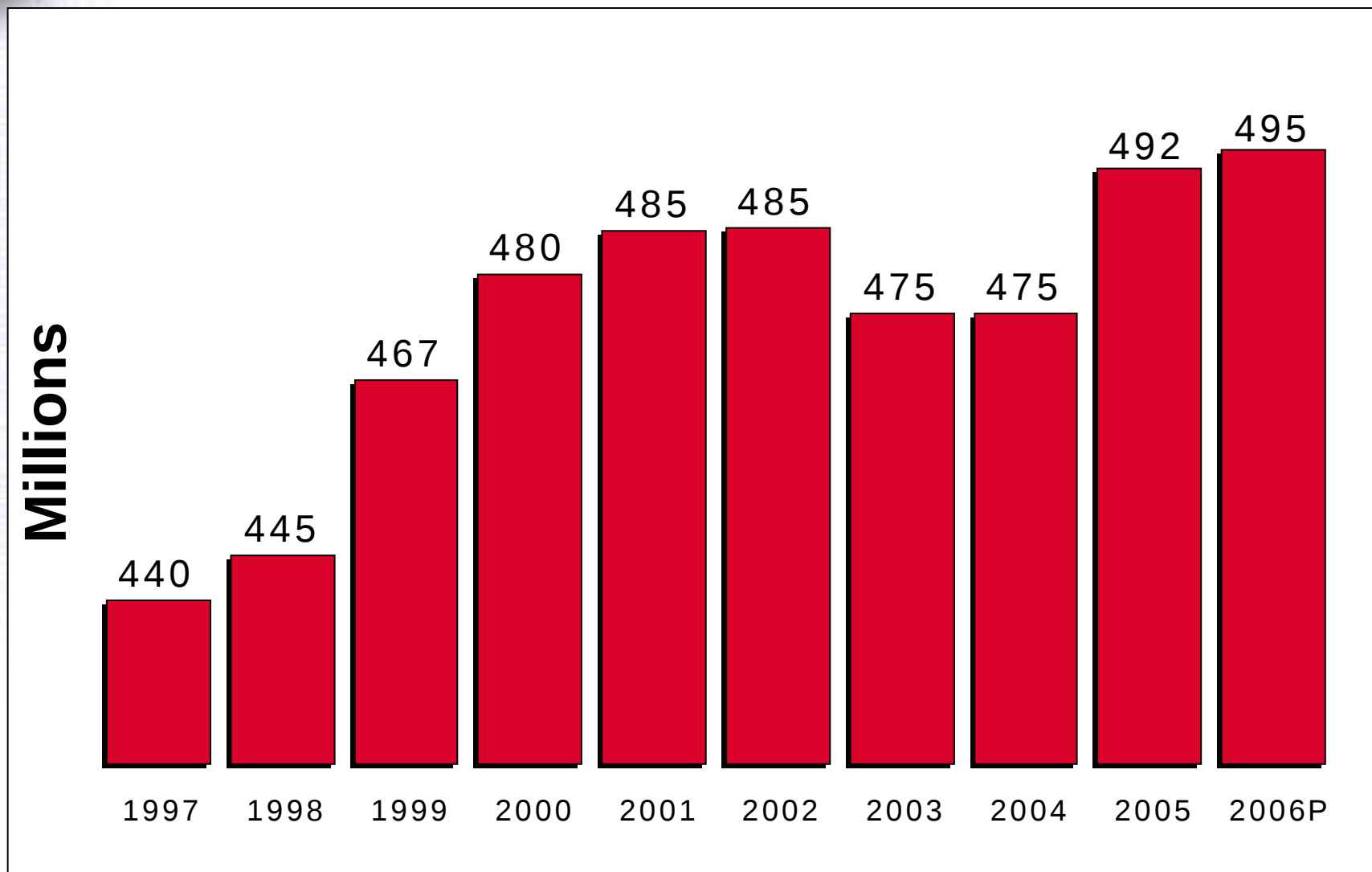
Fare Increases Vs. Inflation

- Historically, CTA fare increases have kept even with inflation...





CTA Ridership Has Grown





Option C: Fare Increase and Service Reduction

Administrative	\$ 5.6 Million
Capital	
Service	\$68.9 Million
Fares	\$23.0 Million
TOTAL	\$97.5 Million

**Initial
Weekday
Rides
Lost**

570,000



Option C: Fare Increase and Service Reduction

FARE TYPE		Current	Propose
Cash Off-Peak Fare	BUS	\$2.00	\$2.50
	RAIL	\$2.00	\$2.50
Cash Peak Fare	BUS	\$2.00	\$5.50
	RAIL	\$2.00	\$5.50
ALL Passes	175% increase		

+\$0.50

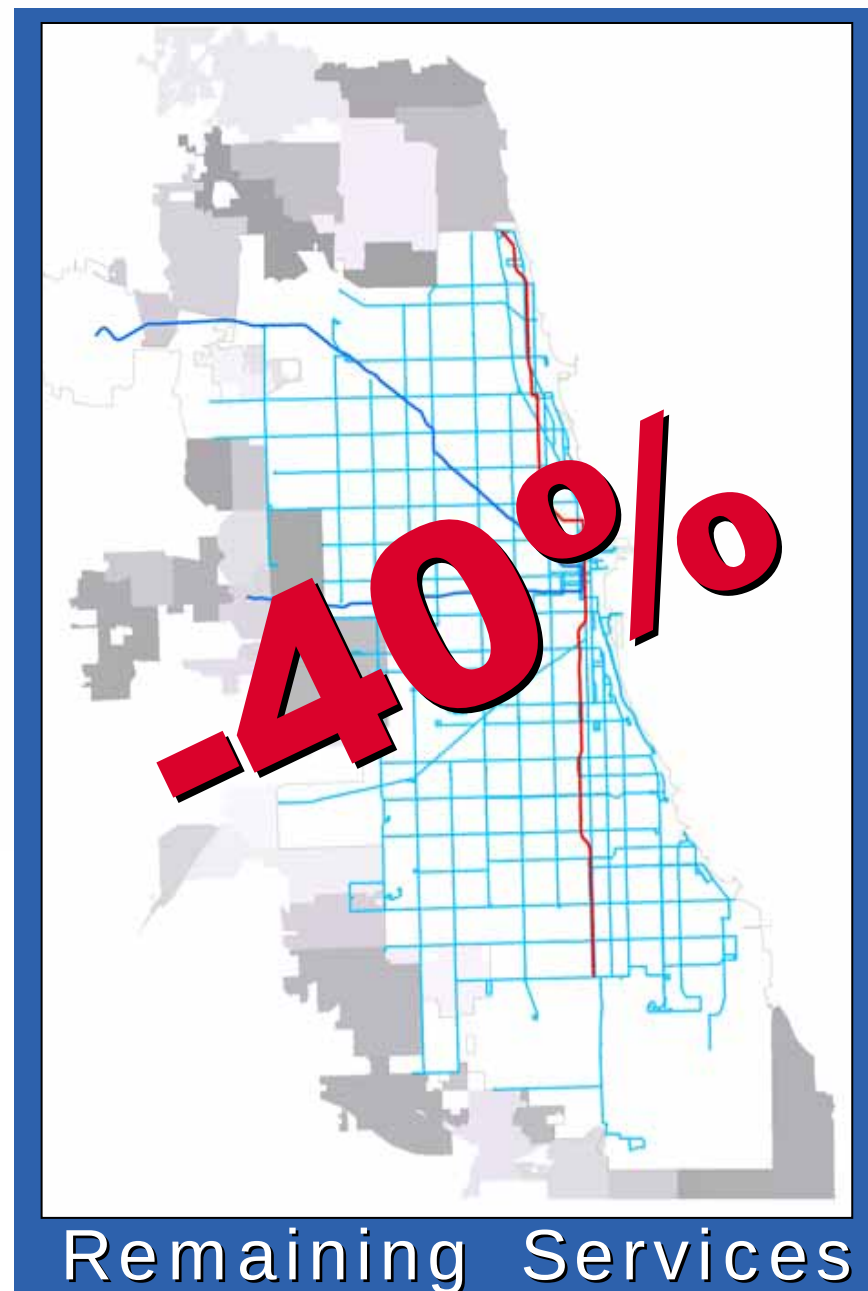
+\$3.50



Option C: Fare Increase and Service Reduction

Bus/Train service on key routes only

- Brown, Orange, Green, Pink, Purple and Yellow lines suspended
- Bus service suspended on 107 routes
- 887 fewer buses and 422 fewer trains during peak travel time





Downward Spiral

Riders

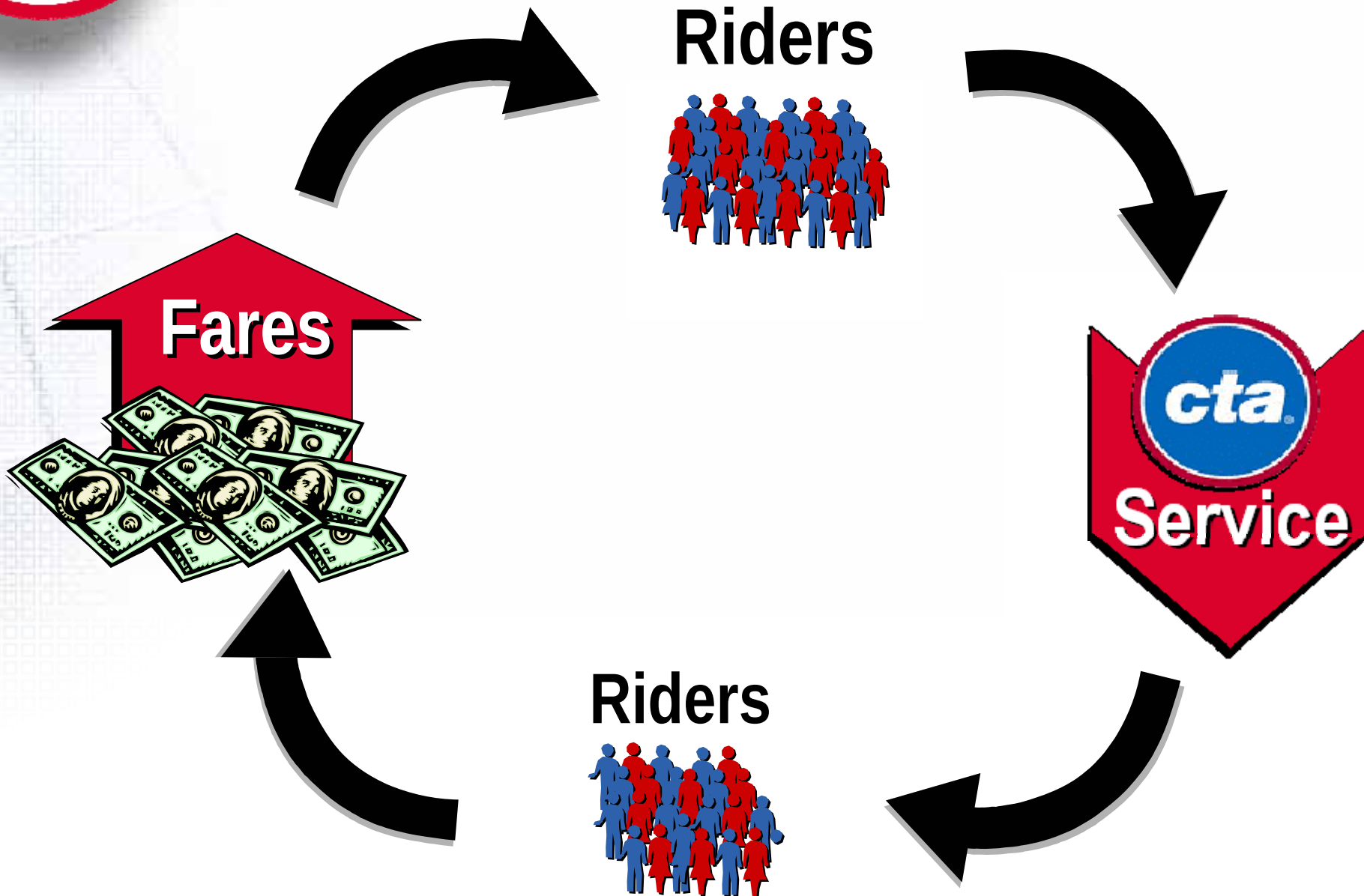


Fares



cta
Service

Riders





Option D: Fare Increase and Capital Transfer

Administrative	\$5.6 Million
Capital	\$50.0 Million
Service	
Fares	\$41.9 Million
TOTAL	\$97.5 Million

**Initial
Weekday
Rides Lost**

270,000



Option D: Fare Increase and Capital Transfer

FARE TYPE		Current	Proposed
Cash Off-Peak Fare	BUS	\$2.00	\$2.50
	RAIL	\$2.00	\$2.50
Cash Peak Fare	BUS	\$2.00	\$4.00
	RAIL	\$2.00	\$4.50
All Passes	125% increase		

+\$0.50

+\$2.00

+\$2.50



Capital

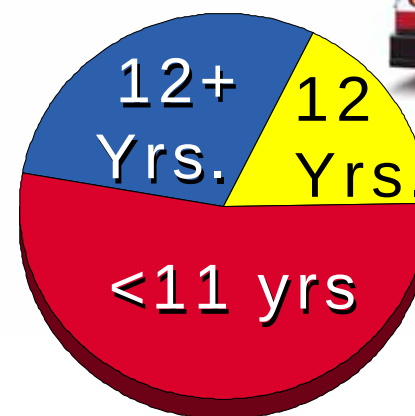
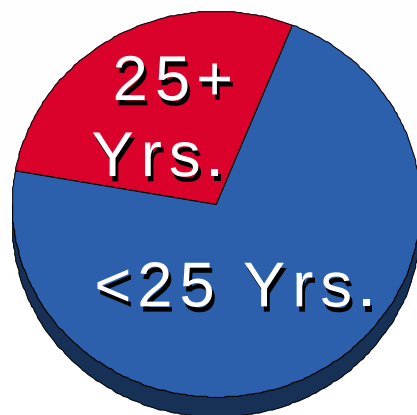
- **Delaying vehicle overhauls increases cost and customer inconvenience**

Fleet = Approximately 2,220

Avg. age = 9.4 yrs. (Goal is 6 yrs)



**Rail
Fleet**



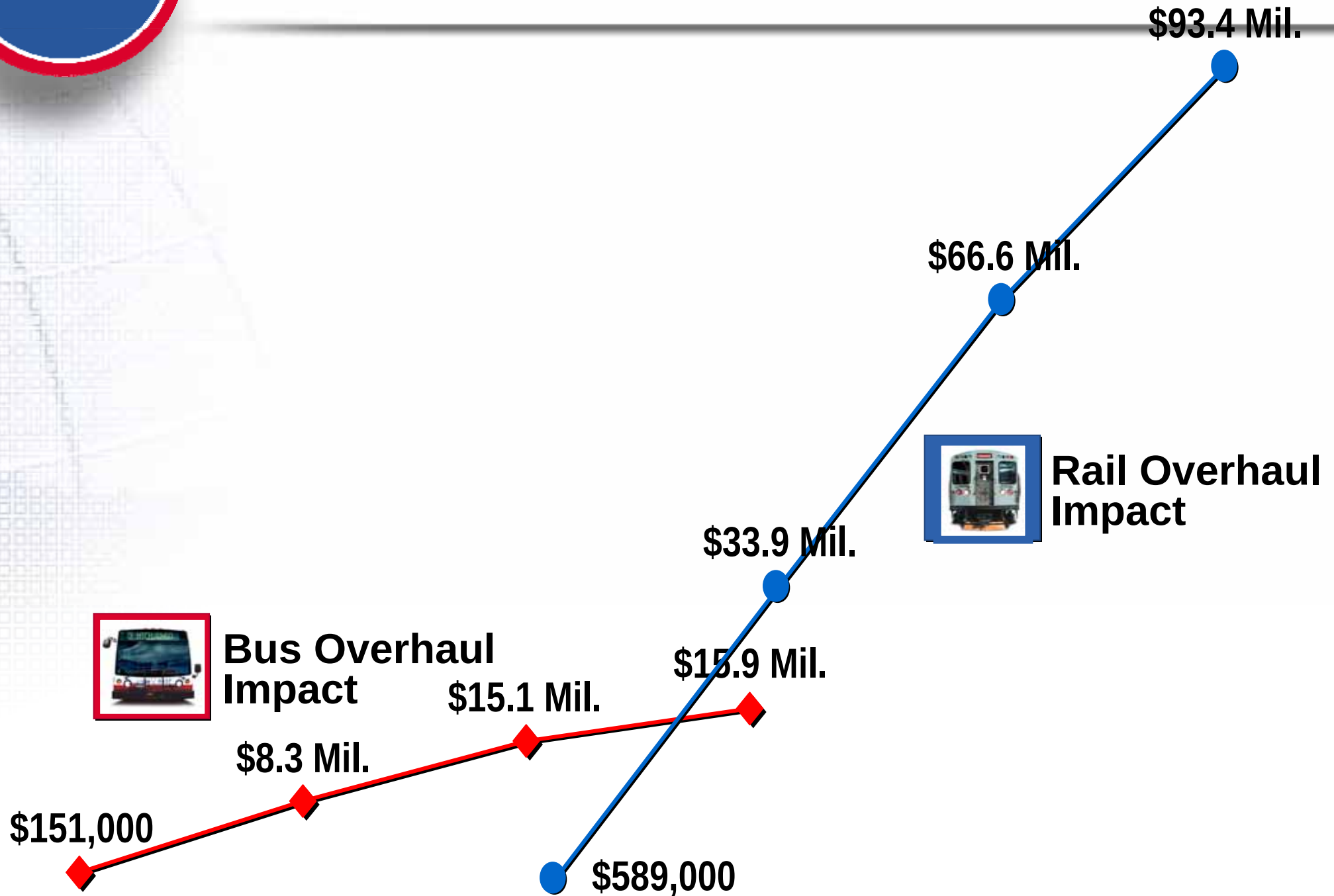
Bus Fleet

Fleet = Approximately 1,190

Avg. age = 23.7 yrs. (Goal is 12.5 yrs)



Costs of Deferring Capital





Recommendation

Administrative	\$5.6 Million
Capital	\$56.9 Million
Service	\$15.0 Million
Fares	\$20.0 Million
TOTAL	\$97.5 Million

**Initial
Weekday
Ridership
Lost**

260,000



E: Fare Increase , Service Cuts and Capital Transfer

FARE TYPE		Current	Propose
Cash Off-Peak Fare	BUS	\$2.00	\$2.25
	RAIL	\$2.00	\$2.50
Cash Peak Fare	BUS	\$2.00	\$2.75
	RAIL	\$2.00	\$3.25
ALL Passes	63% increase		

+\$.25

+\$.50

+\$.75

+\$1.25



Recommendation

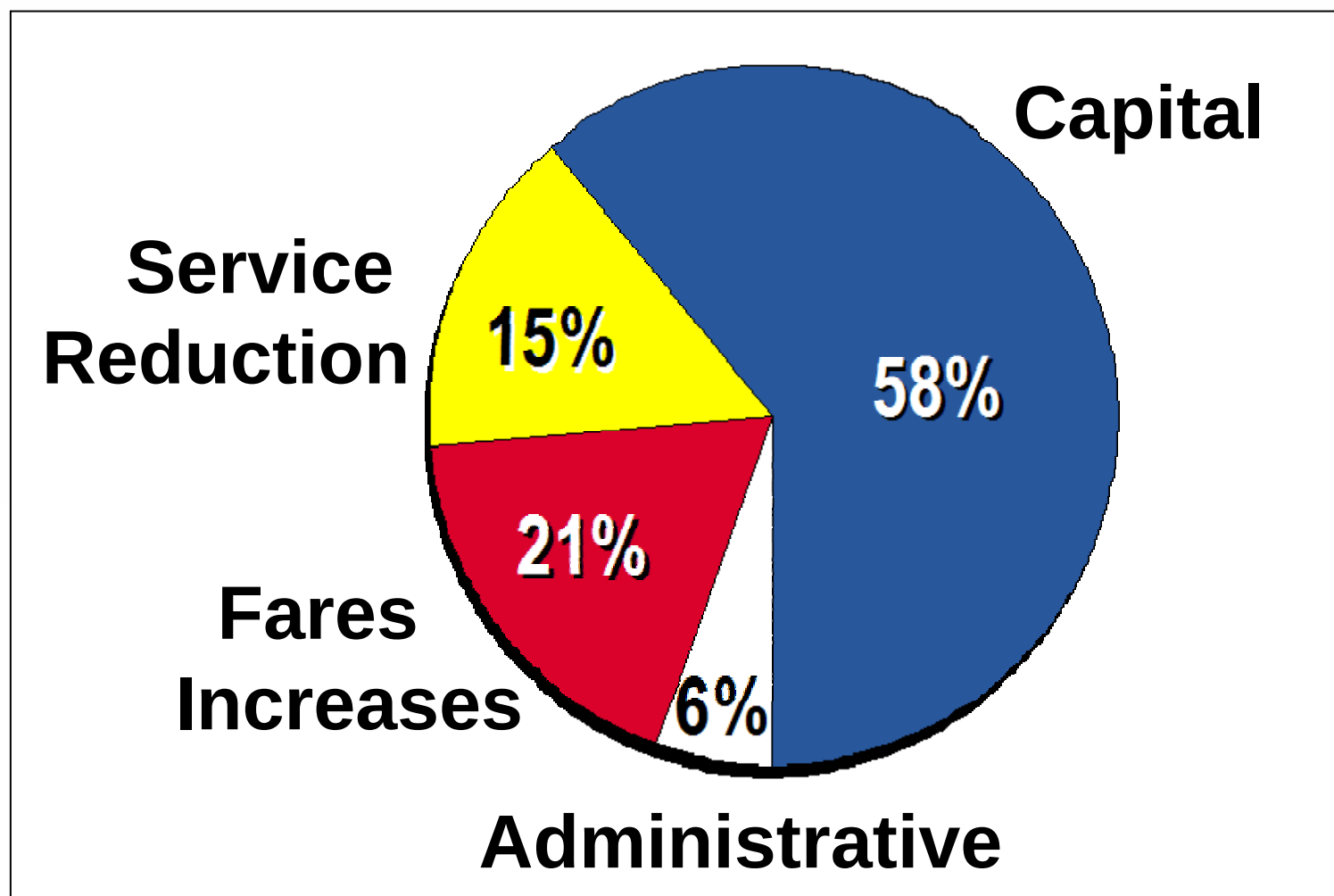
Peak 6:30 – 9:30 a.m.
Hours: 4:00 – 7:00 p.m.

FARE TYPE		Current	Proposed
Cash Off-Peak Fare	BUS	\$2.00	\$2.25
	RAIL	\$2.00	\$2.50
Cash Peak Fare	BUS	\$2.00	\$2.75
	RAIL	\$2.00	\$3.25
ALL Passes	63% increase		



Recommendation

- **36% of the deficit is covered by fare increase and service cuts**

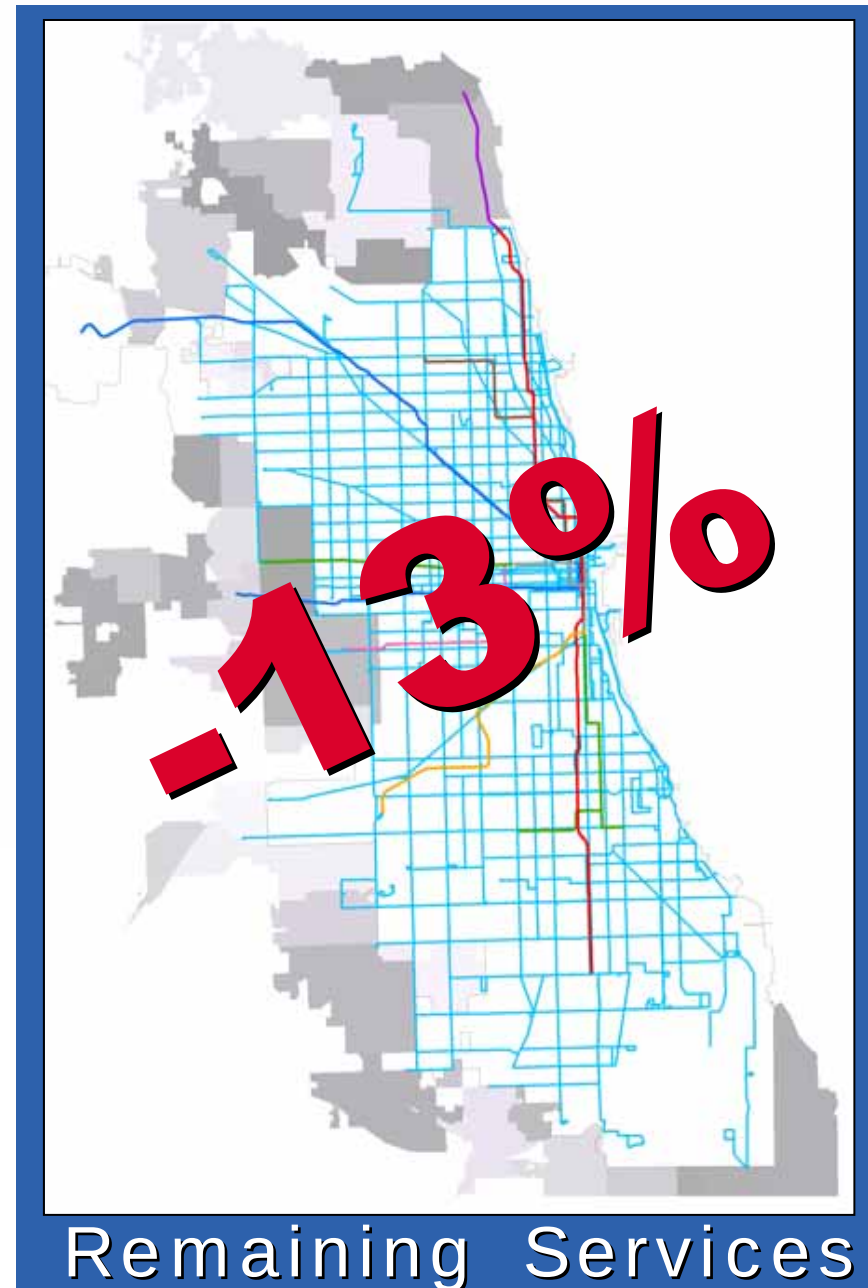




Recommendation

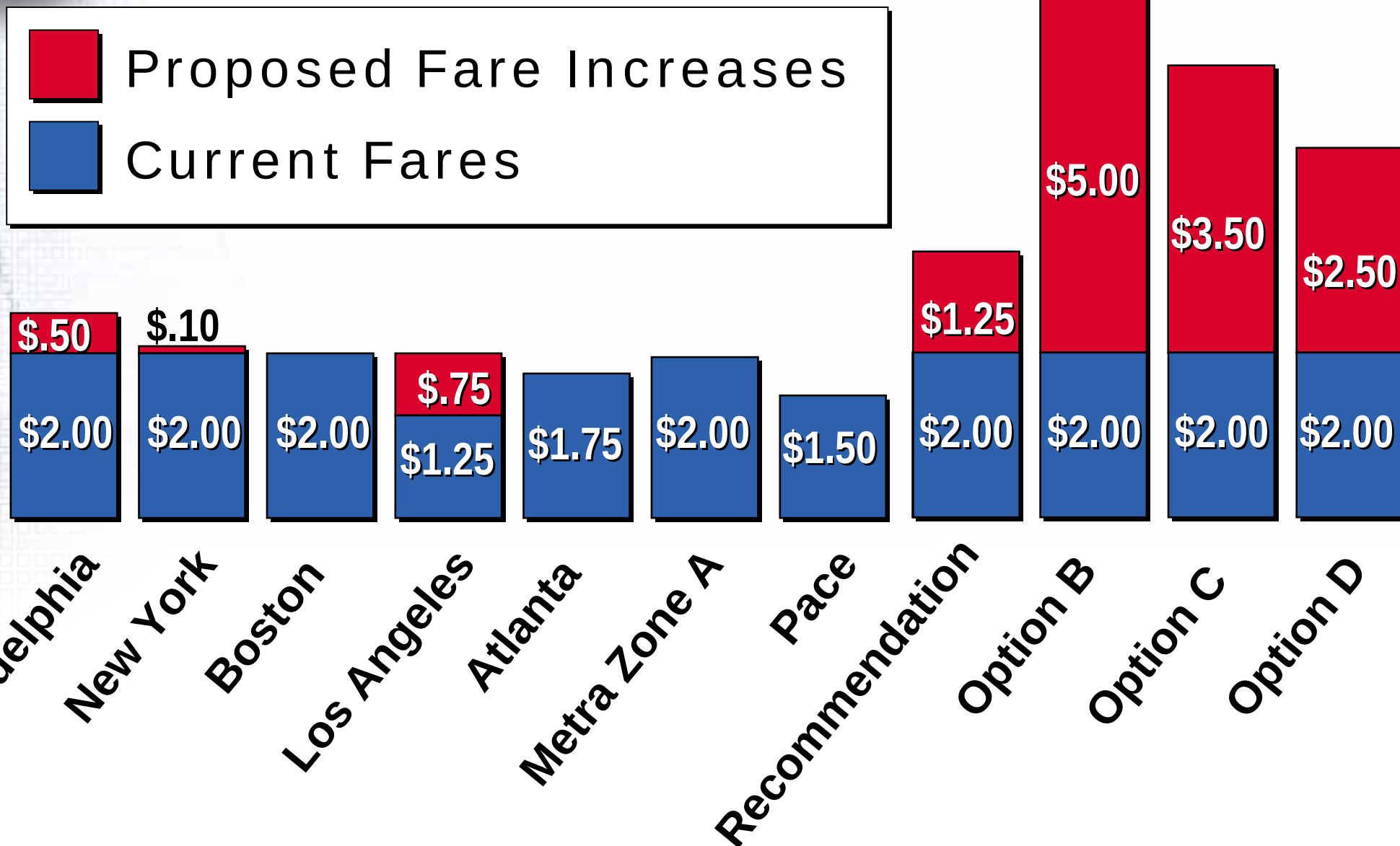
Bus/Train service on Sunday Service routes only

- **Purple Express and Yellow line suspended**
- **Bus service suspended on 63 routes**
- **422 fewer buses and 68 fewer trains during peak travel time**





Comparison of Fares





Recommendation

Administrative	\$5.6 Million
Capital	\$56.9 Million
Service	\$15.0 Million
Fares	\$20.0 Million
TOTAL	\$97.5 Million



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